that goal:

1. Create networks of high quality bicycle facilities and complete streets.
2. Mainstream bicycling in California.
3. Strengthen legal protection of people who ride bicycles.
4. Grow the bicycle advocacy movement throughout California

Leaders network at a K St. brewpub in Sacramento.

While developing consensus among the local coalitions is always important for the California Bicycle Coalition, it was especially important for our 5-year strategic plan because each of the eleven largest groups also agreed to a strategic statewide alignment. **Uniting the advocacy goals and efforts of the largest bicycle coalitions with CalBike will make for a much more powerful voice on statewide issues**, helping us achieve progress for all California's communities.

In the coming months, CalBike will open up at least three new board seats to affiliate representatives and create a policy council for local advocates from around the state to discuss statewide issues and opportunities. Alignment agreements will be made available to smaller bicycle coalitions, bicycle clubs, bicycle retailers and others in the near future. Currently aligned organizations are listed here.

CalBike to state officials: "now is not the time to cut bike funding."

Brian Annis had never seen such an assembly of leaders for bicycling and walking in his 24th floor conference room before. CalBike was there, along with a half dozen of our allies, to give our perspective on transportation funding before the governor releases his budget proposal in January. Annis and his colleagues (from the Bureau of Transportation and Housing (BTH), the Department of Finance and the California Transportation Commission) heard our pitch for the value of bicycling investments to meet many of the state's goals: mobility, injury reduction, public health, greenhouse gas emissions, and economy.

Innovative projects like San Francisco's green cycletracks could be at-risk without vigilance from CalBike. Photo: SFBC

Since Congress killed most of the dedicated funding for bicycling and walking in the new federal transportation bill, MAP-21, California could legally stop most funding bicycling. They won't, however, thanks to you and the rest of the organized California bicycling movement. However, the state is making big changes that could make our situation worse, or much, much better. Now is the time to keep the pressure on the Governor and the Legislature. [read more...]

Reforming the California Bicycle Advisory Committee

Established to advise Caltrans on "bicycle issues," CBAC has operated with no formal charter since it was founded in 1992. The organizations and individuals represented have hardly changed in those two decades. Some organizations rarely attend, and the committee's recommendations do not command the respect that a more representative and formal committee would garner. As a member of CBAC, we have led a consensus effort by the committee to create a formal charter and a new membership

structure to better represent local advocacy while giving Caltrans the authority to select members. Caltrans is reviewing our proposal now. In the next couple of months, we should be asking for candidates to serve on the new and improved California Bicycle Advisory Committee!

AROUND THE STATE

SAN DIEGO: Advocating for Cycletracks

The advocacy organization Bike SD, founded by CalBike board member Samantha Ollinger, is making waves in the City of San Diego. In addition to coups such as getting mayoral candidates to address bicycling policy issues for the first time, Bike SD is driving the discussion to bring innovative bicycle infrastructure to key bicycling routes in San Diego.

Their latest campaign is on Montezuma Road, which has seen 57 bicycle crashes between 1999 and 2012 despite having bike lanes its entire length. This overly broad street has minimal street parking and curb cuts, making it a strong candidate for cycletracks - bike lanes separated from vehicle traffic by a barrier. Bike SD's efforts have garnered local media attention and seem to be changing the discussion around innovative bicycle infrastructure in San Diego. Such innovations, if approved and implemented in San Diego, could become a model for advanced bicycle infrastructure statewide.

UPCOMING SUMMITS

Attend the National Bike Summit - for Free

The League of American Bicyclists is hosting a National Bike Summit in Washington DC from March 4-6 in the coming year. More than 800 bicycling advocates and government staff are coming together to tell Congress about the benefits of bicycling. Now the L.A.B., in cooperation with the National Bicycle Dealers Association, is offering 25 scholarships for bike shop owners and key staff to attend the National Bike Summit! Find out more about the scholarship program at the LAB's website.

Get Ready for Recycle-a-Bicycle Youth Summit

The dates have been announced for Recycle-a-Bicycle's national youth summit. The summit will be held February 15-17 at the New School in New York City. This national summit has drawn many advocates from California in years past. Find out more details at their website.

AROUND THE NATION

Green Lane Project reports doubling of protected bike lanes in 2012

The Green Lane Project, an organization working closely with six cities (San Francisco, Portland, Austin, Chicago, Memphis and Washington, DC) to build world-class cycling networks, recently reported that 2012 saw a doubling of protected, colored bike lanes across the country. The Green Lane Project recorded 102 protected bike lanes in 32 cities around the country, and reports that over 100 new protected bike lanes will be built in the coming year.

