



December 2013
TPCBAC Packet Guide

We have discontinued the printing and mailing of paper packets.

1. BAC December 2013 Agenda
2. Current TPCBAC Roster
3. Draft TPCBAC November Minutes
4. Articles of Interest:
 - a. "Are Cycle Tracks Safer?" Bicycle Times
 - b. "Is It O.K. to Kill Cyclists?" New York Times
 - c. "SELLING BIKING: PERCEIVED SAFETY, THE BARRIER THAT STILL MATTERS" Green Lane Project
 - d. "AMERICA'S 10 BEST PROTECTED BIKE LANES OF 2013" Green Lane Project
 - e. Copenhagenize Index 2013 Criteria
 - f. Randy Serraglio's take on Tucson Bicycling, Tucson Weekly
 - g. Tuesday Night Bike Ride 2013 Map
5. Consent Agenda Items
 - a. Letter in support of COT Green Lanes Application
 - b. Letter in support of 3rd/Treat Conversion to 4-way Yield
6. Sent Letters
 - a. Letter to Bond Oversight Commission re: paving priorities
7. Local News & Events
 - a. Minutes from Vulnerable User Meeting
 - b. "Oro Valley saluted for its bicycle friendliness" Arizona Daily Star
 - c. Julian Wash Dedication Press Release
 - d. Silverbell Century Press Release, GABA



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, December 11, 2013**

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 November 2013 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. Update from Broadway Project Task Force	30 min.
5. Difficulties Obtaining Permits for Pima County Special Events	5 min.
6. RTA Plan 2040 Task Force Appointment	5 min.
7. Open Seats and Attendance Requirements for BAC Members	5 min.
8. Green Lanes Application Update & BAC Ridership Goals	10 min.
9. Vulnerable User Conference Call Update	10 min.

- 10. Consent Agenda** **5 min.**
- a. Letter in support of COT Green Lanes Application
 - b. Letter in support of 3rd/Treat Conversion to 4-way Yield
- 11. Staff Reports** **10 min.**
- Ann Chanecka, City of Tucson; Matt Zoll, Pima County; Nancy Ellis, Oro Valley; Brian Varney, Marana; Gabe Thum, Pima Association of Governments, Glenn Grafton, UA
- 12. Subcommittee Reports** **10 min.**
- a. Downtown / University Facilities (David Bachman-Williams)
 - b. Enforcement (Colin Forbes)
 - c. Executive (Ian Johnson)
 - d. Facilities (Adam Wade)
 - e. GABA (Wayne Cullop)
 - f. Downtown Links (Kylie Walzak)
 - g. University of Arizona (Glenn Grafton)
 - h. Living Streets Alliance (Kylie Walzak)
 - i. Broadway Task Force (Naomi McIsaac)
 - j. SCVBAC (Tony Amos)
 - k. UABAC (David Bachman-Williams)
- 13. Announcements** **5 min.**
14. 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.



Office of the City Clerk
BOARDS, COMMITTEES, COMMISSIONS
Bicycle Advisory Committee, Tucson-Pima County (TPCBAC)

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
Davis-Monthan Air Force Base	Edward G. Yasenchack 9415 E. Grapevine Spring Place Tucson, AZ 85710 Cell Phone: 817-688-3781 edward.yasenchack@dm.af.mil	3/7/2013	3/29/2016
Ex-Officio	Ann Chanecka Ex-Officio (Non-Voting) TDOT, Bicycle & Pedestrian Program 201 N. Stone Tucson, AZ 85701 Work Phone: 837-6691 Cell Phone: 444-1187 Ann.Chanecka@tucsonaz.gov	6/10/2010	
Ex-Officio	Nancy Ellis Ex-Officio (Non-Voting) Oro Valley Parks and Recreation Department Bilke Coordinator Oro Valley, AZ 85737 Work Phone: 520-229-5057 Cell Phone: 520-797-2202 nellis@orovalley.net	1/1/2004	
Ex-Officio	Dave Fernandez Ex-Officio (Non-Voting) Tucson Police Department 270 S. Stone Ave. Tucson, AZ 85701 David.Fernandez@tucsonaz.gov	5/16/2013	
Ex-Officio	Michael Grider Ex-Officio (Non-Voting) Pima County Sheriff's Department Tucson, AZ 85706 Work Phone: 520-351-6108 michael.grider@sheriff.pima.gov	6/10/2010	
Ex-Officio	Deputy Ryan Roher Ex-Officio (Non-Voting) Pima County Sheriff's Department Tucson, AZ 85706 Home Phone: 520-351-6108 Cell Phone: 520-351-4941 ryan.roher@sheriff.pima.gov	5/6/2010	

*Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	
Ex-Officio	Roy Schoonover Ex-Officio (Non-Voting) 8701 S. Kolb Rd. #7-327 Tucson, AZ 85706 Cell Phone: 520-906-0981 rschoo2823@aol.com	5/6/2010	
Ex-Officio	Gabriel Thum Ex-Officio (Non-Voting) Pima Association of Governments Tucson, AZ 85701 gthum@pagnet.org	6/10/2010	
Ex-Officio	Brian Varney Ex-Officio (Non-Voting) Representative of the Town of Marana Tucson, AZ 85701 Home Phone: 520-382-2612 bvarney@marana.com	5/6/2010	
Ex-Officio ()	Matt Zoll Ex-Officio (Non-Voting) Pima County Transportation Systems Bicycle & Pedestrian Program Manager Tucson, AZ 85701 Work Phone: 520-740-6403 matt.zoll@dot.pima.gov	1/1/2004	
Ex-Officio	3 Vacant Position(s)		
* Mayor	1 Vacant Position(s)		
Pima County	David Bachman-Williams 350 E. 15th St. Tucson, AZ 85701 Work Phone: 520-622-6992 bachmanwms@gmail.com	7/12/2011	8/31/2015
Pima County	Brian D. Beck 1514 N. Cloverland Tucson, AZ 85712 Work Phone: 795-3000 x113 Home Phone: 326-9587 Message Phone: 326-9587 coyotes@cox.net	1/8/2013	1/31/2015
Pima County	Raymond Copenhaver 7805 N Via Atascadero Tucson, AZ 85743 Work Phone: 575-8001 Home Phone: 744-2126 ray.copenhaver@gmail.com	5/2/2012	2/28/2014

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
Pima County	Wayne Cullop 3925 N. Pantano Road Tucson, AZ 85750 Home Phone: 290-4321 Cell Phone: 977-3018	1/8/2013	1/31/2015
Pima County	Collin Forbes 3465 N. Richland Dr. Tucson, AZ 85719 Home Phone: 271-7954 Message Phone: 222-6681 collin.forbes@gmail.com	8/19/2013	8/18/2015
Pima County	Tom Hausam 575 E Bent Branch Place Green Valley, AZ 85614 Work Phone: 724-8126 Pima Home Phone: 777-8800	5/21/2013	5/20/2015
Pima County	Allen Kulwin 1958 N Placita La Zarca Tucson, AZ 85745 Home Phone: 307-4137	6/4/2013	6/30/2015
Pima County	Tom Nieman Pima County Representative 8901 E. Bear Path Road Tucson, AZ 85749 tnieman@picor.com	10/1/2013	9/30/2015
Pima County	Eric Post Pima County Representative Tucson, AZ 85701 Home Phone: 520-870-3987 EricofAZ@cox.net	8/19/2013	8/18/2015
Pima County	1 Vacant Position(s)		
Town of Marana	Glenn Pfeleiderer 9467 N. Weather Hill Dr. Tucson, AZ 85743 Home Phone: 572-2292 civilmotion@comcast.net	2/9/2012	9/20/2013
Town of Oro Valley ()	Adam Wade 13037 N. Woosnam Way Oro Valley, AZ 85755 Home Phone: 308-5833 aofog5256@gmail.com	6/19/2012	12/31/2013
Town of Sahuarita	Anthony Amos 125 W. Calle De Las Tiendas #133 Green Valley, AZ 85629 Work Phone: (520) 393-7433 Cell Phone: (623) 388-7603 middlering66@gmail.com	6/11/2012	6/10/2014

*Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
University of Arizona	Glenn Grafton The University of Arizona, Parking and Transportation, 1117 E. 6th Street Tucson, AZ 85721 Work Phone: 520-626-2458 ggrafton@email.arizona.edu	4/23/2013	4/22/2017
Ward 1	Naomi McIsaac 1132 E. Glenn St. Tucson, AZ 85719 Cell Phone: 207-752-7312 naomimcisaac@hotmail.com	6/12/2012	12/7/2015
Ward 2	Ian Johnson Chairperson 776 South 9th Ave. Tucson, AZ 85701 Home Phone: 248-9810 ian@moiagroup.com	12/13/2011	12/7/2015
Ward 3	Kylie Walzak Secretary 232 N. Melrose Ave. Tucson, AZ 85745 Cell Phone: 891-9094 Kwalzak@gmail.com	1/19/2010	12/2/2013
Ward 4	John Cousins 7861 S. Tarbela Ave Tucson, AZ 85747 Home Phone: 982-6115 jcousins@innsuites.com or jc0510@aol.com	12/5/2011	12/7/2015
Ward 5	Gloria Munoz 2126 S. Tucson Avenue Tucson, AZ 85713 Home Phone: 520-301-1055 gmunoz@arizonacanning.com	4/25/2013	12/2/2013
Ward 6	Sam Sanford 2758 N. Pacific Dr. Tucson, AZ 85705 Home Phone: 520-820-5673 ssanford@email.arizona.edu	7/22/2013	12/2/2013

Tucson-Pima County Bicycle Advisory Committee Meeting Minutes

Wednesday, November 13th, 2013

Himmel Park Library

1035 N. Treat Ave. Tucson, AZ

6:00 PM to 8:00 PM

Prepared and Submitted by Kylie Walzak

Draft

1. Call to Order – at 6:03 pm

Approval of September 2013 minutes.

Minutes approved with corrections unanimously, 18 to 18.

2. Call to Public –

3. Law Enforcement Staff Reports from TPD and PCSD –

Dave Fernandez – collisions over the last two months have involved pedestrians. 16 ped fatalities compared to 6 over last year.

Colin Forbes – harassment of cyclists around the UA. Driver or passenger in a vehicle throwing drinks at cyclists. UAPD?

D. Fernandez – no reports have come across his desk.

R. Roher – invited to Salpointe to talk about distracted and impaired driving. Did a driver simulation about texting while driving, went over well, plan to use it in other schools.

15 collisions over the last two months – car/bike.

