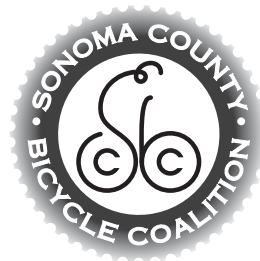


Bikesonoma



Newsletter of the Sonoma County Bicycle Coalition

Issue 7

Winter 2003

promoting bicycling for transportation and recreation

THE BEST AND WORST of Biking in Sonoma County

a subjective critique of local conditions, physical and cultural

Compiled by Gary Wysocky, Ted White and Christine Culver

What's great about cycling in Sonoma County? What's frustrating or even dangerous? This summary is based not on statistics or opinion polls but gut-feeling and lots of on-road experience and observation.

BEST

THE SCENERY What's not to love about this region's landscape? It's one of the most dynamic anywhere in the world--riding thru redwoods, oak woodlands, vineyards, orchards and next to the rugged Pacific. Need we say more?

THE WEATHER It could be the best in the country. From

May thru September you're unlikely to have to worry about raindrops accompanying your rides. We rarely have any ice and if we have a sprinkling of snow, well, it's a cheap thrill that's lasts just a few hours. Bottom line: there're probably only a dozen days out of a whole year that aren't good to excellent for being on a bike.

GREAT LOCAL BIKE GROUPS Besides your pals here at the Sonoma County Bicycle Coalition, we have a flourishing Santa Rosa Cycling Club which hosts the Wine Country Century with proceeds going to great local causes. Also, we have the local Bike and Pedestrian



Free range chickens on display alongside West County Trail near Graton

Advisory Committees, or "BPACS", as they are affectionately known. Petaluma, Santa Rosa, Rohnert Park all have BPACS which are volunteer citizen groups which help local governments create better bike facilities from new bike lanes to traffic signals that are triggered by bikes, not just cars.

THE (DIRT) ROADS LESS TRAVELED Annadel State Park in SR and Willow Creek Rd. in Occidental are amazing bike getaways. Ride in these beautiful unpaved areas and sometimes you'll feel like you've got an entire pristine world to yourself. Feeling stressed, depressed, hemmed-in? Try biking in these spots and it'll cure what ails you.

GREAT BIKE PATHS Quiet, car-free and flat, the Rodota and West County Trails are a couple of our best rural bike-

SCBC MEETINGS

SCBC Board Meetings

Last Wednesday of each month at 6:00 pm at the Environmental Center, 404 Mendocino Avenue in downtown Santa Rosa. (open to the public)

IMPORTANT NOTE

Please check our website prior to meetings. Some meetings have been moved to accommodate holidays.

ALSO IN THIS ISSUE:

- SCBC staff meets with congresswoman Woolsey
- Behind the scenes of the upcoming Sonoma County Bicycle Awareness Campaign
- Honoring Dr. Paul Lao



Short but Ob-So-Sweet, biking the beautiful creek-side Prince Memorial Greenway two minutes from downtown Santa Rosa



The paper this newsletter was printed on was generously donated by SCBC member David Becker at Office Depot who contributed \$200 worth of office supplies.

Continued on inside back cover

Bikesonoma

EDITOR:

Ted White

LAYOUT/DESIGN:

Sally Homs

CONTRIBUTORS:

Melissa Kelley

Steve Schmitz

Gary Wysocky

PHOTOS:

Ted White

Christine Culver

TWO ROCK AND ROLL

POSTER ART:

Bill Oettinger

SCBC Board of Directors

Christine Culver

Doug Cutting

Mike Eunice (Secretary)

Debora Fudge

Oren Noah

Linda Picton

Lou Salz (Vice President)

Steve Schmitz

Warren Watkins

Ken Wells (President)

Gary Wysocky (Treasurer)

EXECUTIVE DIRECTOR:

Ted White

PROGRAM DIRECTOR:

