

BFK Work Session Proceedings

February 28, 2019; 4pm-5pm

Kalamazoo Township Hall

Participants/Correspondents

Shawn Ballard - Discover Kalamazoo

Dave Brown - Open Roads

Contributor*

Jim Ferner* - Founder, Complete Streets Coalition of Kalamazoo

Paul Guthrie - Bronson Healthcare

Megan Mickelson* - Kalamazoo Area Transportation Study

Mark Miller - Kalamazoo Township

Renee Scott - Chain Gang

Paul Selden - Bike Friendly Kalamazoo

Larry Stehouwer - Monday Morning Cruisers

Ofc. Jake Vyverman - Kalamazoo Department of Public Safety

**contributed material and comments via email*

Overview

These proceedings cover findings of internet searches for relevant articles pertaining to three topics:

- 1) protected bike lanes;
- 2) Michigan's bike law opportunities; and,
- 3) community bike light programs.

Participants in the Bike Friendly Kalamazoo work session on February 28 were asked to find fact-based articles along the lines of "low hanging fruit," "pros/cons," "obstacles/solutions," "best practices," and "opportunities for improvement." Articles found were emailed to session moderator Paul Selden, who compiled them here as raw material with minimal editing and without further judgement as to how well they fit the criteria or category.

Titles of relevant articles are listed, together with a brief summary and comments of those reviewing the topic (when provided). It is hoped that this list will:

- a) save research time for those interested in each topic,
- b) serve as a springboard for further research, and,
- c) provide material/inspiration for listings the Bike Friendly Kalamazoo website.

Please share additional information of interest, typos, etc., by emailing it to info@bikefriendlykalamazoo.org.

1) Protected Bike Lanes

Title: **The Feds Jump On Board: Protected Bike Lanes Are Now Official Federal Policy**

Link: <http://www.peopleforbikes.org/blog/entry/the-feds-jump-on-board-protected-bike-lanes-are-now-official-federal-policy>

Summary: The FHWA guidance released Tuesday is the result of two years of research into numerous modern protected bike lanes around the country, in consultation with a team of national experts.

Comments: Provides good general introduction with examples.

Title: **Separated Bike Lane Planning and Design Guide**

Link:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

Summary: "This Separated Bike Lane Planning and Design Guide outlines planning considerations for separated bike lanes (also sometimes called "cycle tracks" or "protected bike lanes") and provides a menu of design options covering typical one and two-way scenarios."

Comments: Authoritative, comprehensive; from the Federal Highway Administration.

Title: **Clearing Snow From Protected Bike Lanes: The Ins and Outs**

Link: <https://peopleforbikes.org/blog/clearing-snow-from-protected-bike-lanes-the-ins-and-outs/>

Summary: Covers best equipment to use for clearing snow from protected bike lanes (2016).

Comments: Best equipment depends on type of snow and location, which is explained.

Title: **The Summer of Demos: One-Day Protected Bike Lanes Sweep Across America**

Link: <http://www.peopleforbikes.org/blog/entry/the-summer-of-demos-one-day-protected-bike-lanes-sweep-across-america>

Summary: How to conduct a quick “pop-up” test of where protected bike lanes might work.

Comments: Offers good examples from many cities.

Title: **Coming soon to Detroit: Protected bike lanes**

Link: <http://www.freep.com/story/money/business/michigan/2015/06/20/detroit-bicycles-brundige-copenhagen-complete-streets-road-diet/28870851/>

Summary: Detroit’s plans for their first protected bike lanes (2015).

Comments: Explains what they are, where they will go in, but doesn’t cover the pros/cons of their experience with them.

Title: **Why protected bike lanes are more valuable than parking spaces**

Link: https://www.youtube.com/watch?v=E85HMNJix_o

Summary: This video describes the progress made in New York City

Comment: Includes statistics, videos, examples

Title: **No, Protected bike lanes do not need to cost \$1 million per mile**

Link: <https://peopleforbikes.org/blog/protected-bike-lanes-do-not-cost-1-million-per-mile/>

Summary: This has a lot of examples, costs and ratings of the different types.