How many citation of speeding when drivers were actually texting? Roher is unsure. But it is an interesting work around. What happens when Law Enforcement doesn't win? That will be interesting to see.

Eric Post – Senator Farley, State Rep. Orr will be at an info-gathering meeting at Eric Post’s office to discuss vulnerable user bill. Will Law Enforcement be present? It would be very valuable to hear what they believe would be enforceable.

Does hitting a cyclist in the bike lane rise to the level of reckless driving? The Deputy who cited the driver that hit Brendan Lyons did not think so. The burden is difficult to prove. The level is changing though, for people who are obviously distracted.

4. Report from Bhutan: Driver Speed and Safety

David Bachman-Williams presents a slideshow of photos demonstrating overall road safety in Bhutan where dogs lounge in the middle of streets with out fear of being hit by cars. Cars travel at slow speeds and there is no paint on roads indicating where cars should be.

5. Innovative Infrastructure in Pacific Northwest (Diahn Swartz, TDOT)

Diahn Swartz presents a slideshow to BAC of summer travels to Portland, OR, Seattle, WA and San Francisco, CA. Shows several photos of innovative signage, striping and bike treatments in these areas.

Adam Wade - Is FHWA more accepting of NACTO design guidelines now?

Diahn – interesting question, there are some indications. There is general “permission to experiment”. Tucson got permission to experiment for the green bikelanes we are using.

Possible presentation with Richard Nassi and Gabe from PAG about NACTO guidelines now that the FHWA has given tacit improvement.

Diahn says she came back from this trip with an appreciation for how other communities are pushing the envelope and she sees ways Tucson can join those communities in being a bit more innovative.

6. Bike Lanes at Campbell and the Rillito

Three alternatives have already been considered: adding more space for bike lanes by extending them and attaching them onto either side of the bridge, create a separate bike/ped bridge, completely rebuild and widen the entire bridge. Restriping is not possible because it would interfere with access these business owners have already been enjoying.

7. Montreal Bike Facilities and Bike Share (Matt Zoll, PC)

Matt Zoll presents slideshow of photos from recent visit to Montreal including photos of dense, urban areas, cycletracks, Bixi bikeshare, pedestrian only zones and innovative markings.

8. COT Pavement Preservation Bond Update

Motion: Based on the best data available, the residential street paving budget should be used on residential streets where levels of non-motorized travel, such as bicycling, are highest.

Motion passes by a vote of 17 to 18.

- one abstention, Eric Post

9. TDOT Green Lanes Application

A project of Bikes Belong, the Green Lanes project is a way to get more protected bike lanes in key urban areas. It is a competitive process. Applications are due mid-January.

Action item: Draft the letter now and put it on the December consent agenda

for discussion/approval.

10. Consent Agenda

a. Letter of Appreciation for Recent COT Bike Improvements

Approved unanimously, 18 to 18

11. Staff Reports

- a. Ann Chanecka, City of Tucson** – Light the Night campaign on Tuesday, Nov. 19. Allstate safe communities campaign.
- b. Matt Zoll, Pima County** – Several Loop pathways under construction. Bike lanes at Colossal Cave, MaryAnn Cleveland, Orange Grove bike lanes under construction
- c. Nancy Ellis, Oro Valley** – Town of Oro Valley was named a Silver Bike Friendly Business
- d. Brian Varney, Marana** – no report
- e. Gabe Thum, PAG** – no report, absent
- f. University of Arizona** – Olive Tunnel repaired, James E. Rodgers contraflow is open, Warren Tunnel is walk your bike only and opens next week.

12. Subcommittee Reports

- a. Urban Core Facilities (David Bachman-Williams)** – Meets next week
- b. Enforcement (Colin Forbes)** – Meets Dec. 4th
- c. Executive (Ian Johnson)** – No quorum
- d. GABA (Wayne Cullop)** – County requirements for a permit are very confusing. Looking for support in the form of letters to clarify language.
- e. Downtown Links (Kylie Walzak)** – Meets as main group Monday, Nov. 18

- f. **University of Arizona (Glenn Grafton)** – reported above
- g. **Living Streets Alliance (Kylie Walzak)** – Park(ing) Day Parklet and separated bike lane prototype demonstration area this Saturday, Nov. 16th at N. 6th Ave. and E. 7th St.
- h. **Broadway Task Force (Naomi Mclsaac)** – Public ranked priorities for roadway cross-sections, bicycle environment ranked very high among all tables. December 5th, 5:30 pm is next meeting.
- i. **SCVBAC (Tony Amos)** – minutes included in the packet

13. Announcements – Next facilities meeting is Nov. 20th 6 pm at the Downtown Library.

Damion Alexander - Why didn't Pima County permit the youth mountain bike league to come to Pima County to compete?

14. Adjournment – 8:19 pm

Attending:

Ian Johnson, Ward 2
Glenn Pfleiderer, Town of Marana
Collin Forbes, Pima County
Sgt. David Fernandez, TPD
Naomi Mclsaac, Ward 1
Glenn Grafton, UofA
John Cousins, Ward 4
Samual Sanford, Ward 6
Brian Beck, Pima County
Gabe Thum, PAG
Matt Zoll, PCDOT
Ryan Roher, PC Sheriff
Ed Yasenchack, DMAFB
Kylie Walzak, Ward 3
Nancy Ellis, Oro Valley
Raymond Copenhaver, Pima County
Eric Post, Pima County

Tom Hansam, Pima County
Tom Nieman, Pima County
Adam Wade, Pima County
Wayne Cullop, Pima County
Brendan Lyons, citizen
Mark Campbell, citizen
Brian Varney, Town of Marana
Robin Steinberg, citizen
Cameron Hummels, citizen
Ann Chanecka, City of Tucson
Damion Alexander, citizen
Tony Amos, Town of Sahuarita



ARE CYCLE TRACKS SAFER?

by Carolyn Szczepanski • Illustrations by Chris Escobar



There's simply no denying that protected bike lanes—or cycle tracks—are increasing and broadening the number of people who ride.

In fact, I see it every single day.

When I first moved to Washington, D.C., the short ride up 15th Street from my office to my yoga studio was a lonely ride. Pedaling in the right-hand lane, I was almost always the sole cyclist swimming in an ocean of cars—and many drivers weren't shy about shouting their annoyance that I was delaying their bee-line home.

Now there are moments when, along that same stretch, we bicyclists outnumber the automobiles. And it's not just veteran commuters who swap their suits for spandex and carry their cargo in slick panniers. It's women in skirts, their purses carried in wicker baskets, and still wobbly (but beaming) new riders of Capital Bikeshare. It's the vision of bicycling becoming truly mainstream.

Long a hallmark of world-class cycling cities in the Netherlands and Denmark, on-street bicycle facilities, separated from automobile traffic with planters or bollards or parked cars, are spreading across the country.

So why are cycle tracks the new darlings of bike advocates and many city planners alike? Like we've seen on

the streets of Copenhagen, where moms ride with their kids for day-to-day travel, these new facilities get more people riding.

The primary reason seems intuitive—and is backed up by research. Especially for new or less-experienced riders, it's more comfortable to pedal at a self-determined pace without cars flying past a foot from your handlebars. For instance, a study published in 2012 surveyed bicyclists on the one-way Southwest Boulevard cycle track in Portland, Oregon, and found 71 percent of riders

"ESPECIALLY FOR NEW OR LESS-EXPERIENCED RIDERS, IT'S MORE COMFORTABLE TO PEDAL AT A SELF-DETERMINED PACE WITHOUT CARS FLYING PAST A FOOT FROM YOUR HANDLEBARS."

According to the Green Lane Project, there were more than 232 green lanes on the ground in 32 cities by the end of 2012, a number that is expected to double by the end of 2013.

ADVOCACY Briefs

By Andrea Connel

CALCUTTA, INDIA BANS CYCLING

The Indian government has banned bicycles, hand carts and other non-motorized vehicles from 174 major roads in the city of Calcutta. Despite the fact that commuters make more than 2.5 million trips per day via bicycle (Calcutta is the only city in India where cycle journeys outnumber car trips), police say the roads are far too crowded for bicycles. The streets of Calcutta are very narrow and non-vehicular traffic is slowing cars down to an average speed of 18mph. Dilip Kumar Adak, deputy commissioner of the city's traffic police department, said, "Cycles slow down traffic and removing them will make the streets safer and traffic speedier."

BIKE LANES HELP CARS GO FASTER IN MANHATTAN

Apparently, claims in a 2012 New York Post article that cars would be stuck in traffic longer due to bike lanes being installed "all over town" have not materialized. According to a DOT report called the Sustainable Streets Index, the average speed of vehicles driving in the Central Business District, south of 60th Street in Manhattan, rose by 0.3 percent. The speeds were collected by taxicab GPS systems. The report says the quicker pace is not the result of fewer cars in the city. The number of cars entering the CBD has remained the same. The report also mentions that on the first three months of Cit Bike's bikeshare program, customers logged 2,545,867 trips covering a total distance of 5,560,424 miles.

In Washington, DC, the number of bicyclists jumped more than 200 percent on 15th Street after the installation of the two-way cycle track. In Chicago, a protected lane on Kinzie Street reduced the number of morning rush hour bike commuters by 50 percent, and rebounded bike traffic in the Windy City's new Dearborn cycle track has increased more than 150 percent. In New York City, the Prospect Park protected lane tripled the number of bicyclists by 200 percent and the Columbus Avenue cycle track saw increases of 50 percent.

reported feeling safer in the protected lane, including 94 percent of women.

But does perception reflect reality? Are these popular facilities ensuring or undermining our safety on the streets?

THE VEHICULAR CYCLIST VIEW

According to vehicular cyclists, the very term "protected bike lanes" is an oxymoron. Vehicular cycling is a mode of thinking, and riding, that purports that drivers of any sort of vehicle, be it car or bike, should abide by the rules of the road to achieve the best balance of safety and convenience.

The most prominent spokesman for this school of thought is undoubtedly John Forester, the author of *Effective Cycling*. Forester cites his analysis of a 2007 study by the National Highway Traffic Safety Administration to emphasize the wrong-headed nature of separated facilities: the overwhelming majority of car-bike collisions, he notes, are caused by turning and crossing movements, and only a tiny sliver are the result of straight-going motorists overtaking straight-going cyclists. "American bikeways have always been designed in defiance of scientific knowledge to prevent the 5% of car-bike collisions while ignoring the 95%," he says.

