



The Spoken Wheel

San Luis Obispo County • Number 12 • Summer 2006

Making our community better for bicycles



Coalition triumphs

The success of the SLO Farmer's Market Bike Valet has been amazing. It all started in May with just a few bikes and now we are averaging over 40 bikes each Thursday night. Since May, when the program started, we have replaced hundreds of trips that otherwise would have been made by automobile. Thanks go to the many dedicated volunteers from the Bicycle Coalition and Team SLO Nexus.

For more on the bike valet, see page 4.

South Street will go on a Diet

On June 6th, the Bicycle Coalition and the neighbors around South Street in San Luis Obispo achieved a great victory. On that evening, the SLO City Council accepted the recommendations of the South Street Pedestrian Safety Focus Group, which will usher in improvements to make the corridor safer and more amenable to walking and bicycling.

The City Council decision is the culmination of a chain of events that began with the tragic death of eight-year old Kimberly Macias, who was struck by an automobile on Halloween night of last year, when she tried to cross the corridor at King St. For the local residents the death was the straw that broke the camel's back, having lived too long with a highway running right through the middle of their neighborhood. The death spurred them to action. A petition was circulated for signatures and submitted to the City, calling to make the corridor safer for pedestrians. The only problem was that South Street isn't under City jurisdiction. It is part of Hwy 227 and therefore belongs to Caltrans. In January, the City and Caltrans responded by hosting a public town hall meeting at Hawthorne Elementary School, where local residents voiced their concerns about the corridor. Neighbors were upset that a state highway had been allowed to cut through where they live, making it dangerous for their children to get to Hawthorne Elementary School, Meadow Park, and a church. Others

were upset that the speeds on South Street were so high. In fact, the speed limit on South Street is 45 mph, which is 5 mph higher than Broad Street.

What resulted from the town hall meeting was a community focus group to look at possible solutions to the corridor problem. It was comprised of a diverse group of citizens, including parents, homeowners, a representative of the disabled community, the principal of the Hawthorne School, as well as Bicycle Coalition Executive Director Adam Fukushima. Over the next few months the focus group spent countless hours in meetings discussing possible changes with the assistance of traffic experts from the City and Caltrans.

At the beginning, the solution on the minds of many of the participants was to simply erect a traffic light with a pedestrian crossing on South Street at King. But as the group dug deeper into the idea, it became apparent that a traffic light was not the best solution. First of all, why just put a traffic light only at King Street? Even though a death had occurred at the intersection, there were other intersections that deserved just as much attention. Which intersections then to signalize? Some of them? All of them? Second, Caltrans did not have a warrant for a signal because of South Street's speed limit. While the focus group could have said phooey to Caltrans' bureaucracy, it knew

See Page 4



Out of the Saddle

A MESSAGE FROM THE EXECUTIVE DIRECTOR

Greetings!

Summer is always an exciting time for bicycle advocacy. The sun stays out later, the weather warms up, and more people are out on their bikes incorporating fitness into their everyday routine. A triumph for the bicycle community this summer was the launch of the bike valet at the SLO Farmer's Market. Put together by Team SLO Nexus and the Bicycle Coalition, it has made it easier for more people to bike to this wonderful weekly outing than ever before. No single event more encapsulates what we all love about life on the Central Coast than the SLO Farmer's Market and it's a real joy seeing so many ride away with warm smiles and bike baskets filled with all kinds of fresh California produce. If you haven't volunteered with us before, this is a great place to start. You can make new friends, have a look at some unique bikes, and enjoy all of the fun that goes with hanging out at the Farmer's Market.

Meanwhile, the class "The Art of Cycling" continues to gain more students who want to learn the skills to ride their bikes more safely and confidently to places like the Farmer's Market. Currently we are working



tools to create more bicycle-friendly and walkable communities. I look forward to crossing paths with others around the nation and Canada, who like us, are working so hard to create livable communities.

--Adam Fukushima

on a plan to give traffic violators the option of taking the course to divert a mark on their record. It would be a win-win situation, making the streets safer while also providing an opportunity to show how to use a bike to replace auto trips.

