

Bike Friendly Kalamazoo
Work Session Minutes
Oshtemo Township Hall
August 24, 2017

Participants

John Blue, Senior Deputy Police Chief, Portage Dept. of Public Safety
Carolyn Burns, Portage Senior Center Bike Club
Thom Brennan, Member, Kalamazoo Bicycle Club
Steve Deisler, Planning/Zoning and Development Manager, Texas Township
Lt. Troy Faulk, Kalamazoo County Sheriff's Department
Elizabeth Field, Volunteer, Kalamazoo Region Bike Route Committee
Karen High, Parks Administrator, Oshtemo Township
John Hinkle, Supervisor, Texas Charter Township
Marc Irwin, PR Chair, Kalamazoo Bicycle Club
Tim Krone, Owner, Pedal Bicycle
Nicky Leigh, Trustee, Texas Township
Mark Miller, Clerk, Texas Township
Margaret O'Brien, MI State Senator, District 20
Paul Pancella, Professor of Physics, WMU
Paul Selden, Dir. of Road Safety, Kalamazoo Bicycle Club; Member, TriKats
Dick Skalski, Chief Engineer, City of Kalamazoo (ret.)
Robert Staake, Manager/Pilot, Federal Aviation Administration (ret.)
Bob Strader, Ride Leader, Portage Senior Center Bicycle Club
Jodi Stefforia, Planning and Zoning Administrator, Comstock Township
Julie VanderWiere, Superintendent, Texas Township
Lt. Matthew Wolfe, Patrol Division, Portage Dept. of Public Safety

Agenda

Welcome, Introductions, Overview of BFK

Paul Selden welcomed participants, briefly outlining BFK's role in facilitating communications among community stakeholders.

Review Agenda/Goal

Goal: Share fact-based resources that address common misconceptions between bicyclists/ motorists

Common Misconceptions: Review & Assignment

Typical issues: breaking rules of the road; sources of road funding; road-hogging; risk-taking; malicious behaviors; road rage; licensing; "two wrongs make a right"

See last page for list of examples found on web that was presented as a handout to participants.

Research: Fact-Based Resources

Participants worked in teams to browse internet, looking for fact-based articles from reputable sources covering the topics in the time available. Teams agreed on "best" (e.g., facts vs. assertions; respected/reputable sources, etc.) articles and communicated links to those articles to Paul Selden. Some links were added after the session ended. Topics / links begin on the next page. *[Apologies in advance if handwritten comments/links have been misinterpreted.]* An annotated set of FAQs will be prepared at a later date.

Review Selected Insights / Facts

Participants shared some of the insights they felt the public was least aware of (noted with asterisk)

Next Steps

Explore whether and/or how to make use of a program similar to Grand Rapids / MDOT "Driving Change" informational campaign.

Driving Change campaign materials: <http://grdrivingchange.org/resources/>

Driving Change pre-post survey: <http://bikefriendlykalamazoo.org/wp/wp-content/uploads/2014/01/June2015-GrandRapidsBicycleSafetyResearchFindingsAppendix.pdf>

Driving Change Pre-Post Campaign Research Report: http://bikefriendlykalamazoo.org/wp/wp-content/uploads/2014/01/DrivingChange_PrePostCampaignResearchReport_11_10_16.pdf

Contacts:

Chelsea Maupin, Research Mgr., Gud Marketing, Lansing, maupin@gudmarketing.com, 517-853-3862

Suzanne Schulz, Grand Rapids Director of Planning Department, sschulz@grcity.us, 616-456-3644

Chris Zull, Grand Rapids Traffic Safety Manager, czull@grcity.us, 616-456-3065

* IMPORTANT: Elizabeth Field, Nicky Leigh, Mark Miller and Paul Pancella, volunteered to meet/work/network with others on this campaign. If anyone else is interested in collaborating with this group, please contact pselden@aol.com.

