



The Spoken Wheel

San Luis Obispo County • Number 11 • Winter 2006

Governor Cuts State Bicycle Funding

Bicycling is having another renaissance in the United States. Rising energy costs, skyrocketing obesity, and common sense are the catalysts to one of the greatest retail years for the cycling industry since the oil crisis in the 1970's. More and more people are ready to give transportation by bicycle a chance and integrate it into their lifestyles. This trend is merely the beginning of a steeper curve that began modestly more than 10 years ago. Between the 1990 and 2000 census, San Francisco increased its bicycle commuting 108%. Cyclists on the streets there will tell you they see many more bikes now than five years ago. In 1970s Caltrans acknowledged its responsibility to provide for more than just the efficient movement of motor vehicles and established the Bicycle Transportation Account with an annual funding amount of \$360,000. Perhaps more importantly, this fund established eligibility requirements outlined in Streets & Highways Code 891.2 that call for Cities and Counties to develop

Bicycle Transportation Plans that have standardized elements. These plans have since provided the backbone of bicycle planning and have conceived and prioritized most bicycle facilities built in California over the last 20 years. Locally, San Luis Obispo has received \$108,000 from the BTA to construct the intersection improvements for the Morro Street Bicycle Boulevard (completed in early 2004).

In 1997 and again in 2000, the BTA's funding was increased to \$7.2 million. From 2001 to 2004 the BTA provided nearly \$29 million to bicycle projects, leveraging \$64 million in additional outside and local funding. During this time the unmet funding requests from city and county agencies grew to \$136 million. Unfortunately SB1772, which raised the BTA to \$7.2 million

in 2000, had a sunset clause and is scheduled to revert to \$5 million in 2006. With funding requests increasing every year as more and more agencies are creating bicycle transportation plans it was clear that this would be a step backward for bicycling in California if funding was reduced. The California Bicycle Coalition stepped in and with senators Tom Torlakson and Abel Maldonado led a bipartisan effort under SB523 to maintain the BTA at \$7.2 million. This bill did nothing to increase bicycle expenditures despite overwhelming merit for the idea. The bill passed through the state assembly and landed on the Governor's desk in September.

Meanwhile, during senate deliberations in Sacramento, Governor Schwarzenegger appeared with Lance Armstrong, promoting his beliefs in physical fitness and healthy lifestyles. Given such positive attention to cycling and all time high gasoline costs due to hurricane Katrina, bicycle advocates believed SB523 would receive the golden signature.

Surprise turned to shock on September 30th, when the Governor vetoed SB523, stating that "California's transportation infrastructure needs far outstrip the resources available. Given the state's limited transportation resources, it is important to give local agencies the flexibility to use funds as they see fit rather than being forced to use the type of state-mandated formula that this bill perpetuates."

The Governor also vetoed AB748 that would have prohibited toll facilities from charging cyclists and pedestrians.

To put the BTA in perspective consider this: If San Luis Obispo received the entire 2006 annual BTA allocation of \$5 million it could not even complete the Railroad Safety Trail from the Amtrak Depot to Cal Poly (estimated at \$6 million plus). The \$2.2 million the governor cut from Transportation Account is an amount insignificant

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Coalition triumphs

Our efforts to have a voice for bicycling and walking at the SLO City Budget Forum last year have paid off. For the new budget cycle, bicycle facilities are ranked number three out of a list of sixteen goals. What does this translate into? In the 2005-2007 Financial Plan, SLO City plans to complete drawings and begin construction on a new phase of the Railroad Trail from Foothill Blvd. to Hathaway St. and complete license agreements with Union Pacific on another phase from Santa Rosa St. to Marsh St. The city also plans to complete the Bill Roalman Bicycle Blvd. on Morro St. As for the Bob Jones City-to-Sea Trail, the city plans to complete environmental documents and designs on the phase within the city limits that extends from Prado Rd. to Los Osos Valley Rd.