In September I will be attending the Pro Walk / Pro Bike Conference in Madison, Wisconsin. Put on every other year by the National Center for Bicycling and Walking, it is the largest event of its kind in North America, working to equip all of us with the

The State of Our State

(news from the California Bicycle Coalition)

AB 2465 (De La Torre) Pedestrian-bicyclist safety: school zone fines

AB 2465 would expand the authority to establish a school pedestrian-bicyclist safety program to any city, county, or city and county. The bill would also delete the repeal date of the program and related provisions of law. By expanding the authority to adopt a pedestrian-bicyclist safety program to any city, county, or city and county, and extending the date on which those entities may establish a program indefinitely, the bill would increase the duties of a county treasurer and would impose a state-mandated local program.

SB 1021 (Bowen) Infractions: bodily injury

Introduced on February 22, 2005 by Senator Debra Bowen (D), and co-sponsored by Assemblywoman Bonnie Garcia (R), SB 1021 would "create the public offense of unsafe operation of a motor vehicle with bodily injury, and would impose a fine of \$150 if bodily injury

is involved and \$250 if great bodily injury, as defined, is involved. The bill would also assign a value of 2 points upon a conviction."

SB 1021 would address the current lack of penalties for motorist-caused injuries. CBC, along with CABO, is currently working to recommend amendments to benefit bicyclists.

SB 1613 (Simitian) Vehicles: wireless telephones

AB 1324 would prohibit a driver from using a wireless phone while operating a vehicle, unless the phone is specifically designed and configured to allow hands-free operation and is used in that manner.

The Spoken Wheel

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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!

COALITION STAFF

Adam Fukushima,

Executive Director

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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

November 9, 2006



At Last, Good News from Los Osos: El Moro Bikeway Opens with Grand Ceremony

By Sue McGinty

Los Osos has something to celebrate: the new El Moro Bikeway. An enthusiastic crowd turned out on Earth Day, April 22, for the official opening of the first non-vehicular bicycle and walking path in Los Osos. Just over half a mile long, and designated Class I, it provides a safe route to both Baywood Elementary and Los Osos Middle schools.

Calling it a “path for all walks of life,” Tim Rochte, one of many community activists for the project, first thanked organizers of the event. Rochte then turned the ceremony over to a cadre of ribbon cutters including Shirley Bianchi, District 2 County Supervisor.

Rochte reminded the audience, many of them volunteers, that getting here hadn't been a walk in the linear park, so to speak. (Unlike traditional wide and open parks, the linear variety are long and narrow.) The idea was originally proposed way back in 1989 by a concerned citizens group calling itself Homeowners for an El Moro Linear Park (HELP) as a way to promote clean transportation and safe recreation for the community.

HELP took their idea to the two anchoring schools where they received enthusiastic support from staff and PTA alike, among them principals Michael Simkins of Baywood Elementary and Greg Pruitt of Los Osos Middle School. Support has continued under Amy Shield and Doug Jenison from Baywood and Rick Robinette and Diane Frost from

LOMS. Both schools now sponsor Adopt a Path programs to keep the path clean.

HELP also built coalitions with community environmental leaders such as Yolanda Waddell of SWAP and Dennis Sheridan of the Native Plant Society.

About this time, then-Supervisor Bill Coy obtained funding from the San Luis Obispo Council of Governments for Los Osos' first Traffic Circulation Study. Interestingly, the study concluded that paving El Moro Avenue would do little to improve traffic flow in Los Osos.

Armed with this data, HELP gathered over 1000 signatures for a petition. Brave souls like 4th grader Joe Stayton spoke before the Community Service Area 9 board to urge that the linear park be placed in the county's new Circulation Plan for Los Osos. Architects Chuck Crotser and Henry Hammer's conceptual drawings helped community members and decision-makers alike to visualize the dream.

Their efforts paid off. CSA 9, under the leadership of Ray Bracken and Shaunna O'Sullivan, shot the project to the top of the funding list for Los Osos. At this point activist Bill Fritch joined the HELP team. Alas, despite everyone's best efforts, funding moved slower than a shoulder-banded dune snail for several years.

