



May 2015
TPCBAC Packet Guide

*We have discontinued the printing and mailing of paper packets.
At the request of the city clerk, we are no longer including the TPCBAC roster in our packets.*

1. BAC May 2015 Agenda
2. Draft TPCBAC April 2015 Minutes
3. Draft Letters
 - a. Letter regarding Spring Fling Detour
 - b. Letter regarding Broadway Widening
4. Articles of Interest:
 - a. "Honolulu installed protected bike lane, sees massive drop in sidewalk biking"
 - b. "Don't make bicyclists more visible. Make drivers stop hitting them."
 - c. "From Parking Spaces to Bike Lanes: 10 Ways Cities can Win the Fight"
 - d. "Minneapolis Moves to Add 35 Miles of Protected Bike Lanes, Just 1 Mile of Paint"
 - e. "And the #1 Cargo Biking City in our Nationwide Challenge is..."
 - f. "Protected Bike Lanes and the Social Justice of Urban Space"
 - g. "Petition launched to strip Portland of 'Platinum' bike- friendly status"
 - h. "Why Salt Lake City Chose to Build the First Protected Intersection for Bicycling in the U.S. "
5. Jurisdictional Announcements and News
 - a. TDOT Annual Bike/Ped Program Report
https://dl.dropboxusercontent.com/u/9322423/ForWeb_Bike_Ped_Annual_Report.pdf
6. Enforcement Subcommittee Minutes
7. BAC Attendance Sheet



*Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Tucson-Pima County Bicycle Advisory Committee** and to the general public that the **Tucson-Pima County Bicycle Advisory Committee** will hold the following meeting which will be open to the public:*

Meeting Date: **Wednesday, May 13, 2015**

Meeting Location: **Himmel Park Library**, 1035 N Treat Ave Tucson, AZ 85716

Meeting Time: **6 PM to 8 PM**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM all staff are required to leave and the meeting will be canceled. Please lock your bikes outside the Library.

Agenda

	Projected Duration
1. Call to Order ; approval of April 2015 meeting minutes.	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	5 min
3. Law Enforcement Staff Reports from TPD and PCSD	15 min
4. 2015 Awards	15 min
5. Broadway Widening/Realignment	15 min
6. Cyclovia Celebration	10 min
7. Damon Alexander Introduces Cyclist Advocates of Southern Arizona	
8. Retreat Cancellation	5 min
9. Enforcement at Third and Treat	15 min

10. Elections

5 min

Candidates:

Chair: David Bachman-Williams
Vice-Chair: Eric Post
Parliamentarian: Robin Steinberg
Secretary: Collin Forbes

11. Consent Agenda

- a. Thank you letter re: Spring Fling Detour Route

12. Staff Reports

10 min

Ann Chanecka, City of Tucson;
Matt Zoll, Pima County;
Nancy Ellis, Oro Valley;
Matt Christman, Marana;
Adelina Martin, Sahuarita
Gabe Thum, Pima Association of Governments,
Glenn Grafton, UA

13. Subcommittee and Related Entities Reports

Enforcement (Colin Forbes)
Facilities (Adam Wade/Brian Beck)
Urban Core Facilities (Ian Johnson)
GABA (Eric Post)
Downtown Links (Kylie Walzak)
RTP 2045 (Ian Johnson)
Broadway Task Force (Anne Padias)
Living Streets Alliance (Kylie Walzak)
SCVBAC (Tom Hausam)
PBAA (Richard DeBernardis)

14. Announcements

15. Adjournment

If you require an accommodation or materials in accessible format or require a foreign language interpreter or materials in a language other than English for this event, please notify the Tucson Department of Transportation Office at 791-4391 at least five business days in advance.



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **April 8, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT YET APPROVED

prepared by Collin Forbes

1. Call to Order; approval of March 2014 meeting minutes.

David Bachman-Williams called the meeting to order at 6:05 p.m.

Motion: by Ray Copenhaver to approve the minutes as amended. Seconded by Brian Beck. **Voice vote: Unanimous.**

2. Call to Public

Mike Murphy addressed the committee to report a problem with the diversion class. He was given a ticket for an unsafe lane change after a crash at La Canada and Moore. Witnesses said the ticket was erroneous and he was in the right. Rather than fighting the ticket, he decided to take the diversion program. After taking the class, he was told by a person at the Oro Valley clerks office that they don't do that and he had wasted his time.

Matt Zoll said he thinks you have to go to court if you get a ticket as part of a collision. He doesn't know for sure though. Cyclists in jurisdictions other than Pima County and the City of Tucson should first check with their local jurisdiction to make sure they can take the diversion program.

3. New City of Tucson Staff Person: Welcome!

Andy Bemis is a new Bike/Ped planner for the City of Tucson. He's originally from Tucson and came back to town about 4 years ago for Grad School. He's very excited to be part of the bike/ped program in Tucson. Off the bat, he'll be taking on issues with bike parking. He'll be transitioning to be the liaison for the BAC while Ann Chanecka focuses on pedestrian issues with the PAC.

4. Law Enforcement Staff Reports from TPD and PCSD

Deputy Roher reported there were four injury related crashes last month. All were north of Tucson, in the Foothills District.

- A cyclist ran into a patrol car at Oracle & Ina. It was about 8:20 at night and the cyclist didn't stop at the red light for Oracle. No head lights. DPS investigated the collision, and cited the cyclist.
- There was a crash at Overton & Majestic at about 6 p.m.. The driver was cited for ARS 28-735 (3 foot law). Cyclist reported a possible broken limb.
- A driver was navigating by GPS and missed a turn. They turned around and hit a cyclist when the GPS told him to turn again. The driver was not distracted, just focused on making that turn.
- Finally, a driver ran a stop sign and hit a cyclist and was cited for failure to yield.

Deputy Roher noted the expansion on the Old Nogales Highway, they are adding a signal and bike lanes. If you ride there, be patient and cautious. There are no speed reduction signs and it's still 45 mph there. A cyclist called to report an irate driver who was angry at having to wait for him.

There have been some sexual assaults on the The Loop recently. It's a county project, but the incidents have been inside the city limits. Sheriff's deputies will step up patrols of the river paths. Other motor deputies don't want to ride the path on motorcycles because they know cyclists will complain. They walk a delicate balance.

5. Nominations Committee Report

- David Bachman-Williams nominated himself to continue as chair.
- Robin Steinberg said Ian Johnson expressed interest in continuing as vice-chair, but he's not here. The bylaws say you have to be present.
- Collin Forbes nominated himself to continue to serve as secretary.
- Robin Steinberg nominated herself to continue as parliamentarian.

Eric Post expressed an interest in the vice-chair position. He was nominated by Robin Steinberg.

Motion: by Josephina Ahumada to close nominations. Robin Steinberg seconded. **Voice vote: Unanimous.**

6. Broadway Widening update

Anne Padias was at the meeting to make her report as planned. David Bachman-Williams explained that she felt that something had to give in the committee. To maintain order, she felt that narrowing the bike lane and not having it go behind the bus stops was necessary. Narrow bike lanes at 5 ft won't let you do a cycle track. Rather than a buffered bike lane, it'll be just a

line. It's still going to be better than the 4 foot lanes already on Broadway. As a tradeoff, she wanted the third lane on the outside to be dedicated to mass transit. It wasn't approved, but it was recommended to the city council to be decided later based on cost and use.

Brian Beck wants to be clear about what was there and what is going to be there now. Earlier the design included a 6 foot bike lane with a 1 foot beveled "curb" for the most part. At the last Citizens Task Force meeting, a proposal for a narrow alignment was made via Jean Haywood who is a retired transportation planner. The narrowest alignment keeps the most buildings. The caveat is the proposal isn't necessarily feasible and there will probably be tradeoffs down the line. Their recommendations were to shrink the areas for pedestrians and bikes. When possible they did want to get the 7 foot elevated cycle track back.

Robin, doesn't think we should be voting on this one way or another. There's no concrete plan to vote on and the issues behind this go far beyond the plan. We put in our comments on an earlier plan which was scrapped. On Thursday, April 23 there's a public open house at 5:30. People who are interested should go to the open house to see the presented plans.

All the alignment does is to give the city engineer the right to start approaching business owners to ask whether they want to stay or go. They can be bought out or work on mutual parking arrangements. There are still design elements to address later.

The CTF meets on April 30. They won't send the plan to mayor and council until later in May. We'll have time to talk about this again at our May meeting.

7. 2015 Bicycling Awards

The nominations were in the packet.

- Jim Davis works for Tucson Fire Department. He took up cycling as part of a exercise mandate for work and it turned into an obsession. Last year, Jim logged over 12,000 miles, and is one of the friendliest people Damion Alexander has ever met.
- Ruperto Del Angel. Lives in Green Valley. He has been commuting 28 miles each day for 14 years. He rides in sun, rain, light and dark and his bicycle is his sole means of transportation. He's been a part of the Green Valley Ride of Silence each year since it started. Tom Hausam noted Ruperto he represents an underserved minority of commuters who are riding in plain clothes and regular bikes, day in and day out.
- Alisa Payne Neave. In his nomination, Damion Alexander says she attends more bike events than anybody else he's seen. She's often the first there and the last to leave.
- Elaine Muriel. Works at PBAA. Eric Post said he met Elaine at the LAB Bike Summit last month and is on the Platinum Task Force.
- Matt Zoll for Staff Member of the Year.

Motion: by Eric Post to accept the 5 people for our awards. Seconded by Cameron Hummels.

Voice vote: Unanimous.

8. Ex-Officio members

Our charter says we are allowed to have one staff member from the City of Tucson and one staff member from the county and two others we choose. We aren't allowed to have any from the smaller jurisdictions. There's a fairness issue not to have all the jurisdictions represented as ex-officio.

Motion: by David Bachman Williams to ask the Pima County Board of Supervisors and the Tucson City Council to consider rewording our charter so that we can have ex-officio members from the other jurisdictions. Seconded by Eric Post. Discussion follows.

Brian Beck asked what does "ex-officio" get you? Roberts' Rules of Order says they have a right to speak just as much as any voting member, but they don't have the right to vote. The way we operate, we normally let public speak all the time. But in some other committees are attended by disruptive members of the public and limiting them to speak only during call to the public can be useful.

Tom Hausam asked if we are limiting ourselves with ex-officio members. Would it give us more flexibility to only designate them when we need them? David said, for big things, it will be on the agenda and then they would be on the agenda and would have the right to speak.

Eric Post added our committee members are also from the jurisdictions. Oro Valley has a representative in addition to Nancy Ellis from Oro Valley. He could say "I'd like to defer to Nancy" and let her address the committee. If we locked down public comment, would that be allowed?

Nancy Ellis said her supervisors sometimes ask "if you don't have a role, why do you have to be there?" She pointed out having an ex-officio status would help legitimize her attendance.

Motion Passed. Voice vote: Unanimous.

David will write the letters. Steve Kozachik said he'd be able to introduce it to the city.

9. Arizona Strategic Highway Safety Plan: Matt Zoll

Matt has been helping with the Arizona Strategic Highway Safety Plan. It started last year with the goal to reduce crashes, serious injuries and fatalities. They want to reduce it between 3% and 7% by the year 2018. It's an odd goal.

There are 12 areas of emphasis. Matt is working with the team for bicycles and pedestrians. Seth Chalmers, PCDOT traffic engineer is also involved. The alternate plan is to reduce crashes 20% by 2020. This is much more ambitious.

The overall trend is already downward for serious injury crashes involving bicycles. There's a spike on fatalities though. The way funding is going, it's going to be more difficult to take on priorities and projects.