Will the governor's veto delay the SLO Railroad Trail?

Out of the Saddle

The New Year is a time of renewal and anticipation. I'm excited for what's ahead of us in 2006. In November of last year, our board added three new members. Tom Nuckols, president of Voler Team Apparel, brings his keen business sense to the Coalition, while Nan Albee, a registered nurse with the county, will help us develop the public health aspect of bicycle advocacy. Bob Nanninga, on the other hand, brings his event experience to the Coalition. We also added a staff member in the person of Jessica Berry, a graduate student in Public Policy, who has been hard at work as our new Cal Poly liaison and volunteer coordinator.



Tour is also good for the rest of us mere mortals who like to pedal at our own leisurely pace. That is because the event will showcase the tourist value of bicycling in our county. We will be welcoming a large number of visitors who will be staying overnight, watching the race, and going on bike rides of their own. This is a great opportunity to highlight the importance of our local bikeways and the need to build more of them.

It was with great pleasure that I received the news of the Tour of California bike race, which is coming to San Luis Obispo on February 23-24. The race is a UCI sanctioned event and will therefore bring in some of the best riders from around the world. Already signed up are George Hincapie, Levi Leipheimer, and David Zabriskie. I can't tell you how excited I am to have such a world-class race come through our county. Not only is the race exciting for those of us who are "spandex" geeks, but the

2006 is shaping up to be a dramatic year. You, as our member, have a huge role to play in our success. I encourage you to get involved. Can you lend volunteer help? Can you increase your financial support so that the Bicycle Coalition has the resources it needs to succeed? Can you commit this year to recruiting 5 new people to become members? Our success depends on the faithful commitment and energy of our members. Here's to a great 2006.

-Adam Fukushima

The State of Our State

(news from the California Bicycle Coalition)

Bicycle Traffic Signals – PASSED

The passage of Assembly Bill 56 on August 17 removes a sunset clause on a law that allows the use of bicycle traffic signals in Davis, CA. Use of such signals are now allowed for use statewide. Thanks to Assemblywoman Lois Wolk (D) for sponsoring this legislation!

Background: In Davis, the signals have decreased the number of accidents involving automobiles and bicycles, and other cities throughout California, including an Diego, Palo Alto, and San Francisco, have become increasingly interested in installing similar devices. CBC strongly supported Assemblymember Wolk's effort to pass this legislation, which cleared the Assembly Transportation Committee on April 5, and the Assembly Appropriations Committee on April 14, thanks in large part to testimony from Tim Bustos, CBC Board Member, and Bicycle/

Pedestrian Coordinator for the City of Davis.

Proposition 42, Transportation Funds

CBC is working with the California Alliance for Transportation Choices, the California Transit Association, the Metropolitan Transportation Commission and others to insure inclusion of "routine accommodation" language in any constitutional amendment to Proposition 42 proposed this year. They are pushing for language that mandates full consideration of bicycle, pedestrian, and disabled persons accessibility in all newly funded transportation projects such as that in Caltrans Deputy Directive 64, existing (but unenforced) statewide transportation policy.

The Spoken Wheel

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

COALITION STAFF

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Calpoiy Liaison/ Volunteer
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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

9 November 2006

Groningen, Netherlands: A Small City with a Big Bicycle Community

Last Fall I traveled back to Groningen, Netherlands for some rest and relaxation and to visit my alma mater—the University of Groningen. As the most northern city in the country, the destination isn't exactly on the radar of most international tourists. In fact, most visitors are Germans making a day trip to go shopping. But this gem of a city has a lot to be proud of and shares a lot with our own Central Coast. Secluded from the rat race and crowds of Amsterdam, Groningen enjoys lovely verdant pastures and prime agricultural lands just a few minutes from town, not to mention awards and accolades for having the best downtown in the country. There is a certain pride in the quality of life there. As a play on words with its geography, the unofficial slogan of the city is "There is nothing above Groningen," which to me calls to mind the pride of the "SLO Life."