Christine Culver

WINTER WELCOME

Welcome to the Winter Issue of BikeSonoma

We've had quite a rainy season this year, but that also means our hills have turned green again and the seasonal creeks are raging. This issue is packed with news, reports, reviews and opinion. On the season's saddest note, Santa Rosa resident Dr. Paul Lao was killed in a cycling accident in late November. Lao was an avid cyclist and well-loved pulmonologist (lung specialist). Colleagues of Lao's suggested friends make donations to the Sonoma County Bicycle Coalition (SCBC) in lieu of sending flowers. This brought in nearly \$5,000 to the Coalition. We'll pay tribute to Lao by dedicating these funds towards making the County safer for cycling.

On a happier note we've added a new part-time staff position, Christine Culver, our first Program Director. She's been on the board for the last year and headed up our successful Valet Bicycle parking Program. If you know her, you love her. If you don't know her yet, you will. Also in this issue, our picks for Best and Worst things about local cycling, news about bike legislation, a book review, and interviews with two folks behind the upcoming bicycle awareness campaign.

The SCBC has been around over two years now and we're starting to rack up a lot of accomplishments, we're actually helping create better, safer conditions for cycling. A good part of our success is thanks to your membership dollars, and special contributions, your volunteerism, and your spreading the word about what we do to the rest of the community. So thank you!

This October, Press Democrat columnist Paul Gullixson wrote "If it weren't for groups like the Sonoma County Bicycling Coalition... —this region would really be in fix." We appreciate the comment and frankly, we agree. So join us (a membership form is on the back cover). We'll look forward to a great Spring promoting life on two wheels!

Best,

Ted White

Executive Director

SCBC Staff Meets with Congresswoman Woolsey to Discuss Bike/ Pedestrian Funding

SCBC Executive Director Ted White and new SCBC Program Director Christine Culver met in January with Congresswoman Lynn Woolsey to discuss the reauthorization of the federal Transportation Enhancements Act (TEA-3). This legislation has, in the past, helped fund major bike and pedestrian projects such as the Rodota Trail, the West County Trail, The Prince Greenway and an innovative traffic-calming redesign of downtown Cotati. White and Culver stressed to Woolsey the importance of keeping such funding to do new projects like the North-South Bikeway (running from



SCBC staff Chris Culver, Ted White, Congresswoman Woolsey, Marin Bike Coalition Director Debbie Hubsmith and Patrick Seidler met to discuss the future for federal bike/pedestrian funding.

Marin to Cloverdale parallel to the proposed SMART rail line.) Other future projects suggested were traffic-calming improvements to downtown Sebastopol and the Central Sonoma Valley Trail (from El Verano to

Agua Caliente). White and Culver also urged Congresswoman Woolsey to support federal funding of Safe Routes to Schools and to adopt new language for TEA-3 supporting "Routine Accommodations" for bicyclists and other transport alternatives. Routine accommodations essentially means that every new road project or road repair project would consider the needs of bicyclists and pedestrians and provide accommodation for them — not just for cars!

Marin County Bicycle Coalition Director Debbie Hubsmith and Marin bike industry rep Patrick Seidler were also at the meeting

Continued on next page

Letters to the Editor

We welcome your comments.

Send letters to:

Sonoma County Bicycle Coalition

P.O.Box 3088

Santa Rosa, CA 95402-3088

e-mail comments via our website:

www.bikesonoma.org



Enjoying the murals on the Prince Memorial Greenway

ways and there are other nice bike paths in Petaluma, Sonoma, Windsor, Rohnert Park too. Now in Santa Rosa we have the beginnings of a spectacular urban bikeway: The Prince Greenway. This little oasis for bikers and walkers is two minutes from downtown and it offers wide paths, beautiful murals, lovely native landscaping, and hey, in wintertime, a river runs through it (the path runs alongside Santa Rosa Creek where Herons fish and Salmon have been known to spawn)

WORST

POLICE THAT DON'T KNOW TRAFFIC LAWS This is not meant to be a blanket statement. There are lots of police who not only know the rules of the road but do a great job enforcing them. But let's face it, many police are not regular cyclists and therefore they may not have had a personal interest in really knowing the intricacies of traffic laws that effect bikes. Room for improvement.