Protected lanes help encourage those "interested but concerned" bicyclists, estimated to be around 60% of the population, who are interested in bicycling but consider it too dangerous and inconvenient to try on our current bicycle networks. Of the 32 cities with protected bike lanes, however, only 5 of them are in California: San Francisco, Alameda, San Jose, Palm Springs, and Los Angeles. CalBike is committed to making it easier to build protected bike lanes across the state, getting more people out of their cars and onto bikes.

PEOPLE

This issue is dedicated to Ellen Fletcher

Ellen Fletcher, one of California's pioneering bike advocates, died of cancer last month at the age of 83. Her leadership is why Palo Alto is as bicycle-friendly as it is today.

She settled in Palo Alto in the early 1970s and quick got involved in traffic safety and bicycle promotion. Upset with the city's poor progress in making bike improvements, she ran for City Council where for 12 years she served as California's most visible and most effective elected official bicycling advocate. She owned a car -- a 1964 Plymouth Reliant -- but was famous for almost never using it, filling its tank about "once a year," she said.

For her assertiveness, dedication, wit, and humor, she is a hero to all Californians who want safer, healthier, more livable communities through bicycling. This issue of the CalBike Report is dedicated to her honor.

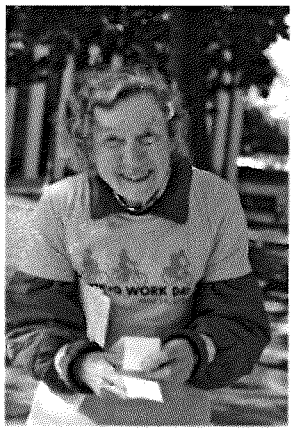


Photo: Richard Masoner

CalBike Welcomes New Officers

During the November CalBike retreat, the board of directors elected new officers for the California Bicycle Coalition. Alexis Lantz has been elected president of the board, Charlie Gandy as vice president, Samantha Ollinger as treasurer, and Christopher Kidd as secretary.

The new CalBike officers, left to right: Samantha Ollinger, Charlie Gandy, Alexis Lantz, Christopher Kidd

Alexis Lantz - Alexis Lantz, MA, is a policy analyst with the PLACE Program at the Los Angeles County Department of Public Health. Previously, she was the Planning & Policy Director at the Los Angeles County Bicycle Coalition (LACBC). During her tenure at LACBC she conducted the first ever citywide bicycle and pedestrian count for the City of Los Angeles and had a hand in shaping policies in the city and county of Los Angeles to increase infrastructure for bicycling as well as the amount and diversity of people bicycling for everyday transportation. She also worked to expand countywide advocacy capacity for bikeways and complete streets through LACBC's Regional Partnership program and developing the recently launched Neighborhood Bicycle Ambassador program.

Charlie Gandy - is president of Livable Communities Inc., a nationally recognized consulting firm. He

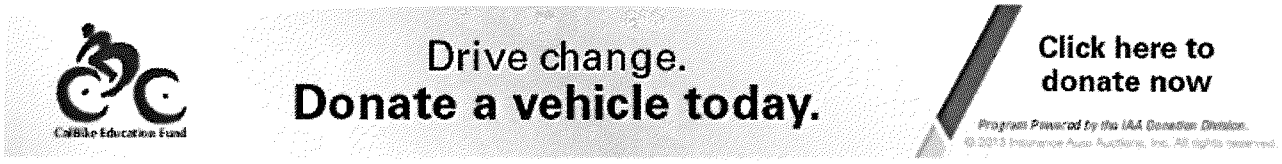
has served as mobility coordinator for the City of Long Beach, as director of advocacy programs for the Bicycle Federation of America, and as the founding executive director of the Texas Bicycle Coalition, as well as one of the youngest people ever elected to the Texas House of Representatives.

Samantha Ollinger - Last fall, Sam quit her full time job as a financial manager to devote all her energy toward making San Diego the world's most bicycle friendly city. She publicizes the current state of bicycling at BikeSD.org. She previously served on the San Diego County Bicycle Coalition board.

Christopher Kidd - is an active transportation planner with Alta Planning + Design in their Berkeley, CA office. While a graduate student in Los Angeles, Christopher founded the Los Angeles Department of Transportation's award winning LADOT Bike Blog and social media strategy.