“Be a Safe Cyclist” brochure: orders of 250 are free of charge through the Michigan Office of Highway Safety Planning: https://www.michigan.gov/documents/msp/ohs-007_012010_306211_7.pdf

A separate list of FAQs will be developed at a later date based on the results of this session. It will be emailed to interested parties and posted on Bike Friendly Kalamazoo’s web site. Feel free to use the resources mentioned in these minutes for your own purposes.

These minutes released August 31, 2017. Please send corrections to info@bikefriendlykalamazoo.org

Thanks to all those who participated, and thanks to Oshtemo Township for providing the facilities!

Common Themes / Gripes / Complaints

(Titles to articles added [in brackets]; other participant comments are in *italics*)

This article is a super great resource that covers many gripes on the

list: <https://www.wired.com/2014/11/9-things-drivers-need-stop-saying-bikes-vs-cars-debate/> [9 Things

Drivers Need To Stop Saying In the Bikes vs. Cars Debate]

This is a good resource for motorists, page 64-66 is about cyclists:

https://www.michigan.gov/documents/wedmk_16312_7.pdf [What Every Driver Must Know]

1. Bicyclists are less law-abiding than motorists.

<https://www.edmunds.com/car-safety/coexisting-with-bicyclists-10-rules-for-drivers.html>

[Coexisting With Bicyclists: 10 Rules for Drivers]

https://www.dmv.ca.gov/portal/dmv/?Idmy&urile=wcm:path:/dmv_content_en/dmv/pubs/brochures/fast_facts/ffd137

[Sharing the Road (FFDL 37) Safety Tips for Bicyclists and Motorists]

<https://www.google.com/amp/s/www.wired.com/2014/11/9-things-drivers-need-stop-saying-bikes-vs-cars-debate/amp>

[9 Things Drivers Need To Stop Saying In the Bikes vs. Cars Debate]

<http://www.spokesman.com/blogs/transportation/2015/jul/15/cyclists-are-just-law-abiding-drivers/>

[Cyclists are just as law-abiding as drivers]

- <https://streets.mn/2015/07/13/lets-put-those-tired-anti-bike-arguments-to-rest/>
[Let's Put Those Tired, Anti-Bike Arguments to Rest]
- <https://www.bikelaw.com/2015/11/running-on-empty-the-gas-tax-argument/>
[Running On Empty: The "Gas Tax" Argument]
- https://www.researchgate.net/publication/315111666_Scofflaw_bicycling_Illegal_but_rational
[Scofflaw Bicycling: Illegal But Rational]
2. **Motorists act like they can cut off bicyclists without worrying about it.**
<https://www.edmunds.com/car-safety/coexisting-with-bicyclists-10-rules-for-drivers.html>
[Coexisting With Bicyclists: 10 Rules for Drivers]
 3. **Gas taxes pay for our roads, so people riding bikes don't pay their "fair share" to use the roads.**
<https://www.bikelaw.com/2015/11/running-on-empty-the-gas-tax-argument/>
[Running On Empty: The "Gas Tax" Argument]
<https://www.bicycling.com/training/tips/best-responses-anti-cyclist-claims>
[The Best Responses to Anti-Cyclist Claims]
 4. **Motorists yell abusive language at me.**
<https://www.bicycling.com/culture/tips/how-to-handle-an-angry-driver>
[How to Handle an Angry Driver]
<https://thecece.org/traffic-skills/dealing-with-the-irate-motorist/>
[Dealing with the irate motorist]
<https://www.minnpost.com/second-opinion/2013/02/why-motorists-get-so-angry-cyclists-psychologists-theory>
[Why motorists get so angry at cyclists — a psychologist's theory]
 5. **I'll respect bicyclists only when they are licensed just like motorists.**
<http://usa.streetsblog.org/2017/06/28/what-do-drivers-really-think-of-cyclists/>
[What Do Drivers Really Think of Cyclists?]
<https://www.citylab.com/transportation/2016/11/why-dont-you-need-a-bicycle-license/508937/>
[Why Don't You Need a Bicycle License?]
<https://www.bicycling.com/rides/safety-etiquette/pay-to-play-the-myths-that-lead-to-required-licenses-for-cyclists>
[Pay to Play: The Myths That Lead to Required Licenses for Cyclists]
<http://articles.latimes.com/2013/oct/28/news/la-ol-cyclists-licensed-like-drivers-20131025>
[Should cyclists need a license to ride?]
 6. **Bicyclists should not be using the roads when sidewalks or trails are available.**
<https://bikelawmichigan.com/michigan-rules-of-the-road/>
[The Rules of the Road for Michigan Cyclists]
<http://usa.streetsblog.org/2011/11/11/whats-wrong-with-telling-cyclists-to-ride-on-the-bike-path/>
[What's Wrong With Telling Cyclists to Ride on the Bike Path?]
 7. **Bicyclists should only ride on trails or sidewalks.**
cyclists "should" not ride in the street obviously the vehicle code makes it legal to ride on roadways, with exceptions (eg limited access highways). City non-motorized plan contradicts that. Year date history shows accidents [greater-?] for riders using sidewalks versus other facilities.
http://www.lmb.org/index.php?option=com_content&view=article&id=21&Itemid=38
[Michigan Laws Pertaining to Bicyclists]

