



May 2014
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 2014 Agenda
2. Draft TPCBAC April 2014 Minutes
3. Attachments related to Agenda Items
 - a. Cyclovia By the Numbers
<http://www.cycloviatucson.org/wp-content/uploads/2014/05/3a-cyclovia-postevent-infographic.pdf>
 - b. Letter from Pima County to GABA
 - c. Letter from GABA to Pima County
<http://www.tucsonbac.org/wp-content/uploads/2014/05/3c-Response-to-MLHC-letter-from-Eib.pdf>
 - d. Rincon Heights Letter of Support for Road Diet on 6th Street
 - e. Movie re: bicycle/streetcar designs in Seattle
<https://www.youtube.com/watch?v=vmmLvOWx-ck>
 - f. PHOTOS AND VIDEO: TUCSON'S FIRST PROTECTED BIKE LANE INSTALLED
<http://tucsonvelo.com/news/photos-video-tucsons-first-protected-bike-lane-installed/19100>
4. Consent Agenda Items
 - a. Thank you letter for improvements to the Centro Garage bypass and red-curb on 5th ave.
5. Articles of Interest:
 - a. "Moving the Conversation Beyond Helmets" Momentum Magazine
 - b. "12 Strategies for Fort Worth" — LAB Presentation with references to Tucson:
<http://www.tucsonbac.org/wp-content/uploads/2014/05/5b-12-strategies-FortWorth.pdf>
 - c. Fort Worth LAB Feedback — Worth reading to see how we compare
 - d. "High-ranking county official sues Pima County over bike accident" — AZ Daily Star
 - e. "Why it makes sense to bicycle without a Helmet" - Howie Chong
 - f. "City Cycling Health Vs. Hazards"
<http://mosaicscience.com/story/city-cycling-health-versus-hazard>
6. Local Events
 - a. SCVBAC Ride of Silence
7. Other Bicycling Groups
 - a. SVCBAC minutes 4/2/14



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 14, 2014**

Meeting Location: **Himmel Park Library, 1035 N Treat Ave Tucson, AZ 85716**
Please lock your bikes outside the meeting room. If front door is locked, please use rear entrance.

Meeting Time: **6:00 PM**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM City, County and other staff are required to leave and the meeting will be canceled.

Agenda

	<u>Projected Duration</u>
1. Call to Order ; approval of April 2014 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.	10 min.
3. Law Enforcement Staff Reports from TPD and PCSD	10 min.
4. Road Diet on 6th Street between Stone and Country Club	15 min.
5. GABA and Pima County Insurance Requirement Update	10 min.
6. Downtown Links Updates	15 min.
 http://www.peopleforbikes.org/blog/entry/the-rise-of-american-protected-bike-lanes-the-4-minute-video-introduction	
7. Bike Fest Report	5 min.

8. Officer Elections **5 min.**

Candidates:

Chair: David Bachman-Williams

Vice-Chair: Ian Johnson

Parliamentarian: Sam Sanford

Secretary: Collin Forbes

9. Subcommittee Appointments **2 min.**

10. Summer Schedule **2 min.**

11. Consent Agenda **5 min.**

- a. Thank you letter for improvements to the Centro Garage bypass and red-curb on 5th ave.

12. Staff Reports **10 min.**

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

13. Subcommittee Reports **10 min.**

- a. Urban Core Facilities (David Bachman-Williams)
- b. Enforcement (Colin Forbes)
- c. Executive (Ian Johnson)
- d. Facilities (Adam Wade/Brian Beck)
- e. GABA (Wayne Cullop/Eric Post)
- f. Downtown Links (Kylie Walzak)
- g. RTP 2045 (Ian Johnson)
- h. Broadway Task Force (Naomi McIsaac)
- i. Living Streets Alliance (Kylie Walzak)
- j. SCVBAC (Tony Amos)
- k. UABAC (David Bachman-Williams)

14. Announcements **5 min.**

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.



living streets alliance presents:

CYCLOVIA TUCSON SPRING 2014 NUMBERS



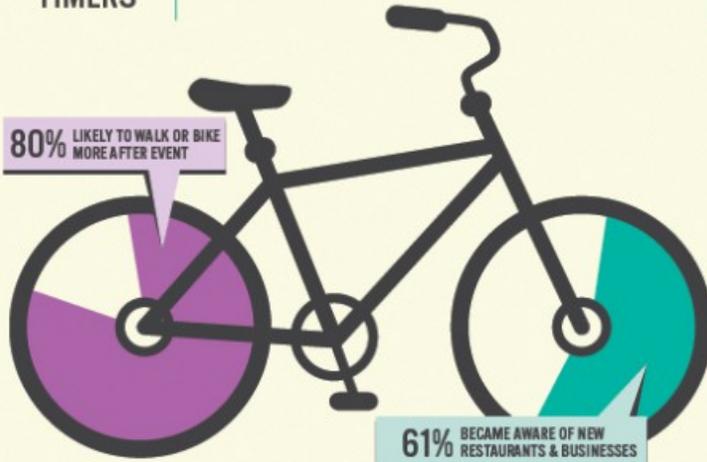
20,000
PEOPLE IN ATTENDANCE

35%
FIRST
TIMERS

70% BIKED, BUSED OR
WALKED TO EVENT



80% LIKELY TO WALK OR BIKE
MORE AFTER EVENT



61% BECAME AWARE OF NEW
RESTAURANTS & BUSINESSES

FINANCIAL BENEFITS OF SPRING 2014 CYCLOVIA

BIKING 50,000 MILES SAVED CYCLOVIA
PARTICIPANTS AN ESTIMATED

\$28,000*
IN FUEL COSTS

50% OF
ATTENDEES

SPENT AN
AVERAGE OF **\$15**

ESTIMATED AMOUNT OF MONEY LOCAL BUSINESSES
RECEIVED DURING SPRING CYCLOVIA TUCSON IS:

\$250,000

*THAT'S JUST 2.5 MILES BIKED OR WALKED PER PERSON AT CYCLOVIA. IF ALL 20,000 PEOPLE BIKED OR WALKED ALL 5 MILES, THAT'S \$56,000 SAVED!
**Estimated cost savings (based on the operating cost published in AAA's "Your Driving Costs" report for the current year (exchange.aaa.com)).

GREENHOUSE GAS REDUCTION

46,284*

THOSE WHO WALKED OR BIKED INSTEAD OF DRIVING
PREVENTED 46,284 POUNDS OF POLLUTION FROM
BEING EMITTED INTO THE ATMOSPHERE.



*Pounds of Pollution eliminated, the same as the tons saved, is according to
the EPA website: <http://www.epa.gov/cleanenergy/energy-resources/refs.html>

TOGETHER, THE PARTICIPANTS OF THE
APRIL 6TH CYCLOVIA TUCSON EVENT...

**-BURNED-
400,000**

CALORIES DURING
THE EVENT



*All data derived from Pima Association of Governments' Cyclovia Participant Survey



DEPARTMENT OF FINANCE & RISK MANAGEMENT

RISK MANAGEMENT DIVISION
130 W. CONGRESS
TUCSON, ARIZONA 85701
(520) 724-8219 FAX (520) 770-4199

Thomas E. Burke, Director

April 24, 2014

Dear Mr. Cullop,

As you are aware, for the last two years Pima County has requested \$3 million per occurrence general liability insurance for the Silverbell Century bike event where participants bike to and from Mount Lemmon. For the last two years, GABA has provided \$2 million per occurrence liability insurance. The requirement for the additional \$1 million has been waived twice by the County to give GABA time to secure the additional insurance coverage. Last year you agreed to get the required \$3 million per accident. You stated that if your current insurance provider could not provide the coverage you would shop around.

The amount of insurance is based on the steep downhill grade the participants have to negotiate. The descent from Mount Lemmon presents a risk of an accident with a very high probability that the injury would be severe. Thus the possibility of a catastrophic event is high enough to require the higher limits of \$3 million. AZDOT requires \$5 million for any open road bike event that involves their roadway. The City of Tucson has recently increased their insurance for open road events to \$3 million. Therefore, the request for GABA to provide \$3 million per accident/occurrence for this ride is more than reasonable for the exposure.