In 1996, under the leadership of Bud Laurent, and through the efforts of County Engineers John Wallo and Richard Marshall, the SLO Council of Governments, led by Ron DeCarli and Richard Murphy, approved funding



County Supervisor Shirley Bianchi celebrates at a ribbon cutting ceremony with the Los Osos community

for what became known as the El Moro Bikeway. Eventually Dave Flynn from Public Works was named project manager.

Once funding was approved, the project underwent the usual permitting process. This included multiple environmental evaluations to identify endangered animals and plants, a hydrology assessment under Don Asquith and a cultural study for Indian artifacts. The late Cal Poly professor Aryan Roest, an expert on the endangered Morro Bay kangaroo rat, and Mary Reents, principal planner for the Morro Group, were among many who contributed countless hours to the environmental assessments.

Thanks to Bill Fritch's efforts, Cal Poly architectural students in the Build Environmental Education Program (BEEP) worked with Linda Richardson Schmaeling's 4th grade class at Baywood School to design a model of the bike path. This was displayed at various county events including the Monday Baywood Farmers' Market.

County Parks joined the project when Pete Jenny became manager. He assigned Jan DiLeo, a park planner, to the venture. Rochte says, “I believe their combined efforts made the difference between success and failure.”



Image: Google Earth

Continued on page 6

Leave the Parking to Us!

BIKE VALET COMES TO FARMERS MARKET

Riding your bike to the downtown SLO Farmers Market has never been easier. Free parking is now available every Thursday from 6 p.m. to 9 p.m. through October 26.

The complimentary bike valet, located on Morro Street between Marsh and Higuera, is a collaboration between the Coalition and Team SLO Nexus, a new amateur cycling team whose members support all forms of cycling and promote the use of bicycles for everyday transportation.

Just ride downtown and leave the rest to the dedicated valet volunteers—no need to bring a lock or hunt for rack space on SLO's busiest night of the week. Bikes are parked on sturdy racks and supervised for security. Claim tickets make drop-off and pickup a breeze.

If you usually drive downtown, let this be your excuse to give bicycling a try. It saves gas and cuts down on air pollution, and you can work off the pork munchies you ate for dinner by the time you pedal home.

South Street (from cover)

that to fight Caltrans on this one would take years to settle. It would be foolish to delay improvements to the corridor any longer.

The epiphany arrived when the focus group received word that South Street was scheduled for a routine paving and re-striping by Caltrans in the fall of 2007. It was then decided that the best solution for South Street was to put it on a "road diet." It is a treatment in traffic engineering made prominent by Dan Burden, former bicycle/pedestrian coordinator for the state of Florida and current director of the organization, Walkable Communities. While leaving the amount of space from curb to curb unchanged, a road diet will reconfigure the roadway by reducing the number of lanes from four to two and adding a raised island in the middle with turning pockets. The benefits are many. By reducing the number of lanes, the amount of space a pedestrian must cover to cross the street is reduced, especially since pedestrian refuge islands will be incorporated into the center of the road. Reducing the number of lanes will also reduce vehicular speeds. There is also an added benefit to the road diet. With the extra space, Bicycle Coalition Executive Director Adam Fukushima was able to advocate for bike lanes that are a foot wider.

To put things in perspective, the idea of a road diet is actually nothing new in San Luis Obispo. We can point to the success of Johnson Ave from Laurel to Orcutt as an example. This stretch was once a four-lane road. Now it accommodates two lanes with a middle turn lane and bike lanes.

The Bicycle Coalition worked hard to gather support for the focus group recommendation, soliciting residents to attend the city council meeting as well as to send letters of support to the city council. On June 6th, the city council heard comment from



**To volunteer at the bike valet
contact Jessica Berry at:
jberry@rideshare.org
or call (805) 781-1385
For info on Team SLO Nexus visit:
www.slonex.org**

the public, who were overwhelmingly in favor of the plan. Speakers even included a courageous nine-year old Cub Scout, Haven Kardel, who spoke eloquently in favor of a South Street that is a pedestrian-friendly place for him and his friends. The recommendation was passed unanimously by the city council.