The new officers would like to thank the outgoing leadership core of CalBike: president Chris Morfas, vice president Andrew Casteel, and secretary Jennifer Stanley. CalBike would like to give special thanks to Chris Morfas for his dedication in steering the organization through the process of adopting a new strategic plan and adopting alignment agreements with the local bicycle coalitions. CalBike would also like to thank Jennifer Stanley, who is leaving the CalBike board, for her eight years of invaluable service.

ABOUT US | ADVOCACY CAMPAIGNS | SUPPORT ADVOCACY | JOIN OUR MAILING LIST



WE'RE GRATEFUL FOR MAJOR SUPPORT FROM THESE SPONSORS

Bikes Belong | POWERED BY SRAM | SHIMANO | TREK

Forward this email

SafeUnsubscribe

Trusted Email from Constant Contact
Try it FREE today.

This email was sent to jwitthaus@ci.sunnyvale.ca.us by dave@calbike.org |
Update Profile/Email Address | Instant removal with SafeUnsubscribe™ | Privacy Policy.

California Bicycle Coalition | 1017 L Street, #288 | Sacramento | CA | 95814

Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Safer Sunnyale

1 message

Ralph Durham <durham.ralph@gmail.com> Tue, Jan 1, 2013 at 10:23 PM
To: James Manitakos <manitakos1@netzero.com>, "Cathy B. Switzer" <cbsbikes@me.com>, Kevin Jackson <kjbiker@netzero.net>, Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

All,

Here is an article about making cities safer for all users. It does have a link to the full study.

http://www.planetizen.com/node/50020

The gist is the safety in numbers could be a chicken and egg phenomenon. The best changes rely on schemes which give cyclists places to ride while slowing traffic down. As I've stated before we don't need freeway width car lanes and 40-45 mph speeds in Sunnyvale.

Happy New Year.

Ralph

PLANETIZEN

EXCLUSIVE

Beyond Safety in Numbers: Why Bike Friendly Cities are Safer

Monday, June 27, 2011 - 9:00am PDT by NORMAN W. GARRICK WESLEY E. MARSHALL

Transportation

Like 311

Studies often show that bicyclists find "safety in numbers." Norman Garrick and Wes Marshall explain that the street design strategies that attract bike riders are the same ones that improve road safety for all road users.

Davis, California. Photos by the author.

Davis, California, is widely celebrated as the bicycling capital of the United States with

over 16% of the population commuting to work on bikes. What is less well known is the fact that the traffic fatality rate in Davis is also unusually low, at about 1/10th of the California statewide rate. Although this fact is not widely disseminated, there is growing data showing that cities with very high use of bikes for routine transportation almost always have much lower than average traffic fatality rates.

The finding that most bike friendly cities are safer than average has been reinforced by the recent experience of cities such as Cambridge, MA, Portland, OR, and New York. These cities have garnered much press for their success in dramatically increasing bike use over the last several years. This increase in bike ridership has corresponded with an equally dramatic decrease in traffic fatality rates in all three cities.

Interestingly, the decrease in fatality occurred not just for people on bikes, but for all classes of road users – including people in cars and people on foot. In other words, the increase in bike use has benefited all road users by helping transform the streets into safer places.

So what is the cause of this beneficial relationship between bike use and traffic safety in so many American cities? In the early 2000s, Peter Jacobsen, one of the first researchers to report on the subject of high biking cities being safer, suggested that the cause was 'safety in numbers'. He stated that high bike use cities were generally safer than others because the very presence of bikers conditioned drivers to behave with more care. Since then, the 'safety in numbers' hypothesis has been routinely offered as the default explanation for any improvement in safety associated with increased bike use.

Bike lanes and track in Alameda, California.

While there is undoubtedly much truth to the idea of 'safety in numbers,' this explanation by itself is incomplete and leaves many questions unanswered. For one, it does not provide any guidance about how to increase bike numbers to a point that will bring about increased safety. Also, it founders on the classic chicken and egg problem. Do high numbers of bikers bring about safety or does a perception of safety bring out more bikers?

The key issue for cities trying to improve their biking environment is for them to understand the strategies that will be most effective for achieving their goal of a safer, more sustainable transportation system. Their cause would be aided by having a better understanding of the underlying factors contributing to the safety of existing bike friendly cities. For example, it would be useful to know the key differences in transportation infrastructure that set bike friendly communities apart from other cities. Also, is there evidence to suggest that these differences contribute to safety?