DRIVERS THAT DON'T KNOW OR DON'T OBEY TRAFFIC LAWS

Again, many motorists are careful and respectful around bikes, but boy, there's quite a few that are downright scary. What's to blame for the bad driver? Lack of driver education, being in a perpetual hurry, the stress of being in traffic...? Perhaps the car itself is much to blame with it's proclivity towards insulating the driver from the outside world; w/ cell phone, car stereo, and fully-enclosed metal casing, drivers aren't necessarily fully-connected to what's going on, or sensitive to the vulnerability of walkers, bikers, etc. Plus, cars have the seemingly effortless ability to go fast—often way too fast, and speed can be deadly.

BICYCLISTS THAT DON'T KNOW OR DON'T OBEY TRAFFIC LAWS We cyclists could do better. It's true, a 2+ ton vehicle traveling 40 miles an hour can be fatal to us, whereas we pose little physical threat to a car. However, that's no excuse

for not adhering to traffic laws and common courtesies. We need to use hand signals, lights, and generally try to be more predictable. So, let's do our part on this one.

MEAN STREETS (AKA BAD INFRASTRUCTURE) A lot of times bicyclists are an afterthought in urban planning. This kind of bad infrastructure includes traffic signals that don't detect bicyclists, lack of curb cuts, gates which block easy entrance to bike paths, those bone-shaking cobblestones on Mendocino near 4th St. in SR, etc.etc. Or sometimes what is thought to be a good facility for bicyclists turns out to be a confusing mess. For example, the alleged "bike-lane" on North McDowell in Petaluma doesn't know whether it's a bike lane or a sidewalk, besides terrible pavement and other horrors, this lane guides cyclists past a bus stop and bench where theoretically, transit riders could be sitting right in the middle of the bike lane.

LACK OF CYCLING CAMARADERIE This is not to say that there isn't quite a bit of cycling camaraderie

already but it would be great if it were stronger. Why don't decked-out roadies wave to commuting farm workers on cheap mountain bikes or vice-versa? Why are recumbent riders or people on one-speed cruisers seen as such a different breed from racers? We're all on bikes, braving the elements and the cars—shouldn't that be reason enough to make us comrades—or at least a reason to smile and wave as we pass each other?

HONORABLE AND DIS-HONORABLE MENTIONS:

New housing developments with bad bike infrastructure (most of -em)

New housing developments with good bike infrastructure (Courtside Village, SR)



What were they thinking?! Who put the bike lane on the sidewalk?



**FAREWELL TO PAUL LAO
1964-2002**

In late November, Santa Rosa pulmonologist and bicyclist Dr Paul Lao died due to injuries sustained in a cycling accident four days before. Lao was vibrant, energetic, and extremely well-liked.

Dr. Monica Minguillon, a friend and fellow pulmonary specialist. said "I don't think there's a soul who knows him who didn't think he was a great guy, and who didn't want to spend time with him."

Lao was also known for going the extra mile for his lung patients, Jenny Bard of the American Lung Assoc. said Lao "really went to bat for his patients, he really cared." Lao also put his energy into cycling, skiing, snow-

boarding, diving, and family life. He's survived by his wife Dr. Veronica Ng, two boys age 8 and 10 and many other relatives.

After Lao died, Dr. Monica Minguillon and other medical colleagues suggested that in lieu of flowers, mourners donate to the Sonoma County Bicycle Coalition. As a result, the SCBC received nearly \$5,000 in contributions.

We are grateful for these donations, but so sorry at this great loss to our community. We hope to do some work that Dr. Paul Lao would have been very proud of.

Friends and family of Dr. Paul Lao who generously contributed to the SCBC are:

Anesthesia & Analgesia Medical Group, Inc.