from safety point of view: [http://www.michigan.gov/documents/msp/PEDESTRIAN-BICYCLE_ANALYSIS - A SUMMARY REPORT - FINAL - 022916_523923_7.pdf](http://www.michigan.gov/documents/msp/PEDESTRIAN-BICYCLE_ANALYSIS_-_A_SUMMARY_REPORT_-_FINAL_-_022916_523923_7.pdf)

[A Summary of a Comprehensive Evaluation of Pedestrian and Bicycle Crashes and Causes in Michigan] *this report shows (p. 14) sidewalks are quite dangerous*

<http://www.bicyclinglife.com/Library/index.html>

[Contents of Our Library]

Available data contradict this recommendation

8. Bicyclists should be the ones to pay for bike lanes.

<http://www.bicyclinglife.com/EffectiveAdvocacy/22reasons.htm>

[Twenty-Two Reasons For Paved Highway Shoulders]

activemi.org/wp-content/uploads/2016/05/benefits-of-bike-lanes-paved-shoulders.pdf

[Benefits of Bike Lanes and Paved Shoulders]

Paved shoulders (bike lanes) protect the integrity of roadway. Safety benefit to motorists.

Accommodate driver error. Space for disabled vehicles.

9. Motorists deliberately try to intimidate bicyclists with their aggressive driving and rude comments.

there are several examples of when it actually happened

famous LA case, resulted in a conviction:

<http://www.npr.org/templates/story/story.php?storyId=120457877>

[‘Road Rage’ Case Highlights Cyclist Vs. Driver Tension]

Recent summary from Minnesota

<http://blogs.mprnews.org/newscut/2017/03/road-rage-and-the-st-paul-cyclist/>

[Road rage and the St. Paul cyclist]

I suppose the existence of multiple attorneys in practice specializing in defending cyclists is evidence that there is a lot of aggressive driving directed at cyclists.

Interestingly, if you search on "road rage bicycle" you will also find incidents where cyclists tried to intimidate motorists.