Sincerely,

Lauren Eib
Risk Manager

Cc: Chuck Huckelberry, County Administrator



March 11, 2014

Mayor Jonathan Rothschild
10th Floor, 255 W. Alameda
Tucson, AZ 85701

Council Member Steve Kozachik
3202 East 1st Street
Tucson, AZ 85716

Mr. Daryl Cole
Director, Department of Transportation
201 N. Stone, 4th Floor
Tucson, AZ 85701

Mr. David Heineking
Director, University of Arizona Parking and Transportation
1117 E. 6th Street
Tucson, AZ 85721

Mr. Donovan Durband
ParkWise Program Administrator
110 E. Pennington, Suite 150
Tucson, AZ 85701

Dear Gentlemen,

It is our understanding that pavement preservation activities will soon begin on 6th Street between Stone Ave and Country Club. As part of this work, Rincon Heights Neighborhood Association (RHNA) is requesting that the lane striping applied to 6th Street following the pavement work be reconfigured to allow a more balanced mix of transportation modes and to accommodate retail business parking.

Specifically, RHNA is proposing the 60' curb-to-curb cross section of 6th Street between Euclid Avenue and Campbell Avenue be striped similar to that depicted in the attached diagram. This proposed rebalancing provides for a single 11' travel lane in each direction, an 11' two-way-left-turn lane in the middle, as well as 6 ½' bike lanes with 2' buffers on both sides of the road. Additionally, our proposal includes a 10' parking lane on the south side (eastbound) side of the road; this parking provides both additional protection for the bike lane users and pedestrians as well as customer parking to help revitalize the commercial district along the south side of 6th street.

The Federal Highway Administration lists this type of roadway reconfiguration, commonly referred to as a "road diet," as one of its Proven Safety Countermeasures¹ that on average reduces all collisions by 29 percent². A road diet has multiple safety and operational benefits for vehicles as well as pedestrians and bicyclists, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash for pedestrians,
- Improving safety for bicyclists when bike lanes are added,

¹ http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

² <http://www.fhwa.dot.gov/publications/research/safety/humanfac/04082/>

- Providing the opportunity for on-street parking (also a buffer between bicyclists and/or pedestrians and vehicles),
- Improving speed limit compliance and decreasing crash severity when crashes do occur.

The City of Tucson has completed 14 such road rebalancing projects to date and RHNA believes this section of 6th Street is an exceptional opportunity for project #15. While Federal Highway Administration guidance indicates that streets with less than 20,000 ADT are good candidates for a road diet, streets carrying up to 25,000 vehicles per day can function effectively with 3 lanes³. The 2012 ADT along this section of 6th Street is 21,000 vehicles.

While ADT is an important parameter to be considered in evaluating potential road rebalancing efforts, the specific context of each roadway is also a critical element. The section of 6th Street between Euclid Avenue and Campbell Avenue is unique in its position adjacent the University of Arizona campus separating a significant concentration of student housing and parking within the Rincon Heights Neighborhood and receives intense pressure from pedestrian and bicycle users attempting to access the University of Arizona campus. The 2012 University of Arizona Area Bicycle and Pedestrian Plan⁴ identifies 6th street as a Corridor Bikeway Gap (see attached Figure 5-10 from the plan). The plan also identifies a road diet for 6th Street as one of its high priority Zone 1 (on campus) recommendations (see attached Project 1.5(b) from the plan). While Project 1.5(b) includes modifications to sidewalks and other amenities behind the curbs, RHNA is only requesting the re-stripping following pavement preservation work, a no-cost proposal.

For all the of the reasons listed above (increased safety, additional bike capacity, increased business parking, unique context adjacent to UA campus, and conformance with UA plans), Rincon Heights Neighborhood Association formally requests the City of Tucson Department of Transportation consider a rebalanced striping configuration on 6th Street between Euclid Avenue and Campbell Avenue as indicated in the attached diagram.

We understand that lane continuity with 6th Street sections west of Euclid Avenue and east of Campbell Avenue is an important issue and RHNA is willing to facilitate conversations with our adjoining neighborhood associations on this proposal. Additionally, the proposed rebalanced striping may best be installed as a pilot project for one year, during which time its impact on various modes of transportation and safety can be evaluated. Rincon Heights Neighborhood Association RHNA would be glad to meet as necessary to discuss this proposal and the options for moving forward.

Respectfully,



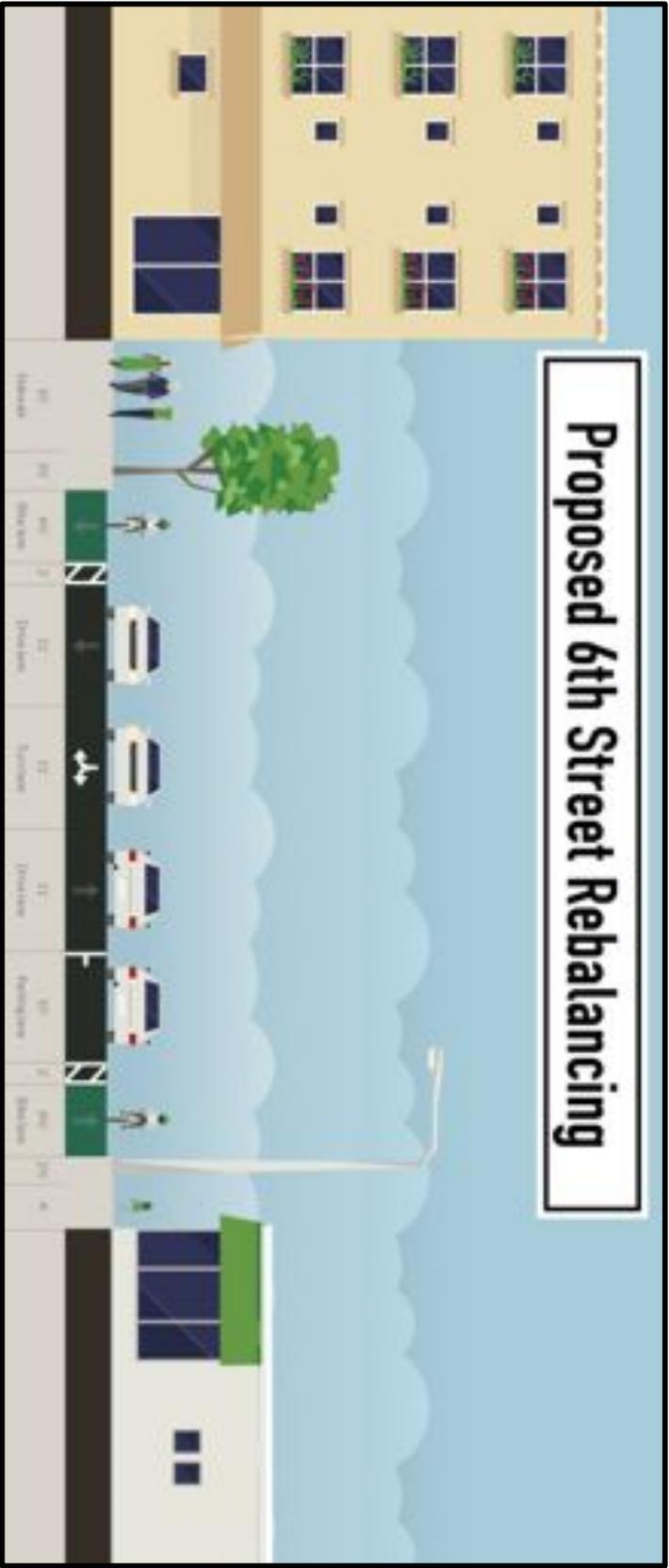
Colby Henley
President, Rincon Heights Neighborhood Association

[LETTER APPROVED AT THE RHNA QUARTERLY MEETING – MARCH 10, 2014]

³ http://nacto.org/docs/usdg/guidelines_for_road_diet_conversion_stamatiadis.pdf

⁴ <http://parking.arizona.edu/alternative/documents/UAAreaBikePedPlanFinalAugust2012.pdf>