Jennifer Bard & Scott Lipanovich

Laurie C. Bartlett
Eugene Belogorsky, M.D.,Inc

Herbert D. Brosbe, MD

Jean Clark

Tom & Patrice M Cory

Denise L. Cronin

Carroll E & Janet S Cross

commitments for matching funds from a wonderful but anonymous donor and from the owners of The Bike Peddler and Dave's Bike Sport. The donations plus the matches brought in a total of over \$2,000!

So, thank you very much to all who gave! The donors/matchers:

Anonymous

Susan M. Cronin
Roger F.,M.D. & JoAnn F. Delwiche

R Logan Faust, MD

Marta C Gandia

Gastroenterology Medical Assoc., Inc.

Dr. Richard Auld & Dr. Paul Hornberger

Philip Grinton

Henry S & Margaret V Gustafson

Alexander C & Margaret M Guo

Helen L Hammer MD

Damon B & Taryn H Hirschensohn

Roger Huibonhoa

Gary A., M.D. & Ines Johanson

Randy Johnson & Scottie Ferris

Kaiser Permanente, Oakland, Lana Lew

Lucy L & Check K Lao

Deborah D & Fred H Lawson

Deborah E Lindberg & Thomas R. Lindberg

Gregory P & Lisa Liu Marelich

Monica C. Minguillon, M.D.

Cynthia Morris, MD

Michael B & Margaret J Moore

Winnie & Gam Suey Moy

North Bay Neurosurgical Associates:

Alan T. Hunstock, M.D. & Paul A Lahave, M.D.
Stacy E. Orff

Donna L. & Thomas W. Oshel

Presents Plus, Kaiser Permanente-Santa Rosa (The Volunteers At Kaiser Permanente)

Robinanne J. Turiel & Todd M. Rubinstein

Michael Samols & Susan Killion Samols

Santa Rosa Memorial Hospital/

Terri L. Schnieder, Supervisor

Marcia C Scalnon

Jane Sims

David C Staples, M.D., Inc.

Richard Sweet

Lene Vallelunga

Richard R., M.D. &

Annette C Wilber

Deborah A. Wilder

and the

PM Shift at Kaiser, Santa Rosa:

Leon, Ines, Cathy, Alitha, Lyda, Orlando, Michele,

Sandy, Sabina, Israel,

Lea, Tony, Richard,

Barbara, Sandra, Georgia,

Bena, Mercedes, Vicky,

David, LeeAnna, Nancy,

Marilee, Mindy, and

Diane

SCBC Members and Friends Respond Generously to Our Year-End Requests

In December, we sent out a holiday card asking members if they could chip in a bit extra to help the Coalition do our valuable work. We also got

Jenny Bard
The Bike Peddler/Dave's Bike Sport

Edward & Dorothy Ellington

Loretta Esparza

Frank E. & Ellen M Hamlin

Alan S. Kashiwagi

Jim & Kim Keene

Enoch & Linda Kinoshita

Irwin S & Agatha Hoff

Hugo & Beth Martinez

Rick Meechan

Rebecca Ryan

Fred and Colene

Schlaepfer

Doug Simon

John Stithem & Kelley

Keogh

Joel Woodhull

Bunni Zimberoff

Media Campaign Promoting Bicycle Awareness, Coming this Spring

An Interview with Melissa Kelley, principal, Arcadia Marketing Services. Kelley has been chosen by Sonoma County Transit to create an extensive bicycle awareness media campaign which debuts this Spring. Here is how the campaign developed.

What kind of local input did you get?

First of all, Steven Schmitz, senior planner for Sonoma County Transit, was extremely helpful in guiding us to groups here in the county. We were encouraged to participate in meetings of bicycle groups in Petaluma and Santa Rosa, as well as with the Sonoma County Bicycle and Pedestrian Advisory Committee and SCBC. We also reviewed other bicycle safety campaigns from around the country. Based on this input and our interviews with local police, it soon became clear that we had separate target audiences that required different messages. After some deliberation, we decided it would be important to create education campaigns in both English and Spanish.