Comment: Very helpful resource

Title: **'Bike boxes' pop up at Grand Rapids intersections**

Link: <https://www.woodtv.com/news/grand-rapids/-bike-boxes-pop-up-at-grand-rapids-intersections/1416868096>

Summary: Examples of protected bike lanes and bike boxes/green paint

Comment: Local/regional example

Title: **One-Way Protected Cycle Tracks (from the National Association of City Transportation Officials)**

Link: <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>

Summary: This article provides a good overview on recommendations for why protected bike lanes are important, maintenance of these bike lanes, and different designs for protected bike lanes.

Comment: Includes good examples and infographics. I also like that it includes considerations to meet ADA compliance laws.

“We also found various sites with single comments about Pro’s and Cons, so we listed those below.”

[Additional participant comments follow, verbatim:]

Pros:

- Crashes with injuries reduced by 48% in New York City
- 60% of people surveyed would ride more if they did not concerns about traffic safety (Portland Oregon)
- Reduce Conflict with automobiles.
- They’re physically isolated from heavier vehicle traffic, which can be both hazardous and intimidating to bicyclists.

- They encourage and reinforce bicycling as transportation, and permit use by people with a wide range of ages, cycling skills, and abilities.
- Correctly constructed, they exclude or discourage many improper uses of bike lanes (double parking, loading zones, dumpsters, etc.)
- They allow bicyclists to ride clear of the “door zone,” where a car door may be opened abruptly into the path of the bicycle

Cons:

- Eliminate parking spaces
- They’re more costly to construct, and often require more dedicated space than simple painted lanes. Cost can average \$130,000 per mile.
- As the network of protected lanes gets built out, not all lanes will connect smoothly to facilities of comparable quality. Less-experienced bicyclists may have difficulty connecting via more stressful facilities.
- Connections, intersections, transit stops, driveways, and other interactions with the road network require careful design attention, lest they become conflict points or visibility hazards.
- They may require separate, specific maintenance equipment and regimens to clear snow, leaves, litter, and other debris. This article describes snow removal:
<https://peopleforbikes.org/blog/clearing-snow-from-protected-bike-lanes-the-ins-and-outs/>
- Depending on how they are isolated from vehicle traffic, it may not be apparent to motorists how many people use the bicycling facilities

Examples of stretches that might potentially benefit from protected bike lanes [suggested by two local bicyclists]:

- N-S connections between Kalamazoo and Portage
- Westnedge/Park from BL-131 to the couplet on top of Westnedge Hill.
- Stadium from Howard to Oliver
- Kalamazoo Ave.
- Michigan Ave.
- Westnedge Ave.
- Park Street
- S Rose
- North Street
- Stadium Drive
- W Main

2) Michigan’s bike law opportunities (not legal advice)

Participant comment: “Dutch principle: do no harm to anyone slower.”

Title: **Bike Law University**

Link: <https://bikeleague.org/bike-law-university>

Summary: Provides easy read charts of bike laws by state. Sections include

BIKE LAWS TOPICS: EXPLANATIONS AND BEST PRACTICES

- Safe Passing Laws
- Vulnerable Road User Laws
- Where to Ride Laws
- Helmet Laws
- Dooring Laws
- Sidewalk Riding
- Mandatory Use of Bicycle Facilities Laws
- Distracted Driving Laws

- "Idaho Stop" and "Dead Red" Laws
- Share the Road License Plates
- Bicycling Under the Influence
- Authorization of Local Regulations
- Treatment of Bicycles as Vehicles

BIKE LAWS TOPICS: STATE COMPARATIVE CHARTS

- Safe Passing Laws
- Vulnerable Road User Laws
- Where to Ride Laws
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Comment: Excellent reference; may answer many questions about opportunities for improving bike laws in Michigan.

Title: State Bike Laws*

Link: <https://www.bikeleague.org/StateBikeLaws>

Summary: Presents state by state summary of bike laws as of 2012, noting which laws Michigan is missing.

Comment: Excellent reference; may answer many questions about opportunities for improving bike laws in Michigan. *NOTE: The laws listed here are for informational purposes only. The legal information on this website is not a substitute for the primary sources of law in your jurisdiction or the personalized advice of an attorney."