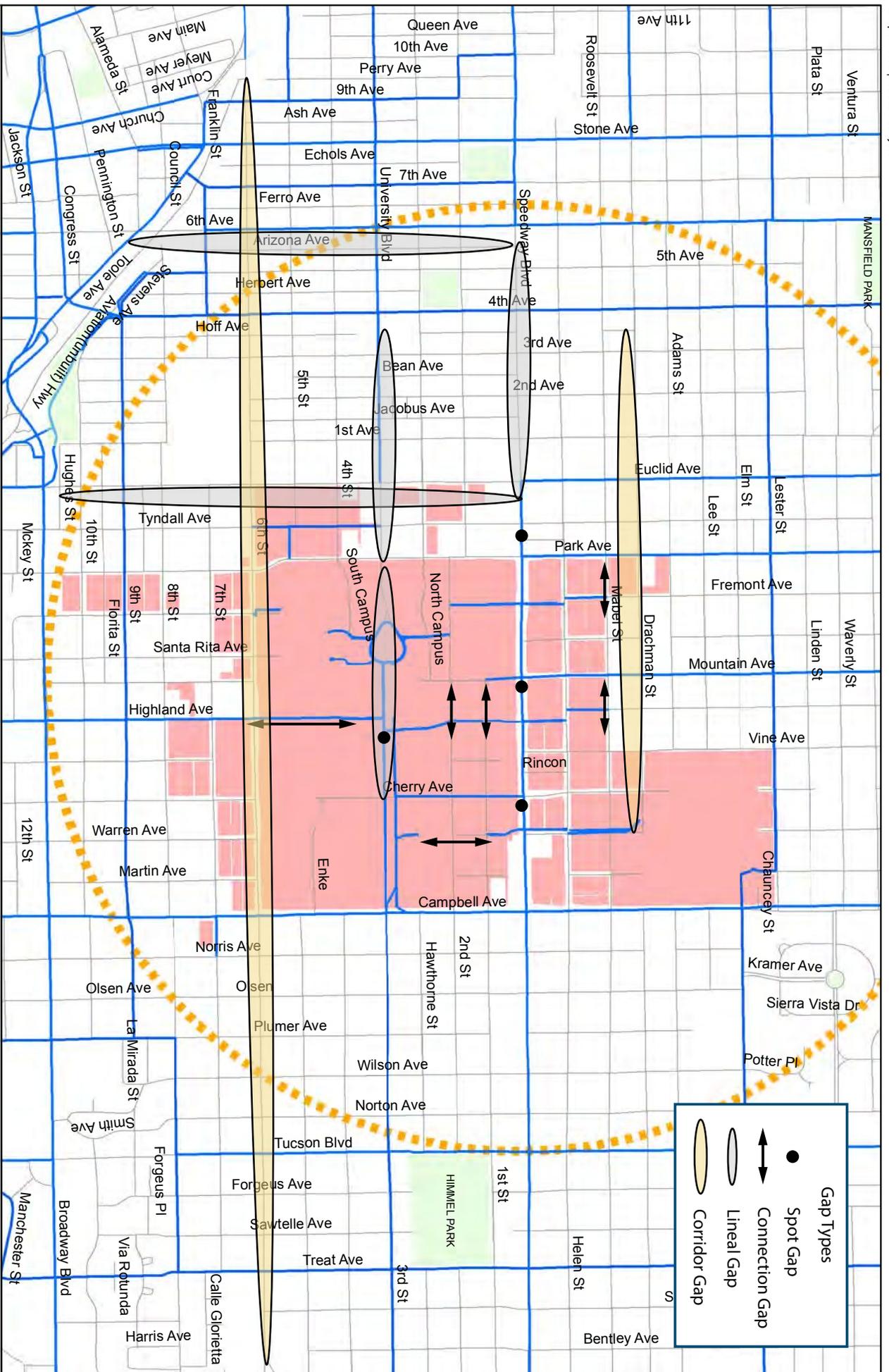
Proposed 6th Street Rebalancing



University of
Arizona Campus

West Bound
Turn Lane
East Bound

Rincon Heights
Neighborhood



Legend

Zone 1: On-campus, engineering-focused solutions

Zone 2: Pedestrian-oriented treatments

Existing bikeways

Gap Types

- Spot Gap
- ↔ Connection Gap
- Lineal Gap
- Corridor Gap

University of Arizona Area Bicycle and Pedestrian Plan
Figure 5-10: Bikeway Gaps at the University of Arizona



Project 1.5 (b) : 6th Street Road Diet and Streetscape Improvements (Stone Avenue to Campbell Avenue)

Project Description

As previously mentioned, 6th Street is a four lane road with a center turn lane and a posted speed limit of 30 miles per hour. West of Euclid Avenue, the Average Daily Traffic volumes (ADT) on 6th Street are approximately 21,000 vehicles per day. This segment of 6th Street contains primarily commercial land uses. From Euclid Avenue to Campbell Avenue, the ADT is approximately 26,000 vehicles per day. This segment of 6th Street is adjacent to the University of Arizona campus. East of Campbell Avenue, the ADT on 6th Street is approximately 17,000 vehicles per day. This segment consists primarily of residential land uses.

6th Street as a whole is a challenging environment for both bicyclists and pedestrians. There are no dedicated bicycle facilities, so bicyclists must share the road with motorists. This is especially challenging on the segment between Euclid Avenue and Campbell Avenue, which experiences high vehicle volumes. Sidewalks on 6th Street are narrow and primarily lack buffers between the pedestrian zone and vehicular traffic.

Proposed Improvements

In the medium- to long-term, a 1.65-mile road diet and streetscape improvement project will enhance the environment for bicyclists and pedestrians, and convert 6th Street to an overall bike- and pedestrian-friendly street. Reducing the number of lanes from five to three (one travel lane in each direction with a center turn lane) will provide the necessary width to install one-way raised cycle tracks and widen the sidewalks for street trees and furnishings, such as benches, pedestrian scale lighting, or water fountains. These features will not only make the environment safer for bicyclists and pedestrians by providing more separation from vehicles, they will make the area more attractive and potentially increase bicycle and pedestrian mode share. The City has plans to widen Broadway Boulevard (a parallel roadway nearby to the south), which may reduce traffic impacts associated with travel lane reduction on 6th Street, as Broadway Boulevard will have increased vehicle carrying capacity. The City should also study the feasibility of extending the road diet east of Campbell Avenue.

List of improvements:

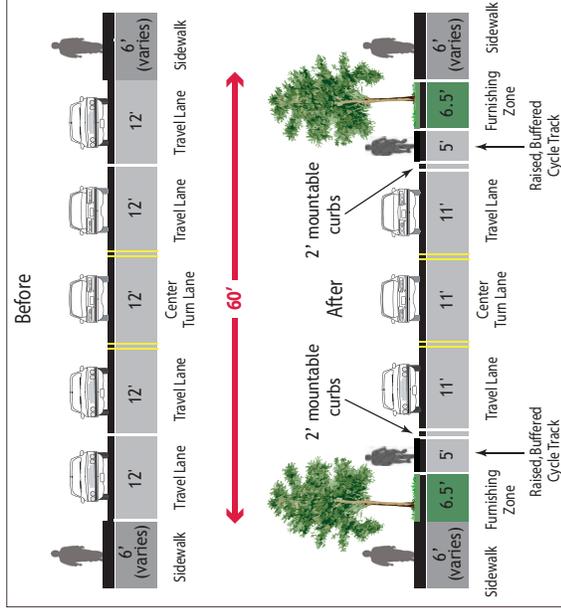
- Restripe 6th Street with one travel lane in each direction and a center turn lane
- Construct one-way raised and buffered cycle tracks in each direction
- Install planter strips between the existing sidewalks and relocated curbs
- Install street furniture and street trees

Cost Estimate

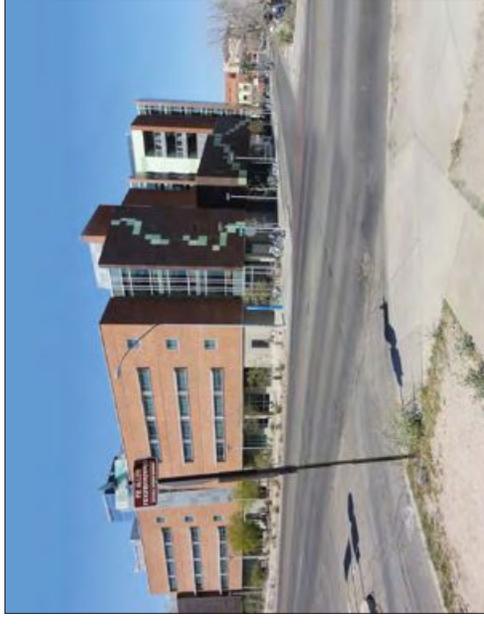
\$1,500,000

This estimate is meant as a broad approximation of the cost of implementing a road diet and streetscape improvement project. The amount presented is likely to change with additional feasibility analyses.

