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**FOR IMMEDIATE RELEASE**  
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### CYCLING SAFETY TASK FORCE RECOMMENDS NEW TRAFFIC LAWS, MORE BIKE LANES AND COMPREHENSIVE EDUCATION EFFORT

A multi-agency committee is seeking public comment on 24 draft recommendations intended to improve safety for bicycle riders on Boise's streets.

The 10-member Boise Cycling Safety Task Force was formed by Mayor David H. Bieter with support from the Boise City Council in the wake of three tragic cycling deaths earlier this summer. The panel, chaired by Boise Police Deputy Chief Jim Kerns and with representatives from several city departments, the Ada County Highway District and Idaho Transportation Department, developed its draft recommendations with the assistance of three dozen citizens representing cyclists, motorists and public safety advocates.

The task force will host two open houses to outline the recommendations and solicit public comment:

**Tuesday, Aug. 25**, 6 to 8 p.m., Boise City Hall Council Chambers (3<sup>rd</sup> floor)

**Thursday, Aug. 27**, 6 to 8 p.m., City Hall West Sawtooth Room (333 N. Sailfish Place, off Emerald between Maple Grove and Five Mile roads)

A copy of the recommendations is available at [www.cityofboise.org/Departments/mayor](http://www.cityofboise.org/Departments/mayor). Comments are also being accepted at [SafeCycling@cityofboise.org](mailto:SafeCycling@cityofboise.org). After gathering public feedback, the task force will forward its final recommendations to Mayor Bieter and the city council in September.

Mindful of the need for all users of the city's roadways to share equally in responsibility for safety, the task force developed a set of balanced changes to city ordinances that would affect both motorist and cyclist behavior. The task force's recommendations include:

- A new law making it a misdemeanor for a motorist or any person to intentionally intimidate or harass a cyclist by threatening physical injury or throwing an object at him or her.
- A new prohibition on reckless operation of a bicycle in a manner "as to endanger or be likely to endanger any person or property," also a misdemeanor.
- A requirement that, whenever possible, a motorist provide a minimum safe distance of three feet when passing a cyclist.
- Specific rules for riding bicycles on sidewalks, including a requirement that the cyclist dismount "when the number of pedestrians using the sidewalk renders bicycle riding on the sidewalk unsafe."

The task force also recommends creation of “heels down” zones on specific, highly congested sidewalks (such as downtown) where cyclists would be required to dismount at all times. Other suggested ordinance changes would clarify that motorists at intersections must yield to oncoming cyclists when turning left and cannot cut off cyclists traveling in the same direction when turning right.

The task force suggests several steps designed to improve the structural safety of roads and intersections. Among the recommendations: evaluation of intersections with the highest frequency of bicycle accidents for possible upgrades; acceleration of bike lane and shoulder-widening projects called for in the Ada County Highway District’s *Roadways to Bikeways* plan; and increased frequency of maintenance and sweeping of existing bike lanes.

In the area of education, the task force calls for creation of a branded, multi-jurisdictional “safe streets for all” campaign, in cooperation with cycling groups, that would include events, public service announcements, education programs and a Web site. The panel recommends mandatory instruction on cycling laws, with emphasis on safe interaction between cyclists and motorists, in all driver education programs and the state’s driver’s license exam. And the task force urges a comprehensive bike safety curriculum for all students in grades three through six.

The task force also urges establishment of a more sophisticated voluntary bicycle registration system to aid in recovery of stolen bikes; eventually, if the city council decided to charge a registration fee, the resulting revenues could be used to fund bike-related programs and improvements.

Over the past five weeks, members of the citizen “sounding board” reviewed the task force’s recommendations as they were being developed and provided suggestions. The feedback was particularly helpful in ensuring that the language of the proposed ordinance changes was clear and applicable to real-world situations.

## **BOISE CYCLING SAFETY TASK FORCE**

Chair: Deputy Chief Jim Kerns, Boise Police Department  
Capt. Pete Ritter, Sgt. Clair Walker, Officer Tony Dotson, Boise Police Department  
Karen Gallagher, Transportation Planner, Boise Planning & Development Services  
Ralph Blount, Pat Riceci, Boise City Attorney’s Office  
Michael Zuzel, Boise Mayor’s Office  
Justin Lucas, Ada County Highway District  
Kevin Sablan, Idaho Transportation Department

## **ATTACHMENTS**

- Boise Cycling Safety Task Force Recommendations (Draft)
- Citizen “Sounding Board” members

## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<b>ENGINEERING</b> Road improvements, bike lanes, signage, signalization, visibility, maintenance					
<b>ENG 1.</b> Intersection improvements	Evaluate intersections with the highest frequency of bicycle accidents for possible improvements	Reduce bicyclist-motorist conflicts; improve visibility and predictability of bike and car behavior	Three to 24 months	Funding of improvements; competition with other ACHD priorities	ACHD
<b>ENG 2.</b> Bike facilities improvements	Accelerate creation of bike lanes and shoulder widening as called for in ACHD's <i>Roadways to Bikeways</i> priorities list	Expand bike-friendly amenities in areas where they are lacking	Six months to three years	Funding of improvements; competition with other ACHD priorities	ACHD City of Boise
<b>ENG 3.</b> Sidewalk restrictions	Create "heels down" bike dismount areas (similar to "wheels up" zones) along specific, highly congested sidewalks, particularly downtown (e.g., Idaho between Capitol and Eighth)	Reduce bicycle-pedestrian conflicts	Three to six months	Cost of signage, education and enforcement	ACHD City of Boise
<b>ENG 4.</b> Bike lane maintenance	Increase frequency of maintenance and sweeping of bike lanes to remove debris, trim back brush, etc.	Improve safety of bike lanes and encourage their use	30 days to three months	Cost of maintenance; availability of sweepers	ACHD ITD



## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<p><b>ENFORCE 3.</b> Harassment of bicyclists</p>	<p><u>It shall be a misdemeanor for any person, maliciously and with the specific intent to intimidate or harass or cause another person to crash, stumble, or fall because that other person is walking along the roadway or operating a bicycle along the roadway, to:</u></p> <p><u>A. threaten, by word or act, to cause physical injury to the pedestrian or bicyclist, or</u></p> <p><u>B. throw or otherwise expel any object at or in the direction of the pedestrian or bicyclist.</u> (BCC 10-10-14)</p>	<p>Discourage aggressive acts by motorists that would serve to threaten, startle or intimidate cyclists</p>	<p>Three months</p>		<p>City of Boise</p>
<p><b>ENFORCE 4.</b> Reckless operation of a bicycle</p>	<p><u>A person who uses or rides a bicycle on a sidewalk, street, roadway, highway or any public or private property open to public use, carelessly and heedlessly, or without due caution and circumspection, or at such speed or in any other manner as to endanger or be likely to endanger any person or property shall be guilty of reckless bicycling and, upon conviction may be sentenced to jail for not more than six (6) months or may be fined not more than one thousand dollars (\$1,000.00) or may be punished by both fine and imprisonment.</u> (BCC 10-14-17)</p>	<p>Discourage aggressive acts by cyclists that would serve to create hazardous situation for motorists, pedestrians and other cyclists</p>	<p>Three months</p>		<p>City of Boise</p>

## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<p><b>ENFORCE 5.</b> Right-of-way at intersections</p>	<p><u>The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to a bicycle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard.</u></p> <p><u>When a motor vehicle and a bicycle are traveling in the same direction on any highway, street, or road, the operator of the motor vehicle overtaking such bicycle traveling on the right side of the roadway shall not turn to the right in front of the bicycle at an intersection, alley, or driveway until such vehicle has overtaken the bicycle and has sufficient clearance to safely turn without requiring the bicyclist to brake or take evasive action to avoid a collision with the vehicle.</u> (BCC 10-10-01 C and D)</p>	<p>Improve roadway safety by clarifying interaction of cyclists and motorists at intersections</p>	<p>Three months</p>		<p>City of Boise</p>
<p><b>ENFORCE 6.</b> Riding on roadways/in bus lanes</p>	<p><u>Every person operating a bicycle upon a two-way roadway which does not contain a bike lane shall be is entitled to use the lane appropriate for the intended destination, including the right-hand lane, and any designated bus lane. The bicycle rider and shall proceed in the same direction of travel as other vehicles authorized to use in that lane. On one-way roadways a bicycle may be operated in any existing lane.</u> (BCC 10-14-06-B)</p> <p><u>In right turn only lanes where traffic signs or signals indicate a bus, trolley or street car is permitted to go straight rather than turn right, a bicycle operator shall be permitted to go straight rather than turn right.</u> (BCC 10-14-06-D)</p>	<p>Clarification and education</p>	<p>Three months</p>	<p>None</p>	<p>City of Boise</p>

## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<p><b>ENFORCE 7.</b> Riding on or crossing sidewalks</p>	<p><i>A bicycle may be operated upon a sidewalk and upon and with a crosswalk, except where prohibited by official traffic control devices, <u>except when the number of pedestrians using the sidewalk renders bicycle riding on the sidewalk unsafe because of the risk of colliding with one of the pedestrians, in which case the bicycle rider must dismount and walk the bicycle to an area where safe riding may resume.</u> (BCC 10-14-08-A)</i></p> <p><i>Any bicyclist riding upon a sidewalk, or across a roadway upon and within a crosswalk, shall yield the right of way to any pedestrian and shall give an audible warning before overtaking and passing such pedestrian. <u>The audible warning may be given by the voice or by a bell or other lawful device capable of giving an audible signal to the person or persons being overtaken and passed.</u> (BCC 10-14-08-B)</i></p> <p><i><u>A bicyclist riding on the sidewalk shall not suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.</u> (BCC 10-14-08-D)</i></p>	<p>Improve sidewalk safety; reduce mixed motorist/pedestrian behavior by cyclists</p>	<p>Three months</p>	<p>None</p>	<p>City of Boise</p>
<p><b>ENFORCE 8.</b> Bicycle ordinance penalties</p>	<p>Make most violations infractions rather than misdemeanors (BCC 10-14-17 and BCC 10-14-19)</p>	<p>Violators more likely to be cited; provides greater ability to deal with juveniles</p>	<p>Three months</p>	<p>None</p>	<p>City of Boise</p>



## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<b>EDUCATE 5.</b> Bike safety information	Create clearinghouse, using state's 2-1-1 system and/or other mechanisms, to provide information to the public regarding cycling laws, bike safety programs and publications, etc.	Improve education of bike laws and best practices	Six to 12 months	Funding	Everyone
<b>EDUCATE 6.</b> Existing laws	In all outreach to motorists and cyclists, emphasize the multitude of ways in which exist state and local laws protect cyclists, including prohibitions on "dooring" and requirement that motorists yield to oncoming bicyclists.	Improve education of traffic laws pertaining to cycling	Three to six months		Everyone
<b>EDUCATE 7.</b> Bicycle law training for police	Provide bicycle law and parks law briefing training to all BPD patrol teams and watches, including Night STEP and Motors	Raise officers awareness of relationships and issues surrounding bicycle/motorist interactions	Completed 7/14; ongoing	None	BPD Bicycle Patrol Unit

## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

Proposal	Description	Goals	Timeframe	Barriers	Department or Agency
<b>ENCOURAGEMENT</b> <b>Promotion of cycling as a healthy and environmentally sound method of transportation and recreation</b>					
<b>ENCOURAGE 1.</b> Voluntary bike registration	City establishes voluntary bicycle registration system; fee, if any, can be set by Boise City Council; registration kept on file by Boise Police Department. (BCC 10-14-18)	Aid in recovery of stolen bikes; provide opportunity for education and outreach; generate funds for bike-related programs and improvements	Three to six months	Cost to administer	City of Boise
<b>ENCOURAGE 2.</b> Safety designation	Utilize Ada County's designation as a "Bicycle Friendly Community" (League of American Bicyclists) in outreach efforts emphasizing that "friendly" also means "safe"	Underscore connection between popularity of cycling and need for safety	Three to six months		ACHD Cycling groups
<b>EQUALITY</b> <b>Cyclists' ability to utilize roadways and access all destinations</b>					
<b>EQUALITY 1.</b> Same roads, same rights	Instill in cyclists, motorists, pedestrians and officers an appreciation for sharing the roadways responsibly and with an awareness of the needs and responsibilities of other users.	Create an environment in which no roadway user is considered second-class or subordinate	Ongoing	None	City of Boise ACHD ITD
<b>EQUALITY 2.</b> Cycling integrated in planning	Ensure that the existence of cyclists is treated as a given at every level of planning. Consider and accommodate cyclists' needs in all roadway projects.	Make cycling a balanced part of baseline assumptions rather than an add-on or afterthought	Ongoing	None	City of Boise ACHD ITD
<b>EVALUATION</b> <b>Evaluation of the other five Es (Engineering, Enforcement, Education, Encouragement, Equality)</b>					
<b>EVALUATE 1.</b> Continuous improvement	Review all recommendations at least every 24 months to determine effectiveness and consider additional steps	Ensure that Boise's cycling environment remains safe and state-of-the-art	Ongoing	None	City of Boise ACHD ITD Cycling groups

# Boise Cyclist Safety Sounding Board

8/13/09

Kristin Armstrong  
Olympic Gold Medalist, Cycling

Carl Arriola  
Tates Rents

David Bartle  
ACHD Bicycle Advisory Committee

Annie Black  
Ore-Ida Women's Challenge

Evelyn Blank  
ITD Bike/Pedestrian Safety Program

Dave Carlson  
AAA Idaho

Susan Cople  
Hewlett-Packard HR Division

Carol Dixon

Jim Everett  
Boise Family YMCA

David Gordon  
Ridge to Rivers Trails Coordinator

Dana Gross

Jimmy Hallyburton  
Boise Bicycle Project

Chris Haunold  
Idaho Mountain Touring

Kurt Holzer

Dr. Jim Johnston  
Lactic Acid Cyclists

Charles Kerr

George Knight  
BSU Community Bicycle Project

Jeff Larsen  
Hewlett Packard

Dr. Mike Mercy

Cynthia Michalik  
Idaho State Board of Medicine

Ward Parkinson

Tom Platt  
George's Cycles

Heather Price  
Burgers for Bikes

James Rosenberg  
Boise Health & Wellness Chiropractic  
Center

Nancy Rush  
Central District Health Department

Joe Savola

Walt Sledzieski  
Treasure Valley Cycling Alliance

Russ Stoddard  
Oliver Russell

David Thomas  
Southwest Idaho Mountain Biking  
Association

Douglas Tobin  
BYRDS Youth Cycling Group

Amy Vecchione

Elliot Werk  
State Senator

Kent Wilson  
Treasure Valley Family YMCA

Janell Zuckerman  
YMCA Safe Routes to School Coordinator