Title: **A Right to the Road: Understanding & Addressing Bicyclist Safety**

Link: <https://www.ghsa.org/sites/default/files/2017-09/2017BicyclistSafetyReport-FINAL.pdf>

Summary: An overview of the most prevalent laws addressing bicyclist safety and their current status are provided to assist SHSOs and their partners as they work with bicycling advocates, elected officials, the media, and the general public to adopt effective and enforceable policies. This is a downloadable report from the Governors Highway Safety Association.

From the section entitled Policies Protecting Bicyclists (beginning on page 38)

According to the National Conference of State Legislatures (NCSL, 2017), 285 bills addressing bicyclist and/pedestrian safety were introduced in 2016; 38 were enacted by 19 state legislatures. While most focus on pedestrians, the new bicyclist safety measures address safe passing, operation and equipment; enhanced penalties for crashes involving bicyclists and pedestrians; safety and equipment standards for electric bicycles; and supporting bicycle and pedestrian infrastructure (Teigen et al., 2017). States also considered more than 100 speed-related bills, including lowering the posted speed limit in school zones or on roads adjacent to schools or parks, as well as giving cities and towns the authority to make changes to existing speed limits (NCSL, 2017). [Underscore added]

Comment: Comprehensive study with comparisons and recommendations for bike laws.

Title: Bicycle Law Reform website

Link: <http://bikelaws.org/>

Summary: Assigns A-F grades for each state's bike laws based on objective criteria. Criteria can be used to quickly size up opportunities for improvement.

Comments: Grades are probably outdated (Michigan's F- grade was last updated 11/2006) but site provides perspective and ideas.

Title: 2017 Bicycle Friendly State Ranking

Link: <https://bikeleague.org/content/ranking>

Summary: Ranks US states by their League of American Bicyclists' Bike Friendly State report card rankings. The criteria used by LAB include many more factors than bike law.

Comments: Clicking through the various links on this page shows that Michigan ranks 27th out of the 50 states on "Legal and Law Enforcement" category. Michigan's "Report Card" states that Michigan is one of only 9 states without a law protecting people who bike from "dooring."

Title: Best Bike Laws in the Country? Check Out Delaware.

Link <https://www.bikelaw.com/2018/02/delawarebikelaw/>

Summary: In October 2017, Delaware's governor signed the Bicycle Friendly Delaware Act, placing into state law some cutting-edge, pro-bike reforms that put Delaware emphatically into a category of one among U.S. states when it comes to favorable statutory law treatment of cycling. The highlights:

1. requirement that drivers have to change lanes to pass;
2. the "Delaware Yield" at stop signs;
3. deletion of the "as far to the right as practicable" provision; and
4. no aggressive honking at cyclists.

Comment: Could be used to help prioritize opportunities in Michigan.

Title: Law You Can Use: The law of riding a bicycle in Ohio

Link: https://www.logandaily.com/comment/columns/law-you-can-use-the-law-of-riding-a-bicycle/article_baa827a5-e025-5a95-a054-fd96083afbe8.html

Summary: This column was written by attorney Steve Magas, an avid bicyclist, motorcyclist and Ohio trial attorney based in Cincinnati. Known as "Ohio's Bike Lawyer," Ohio does have a few bike-specific laws. The key "bike law" in Ohio states that a bicycle must be operated "as near to the right side of the roadway as practicable." While the word "practicable" is undefined, the law states that a cyclist does not have to ride along the right side of the lane when it is "unreasonable or unsafe to do so."

Cyclists are also permitted to ride "two abreast," meaning side-by-side, in the same lane. Ohio law does not require cyclists to move out of the way of faster traffic.

Like all vehicle owners, cyclists must abide by certain equipment requirements when riding on the roadway. They must use a white light on the front of the bike and both a red reflector and a red light in the rear between sunset and sunrise or whenever the weather makes lights necessary.

This is important since many serious or fatal crashes occur at night or when weather causes poor visibility. Some cities may have other equipment requirements written into their municipal codes. Dayton, for instance, requires all cyclists to wear helmets and to equip their bike with a bell that is audible for up to 100 feet.

Vehicles and bicycles

Traffic law allows motorists to cross a double yellow line to pass any slower vehicle,

Cyclists are also not required to use bike lanes. These lanes are typically created by local governments and are not governed specifically by state law. State law mandates only that cities may not force cyclists to use sidewalks or "sidepaths" (bike trails that are not part of the roadway).