Recently, in the journal Environmental Practice, we published Evidence on Why Bike-Friendly Cities are Safer for All Road Users, which examined eleven years of traffic safety records for 24 medium-sized California cities with various levels of bike use. One goal of our study was to assess how differences in street and street network design

might contribute to higher numbers of bike users and, concurrently, to a better traffic safety record.

Initially, we found that the 24 cities in our study could be divided into 4 distinct groups: 4 high biking cities, 4 medium biking use cities, and two groups of cities with low bike use (4 low biking cities with a low traffic fatality rate and 12 low biking cities with a high traffic fatality rate).
To best highlight the salient differences between the four groups of cities, we limit this discussion to two of the four groups: the high biking cities and the low biking/high fatality cities. We found that the high biking cities averaged 2.5 fatalities per year per 100,000 residents compared to almost 9 deaths per 100,000 for the low biking cities. Moreover, all classes of road users were at greater risk in the low biking cities. For people in vehicles, the fatality level was on average 4 times higher in the low biking cities. This is perhaps not surprising, since there were more people driving in the low biking cities.

What is surprising, and disconcerting, is that there were twice as many bike fatalities in these low biking cities compared to the cities with many, many more bike riders. In other words, for anyone brave enough to use a bike in these low biking cities, the risk of injury or death was astronomical. Conversely the traffic fatality risk from biking riding in bike friendly cities is much lower than is generally recognized.

It important to note that this disparity in fatality rates between cities was not necessarily due to fewer accidents – in fact, the high biking cities had more fender benders than did the low biking cities. Instead, the difference in fatality rates between the cities related to difference in the severity of the crashes that did occur. In other words, most crashes in the high biking cities resulted in little or no injury, while a much higher percentage of accidents resulted in a catastrophic outcome – either severe injury or death – in the low biking cities with high fatality rates.

This is a key finding, because it points to one important difference between the groups of cities. The results strongly suggest that crashes in the safer cities are occurring at lower speeds and, as such, the result of any given crash is less catastrophic. We have not yet conducted speeds measures in all 24 cities, but in the 6 cities that we have sampled, the measured speeds on major streets in the safer cities (the high and medium bike use cities) are significantly lower than in the low biking

cities.

Although the 'safety in numbers' effect might account for some amount of disparity in vehicle speed, it is likely that a bigger factor is related to the design of the street and the street network in the various cities. Our data provides strong evidence for this conclusion. For example, we discovered that the street network density in the high biking cities is almost twice that in the low biking cities with high fatalities.

The cross-section of the major streets was also different. In general, the streets in the high biking cities were narrower by about 3 ft on average. This is not a huge difference, but these cities with narrower streets also do much more within their street cross-sections, since they have far more miles of on-street parking and bike lanes.

Taken together, these street and street network characteristics of our high bike use cities add up to an environment that is likely much more attractive for the causal bike rider.

We also know that the cities like Cambridge, Portland, and New York – that have had recent success in increasing bike use – have often taken steps to reduce motor vehicle speeds and volumes on streets with bike facilities or bike facility crossings. They have done this by reducing space for cars and adding space for bikes. They have also employed traffic-calming strategies and focused on providing safe opportunities for people on bikes to cross the busier roads. In other words, they have made changes that make their streets more like the streets in the high biking cities in our study. So it is perhaps not surprising that these cities have also seen a reduction in the traffic fatality rate to a level comparable to that in our high biking cities.
There is also evidence to suggest that just putting down paint to create bike lanes next to fast moving traffic may not get the job done. In fact, a few of our low biking cities did have extensive bike lanes on major arterials. However, these cities have not been successful and never saw the biking numbers, or the safety benefits.

Ultimately 'safety in numbers' does not just happen. Instead, our research suggests that the same strategies that attract bike riders are the same ones that improve road safety for all road users. Cities should indeed strive for 'safety in numbers' but before they can get to that point, they need to create bicycle friendly streets that will make it comfortable enough for the average Jane and Joe to take up biking. It is this act of creating comfortable and complete biking networks that ultimately results in both making cities biking friendly and, at the same time, making biking friendly cities safer for all users.

Log in or register to post comments

COMMENTS

Bicycle friendly communities - safe, or is it wishful thinking?

Submitted by IANBRETTCOOPER on 21 July 2011 - 08:51am

Forgive me for being a little skeptical, but where are the statistics that prove that bicycle friendly communities are safer for cyclists than non-bicycle friendly communities? All the evidence I've seen (from studies done in Europe and Scandinavia) indicates that segregated bicycle facilities DECREASE safety even though they boost ridership. I fear this notion of enhanced safety is merely wishful thinking.

Log in or register to post comments

You raise two different issues: friendliness and facility type

Submitted by CVANEMPEL on 27 July 2011 - 18:53pm

Bicycle friendliness is an overall idea that can be indirectly measured by counting bicyclists and by asking them how safe they feel riding in their communities.

The second issue you raise is about facility type, but you say "segregated" bicycle facility. This doesn't have a clear meaning in law or planning. There are several types. There is the Class I facility, which is completely grade separated. There is the Class II facility, which is an on-road facility demarcated by striping. There is the Class III facility, which is a street that has a sign on it, similar to every other street in most respects. Then there is the bicycle track, which is on-road and separated from traffic by a raised curb, and often protected by parked cars. And there is the "sharrow," which is a facility in between a Class II and a Class III, but with stencils on the street pavement.

Not knowing to which facility type you refer, I can only suggest you read Wachtel regarding Class I facilities and talk to Portland and Davis about their bicycle tracks and extensive experience with other facility types. Also, around 1995, the University of North Carolina performed a study of motorist behavior around bicycle riders with and without a demarcated on-road facility.

I'm sure if you read Garrick's and Marshall's paper you will find safety data to satisfy your interest.

Log in or register to post comments

YOU MIGHT LIKE

Increased Ridership Often Means Increased Safety for Cyclists October 11, 2010 - 1:00pm

Eliminate Child Safety Program to Cut Budget? June 6, 2009 - 9:00am

To Combat Pedestrian Deaths, Shift Blame from the Victim February 15, 2013 - 9:00am

With Major Bills Expiring, Can the House Find a Path Forward for Infrastructure Improvements? February 15, 2013 - 8:00am

Cars and Vibrant Cities: Opposites That Don't Attract February 14, 2013 - 5:00am

State of the Union Recap: Energy, Economy, Infrastructure and Environment February 13, 2013 - 11:00am

Successful Strategies for Building Up the Suburbs February 12, 2013 - 12:00pm

A Speculative Map Makes the Case for America's Dream Rail System February 10, 2013 - 11:00am

LaHood Replacement Likely to be NTSB Chief Hersman February 9, 2013 - 7:00am

New Documentary Promotes Passenger Trains in U.S. February 7, 2013 - 2:00pm

ADVERTISE WITH US

PLANETIZEN

AICP®
EXAM PREP

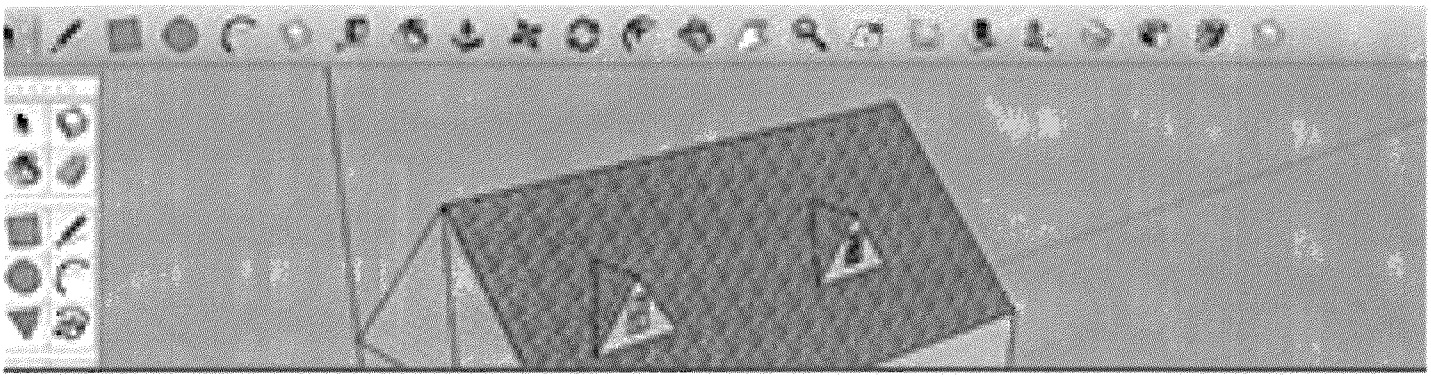
ONLINE COURSE

Instructor:
Jennifer
Evans-Cowley, PhD, AICP

2013 CNU
CHARTER
AWARDS

GLOBAL AWARD
FOR EXCELLENCE
IN URBAN DESIGN

PLANETIZEN Courses

SKETCHUP FOR PLANNERS

INTRODUCTION