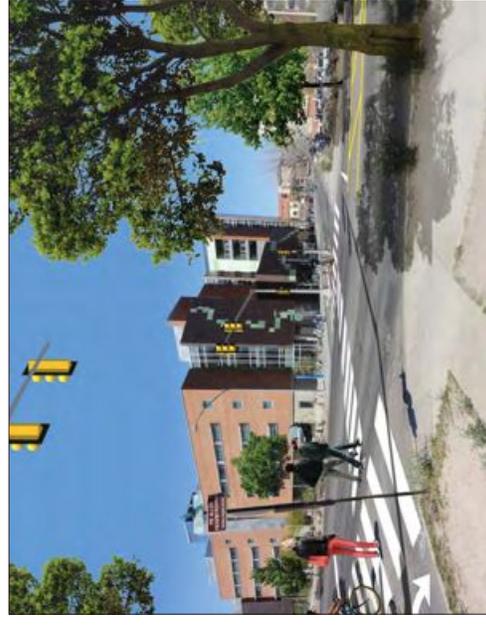
Concept Graphics



Cross section of recommended road diet on 6th Street



6th Street at Tyndall Avenue: Before



6th Street at Tyndall Avenue: After (photosimulation)



6th Street, Euclid to Campbell = 21,000 ADT



Tucson-Pima Bicycle Advisory Committee

Wednesday, May 14 2014

DRAFT

Shellie Ginn
Joe Chase
201 North Stone
Tucson, Arizona 85701

Dear Mrs. Ginn, Mr. Chase,

We are writing today to thank you for the recent improvements made to the bicycle facilities around the Centro Garage in downtown Tucson. This is one of the more complex and difficult intersections in the downtown area to navigate, and we believe the recent improvements will make a difference.

First, we think that changing the angle of the entrance and exit as well as adjusting the construction of the planters will make it easier for bikes to safely use the sidewalk in this area rather than be forced into the pinch point at the station. With the better visibility and improved pavement markings and signage, we think more cyclists will be aware of the existence of the facility and will choose to utilize it when heading north towards Fourth Avenue.

Second, the re-opening of the sidewalks along the side of the garage, as well as the re-opening of the Jim Glock Bypass restores a vital link for bicyclists hoping to avoid the crowded and sometimes chaotic street scene in front of the garage. Many cyclists in the Armory Park area use this bypass daily to reach the university area from south of downtown.

Thanks, as always, for your help in making the Tucson area safer and more attractive for residents who choose to bicycle.

Sincerely,

A handwritten signature in blue ink that reads "David Bachman-Williams".

David Bachman-Williams
Urban Core sub-committee chair

A handwritten signature in blue ink that appears to read "Joe Chase".

Ian Johnson
Chair, TPCBAC

cc: Daryl Cole, Councilmember Steve Kozachik


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Moving the Conversation Beyond Helmets

by [Mia Kohout](#) [Tania Lo](#) September 14, 2012



Photo by David Niddrie

Momentum Publishers Tania Lo, left, and Mia Kohout trying out BIXI's at Velo-city Global 2012 in Vancouver.

Wear a helmet, don't wear a helmet; you choose. We just want you to ride.

It's probably no surprise to our regular readers that by and large, the most contentious issue you write to us about is helmets. Helmet feedback floods our inbox, Facebook page, Twitter feed and website more than any other subject related to riding a bike. Each time we publish a photo of someone not wearing a helmet we either get yelled at or applauded. So it's time we officially share our opinion on the subject with you.

We don't believe the law should require helmets for people over the age of 16. We believe that adults should have the right to choose whether or not they wear a helmet. It feels wrong and repressive living in a city where cyclists are targeted by the police and looked down on by other citizens for not wearing a helmet. Making people who choose to respectfully travel by bike, while following the rules of the road, become the victims of attacks and fines is unreasonable.

At best, helmets may reduce the consequences of collisions, but they cannot stop a crash from happening in the first place. Helmet arguments focus much-needed energy away from what really matters in making cities safe for cycling: lower (and enforced) speed limits and separated and connected bike infrastructure.

We understand that our readers often have personal stories of loved ones who feel that they were saved by wearing helmet. We definitely won't argue that helmets don't save lives when people fall and hit their heads. In some cases we are sure that helmets have saved lives.

But we don't need to police helmet use; it is a waste of resources and a waste of our time as promoters of safe, everyday cycling for transportation. Before you write us about helmets, please first write a letter to your local representative asking for better bike infrastructure and separated bike lanes. We need to move



the conversation forward. We need to unify our voices and put our energy towards lobbying for infrastructure and enforced universal lower speed limits. Tell your friends why we need better bicycle infrastructure. Write more letters to local politicians. Don't remain silent when it comes to making cycling safer for everyone.

Momentum Mag will continue to publish photographs of people biking with and without helmets because we proudly promote the bicycle as transportation and present everyday people riding bikes in everyday situations in whatever clothing and accessories they choose to wear. We need more role models and we need to take more action towards better cycling conditions. Encourage, don't discourage. Our cities need the voices of people who ride bikes to unify and fight as allies, not judgmental enemies.

Please help us move the conversation beyond helmets. We all have much more important things to talk about.

Mia Kohout & Tania Lo

Publishers,

Momentum Magazine

Tags

[bike helmet](#) [In Tandem Issue 58](#)

[RSS](#) [Print](#)

Comments (48)

[Comment Feed](#)

Helemts

Bravo Momentum! It takes courage to take the very reasonable position you have. Helmets are the LAST thing you need. Literally. If half the energy and money involved in helmets were focused on improving infrastructure, the cycling world would be a much better and safer place. Tom Petrie

Tom Petrie 170 days ago | [reply](#)

Drivers on the phone are still the biggest problem

Despite the fact that it's now illegal, I still see drivers entering intersections with a phone pressed to their ear. The speed limits are fine - there's no point in legislating them lower. For one thing, there is a tendency in this country to think that more legislation will fix a problem. For another, you will just produce more frustration amongst drivers, which will not help cyclists. It's necessary for police to enforce the laws as they stand, starting with those that have the biggest bearing on public safety. Top of this list is phone use while driving, not speeding.

Simon 171 days ago | [reply](#)

Speeding a great risk

Distracted driving is absolutely a problem and a growing epidemic. However, speeding and speed limits that are far too high are absolutely at the root of danger to people on bikes and on foot. "At 20 mph, a pedestrian has about a 5 percent chance of dying if he is hit by a car. At 30 mph, the chance of dying increases to roughly 45 percent. If a pedestrian is hit by a motor vehicle traveling 40 mph, the risk of dying increases to 85 percent." The speed limits are not fine.

Duncan Hurd 171 days ago | [reply](#)

speeding vs distracted driving

Of course you are right that there is a positive correlation between speed and damage done in an accident. No doubt there is also a positive correlation with the probability of an accident occurring in the first place. However, does this mean that if we want to make a step change improvement in road safety we should start by legislating lower speed limits? With the exception perhaps of certain provable accident blackspots, I would say definitely not.

When phoning-while-driving was outlawed, it was potentially a game-changer. HOWEVER, so far as I can see, it is not being aggressively or effectively enforced. If we say that we are going to impose lower speed limits in an effort to reduce accident statistics, we are quite frankly ignoring an elephant in the room. As to why the Vancouver police are not setting up video cameras to get footage of people sailing through intersections while holding their phone, you would need to ask them.

In any case, it's not really an option to keep reducing speed limits. They are necessarily a compromise between allowing drivers to get where they need to go, on the one hand, and the safety of all road users on the other hand. There used to be a stretch of the Sea-to-Sky around Horseshoe Bay where the speed limit dropped to 60km/h. It was impossible to drive that slowly because it literally felt as if you were hardly moving. If you create a similar situation on a single-lane street, you will have a line of angry drivers behind the one who is attempting to adhere to the speed limit. Angry drivers=dangerous drivers. And as for the poor schmuck at the front, guess how much of his attention is going to be on the road in front of him. When drivers perceive that there is a large discrepancy between the speed limit and the appropriate speed for the road conditions, they don't even try to meet it. If it's just a bit slower than they feel is appropriate, you get more people trying to comply. I should say at this point that I speak as a cyclist, a driver and a pedestrian (also a



BICYCLE FRIENDLY COMMUNITY FEEDBACK REPORT

FORT WORTH, TX

Fall 2013

The Bicycle Friendly Community review committee was impressed with the growing commitment to make **Fort Worth** a great place for bicyclists. The **Honorable Mention** given by the reviewers reflects their view that some of the key building blocks of creating a Bicycle Friendly Community are in place.

