

Road Cycling Safety Issues and Opportunities

Next meeting June 28 – 4-6pm

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Overall Team Goal:

Improve the safety of road use in Lincoln by a) addressing physical aspects of the road to reduce dangerous conditions and b) behaviors / attitudes of road users to reduce dangerous interactions between them which may result in unsafe conditions

Categories	Issues, objectives	Opportunities, actions
Overall	1. Lack of standing in the public discussion	1. Build a constituency for safe multiuse roads; be on the Selectmen's agenda → Call meeting of constituency to understand and prioritize their issues 2. 5/31 action to consider: how get external input to issues we've identified – Flesh out additional issues we might have missed – Get other peoples' prioritization – How? Lincoln Journal? Town meeting? Ad hoc survey of people we know? Groups we're part of? Town announcement listserv.
Rules of the road <ul style="list-style-type: none"> • Law • Norms we like <p><u>Own: Bob Wolf</u></p>	<p>Issue: unclear rules result in different interpretations on the part of road users, leading to unsafe behaviors, hostility.</p> <ul style="list-style-type: none"> – e.g. A motorist's "safe distance" is poorly defined in the law – vs. confirmed laws which are very clear: ie. state bike law is 2 abreast is ok except in presence of traffic. <p>Objective: recommend and confirm clear rules for Lincoln road users</p>	<p>Opportunity: Existing laws & definitions provide starting point on responsibilities of road users</p> <ul style="list-style-type: none"> – Can town define "safe distance" as, say, 3 feet – Town legislative processes afford opportunity to 'codify' for Lincoln <p>Actions:</p> <ul style="list-style-type: none"> – Locate and consider 'best practices' / benchmarks used in other towns / states (portland, seattle, boulder) – Understand current MA bike law – Talk to Cambridge Bike Czar – Read, synthesize, describe major aspects of bike law – Look at Carlisle example – Distance required to 'go around' a non-driver? –

<p>Infrastructure</p> <ul style="list-style-type: none"> ● Road design and construction ● Road maintenance ● Signage <p><u>Own: Shah</u></p>	<p>Issue: Physical conditions of some roads need to be addressed to improve ‘safe passage’ for users. e.g.</p> <ul style="list-style-type: none"> – Seams have started to open on Rt 126; need to do seam sealing before permanent damage occurs <p>Objective: Recommend physical changes to roads (and signage) to improve safety</p>	<p>Opportunity:</p> <ul style="list-style-type: none"> – Town GIS available to assess road conditions. – Knowledge of traffic patterns in Lincoln afford opportunity to identify some roads as bike alternates to main / dangerous roads – Lane definitions developed in Ph 1 provide a starting point for codifying / confirming Lincoln <p>Actions:</p> <ol style="list-style-type: none"> 1. Identify conditions: Come together with roadside path team for comprehensive view on ‘trouble spots’ for town to address physically <ul style="list-style-type: none"> – Fill in at borders of the road to eliminate ‘drop-offs’ – Lane striping – Repaving / widening / narrowing 2. Signage: <ul style="list-style-type: none"> 3 types of signs to recommend: <ol style="list-style-type: none"> 1) Indicating roadside conditions (ie. narrow winding road ahead) 2) Stating laws (ie. 3 feet distance betw cars & bikers) 3) Requesting desired behaviors (ie. Stop at road crossing) Types: <ul style="list-style-type: none"> Signage can be on roadside posts, painted on the road, <ul style="list-style-type: none"> – <u>5/31 Action:</u> Ask Chris Bibbo: <ul style="list-style-type: none"> ▪ Are we budgeted to do proper maintenance of newly paved roads? ▪ What are opportunities in Ph 1 road paving initiative – what can be codified ▪ Lane striping to identify rideable/runnable area of road
<p>Education (all, over time)</p>	<p>Issue: attitudes of road users towards each other have been shown to lead to unsafe behaviors. (related to unclear rules)</p> <ul style="list-style-type: none"> – Conflicting understanding of rights and responsibilities of drivers, cyclists, peds 	<p>Opportunities:</p> <ul style="list-style-type: none"> – Many road groups exist: runners, cyclists – Towns / states do have ‘best practices’ re: guiding behaviors, education, awareness – Turn the story around from cyclists being a nuisance to being an asset “We all win”

	<p>Objective: recommend ways to influence the ‘human element’ to improve the use of roads through education, awareness, PR</p>	<p>Action: Explore educational, public relations/communications and enforcement opportunities to improve understanding of rules, as well as attitudes among users (riders, runners, drivers)</p> <ul style="list-style-type: none"> – Duties of drivers, cyclists, runners/pedestrians on road summarized on simple card or hand-out (MassBike example for cyclists / for drivers) – Use cards in public fora, town activities
<p>Enforcement</p> <p><u>Own:</u> <u>Bob A</u></p>	<p>Issue: what are consequence of breaking MA / Lincoln bike laws</p> <ul style="list-style-type: none"> – \$25 fines in some towns for infractions – Increasing fines/penalties for repeat offenders <p>Objective: Ensure that everyone is subject to enforcement to obey the rules</p>	<p>Opportunity:</p> <p>Action:</p> <p>Point of emphasis for public safety: traffic stops of both cyclists and drivers when they are unsafe. Hand out “duties of...” card at relevant stops</p>
<p>Not elsewhere classified/ missing categories</p>		

Resources:
Mass Bike
Mass Highway

Additional considerations:
Define the groups?
Kids
Slow riders
Race groups

Actions from 5/31:

- Calibrate market segments with Roadside Path Team so that we’re looking at the same ones.