Vehicular cyclists emphasize that, despite the potential protection on the straightaway,

"BY TAKING THE BICYCLIST OUT OF THE TRAFFIC FLOW, VEHICULAR CYCLISTS ARGUE, YOU CREATE MORE POINTS OF CONFLICT AND MAKE CYCLING MORE DANGEROUS."

many cycle tracks place bicyclists in a non-intuitive position on the road—especially at intersections.

By taking the bicyclist out of the traffic flow, they argue, you create more points of conflict and make cycling more dangerous.

By taking the bicyclist out of the traffic

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"OF COURSE, THE RESEARCH SUPPORTING EACH SIDE IS CRITICIZED BY BICYCLISTS AND RESEARCHERS OF THE OPPOSING VIEWPOINT."

Forester suggests that much of the recent research backing the safety of cycle tracks is flawed due to "basic errors stem[ming] from traffic-engineering ignorance." On the other hand, many published researchers question studies cited by vehicular cyclists because they reference sidewalks or multi-use paths rather than true cycle tracks, analyze outdated facility designs that have been improved in recent years, or over-emphasize small increases in crashes that could be the temporary result of motorists and bicyclists getting used to the new street design.

Now a heavy-hitter is getting ready to weigh in: the U.S. Department of Transportation.

In August, the Federal Highway Administration (FHWA) announced it would undertake a study to understand the safety impact of cycle tracks. "There is a growing body of research on cycle tracks in the U.S. and Canada indicating that, when they are designed well, they do not increase bike crash rates," the agency wrote. "There is also growing evidence that cyclists prefer cycle tracks."

That growing body of research was enough for the feds to give the green light to protected lanes, even before their findings are complete. A few days after the call for consultants to study protected lanes, the FHWA endorsed the Urban Bikeway Design Guide, created by the National Association of City Transportation Officials, that dedicates more than 20 pages to the design and implementation of cycle tracks.

While it's instructive to look closely at the numbers, it's also important to step back and look at the whole landscape.

"WHILE IT'S INSTRUCTIVE TO LOOK CLOSELY AT THE NUMBERS, IT'S ALSO IMPORTANT TO STEP BACK AND LOOK AT THE WHOLE LANDSCAPE."

directly into my path—and both of them happened in the 15th Street cycle track.

But I still ride that route everyday because, compared to being the lone cyclist in the sea of rushing cars, it feels safer. It's impossible to ignore the incredible growth and diversity of bicyclists who now pedal with me up that key arterial route. And it's hard to think this protected lane isn't a positive transformation that's making our city a better place to bike.

In fact, even the 2007 study cited by vehicular cyclists that showed an uptick in cycle track crashes, agreed that the big picture favors protected lanes. "The radical effect on traffic volumes resulting from the construction of cycle tracks will undoubtedly result in gains in health from increased physical activity," the authors write. "These gains are much, much greater than the losses in health resulting from a slight decline in road safety." ●

THE FEDS WEIGH IN

Of course, the research supporting each side is criticized by bicyclists and researchers of the opposing viewpoint.

Of course, the research supporting each side is criticized by

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November 9, 2013

Is It O.K. to Kill Cyclists?

By DANIEL DUANE

SAN FRANCISCO — EVERYBODY who knows me knows that I love cycling and that I'm also completely freaked out by it. I got into the sport for middle-aged reasons: fat; creaky knees; the delusional vanity of tight shorts. Registering for a triathlon, I took my first ride in decades. Wind in my hair, smile on my face, I decided instantly that I would bike everywhere like all those beautiful hipster kids on fixies. Within minutes, however, I watched an S.U.V. hit another cyclist, and then I got my own front wheel stuck in a streetcar track, sending me to the pavement.

I made it home alive and bought a stationary bike trainer and workout DVDs with the ex-pro Robbie Ventura guiding virtual rides on Wisconsin farm roads, so that I could sweat safely in my California basement. Then I called my buddy Russ, one of 13,500 daily bike commuters in Washington, D.C. Russ swore cycling was harmless but confessed to awakening recently in a Level 4 trauma center, having been hit by a car he could not remember. Still, Russ insisted I could avoid harm by assuming that every driver was “a mouth-breathing drug addict with a murderous hatred for cyclists.”

The anecdotes mounted: my wife's childhood friend was cycling with Mom and Dad when a city truck killed her; two of my father's law partners, maimed. I began noticing “cyclist killed” news articles, like one about Amelie Le Moullac, 24, pedaling inside a bike lane in San Francisco's SOMA district when a truck turned right and killed her. In these articles, I found a recurring phrase: to quote from The San Francisco Chronicle story about Ms. Le Moullac, “The truck driver stayed at the scene and was not cited.”

In stories where the driver had been cited, the penalty's meagerness defied belief, like the teenager in 2011 who drove into the 49-year-old cyclist John Przychodzen from behind on a road just outside Seattle, running over and killing him. The police issued only a \$42 ticket for an “unsafe lane change” because the kid hadn't been drunk and, as they saw it, had not been driving recklessly.

You don't have to be a lefty pinko cycling activist to find something weird about that. But try a Google search for “cyclist + accident” and you will find countless similar stories: on Nov. 2, for example, on the two-lane coastal highway near Santa Cruz, Calif., a northbound driver lost control and veered clear across southbound traffic, killing Joshua Alper, a 40-year-old

librarian cycling in the southbound bike lane. As usual: no charges, no citation. Most online comments fall into two camps: cyclists outraged at inattentive drivers and wondering why cops don't care; drivers furious at cyclists for clogging roads and flouting traffic laws.

My own view is that everybody's a little right and that we're at a scary cultural crossroads on the whole car/bike thing. American cities are dense enough — and almost half of urban car trips short enough, under three miles — that cities from Denver to Miami are putting in bike-share programs. If there's one thing New York City's incoming and departing mayors agree on, it's the need for more bike lanes.

The American Medical Association endorses National Bike to Work Day, and more than 850,000 people commute on a bicycle, according to the [League of American Bicyclists](#). Nationwide, cycling is the second most popular outdoor activity after running, supporting a \$6.1 billion industry that sold 18.7 million bikes last year.

But the social and legal culture of the American road, not to mention the road itself, hasn't caught up. Laws in most states do give bicycles full access to the road, but very few roads are designed to accommodate bicycles, and the speed and mass differentials — bikes sometimes slow traffic, only cyclists have much to fear from a crash — make sharing the road difficult to absorb at an emotional level. Nor does it help that many cyclists do ignore traffic laws. Every time I drive my car through San Francisco, I see cyclists running stop signs like entitled fools. So I understand the impulse to see cyclists as recreational risk takers who deserve their fate.

But studies performed in Arizona, Minnesota and Hawaii suggest that drivers are at fault in more than half of cycling fatalities. And there is something undeniably screwy about a justice system that makes it de facto legal to kill people, even when it is clearly your fault, as long as you're driving a car and the victim is on a bike and you're not obviously drunk and don't flee the scene. When two cars crash, everybody agrees that one of the two drivers may well be to blame; cops consider it their job to gather evidence toward that determination. But when a car hits a bike, it's like there's a collective cultural impulse to say, "Oh, well, accidents happen." If your 13-year-old daughter bikes to school tomorrow inside a freshly painted bike lane, and a driver runs a stop sign and kills her and then says to the cop, "Gee, I so totally did not mean to do that," that will most likely be good enough.

"We do not know of a single case of a cyclist fatality in which the driver was prosecuted, except for D.U.I. or hit-and-run," Leah Shahum, the executive director of the San Francisco Bicycle Coalition, told me.

Laws do forbid reckless driving, gross negligence and vehicular manslaughter. The problem,

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according to Ray Thomas, a Portland, Ore., attorney who specializes in bike law, is that “jurors identify with drivers.” Convictions carry life-destroying penalties, up to six years in prison, Mr. Thomas pointed out, and jurors “just think, well, I could make the same mistake. So they don’t convict.” That’s why police officers and prosecutors don’t bother making arrests. Most cops spend their lives in cars, too, so that’s where their sympathies lie.

Take Sgt. Richard Ernst of the San Francisco Police Department, who confronted people holding a memorial at the scene of Ms. Le Moullac’s death. Parking his squad car in the bike lane, forcing other cyclists into the very traffic that killed Ms. Le Moullac, Sergeant Ernst berated those gathered, according to witnesses, and insisted that Ms. Le Moullac had been at fault. Days earlier, the department had told cycling activists that it had been unable to find surveillance footage of the crash.

Provoked by Sergeant Ernst, people at the memorial decided to look for themselves. It took them all of 10 minutes to find an auto shop nearby with a camera that had footage of the incident. The police eventually admitted that the truck driver was at fault, but they still have not pressed charges.

Smart people are working to change all this. Protected bike lanes are popping up in some cities, separated from car traffic. Several states have passed Vulnerable User Laws placing extra responsibility on drivers to avoid harming cyclists and pedestrians. Nobody wants to kill a cyclist, but the total absence of consequence does little to focus the mind. These laws seek to correct that with penalties soft enough for authorities to be willing to use them, but severe enough to make drivers pay attention. In the Oregon version, that means a license suspension and a maximum fine of \$12,500 or up to 200 hours of community service and a traffic-safety course.

Cycling debates often break along predictable lines — rural-suburban conservatives opposed to spending a red cent on bike safety, urban liberals in favor. But cycling isn’t sky diving. It’s not just thrill-seeking, or self-indulgence. It’s a sensible response to a changing transportation environment, with a clear social upside in terms of better public health, less traffic and lower emissions. The world is going this way regardless, toward ever denser cities and resulting changes in law and infrastructure. But the most important changes, with the potential to save the most lives, are the ones we can make in our attitudes.

So here’s my proposal: Every time you get on a bike, from this moment forward, obey the letter of the law in every traffic exchange everywhere to help drivers (and police officers) view cyclists as predictable users of the road who deserve respect. And every time you get behind the wheel, remember that even the slightest inattention can maim or kill a human being

enjoying a legitimate form of transportation. That alone will make the streets a little safer, although for now I'm sticking to the basement and maybe the occasional country road.

Daniel Duane is a contributing editor for Men's Journal.

SELLING BIKING: PERCEIVED SAFETY, THE BARRIER THAT STILL MATTERS

November 07, 2013

Michael Andersen, Green Lane Project staff writer

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Second in a series about [opinions held by the "swing voters" of bicycling](http://peopleforbikes.org/blog/entry/selling-biking-a-new-study-on-the-swing-voters-of-the-street) (<http://peopleforbikes.org/blog/entry/selling-biking-a-new-study-on-the-swing-voters-of-the-street>).