Cyclists who are injured by negligent motorists often wonder what type of insurance applies to their claims"

Comment: Article can be used to compare and contrast bike laws in Michigan with nearby Ohio.

Title: **300-1949-VI-Operation-Of-Bicycles-Motorcycles-and-Toy-Vehicles**

Link:

[http://www.legislature.mi.gov/\(S\(c4lgguieagink2dcpmbzxheg\)\)/mileg.aspx?page=GetMCLDocument&objectname=mcl-300-1949-vi-operation-of-bicycles-motorcycles-and-toy-vehicles](http://www.legislature.mi.gov/(S(c4lgguieagink2dcpmbzxheg))/mileg.aspx?page=GetMCLDocument&objectname=mcl-300-1949-vi-operation-of-bicycles-motorcycles-and-toy-vehicles)

Summary: Index to part of Michigan's vehicle code pertaining to bicycles.

Comment: Can use this section to compare/contrast with best practices.

Title: **2018 Minnesota Statutes**

Link: <https://www.revisor.mn.gov/statutes/cite/169.222>

Summary: Laws related to operation of bicycles.

Comment: Might be used to compare/contrast with Michigan's.

Title: **Cycling Regulations, Restrictions & Rules of the Road (in British Columbia)**

Link: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/cycling-regulations-restrictions-rules>

Summary: Overview of British Columbia's bike laws; includes a link to Rights and Duties of the Operator of a Bicycle

Comment: Could be used to compare and contrast bike laws in Michigan, looking for opportunities to improve.

Title: **Michigan Bicycle Laws – Reference Guide for Law Enforcement Officers**

Link: https://www.michigan.gov/documents/msp/Bike_law_ticket_book_ref_04_press_505969_7.pdf

Summary: A two-page .pdf can be printed as a pocket-sized card which serves as a quick summary for law enforcement of current bicycle laws – 2015.

Comment: This serves as a good summary of basic traffic laws as they apply to bicyclists.

Title: **What Every Michigan Driver Should Know about Bicycle Lanes**

Link: https://www.michigan.gov/documents/mdot/MDOT_Bicycle_Lane_Brochure_402819_7.pdf

Summary: Brochure summarizing information motor vehicle operators should know when driving in the vicinity of bicyclists.

Comment: Easy to read educational piece; could be used during traffic stops by law enforcement or during drivers ed.

Title: **The Rules of the Road for Michigan Cyclists**

Link: <https://bikelawmichigan.com/michigan-rules-of-the-road/>

Summary: A longer version of traffic laws as they apply to bicyclists.

Comment: This provides a bit more context than the shorter law enforcement related summaries.

Title: **Recent case shows need for Safe Passing Law in Michigan**

Link: <https://bikelawmichigan.com/bicycle-auto-accident-case-shows-need-for-safe-passing-law/>

Summary: [Bryan Waldman](#) was recently successful in obtaining a settlement for a cyclist who was knocked off of her bicycle by an SUV and sustained a mild traumatic brain injury.

Comment: This article gives the facts of the case, but does not really explore the variables of a safe passing law.

Title: **2017 Year End Traffic Crash Statistics**

Link: https://www.michigan.gov/documents/msp/2017_Year-End_for_Web_621451_7.pdf

Summary: Variety of data breakdowns of Michigan crash statistics for 2017.

Comments: Use the Ctrl-F command to Find key terms like Bicycle, Pedestrian, Distracted, etc.

Title: 2018 Michigan Bicycle Laws Recap – Bicycle Passing Law

Link: <https://bikelawmichigan.com/2018-bicycle-passing-law/>

Summary: Focuses on the Passing Law, and whether 3 feet is sufficient.

Comment: The article makes the point that unlike some other states, bicycles are not legally defined as vehicles in Michigan, and that they were technically not previously covered by any vehicular passing laws in Michigan.

Title: Bike Law Partners With USA Cycling To Protect & Advocate For Cyclists

Link: <https://bikelawmichigan.com/bike-law-partners-with-usa-cycling/>

Summary: Describes “Bike Law,” a network of attorneys working for bicycle safety and its partnership with USA Cycling.