Groningen boasts the highest rate of bicycle use in the nation, amounting to nearly 60% of all trips. Compare that to here at home, where the number is only 5%. The city's path to success had much to do with its plan of "sweet and sour" or positive and negative incentives to encourage bicycle use. The "sweet" consisted of laying down a network of bike paths and bike lanes, lowering speed limits, and other infrastructure including one of my favorites called "four-direction green" intersections. These are intersections where motor traffic completely stops and bicyclists are given their own turn to travel in any direction—either straight ahead or onto another street. What's more, those who ride a bike to work are given special tax credits, and employers will often cover the cost of a bicycle as a business expense. You could call it getting a "company bike." Tax credits actually save the government money since the cost of a tax credit is still much lower than it would be to maintain roads overcrowded with single-occupancy automobiles. The "sour" consists of limiting automobile movement. The city streets are more or

less laid out as a series of concentric rings that get smaller as you come closer to the center of town. Traffic engineers cut the city into quadrants like a pie and installed bollards so that cars could not drive from one end of town to the other without first driving outside of the "pie," driving around downtown and entering through another quadrant. By doing this, the city discourages driving a car downtown yet allows for those occasional trips where using car might be absolutely necessary--like making



a large delivery. Busses and bicycles, however, are not restricted. The result is a downtown that is friendlier for walking and bicycling...as well as shopping. When the city first tested the plan, local merchants feared that they would lose business. What happened was the exact opposite. The downtown became more attractive and businesses then called for the plan to be expedited. Merchants also found that those who arrived by bicycle tended to be better customers. While they bought fewer items per trip, the trips were more frequent. Often, the biking customers spent more due to increased impulse buying.

Contrary to what you may think, neither Groningen nor the rest of the country were always bike friendly. After WWII, reconstruction efforts focused almost entirely on the flow of auto traffic. Streets didn't look much different than many cities in the U.S. Car free zones like the ones you now find all over Europe were an anomaly. By the late 1970s, Groningen was dealing with unprecedented traffic jams. Efforts to widen streets merely shifted congestion from one part of the city to another. It was like suffering from clogged arteries and only resorting to bypass surgery rather than trying to make lifestyle changes. Finally, the city realized that a change in habits was in order and started putting itself on a low-car diet and giving it some exercise.

We can learn a lot from the example of Groningen. First of all, it's encouraging to know that the city's success is more or less a recent phenomenon. That can give us hope. It's also noteworthy that the city was dealing with many of the same problems that are now plaguing the Central Coast, with traffic congestion rating among the highest. Groningen's plan of "sweet" and "sour" is also a good recipe. More than ever, we need positive incentives for people to ride, including finishing the SLO Railroad Trail and the Bob Jones Bikeway. In addition, we need more and better

connecting bike lanes as well as other alternatives to the bondage of high fuel prices. While the "sour" may be a harder sell, we need to impress upon our local governments and neighbors that in a budget-crunched California, purely car-centric cities do not make good economic sense. The maintenance costs are just too high--and that results in higher taxes. As Americans, we have the optimism and guts to make a change when one is needed. Let's make it happen. Here's to a more livable and prosperous Central Coast.

-- Adam Fukushima

Racks with Plaques Premieres at Linnaea's Cafe

PROGRAM IS FIRST OF ITS KIND

On Tuesday, Dec 13th, a dedication ceremony was held for two new bike racks in front of Linnaea's Cafe in San Luis Obispo. It was a grand celebration of pedal power as the racks featured plaques from the Air Pollution Control District, the friends of the late city councilman Bill Roalman, and the board of the San Luis Obispo County Bicycle Coalition. The party began with a brief statements from Larry Allen from the APCD, Rod Hoadley who manufactured the racks, Bob Hill of the Land Conservancy, Barbara Cutter, Mayor Romero, Bicycle Coalition executive director Adam Fukushima, as well as the one and only Linnaea.