The English-language campaign targets both bicyclists and motorists. One comment we heard from bicyclists was that motorists treat them like obstacles in the road. Since the same laws govern bikes and cars, this feedback directed us to the familiar Share the Road slogan. However, we see this slogan for what it is, a simple command, a directive, that doesn't supply a reason, logical, emotional or otherwise. We considered a variety of phrases to accompany Share the Road, but none of them seemed quite right.

Then we reviewed the notes from the community groups and found the key idea, namely that all of us bike some time or another or, at



Draft version of bicycle awareness PSA to be placed on local buses, billboards, etc...

the very least, members of our family, friends and neighbors bike. Suddenly it clicked: Bicyclists aren't just obstacles on the road, they're our friends and neighbors. That's a great reason to share the road. Our final message became: You've Got a Friend Who Bikes. Share the Road.

How is the Latino community different?

Our research with local police indicated that many accidents occurred because Latino bicyclists were not aware of the rules of the road. In particular, bicyclists were riding against traffic and often rode at night without lights or reflectors. Therefore, for our Latino target population, we focus more sharply on rider safety and the rules of the road.

To create this campaign, we worked with a Latino consultant who conducted focus groups with local Latino bicyclists. We also reviewed Spanish-language bicycling materials developed by other organizations.

Since family is central in this community, our campaign hinges on the fact that many Latino bicyclists are men who are riding to work to support their family. The tagline for this campaign roughly translates like this: Your family needs you. Learn the rules for safe bicycling.

What kind of formats will be used?

To reach our various target populations we'll use radio spots in English and Spanish, posters and signs on buses,

brochures, billboards and even television spots. We also are working to identify events in the Latino community.

I know you've mentioned a desire for a personal, humanizing element to this campaign. Can you talk about how this evolved?

I think you can see it in both campaigns. In neither case are we citing the law. In both cases were appealing to concern for people.

What kind of feedback have you received from review processes and how do you work with it?

The review processes have been very helpful for gauging whether our ideas are on the right track, generally.

Our work is reviewed by committee, which can sometimes be challenging for a consultant. It's been gratifying that the feedback has been overwhelmingly positive and that the review by committee has gone smoothly, in great part because Steven is so willing to serve as a point person.

Are there opportunities for SCBC members to be involved in this bicycle safety campaign?

We would be very grateful for the involvement of SCBC members in this project. At this point, we've identified at least two opportunities:

- 1) We'll need help posting posters throughout the County for the campaign; and
- 2) We hope to plan a variety of activities for Bike to Work/School Day. Contact Ted White for more details ted@igc.org or call 824-6824.

Your business is geared towards socially responsible enterprises. Why is that important to you?

I've worked in marketing communications for more than 15 years. Early in my career, I worked for an agency in the Midwest, and many of the clients were pesticide companies. Fortunately, I wasn't assigned to those accounts, but I realized that I needed to work on marketing communications projects that I felt good about personally. In addition to this bicycle safety campaign, I work on outreach that teaches the public how to recycle, how to dispose properly of household toxics, how to recycle used motor oil and other worthwhile subjects. I think I'm one of the most fortunate people in the world to have a job that makes our community a better place to live.

How has working on the campaign influenced your own attitude/interest in cycling, and how do you hope the campaign influences others?

I was already an avid mountain biker before I began working on this campaign. That was one of the reasons I was so eager to work on this project. Since I've been working on the campaign, I've been using my bicycle more often for in-town transportation. I like putting myself to the pedals so I can relate to the issues addressed in the campaign.