One way they hope to achieve their goal is to improve public awareness of safety for all roadway users:

- Develop and launch a bicycle safety campaign, develop a cool brand to grab attention. An early pilot program at ADOT had good results, but ran out of money.
- Developing and launching a campaign that includes motorists.

There's a meeting on June 2 in Phoenix to further work on the plan for their action items. They are hoping to have it in place for the end of the year.

10. Consent Agenda

There were no items on the consent agenda this month. No action taken.

10. Staff Reports

Ann Chanecka, City of Tucson

- Jennifer Dill from Portland talked about the importance of low stress routes at the UA last week.
- The 5th Street Bicycle Boulevard Open House was the week before that. Most people were supportive, but the neighborhood wants to see more traffic calming.
- Work is underway on the Stone Ave 2-way Bike Lane. It's between Toole and Alameda, and it'll be really nice when it's done.
- The Jim Glock Bypass has been a frustration for people when it was closed. Ann is trying to add more striping and signs and no parking in the area behind the garage. The current striping has helped keep the path clear.
- For the damaged bridge on the Aviation Bike Path, she dragged another staff person out to see it and they are planning to address it.
- Information for Tucson's Bike Share is to be released soon. The report will say where it should start and where it should expand. There will be 30 locations for phase 1 and 30 more for phase 2.
- The Broadway/Treat Bike Hawk will be under construction next week.

Matt Zoll, Pima County

- There are new Share the Road Guides out. They are also available as PDF or powerpoint. It'll be updated again in about a year.
- The Pantano Wash is open, as mentioned at the last meeting. Don't enter the construction areas when there is fencing or other blockages.
- There are three new bike lanes in the county. North Houghton from Fort Lowell to Catalina Highway. Freeman Road from Speedway to Broadway. Anklam Road from City Limits to Speedway.
- Rebidding Bike Ambassador contracts. Should have new people next month.
- The Fantasy Island section of the Loop will be going to construction in the next few months

- 44 schools signed up for Walk and Roll to School. About 22,000 students. At schools where students can't walk or bike, they do health programs at the school.
- On May 2, there's a dedication event for the south part of the Santa Cruz path

Adelina Martin, Town of Sahuarita

- They are putting on a triathlon on the May 2 weekend.
- Their Morale Committee will be doing a bike/walk/carpool to work week. Participants will be entered into raffle for prizes.

Glenn Grafton, UA

- For the 5th Street Bike Corridor, construction for their part will be starting May 18 and will be done in August.
- Also, they are restriping bike paths on campus and will be putting down new stencils.

11. Subcommittee and Related Entities Reports

The Enforcement and Urban Core Facilities subcommittees did not meet.

Facilities:

- Project to standardize signage and striping in bike routes around the region.
- New projects at Kolb And Valencia, Tanque Verde, Pio Decimo by Wrightston

Platinum Committee:

- Went over application and assigned parts to go over each month. They meet on the last monday of the month at PBAA.

GABA:

- The Bike Swap will be sunday from dark until 2pm. It's at 5th Ave and 7th Street.
- The Ride of Silence is coming in Mid-May.
- The Mount Lemmon Hill Climb is also coming May. They are still permit issues. Now, they must hire a certified traffic control commission to place signs and submit an autocad diagram of the plan to Pima County.
- GABA has openings for Board Members. They need excited people. Openings include a the vice president and to have people work with bike shops and people for the Paceline newsletter.

Downtown Links:

- General Downtown Links Meeting on Monday at 5:30. It'll be at the Tucson Inn Suites at Granada and St Maries.

LSA:

- Bike Fest started last week and there are over 80 events on the calendar and more arriving each day.
- Bike Fest: 2 mile commuter challenge, there's competitions for corporate and individuals. Right now they have 117 riders actively logging your trips.

- Cyclovia is April 19. It'll be huge. It's the usual route downtown through South Tucson.
- The Bike Fest Ride with the Mayor will be on April 28. It'll include free breakfast, and a ride downtown.
- The Grand Finale Party will be on April 30.

SCVBAC:

- A story about permits & liability insurance. Eager sheriff's auxiliaries wanted to help control the intersection at Mission and Duvall for the Shootout Riders. Their plans were leaked to the county and now they need permits and liability insurance. It's not going to happen.

12. Announcements

Ann Chaneka wanted to thank Brian Beck and Robin Steinberg for doing tables at Cyclovia!

13. Adjournment — at 7:39 p.m.

Attendance:

Josephina Ahumada, South Tucson
 David Bachman-Williams, Pima County
 Brian Beck, Pima County
 David Bui, Ward 6
 Ray Copenhaver, Pima County
 Collin Forbes, Pima County
 Glenn Grafton, UA
 Tom Hausam, Pima County
 Cameron Hummels, Mayor's Rep
 Eric Post, Pima County
 Robin Steinberg, Pima County
 Kylie Walzak, Ward 3

Audience:

Andy Bemis, TDOT,
 Ann Chaneka, TDOT
 Howard Strause, Cactus Cycling Club
 Adelina Martin, Town of Sahuarita
 Deputy Ryan Roher, PCSD
 Matt Zoll, PCDOT
 Mike Murphy, Public
 Nicole Lavelly, Public
 Brianna Addotta, Public
 Ben Anderson, Public
 Dominc Matinelli, Public
 Steve Kozachik, Ward 6



DRAFT

To:
UA Parking and Transportation
Spring Fling Coordinator

May 13, 2015

To whom it may concern (TBD),

On behalf of the Tucson Pima County Bicycle Advisory Committee, I would like to thank you for your responsiveness to our earlier suggestions regarding the alternate route for bicycles during the Spring Fling event this year. We hope that you agree with us that the new detour route was a significant improvement from last year, and that bicyclists had a better sense of how to navigate through the University on this crucial and heavily used corridor during the week of the Spring Fling event.

We hope that you'll consider using a very similar plan for next year, and we have just a couple minor suggestions that we feel would make it even more effective:

1. Some eastbound cyclists didn't notice the "bikes ok on sidewalk" sign near the intersection of Enke and Campbell. It would be great if that sign could be moved to a more visible location, such as the south side of the street before Campbell (or perhaps in both locations).
2. Some westbound cyclists didn't see the signs at 3rd street and Campbell. A larger or more visible location would be helpful to ensure that cyclists are aware that a detour is available.

Last, we would be happy to work with you again next year, and stand ready to provide additional feedback at your request.

Thank you, again, for ensuring that the Spring Fling event accommodates the the hundreds of cyclists using the 3rd Street/University bike route.

Respectfully submitted,

Ian Johnson,
Chair, Urban Core Subcommittee, TPCBAC

David Bachman-Williams,
TPCBAC Chair



To: Jennifer Burdick
Broadway Widening Project Manager

May 13, 2015

Dear Ms. Burdick,

The Tucson Pima County Bicycle Advisory Committee would like to make the following comments on the Broadway Widening Project.

Not all BAC members support the Broadway Widening project in principle or in specifics. Several would like to see the project dropped. However, as it was presented April 23, we would like to make the following comments:

First and foremost we wish to recognize that the current plan calling for minimum 6 foot lanes is a very notable improvement over the current 4 foot lanes that exist in much of the project area.

Second, while 6 foot lanes are an improvement, we wish to point out that research shows that only about two percent of the public are willing to ride these lanes. To make the project attractive to a noticeably larger percentage of the public who are willing to ride bicycles we would need to have the 7 foot cycle tracks that have been discussed. The elevated cycle tracks would be attractive to many times the number of riders who will use the 6 foot lanes. The BAC members understand that the elevated cycle tracks are the #1 priority in the stretches that can accommodate the slightly wider roadway, and we would like to insist that this actually happens.

Third, regarding the right turn-offs of Broadway both ways at Campbell and from westbound Broadway onto northbound Euclid, we understand the usefulness of the pork chop safe place for pedestrians between the right turn lane and the through lanes. It does help considerably with the traffic signal timing issues because of the shorter distance to be covered by the pedestrians. However, we in the strongest terms recommend that these right turn lanes be designed straight, such that vehicles turning right will need to stop before turning onto Campbell, Kino or Euclid. If they are designed with a radius so that it is possible for vehicles to use them as 'free rights' to be sped through at 20 miles an hour, then the vehicles' drivers will do so. This means that they will be crossing the through bicyclist lanes at higher speeds, endangering the lives of the bicyclists. This is the problem faced with every curved off ramp, cyclists are endangered by speeding vehicles exiting. If they have to stop and then make a sharper turn they will be less dangerous to the bicyclists. We are okay with a mountable curb to facilitate the turns of tractor-trailers. But we wish to emphasize that it must be a mountable curb that is very unattractive to all other kinds of vehicles.

Fourth, we remain committed to having a dedicated transit lane, in the future if not now. From the point of view of bicyclists, well-designed and used mass transit means fewer vehicles overall which reduces the danger to bicyclists and pedestrians.

As this project continues to progress, we invite and strongly urge you to make another presentation of the project at one of our future meetings. Please work with Anne Padias to facilitate this presentation.

Respectfully submitted,

Anne Padias,
TPCBAC representative to the Broadway Widening Project Task Force

David Bachman-Williams,
TPCBAC Chair

HONOLULU INSTALLS PROTECTED BIKE LANE, SEES MASSIVE DROP IN SIDEWALK BIKING

May 07, 2015

Michael Andersen, Green Lane Project staff writer

SHARE



An opening ceremony for King Street's protected bike lane in December. Photo: [Being 808](http://being808.com/2014/12/08/king-street-cycle-track/)

A few months after Honolulu's first protected bike lane opened, it's the latest to demonstrate a [very consistent trend across the country](http://www.citylab.com/cityfixer/2014/08/tired-of-cyclists-riding-on-the-sidewalk-build-more-bike-lanes/375984/) (almost every protected bike lane cuts sidewalk biking in half).

From August 2014 (before barriers were installed) to February 2015 (after), the number of bikes using King Street (both directions, road bed and sidewalk combined) soared 71 percent.

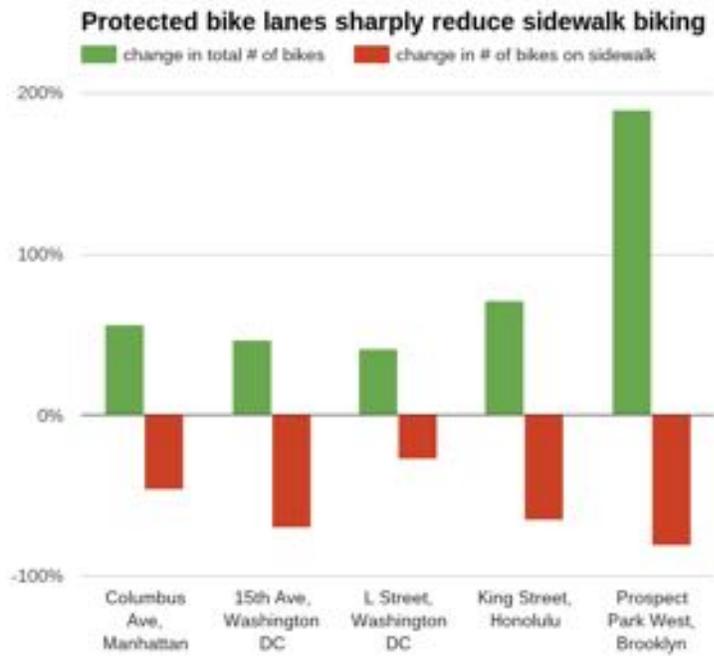
And in the same period, Honolulu bicycle coordinator Chris Sayers said Monday, the number of bikes on the sidewalk plummeted 65 percent.

That's no big surprise, because someone biking on a sidewalk is just [trying to ride in the protected bike lane that isn't there](http://www.peopleforbikes.org/blog/entry/a-brilliant-trick-to-find-the-best-streets-for-protected-bike-lanes/). When cities make part of a street comfortable to bike in, people naturally choose to use it.