The plan now is for Caltrans and the City to work together on the particulars of the road diet in preparation for the corridor's planned resurfacing and re-striping in 2007. Following the event, control of South Street will then be surrendered to the City of SLO. Once that happens, the corridor will no longer be under Caltrans restrictions and may undergo other treatments to calm traffic even further and make it more accessible to pedestrians and bicyclists.

Tour of California returns to SLO in 2007

It's official! After this year's successful inaugural tour, the Amgen Tour of California is slated to make a return to SLO Town next year. On February 22, 2007, Stage 4 will make its way from the City of Seaside to San Luis Obispo, winding its way once again through some of California's most beautiful landscape. The following day will feature a time trial in Solvang.

How I Learned to Ride my Bike Safely and Confidently

By Tom Nuckols

The route for my twice-weekly commute home from work takes me on S. Higuera St. in San Luis Obispo. As I approached the area where S. Higuera intersects with Madonna Road and South Street, I always got a little nervous. The bike lane on that 100-yard stretch between Madonna and South becomes extremely narrow, the pavement gets uneven and strewn with holes, and then the bike lane just ends. I always tried to stay as close to the curb as possible while watching to be sure my wheel did not get stuck in a crack and that the cars coming around the corner did not invade my precious little bike lane. Although I thought that I was doing everything that I should, that area of my commute always concerned me. I was a little embarrassed to admit that riding a bike made me nervous so I just sucked it up and luckily made it though that area without a mishap.

Then I heard about a class that addressed cycling safety issues. So I signed up for it and was glad I did. I learned that lots of folks are nervous about riding in auto traffic. In fact, many people cite a fear of riding in traffic as the major reason for not riding a bike more frequently. The class presented some really important statistics. For instance, did you know that most bicycle crashes do not involve a car at all?

The class started with some basics. We covered types of bikes, helmet fit, basic

maintenance, tire repair, and cadence. It seems that all of these classes have people with very different cycling backgrounds and interests. While these basics were redundant for some of us, others really learned some necessary and valuable information about purchasing and maintaining a bicycle. We then moved on to the main mantra of the class, which is that "bicyclists fare best when they act and are treated as drivers of vehicles." We talked about the rules of the road, pertinent sections of the California Vehicle Code, and most importantly, proper positioning within the flow of traffic. There was an excellent movie entitled "A Cyclist's Eye View", where I was shown in real time how to safely navigate on a bike through morning traffic. Another segment was a Power Point resentation that drove home the point to ride "safely, predictably and visibly." The Saturday session of the class got us out on our bicycles. We practiced avoidance maneuvers, scanning behind us, signaling, and the all-important emergency stop. We then headed out on the road to put our skills to the test. We rode about five miles around town with our instructors making sure that we were positioning ourselves correctly and following the skills that we had learned.

Armed with my newly acquired knowledge, I once again rode up Higuera Street. After passing Bridge Street, I

scanned the lane behind me, signaled and moved comfortably into the center of the nearest traffic lane. I waited for the light to turn green at Madonna Rd. and then proceeded safely and comfortably in the middle of the lane until I got to the red light at South Street. No one honked or yelled at me. The cars behind me could go no faster than me and I had plenty of room to ride on a reasonably smooth surface. After crossing South Street, I returned to the bike lane and continued my journey home. I felt exhilarated and very much in control after riding through this area of my commute that used to cause so much anxiety.

I was so impressed with the class that I signed up to become a certified instructor myself so that I could share with others those safe cycling practices that make me feel safe while riding my bicycle. We now have a group of dedicated individuals certified by the League of American bicyclists who have scheduled six of these "Art of Cycling" courses during 2006. The course is being taught in three sessions. We meet on successive Tuesday nights from 6 PM to 9PM and conclude the following Saturday for the on-road segment. These classes are made possible through the generosity of the San Luis Obispo Bicycle Club, San Luis Obispo County Bicycle Coalition, First American Title Company and the Air Pollution Control District. I hope to see you at one of our upcoming classes.