As a motorist, I've become more tuned into bicyclists on the street and whether they are riding safely. My own goals are entirely consistent with the campaign to make biking safer by educating bicyclists and drivers. Ultimately, I hope this campaign contributes to making bicycling more popular by making the roads safer, and prevents accidents and injuries. ☸

Share the Road Signs Sprouting Up Around the County

Ever wonder how the process goes from when an idea for doing some public good pops up to when it actually happens? We asked Steve Schmitz, Senior Planner at Sonoma County Transit and member of the Sonoma County Bicycle and Pedestrian Committee to fill us in on the new Share the Road signs and tell us just what it takes to bring a great idea to fruition.

Where did the idea for these signs come from?

The Sonoma County Bikeways Plan, prepared by the Sonoma County Bicycle and Pedestrian

Where did the money come from?

The funding that is being used to purchase the "Share the Road" signs is coming from a portion of a grant from the State Office of Traffic Safety (OTS). The SCBPAC applied and was awarded a grant for \$200,000 by the OTS last year to design and implement a bicycle awareness campaign in Sonoma County (see interview with Melissa Kelley). A portion of the OTS grant could be used to purchase the signs. The SCBPAC also recently applied and was awarded an additional \$15,000 in Transportation

Development Act funding program. Phase II of the sign installation will then probably begin next fall, unless we have funding left over from this year's grant. In that case we will install as many signs as possible until the current grant funding runs out.

The SCBPAC is also working with Caltrans to have another 26 signs installed on State Highways throughout County along Hwy 116, Hwy 12, Hwy 1, and Hwy 128. The grand total, therefore, when all signs have been installed will be 94. This is just the County unincorporated areas and Caltrans highways. So, the hope is that once these signs are installed that some of the incorporated cities like Windsor, Santa Rosa, Rohnert Park and Petaluma, will catch onto the idea and install signs in their cities.

I know the SCBC board made suggestions as to locations. What other groups or individuals contributed significantly to the process?

Yes, the Sonoma County Bicycle Coalition board did a lot of good work drafting the initial list of locations for the signs. At that point, the list was then refined by the Sonoma County Bicycle and Pedestrian Advisory Committee (SCBPAC) and staff from the County Transportation and Public Works Department. Some members of the general public also became involved during the process. It was

necessary to negotiate the locations of some of the signs that were to be installed, for example, in the Bennett Valley area. But in the end, everyone seemed to be more than satisfied with the compromises. The positive thing was that a dialogue between bicyclists and the general public was already beginning to take place and that is one of the main reasons behind the installation of the signs and the "Share the Road" message in the first place.

How do you feel about them being up? Have you heard any feedback from the community yet?

I remember the first time I saw one actually installed about a month ago out on Sanford Road just north of Occidental Road in the Sebastopol area. It was very gratifying to finally see so much hard work and persistence come to fruition for the committee. I think that the signs will really make a difference in raising awareness about bicycle issues and begin a dialogue about those issues among the general public. It also marks the very first wave in the planned bicycle awareness campaign that is set to begin in March. The bicycle awareness campaign also has a "Share the Road" theme and the timing of the installation of the bicycle caution signs couldn't have been better. Everything, I've heard thus far has been positive. Of course, even negative comments would be welcome--the whole point is to raise awareness and encourage the general public to begin talking about the issues. ☘



Advisory Committee (SCBPAC) and adopted by the County Board of Supervisors in 1997, recommends the installation of bicycle caution signs along roadways in the unincorporated areas that are identified in the plan. I think that a more recent push by the members of SCBPAC for the signs to be installed in Sonoma County was made after Marin installed their signs last year.

Development Act funds to be used to actually have the signs installed.

How many are there total? Have they all been installed by now?

There are a total of 68 locations that the SCBPAC has identified as locations to have the "Share the Road" signs installed. The OTS grant is purchasing signs for 41 of the locations and those are the signs that are being installed. The remaining 27 signs will be

6th Annual Two Rock and Roll Bike Ride Set for May

For the second consecutive year the Sonoma County Bicycle Coalition will partner with the American Lung Association (ALA) to present the 6th Annual Two Rock and Roll Bike Ride to be held on May 31st.