That makes things better for everybody, Sayers said.

"It just sort of organizes the whole roadway better," he said.

We've been in touch with bike coordinators around the country who've done similar counts, and compiled every such study we're aware of into the chart below. Honolulu's finding is strikingly consistent with the others, all of which saw between a 27 percent drop in sidewalk biking (L Street in Washington DC) to an 81 percent drop (Prospect Park West in Brooklyn, New York).



As you can see, those declines took place even though each protected bike lane dramatically boosted the total number of bikers. King Street is no exception; Sayers said riders have been so eager to use it that the city had to accelerate its plans to convert the 10-foot-wide lane with a three-foot buffer from a one-direction to a two-direction.

On Monday, Mayor Kirk Caldwell [personally installed](https://www.youtube.com/watch?t=34&v=ing5A0BY2dA) (https://www.youtube.com/watch?t=34&v=ing5A0BY2dA) the first of 13 bike-specific signals on King Street. They'll complete the lane's conversion to two-way, with a buffer of curbs, posts and parked cars.



Mayor Kirk Caldwell celebrates a milestone on Monday. Photo: City of Honolulu.

"I think nobody anticipated it to be so many people, that the desire would be so strong to do the two-way immediately," Sayers said. "We had to hurry up to get this done."

[SHARE ON FACEBOOK](#)

<https://twitter.com/home?>

<https://www.facebook.com/sharer/sharer.php?status=Honolulu%20installs%20protected%20bike%20lane,%20sees%20massive%20drop%20in%20sidewalk%20biking%20http://t.co/mo>
<http://www.peopleforbikes.org/blog/entry/honolulu-installs-protected-bike-lane-sees-massive-drop-in-sidewalk-biking>

[See all Protected Bike Lanes blog entries \(/blog/category/protected-bike-lanes\)](/blog/category/protected-bike-lanes)

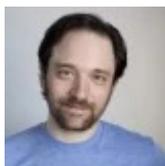
Ghostery blocked comments powered by Disqus.



PostEverything

Don't make bicyclists more visible. Make drivers stop hitting them.

Mandatory helmet laws and glow-in-the-dark spray paint just show who really owns the roads.



By Eben Weiss April 15 at 6:00 AM

Eben Weiss writes the [Bike Snob NYC](#) blog and is the author of "Bike Snob," "The Enlightened Cyclist," and "Bike Snob Abroad."

About 100 years ago, the auto industry pulled off a neat trick:

It stole the public roadways from us.

See, in the early days of the motor vehicle, there used to be this quaint idea that the person operating the giant machine should look out for other people. Then came mass production and the Model T. Suddenly there were automobiles all over the place, and by the end of the 1920s, cars (or, more accurately, their drivers) had killed [more than 200,000 people](#).

We clung to our humanity, though. Cities called for stricter traffic laws and better enforcement. The auto industry responded by mounting a propaganda war masked as a safety campaign. One of their most successful salvos was inventing the concept of the "jaywalker," which effectively robbed us of our right of way. (You can read more about all this [here](#).)

It's still carnage out there now, but we've long since sublimated any outrage over death-by-auto into victim-blaming. Crossing the street has long been criminalized, save for the handful of seconds you get when the "walk" signal appears. Effectively, we've lost equal access to the public roadways unless we're willing and able to foot the hefty bill for a car. Instead, what we have is an infrastructure optimized for private vehicles and a nation of subsidized drivers who balk at the idea of subsidizing any other form of transit, and who react to a parking ticket as though they've been crucified. Sure, drivers, cyclists and pedestrians are all supposed to "share the road," but see how equal you feel riding in the gutter on broken glass as cars speed by. It's the American idea of "equal," an insidious form of inequality in which we pretend the powerful and the weak are exactly the same.

(And no, I'm not saying there shouldn't be cars. Hey, I *have* a car. It's just that cars are like white people and Wall Street — they don't need any more defending from anybody.)

But all that's changing, right? Millennials are moving back to the cities and demanding livable streets! Cities are installing bike lanes and bike shares! Every Sunday they close a street in your neighborhood for a farmers' market, and smiling professionals walk and cycle back to their townhouses to cook up the locally grown organic greens that will fortify them for yet another work week of pricing you out!

The auto makers have changed, too, haven't they? Sure they have. They're all friendly and lovable now. No more [Henry Ford the anti-Semite](#) — now it's [Bill Ford, Jr., the bike share sponsor](#). They're making electric cars and family-friendly “crossovers” with sensors and cameras to compensate for well over a century of culturally reinforced driver obliviousness. Oh, and don't forget the tech companies: Google and Apple are going to make car crashes a thing of the past, and soon we'll all be pattering around in a utopia of self-driving golf carts.

Don't be fooled. What the auto companies have planned is so devious, so insidious, so science-fictionally terrifying that it's going to make the whole “jaywalking” flim-flam look like philanthropy in comparison:

They're turning us into cars.

Yes, it's true. They're not starting with pedestrians, though. They're starting with cyclists. The first step is passing mandatory bicycle helmet laws for adults, like [the bill that's been introduced in California](#) (which would also require reflective clothing at night). We're already at the point where every car-on-bike “accident” (police always assume it's an accident; drivers are allowed unlimited “oopsies”) is always the cyclist's fault, and where helmetlessness automatically equals guilt. That's why whenever you read about a cyclist who's been injured or killed, the article mentions helmets, regardless of whether this detail in any way relevant. (“The cyclist's legs were flattened by the runaway steamroller. No criminality suspected. The victim was not wearing a helmet.”)

So why make helmets mandatory? For your safety? Please. Cycling head injury statistics are so ambiguous that even [the federal government has been forced to stop exaggerating the effectiveness of bicycle helmets under the Data Quality Act](#). Maybe you're one of those people who thinks not wearing a bicycle helmet is tantamount to suicide. Maybe you're one of those people who refuses to wear one under any circumstances because they mess up your hair. Or maybe you're like me and don't care much about your hair because you're losing it anyway, so you wear one when you're riding a go-fast bike in a special outfit but you don't bother when you're noodling around town in street clothes. The point is you have a choice.

Here's why the auto industry, the insurance industry and the officials they lobby want helmet laws. First, forcing people to wear helmets shifts responsibilities onto cyclists and absolves governments from having to build better cycling infrastructure and drivers from having to obey traffic laws. “Want to be safer? We're not gonna build any

bike lanes. They take up too much free parking. Put this foam dunce cap on your head, you'll be fine!" Done, and done.

Second, helmet laws discourage people from using bicycles for everyday transportation by making it inconvenient, and by making it seem more dangerous than it really is. In Australia, [there's plenty of evidence that helmet laws have done far more to curb cycling growth than to keep riders safer](#). Take a look at the bike share in Melbourne: Hardly anybody's using it, because you've got to buy a helmet first. Meanwhile, in countries like the Netherlands and Denmark, where lots and lots of people ride bikes, a helmeted bicyclist is about as rare as a helmeted driver here in America. And yet they seem to be managing pretty well — maybe because they've got bike infrastructure, and because [they still subscribe to the notion that the person operating the giant machine on public roads needs to be responsible for not killing people with it](#).

But say you're willing to strap a foam bumper onto your head every single time you ride your bicycle, even if you're just going to pick up some overpriced local kale. That's just the beginning! Because now Volvo — those endearingly safety-minded Swedes — wants cyclists to take "safety" a step further and [spray themselves with something called "Lifepaint" so they glow in the dark](#).

This is just another way for drivers to outsource any and all responsibility for what they do with their cars to other road users. The giveaway? [Volvo's promotional video](#) is full of testimonials, including this one from a driver:

"Putting something on that will make you scream out to drivers like me is a fantastic thing."



What? How oblivious are you? Nobody should have to “scream out” to you to get your attention while you’re driving a car. You should already be giving it, and undividedly so.

But hey, Lifepaint will look great on your [Volvo “smart helmet.”](#)

So politicians want mandatory helmet laws, and auto companies are suggesting we spray ourselves from head to toe with glow-in-the-dark paint before riding our bicycles. At this rate, it won’t be long before you need a license and registration to operate a bicycle, and you’ll be wearing a giant Dayglo bodysuit with illumination circuitry, one of those Australian “[smart hats](#),” and a GPS beacon up your posterior so you don’t get hit by an Apple iCar.

Poof! You’re an SUV!

And that’s when they’ll move onto the pedestrians. You may find cyclists annoying — it’s the American way, after all — but don’t laugh too long. Pretty soon we’ll all be walking around town like Dynamo from “The Running Man.” Say goodbye to non-augmented analog locomotion.

Just don’t say I didn’t warn you.

FROM PARKING SPACES TO BIKE LANES: 10 WAYS CITIES CAN WIN THE FIGHT

April 10, 2015

Michael Andersen, Green Lane Project staff writer



Former parking spaces in Boulevard de Maissonneuve, Montreal. Photo: JasonParis.

A curbside parking spot is just 182 square feet of urban space. But for advocates of better American bike infrastructure, few obstacles loom larger.

Right now in San Diego, a long-brewing plan to add [better pedestrian crossings and a continuous protected bike lane](http://www.peopleforbikes.org/page/-/uploads/GLP/university%20before%20after%20outlines.PNG) to the deadliest corridor in the city is [fighting for its life](http://bikesd.org/2015/03/passionate-pleas-for-safer-san-diego-streets-fall-on-deaf-ears-at-uptown-planners-meeting/) in large part because some merchants on four commercial blocks don't want to risk removing any auto parking.

SHARE



Before and after plans for University Avenue in San Diego.

The merchants aren't wrong that private parking spaces have commercial value to nearby properties. But bike lanes, street trees and better sidewalks would have commercial value too — and creating San Diego's first comfortable crosstown bike network would also bring value to the entire city, not to mention helping liberate retailers from dependence on car parking.

For cities around the country and the world, converting on-street parking spaces into anything else is one of the greatest challenges in urban planning.

But, though it's probably never been done without a fight, many cities have succeeded. Here are the best approaches we've seen from North America and beyond.

1) Chicago: Recruit allies in advance



Milwaukee Avenue, Chicago. Image: CDOT.

When business opposition is likely, a few friends are invaluable. When Chicago wanted to remove parking to create a crucial protected bike lane on Milwaukee Avenue, advocacy group Active Trans identified a retail owner who supported better bike access to his restaurant. He found two like-minded peers and the three stood up publicly for their point of view, countering the stereotype that "business" opposed bike lanes across the board.

"By framing the issue in terms of cyclists vs. anti-cyclists, your coverage overlooks the fact that most city dwellers (and business owners) don't fit into exclusive categories when it comes to how we get around," the trio wrote in a [letter to the Sun-Times](http://www.peopleforbikes.org/blog/entry/chicago-businesses-stand-up-for-green-lanes) (<http://www.peopleforbikes.org/blog/entry/chicago-businesses-stand-up-for-green-lanes>).

2) Montreal: Talk walking distances, not block faces



Boulevard de Maisonneuve, Montreal. Image: Google Street View.

When people think about removing parking from (for example) one side of a street, the first number that comes to mind is usually "half." As in "you're removing half the parking from Main Street, are you completely insane."

But cities should never talk about parking removal this way — it's inaccurate. What actually matters to a neighborhood is the number of available spaces within a reasonable walking distance in all directions from a destination.

In 2005, when Montreal was considering removal of 300 parking spaces for one of its first protected bike lanes, planners conducted a survey of every parking space within 200 meters. There turned out to be 11,000 (<http://www.peopleforbikes.org/blog/entry/how-montreal-built-a-bike-lane-by-debunking-fears-of-autoparkolypse>). The bike lane moved forward; today it's the city's signature bikeway.