To people who ride bikes in many U.S. cities, Portland and San Francisco might feel like heaven. But for the thousands of people in those cities who own bikes but don't ride frequently, that's far from the case.

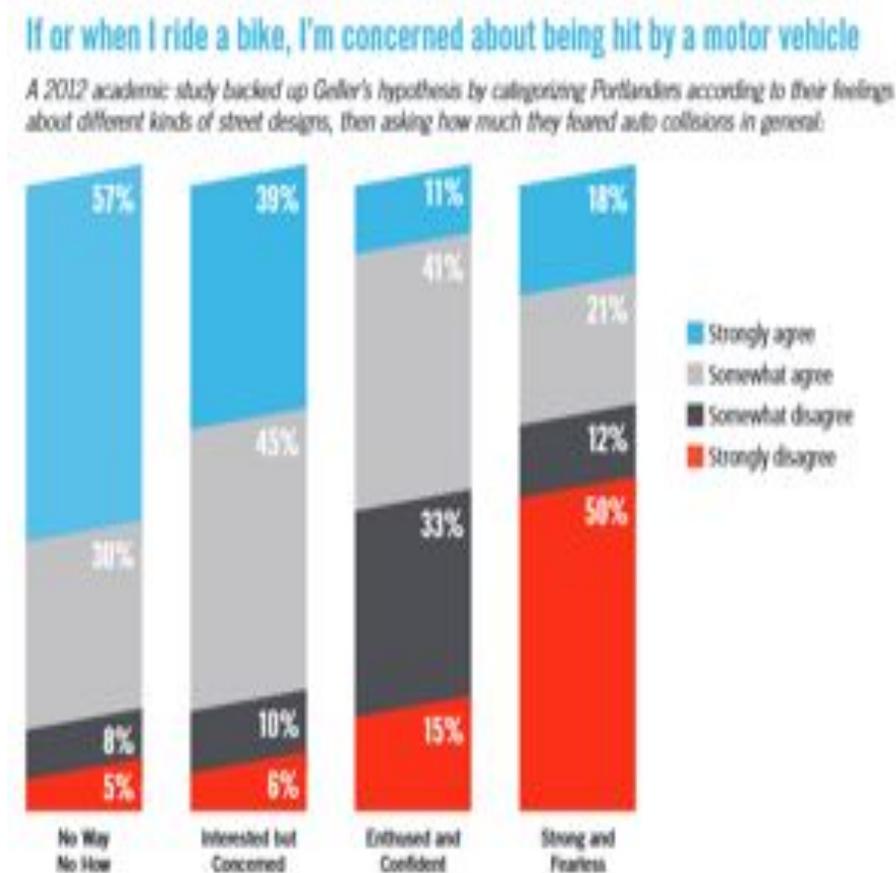
Asked to rate the amount at which they were "concerned about safety when cycling in your city" on a scale of 1 to 5, three-quarters of such riders said they were either "very concerned" or "extremely concerned."

The survey, taken in September and October 2013, followed a string of fatal collisions in San Francisco. Not surprisingly, concern was higher there: fully 80 percent of respondents answered "very" or "extremely." But even in Portland, which hadn't seen a single bike fatality in more than a year, 69 percent of respondents did so.

High though that number is — a 2011 poll of San Francisco voters in general found that 51 percent called biking in the city "unsafe" — it's not a huge surprise. People who study biking in cities have argued for years that people who don't frequently get around on bikes are disproportionately deterred by the notion that biking is unsafe.

About 60 percent of Portlanders "would like to ride more," Portland bike planning coordinator Roger Geller estimated in 2005 (<http://www.portlandoregon.gov/transportation/article/264746>). "But they are afraid to ride."

A 2012 academic study by Portland State University's Jennifer Dill (http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf) backed up Geller's hypothesis by categorizing Portlanders according to their feelings about different kinds of street designs, then asking how much they feared auto collisions in general:

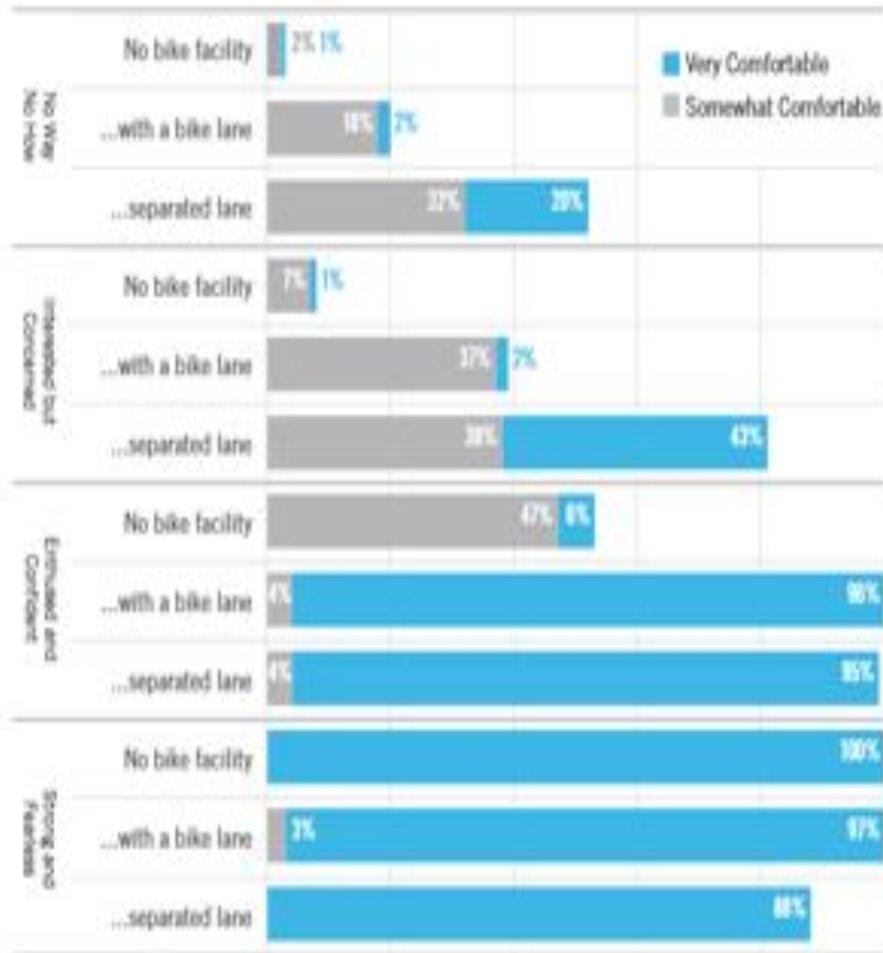


Leslie Carlson, a Portland communications consultant (<http://www.brinkcomm.com/>) who often deals with bike-related messages, noted that these findings don't show that biking in Portland and San Francisco is actually dangerous, but only that people think it is.

"The perception of safety is what we're dealing with here," Carlson said. "If we were all concerned about *actual* safety, we wouldn't drive in cars. They're not very safe at all. But we have a seat belt and we have steel and glass around us. It makes us feel safe."

Carlson said she thinks the solution is to create "cues for people on bikes" on the street that "make them feel better about getting on their bike."

Dill's research suggests that at least one such cue, a physically separated bike lane, is disproportionately attractive to people who fear for their safety on the road:



Tomorrow's post (<http://www.peopleforbikes.org/blog/entry/selling-biking-bike-images-that-people-like>) will have new insights on this question. Stay tuned.

If you'd like, you can download [the raw results of the survey](https://www.dropbox.com/s/w5ihfk18ec4r34/raw%20quant%20data.pdf) (<https://www.dropbox.com/s/w5ihfk18ec4r34/raw%20quant%20data.pdf>) and a full PDF report of our findings (<http://bit.ly/sellingbikes6>). [The Green Lane Project](http://peopleforbikes.org/green-lane-project) (<http://peopleforbikes.org/green-lane-project>) writes about the ways cities are building better bike lanes. You can follow us on [Twitter](http://twitter.com/GreenLaneProj) (<http://twitter.com/GreenLaneProj>) or [Facebook](http://facebook.com/TheGreenLaneProject) (<http://facebook.com/TheGreenLaneProject>), or sign up for weekly emails

of our latest news [here \(http://www.peopleforbikes.org/green-lane-project\)](http://www.peopleforbikes.org/green-lane-project). Photo by [Doug Gordon \(http://www.flickr.com/photos/planetgordon/\)](http://www.flickr.com/photos/planetgordon/).

[See all Green Lanes blog entries \(/blog/category/green-lanes\)](#)

AMERICA'S 10 BEST PROTECTED BIKE LANES OF 2013

December 03, 2013

Michael Andersen, Green Lane Project staff writer

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The new Linden Avenue in Seattle, our pick for No. 5 nationally. Photo: [SDOT](http://www.flickr.com/photos/sdot_photos/9078163060/in/photostream/) (http://www.flickr.com/photos/sdot_photos/9078163060/in/photostream/).

Two years ago, PeopleForBikes launched the [Green Lane Project](http://peopleforbikes.org/green-lane-project) (<http://peopleforbikes.org/green-lane-project>) to help focus attention and expertise around something that we decided was going to be the next big thing in city biking: the protected bike lane.

It's always nice to be right.

As the thermoplastic dries on this year's round of terrific protected bike lane projects, we decided to scour the country for a comprehensive (and subjective) ranking of the best of the best. We talked to experts and advocates around the country, looked at technical photos and schemes and read the news reports to understand not just how these bike lanes were designed, but why. Though the word "complete" can be hard to define for something as malleable as a city street, every project on this page has been in some clear sense finished during this year.

Here's what we found.

1) Dearborn Street, Chicago



Chicago's 1.2-mile showpiece isn't the country's most sophisticated downtown bikeway because of its on-street markings, though they're [excellent](http://www.peopleforbikes.org/blog/entry/tech-talk-how-to-warn-pedestrians-about-two-way-bike-traffic) (<http://www.peopleforbikes.org/blog/entry/tech-talk-how-to-warn-pedestrians-about-two-way-bike-traffic>), or its quick-and-simple plastic-post barriers. The really remarkable thing about Dearborn is that bikes get their own traffic signals. Maybe that's why stoplight compliance has soared from [31 percent to 81 percent](http://articles.chicagotribune.com/2013-06-10/classified/ct-met-getting-around-0610-20130610_1_cyclists-signals-bike-traffic) (http://articles.chicagotribune.com/2013-06-10/classified/ct-met-getting-around-0610-20130610_1_cyclists-signals-bike-traffic) and [bike traffic has more than doubled](http://www.peopleforbikes.org/blog/entry/bike-spike-more-proof-that-riders-prefer-protected-lanes) (<http://www.peopleforbikes.org/blog/entry/bike-spike-more-proof-that-riders-prefer-protected-lanes>) since the lane went in. Did we mention that one of its local fans has given the lane [its own Twitter feed](http://twitter.com/dearbornbikeln) (<http://twitter.com/dearbornbikeln>)? We challenge any other street project in the country to inspire such devotion.