This year's ride will have a new start/finish location: at the Alcatel Bldg. in Petaluma's Redwood Business Park. Alcatel's bldg has a beautiful landscaped lake where riders can hang-out, have lunch and find shade. This year's ride routes will again offer something for everyone: from under 10 miles up to 65. Every route will feature scenic terrain of Sonoma County with the longer rides heading out towards the namesake Two Rock.

All proceeds from entry fees and sponsorships will go to the ALA and the SCBC. So mark your calendars!

For more info try: www.lungusa.org/redwoodempire ☘

City of SR's Free Bike Rack Program

Can You Say: Irresistible?

In these times of budget cuts and failing, flailing economies it's amazing to know that some things are still free. Take the City of Santa Rosa's free bike rack program, for example. The City offers free bike racks AND free installation to businesses! The racks are paid for through a grant from Transportation Funds for Clean Air. (AB434) so that's why the City can offer them free.

What are the requirements for getting racks? Businesses need to be located within the city limits of Santa Rosa, they must have ample room for a rack and some concrete area for installation, since racks don't attach well to asphalt. Various rack designs are available to accommodate two, three, four or more bikes.



SCBC staffer Chris Culver got her favorite taqueria Pepe's to order a bike rack from the City of Santa Rosa's free bike rack program

Do you know of a business in Santa Rosa that would like to offer bicycle parking and get a free bike rack? Contact Joan Moulthrop, Dept of Transit and Parking at 543-3336 or e-mail her at JMoulthrop@ci.santa-rosa.ca.us ☘

Media Review...

Divorce your Car!

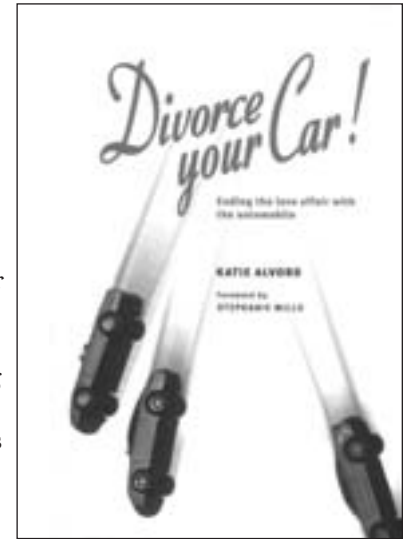
Ending the love affair with the automobile

by Katie Alvord

New Society Publishers

Katie Alvord, the author of this book, lived in Sebastopol for much of the research and writing process and she credits Sonoma County residents Rick Theis and Joel Woodhull for inspiration and assistance in creating the book.

It offers great ideas and encouragement for reducing one's car-use and increasing one's bike-use. *Divorce your Car!* has both heart and brains, it mixes engaging personal testimony with a rich collection of hard facts addressing the "true-cost" of automobile dependency. The book first came out in 2000 but is perhaps even



more timely now. Want to reduce your car-use (and foreign oil-consumption)? Read this book and start breaking up with your car!

Purchase this book through Detour Publications at detourpublications.com or call 416-504-3934. They specialize in Books/Media on Transportation and Urban Ecology. Or try Copperfield's ☘

Continued from previous page

SCBC meets with Woolsey

requesting support for the North-South Bikeway, Safe Routes to Schools, Routine Accommodations and other Marin-specific projects. Woolsey said she strongly supports our goals and appreciates our accomplishments, but reminded us this was a tough fiscal year commenting "All the focus is on this war, it's a huge diversion". She said alternative transport projects deserve big increases in funding but they would be a hard-sell. What she will emphasize is fighting to

maintain reasonable funding for alternative transport and reminding her transportation committee colleagues just how cost-effective bike projects are compared to freeway widenings, and the like.

photo caption--SCBC staff Chris Culver, Ted White, Congresswoman Woolsey, Marin Bike Coalition Director Debbie Hubsmith and Patrick Seidler met to discuss the future for federal bike/pedestrian funding. ☘