3) St. Paul: Put the 'parking shortage' in overhead context



University Avenue at Vandalia Street, St. Paul.

In many cities, there's nothing like [a little aerial photography](http://www.stpaul.gov/DocumentCenter/Home/View/8599) (<http://www.stpaul.gov/DocumentCenter/Home/View/8599>) (starts at p. 37) to get people thinking about whether they're dealing with an actual lack of space to park in or just a failure to use the space efficiently.

4) Portland: Demonstrate what else is possible



Portland Mayor Charlie Hales, left, plays ping pong on SW 3rd Avenue, Portland. Lower photo by Greg Raisman.

For years, one of the top tourist attractions in Portland, Oregon, has been a [24-hour doughnut shop](http://voodoodoughnut.com) (<http://voodoodoughnut.com>) with a line that wraps onto the sidewalk in front of a disintegrating porn theater.

The street is wide there — wide enough for three one-way mixed traffic lanes, angle parking on one side and a loading zone on the other. But in 2014 a group of local businesses and streets advocates realized that traffic was so low there that only a single lane of auto traffic was needed. So for three days that fall, they got the city's permission to temporarily replace all the parking and two general travel lanes with a protected bike lane and a massive new plaza filled with hay-bale seating — and, during the day, ping-pong tables.

Hundreds of people [showed up to enjoy it](http://bikeportland.org/2014/10/06/old-town-street-opens-four-car-lanes-people-three-days-rave-reviews-roll-111865) (<http://bikeportland.org/2014/10/06/old-town-street-opens-four-car-lanes-people-three-days-rave-reviews-roll-111865>). Traffic on the block flowed smoothly. Businesses flooded with customers. The Oregonian newspaper called the event "[the future of Portland.](http://www.oregonlive.com/entertainment/index.ssf/2014/10/what_old_town_portland_looks_l.html)" (http://www.oregonlive.com/entertainment/index.ssf/2014/10/what_old_town_portland_looks_l.html) A few months

later, businesses scored a grant to [create a permanent plaza in the space](http://bikeportland.org/2015/03/17/proposed-plaza-outside-voodoo-doughnut-permanent-years-end-135732) (<http://bikeportland.org/2015/03/17/proposed-plaza-outside-voodoo-doughnut-permanent-years-end-135732>) and are working on long-term plans to permanently redesign the street.

5) Seattle: Gird your loins with data

Comment	Response
"We just need time limits"	Occupancy data shows that time limit areas are full all day, duration shows that 20% of vehicles overstay.
"Everyone has to drive"	Intercept surveys show that only 28% of residents, the most frequent visitors, arrive by car.
"We need a garage"	Off-street studies found 1,133 public paid off-street spaces. Only 31% were used on a busy Friday night.
"Employees have to drive and park for free"	Survey of employees found only a third drive and park for free on street. About half of all drive-alone commuters live within 2.5 miles.
"No one will come here and pay for parking"	Transaction data in existing pay stations shows over 1,400 paid transactions a day.
"Parking in front of businesses is full of residents"	License plate survey on a busy Friday night found that 40% of cars registered outside of Seattle. Only 3% were residents.

Seattle has removed a few dozen of its hundreds of thousands of auto parking spaces (<http://www.seattletimes.com/seattle-news/seattles-vanishing-street-parking/>) this year for the sake of protected bike lanes and bus improvements. That's coincided with a new [demand-sensitive parking reform](http://www.geekwire.com/2014/seattle-may-install-dynamic-pricing-parking-meters/) (<http://www.geekwire.com/2014/seattle-may-install-dynamic-pricing-parking-meters/>) that helped generate enviably hard numbers about the ways people use (or don't use) car parking. This detail from a poster by city transportation planner Jonathan Williams is a nice example of data gathered and chosen to defuse common concerns.

6) Frankfurt: Charge for curbside spaces what they're worth



Frankfurt's protected bike lanes sometimes double as sidewalk space — which is more than you could say for the parking spaces that could be there instead. Photo: [Ching-Hsiang](https://www.flickr.com/photos/16899035@N00/7542458438/) (<https://www.flickr.com/photos/16899035@N00/7542458438/>).

Here's a riddle: How can a city turn the empty spaces in its downtown parking garages into a bike lane?

As the Seattle data above suggests, off-street parking is often underused, despite the [colossal expense](http://www.carwalker.com/wp-content/uploads/2014/04/April-Newsletter-2014.pdf) (<http://www.carwalker.com/wp-content/uploads/2014/04/April-Newsletter-2014.pdf>) of building it. Why? Because curbside parking is much more convenient, of course. A reasonable response, [embraced by Frankfurt in 2013](http://www.fr-online.de/frankfurt/oeffentliche-parkplaetze-parken-in-frankfurt-wird-teurer-1472798,24771980.html) (<http://www.fr-online.de/frankfurt/oeffentliche-parkplaetze-parken-in-frankfurt-wird-teurer-1472798,24771980.html>), among other cities: Price on-street parking like the premium product that it is, raising the price until people choose the unused, affordable off-street spaces instead. If that leaves empty spaces on the street, well, we bet there's a way to put them to public use.

7) Utrecht: Make garages easy



Freeway exit ramp outside Utrecht, with pavement markings helping guide people directly to the [new park-and-ride garage](http://www.e-architect.co.uk/utrecht/p-r-hooggelegen-utrecht) (<http://www.e-architect.co.uk/utrecht/p-r-hooggelegen-utrecht>). Rendering by KCAP.

The Netherlands didn't become the world's best country to bike in by making itself a terrible place to drive. Its national freeway system is also among the world's finest.

But when freeways approach cities, they pull out every stop to help people find their way to garages that let them ditch their cars and enjoy Dutch cities the easy way: by transit, bike and foot.

"When you take the A to get into downtown Utrecht, while you're still on the freeway there are [signs](http://www.slimutrechtin.nl/upload/inhoud/14/20100909102809_hoekomiker486x207_full.jpg) (http://www.slimutrechtin.nl/upload/inhoud/14/20100909102809_hoekomiker486x207_full.jpg) telling you 'here are the parking garages and here are the spaces that you have available,' said Zach Vanderkoo, who leads tours of Dutch bike infrastructure for PeopleForBikes. "They definitely provide a lot of car parking, but they go to great expense to keep people from needing to struggle to find it."

8) San Francisco: Ask *all* residents what they think



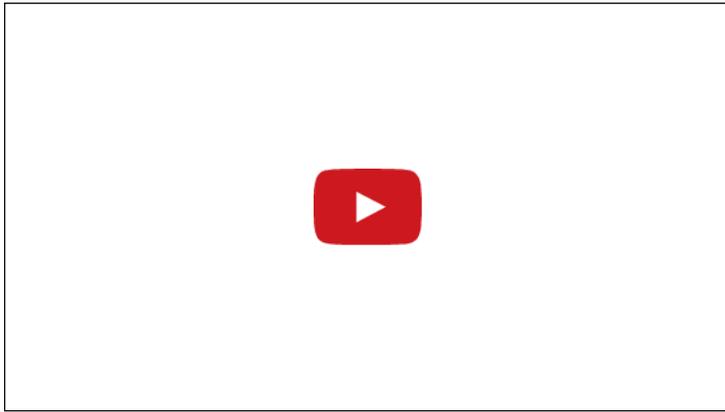
Before and after San Francisco's proposed 6th Street Improvement Project.

Most municipal public outreach is inherently unrepresentative. If tenants, low-income residents and non-English speakers aren't showing up to public meetings in accurate proportion, a city shouldn't pretend their interests are actually being heard.

So what's a city to do? In one poor San Francisco neighborhood, the city supervisor worked with a group that specializes in organizing low-income residents to conduct direct surveys of what they wanted on their street.

Probably because car parking spaces are useless to most low-income San Franciscans, the neighborhood consensus was clear: [more than two-thirds](http://www.peopleforbikes.org/blog/entry/a-poor-sf-neighborhood-rallies-for-bike-lanes-against-auto-parking) (<http://www.peopleforbikes.org/blog/entry/a-poor-sf-neighborhood-rallies-for-bike-lanes-against-auto-parking>) said that transit, walking and biking were higher priorities than auto parking.

9) Mexico City: Show the big picture



The case for adding auto parking to a city makes perfect sense until approximately two minutes after you start thinking about it. Two weeks ago in Mexico City, research group [ITDP Mexico](http://mexico.itdp.org/) (<http://mexico.itdp.org/>) released a wonderful video (complete with English subtitles) that walks its viewers through those two minutes of critical thinking and toward the suggestion that what we really want is *menos cajones, más ciudad* — less parking, more city.

10) Vancouver: Grit your teeth and wait

Business in Vancouver — Bike lanes were good for business after all, restaurant owner says

01:24

HD

Video by [Business In Vancouver](http://www.biv.com/article/2014/5/bikes-good-for-businesses-group-says/) (<http://www.biv.com/article/2014/5/bikes-good-for-businesses-group-says/>).

We've saved our favorite story for last.

In 2013, Vancouver, B.C., proposed adding protected bike lanes to a single block of Union Street, a crucial connection between two of the city's most important bikeways: the Adanac bike boulevard and the Dunsmuir viaduct into downtown's protected bike lane grid.

But adding bike lanes there would require moving several dozen street parking spaces onto nearby Main Street — so the city faced a firestorm from retailers and residents.

"To slash and burn like this is not going to work," Steve Da Cruz, owner of an upscale restaurant in the middle of the affected block, [told the Vancouver Courier](http://www.vancourier.com/news/strathcona-group-opposes-union-street-bike-lane-changes-1.576922) (<http://www.vancourier.com/news/strathcona-group-opposes-union-street-bike-lane-changes-1.576922>).

In the end, the city removed about 20 spaces from Union in order to create a parking-protected bike lane in the westbound direction only. And in the three months that followed, Da Cruz's fears came true: his sales dropped 30 percent, he said.

Then something happened that he didn't expect: business rebounded. With the upgraded bike lane, more people were streaming past his storefront than ever. One year after installation, Da Cruz told Business in Vancouver that his restaurant was [doing better than ever](http://www.biv.com/article/2014/5/bikes-good-for-businesses-group-says/) (<http://www.biv.com/article/2014/5/bikes-good-for-businesses-group-says/>).

"We definitely have benefited from the increased usage of the bike lane," Da Cruz said.

"It's beautiful when you ride by now," said Erin O'Melinn, executive director of the HUB biking advocacy group. "The bike racks are just busting. They're so full and they've added more since the installation of those lanes. They're always overflowing."

Winning a parking war requires every tool and ally a bike believer has. But in the end, there's no more powerful ally in the world than reality.

The Green Lane Project (<http://peopleforbikes.org/green-lane-project/>) is a PeopleForBikes program that helps U.S. cities build better bike lanes to create low-stress streets. You can follow us on [LinkedIn](https://www.linkedin.com/company/the-green-lane-project/) (<https://www.linkedin.com/company/the-green-lane-project/>), [Twitter](http://twitter.com/GreenLaneProj) (<http://twitter.com/GreenLaneProj>) or [Facebook](http://facebook.com/TheGreenLaneProject) (<http://facebook.com/TheGreenLaneProject>) or sign up for our [weekly news digest](http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest) (<http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest>) about protected bike lanes. Story tip? Write michael@peopleforbikes.org.

We're part of PeopleForBikes. Follow the broader story of bicycling on [Facebook](http://facebook.com/PeopleForBikes) (<http://facebook.com/PeopleForBikes>) and [Twitter](http://twitter.com/peopleforbikes) (<http://twitter.com/peopleforbikes>) too.