2) Indianapolis Cultural Trail

A labor 15 years in the making, Indy's Cultural Trail (<http://indyculturaltrail.org/>) (which includes 1.5 lane-miles of on-street protected bikeways) shows how physically beautiful a great on-street bikeway can be — and how a first-rate facility can stimulate real estate development nearby: more than \$100 million by the time it officially opened in May. No wonder Mayor Greg Ballard, a Republican, has been known to stop by the city bike coordinator's office to ask, "What's next?"

3) Guadalupe Street, Austin



The half-mile spine of Austin's university district (<http://austintexas.gov/article/guadalupe-street-mlk-24th-interim-improvement-project>) is now one of the country's best examples of a complete street, with pedestrian-friendly shops, bus stops and a first-rate

bike facility that connects to other lanes in an integrated network. In a time when many U.S. cities still ban comfortable biking from busy commercial corridors, Austin is showing why they're actually a perfect match.

4) Fell and Oak Streets, San Francisco



Near intersections on Oak, green striping replaces plastic posts to show that bike and car traffic must merge. Photo: [SFBC](http://www.flickr.com/photos/sfbike/9920295744/in/set-72157635851093455/) (<http://www.flickr.com/photos/sfbike/9920295744/in/set-72157635851093455/>).

They run for just a quarter mile each, but for San Franciscans, these lanes make all the difference for a couplet of much-traveled roads that also serve as crosstown arterials for cars. Removing auto parking here was the key to [a low-stress connection between Golden Gate Park and The Wiggle](https://www.sfmta.com/vi/projects-planning/projects/oak-street-and-fell-street-pedestrian-and-bike-safety-project) (<https://www.sfmta.com/vi/projects-planning/projects/oak-street-and-fell-street-pedestrian-and-bike-safety-project>), the old riverbed that is now the city's most popular east-west bikeway. Plans for more permanent planters are in the works.

5) Linden Avenue, Seattle

Seattle's philosophy on protected bike lanes is influenced by its northern neighbor, Vancouver BC: do them up nice the first time, with an artful combination of posts, low concrete curbs, drainage ditches, dedicated traffic signals and plentiful painted markings. There's no better example of that than Linden Avenue, a useful connector in a far-north neighborhood that Seattle Bike Blog (maker of the video above) rightly called "[world class.](http://www.seattlebikeblog.com/2013/06/27/the-linden-cycle-track-is-seattles-first-world-class-protected-bike-lane-video/)" (<http://www.seattlebikeblog.com/2013/06/27/the-linden-cycle-track-is-seattles-first-world-class-protected-bike-lane-video/>)

6) First Avenue, New York City



Photo: Jacob for [Streetsblog NYC](http://www.streetsblog.org/2013/05/06/eyes-on-the-street-bikes-on-first-avenue-larger-plazas-on-broadway/)
(<http://www.streetsblog.org/2013/05/06/eyes-on-the-street-bikes-on-first-avenue-larger-plazas-on-broadway/>).

When Mayor Michael Bloomberg tried to reverse course on a plan to add great bike lanes to upper First and Second Avenues, East Harlem didn't stand for it. "I pay my taxes like everyone else, and we deserve the same treatment north of 96th Street," resident James Garcia testified (<http://www.streetsblog.org/2010/06/10/east-harlem-to-bloomberg-protected-bike-lanes-must-extend-uptown/>). With the help of City Council Member Melissa Mark-Viverito (<http://www.streetsblog.org/2010/11/10/fight-for-completed-east-side-bike-lanes-comes-to-city-hall-steps/>), good sense prevailed. First Avenue now has a protected bike lane from 72nd to 125th Streets. "I'm not only a cyclist but a mom with four kids who all cycle, and also a driver. It makes complete sense," said Peggy Morales, who chaired the committee that recommended that the lanes replace 166 on-street parking spaces. "We should be able to go cycling without having to take our lives into our own hands." Yep.

7) Milwaukee Avenue, Chicago



A bike box on Milwaukee Avenue in Chicago. Photo: CDOT.

The success of Milwaukee Avenue's new mile or so of better bike lanes, which combine physically protected lanes with stretches buffered by paint, is a lesson to planners: the best place to put a buffered lane isn't necessarily where you wish people would pedal, but where they're already pedaling. It's the same principle as sidewalks, which are built along desire lines (http://en.wikipedia.org/wiki/Desire_path) that people naturally carve out. Biking is so important to Milwaukee Avenue that when this project came under fire (<http://www.suntimes.com/news/metro/19822556-418/tension-rises-at-city-bike-plan-hearing.html>), three local retail joints on the corridor piped up in its defense (<http://www.suntimes.com/opinions/letters/19855926-474/protected-bike-lanes-help-business.html>).

8) 10th Street, Atlanta



Photo: *Atlanta Office of Planning* (<http://www.atlantaga.gov/index.aspx?page=326>).

Maybe because it's been stuck for years in some of the worst traffic in the country, the capital of the New South is turning out to be a fertile ground for big bike improvements (<http://www.peopleforbikes.org/blog/entry/why-atlanta-is-poised-to-go-big-for-bicycling>). Early this year, Mayor Kasim Reed turned heads around the country by promising to double Atlanta's bike lanes by 2016 (<http://www.planetizen.com/node/61963>). The protected bikeway on 10th Street, which opened a few months later (<http://vimeo.com/73006086>), was the first of its kind in the entire Southeast and promises to be a model for more.

9) Cherry Street, Seattle



Any other one-block uphill stretch of protected bike lane beneath a highway viaduct, one block from the [second-tallest building on the West Coast](http://en.wikipedia.org/wiki/Columbia_Center) (http://en.wikipedia.org/wiki/Columbia_Center), would be nothing more than a pretty good idea. But Cherry Street's protected bike lane makes our list because of who suggested it: a pair of anonymous safety-minded community members calling themselves the "Reasonably Polite Seattlites" who spent \$350 of their own money to install these bollards in the dead of night, then [sent the city an email](http://www.seattlebikeblog.com/2013/04/04/guerrilla-road-safety-group-politely-installs-illegal-bike-lane-protectors-on-cherry-street/) (<http://www.seattlebikeblog.com/2013/04/04/guerrilla-road-safety-group-politely-installs-illegal-bike-lane-protectors-on-cherry-street/>) to explain why. The coolest thing of all: after removing the temporary installation, city planners [realized the activists were right and installed a proper version themselves](http://www.seattlebikeblog.com/2013/07/15/sdot-makes-guerrilla-installed-protected-bike-lane-permanent/) (<http://www.seattlebikeblog.com/2013/07/15/sdot-makes-guerrilla-installed-protected-bike-lane-permanent/>).

10) Overton Park Road, Memphis



Photo: City of Memphis.

Here's the most remarkable thing about this protected bike lane, Memphis's first: In 2010, this city didn't have a single bike lane of any kind. In the three years that followed, this storied city on the Mississippi has [made a new name for itself](http://www.peopleforbikes.org/preview/blog/memphis-is-about-to-build-the-countrys-first-crowdfunded-bike-lane) (<http://www.peopleforbikes.org/preview/blog/memphis-is-about-to-build-the-countrys-first-crowdfunded-bike-lane>) by making advanced bike lanes like this one standard on all new repaving projects of its majestically wide thoroughfares. The first great song about biking in Memphis? Only a matter of time.

[The Green Lane Project](http://peopleforbikes.org/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. Correction: An earlier version of this post confused "avenue" with "street" in Atlanta and New York.

[See all Green Lanes blog entries](/blog/category/green-lanes)
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THE COPENHAGENIZE INDEX 2013 BICYCLE FRIENDLY CITIES

The Index

The Copenhagenize Index gives cities marks for their efforts towards reestablishing the bicycle as a feasible, accepted and practical form of transport. The interest in taking the bicycle seriously as transport once again continues unabated around the world. Every city used to be bicycle friendly before planners and engineers started to change the paradigm and plan for cars and relegate bicycle users, pedestrians and public transport users to third class citizens. Now those cities around the world who are taking up the challenge and modernising themselves by implementing bicycle infrastructure, policy, bike share systems, etc. - as well as restricting car use - are the cities we all look to for New Century inspiration.

Cities were given between 0 and 4 points in 13 different categories. In addition, there was a potential for a maximum of 12 bonus points awarded for particularly impressive efforts or results. In short, a maximum of 64 points could be awarded. Then we translate the number to a number out of 100.

The 13 parameters are effective at determining the bicycle friendliness of any given city, showing what's in place at the time of ranking. The bonus points allow us highlight extra efforts that are difficult to see in the parameters. For example, a city may score down the middle on politics because the mayor and other politicians are promising infrastructure. Bonus points can assist in determining the level of the political will and the scope of the proposed work. Once the infrastructure starts being built, the city will score higher in Infrastructure next time around.

One example for the purpose of illustration is Antwerp, Belgium. The politicians who won the 2006 municipal elections promised 100 km of cycle tracks, which would give some bonus points. They actually delivered on the promise leading up to the 2012 elections, which is also caused for allocation of bonus points, including a higher base score for infrastructure.

The amazing help we received from over 400 people around the world who helped us rank the cities has been instrumental in providing an even more clear and precise ranking.

The 13 Categories

Advocacy:

How is the city's (or region/country) advocacy NGO(s) regarded and what level of influence does it have?
Rated from no organised advocacy to strong advocacy with political influence.

Bicycle Culture:

Has the bicycle reestablished itself as transport among regular citizens or only sub-cultures?
Rated from no bicycles on the urban landscape/only sporty cyclists to mainstream acceptance of the bicycle.

Bicycle Facilities:

Are there readily accessible bike racks, ramps on stairs, space allocated on trains and buses and well-designed wayfinding, etc?
Rated from no bicycle facilities available to widespread and innovative facilities.

Bicycle Infrastructure:

How does the city's bicycle infrastructure rate?
Rated from no infrastructure/cyclists relegated to using car lanes to high level of safe, separated cycle tracks.

Bike Share Programme:

Does the city have a comprehensive and well-used bike-sharing programme?
Rated from no bike share programme to comprehensive, high-usage programme.