Reviewers were very pleased to see the current efforts and dedication to make Fort Worth a great place for cyclists.

Below, reviewers provided key recommendations to further promote bicycling in Fort Worth and a menu of additional pro-cycling measures that can be implemented in the short and long term. We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists. There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it. Fund it tool](#) to search for eligible **funding** programs by bike/ped project type or review the same information as a [PDF here](#).

The key measures Fort Worth should take to improve cycling:

- Implement the plans to establish a Bicycle Advisory Committee (BAC). Having an official BAC that meets frequently is critical to build public support for bicycle improvements as it ensures that the bicycle program is held accountable by citizens. It creates a systematic method for ongoing citizen input into the development of important policies, plans, and projects. BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community. See [this guide](#) to forming a Bicycle Advisory Committee.
- Adopt a [Complete Streets](#) policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a better place to live.

- Expanding the Bicycle & Pedestrian Coordinator’s time focused on bicycle projects would help in scaling up your BFC efforts. This staff person should spend more time on working closely with the Bicycle Advisory Committee, reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the public contact for bicycling/walking inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the importance of Bicycle & Pedestrian program staff.
- Ensure that there is dedicated funding for the implementation of the bicycle master plan.
- Increase the amount of [high quality bicycle parking](#) at popular destinations such as major transit stops, schools, universities, recreational and entertainment facilities, retail stores, office buildings, and churches throughout the community. Residents of multi-family dwellings should have access to high quality bike parking as well. Also consider adding [artistic bike racks](#) to enhance the sense of place of your community.

Benefits of Further Improving Fort Worth for Cycling

Further increasing bicycle use can **improve the environment** by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; **Reduce congestion** by shifting short trips (the majority of trips) out of cars. This will also make communities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability.

Greater choice of travel modes also increases independence, especially among seniors and children; **Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses; **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community; **Save public funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; **Enhance public safety and security** by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major public events; **Improve the health and well being** of the population by promoting routine physical activity.

- Promote active transportation by reducing traffic speeds. Consider lowering the speed limit to 25 mph or lower on non-arterial roads, especially in denser areas, around schools and shopping centers, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. Speed [has been identified](#) as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. [Studies](#) also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.
- Continue to expand the bike network and to increase network connectivity through the use of different types of [bike lanes](#), [cycle tracks](#) and [shared lane markings](#). On-street improvements coupled with the expansion of the off-street system [will encourage more people to cycle](#) and will improve safety. Ensure smooth transitions for bicyclists between the trail network and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Offer Cycling Skills classes, Traffic Skills 101 classes and bike commuter classes more frequently or encourage a local bicycle advocacy group or shop to do so. Ideally, the instruction should incorporate a classroom portion as well as on-road training. The classroom portion of Traffic Skills 101 is now available [online](#) as well. For more information visit: www.bikeleague.org/programs/education/
- Bicycle-safety education should be a routine part of public education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking. Work with your Bicycle Advisory Committee, local bicycle groups or interested parents to expand the Safe Routes to School program to all elementary schools, middle schools and high schools. For more information, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#), www.bikeleague.org/programs/saferoutes/index.php or visit www.saferoutesinfo.org.
- Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.

Menu of additional recommendations to further promote bicycling:

Engineering

Low hanging fruit and fast results

- Consider passing an ordinance or policy that would require larger employers to provide shower facilities and other end-of-trip amenities.
- Implement more [road diets](#) in appropriate locations to make streets more efficient and safe. Use the newly created space for bicycle and pedestrian facilities.
- Implement broader transportation policies and programs that encourage alternative transportation choices, such as maximum car parking standards or shared parking allowances to complement your community's infrastructure investments and programs.
- Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.
- Consider [a raised crossing](#) or a high-visibility treatment where a shared use path crosses a medium or high traffic road. Ensure that both path and road users are clearly informed about who has the right-of-way.

Long Term Goals

- Develop solutions to physical barriers in order to provide convenient bicycle access to all parts of the community.
- Ensure that all existing and planned bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide, 2012](#) [AASHTO Guide for the Development of Bicycle Facilities](#) and your DOT's own guidelines.
- Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Learn how to do it at <http://www.idpi.uspdx.edu/guidebook.php>. Use the [Bicycle Boulevards section](#) of the NACTO Urban Bikeway Design Guide for design guidelines.
- Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these roads and calm traffic speeds to allow bicyclists of all skill levels to reach their destinations quickly and safely. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as [cycle tracks](#), [buffered bike lanes](#) or parallel 10ft wide shared-use paths.

- Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the [NACTO design guidelines](#) and the 2012 [AASHTO Guide for the Development of Bicycle Facilities](#) for recommended intersection treatments.

Education

Low hanging fruit and fast results

- It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message. Take advantage of your local bicycle groups for content development and manpower. See the excellent [“Look”](#) campaign in New York City or the [“Don’t be a Road Hog”](#) campaign in Colorado.
- Consider creating a Bicycle Ambassador program. Have Ambassadors attend community and private events year-round to talk to residents and visitors of all ages about bicycling and to give bicycle safety demonstrations. They can also offer bike commuting presentations for area businesses.

- Team with a local bicycle group or shop to offer more frequent bike maintenance workshops at parks, libraries, community centers or at events. A short tutorial on how to change a flat tire can empower a person to ride their bike more often.

- Regularly host Traffic Skills 101 or bike commuter courses for engineers and planners to better understand cyclists’ needs. For more information visit: www.bikeleague.org/programs/education/

- Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs. Visit <http://www.bikeleague.org/programs/education/> for more information.

Long Term Goals

- Start a bicyclist and motorist ticket diversion program. Road users given a citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This course should include a classroom and on-road component. See what [Pima County](#) and [San Diego County](#) have done.

- Expand the Share the Road motorist education program for professional drivers to taxi drivers and school bus operators. See San Francisco's [Frequent Driver Education](#).
- Increase your efforts to ensure your bicycle education programs reach traditionally underserved populations, particularly seniors, women, minorities, non-English speakers and the disabled.

Encouragement

Low hanging fruit and fast results

- Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Host, sponsor and encourage bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://www.bikeleague.org/programs/bikemonth/>.
- Host, sponsor and/or encourage a greater variety of social and family-friendly bicycle-themed community events year-round, such as a bike movie festival, a 4th of July bike parade, an “increase-your-appetite” Thanksgiving community ride, a dress-like-Santa community ride before Christmas, a bicycle fashion show (stylish alternatives to spandex), a Halloween bike decoration competition, a bike to the arts event, etc.

Work closely with local bicycle groups, bike shops and schools. Provide appropriate safety measures such as road closures or police escorts.

- Set up and promote a bicycle-themed community celebration or social ride each time a new bicycle related project is completed. This is a great way to show off the community's good efforts and introduces new users to the improvement.

- Encourage more local public agencies, businesses and organizations to promote cycling to the workplace and to seek recognition through the free [Bicycle Friendly Business program](#). Businesses will profit from a [healthier, happier and more productive workforce](#) while the community would profit from less congestion, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and business-sponsored public bike events or classes. Your community's government should be the model employer for the rest of the community. See what the Colorado-based New Belgium Brewing Company is doing [here](#).

- Encourage Texas Christian University and other local institutions of higher education to promote cycling and to seek recognition through the [Bicycle Friendly University program](#). Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation.

- Work with local non-profits to establish a youth recreation or intervention program centered on bicycling, such as an [Earn a Bike program](#). See what the Community Cycling Center in Portland, OR does: <http://www.communitycyclingcenter.org/>

Long Term Goals

- Expand the bike share system. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations.

Enforcement

Low hanging fruit and fast results

- Appoint a law-enforcement point person to interact with cyclists. This will actively facilitate stronger connections between bicycle advocates, the wider bicycling

community and law enforcement, which will improve road safety for all users, and improve fair enforcement of motorist and cyclist infractions.