The Bicycle Coalition was especially pleased to be a sponsor of these racks. We knew that the racks in front of Linnaea's are some of the most heavily used in the city, and the first location where bike parking has been allowed to replace an automobile parking spot. The location is a great example of the efficiency of bicycle parking. In the space of ten feet (the length to park just one car) the bike racks accommodate 14 bicycles. For the customers of Linnaea's, you couldn't get a closer parking space. Besides that, the racks underline some of the great attributes of riding a bike downtown: no time wasted looking for a place to park, you avoid the hassle

of feeding a meter, and (if you are a downtown merchant) you can accommodate more customers.

These aren't just any old racks either. In fact, unlike many racks that you see these days, the new racks are made by a bicyclist who knows what features are needed. First of all, the slot for each bike rack is staggered so that the handlebars of one bicycle won't get caught in the handlebars of another. No more wrestling to break your bike free! Second, the racks feature a metal bar which stands closer to the bicycle frame so that both frame and wheel can be securely locked. Third, the racks can accommodate a variety of different tire widths and don't put undue stress on your bike.

We have another reason to cheer about these racks: they are made right here in San Luis Obispo. In 2002 the APCD gave CalPoly a grant to install bike parking to reduce gasoline engine emissions. This, in turn, allowed Rod Hoadley, an Engineering



Linnaea praises the new rack while SLO Mayor Dave Romero looks on

instructor, to invent new racks with the help of his students. Eventually, the racks developed into a business called Peak Racks.

The new racks dovetail with a new program of the city of San Luis Obispo known as "Racks with Plaques." The program provides for new bike racks around the city without using tax dollars. Donors sponsor a rack and in return get a plaque put on in their honor or to whomever the donor chooses. Of the 17 racks already sponsored, some are made in the honor of loved ones who have passed away, others on behalf of businesses, and some by individuals featuring humorous messages.

As the first of its kind in the country, the program is starting to turn heads. Atascadero has plans to start a program and the city of Chicago is already putting it through a test run.



The Coalition logo looks even better in bronze

Peak Racks

<http://www.peakracks.com>

City of SLO Racks with Plaques

<http://snipurl.com/m8m1>

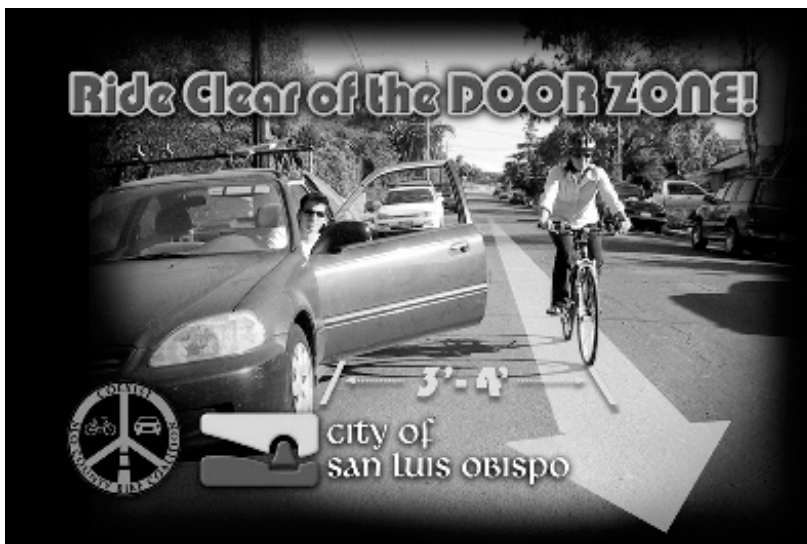
Coexist Campaign Rides Again

AT A SLO MOVIE SCREEN NEAR YOU!