Gender Split

What percentage of the city's cyclists are male and female?
Rated from overwhelming male to an even gender split or more women than men cycling.

Modal Share For Bicycles:

What percentage of modal share is made up by cyclists?
Rated from under 1% to over 25%.

Modal Share Increase Since 2006:

What has the increase in modal share been since 2006 - the year that urban cycling started to kick off?
Rated from under 1% to 5%+.

Perception of Safety:

Is the perception of safety of the cyclists in the city, reflected in helmet-wearing rates, positive or are cyclists riding scared due to helmet promotion and scare campaigns?
Rated from mandatory helmet laws with constant promotion of helmets to low helmet-usage rate.

Politics:

What is the political climate regarding urban cycling?
Rated from the bicycle being non-existent on a political level to active and passionate political involvement.

Social Acceptance:

How do drivers and the community at large regard urban cyclists?
Rated from no social acceptance to widespread social acceptance.

Urban Planning:

How much emphasis do the city's planners place on bicycle infrastructure - and are they well-informed about international best practice?
Rated from car-centric urban planners to planners who think bicycle - and pedestrian - first.

Traffic Calming:

What efforts have been made to lower speed limits - for example 30 km/h zones - and generally calm traffic in order to provide greater safety to pedestrians and cyclists?
Rated from none at all to extensive traffic-calming measures prioritising cyclists and pedestrians in the traffic hierarchy.

Tucson Weekly

OPINION - SERRAGLIO

November 21, 2013

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Serraglio

Randy's going to stop complaining and will his bike-friendly future into being

by [Randy Serraglio](#)

Usually, about this time each year, I write a grouchy bicycle rant. It's actually a bit overdue, considering that it's largely precipitated by the return of the young' uns to our beloved university, which correlates with a jump in driving-while-doing-everything-but-paying-attention behaviors—performed by a cohort that's not very experienced at driving to begin with—which in turn correlates with a jump in near-death experiences for bicycle commuters like me.

You could call it a vicious half-circle.

But, this year, no grouching. (Uh ... except for that first bit.) Instead, I'll slip on my designer Pollyanna shades (with fabulous rose-tinted lenses!) and peer into a kaleidoscopic future of auto-bicycle peace and harmony.

In this imaginary world, people in cars exercise great caution around bicyclists because they respect them as vulnerable human beings with loving families who don't want them to get squished like a squirrel under a sasquatch for no good reason at all. In my Pollyanna eyes, people who drive big trucks and SUVs are the most careful and considerate.

In this opiate fever dream of mine, bicyclists are seen as assets to society who benefit drivers, since bikes use far less space than cars, which reduces traffic and congestion and frees up lots of parking. Bicycle infrastructure costs a small fraction of what it costs taxpayers to meet the endless demand for more and bigger roads driven by hundreds of millions of cars, and bicycles don't spew harmful substances that threaten everyone's health.

In my autobiketopia, it's also a lot easier for drivers because transportation planners have designed infrastructure that prioritizes safety and the peaceful coexistence of motorists and bicyclists. Gone are the days of dangerously narrow bike lanes that disappear as you approach an intersection and get pinched into oblivion. Gone are faux bike routes that were little more than lines on a map and a few signs telling you which way to turn.

In fact, in my fantastical future, much of the bikeway system in Tucson is separated from cars. Bicyclists have plenty of viable routes and can avoid interacting with cars in ways that slow traffic while endangering their own lives. And there are laws, rules and signage specific to bicycles that make sense and are easy to follow, compared to the bad old days of illogical annoyances and flat-out death traps that made bicycling way more difficult and dangerous than it need be.

A sobering question: Could any of this come true? I consulted "Plan Tucson," also known as the City of Tucson General and Sustainability Plan 2013. Surely you remember this nugget as Proposition 400—and-something on the recent ballot. You know—the City Council election, a few weeks ago? Take my word for it—we the people voted by a wide margin to adopt Plan Tucson as our guide to a rosy future, so surely it must say a thing or two about bicycles.

I searched the document for "bicycle" and "bike", and sure enough, those words were mentioned! The document touts the economic benefits provided by El Tour de Tucson, sports an artsy photo of a beautiful bicycle-parts sculpture in Barrio Anita and features a splashy map, Exhibit LT6, titled "Existing and Planned Bike Routes." The map was kinda hard to decipher, but there were a lot of colorful lines, and that's a start.

I searched the policy recommendations for something a bit more concrete. In the Public Health section, I found some nice language about "pursuing alternate mode transportation systems ... that encourage physical activity, promote healthy living, and reduce chronic illness." What a noble pursuit! I sure do hope they catch some.

But where does the grease hit the gear? Under "Land Use, Transportation and Urban Design Policies," I found this: "Continue to explore and monitor opportunities to increase the use of transit, walking, and bicycles as choices for transportation on a regular basis." Hmm ... I do that every morning, when I explore the shed to monitor my bicycle opportunity—and there it is, every day.



click to enlarge

PHOTO COURTESY OF SHUTTERSTOCK
This isn't Randy or Tucson, but hey, at least there's a bicycle in the shot.

Finally, I found this: "Create pedestrian and bicycle networks that are continuous and provide safe and convenient alternatives within neighborhoods and for getting to school, work, parks, shopping, services, and other destinations on a regular basis." *Create*—there was the action verb I was seeking! It didn't define "safe" or "convenient" or say anything about funding or political will or what happens when you try to go from one neighborhood to another, but I'm just gonna trust that all of that other stuff is factored in.

Create. What a powerful, comforting word. What a nice dream, that we might create a grouch-free future rather than freeze in the headlights and let it run over us like a zombie bulldozer.

[More Serraglio >](#)

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2 people recommend this.



Holiday Stress
2 people recommend this.



Best Local Activist/Advocacy Group
779 people recommend this.

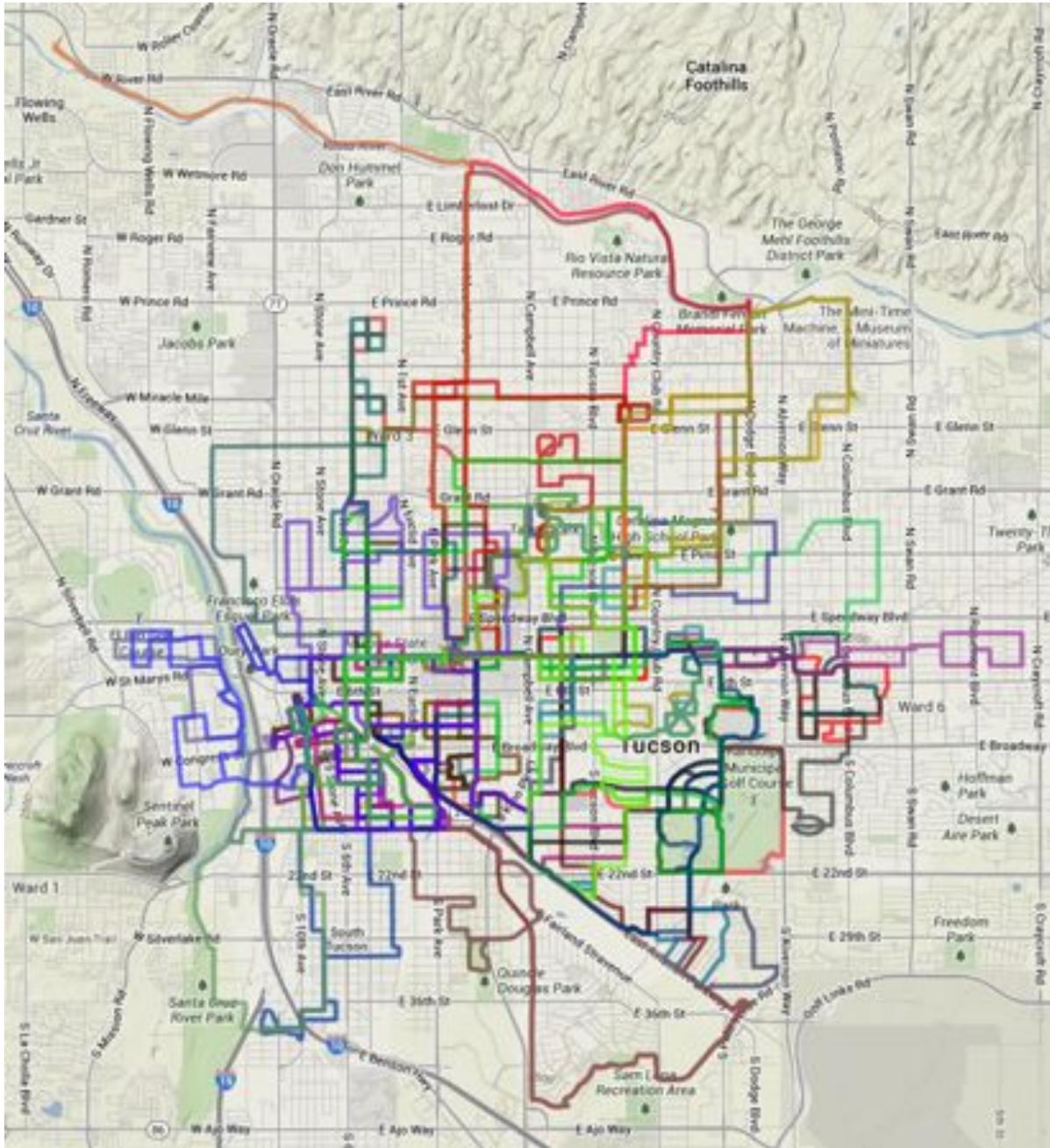


Thoughts on Lou Reed, 1942-2013
78 people recommend this.

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Tuesday Night Bike Ride, Collected Routes

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(shortened <http://goo.gl/maps/JxHDo>)



See a different side of Tucson with the Tuesday Night Bike Ride! We leave from the flagpole in front of Old Main on the U of A campus at 8:30 p.m. every Tuesday night. The route runs 10 to 14 miles and is different each week. The ride is for anyone on a bike—big bikes, small bikes, fast bikes and slow bikes!



Tucson-Pima Bicycle Advisory Committee

Wednesday, December 11, 2013

Bikes Belong Coalition
P.O Box 2359
Boulder, CO, 80306

Re: Letter in support of Tucson's application to the Green Lanes Project

The Tucson Pima County Bicycle Advisory Committee strongly supports the City of Tucson's application to be one of the six cities selected in the second round of the green lanes project. We are acutely aware of the need for the kind of bicycling facilities envisioned in the green lanes project, and we also believe that we have some excellent candidate streets on which to place these kinds of facilities.