Hone Your Bike Skills with the "Art of Cycling"

Bicycle Coalition Now Sponsors Skills Workshop

Learn how riding can help you save money, integrate fitness into your daily commute...and get out more often. Among the skills you'll learn are: to ride safely and confidently in auto traffic, carry stuff, avoid mishaps, and more. You'll learn clever ways to replace your car trips with bicycle trips and have fun while doing it.

Classes are free of charge and open to all residents of San Luis Obispo County 16 years of age and older.

Each workshop consists of three

	1st Tue	2nd Tue	Sat
March	14	21	25
May	9	16	20
July	11	18	22
Sept	12	19	23
Nov	7	14	18

sessions: two Tuesday nights and a Saturday morning.

1st Tues. evening: 6PM-9PM

2nd Tues. evening: 6PM-9PM

Sat. morning: 8:30AM-12PM

Workshops are repeated every other month. Bicycles are only needed for the Saturday morning session. Please register in advance. To register, or for more info, contact Jean Anderson.

Email: lci.slo@mac.com

Phone: (805) 545-9003

Classes are sponsored by the San Luis Obispo Bicycle Club, the SLO County Bicycle Coalition, the San Luis Obispo County Air Pollution Control District, and are taught by local instructors certified by the League of American Bicyclists.

SLO County Bicycle Coalition Goes to Sacramento

On May 1st and 2nd, the San Luis Obispo County Bicycle Coalition took a delegation up to Sacramento to take part in the California Bicycle Coalition's Pedal Power Lobby Days. The event brought in over 40 bicycle advocacy and industry leaders. The first day began with advocacy training, and a detailed report and discussion of bills that are before our state's legislature.

The following day, advocates met directly with state legislators in their offices regarding pending bills and to communicate the importance of supporting bicycle-friendly and pedestrian-friendly legislation. Seventy-seven contacts were made during the day. The San Luis Obispo County Bicycle Coalition made seven of these contacts including our own Assemblyman Sam Blakeslee and State Senator Abel Maldonado. Among the concepts promoted was the "Complete Streets" campaign, a nationwide effort to promote roads that accommodate all modes of transit, not just motor vehicles. By including "Complete Streets" language in the transportation infrastructure bond measure slated for this November's ballot, legislators can make it possible for pedestrians, bicyclists, motorists, and bus riders of all ages and abilities to move about more safely.

Why is this necessary? In many ways, it is simply a matter of economics. Many of the roads in California are exclusively designed to serve high-speed car traffic; few of them provide sidewalks, crosswalks, bike lanes, proper lighting, or other facilities that would provide safety for pedestrians and



Executive Director Adam Fukushima (left) and board member Barry Lewis (right) meet with State Assemblyman Sam Blakeslee in Sacramento (center)

bicyclists. Currently, many roads are now required to undergo expensive retrofits to better accommodate non-motorized transportation. It would be far more cost-effective if all new road construction was planned from the outset to accommodate all travelers.

El Moro (from page 3)

Over the next several years community meetings were held to gather public input on design and implementation. Supervisor Shirley Bianchi and her field representative Richard Macedo became staunch advocates, as did past and present members of LOCAC, including Mary Ellen Simkins, Ray Bracken, Frank Freiler, Bob Semonsen, Carole Mauer, and Terry Benko. Under the leadership of DiLeo and Dave Flynn, the community approved design features for the path, assisted by David Foote and Jim Burrows from the Firma Landscape Architectural group.

Once the project received the go-ahead, actual construction was completed in three phases. In 2004 a pedestrian-activated signal was installed at El Moro and South Bay Boulevard. Now kids could safely cross without guards after school hours and on weekends. Next came design completion and construction under the guidance of County Public Works resident engineer Joe Whalen. Landscaping followed. This was funded by grants and completed using native, drought tolerant plants by the California Conservation Corps under the leadership of director Domenic Santangelo, project coordinator Bruce Bonifas and Crew #1 supervisor Victor Rocha. This dynamic team also constructed the Elfin Forest boardwalk and the trail and bridges at Sweet Springs Preserve.