10. Bicyclists hog the road.

<https://www.codot.gov/programs/bikeped/building-a-bike-ped-friendly-community/share-the-road/documents/guide.pdf>

[Introducing Share the Road “Don’t be a Road Hog” Campaign]

<http://www.bikewalknc.org/2015/04/why-cyclists-ride-two-abreast/>

[Why Cyclists Ride Two Abreast]

11. Bicycling on the roads is not safe enough to legally allow.

<http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0050606>

[Exposure-Based, ‘Like-for-Like’ Assessment of Road Safety by Travel Mode Using Routine Health Data]

<http://bikeleague.org/StateBikeLaws>

[State Bike Laws]

<https://greatist.com/fitness/bicycle-safety-101>

[Road Bike Safety 101: How to Get There, Get Fit, and Not Get Hit]

<http://www.bicyclinglife.com/EffectiveAdvocacy/BicycleMyths.htm>

[Modern Bicycling Myths]

12. Riding a bike takes longer than driving.

<https://www.technologyreview.com/s/421862/cyclists-pedal-faster-on-wednesdays-reveals-smart-bike-data/>

[Cyclists Pedal Faster On Wednesdays, Reveals Smart Bike Data]

<https://www.bikeshophub.com/blog/2008/06/30/qa-can-you-really-ride-faster-than-you-drive>

[Q&A: Can you really ride faster than you drive?]

<http://www.getrichslowly.org/blog/2011/06/27/biking-vs-driving-calculator/>

[Biking vs. Driving Calculator]

13. There is no reason strong enough to justify requiring specific passing distances such as 3-5 feet.

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812382>

[Traffic Safety Facts]

3 to 5 Walker study on distance British study on passing clearance and helmets

<https://www.youtube.com/watch?v=OyEM3o4o08E>

[Bicycling Safety – Michigan DOT]

<http://www.ncsl.org/research/transportation/bicycle-and-pedestrian-safety.aspx>

[Bicycle and Pedestrian Safety]

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812382>

[Bicyclists and Other Cyclists]

<http://www.bikewalknc.org/2015/04/why-cyclists-ride-two-abreast/>

[Why Cyclists Ride Two Abreast]

Describes space required for passing

14. Our area is too cold / wet for bicycling year round.

[http://www.michigan.org/winter%20biking#?c=44.4299:-](http://www.michigan.org/winter%20biking#?c=44.4299:-85.1166:7&tid=83&page=0&pagesize=20&pagetitle=Biking)

[85.1166:7&tid=83&page=0&pagesize=20&pagetitle=Biking](http://www.michigan.org/winter%20biking#?c=44.4299:-85.1166:7&tid=83&page=0&pagesize=20&pagetitle=Biking)

[Winter Biking]

OHSP Pure Michigan winter winterbiking

http://www.michigan.gov/mdot/0,4616,7-151-9615_11223_64797_69435---,00.html

15. Laws and policies that restrict / discourage bicycling would be good for our area.

http://www.michigan.gov/mdot/0,4616,7-151-9615_11223_64797_69435---,00.html

[The Economic Benefits of Bicycling]

15- get Michigan healthy- exercise more!

<http://stateofobesity.org/states/mi>

[The State of Obesity in Michigan]

MDOS study benefits

<http://www.aarp.org/livable-communities/info-2014/livability-factsheet-bicycling.html>

[AARP Livable Communities - Bicycling]

16. Bicycling is just for a few people, not for the general public.

Velonews.com 34% (of people have ridden a bike in past year)

http://www.velonews.com/2015/03/news/study-103-7-million-americans-ride-bikes_362019

[Study: 103.7 Million Americans Ride Bikes]

<http://www.bicyclinglife.com/Library/Moritz2.htm>

[Adult Bicyclists in the U.S.]

17. Bicycling is a luxury just for rich white people who wear spandex.

<http://grist.org/biking/2011-04-06-race-class-and-the-demographics-of-cycling/>

[Race, Class, and the Demographics of Cycling]

<http://usa.streetsblog.org/2014/05/08/low-income-americans-walk-and-bike-to-work-the-most/>

[Low-Income Americans Walk and Bike to Work the Most]

18. Bicyclists don't drive cars.

Oregon 90% also own cars

http://blog.oregonlive.com/commuting/2009/10/survey_90_percent_of_oregon_bi.html

[Survey: 90 percent of Avid Oregon Bicyclists Also Own, Drive Cars]