SHARE ON FACEBOOK >

<https://twitter.com/home?>

SH

<https://www.facebook.com/sharer/sharer.php?status=From%20parking%20spaces%20to%20bike%20lanes:%2010%20ways%20cities%20can%20win%20the%20fight%20http://t.co/cqkIWBC>
[u=http://www.peopleforbikes.org/blog/entry/10-ways-cities-can-win-the-fight-to-upgrade-parking-spaces-to-bike-lanes](http://www.peopleforbikes.org/blog/entry/10-ways-cities-can-win-the-fight-to-upgrade-parking-spaces-to-bike-lanes)

[See all Protected Bike Lanes blog entries \(/blog/category/protected-bike-lanes\)](/blog/category/protected-bike-lanes)

Ghostery blocked comments powered by Disqus.

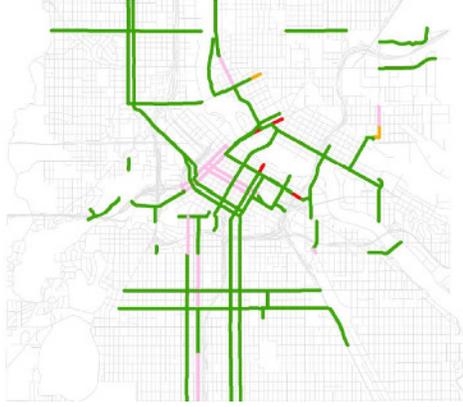


MINNEAPOLIS MOVES TO ADD 35 MILES OF PROTECTED BIKE LANES, JUST 1 MILE OF PAINT

April 23, 2015

Michael Andersen, Green Lane Project staff writer

SHARE



New protected bike lanes are in green, conventional bike lanes in pink, bike boulevards in yellow and undetermined segments in pink. Image from the [draft protected bikeway update](http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-140315.pdf) (<http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-140315.pdf>) to Minneapolis's bike master plan.

Minneapolis is getting well-earned praise from around the world this week for drafting one of the boldest short-term bike proposals in the country: 30 or more miles of newly protected bikeways as soon as 2020.

#Minneapolis (<https://twitter.com/hashtag/Minneapolis?src=hash>) plans big push for protected bike lanes in city core w/ 30mi (48km) to be added by 2020 <http://t.co/fRkuxxiWoK> (<http://t.co/fRkuxxiWoK>) via @StarTribune (<https://twitter.com/StarTribune>)

— Darren Davis (@DarrenDavis10) April 22, 2015 (<https://twitter.com/DarrenDavis10/status/590893134726369280>)

#Minneapolis (<https://twitter.com/hashtag/Minneapolis?src=hash>) literally making inroads in biking: the city's plan for 30 miles of protected bike lanes <http://t.co/u28x2YWsvu> (<http://t.co/u28x2YWsvu>) via @vita_mn (https://twitter.com/vita_mn)

— Mayors Innovation (@MayorInnovation) April 22, 2015 (<https://twitter.com/MayorInnovation/status/590930725362409473>)

Yet again, MPLS killing it "Minneapolis Sets to Build 30 Miles of Protected Bike Lanes By 2020" <http://t.co/G2da6D5KA4> (<http://t.co/G2da6D5KA4>) via @StreetsblogUSA (<https://twitter.com/StreetsblogUSA>)

— Joshua Redman (@JoshuaRedman) April 22, 2015 (<https://twitter.com/JoshuaRedman/status/590948668682940416>)

Anyone in Minneapolis hiring? <http://t.co/fbUn0HMXp1> (<http://t.co/fbUn0HMXp1>)

— Matt Hayes (@naturboy20) April 23, 2015 (<https://twitter.com/naturboy20/status/591209058410975232>)

It's a mark of success for the Twin Cities' remarkable [Bikeways for Everyone](http://bikewaysforeveryone.org/) (<http://bikewaysforeveryone.org/>) campaign, which is staffed by the [local bike advocacy group](http://mplsbike.org/) (<http://mplsbike.org/>), gets core funding from Blue Cross and Blue Shield of Minnesota, and keeps a laser focus on serving the bike users of tomorrow rather than just the ones of today.

Among the since [widely imitated](http://www.peopleforbikes.org/blog/entry/the-summer-of-demos-one-day-protected-bike-lanes-sweep-across-america) (<http://www.peopleforbikes.org/blog/entry/the-summer-of-demos-one-day-protected-bike-lanes-sweep-across-america>) tricks pioneered by Bikeways for Everyone: [demoing a simple protected bike lane at an open streets event](http://www.peopleforbikes.org/blog/entry/steal-this-idea-a-600-protected-bike-lane-demo-at-an-open-streets-event) (<http://www.peopleforbikes.org/blog/entry/steal-this-idea-a-600-protected-bike-lane-demo-at-an-open-streets-event>) ... and then collecting the signature of every smiling person who used it.

But as several [sharp-eyed](https://twitter.com/DaleCalkins/status/590887718713851904) (<https://twitter.com/DaleCalkins/status/590887718713851904>) folks (<https://twitter.com/CyclistBartek/status/590900655340007424>) have pointed out, the most progressive thing about Minneapolis' proposal, which would actually be an update to its existing bike plan, might not be that it's calling for protected bike lanes. It's that it's *not* calling for additional investment in what some biking experts have been referring to as "1990s technology": painted bike lanes.

About 80 percent of the recommended protected bikeway projects aren't actually new bike lanes. They're mostly upgrades that add vertical separators— posts, curbs, planters, parked cars and so on — to the city's existing conventional bike lanes.

Painted bike lanes are far better to bike in than nothing, and Minneapolis's master bike plan will still call for installing many more of them. But about 50 years after painted bike lanes came to the United States, there's no arguing with the numbers. White stripes just aren't comfortable enough (<http://www.peopleforbikes.org/blog/entry/bike-history-in-1971-california-warned-against-paint-only-bike-lanes>) to make bike transportation relevant to more than a sliver of the population.

Justifying real investment in biking requires building facilities most people will use



Photo: [Mike Luton \(https://www.flickr.com/photos/61906357@N00/301124711/\)](https://www.flickr.com/photos/61906357@N00/301124711/).

That's the hard fact called out last year by Los Angeles Times columnist Steve Lopez, who said his city should be aiming to have far more than 1 in 20 Angelenos commuting by bike.

"Five percent isn't a big enough target, and the bicycle plan isn't grand enough," Lopez [wrote](http://www.peopleforbikes.org/blog/entry/what-if-they-built-bike-lanes-and-only-5-percent-showed) (<http://www.peopleforbikes.org/blog/entry/what-if-they-built-bike-lanes-and-only-5-percent-showed>) at the time. "We need more than painted white lines on the road and the rare buffer. ... We need fully protected bikeways, so people of all ages can go for a ride without fear of getting hit by a bus."

Painted lanes have a place. But when city leaders make the case that genuinely valuable resources like on-street auto parking should be [swapped out](http://www.peopleforbikes.org/blog/entry/10-ways-cities-can-win-the-fight-to-upgrade-parking-spaces-to-bike-lanes) (<http://www.peopleforbikes.org/blog/entry/10-ways-cities-can-win-the-fight-to-upgrade-parking-spaces-to-bike-lanes>), they should try to offer something in return that's useful to more than a handful of their constituents. That's what protected lanes do — and that's what Minneapolis' leaders just did.

The Green Lane Project (<http://peopleforbikes.org/green-lane-project/>) is a PeopleForBikes program that helps U.S. cities build better bike lanes to create low-stress streets. You can follow us on [LinkedIn](https://www.linkedin.com/company/the-green-lane-project) (<https://www.linkedin.com/company/the-green-lane-project>), [Twitter](http://twitter.com/GreenLaneProj) (<http://twitter.com/GreenLaneProj>) or [Facebook](http://facebook.com/TheGreenLaneProject) (<http://facebook.com/TheGreenLaneProject>) or sign up for our [weekly news digest](http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest) (<http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest>) about protected bike lanes. Story tip? Write michael@peopleforbikes.org.

We're part of PeopleForBikes. Follow the broader story of bicycling on [Facebook](http://facebook.com/PeopleForBikes) (<http://facebook.com/PeopleForBikes>) and [Twitter](http://twitter.com/peopleforbikes) (<http://twitter.com/peopleforbikes>) too.

SHARE ON FACEBOOK >

([https://twitter.com/home?](https://twitter.com/home?status=Minneapolis%20moves%20to%20add%2035%20miles%20of%20protected%20bike%20lanes.%20just%201%20mile%20of%20)

<https://www.facebook.com/sharer/sharer.php?u=http://www.peopleforbikes.org/blog/entry/minneapolis-moves-to-add-35-miles-of-protected-bike-lanes-just-1-mile-of-pa> } [status=Minneapolis%20moves%20to%20add%2035%20miles%20of%20protected%20bike%20lanes.%20just%201%20mile%20of%20](https://twitter.com/home?status=Minneapolis%20moves%20to%20add%2035%20miles%20of%20protected%20bike%20lanes.%20just%201%20mile%20of%20)

See all Protected Bike Lanes blog entries (</blog/category/protected-bike-lanes>)

Ghostery blocked comments powered by Disqus.



AND THE #1 CARGO BIKING CITY IN OUR NATIONWIDE CHALLENGE IS...

May 07, 2015

Michael Andersen, Green Lane Project staff writer

SHARE



Can you place the winning street?

Nine cities. Nine intersections. One hour.

How many cargo bikes?

That was the question PeopleForBikes asked a selection of the country's best bicycling cities last Thursday. It's the first step in our [eight-month quest](http://www.peopleforbikes.org/blog/entry/the-year-of-everydaybiking-a-national-search-for-the-casual-bike-capital) (<http://www.peopleforbikes.org/blog/entry/the-year-of-everydaybiking-a-national-search-for-the-casual-bike-capital>) to find the best U.S. city for an activity we like to call "everyday biking" (<http://www.peopleforbikes.org/blog/entry/the-people-have-spoken-and-they-like-everyday-biking>): casual, utilitarian trips to get around town.

To explore that idea — and, of course, to answer the age-old question of **which town is most awesome** — we found nine collaborators around the country to choose a location in their city and count both the **number** and the **ratio** of cargo bikes that passed by from 4:30 to 5:30 p.m. (The challenges will change each month. For May, participating cities will be counting baskets, racks and buckets; for June, skirts and dresses.)

The competition was stiff. Let's start with Portland, Oregon, where our contact Carl Larson of the Bicycle Transportation Alliance threw his city's hat into the ring by saying only half-jokingly that Portland would "be happy to crush all other cities in this challenge."

And indeed, no other city came close to the volume of bike traffic that Larson and his colleague Sarah Newsum tracked in one hour while sitting outside the bike-friendly Waypost bar on North Williams Avenue. Their 400 tally marks broke the chart:



Unfortunately for Portland, though, this challenge isn't just about counting bikes, but about a particular type of bike. Larson and Newsum caught 13 cargo-equipped bikes in an hour — still an impressive sum.

Another city posting impressive numbers in this first outing was Atlanta, where Atlanta Bicycle Coalition team member Haydée Santana observed a whopping 175 bikes pass by in one hour on 10th Street, which boasts one of that city's first protected bike lane projects.



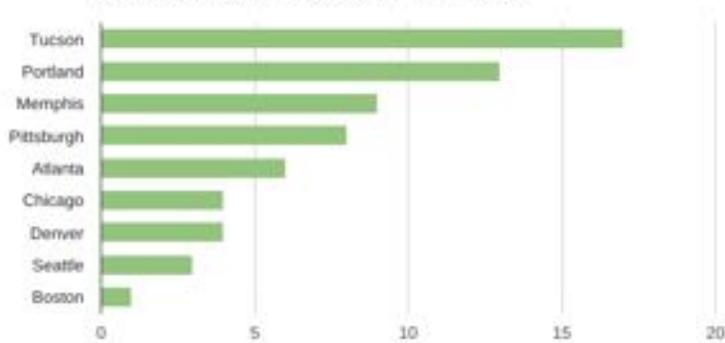
Of those, six bikes were cargo-equipped with front boxes, long tails or trailers.

Then there was Tucson, the longstanding biking capital of the American Southwest. Evren Sönmez of the Living Streets Alliance camped out Thursday at 4th Avenue and the University Boulevard bike boulevard, and saw 202 bikes pass by, second only to Portland. Of those, an impressive 17 were cargo-ready.



That was the highest raw count of any city — so if all we'd been doing was measuring the total number of cargo bikes, we'd be handing the first monthly prize to Tucson.

Cargo Bikes Observed in One Hour

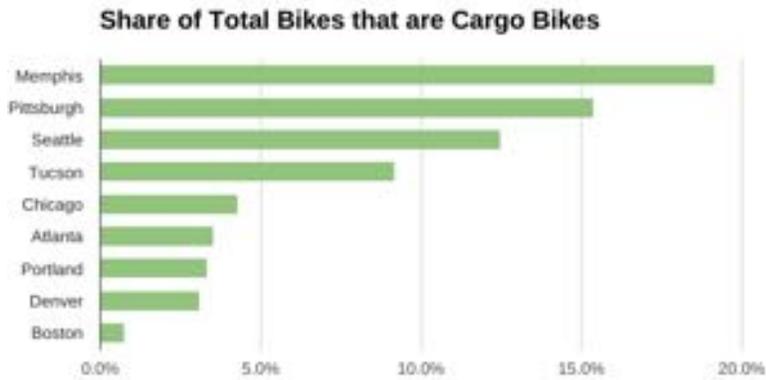


However, for this challenge we're looking not only for cities where there's a *lot* of everyday biking, but at cities where there's a *disproportionate* amount of everyday biking. Which is what brings us to Memphis.

Anyone who knows our Memphis contact, city Pedestrian and Bicycle Coordinator Kyle Wagenschutz, will tell you that he's not a good man to underestimate. And from the looks of this video he provided, Wagenschutz (who is himself pedaling the first cargo bike that goes past) apparently took to heart our [declaration](http://www.peopleforbikes.org/blog/entry/the-year-of-everydaybiking-a-national-search-for-the-casual-bike-capital) last month that "running up the score will be encouraged: locations will be public, and local bike lovers should feel free to rally friends to represent their turf. Everyday biking is all about community, after all."

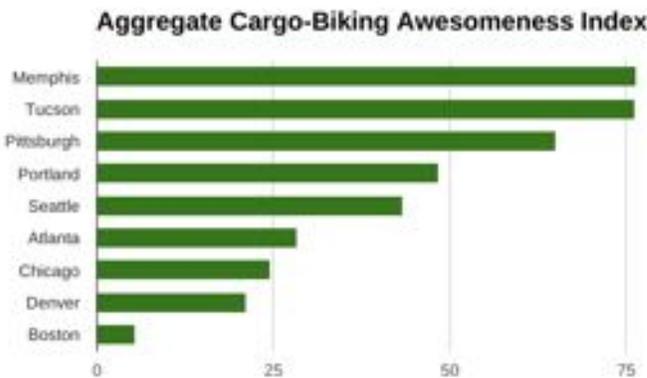


Sharp-eyed watchers will count seven cargo-ready bikes passing Wagenschutz's chosen location, Broad Avenue and Cumberland Street, out of nine observed on the street in that hour. In other words, cargo bikes were 16 percent of the 56 total bikes that went past.



We knew, looking at these figures, that a tight race was shaping up between Memphis and Tucson. Here's how we combined them: we took our two metrics (*number of cargo bikes* and *proportion of cargo bikes*) and graded each one on a curve, just like in chemistry class. The top-scoring city in each category got 100 points and other cities got points in proportion to their own relative scores. Then we averaged the two equally-weighted scores.

Here's how it came out:



Memphis finished with 76.5 points. Tucson finished with 76.2. It was a photo finish, but we had a winner. **Memphis, Tennessee, walks away with this month's title.**

Will Wagenschutz and his intrepid companions be able to keep this up? Will other cities imitate their tactics? A look over the next few contests has us wondering.

May: racks and baskets (bonus points if they're carrying flowers)
June: skirts and dresses
July: Lycra or other spandex kits
August: kids on bikes (passengers included)
September: business attire (jackets, blouses, ties, office-friendly skirts and dresses)
October: costumes
November: beards

We'll find out next month. Don't touch that dial.

SHARE ON FACEBOOK >

<https://twitter.com/home?>

SHARE 0

<https://www.facebook.com/sharer/sharer.php?status=And%20the%20%231%20cargo%20biking%20city%20in%20our%20nationwide%20challenge%20is...%20http://t.co/39QPv9heJk%20h>
[u=http://www.peopleforbikes.org/blog/entry/and-the-countrys-1-cargo-biking-city-is](http://www.peopleforbikes.org/blog/entry/and-the-countrys-1-cargo-biking-city-is)

[See all Protected Bike Lanes blog entries \(/blog/category/protected-bike-lanes\)](/blog/category/protected-bike-lanes)

Ghostery blocked comments powered by Disqus.



PROTECTED BIKE LANES AND THE SOCIAL JUSTICE OF URBAN SPACE

April 17, 2015

Michael Andersen, Green Lane Project staff writer

SHARE



Images: City of Muenster, Germany.

This was adapted from a [guest piece \(http://news.streetroots.org/2015/04/03/streets-are-everyone-car-or-no-car/\)](http://news.streetroots.org/2015/04/03/streets-are-everyone-car-or-no-car/) for Street Roots, a newspaper that covers housing and justice issues in Portland, Oregon.

It's one of the most famous images in modern urban planning: three simple photos showing how much city space 80 people take up when they get around by bike, by bus and by car.

The poster was made in Muenster, Germany, in 1991. Here in Portland and around the world, it's been used to show how you can reduce congestion by getting more people to ride bikes or mass transit. In cities, where no resource is more precious than space, that's a powerful gift.

But keep looking at the photos and you might see another idea embedded in them, too: one about human rights.

It's an idea that may have been best phrased by Enrique Peñalosa, who served as mayor of Bogotá, Colombia, in the early 2000s.

"The first article in every constitution states that all citizens are equal before the law," Peñalosa [said \(http://www.ted.com/talks/enrique_penalosa_why_buses_represent_democracy_in_action?language=en\)](http://www.ted.com/talks/enrique_penalosa_why_buses_represent_democracy_in_action?language=en). "If this is true, a bus with 80 passengers has a right to 80 times more road space than a car with one."

Although Portland didn't use those words when it created its downtown [Transit Mall \(http://trimet.org/portlandmall/\)](http://trimet.org/portlandmall/) in 1977, they might be the unofficial motto for its dedicated transit lanes. There, trainfuls and busloads of people roll smoothly through rush hour even as auto congestion clogs the other streets nearby.

The rush-hour congestion was there before 1977, too. The difference today is that thousands more people are moving in and out of downtown Portland quickly — because on two of its streets, public transportation has been given the space its riders deserve.

Now, Portland is preparing to do something similar with bikes.

The spread of protected bike lanes



A protected bike lane in Copenhagen, Denmark. Photo: Jonathan Maus/[BikePortland \(http://bikeportland.org\)](http://bikeportland.org). Used with permission.

The idea of dedicating road space to bikes isn't new, of course. A few California cities started painting bike lanes in the late 1960s, and today Portland has quite a few: North Williams, East Burnside, Southwest Stark, Southeast 122nd.

But what many Americans don't know is that the first painted bike lanes were just imitations of something more substantial: [protected bike lanes](http://www.peopleforbikes.org/green-lane-project/pages/protected-bike-lanes-101) (<http://www.peopleforbikes.org/green-lane-project/pages/protected-bike-lanes-101>).

By the 1960s, some European cities started becoming alarmed at the rising price of gasoline, the danger of fast-moving traffic and the injustice of shutting off huge areas of the city — public streets — to anyone who didn't own a car.

So, just as they'd started building sidewalks that made it comfortable to walk, they began building wide, physically separated bike lanes that made it comfortable to bike.

In the decades that followed, cities like Utrecht, Netherlands; Hamburg, Germany; and Copenhagen, Denmark, started taking significant space on the road and dedicating it to protected bike lanes. Raised or separated from car traffic by curbs, fences or planters, the bike lanes [ran behind bus and rail stops](http://www.peopleforbikes.org/blog/entry/in-sf-a-bike-lane-between-transit-stop-and-sidewalk-is-working-beautifully) (<http://www.peopleforbikes.org/blog/entry/in-sf-a-bike-lane-between-transit-stop-and-sidewalk-is-working-beautifully>) so bike users and bus drivers didn't have to leapfrog awkwardly with one another up the street.

The most popular protected bike lanes were built as wide as car lanes — wide enough for three friends to pedal beside one another in half the space a single car might have taken up before.

It worked. People responded to the extra street space by biking more and driving less.



But just as important as the effect on

transportation has been [the effect on the cities themselves](http://www.peopleforbikes.org/blog/entry/want-better-streets-in-america-go-to-denmark) (<http://www.peopleforbikes.org/blog/entry/want-better-streets-in-america-go-to-denmark>). Although plenty of people still got around by car, the space dedicated to protected bike lanes made the cities cleaner, quieter, safer.

And because fewer cars were taking up space, people began finding new ways to use the spaces that came available: Socializing. Resting. Reading. Being human.

The cities hadn't just become better places to move around. They'd become better places to be.

Gradually, people from around the world started to notice. And that's what finally brought protected bike lanes, a few years ago, to the United States.

Rebuilding Atlanta's social street



Armed with a big laugh and a brain full of stories, Nedra Deadwyler stands outside the little shop she owns on Auburn Avenue in central Atlanta.

The flower boxes lining Auburn's new bike lane, separating bikes and cars for a weekend demo, are just the latest change to a street that's seen plenty since it was promoted, a hundred years ago, as "the richest Negro street in the world."

Then, Deadwyler explains, the 20th century tore it up.

"In the 1900s, it was among the most integrated neighborhoods in Atlanta, and then around the '30s, the black middle class began to move over to the west side," she says. "This became more of like, working class, lower class, poor, poverty. Just an impoverished neighborhood. And that has been the decline ever since. With the expressway, 85, coming in, it just changed the makeup of the neighborhood."

Deadwyler knows her history for a reason. Her three-employee business, [Civil Bikes](http://www.civilbikes.com/) (<http://www.civilbikes.com/>), offers bike tours exploring the history of the civil rights movement that was born, in many ways, on Auburn. Down the block is the church where the Rev. Martin Luther King Sr. preached for decades and from which his son helped lead the movement. Across Auburn is the King Center that carries their work on.



But Deadwyler is just as interested in the people on Auburn today: Ethiopian immigrants, longtime locals strolling down from [Wheat Street Towers](https://www.google.com/search?q=wheat+street+towers&espv=2&biw=1280&bih=554&source=lnms&tbn=isch&sa=X&ei=cAUxVfu1NMe0gSm74G4CQ&ved=0CAwQ_AUoAA) (https://www.google.com/search?q=wheat+street+towers&espv=2&biw=1280&bih=554&source=lnms&tbn=isch&sa=X&ei=cAUxVfu1NMe0gSm74G4CQ&ved=0CAwQ_AUoAA), workers at the urban farm a few blocks north, and people she watches pedal past, “just kickin’ it in the hood,” as she puts it.

For Deadwyler, marking wide bike lanes on Auburn and experimenting with ways to physically separate them from auto traffic is one step toward rebuilding the Auburn of the past: one where stoops and sidewalks were places where both rich and poor could gather, relax, talk.

Deadwyler thinks a lot about space and the ways it can create the “community” the Rev. Martin Luther King Jr. once spoke of.

“It’s this idea of community that does not really exist in our world anymore,” she says. “There’s a community in this shallow sense, but there are very few of these holistic, deed-centered communities.”

Rediscovering those communities will require ending the domination of cars over urban space, she says.

“It’s more than just having restaurants and bars,” Deadwyler goes on. “There needs to be more community spaces. And not just ‘community centers.’ That’s institutional, and it’s static.

“We’re learning how to change our bike lanes, how to look at our sidewalks,” she says. “Learn how to create these community spaces.”

Choices for Portland’s space



No street in Portland has the civil rights heritage of Auburn Avenue. But the battle for community space rings familiar.

From the lunchtime food cart scrum to the endless cycle of decrees for urban campers to move *somewhere else*, today’s downtown Portland is visibly hungry for human-friendly space. That’s true even on streets whose traffic lanes sit mostly empty for 22 hours every day, true even down the block from parking lots that empty at 5 p.m. each weekday.

But to focus only on Portland’s spatial problems is to miss the victories it’s seen so far. The food carts themselves, after all, are lined up against the edges of parking lots. A space that once held one commuter’s car might now sell the best battered fish in Portland.

And urban camping? If Portland hadn’t banned new surface parking when it created the Transit Mall, the lot that holds the [Right 2 Dream Too](http://streetroots.org/node/21) (<http://streetroots.org/node/21>) tent settlement might have been filled with cars the day Ibrahim Mubarak and friends decided to turn it into a [community on a quarter-acre](http://news.streetroots.org/2012/01/05/making-dream-reality-right-2-dream-too-s-success-flies-face-skeptics) (<http://news.streetroots.org/2012/01/05/making-dream-reality-right-2-dream-too-s-success-flies-face-skeptics>).

Every square foot of Portland is precious, even though it can sometimes take decades to find its destiny.

Sometime in the next two years, thanks to a \$6 million federal allocation in 2014, Portland is likely to propose its first major downtown protected bike lanes. It’s not yet clear which streets they might go on; [every north-south route from Third to Broadway](http://bikeportland.org/2014/08/27/ma-closer-look-at-downtown-pbls-110272) (<http://bikeportland.org/2014/08/27/ma-closer-look-at-downtown-pbls-110272>) has been discussed.

Wherever the lanes go, they’ll kick off a battle between Portlanders who see streets only as places for cars and Portlanders who see them as public resources to divide however we choose.

That brings us back to Peñalosa, the Bogotá mayor who 15 years ago argued for his city's space to be divided up with more justice.

Peñalosa and his allies did exactly that. They opened the TransMilenio bus rapid transit system that, like a massive version of Portland's Transit Mall, gave buses lanes of their own on major arterials. And they created Bogotá's 180-mile network of *ciclorutas* — protected bike lanes.



Photo: Juan Felipe Rubio.

Just as it had in northern Europe, reallocating urban space worked in Colombia. Bike and transit use rocketed. Citywide commute times plummeted 34 percent. Traffic fatalities fell 88 percent. A 2011 survey found that 53 percent of *ciclorutas* users were in the poorest third of the country by socioeconomic status.

As Portland decides how to allocate its downtown street space over the next two years, it's likely to look to Denmark for great designs. But for great moral values, it should be looking to Colombia.

"A citizen on a \$30 bicycle," Peñalosa says, "is equally important as one in a \$30,000 car."

The Green Lane Project (<http://peopleforbikes.org/green-lane-project/>) is a PeopleForBikes program that helps U.S. cities build better bike lanes to create low-stress streets. You can follow us on [LinkedIn](https://www.linkedin.com/company/the-green-lane-project/) (<https://www.linkedin.com/company/the-green-lane-project/>), [Twitter](http://twitter.com/GreenLaneProj) (<http://twitter.com/GreenLaneProj>) or [Facebook](http://facebook.com/TheGreenLaneProject) (<http://facebook.com/TheGreenLaneProject>) or sign up for our [weekly news digest](http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest) (<http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest>) about protected bike lanes. Story tip? Write michael@peopleforbikes.org.

We're part of PeopleForBikes. Follow the broader story of bicycling on [Facebook](http://facebook.com/PeopleForBikes) (<http://facebook.com/PeopleForBikes>) and [Twitter](http://twitter.com/peopleforbikes) (<http://twitter.com/peopleforbikes>) too.

SHARE ON FACEBOOK

[https://twitter.com/home?](https://twitter.com/home?status=Protected%20bike%20lanes%20and%20the%20social%20justice%20of%20urban%20space%20http://t.co/aExqde3aj4%20http://i)

SHARE ON TWITTER

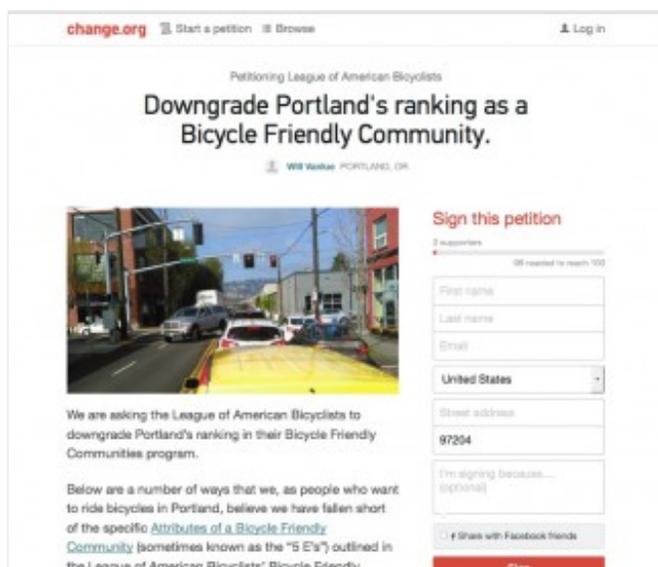
<https://www.facebook.com/sharer/sharer.php?u=http://www.peopleforbikes.org/blog/entry/protected-bike-lanes-and-the-social-justice-of-urban-space> [status=Protected%20bike%20lanes%20and%20the%20social%20justice%20of%20urban%20space%20http://t.co/aExqde3aj4%20http://i](https://twitter.com/home?status=Protected%20bike%20lanes%20and%20the%20social%20justice%20of%20urban%20space%20http://t.co/aExqde3aj4%20http://i)

[See all Protected Bike Lanes blog entries \(/blog/category/protected-bike-lanes\)](/blog/category/protected-bike-lanes)

Ghostery blocked comments powered by Disqus.



Petition launched to strip Portland of 'Platinum' bike-friendly status



change.org Start a petition Browse Log in

Petitioning League of American Bicyclists

Downgrade Portland's ranking as a Bicycle Friendly Community.

Will Vanlue PORTLAND, OR

Sign this petition

2 supporters 99 needed to reach 100

First name

Last name

Email

United States

Street address

97204

I'm signing because... (optional)

Share with Facebook friends

Sign

We are asking the League of American Bicyclists to downgrade Portland's ranking in their Bicycle Friendly Communities program.

Below are a number of ways that we, as people who want to ride bicycles in Portland, believe we have fallen short of the specific [Attributes of a Bicycle Friendly Community](#) (sometimes known as the "5 E's") outlined in the League of American Bicyclists' Bicycle Friendly

It's been nearly seven years since the League of American Bicyclists [bestowed Portland with its highest honor](#); a Platinum-level bicycle-friendly community designation.

Now there's an effort to strip Portland of that award.

Platinum is the highest ranking possible in the League's [widely-respected program](#) that judges cities with a combination of technical analysis, local expert interviews, and an application process. Portland is the only large city to reach this status — the other cities are Fort Collins and Boulder in Colorado and Davis, California.

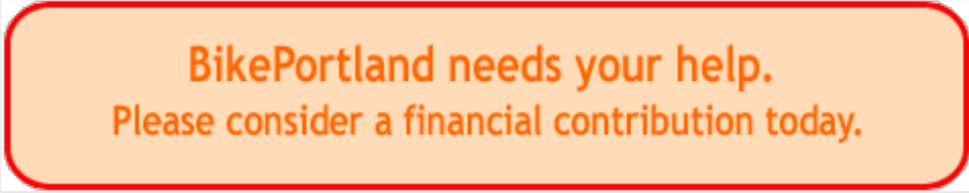
31-year old Portland resident Will Vanlue has [launched a petition on Change.org](#) to encourage the League to downgrade our status. Vanlue told us via phone this morning that he's "fed up" with the lack of progress being made to improve access for bicycles in Portland and he hopes his effort will "light a fire" under Portland policy makers, elected leaders, and advocates.

Vanlue is a former volunteer and was communications director for the Bicycle Transportation Alliance (BTA) before taking a job as a delivery rider for [SoupCycle](#).

Riding around Portland streets all day has given Vanlue a discouraging view of just how bad Portland streets are for biking. Back in January [we profiled his crusade](#) to report bike access shortcomings to the City of Portland's Bureau of Transportation.

This petition, he says, is the "logical extension of the traffic hazard reporting I've been doing."

"No one seems to be pushing the City to generally improve the streets that are being built and policies that are being implemented," said Vanlue. "I'd like to talk about more positive things; but I just haven't had a lot of positive experiences to talk about. When I'm out riding around I'm always watching my back to not get run over... I'm just fed up."



BikePortland needs your help.
Please consider a financial contribution today.

Last week Cedar Knoll, a co-worker of Vanlue's, was [hit by a truck while crossing Martin Luther King Jr. Blvd.](#) Knoll says the police failed to make an official report of his collision and he had to take the law into his own hands just to get justice.

That was the last straw for Vanlue.

"Seeing somebody I know get hit and not seeing anyone take action is ridiculous," he said.

Part of Vanlue's increased urgency around bike safety comes from the fact that he is about to become a father in August. "I'm going to have a kid that's going to be riding around these streets and most of the place I ride in Portland feel like they're getting worse, not better."

Vanlue hopes to spur attention for his cause on social media via photos and messages tagged with [#downgradePortland](#).

For their part, the League [has already openly questioned Portland's Platinum status](#) after the city's controversial decision to ban bicycling at River View Natural Area.

It would be an unprecedented move for the League to downgrade a city from Platinum. According to the League's process, Portland's status wouldn't come up for possible changes until the renewal period in 2017 (the reward was last renewed in 2013).

Below is the text of Vanlue's petition [as posted at Change.org](#):

Introduction

We are asking the League of American Bicyclists to downgrade Portland's ranking in their Bicycle Friendly Communities program.

Below are a number of ways that we, as people who want to ride bicycles in Portland, believe we have fallen short of the specific Attributes of a Bicycle Friendly Community (sometimes known as the "5 E's") outlined in the League of American Bicyclists' Bicycle Friendly Communities program.

We are not bringing these issues to light to criticize people who drive or ride bicycles, nor indict specific people or organizations. We are outlining our concerns here because Portland should not be held up as an example for other cities to follow.

We hope that Portland, one day soon, will become a "Platinum" city, but our current status as a "Platinum" community is odds with the reality of our streets. If other communities follow our lead they too will end up constructing roads & policies that increase traffic conflict, risk, and stress.

Engineering

There are many instances when, even after someone dies while riding a bicycle, when the City puts the onus for safety on people who ride bicycles despite their having no legal obligation to yield to other people's travel.

Warning signs targeting people choosing to ride a bicycle are readily applied, but rarely are people warned to drive safely through the installation of traffic signs.