There's more —slurry sealing to give the asphalt a natural

look and mutt mitts for dog walkers, courtesy of the Los Osos Rotary and Jim and Catherine Gentilucci. Terre Dunivant, owner of Gaia Graphics, designed and created interpretive signs that can make a ride or walk on the path an educational as well as physical experience.

The dedication ceremony concluded with a drawing by Julie Senter of Los Osos Fitness with prizes donated by Baywood Cyclery, Los Osos Fitness and Giro Helmets. The younger attendees then dispersed to Baywood School for a bike safety check sponsored by Mark Torcaso of Baywood Cyclery and a bike rodeo sponsored by the SLO County Bicycle Coalition and SLO Rideshare. Others enjoyed a walking tour of the path that included models of the interpretive signs, and lemonade and cookies courtesy of residents George and Jean Miller and Sue McGinty.

Of the new bikeway, former HELP activist Bill Fritch said, "I hope the path sets a precedent for other undeveloped rights of way, not only within Los Osos, but countywide."

Tim Rochte agreed, adding: "This project has not only transformed the landscape, it has transformed the community, bringing neighbors together to find common ground."

Membership Matters...

MEMBERSHIP

We welcome our newest members to the family. We also have a growing core of dedicated business members. We continue to gain more members from the non-bicycling industry including more hotels and retail. Please show your thanks by giving our business members your patronage.

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 board of directors meets 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 Bicycle Coalition members. If you have submitted your

Member Benefits

The following businesses will reward your commitment to a more bicycle-friendly San Luis Obispo County. To receive a discount, simply show your copy of the Spoken Wheel newsletter with your mailing label on it or member dues receipt letter prior to having the sale written up.

10% Off Accessories and Parts

Art's Cyclery

2140 Santa Barbara Street, SLO
796 Foothill Boulevard, SLO
2179 10th Street, Los Osos

Cambria Bicycle Outfitter

1422 Monterey Street, SLO
2164 Center Street, Cambria

Foothill Cyclery

896 Foothill Boulevard, SLO

Wally's Bicycle Works

306 Higuera Street, SLO

10% Off Merchandise

Hempshak

1115 Broad Street, SLO

10% Off Tours

Central Coast Outdoors

www.centralcoastoutdoors.com

NUMBER 12, SUMMER 2006

membership and don't see your name, we are still processing your application; please check for your name in our next issue.

Individual

Michael Alamo, Michaela Biaggi, Scott Borrelli, Brad Buxton, Tom Dahl, Jim DeCecco, Steven Clipperton, Scott Cusick, Donette Dunaway, Ken Emmer, Corinna Engel, David Hamilton, Kelly Heffernon, Barrett Henson, Dan Hernandez, Pancho Herrera, April Hoey, Amy Jacobs, Eugene Jud, Kevin Kaizuka, Tom Kennedy, Brian Kurotsuchi, Karin Manzi, Aaron Martin, Greg McPheeters, Lisa Quinn, Brian Soland, Michael Stallman, Rob Strong, Rick Thorne, Mark Weddige, Dale Wilhelm, Tim Wilkinson

Families

Julia and Patrick Bolger, Ron Van Hoosar & family, Bob Jones and Colleen Dawson, Chris Teaford & family, Kirk and Pam Zirion

Grass Roots

Mike Durant, Gabriel Kaprielian, Barry Lajoie

BUSINESS MEMBERS

The San Luis Obispo County Bicycle Coalition salutes our current business members. We offer a business dues structure (see back page) that will help recognize those of you who help us the most. We also offer advertising opportunities to our business members. Please call Adam Fukushima at 541-3875 for more details.

Bike Shorts...