The SLO County Bicycle Coalition is proud to unveil a new installment of the Coexist Campaign. Sponsored by the SLO County Bicycle Coalition and the City of San Luis Obispo, two new public safety messages promoting safe road behavior are appearing on the silver screens of SLO City's movie theaters over the next few months. The slides appear before the previews and add a little education to our entertainment!

The first message encourages bicyclists to ride outside of the dangerous door zone, where car doors can suddenly fly open and hit bicyclists. It also encourages motorists to look behind them before opening their car doors. The second message reminds pedestrians and bicyclists to be visible at night by wearing bright clothing and using bike lights.

The new messages come on the heels of an earlier installment of the Coexist Campaign, which appeared on our local busses. "Coexist" is a public safety and education program adapted from the San Francisco Bicycle Coalition, and strives for respectful and safe behavior by all road users. Let us know what you think of the new campaign. We're always open to creative and clever ideas on spreading the word.



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.

Tank Farm Road to be Bike Friendly

COALITION INSURES BIKE LANES ARE IN FUTURE TANK FARM ROAD ALIGNMENT

The Airport Area Specific Plan (AASP) is a comprehensive document that outlines how San Luis Obispo's South end will develop in the years to come. This planning effort has been a priority of the City and has taken years to realize. One of the major corridors governed by the specific plan is Tank Farm Road, which links Orcutt Road with South Higuera Street. Anyone who has traveled the section from Broad Street to South Higuera on a bike will tell you the experience can be a bit uncomfortable due to extremely fast traffic and a narrow shoulder.

The City's Bicycle Transportation Plan calls for Class II bike lanes on both sides in addition to new Class I paths as development occurs along the corridor. During the AASP process it was determined that the City wanted two travel lanes in each direction for vehicles and the extra space required would necessitate some compromises for the generous allotment of bicycle facilities. One such proposal called for a bike lane in only one direction with the bike path servicing

bicycle travel in the other direction. With support from Council Member Ewan the Bicycle Coalition stressed the need to cater to different types of cyclists, both those who are comfortable in the bike lanes and those who would prefer to ride on a separate path.

A new alternative was presented to Council and Public Works by Joe Gilpin, board president, which allowed the bike lane to be preserved in both directions in addition to one class I trail. This was accomplished by taking a small amount of space out of the center median and landscaping areas. Under Direction by council this alternative was presented to the City Bicycle Advisory Committee on September 8th where it was met with approval. This alternative should now be added as the preferred roadway configuration to the final draft of the Airport Area Specific Plan.

Tank Farm Road will not likely be improved for some time yet, but when it is we hope the 5-foot wide bike lanes and adjacent Class I bike path will meet our needs wonderfully and improve the experience of riding a bicycle down this critical link.



Image: Google Earth

Governor (From Cover)

to most highway project budgets. \$2.2 million would buy the state a whopping 0.35 miles of four lane freeway or 0.04 miles of light rail, but could help construct up to 44 miles of bike lanes.

The defeat of SB523 sends an ominous message for the future of cycling in California. More important than the \$2.2 million the governor saved was the statement he sent to California municipalities: Funding is decreasing for an increasingly competitive program. What is the incentive for cities to create or improve bicycle transportation plans when funding is less and less probable? These plans provide for more bike lanes on arterial

streets when they are being resurfaced or restriped, they can require bicycle racks to be installed in conjunction with new car parking, and they can require developers to install bicycle paths along with new housing. We at the San Luis Obispo County Bicycle Coalition are disappointed with the Governor's narrow viewpoint on this important legislation. Hopefully the Bicycle Transportation Account will be restored or increased in the not too distant future, and California can get back on track to a bicycle friendly future.

Membership Matters...

MEMBERSHIP

We welcome our newest members to the family. These new additions bring our total paid membership closer to 300! We also have a growing core of dedicated business members. Voler Team Apparel has stepped up to be our newest gold member and we continue to add more and more members from the non-bicycling industry. Please show your thanks by giving them 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 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

Member Benefits

The following businesses would like to 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 Tours

Central Coast Outdoors

www.centralcoastoutdoors.com

only to attend, but to participate.