In particular the streets that are being considered for this project will go a long way to improve the safety and comfort of bicycles in the downtown core, and would constitute the key components of a good downtown bicycling network. We already have a significant number of commuting and shopping cyclists in the downtown area, but we believe that by building protected facilities we can dramatically increase the number of riders in our city center.

Tucson's downtown has experienced an enormous amount of public and private investment in the last 36 months, including the installation of a modern streetcar line, many new destination restaurants, and as hundreds of new residential units. We are sure that any new protected bike lanes implemented in facilities will be well-used as they are all close to the main hub of commuting bicycling at the University of Arizona, and would provide a vital link between the University and both downtown as well as the dense residential neighborhoods to the south of it.

Facilities that clearly separate bicycling lanes from other forms of transportation will attract commuters who are otherwise adverse to using the striped shoulders of our main arterials. The result should be that Tucson could demonstrate a significant increase in commuter ridership.

For these reasons we enthusiastically endorse Tucson's application to this excellent program.

Sincerely,

Ian Johnson
Chair, TPCBAC



Tucson-Pima Bicycle Advisory Committee

Wednesday, December 11, 2013

Daryl Cole
Director, TDOT
201 North Stone
Tucson, Arizona 85701

Dear Mr. Cole,

I am writing you today on behalf of the Tucson-Pima Bicycle Advisory Committee. We were pleased to learn of the recent imminent conversion of the intersection of 3rd and Treat to a four-way yield as this is something that the BAC has requested numerous times in the past. We were also disappointed to learn that the project was pulled at the last minute due to a clerical error. While we understand the importance of neighborhood consent with certain residential roadway changes, we hope you will reconsider the applicability of this policy to this area for the following reasons:

1. **We believe bicycle boulevards should be considered regional facilities.** In this case the changes are being funded by regional dollars, and the facility — much like Speedway just a few blocks over — serves far more Tucson residents than just the immediate neighbors. Thousands of cyclists use 3rd Street each day, and it seems inappropriate for just a few neighbors to be able to dictate how the facility is designed. It would be similarly inappropriate for just a few local residents along a major automotive corridor like Speedway or Broadway to dictate the roadway conditions there simply because they lived close by.
2. **We don't believe there are valid safety concerns for not making this change.** The research and data that we have seen indicate that four-way yields are no more likely to cause issues than a four way stop. Moreover, in our experience most drivers and cyclists already treat the intersection as a yield; rarely do any come to a complete stop. 3rd Street has much reduced automotive traffic due to the access restrictions at Country Club and Tucson, so historically this corridor has proven to be one of the safest corridors for all road users in Tucson despite the extremely high usage.
3. **This neighborhood is already benefitting from the bicycle facility.** Real estate listings from this area routinely tout their proximity to the 3rd Street Bike Boulevard, which we believe demonstrates that neighbors here are indeed benefitting from the presence of cyclists and the city's investment in this corridor. With that being the case, it seems reasonable that they be willing to allow the city to make an enhancement that will, in turn, benefit the citizens who bicycle along this corridor.
4. **The current situation discourages cycling and targets cyclists on Tucson's premiere bicycle boulevard.** TPD routinely targets cyclists who make rolling stops at this location with expensive tickets that add points to their licenses, while doing little or nothing to actually improve safety for any road users.

For all these reasons, we hope that you will do whatever is necessary to work with the neighborhood to explain the benefits of this change, and consider administrative alternatives in case the threshold of

objection is reached (which we think is unlikely). This is a small matter, but one of real consequence to the thousands of cyclists riding through this intersection daily.

Thanks for your help in making bicycling in Tucson safer and more attractive for all our residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Johnson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ian Johnson
Chair, TPCBAC

cc: Mayor Rothschild



Tucson-Pima Bicycle Advisory Committee

Friday, November 30, 2013

Mr. Steve Pageau, Chair
Members of the 2012 Bond Oversight Commission
201 North Stone
Tucson, Arizona 85701

Dear Mr. Pageau, Commission Members,

I am writing you today on behalf of the Tucson-Pima Bicycle Advisory Committee. Our committee has been following the discussions taking place at your recent meetings, and we would like to contribute our input to your deliberations regarding the selection of residential streets for the 2012 Pavement Bond Program.

We feel it would be a good decision for taxpayers and residents of Tucson to prioritize some of the heavily used “bike arterials” — i.e. bicycle boulevards — over the duration of the bond program for the following reasons:

- 1. These roads serve many more users than ordinary residential streets.** For instance, 3rd street east of Campbell sees literally thousands of residents commuting by bicycle each day and using the street as a their primary transportation arterial. Repaving these streets will clearly benefit far more citizens than just those who live along the street itself. If the bond is already prioritizing automotive arterials because of their heavy usage, it makes sense to prioritize bicycle arterials as well.
- 2. Pavement condition is more of an issue for bicycles.** Bicycles are much more susceptible to poor pavement quality than automobiles. Potholes and cracks in pavement (like those along 3rd and Treat, for instance) are much more likely to lead to crashes due to the much narrower tires with which bicycles are equipped.
- 3. Good pavement can encourage “mode shift.”** Better pavement along clearly marked bicycle routes with low automotive traffic like bike boulevards can lead to more people riding bicycles for their daily transportation needs. This relieves congestion and reduces wear and tear on the city’s automotive arterials.
- 4. Paving bicycle boulevards leverages existing investments.** TDOT has received significant RTA and federal funding over the last 5-10 years to enhance bicycle boulevards by adding crossing signals at major crossings (like TOUCANS and Bike HAWKS), speed humps, and traffic circles that make these routes more attractive and comfortable for citizens who choose to bicycle. Improving the pavement condition along these routes where needed would maximize the city’s return on existing and future investments.
- 5. It’s not just about bikes.** A short trip down routes like 3rd street demonstrates that it’s more than just bikes who would benefit: joggers, parents with strollers, and dog walkers all flock to streets like 3rd in

part because of the reduced automotive traffic. Moreover, the local residents themselves would also benefit from repaving just like in any other residential paving project.

We have worked closely with TDOT staff over the lifetime of our committee, and we are confident that the department will make prudent suggestions based on usage and condition as well as funding schedules for future enhancements. We are also confident that TDOT staff will recommend resurfacing treatments that are most appropriate for non-motorized users. Some of the top bicycle arterial candidates will no doubt include:

- 3rd Street from Campbell to Country Club
- Treat Ave, esp. from 3rd to Grant Road (*undergoing Bicycle Boulevard enhancements in 2014*)
- 9th Street, esp. from 4th Ave. to Campbell (*Bike HAWK will be installed at 9th/Campbell in 2014*)
- 4th Ave esp. North of Speedway
- Copper-Flower esp. from Campbell to Alvernon
- Liberty Bicycle Boulevard (esp. north of 22nd and north of Valencia)

We understand that you are receiving requests from many disparate neighborhoods asking for preferential treatment, and that with the deferred paving maintenance backlog virtually every request is as deserving as any other. We also understand that there are considerations of efficiency during construction, as well as pavement preservation optimization. However, **we feel that allocating some portion of the annual residential repaving budget to high priority bicycle arterials will result in many more tax-paying residents being served by the bond funds.** We feel that treating major bicycling arterials as no more important than any residential cul-de-sac would be a mistake and a wasted opportunity.

Thanks for your help in making bicycling in Tucson safer and more attractive for all our residents.

Sincerely,



Ian Johnson
Chair, TPCBAC



David Bachman-Williams
Vice-Chair, TPCBAC

CC: Mayor Rothschild, Daryl Cole

Meeting on Nov. 19, 2013 regarding proposed **Vulnerable User law**
Law Office of Eric Post
3256 East Speedway
Tucson, AZ 85716

Conference Call Information (to be used for all further meetings).

DIAL: 1-866-906-7447
ENTER: 3172409 (Your participant code)

You will now be part of the conference call.

DIAL: *0 - If you want to speak to a live operator
***6 - If you want to Mute/Unmute your own line**

In Office:

Senator Steve Farley
Representative Ethan Orr
Clague Van Slyke III, Esq.
Kylie Walzak, Living Streets Alliance
Damien Alexander
Wayne Cullop, GABA
Brendan Lyons, injured firefighter
Lorena Evans, injured ER nurse
Eric Post, Esq.
Robin Hall
Dan Gibbons, Esq.
Ariana Cruz

Phone:

Sterling Baer, Bicycle Activist in Phoenix
Jean Gorman, Brad Fund
Aaron, Steve Farley's Assistant

Reporters:

Timothy Steller, AZ Daily Star 520-349-5432
Liz Kotalik, KGUN
2 Camera men

Steve Farley Involved in the process of litigation and want to come to a consensus today about what goals are. Increase punishment or awareness, prevention?

We have made progress on distracted driving in past month. Especially after the

trucker who was using Facebook and ran over the DPS officer in Yuma.

Need Additional training for local law enforcement.

Today we want input on what you think will be useful changes.

There is the 3' vs. 5' bubble (bike lane). Negligent homicide charges. Give me your ideas.

Ethan Orr We have already talked about the 3' vs. 5' lane and education with DPS. We need to get the bills out there. We may have a problem with Gilbert Biggs, whom you cannot pressure, it won't make a difference. Who in the Senate can we persuade?

Branden Lyons Lorena Evans, an ER nurse, and I – a firefighter were both struck. People need to be made accountable. As an ER nurse and a firefighter, we are both made accountable when we make a mistake. Motorists also need to be made accountable.

I think under-18-year-olds should be made to wear helmets. We need a state helmet law.

As it stands if you hit someone the fine is \$500, if you kill them it is \$1,000. If you feed wildlife in this state the fine is \$2500.

Lorena Evans We need more "Share Road" signs. More signs regarding 3-foot bike lanes.

Also sticker penalties, suspended license, more questions on drivers test.

Cyclists also need to be accountable.

Ethan Orr The helmet law will be tough, the back of the pickup truck was a lot of work and does it get enforced? The helmet law would be harder to pass.

Wayne Cullop Let's increase penalties. A car is a deadly weapon. More Education. GABA tries to provide education about riding and he would like to see more enforcement. There are always riders who flout the law.

Eric Post Andy Biggs has said in the past we have a lot of laws. We need to enforce those laws. Do we need more laws? Some do not work well.

This is a “carcentric” society. Engineers build roads for cars. Peter Norton wrote a book in the 1920s called “Fighting Traffic.” It is a very good book, also addressing the idea of jaywalking and the statutes started for cars.