(news from the National Center for Bicycling and Walking)

RESEARCH PAYS OFF - BIKEWAYS TO PROSPERITY: ASSESSING THE ECONOMIC IMPACT OF BICYCLE FACILITIES

The North Carolina Department of Transportation commissioned the Institute for Transportation Research and Education (ITRE) at North Carolina State University to determine if the benefits gained from the bicycle facilities would justify investment in additional facilities throughout the state. The ITRE study found that visitors who bicycle in the northern Outer Banks have a significant economic impact on the area. Moreover, the study provides evidence that the expenditure of public funds on bicycle facilities in an area with a substantial amount of tourism can be a worthwhile investment,

CURRENT BUSINESS MEMBERS

GOLD

SLO Bicycle Club

Voler Team Apparel

Truativ

Cambria Bicycle Outfitters

STANDARD

Art's SLO Cyclery

Best Western Somerset Inn

Central Coast Outdoors

Computer Network Services

Davies Co. Real Estate

Foothill Cyclery

Hempshak

Hoadley Design /Peak Racks

Hostel Obispo

Jim Aaron--"Realtor on a Bike"

Liz Johnston LCSW

Los Osos Fitness

Madonna Inn

New Times

Pacific Energy Co.

Petit Soleil

Quality Inn Suites

Sue's Sandos

SLO Roots Productions

Utopia Bakery

yielding an economic return approximately nine times the initial expenditure.

CUL-DE-SACS: SUBURBAN DREAM OR DEAD END?

In recent years, the cul-de-sac has fallen out of favor with urban planners and architects. Some cities have even banned them. Safety has always been a big selling point for cul-de-sacs. From the beginning, builders noted that they gave fire trucks extra room to turn around, and that they prevented strange cars from speeding by on their way to somewhere else. Ads for cul-de-sacs often pictured children riding bikes and tricycles in the street. These days, those images seem grimly ironic to people who actually look at safety statistics. For example, cul-de-sac communities turn out to have some of the highest rates of traffic accidents involving young children.

Continued on page 9

Meet the Board

CURRENT BOARD MEMBER:

BARRY LEWIS

Residence:

San Luis Obispo

Occupation:

Librarian

Years Bicycling:

9

Background:

In 1995 I graduated from Northridge College, quit my job, sold all of my possessions (including my car) and rented a car to drive around America. We ended up going to Maine and back, taking five weeks and traveling 11,000 miles. I ended up going back to my old job, buying some copies of possessions I once owned, but I never bought another car. For the next five years I rode exclusively on two wheels, or on buses. I was determined to



make this a way of life. A couple years ago (2001) my father died and I somehow was the chosen one to take possession of his car. I kept it for emergency purposes only. I sold it in December of 2004, and feel great ever since. I feel that if I can get somewhere without the need of a car, do it. And if it does require driving, think twice about going, or find another way to get there.

What do I ride?

Anything that doesn't have a motor. Right now it's a Cannondale Delta V500 Mountain Bike. My brother used to work in a bike shop and added all this cool gearing and grips and gadgets for my traveling convenience. I am recently getting into the road bikes, and all that's involved with them.

My Vision for the Coalition:

To promote alternative means of transportation, be it bike, walk, carpool, or bus. I try to do this by being an example. I realize that not everyone has the advantage of not having to shuttle something or someone around this beautiful county of ours, but if they can make an effort to educate themselves about the available options, and use them accordingly - we all, and the environment, will be that much more happy.

—Barry Lewis

Coalition Briefs

JOIN THE COALITION!

We've made the transition to an 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 2007!

JOIN OUR COMMITTEES

Joining a committee is a great way to get involved in bicycle advocacy. For a list of committees, visit www.slobikelane.org and click on 'get involved.' We could use your input, especially with fundraising. Please join us!

JOIN THE E-NEWSLETTER

The E-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.

NEW COUNTY BIKE MAP HOT OFF THE PRESS

SLO Regional Rideshare has just published a handsome new county bike map. To get your copy, call (805) 781-4362

BIKE HAPPENING

The first Thursday of every month at 9:30pm hundreds of people converge with their bikes at Mission Plaza in SLO. 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. For more info, visit: www.bikehappening.org

DONATE YOUR CAR

Sick of paying high gas prices? Is your car strangling you like an albatross? Then what better way to make our community more bike friendly than by getting rid of your car? The Bicycle Coalition has launched a new vehicle donation program. The donation of your vehicle is tax deductible in accordance with California law and helps us further our bicycle friendly programs. For details call (805) 541-3875 or email: adamf@slobikelane.org

COALITION AMBASSADORS NEEDED

We'd like to have eyes and ears on the scene in every corner of the county, but we need your help. Become an ambassador of the Coalition and be a conduit for bicycling and walking issues in your community. Jim DeCecco of Pismo Beach and Anne Kelly of Atascadero are our newest ambassadors. Will

you represent your community?