NEW MEMBERS

Here is a listing of new SLO County Bicycle Coalition members. 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

Emily Avery, Tom Nuckols, John K. Thomas, Hilliard Wood

Families

Dawna Davies -Wong & family
Shannon Johnson & Steve Klish
Cheryl Lenhardt & family

Grass Roots

Christine Macek, Jan Petring, Pete Seerden, Ted Tippman, Jacki Williams

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...

SHORTS FROM THE LEAGUE OF AMERICAN BICYCLISTS, WWW.BIKELEAGUE.COM

New York Cyclists Unaffected by Transit Strike

Hundreds of thousands of New Yorkers have been left completely unaffected by the ongoing transit strike - they are walking and bicycling to work just as they do every single day. The only difference is that they've been joined these last two days by millions more New Yorkers coping in what ever way they can with the transit strike.

Cyclists Score Important Victory in Kentucky

In an important victory for cyclists everywhere, the Kentucky Supreme Court has struck down a decision blaming a cyclist for being on the road when a passing vehicle hit her. In reaching this decision, the Supreme Court specifically noted that a driver's duty when passing a cyclist such as the plaintiff in this case requires that the driver not pass

CURRENT BUSINESS MEMBERS

GOLD

SLO Bicycle Club
Voler Team Apparel
Truativ
Cambria Bicycle Outfitters

STANDARD

Hoadley Design
Peak Racks
Hempshak
www.HollyLee.tv
John Little Construction
New Frontiers
Liz Johnston LCSW
BOB Trailers Inc.
Foothill Cyclery
Art's SLO Cyclery
Pacific Energy Co.
SOJOE
Davies Co. Real Estate
Central Coast Outdoors

"unless he can do so without interfering with the safe operation of [the] bicycle, and that if, in fact he did pass [the cyclist] that he not drive to the right until he was reasonably clear of [the cyclist]." "This decision is important because it reaffirms cyclists' right to the roads. As an appellate decision, it is binding precedent for future cases in all of the courts in Kentucky," says League Region 1 Director John S. Allen, who has served as an expert witness in bicycling cases. "And we can expect the decision, as it is by a state Supreme Court, to be cited by other courts in future cases throughout the United States."

Bikes not Vehicles in South Dakota?

Because of the work of a group of cyclists the South Dakota Senate Judiciary Committee amended a bill that would have excluded bikes from the definition of "vehicles" so that cyclists will maintain their full rights to the road...for now. The group will continue to watch the legislation until it passes the full Senate.

Meet the Board

CURRENT BOARD MEMBER:

BOB NANNINGA

Residence:

I've lived in SLO since 1970.

Occupation:

Massage therapist specializing in Bowen Technique and Hawaiian Temple Style Lomi Lomi and assistant director of QuietStar Center for Transformation, a holistic healing center in SLO.

Background:

I retired from PG&E in 2003 after a 33-year engineering career - all of it on the Diablo Canyon Project. I have a BS in Mechanical Engineering from the University of New Mexico, having grown up in Albuquerque on my father's dairy farm. I lead hikes to the San Luis Lighthouse as a docent for the Pecho Coast Trail and have been a Hospice in-home volunteer for the past 7 years. As a volunteer Ranger with the City of SLO, I help maintain multi-use trails on SLO Open Space lands, primarily Irish Hills Natural Reserve and Cerro San Luis.

Cycling History:

All the bikes I rode growing up had fat



tires as the nearest pavement was a half mile from our home. I bought my first 10-speed in junior high school. In college and following graduation I always had a road bike for cross-training while training for running races. When I bought my first mountain bike in 1987, a red Gary Fisher Montare, cycling became my primary recreational and fitness interest. I bought a Klein Pinnacle frame in 1991 and built my first custom mountain bike. I raced it in a handful of NORBA (National Off-Road Bicycle Association) beginner class races in the 1993 season, then built a lighter Cannondale race bike which I raced in the 1994 season in Sport class. I joined Team Singletrax and Central Coast Concerned Mountain Bikers in 2002 and became active in building and maintaining multi-use trails primarily in San Luis Obispo County.