- 19. Bicyclists are mainly young people.** (see #17)
<http://www.peopleforbikes.org/statistics/category/participation-statistics>
 [Statistics Library: Participation Statistics]
- 20. You need to be fearless to ride on the roads.**
<http://usa.streetsblog.org/2015/03/04/survey-100-million-americans-bike-each-year-but-few-make-it-a-habit/>
 [Survey: 100 Million Americans Bike Each Year, But Few Make It a Habit]
<http://www.peopleforbikes.org/statistics/category/participation-statistics>
 [Statistics Library: Participation Statistics]
<http://www.gluskintownleygroup.com/downloads/The%20US%20Bicycle%20Market%20-%20A%20Trend%20Overview%20Report.pdf>
 [The US Bicycle Market: A Trend Overview]
<http://bikeleague.org/content/new-census-data-bike-commuting>
 [New: Census Data On Bike Commuting]
- 21. Motorists don't know how to drive when around bicyclists.**
http://www.pedbikeinfo.org/data/factsheet_crash.cfm
 [Pedestrian and Bicyclist Crash Statistics]
<https://www.nhtsa.gov/road-safety/bicyclists>
 [Bicyclists / Bicycle Safety]
<https://mobile.nytimes.com/blogs/well/2013/10/21/how-safe-is-cycling-its-hard-to-say/?referer=>
 [How Safe Is Cycling? It's Hard to Say]
- 22. Bicyclists who get injured by motorists are usually at fault.**
<http://www.npr.org/sections/health-shots/2011/05/20/136462246/when-bikes-and-cars-collide-whos-more-likely-to-be-at-fault>
 [When Bikes And Cars Collide, Who's More Likely To Be At Fault?]
Minn 49/51 AZ 44/56 NPR
- 23. Motorists who hit bicyclists are usually to blame.**
 50%/50% (source uncertain)
- 24. Telling bicyclists and motorists to "share the road" is most likely to improve their behavior.**
<http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/>
 [Study Confirms: "Share The Road" Signs Don't Work]
Deleware www.bikede.org "no"
- 25. Wider shoulders help bicyclists more than motorists.**
<http://www.bicyclinglife.com/EffectiveAdvocacy/22reasons.htm>
 [Twenty-Two Reasons For Paved Highway Shoulders]
activemi.org/wp-content/uploads/2016/05/benefits-of-bike-lanes-paved-shoulders.pdf
 [Benefits of Bike Lanes and Paved Shoulders]
www.abea.bike
American Bicycling Education Association / info@abea.bike
- 26. Roads were created for cars.**
https://en.wikipedia.org/wiki/Good_Roads_Movement
 [Good Roads Movement]
<http://www.bicyclinglife.com/EffectiveAdvocacy/TheRoadsWeHave.htm>
 [The Roads We Have]
<http://www.roads werenotbuiltforcars.com/>
 [Roads were not built for cars]
book

<https://www.bicycling.com/training/tips/best-responses-anti-cyclist-claims>

[The Best Responses To Anti-Cyclist Claims]

<http://www.bicyclinglife.com/EffectiveAdvocacy/BicycleMyths.htm>

[Modern Bicycling Myths]

<http://www.bikeleague.org/content/mission-and-history>

[Mission and History]

27. Bicyclists act like they own the road.

<http://www.bikewalknc.org/2015/04/why-cyclists-ride-two-abreast/>

[Why Cyclists Ride Two Abreast]

28. Bicyclists shouldn't ride on the road.

<https://www.bicycling.com/training/tips/best-responses-anti-cyclist-claims>

[The Best Responses to Anti-Cyclist Claims]

per state law, they may do so – road often safer than elsewhere

29. Bicyclists should be licensed like motorists.

<https://www.citylab.com/transportation/2016/11/why-dont-you-need-a-bicycle-license/508937/>

[Why Don't You Need a Bicycle License?]