Many streets are built using outdated design standards, or standards that do not adequately protect Portlanders in the context volume and speed of traffic on a particular street. Some of the few facilities “for bicycles” are not well maintained and often slow or restrict the travel of people on bicycles. Facilities on the street also frequently drop out or degrade at intersections, specifically where there are the most opportunities for conflict. Many nonarterial streets have speed limits set at 30 MPH or above, which aren’t even enforced on a regular basis. Many streets with high speed traffic have no facilities for people on bicycles, at all.

The network of neighborhood greenways has been determined to be deficient in many ways, including being pockmarked with areas of highspeed, overcapacity traffic.

Traffic facilities do not connect well with transit hubs, and vice versa.

There is no convenient way to provide feedback about engineering of on-street facilities, and feedback is often spread across different City departments that do not actively coordinate.

The City continues to actively restrict off-road bicycle access.

Education

Neighborhood greenways are not designed in a way to clearly illustrate their low-stress intent, nor is there a public campaign aimed to curb reckless behavior which degrades their practicality.

Public campaigns are often aimed at the victims of traffic violence, not the behaviors that cause crashes and fatalities.

No robust adult education program exists outside of the diversion program.

Encouragement

Sunday Parkways is a terrific, popular activity but it is chronically underfunded and is on a scant few weekends each year. The lack of a regular, perhaps weekly, program causes confusion on the part of people trying to drive around the event. Sunday Parkways routes are significantly constricted around motorways.

Tourism campaigns often oversell the promise of a safe, comfortable experience, setting up visitors for a shock when they try to travel by bicycle in Portland.

Portland continues to lack a public bike share system.

There are no themed loop rides, as are suggested by the League of American Bicyclists, despite this being an easy activity that could be developed around our existing Neighborhood Greenways.

Enforcement

Traffic laws are regularly ignored in Portland. Basic laws governing safety like the speed limit, prohibition of parking on sidewalks and in bike lanes, stopping for people in crosswalks and at stop signs are rarely if ever enforced by the authorities

The City of Portland lacks effective tools for reporting dangerous behavior. The City's official reporting app lacks a reporting category specifically for hazards or superfluous closures impacting bicycle traffic. The behavior of officers and dispatch operators discourages people who ride bikes from reporting traffic crashes.

Portland Police Bureau officers, as a matter of policy, do not report or cite people in motor vehicle crashes that result in minor injuries. However, PPB officers also stage enforcement stings on popular bicycle routes, targeting common behaviors that do not pose a significant safety risk, and pushing the action to local media which creates the appearance of a publicity stunt.

Our regional trail network, intended as a destination for families, is not consistently patrolled by law enforcement and many trails have history of violent, threatening, or illegal behavior.

Evaluation & Planning

Little progress has been made on the City's Bicycle Master Plan. Responses to Portlanders' concerns are recorded and acted upon inconsistently.

Traffic crashes are studied and some changes are implemented, but dangerous conflict points and chronically unsafe behavior is often ignored unless it causes a fatality or serious injury.

Data is not collected before and after enforcement actions to evaluate their long-term impacts.

City officials frequently adapt street designs to fit pro-motor vehicle, anti-bike opinions. Suggestions from probicycle grassroots advocacy organizations and other community groups are not equally represented in street design.

Compounding this disparity, the largest local bicycle advocacy organization has, as a matter of strategy, shifted away from actively working in Portland and rarely speaks out regarding potential changes to Portland's streets. These forces create situations where the concerns of large groups of residents are subjugated to the whims of a small number of wealthy, well-connected interests.



Why Salt Lake City Chose to Build the First Protected Intersection for Bicycling in the U.S.

"We looked at the entire range of possibilities, and this just made so much sense."

SARAH GOODYEAR | [@buttermilk1](#) | May 8, 2015 | [Comments](#)



Salt Lake City

The latest innovation in bicycle infrastructure isn't happening in Portland, Oregon, or New York City, or even Minneapolis. No, the newest thing in safer streets is being rolled out in a somewhat lower-profile bike venue: Salt Lake City.

Salt Lake, [as I reported last year](#), its automobile transportation system administration has introduced a vibrant robust light rail network and a green cost multimodal transit pass for cities in the United States to imple

[close x](#)

Today's Top Stories

Sign up for the Daily Newsletter

EMAIL ADDRESS

Please don't show me this again

10n-
Becker's
including a
as a low-
be the first
[bicycles](#) (h/t

to [Streetsblog USA](#) for highlighting this story). The innovative design will keep cyclists on two intersecting protected bike lanes safe and separated from motor traffic as they move across one of the city's notoriously wide junctions. It is [due to be completed this fall](#).



Layout of the planned protected intersection design at 200 West and 300 South. ([Salt Lake City](#))

The protected intersection concept, adapted from similar designs in the Netherlands, has been promoted by Nick Falbo, a senior planner at Alta Planning + Design in Portland, Oregon. Last year, for the George Mason University 2014 Cameron Rian Hays Outside the Box Competition, he produced [an animated video](#) that demonstrates how it can work. Using a combination of concrete islands, specially timed signals, and painted markings, the protected intersection creates a clear and sensible environment where all users—on foot, on bike, and in cars—have plenty of time and space to see and react to one another.

Protected Intersections For Bicyclists

05:58

HD

Robin Hutcheson, Salt Lake City's transportation director, says that in this case the intersection design isn't innovative for innovation's sake—it's the most sensible solution to a practical problem that came up when the city decided to build a new protected bike lane on a major thoroughfare. It will intersect with an existing protected lane, built last fall, a situation that may itself be unique in the United States.

"The question was, how were we going to handle this in a way that was good for the street?" says Hutcheson. "We looked at the entire range of possibilities, and this just made so much sense. We know that 'protected' is what people are asking for. It creates safety and comfort. We have the space. It solves some of our parking issues. We're able to do so much with this one design."

“We had to do something different, and chose the best design. And it just happened to be something new.”

The final plan resulted from “considered and deliberate” conversations with the city's transportation team, including transportation planner Colin Quinn-Hurst and several other staffers, in consultation with Falbo.

Falbo says that he thinks the Salt Lake City intersection will open the door for more U.S. cities to consider similar design innovations. The model could be adapted, he says, even on streets without protected bike lanes, giving people on bikes added safety at intersections and making turns easier and more

logical.



Fly-through animation of the planned protected intersection layout at 200 West and 300 South in Salt Lake City. (Courtesy Salt Lake City)

“We get a lot of cities calling us and asking us about this design,” he says. “They want to know, who else has done it and how has it worked? My hope is once people see how well it works, it will help convince others.”

Hutcheson says she’s confident that her city has found the best solution to an unprecedented challenge. “This project in particular is the result of some really smart and innovative and judicious minds in a room, talking about how to deal with this,” she says. “I keep coming back to, we had to do something different, and chose the best design. And it just happened to be something new.”

About the Author



Sarah Goodyear is a Brooklyn-based contributing writer to CityLab. She's written about cities for a variety of publications, including *Grist* and *Streetsblog*.

ALL POSTS | [@buttermilk1](#)



Thursday, April 30, 2015

The **ENFORCEMENT SUBCOMMITTEE OF THE TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE** conducted a meeting April 30 at 6:00 p.m., at the Law Office of Eric Post, 651 North Swan Road, Tucson, AZ 85711

DRAFT Meeting Minutes, Not Yet Approved

1. Call to order / Roll call — 6:00 p.m.

Collin Forbes, Eric Post, John Cousins, James McKenzie, Dylan Huber-Heidorn and Andrew Bemis

2. Approve Minutes from the February 26 Meeting.

Motion: by Collin Forbes to approve the minutes. Seconded by John Cousins. **Unanimous voice vote.**

3. Call to Public / Announcements

James reported the cyclist who was killed by a driver after a right hook crash. The crash was on April 20 at Silverlake and Cottonwood lane and the cyclist died 2 days later. An article in the Arizona Daily Star had the headline read as if the cyclist had ridden into the vehicle rather than being hit.

Eric mentioned a police report he had seen recently. A cyclist was riding at night in front of PCC West. The bike rider had a decent light on his forehead, and reflectors on the wheels. No reflector or light in the back. He was hit by someone coming out of the college. The driver said she never saw him. The police officer said the cyclist was in violation of ARS 28-817(a) for not having a light on the bike. He also gave the cyclist a second citation for not having a reflector on the back. Then the police officer said the cyclist was 100% at fault for the crash and refused to record the insurance information for the driver!

4. Platinum Challenge: Bicycle Crash Data from ADOT

Collin showed how to get to the extracted ADOT bike crash data Ed Beige provides on arizonabikelaw.org. From the top navigation, go to "Fatality Grid" and go to the Crash Map page. (<http://azbikelaw.org/blog/crashmap-data/>)

Click the link for "Bicyclist-MV" to go to the data in Google Fusion Tables. You can use the filters to select the city, county, year and injury severities.

Be sure to take an overview of the whole state, some of the crashes don't have good geographic coordinates and show up in the middle of Phoenix instead of Tucson.

5. Does Oro Valley Participate in the Pima County Bicycle Diversion Program?

Apparently not. A cyclist was given a ticket in Oro Valley and was told by the clerk he had wasted his time when he went through the diversion program.

However, Eric said a good number of cyclists in Oro Valley have asked the judge in their case if they can take the diversion program, and the judge has agreed. Eric said, if he was handling the case, he would submit a motion to dismiss directly to the judge.

What we need is a letter to the chief prosecutor in Oro Valley explaining the beauty and benefits of teaching people bicycle law. Also explaining that they are the only jurisdiction that isn't on board.

6. Unnecessary Bicycle Enforcement at 3rd/Treat, Enforcement Priorities

There have been complaints of police officers issuing tickets at the four-way stop sign at 3rd/Treat. One person said they saw the officer on the morning of the GABA bike swap. They were also out on the morning of Friday, April 24, which was Bike To Work day.

We believe a person in the neighborhood does not like cyclists and has found they can harass cyclists by calling in complaints to the police. While cyclists do run the stop sign at that intersection, the enforcement is not happening as a matter of public safety. There has been only one crash at that intersection, in 2009. To improve public safety, the police should be monitoring many other intersections around town.

Further, the Tucson Police Department recently started asking for volunteers. Not for law enforcement duties, but for data entry and other administrative tasks. If the police department is so short-staffed, they shouldn't allow their officers to be used to harass cyclists.

We are planning to write a letter to Mayor & Council about the harassment, with copies going to the city manager and the chief of police. Another letter should go to Daryl Cole at Tucson Department of Transportation asking to remove the stop signs in favor of other traffic calming measures which would slow cyclists, but not allow harassment.

Dylan suggested also contacting the neighborhood association to address their concerns.

5. Set Date of Next Meeting

We will meet again on May 28, again at Eric's office.

6. Adjournment — 7:25 p.m.

TPCBAC Rolling Attendance Chart

Name	Rep	May 2014	Jun 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015	Apr 2015
Josephina Ahumada	South Tucson	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
David Bachman-Williams	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
David Bui	Ward 6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
John Cousins	Ward 4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wayne Cullop	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Glenn Gratton	UA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tom Hausam	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cameron Hummels	Mayor's Rep	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ian Johnson	Ward 2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Anne Padias	Ward 5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Eric Post	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Darlane Santa Cruz	Ward 1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Robin Steinberg	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Adam Wade	Oro Valley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kylie Walzak	Ward 3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ed Yasenchack	DMAFB	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sgt David Fernandez	TPD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Deputy Ryan Roher	PCSD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		<p>REQUIRED ATTENDANCE: In accordance with Section 10A-134(e) of the Tucson Code, a member will be automatically and immediately removed from the Committee if that member misses four (4) consecutive meetings or fails to attend at least forty (40) percent of the meetings in a calendar year.</p>										