- Ask police officers to use targeted information and enforcement to encourage motorists and cyclists to share the road safely. This could be in the form of a brochure or tip card explaining each user’s rights and responsibilities. Have information material available in Spanish, if applicable.

- Increase the number of officers that patrol streets on bikes, as it gives officers a better understanding of the conditions for cyclists. Also ensure that secluded off road paths are regularly patrolled to improve personal safety and encourage more people to take advantage of this amenity.

- Provide safety amenities such as emergency call boxes, and offer services such as non-mandatory bike registration and missing bike recovery assistance.

- Pass more laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, make it illegal to park or drive in a bike lane (intersections excepted), and ban cell phone use and texting while driving.

Evaluation/Planning

Low hanging fruit and fast results

- Continue to actively involve the local bicycle community in community planning efforts, policy development and public outreach.
- Regularly conduct research on bicycle usage beyond the U.S. Census' Journey to Work report to more efficiently distribute resources according to demand. Conduct yearly counts using automated or manual counters in partnership with advocacy organizations. Consider participating in the [National Bicycle and Pedestrian Documentation Project](#).
- Routinely conduct pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers. This data will be valuable to build public and political support for future bicycle-related projects.
- Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include [Intersection Magic](#) and the [Pedestrian and Bicyclist Crash Analysis](#)

[Tool](#). See the report [Bicyclist Fatalities and Serious Injuries in New York City 1996-2005](#)

- Consider measuring the Bicycle Level of Service (BLOS) on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine weak links and hazards, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection:
<http://www.bikelib.org/bike-planning/bicycle-level-of-service/> (roads) and
<http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections).
- Consider individualized marketing to identify and support current and potential bike commuters in your community. See what Bellingham, WA is doing: www.whatcomsmarttrips.org
- Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).



High-ranking county official sues Pima County over bike accident

16 HOURS AGO • BY [JAMAR YOUNGER](#)

A high-ranking Pima County administrator has filed a lawsuit against the county for injuries he sustained while riding his bicycle last summer.

Martin Willett, the chief deputy county administrator, filed the complaint last month in Pima County Superior Court, according to court records.

Pima County filed an answer to his complaint on April 15, admitting Willett was injured in the county but denying responsibility for the incident.

In January, Willett filed a claim, which is a precursor to a lawsuit, asking for \$6 million to compensate for the injuries he received, as well as the suffering of his wife.

Willett was riding his bike on the Dodge Boulevard Bridge at the Rillito River last June when the front wheels of the bike got stuck in a “drainage gap,” causing him to be thrown from the bike.

Willett, who was wearing a helmet and other safety gear, shattered a number of bones in his back, requiring nine surgeries in six months, according to court documents.

Shortly after the accident, county officials closed the bridge to cyclists and work was performed to make the area safer for those traveling on two wheels.

Willett has returned to work part-time, according to county officials.

The county has hired its own legal counsel, as well as a bicycle safety expert, to assess the case and determine if it wants settle with Willett or go to court, said County Administrator **Chuck Huckelberry**.

The legal counsel and safety expert will present their findings to the Board of Supervisors in an executive session.



Howie Chong

HOME (/)
ABOUT ME (/ABOUT ME/)
CONNECT (/CONNECT/)

February 24, 2014

WHY IT MAKES SENSE TO BIKE WITHOUT A HELMET

As I was cycling home the other night I came across a few of my fellow students from the Yale School of Forestry and Environmental Studies (<http://environment.yale.edu>). Several of them asked me: Where is your bike helmet?

I get this question *a lot*. I have made a careful and conscientious choice to not wear a helmet when I'm cycling in urban areas because I strongly believe that it will help improve the overall safety of cycling in the long run.

It's an unintuitive position to take. People have tried to reason with me that because I've spent so much money and time developing my brain, and the cost of an injury would be so devastating, it's clearly more important to wear a helmet. But if we start looking into the research, there's a strong argument to be made that wearing a bike helmet may actually increase your risk of injury, and increase the risk of injury of all the cyclists around you.

WHY DOESN'T EVERYBODY WEAR A HELMET?

Let's first get one thing out of the way: if you get into a serious accident, wearing a helmet will probably save your life. According to a 1989 study in the *New England Journal of Medicine* (<http://content.nejm.org/cgi/content/abstract/320/21/1361>), riders with helmets had an 85% reduction in their risk of head injury and an 88% reduction in their risk of brain injury. That's an overwhelming number that's backed up study after study. Nearly every study of hospital admission rates, helmeted cyclists are far less likely to receive serious head and brain injuries. These studies confirm what we feel when we're out for a spin on our bikes: We are exposed. Vulnerable. Needing of some level of protection.

Sharing (or wrestling) road space from a never-ending stream of one-tonne metal vehicles can be very intimidating. As a cyclist you are completely exposed. Cars and trucks are constantly zipping around you and there is no metal cage around you to protect yourself. So a helmet provides a level of protection from this danger. It makes you feel safer.

But a broader look at the statistics show that cyclists' fear of head trauma is irrational if we compare it to some other risks. Head injuries aren't just dangerous when you're biking—head injuries are dangerous when you're doing pretty much anything else. There's ample evidence showing that there's nothing particularly special about cycling when it comes to serious head injuries.

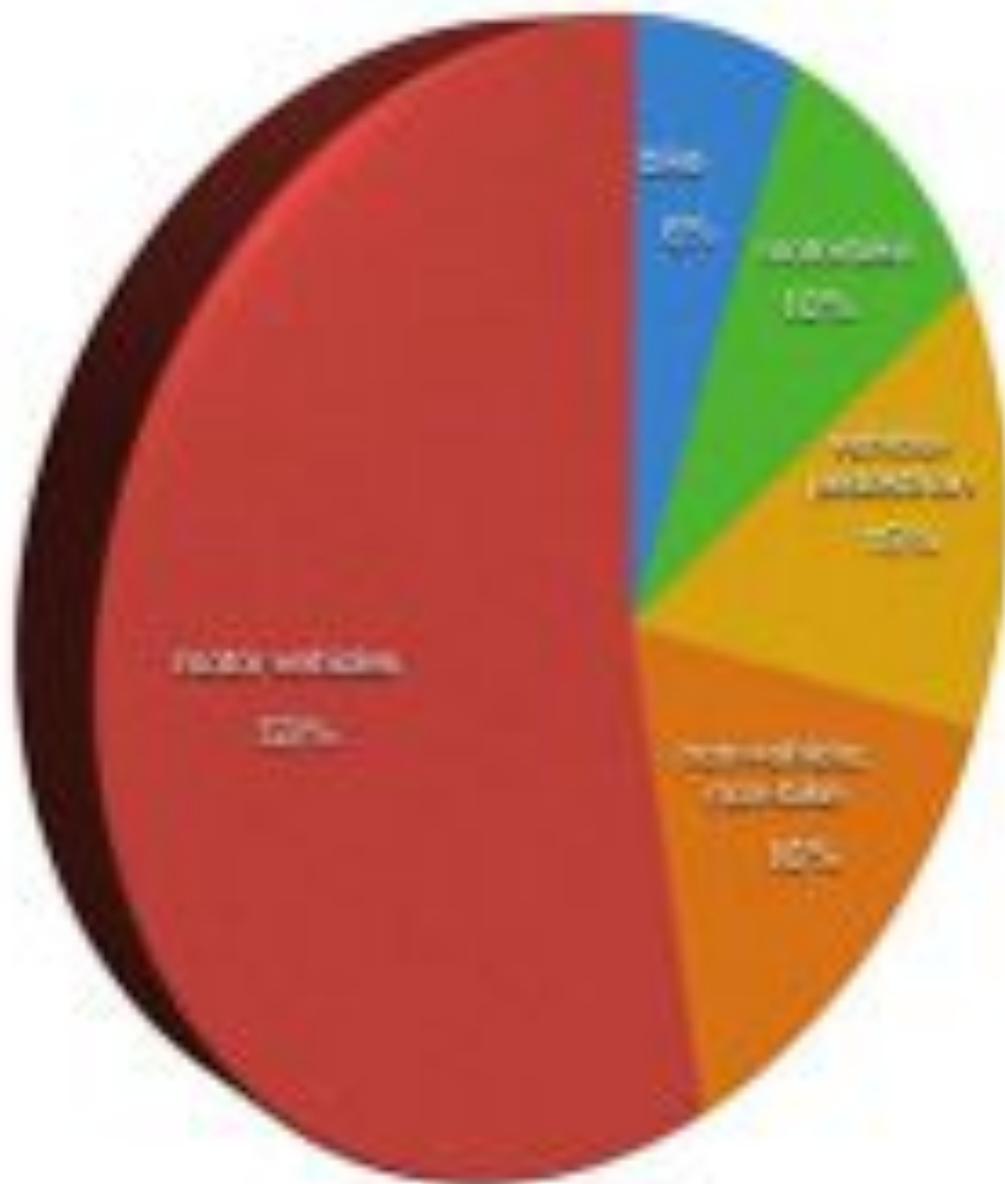
In 1978 a team of scientists undertook an epidemiological study (<http://aje.oxfordjournals.org/content/113/5/500.short>) of head injuries in the San Diego area. As part of that study they looked at the overall causes of head injury by transportation

type.