<https://www.bicycling.com/rides/safety-etiquette/pay-to-play-the-myths-that-lead-to-required-licenses-for-cyclists>

[Pay to Play: The Myths That Lead to Required Licenses for Cyclists]

<http://articles.latimes.com/2013/oct/28/news/la-ol-cyclists-licensed-like-drivers-20131025>

[Should cyclists need a license to ride?]

M-bike.org

Bikeleague.org

Alliance for Biking and Walking

Bicycle registration & Bicycle Licensing Laws

30. Bicycles should be required to pay a license fee and have a license plate.

<https://www.citylab.com/transportation/2016/11/why-dont-you-need-a-bicycle-license/508937/>

[Why Don't You Need a Bicycle License?]

<https://www.bicycling.com/rides/safety-etiquette/pay-to-play-the-myths-that-lead-to-required-licenses-for-cyclists>

[Pay to Play: The Myths That Lead to Required Licenses for Cyclists]

<http://articles.latimes.com/2013/oct/28/news/la-ol-cyclists-licensed-like-drivers-20131025>

[Should cyclists need a license to ride?]

31. I'll start respecting (motorists' / bicyclists') rights when they start respecting mine.

<http://www.bicyclinglife.com/EffectiveAdvocacy/BicycleMyths.htm>

[Modern Bicycling Myths]

- *law and social ethics require us all to be law-abiding*

- *contrary to Golden Rule*

- *not basis for civil society*

- *obligation to follow law is not conditional on personal perception of stereotypes/prejudice*

- *most people do follow the law and respect others, but anti-social/criminals exist and spoil it for the rest*

- *waiting for 100% perfection is unfeasible & not a legal defense for your own law-breaking*

- *we are responsible for our own behavior*

Other:

Your Name: _____

Please: 1. Circle the topic(s) you worked on. 2. Write “Yes” to the right of topic(s) for which you found good information. Give this sheet to Paul at the end of the session and be sure to email topic #s and “best” links you found to pselden@aol.com.

Themes / Gripes / Complaints

- 1) Bicyclists are less law-abiding than motorists.
- 2) Motorists act like they can cut off bicyclists without worrying about it.
- 3) Gas taxes pay for our roads, so people riding bikes don't pay their “fair share” to use the roads.
- 4) Motorists yell abusive language at me.
- 5) I'll respect bicyclists only when they are licensed just like motorists.
- 6) Bicyclists should not be using the roads when sidewalks or trails are available.
- 7) Bicyclists should only ride on trails or sidewalks.
- 8) Bicyclists should be the ones to pay for bike lanes.
- 9) Motorists deliberately try to intimidate bicyclists with their aggressive driving and rude comments.
- 10) Bicyclists hog the road.
- 11) Bicycling on the roads is not safe enough to legally allow.
- 12) Riding a bike takes longer than driving.
- 13) There is no reason strong enough to justify requiring specific passing distances such as 3-5 feet.
- 14) Our area is too cold / wet for bicycling year round.
- 15) Laws and policies that restrict / discourage bicycling would be good for our area.
- 16) Bicycling is just for a few people, not for the general public.
- 17) Bicycling is a luxury just for rich white people who wear spandex.
- 18) Bicyclists don't drive cars.
- 19) Bicyclists are mainly young people.
- 20) You need to be fearless to ride on the roads.
- 21) Motorists don't know how to drive when around bicyclists.
- 22) Bicyclists who get injured by motorists are usually at fault.
- 23) Motorists who hit bicyclists are usually to blame.
- 24) Telling bicyclists and motorists to “share the road” is most likely to improve their behavior.
- 25) Wider shoulders help bicyclists more than motorists.
- 26) Roads were created for cars.
- 27) Bicyclists act like they own the road.
- 28) Bicyclists shouldn't ride on the road.
- 29) Bicyclists should be licensed like motorists.
- 30) Bicycles should be required to pay a license fee and have a license plate.
- 31) I'll start respecting (motorists' / bicyclists') rights when they start respecting mine.

Other: