

BYKE BYTES Bike More, Drive Less, Get Active

1. Collaborative Presentation by Sierra Club and Bicycle Alliance on creating a more bicycle-friendly Seattle. Tuesday May 17th.
2. Bicycle Alliance ED named to statewide Transportation Enhancement Committee.
3. State funding
4. Mercer Island Update by Mike Moreland
5. Conserve by Bike legislation introduced
6. Recommended Readings
7. Safe Routes Training a Huge Success

1. Please join [The Sierra Club](#) and the [Bicycle Alliance of Washington](#) at the Seattle REI on Tuesday, May 17th from 6:30 - 8:30 as they present:

Seattle - The Bicycle Capital of the Country?!

Learn how we get from where we are to where we want to be (watch out Portland!) and the many benefits of making non-motorized transportation a city priority.

Panel Includes:

1. Richard Conlin ([Seattle City Council Member](#))-City Council's top 20 bicycle projects (including city map).
2. Julie Mercer Matick ([SDOT](#))-Incorporating non-motorized transportation. Making life safer, more interesting and more fun on a bike.
3. Ngozi Oleru ([Director of the Environmental Division of Public Health](#))-Using "the perfect motor" to help reduce sedentary related diseases and improve the quality of life for all.
4. Barbara Culp ([Bicycle Alliance](#))-How "Complete Streets" can make Seattle the Bicycle Capital of the Country!

This event is sponsored by: [Cascade Bicycle Club](#), [Transportations Choices Coalition](#), [Feet First](#)

2. Bicycle Alliance ED appointed to statewide WSDOT Enhancement Committee.

WSDOT Appoints Transportation Enhancement Committee Members

Secretary of Transportation Doug MacDonald announced the appointment of members to the new Enhancement Advisory Committee. The federal transportation enhancement program provides funding to programs and projects that can contribute in rich and innovative ways to communities' transportation needs and goals.

Projects that are eligible for funding may include restoring historic transportation facilities, building bike and pedestrian facilities, landscaping and scenic beautification,

and mitigating water pollution from highway runoff. The Washington State Department of Transportation (WSDOT) expects to receive \$42 million in federal transportation enhancement funds for projects selections in 2005. "Enhancement projects are an important part of our overall transportation system," said MacDonald. "They provide trails and facilities that contribute to the livability of our state's communities, and raise awareness of and preserve important historical and cultural features. This advisory committee will have an important task to accomplish in recommending projects for grant funding."

The committee consists of representatives from cities, counties, Indian Nations, pedestrian, bicycle, trail, historic/scenic groups, and WSDOT.

The committee members are:

Ronald Covey, Mayor of Moses Lake

Mark Foutch, Mayor of Olympia

Ken Stanton, Douglas County Commissioner

Steve Stuart, Clark County Commissioner

Mary Beth Clark, Chairperson Colville Confederated Tribe

David Levinger, Executive Director Feet First

Barbara Culp, Executive Director, Bicycle Alliance of Washington

Fred Wert, Methow Conservancy Board Member

Dr. Allyson Brooks, State Historic Preservation Officer

Kathleen Davis, WSDOT, Highways & Local Programs Division Director.

The work of the committee will be to help establish program guidance, and make project selection recommendations for the use of federal transportation enhancement program funds in Washington State. The committee's first meeting is set for June 1-2 2005.

3. STATE FUNDING: Highlights:

- It's a Fix-it-First package that prioritizes critical safety needs. Highlights include: \$2 billion for the Alaskan Way Viaduct (\$1 billion more than anyone predicted 6 months ago!), \$500 million for the SR 520 Bridge, and \$341 million for bridge replacements. Sizeable allocations also go to ferries, freight mobility, and local governments, which will receive a full penny distribution in the first two years.
- The package also funds \$455 million in new transportation choices funding through vehicle weight fees –a new, reliable, ongoing flexible funding source. Items of note include \$58 million for a new safe routes to school and related transit/bike/pedestrian investments, \$50 million for special needs transit, \$14 million for rural mobility grants, and \$1.2 million for the implementation of HB 2124, which creates an Office of Transit Mobility at the Department of Transportation. (NOTE: these figures represent funding for 16 years.) Safe Routes to School will receive \$2,000,000 in 2006 and increase in subsequent years.)

4. Sharing the Road on Mercer Island

Mike Moreland

The Mercer Island Public Safety Committee presented their recommendations to the City Council on Monday April 18th on proposals for “Vehicles, Bicycles, and Pedestrians”. These proposals, resulting from strained relations between motorists and cyclists, include: require single-file riding for groups, require permits for large groups, restrict vehicle parking in certain areas, limit speed or ban cyclists from the I-90 path.

The Committee studied the issues for several months and was not in favor of the proposals, but recommended increasing awareness, education and continuing with enforcement efforts targeting both motorists and cyclists. While there is still much anger on both sides, many feel this is a reasonable approach. Ultimately everyone has to give a little and learn to share. The Council will review the Committee’s progress in the Fall.

The Council directed the Committee to move forward within given budgets during this “cool down” period to include:

- Education.
- Continued enforcement and emphasis patrols.
- Removing some of the “turtles” so cyclist can move onto and off of the shoulder more easily.
- Step up the frequency of sweeping shoulders to remove debris.
- Trim back vegetation and restrict parking in limited visibility areas.

Here are some guidelines for riding on the island.