Here's what they found:

HOME (/)

Causes of head injury: San Diego County, 1978



Over half of all head injuries occur in motor vehicles and more people were hospitalized after walking down the street than riding on a bicycle. Or consider another statistic: According to a 2006 French study, pedestrians are *1.4 times* more likely to receive a traumatic brain injury than unhelmeted cyclists.

These statistics raise an interesting question: If we're so concerned about head injuries, why don't we wear helmets all the time? Why do places that have mandatory helmet laws for cyclists not have them for drivers or pedestrians? A 1996 Australian study (<http://www.sciencedirect.com/science/article/pii/0001457596000164>) suggests that a mandatory helmet law for motor vehicle occupants could save seventeen times more people from death and serious head injury than a similar law for cyclists.

Yet, despite the clear threat of fatal head trauma from these other activities, virtually nobody insists that people wear helmets in these situations. In fact, doing so is openly mocked.

Consider a sentence from this recent article

(<http://www.forbes.com/sites/jimgorzalany/2012/04/02/forget-football-car-crashes-are-the-leading-cause-of-fatal-head-trauma-among-teens/>) from Forbes magazine that reports that vehicle accidents are the number one cause of fatal head injuries among teenagers :

Short of suggesting all teen drivers and their passengers wear helmets, the survey determined that states which maintain the strictest graduated driver licensing laws (GDL) are the most effective in reducing both brain injuries and fatalities among young motorists.

Did you catch that? Despite the fact that car accidents are the number one cause of all fatal head trauma among teenagers, the suggestion that teens wear helmets when they drive is simply brushed off. The passage treats the idea of mandatory driving helmets as completely preposterous. Yet we insist that children wear bike helmets (in fact, in some places, it's the law) despite data that shows kids are more likely to die of head injuries riding in a car than riding on a bike. Children and toddlers on foot are far more likely to receive traumatic brain injuries than cyclists, yet parents who place protective headwear on their walking kids are openly ridiculed.

In other words, if the reason we are supposed to wear helmets while biking is to prevent serious head injury on the off-chance we get into an accident, then why is it socially acceptable for pedestrians and drivers to go about bare-headed? Why has cycling been singled out as an activity in need of head protection?

There's an important caveat to the results of that 1989 New England medical study: Bike helmets may reduce the risk of head and brain injury by 85-88%—*but only for those who get into accidents.*

If we take a closer look at the article we see that both the experiment and the control groups studied are those who have already been hospitalized for bike injuries. If one were to examine the medical and epidemiological literature on bike helmet effectiveness, you'll find the exact same condition over and over: Studies show that helmeted cyclists who are hospitalized are far less likely to have serious head trauma than bare-headed cyclists that have been hospitalized.

But wouldn't this be true, regardless of the activity? Logically, helmeted drivers should also receive significantly fewer head injuries than bare-headed drivers. Similarly, helmeted pedestrians should be less likely to receive serious head trauma than bare-headed ones.

This doesn't mean that biking without a helmet is safer than driving without one. Rather, it helps to explain why there is no comparable fear of driving (or walking) without a helmet.

HOW BIKE HELMETS MAY BE HARMFUL

But say you *are* someone who is concerned enough about head injury to wear a helmet while you're driving or while walking down the street. Is there an argument that says that wearing a helmet actually increases risk of injury?

Turns out that there is. There is some evidence that *wearing a helmet may directly increase your chance of getting injured in the first place.* In 2001, an article (<http://www.nytimes.com/2001/07/29/business/a-bicycling-mystery-head-injuries-piling-up.html>) in the New York Times reported that the rate of bicycle head injuries had risen sharply — an increase of 51% — during a ten-year period when bicycle helmet use became widespread. This during a time when statistics showed an overall decrease in bicycling in the United States. No one knows for sure why head injuries among cyclists increased, but there are a few theories.

First, wearing a helmet changes how drivers perceive the cyclist. A University of Bath study (<http://www.bath.ac.uk/news/articles/releases/overtaking110906.html>) showed that drivers, when overtaking cyclists, gave helmeted cyclists significantly less space than they gave cyclists who don't wear head protection. The study found that drivers were twice as likely to pass closely to a helmeted cyclist, and that drivers passed an average of 8.5 cm (3 1/3 inches) closer when the researcher was helmeted than when he was not. Not only does this increase the chance of being clipped by a vehicle, it leaves cyclists with far less maneuvering room to avoid other potentially injurious road hazards like potholes and icy patches.

Second, the design of the helmets themselves may increase the chance of some types of injuries when incidents do occur. Three separate studies (<http://www.sciencedirect.com/science/article/pii/S0001457500000488>) have shown that bike helmets may increase the probability of certain types of neck injuries. There's some evidence that having an enlarged piece of plastic and foam on your head increases the probability of hitting an object that you'd be able to avoid in the first place, or that otherwise glancing contact with a surface becomes a full-on blow when the head is helmeted.

Finally, wearing a helmet may create a false sense of security and induce risk-taking that cyclists without head protection might not make. Those wearing helmets may take risks that they wouldn't otherwise take without head protection.

There are even some startling statistics that show helmets may have little to negative effects on the incidence of head injuries *outside of the cycling world as well*. A recent study from the National Ski Areas Association found that, despite a tripling of helmet use among skiers and snowboarders in the United States since 2003, there has been no reduction in the number of snow-sport related fatalities or brain injuries. On the contrary, a 2012 study (http://graphics8.nytimes.com/packages/pdf/sports/20131231_headinjurystudy.pdf) at the Western Michigan University School of Medicine found an increase in head injuries between 2004 and 2010 despite an increase in helmet use, while a 2013 University of Washington study (<http://www.ncbi.nlm.nih.gov/pubmed/23513009>) concluded that snow-sports related head injuries among youths and adolescents increased 250 percent from 1996-2010, a timeframe that also coincides with the increased use of head protection.

HELMETS = FEWER CYCLISTS = MORE DANGER

So as much as helmets decrease the chance of head injury when you get *into* an accident, they may actually *increase* your chance of getting into an injury in the first place.

There is another significant way that the use of helmets harm cyclists: *Bike helmets discourage cycling*. An Australian study (http://ac.els-cdn.com/0001457596000164/1-s2.0-0001457596000164-main.pdf?_tid=756975e8-9d1d-11e3-8422-00000aacb35f&acdnat=1393223740_85b971623b87df6e43637c4586360d25) on mandatory helmet laws concluded that laws that required cyclists to wear head protection actually decreased the number of cyclists on the road. The implication of this study? The fewer cyclists on the road, the less likely drivers will be accustomed to sharing road space with cyclists, ultimately increasing the hazards faced by cyclists and further dissuading people from hopping on their bikes.

As an environmentalist, this is very troubling. To improve public health and the environment, we need to do the exact opposite. People should be *encouraged* to take a quick bike ride, not the other way around. Unfortunately our society has conditioned cyclists to feel unsafe without a helmet, even though wearing one might actually increase the chance of a collision with a vehicle; and even though other activities capable of inflicting serious head wounds are enjoyed bare-headed without stigma.