I do not use the word “accident” but prefer the words collision or crash. 80% of my cases are bike related. Some day I will share the drivers’ opinions of what happened. I get to depose those drivers and hear their opinions, which are very interesting.

I also feel we need to have heightened investigations with extra steps. I will send a copy of the specific statutes to Steve and Ethan.

There are also other state’s laws which we can look at so that we do not have to start from scratch. Oregon and Washington.

Damion Alexander There should be a local go-to person. People need to be ticketed. Riders are starting to wear Go-pros on helmet, so that in case something happens there is a record of events. What if we see the license plate on the go-pros? Then they can be ticketed.

What about when people are buzzed, but not hurt. There is no law about that. There were 1000 collisions review by the BAC. We need more officer education. Has anyone tried to get law enforcement involved in these meetings?

Eric Post Yes, but then are swamped with El Tour prep today. This weekend there will be 9,000 cyclists in town.

Kylie Walzak I believe we need to advocate for safer streets. As stated, roads were made for cars. People need to go a slower speed. On the U of A campus, 30% of the traffic is something other than cars.

I wouldn’t put so much emphasis on helmets, that makes everyone think bicycling is dangerous. In Copenhagen 65% of people _____.

Let’s try to shift the blame instead of creating a bicyclist vs. motorist scenario. 16 pedestrian killed this year in Tucson and 4 bicyclists. Pedestrians should have the

right-of-way no matter where they are.

We need to have law enforcement here. We need a distracted driver law.

There needs to be a cultural shift.

Ethan Orr We should not be trying to be platinum city if our city's roads are not safe.

Damion Alexander We need to change the MVD drivers test.

Brendan Have the 3' bicycle lane on the drivers test

Clague Van Slyke in New Mexico there is the "white cane" question. What do you do if you see a pedestrian with a white cane? Multiple choice, one of the answers is speed up and run him over. It's crazy.

It is being made easier and easier to get a license, keep a license. People don't know good ride technique. I was just in Austria, if a pedestrian even looks like he might go near the road, traffic stops in every direction. Licenses are hard to get and they are pulled if anyone gets hard.

People are getting hit and DPS is not even testing them for alcohol. They tell DPS they did not see them and they ticket for failure to yield.

Steve Farley We need to make sure there s an increase of points. Are points an ADOT administrative change? Yes, changed by ADOT administratively.

Sterling My foundation was involved to draft legislation for Jean's law, introducing a vulnerable user law and unconscionable cell phone or texting law.

Jean Gorman HB 1546 in January with Justin Olsen. It was an unwieldy draft. Basically the larger vehicle must yield to the smaller. Reference to earlier law regarding boats. Same need for roadways. But this did not pass.

Steve Farley Who else helped to try to pass this Jean? Rich Crandall and others.

Sterling We need to harness public support. I am willing to send finances and resources.

Jean We need education for drivers and cyclists. Also for the investigators. It has been 14 years since my son died. A couple of weeks after the driver, a 17-year-old, received a \$66 ticket. He had been changing his CD in his player. We did get the 3' bike lane passed on 4.17.2000. But now it is a fight to get it enforced.

It should be hard to get insurance once you have struck a cyclist/pedestrian.

Margaret Gottlieb was killed and fiancé hurt. Motorist was never cited. It is an insult.

Steve Farley Thank you for hosting Eric. Will you be the hub for e-mails?
We need to work on the statutes, increasing intensity of investigations, changing points with ADOT. Having an Ombudsman for TPR and the Sheriff. Drivers license points and education.

Let's pitch one or two points to Olsen.

Eric Post Please put "Vulnerable User" in e-mail regarding line so does not get lost.

Let's look at the Washington and Oregon laws so we do not have to start from scratch.

Jean Gorman The Senator that helped me too was John McCommish.

Eric Post The League of American Bicyclists is a great start too. You can thank them for paved roads in 1890. Vulnerable user law sample. It would get a foot in the door. Not Robust, but better than nothing.

People should know too that bikes makes asphalt last longer.

Damion What did #28672 relate to Jean?

Jean Criminal Negligence, if death.

Steve Farley Let's set the next meeting for Monday, December 2nd at 9:00 a.m.

E-mails SFarley@azleg.gov
EOrr@azleg.gov

Oro Valley saluted for its bicycle friendliness



NOVEMBER 21, 2013 3:00 PM • BY [PHIL VILLARREAL](#)

The League of American Bicyclists has honored Oro Valley for the way it caters to the biking community.

In handing the town its Silver-level distinction, the organization said Oro Valley deserved the honor due to its prevalence of trails, bike lanes, safety campaigns and bike-to-work events.

"Businesses and communities like Oro Valley are leading the way to a healthier and more sustainable future," said **Andy Clarke**, president of the League of American Bicyclists, in a news release. "While helping boost the economy in their communities, bicycle friendly businesses are also investing in a happier and more productive workforce."

The organization will allow Oro Valley access to tools and technical assistance to further improve its bicycle friendliness.



FOR IMMEDIATE RELEASE

Nov. 22, 2013

Contact: Matthew Zoll, M.Sc., AICP
Bicycle and Pedestrian Program Manager
520-724-BIKE
Matthew.Zoll@pima.gov

Bicycling advocate Roy Schoonover praised at dedication of trailhead along Julian Wash segment of The Loop

Friends, family and fans of Roy Schoonover gathered under a tent in the chilly rain Friday to dedicate a trailhead on the Julian Wash segment of [The Loop](#) to the longtime bicycling advocate.

"Leaders like Roy don't come along too often," said Pima County Supervisor Ray Carroll, District 4, who praised Schoonover, 84, for the decades he spent working for bicycle and pedestrian paths that improve our community's health and access to nature.

"Ten minutes in nature can lower your blood pressure," Carroll said. "It's important for us to have that access. It's important to have volunteers who support that access."



Schoonover, who retired from IBM in 1986, represented bicyclists on numerous committees and at countless meetings with the Bicycle Advisory Committee, Regional Transportation Authority, Pima Association of Governments, and Pima County Bond Advisory Committee. He worked to secure \$8.4 million in RTA bicycle and pedestrian funds that helped make The Loop a reality.



Pima County Administrator Chuck Huckelberry recalled Schoonover coming to his office with diagrams showing where bicycle and pedestrian paths could go.

"I can think of no advocate who deserves this more than him," said Huckelberry, who

has since become a champion of The Loop and put 6,000 miles on his own bike.

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Where cycling is more than just riding a bike.

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Silverbell Century - It Almost Did Not Happen

Wednesday, November 06, 2013

Putting on an event such as the Silverbell Century should be simple in that the ride route is planned, registration is opened, volunteers gathered, food is purchased. And then on the day of the event riders come to sign in and ride the century or an alternative distance. Though it is not quite that simple, the process is well understood and has predictable results. But when dealing with Pima County it is not quite so.

The requirement to get a permit from the County is GABA's first issue. The County has on its books two statutes under Chapter 10.45 Special Events in County Rights of Way. These are quoted in the following paragraphs.

"10.45.010. Purpose.

This chapter may be cited and referred to as the Pima County Special Events Ordinance. The purpose of this chapter is to establish the County's approval and permitting process for special public events that utilize some element of the public right of way in unincorporated Pima County. Any person, company, organization or public event may be permitted to use the county public right of way for a special event or activity in accordance with the provisions of this ordinance. Any permit granted under this chapter may include conditions imposed to reduce or minimize the dangers and hazards to vehicular, bicycle, or pedestrian traffic and public health, safety, tranquility, morals or welfare, including, but not limited to, restrictions on timing, location, duration number of participants, levels of sound and activities permitted. This ordinance will be applied uniformly without discrimination as to age, gender, ethnicity, religion or political affiliation.

10.45.020. Special event defined.

As used in this chapter the words "special event" shall mean any organized competitive or non-competitive activity consisting of pedestrian, bicycle or other non-motorized or motorized group that have a mass start or special activity including charitable events, block parties, grand openings, etc., which could interfere with the normal use of any public street or right-of-way with Pima County. "Special event" does not include motion picture filming for which a separate license is required under other sections of the County Code. However, if filming activities encroach or interfere with the normal use of any public street or roadway, traffic engineering will need to review traffic control applications as they pertain to the Manual of Uniform Traffic Control Devices (MUTCD) and County Traffic Engineering Standards."

Preparations for the century were going well when around the 15th of October, we receive a notification that we needed a permit for the ride. When asked why, the county replied because it is a special event. We then asked to see the definition of a special event and we were sent the entire 10.45 ordinance. After reading it entirely, we did not agree that the term "special event" as defined in the ordinance applied to the Silverbell Century. Clearly GABA never has a mass start. Riders are free to leave anytime after they have signed it. Secondly we are legal users of the road and GABA consistently re-enforces that rides should ride in a legal and responsible manner. We just did not see the County's logic. We called back and were told once again that the requirement for a permit remained because it was a special event. Anyway, instead of trying to get further into the need for the requirement, we decided to simply state that we did not agree the requirement applied to the ride but would proceed and submit an application for the permit. We further stated the Certificate Of Insurance (COI) would be for \$2 million, GABA's standard insurance coverage. On October 17, the proper paper work was completed and submitted along with the payment of \$45 for the permit. Approval was expected to be quick, but it wasn't October 23 the matter of requiring an additional \$1 million on the COI was raised.

An email from the County was sent stating "The Risk Manager has requested that the limits for the Silverbell Century be set at \$3M general and \$3M per occurrence. Please have the COI revised and resend." Well revising the COI is not that simple since \$2M is the maximum our insurance will allow. For a fee of over a thousand dollars, they will have find another underwriter for the additional amount and attach it to the COI. But it would only apply to one event. GABA's liability insurance cost for 2013 is \$1,800. The reason for the increase was stated as "The increase is due to the recent serious bicycle crashes generally being settled at \$2M." Several attempts were made to get a better explanation and have more discussion on the issue with the Risk Manager. In the morning of Wednesday, October 30, a message was sent to the GABA board outlining the various options for the Silverbell. The options were 1) cancel the ride, 2) try to get the additional insurance and the permit approved before close of business on Friday or 3) just go ahead with the ride. Before the entire board could weigh in on the issues, I received a phone call from the County. Though the County's requirement remains at \$3 million, they would approve the permit with the submitted COI of \$2 million. I agreed to get \$3 million for 2014. I may not be able to does as my initial search has not lead to any possible candidate insurance companies.

With the assurance that permit would arrive soon, the ride as pulled off life support and restored to operation.

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