What do I ride?

I own three mountain bikes and a sport utility bike. Two years ago, I converted my 1991 Klein Pinnacle into an in-town/road bike with an Xtracycle conversion kit. I have a beautiful Klein Adept Pro full-suspension cross-country bike which was custom built and a custom-built single speed, a 2003 Santa Cruz Chameleon. The single speed has been my primary race bike since October 2003. My newest bike is a 2005 Cannondale Gemini freeride bike with 7" of suspension front and rear.

My Vision for the Coalition:

My visions for San Luis Obispo County is to see full, covered bike racks full at all schools, to see Cal Poly Campus closed to cars and to see 50% of students and staff who live within cycling distance from Campus riding their bikes to school, and to see a 10% increase in tourism as a result of SLO County becoming a well-known bicycling destination..

—Bob Nanninga

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

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.

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 up to 6 bicycles at a time! This innovation by Sportworks bicycle racks is allowing people 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 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.

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, SLO). 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 to be considered in the fall.

NEXT PAGE...

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 2005	SLO City, SLO Regional Rideshare

Coalition Briefs (continued...)

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 Merril Lynn in Nipomo have stepped up to do just that. Could you?

VOLUNTEERS NEEDED

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

fresh organic produce
natural grocery
homemade-from-scratch
gourmet deli & salad bar
housemade bakery
supplements & herbals
dairy case



New Frontiers.
natural marketplace
 1055 Foothill Blvd., San Luis Obispo
 Mon: 11am-5pm, Sat: 10am-5pm, Sun: 10am-4pm
 805-474-0104

Cycling contacts

Central Coast Concerned Mountain Bikers (3CMB) Contact: Greg Bettencourt, 995-1675.	M. Contact: Red Davis, 772-0874.	Open to the public. Pizza served. Phone: SLOCOG staff, 781-4219.
San Luis Obispo Bicycle Club Contact: Robert Davis, 772-0874.	Morro Bay Citizens Bike Committee Meets monthly 1st Wednesday, Morro Bay Community Center, 5 P.M.-6 P.M. For information, phone 772-0874.	California Association of Bicycling Organizations (CABO) CABO meets quarterly, alternating between No. and So. California. See: http://www.cabobike.org .
SLO City Bicycle Advisory Committee Meets 3rd Thursday January, March, May, July, September & November. at City Hall, 5:00 P.M. Contact: Peggy Mandeville, 781-7590.	Grover Beach Coalition representative Ted Aclan, 710-1294.	SAFETY CONCERNS County roads: 781-5252 City of SLO streets/roads: 781-7190
SLO County Bicycle Advisory Committee Meets quarterly, 2nd Tuesday at 7:00 P.	Nipomo Coalition representative Merril Lynn, 931-0360.	Law enforcement on county roads: California Highway Patrol (CHP)
	Citizens Transportation Advisory Committee Recommends local transportation projects and funding to SLOCOG.	

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

Name (please print) _____

Business (if applicable) _____

Street or P.O. Box _____

City _____ State _____ Zip+4 _____

Phone _____ E-mail address _____

Please write your checks payable to: SLOCBC and send to P.O. Box 14860, San Luis Obispo, CA 93406-4860. All donations are (501)(c)(3) tax-deductible 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 \$40 _____
 Benefactor \$500 and over _____

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

Additional donation \$ _____
 Total enclosed \$ _____

- New member Address change
 Renewing member

Yes, I'd like to volunteer ...

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

Our mission, vision & values



MISSION...

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

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

VISION...

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

VALUES...

- public access to open spaces
- sustainable land use planning and

RETURN SERVICE REQUESTED



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