The ultimate way to make cycling safe is to promote a culture of cycling, not bike helmet use. Helmet use is very uncommon in bike-friendly cities like Copenhagen and Amsterdam, where cyclists have been socialized to see cycling as a safe activity. In order to promote the same culture here, we need to encourage people who don't bike that they should give it a try. If biking without a helmet can help with that, then great. Especially since it's not conclusive that cycling with a helmet reduces your chance of getting injured.

If there was conclusive proof that bike helmets reduce the total number of serious head injuries compared to other normal activities, then I'd reconsider my stance. But if I'm not the kind of person who wears a helmet when I take a walk or get behind the wheel of a car, then there's no logic to me wearing one when I'm on a bike, particularly if I'm confident in my urban bike safety ability.

Meanwhile the proof is pretty strong that vehicles give me more space when I'm biking without a helmet. In a city biking, that's the kind of injury I'm most concerned about. And I want to encourage more people to get on their bicycles, because the more cyclists out on the road, the safer I'll be.

Says Chris Bruntlett in Hush Magazine (<http://hushmagazine.ca/culture/lessons-from-two-of-canadas-great-cycling-cities/#.Uwrr0Hlak0M>):

... it is hard to overstate how our unnatural obsession with head protection is stifling the growth of our bicycle culture. It achieves little, except deterring the most casual cyclists, who also happen to be the slowest and safest ones on the road.



A critical mass of cyclists improves the safety for everyone. (Source (<http://ebw.evergreen.ca/move/feat/copenhagen-a-city-of-cyclists>))

PEDALLING FORWARD

I'm not saying that adults should not wear bike helmets. If you're not comfortable biking without a helmet, then by all means, you should wear one. In fact, some studies suggest that those in demographics that have had less biking experience (like children) should, indeed, wear protective head gear (as should teenaged drivers). I, for one, would put on a helmet if I were ever to take on long-distance biking, since I'm not as familiar with sharing traffic patterns with fast-moving cars.

But rather than focus on whether or not cyclists should be wearing helmets, it's probably far more helpful that cyclists learn how to assert their road rights while also safely interacting with traffic. Understanding how to navigate your bike through the streets is far more important to a cyclist's safety than the helmet on their head.

If you do choose to wear a helmet when biking, don't stop there: Learn how to properly and safely interact with vehicles. Share the road. Know your rights. Learn to take the lane (<http://cyclingsavvy.org/hows-my-driving/>) and feel comfortable about it. Not only do motorists treat you differently when you're wearing a helmet, studies show that helmets may be giving you a false sense of safety. I've seen cyclists speed through red lights, ride at night with no lights, pass between the curb and traffic *into* the path of a turning vehicle, and treat stopped automobiles as if they were permanently immobile. Those are all dangerous maneuvers, regardless as to whether or not you're wearing a helmet.

Perhaps future studies will show that wearing a helmet actually reduces the chance of injury, or that vehicles will start giving helmeted cyclists more leeway, or that seeing helmeted riders does not discourage others from hopping onto a bike.

Until then I ride the streets of New Haven without head gear hoping that it will encourage more people to get out on two wheels.





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Older Post

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([/journal/2013/12/how-reporters-bungled-
the-toronto-blackout](/journal/2013/12/how-reporters-bungled-the-toronto-blackout))

[EMAIL ME \(/EMAIL-ME/\)](#)

Santa Cruz Valley Area

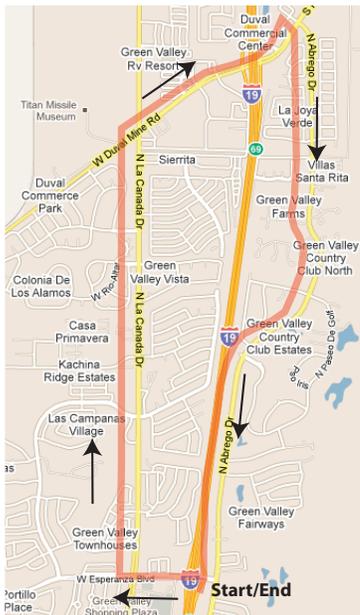


Ride of Silence



Wednesday, May 21 - 5:30 PM
(Ride Begins at 6:00 PM)

TO:
HONOR cyclists who have been killed or injured
RAISE AWARENESS to the existence of bicyclists
To ask that we all **SHARE THE ROAD**



Ride of Silence Route

Bikers of all skill levels and interests in the Santa Cruz Valley area are invited to participate in this international observance. Those planning to be a part of this event are asked to meet at the south end of the Green Valley Recreation East Social Center parking lot (Abrego/Esperanza intersection)

Please come early and enjoy some light refreshments at **5:30 PM** and be prepared to leave for the group ride at **6:00 PM - Wednesday, May 21**

The group will follow the guidelines of the **Ride of Silence** which include riding single file in silence (no talking) and riding at a slow and comfortable pace. Helmets are required for riders. Escort for the seven mile ride will be provided by the Pima County Sheriff Department, the Green Valley SAV, and the Green Valley Fire District





www.scvbac.org

Meeting Minutes April 2, 2014

Attendance: John (JP) Pilger, Tony Crosby, Tom Hausam, Jim Jordan, Chuck Hill, Bill Hill, Bill Adamson, Basil Baker, Lee Fairman.

- 1) JP called the meeting to order at 3:03 PM.
- 2) The minutes of the Feb 5, 2014 meeting were approved.
- 3) PCSD: Sgt Pearson did not attend.
- 4) Sheriff's Auxiliary Volunteers: Bill Hill reported the bicycle patrol conducted five patrols totaling 60 man hours last month covering 90 HOAs. Nine people attended the one day bicycle training session in March. In response to a question Bill explained that the SAV bike patrol is not bike specific but provides general security coverage to the area.
- 5) Status of Projects and Advocacies:
 - a) Town of Sahuarita - JP said that Tony Amos will serve as the Sahuarita representative to the TPCBAC until June, 2014. Bill Adamson is communicating with PCDOT and the Town to see if they can partner and use town contractors to pave shoulder gaps on Pima Mine Rd and Sahuarita Rd just outside the town boundaries. This would save mobility costs for these small projects.
 - b) TPCBAC - Tom commented on the difficulty in enforcing the three foot rule and a tool that might provide an objective measurement of car to bicycle distance.
 - c) GVC T & A/ADOT - Jim reported ADOT has a consultant on the East Frontage Rd missing link shoulder and construction is estimated for late 2015. Paving on Esperanza is estimated for this year but there are still difficulties with the improvements to make sidewalks ADA compliant near the closed Texaco station. Dangerous crack have been repaired on Continental Rd near Walgreens and Tom mentioned that repair work on White House Canyon Rd surface has been completed but not the re-vegetation.
 - d) WDT - Tony has been unable to make contact Richard Ducotte concerning additional man gates to the WDT.
 - e) Bicycle Ambassador - JP said he would contact Mary Fisher about posting bicycle related information on the Posada Java bulletin board.
 - f) Anza Trail and Links - Bill Adamson addressed a number of topics: He sent a SCVBAC letter to the Pima County BOS in support of the FICO Continental Farms Plan. This plan, now approved, includes a trail connecting the Canoa Preserve Park and the Anza Trail with construction anticipated this fall. A safety canopy will be required where the trail crosses under the railroad. The fitness loop trail has been judged ready but decomposed granite may need later. The Chamber of Commerce is still non committal in support of the extension of the Anza Trail. Their support might have influence in obtaining certain rights of way. Pima County's Steve Anderson is making good progress getting cooperation from ASARCO and private land owners for the Anza trail north of Pima Mine Rd. Bill has suggested an alternate trail alignment south of Pima Mine Rd

and the route will be evaluated. Finally, Bill suggested sending a letter to Sahuarita and Continental schools asking about their bicycling programs and how to address tax credit donations to support them.

- g) Golden Spokes = Basil said the group is still meeting Saturday around 8:30 but some riders have been absorbed into Al Miller's group.
- 6) Pace Line Rules - Tom is compiling a list of guidelines and rules for pace line riding and solicited input. This is in response to several recent complaints about pace line etiquette.
- 7) Publicity/Events/Education/Website:
 - a) ROS - Chuck reported that progress on permits and certificated of insurance continues. An article on the ROS will appear in the next KGVY Quarterly newsletter.

The meeting was adjourned at 4:20 PM. The next meeting will be held on Thursday, May 1, in the GVC conference room. **Note change in day of week.**

Tony Crosby, Scribe