- Ride clockwise around the island since the shoulder is better on the inside.
- Ride no more than 2 abreast and pull into a single line when cars approach from behind to allow them to pass. Watch for traffic approaching from behind (a mirror is recommended) and sound off a “car back”. Move as far right as safely possible. It is illegal to delay a group of 5 or more vehicles.
- Watch for pedestrians. Many people enjoy walking on the roads. In areas of limited visibility be alert and prepare to yield to pedestrians.
- Break large groups down into groups of 6 or less and maintain a sufficient gap to make it easier for cars to pass.
- Avoid riding on the I-90 path across the north end of the island particularly if you’re leading a group. If you do ride on the path do so cautiously for the safety of pedestrians. You must ride single file on the path. Keep your speed down.
- Make eye contact with drivers, signal your intentions, and be courteous. Motorists will appreciate your awareness and effort to keep traffic moving smoothly and safely.
- Come to a complete stop at intersections. The interpretation of stop requires you to put a foot down. Move through the intersection together in groups of 6 or less.

5. 'Conserve By Bike' Amendment Added to Energy Bill

Amendment Would Create Pilot Program Designed to Spur Bike Use

WASHINGTON, DC - An amendment introduced by Congressman Earl Blumenauer (D - Ore) to add "Conserve By Bike" provisions into H.R. 6, the Energy Policy Act of 2005, was adopted April 22 by the House of Representatives. This amendment establishes within the Department of Transportation a Conserve by Bike pilot program, which will oversee up to 10 pilot projects across the country designed to conserve energy resources by providing education and marketing tools to convert car trips to bike trips.

"Bicycling is one of the cleanest, healthiest, most efficient and environmentally friendly modes of transportation that exist today," Blumenauer said in support of his amendment.

"Bicycling, as an alternative to automobile travel, can be an important element of a comprehensive energy conservation strategy. However, this relationship has not been adequately studied."

The Conserve by Bike pilot program would also encourage partnerships between stakeholders from transportation, law enforcement, education, public health, environment, and energy fields. Project results and energy savings must be documented, and the Secretary of Transportation is instructed to report to Congress on the results of the pilot program within two years of implementation.

Already, according to the Bureau of Transportation Statistics, bicycles are second only to cars as a preferred mode of transportation, demonstrating their significant potential for commuter use. This up tick in bike use has been caused in recent years by significant upgrades to the bicycling environment in communities across the country. At a time when these communities are seeking to reduce traffic congestion, improve air quality, increase the safety of their neighborhoods, and decrease petroleum dependence, bicycles offer a relatively simple, energy-saving alternative to driving.

"It is time we talk seriously about transportation alternatives as an important component to a comprehensive energy conservation strategy," Blumenauer said. "The Conserve by Bike Program is a critical step in that direction."

It is expected that the House of Representatives will pass H.R. 6.. The Senate must still consider the bill before it could become law.

6 Recommended Reading

"Efficient Vehicles Versus Efficient Transportation: Comparing Transportation Energy Conservation Strategies," by Todd Litman (<http://www.vtpi.org/cafe.pdf>).

This paper compares four transportation energy conservation strategies using a comprehensive evaluation framework that takes into account how each strategy affects annual vehicle travel, and therefore mileage-related impacts such as traffic congestion, road and parking facility costs and crash risk. Mileage-related impacts tend to be large in magnitude compared with energy conservation benefits, so even small changes in total vehicle travel can have a large impact on net benefits. Fuel efficiency standards and some alternative fuels cause vehicle travel to increase. Higher fuel taxes cause a combination of increased vehicle fuel economy and reduced mileage. Mobility management strategies cause relatively large mileage reductions and so provide the greatest mileage-related benefits. Conventional evaluation practices often overlook mileage-related impacts and

so tend to overvalue strategies that increase vehicle fuel efficiency and undervalue mobility management strategies. Published recently in "Transport Policy," Volume 12, Issue 2, March 2005, Pages 121-129,

(<http://authors.elsevier.com/sd/article/S0967070X04000575>).

"Appropriate Response to Rising Fuel Prices," by Todd Litman

(<http://www.vtpi.org/fuelprice.pdf>)

This paper evaluates public policy options for responding to rising fuel prices. There is popular support for policies to minimize retail prices by reducing fuel taxes or providing production subsidies. But price-minimization policies are likely to harm consumers and the economy overall by encouraging transportation system inefficiency. Fuel price reductions are an inappropriate way to provide affordable mobility to low-income households; other strategies can do more to increase affordability while also increasing transport system efficiency. Because many transportation decisions are durable, low fuel price policies will increase future fuel import costs, imposing harming the future economy. Rather than reducing fuel prices it would be better to allow prices to rise and do everything possible to improve transport system efficiency. It is difficult to image consumers demonstrating with signs that say, "Raise My Fuel Prices!," but it actually makes sense.

7. Safe Routes to School Training a Success

Over one hundred people gathered at the North Sea Community Center for the first in the nation Safe Routes to School training. The workshop was based on the newly created national model that includes an overview of the connection between physical inactivity and obesity, and the four E's = engineering, education, encouragement and enforcement. Transportation planners, educators, health professionals, advocates and city officials were enthusiastic about the curricula as taught by Pete Lagerwey, Megan Hoyt, David Levinger and Barbara Culp.

Hoyt, Levinger and Culp recently completed the national certification classes taught by the Pedestrian & Bicycle Information Center with funding from the Center for Disease Control, Federal Highways and the National Traffic Safety Highway Administration.