Comment: Promotional article stating that Bike Law Michigan is included in this network.

Title: 2018 Michigan Bicycle Laws Recap – Electric Bike Law

Link: <https://bikelawmichigan.com/2018-electric-bike-law/>

Summary: Describes how a 2018 law defines and provides regulations for e-bikes

Comment: Recap by an attorney for Bike Law Michigan.

Title: Digest of Ohio Bike Laws

Link: www.ohiobike.org/index.php/digest-of-ohio-bike-laws

Summary: Information given here includes revisions to the Ohio Revised Code effective Sep 2006. The traffic laws are in Title 45. You can also go directly to Chapter 4511 (the rules of the road) and Chapter 4513 (equipment rules). Contains helpful references/links. By the Ohio Bicycle Federation.

Comment: Can be used to compare and contrast bike laws in Ohio with Michigan.

Title: Ohio passes e-bike law, becomes 11th state with industry-supported codes

Link: <https://www.bicycleretailer.com/industry-news/2018/12/10/ohio-passes-e-bike-law-becomes-11th-state-industry-supported-codes#.XIVcPCJKjIU>

Summary: Ohio was the 11th state with an e-bike law supported by the industry as of December 2018.

Comment: News piece, but also contains a reference to model legislation supported by PeopleForBikes and the Bicycle Product Suppliers Association, which may offer ideas for other bike laws.

Title: Ohio Department of Transportation’s (ODOT’s) Cycling Smarter Guide

Link:

<http://www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Documents/ODOTCyclingSmarterGuide.pdf>

Summary: Part 1 summarizes Ohio’s bike laws.

Comments: Can be used to compare and contrast bike laws in Ohio with Michigan.

Title: Michigan Traffic Safety Summit (March 19&20, 2019)

Links (among others):

https://www.michigan.gov/msp/0,4643,7-123-72297_64773_8271---,00.html

https://www.michigan.gov/documents/msp/Workshop_Agenda_for_Web_645149_7.pdf

<https://www.ghsa.org/events/MI-Summit19>

Summary: Workshops focused on various topics including

Enforcement Kalamazoo Bike Crash

Pedestrian/Bicycle Enforcing the 3-Foot Law

Enforcement Do You Have Skin in the Game

Pedestrian/Bicycle Shared Safe Mobility: Improving Bike Safety

Enforcement Rural Road Safety is a Team Sport – Tips for Getting off the Sidelines

Engineering What are Your Measures?

Comment: This is the 24th annual workshop.

3) Community Bike Light Programs

Title: How To Do A Successful Bike Light Giveaway

Link: <https://www.bikeleague.org/content/how-do-successful-bike-light-giveaway>

Summary: "With lessons learned from programs around the country, we've figured out what works best."

Comments: Great article; seems to cover all the bases if the intention is to give away bike lights.

Title: Lighten Up Boulder Safety Campaign

Link: <https://bouldercolorado.gov/pages/lighten-up-boulder-safety-campaign>

Summary: The City of Boulder, Community Cycles, and the University of Colorado (CU) team up every year to encourage the use of bike lights for nighttime riding by giving out free lights starting in early November. Details about their 2018 campaign are available <https://bouldercolorado.gov/newsroom/get-a-free-bike-light-through-the-lighten-up-boulder-safety-campaign>

Comment: Could use these web pages as illustration of how to publicize the campaign.

The following articles look at ways to fund bicycle and pedestrian projects (such as bike light programs). Bike Friendly Kalamazoo's website contains links to other funding ideas.

Title: How do I tap into CMAQ funding for my bicycle/pedestrian project?

Link: http://www.pedbikeinfo.org/data/faq_details.cfm?id=4274

Summary: The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was created in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA) to fund transportation related projects that are designed to reduce traffic congestion and improve air quality.

Title: League of American bicyclists "federal bicycle safety funding"

Link: <https://www.bikeleague.org/content/federal-bicycle-safety-funding>

Summary: Funding for states w/ a greater than 15% traffic fatalities to improve bicycle safety and outreach.

Thank you for everyone's input & thanks to Kalamazoo Township for providing the facilities for our meeting!