VOLUNTEERS NEEDED

Would you like to help with our newsletter? Stuff envelopes? Lend assistance with our events? Help out with a campaign? Volunteers are always needed and appreciated. Please contact our volunteer coordinator Jessica Berry at JBerry@slobikelane.org

TAKE YOUR BIKE ON THE BUS

San Luis Obispo County was one of the first in the nation to have a fleet of busses with 2 sets of 3 position bike mounts. Said differently, many of our RTA busses can carry up to 6 bicycles at a time. This innovation is allowing bicyclists countywide to have more confidence that there will be a place for a bike on the bus. It also gives transit users more creativity with their commute. Is your bus stop a little far to reach by foot? Now you can bike to the bus stop and have more mobility options once you reach your destination. For more information about bus schedules countywide, visit www.rideshare.org

Ongoing County Bicycle Projects

Area/s	Route/s	Jurisdiction/s
Regional significance	Hwy. 1 corridor (Hwy. 101 to Monterey County)	SLO City/City of Morro Bay/SLO County/Caltrans/
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	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 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)	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
Ongoing programs	Coexist, Share the Roads Campaign	SLO County
Ongoing programs	Bike Fest / Bike Month	SLO City, SLO Regional Rideshare

Bike Shorts (continued...)

According to William Lucy, a professor of environmental studies at the University of Virginia, "The actual research about injuries and deaths to small children under five is that the main cause of death is being backed over, not being driven over forward," he says. "And it would be expected that the main people doing the backing over would in fact be family members, usually the parents." Armed with such arguments, critics of the cul-de-sac have won some victories in recent years. In cities such as Charlotte, N.C., Portland, Ore., and Austin, Texas, construction of cul-de-sac-based suburbs has basically been banned. In other places, cul-de-sac communities have been retrofitted with cross streets.

PLACE YOUR AD HERE

Our publication reaches over 700 readers who care about their health, the environment, and a livable community. For details, contact us at

(805) 541-3875 or email

adamf@slobikelane.org

Local cycling contacts

<p>Central Coast Concerned Mountain Bikers (3CMB) Contact: Greg Bettencourt, 995-1675.</p> <p>San Luis Obispo Bicycle Club Contact: Robert Davis, 772-0874.</p> <p>Team SLO Nexus Tyler Wertenbruch tylerw@slonexus.org</p> <p>SLO City Bicycle Advisory Committee Meets 3rd Thursday January, March, May, July, September & November. at City Hall, 7:00 P.M. Contact: Peggy</p>	<p>Mandeville, 781-7590.</p> <p>SLO County Bicycle Advisory Committee Meets quarterly, 2nd Tuesday at 7:00 P.M. Contact: Red Davis, 772-0874.</p> <p>Morro Bay Citizens Bike Committee Meets monthly 1st Wednesday, Morro Bay Community Center, 5 P.M.-6 P.M. For information, phone 772-0874.</p> <p>Citizens Transportation Advisory Committee Recommends local transportation projects and funding to SLOCOG. Open to the public. Pizza served. Phone: SLOCOG staff, 781-4219.</p>	<p>California Bicycle Coalition www.CalBike.org (916) 446-7558</p> <p>SAFETY CONCERNS</p> <p>County roads: 781-5252</p> <p>City of SLO streets/roads: 781-7190</p> <p>Caltrans roads and highways: Aileen Loe, 549-3103</p>
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Make your community better for bicycles.

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 as allowed by law.

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

Membership dues

Grass roots \$12 _____
Individual \$25 _____
Family \$35 _____
Benefactor \$500 and over _____

Bike Friendly Business \$150 _____
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

Events Coalition Ambassador

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...

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

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

VALUES...

- equal mobility for all
- economic vitality
- a healthy population & environment

RETURN SERVICE REQUESTED



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