City of Boise
Cycling Safety Task Force
Final Report
October 2009
Contents

Executive Summary ................................................................. 5
Task Force Members ..................................................................11
Detailed Recommendations ......................................................13

Appendix 1: Proposed Changes to Boise City Code .....................23
Appendix 2: Cycling Safety Task Force Charter .........................39
Appendix 3: Citizen Sounding Board Members .........................47
Appendix 4: Tables and Maps of Bicycle-Related Accidents .........51
Appendix 5: Open House Materials ..........................................61

The City of Boise Cycling Safety Task Force dedicates this report to

Thomas D. Bettger
Jim Lee Chu
Kevin Pavlis
Executive Summary

Introduction

Boise loves bikes.

According to the U.S. Census Bureau, Boise ranks fourth in the nation for bicycle commuters per capita. Ours has been designated a “Bicycle Friendly Community” by the League of American Bicyclists. Our Foothills trail system and the Boise River Greenbelt are acclaimed as some of the best examples of bike infrastructure in the country. Kristin Armstrong trained for her Olympic gold medal on Bogus Basin Road and has inspired a new generation of young cyclists.

The City of Boise's Cycling Safety Task Force believes that no community can be truly “bicycle friendly” unless it is also “bicycle safe.” The Task Force’s guiding principle is that all users of the city's roadways share equally in responsibility for safety on those roadways.

Background

Boise Mayor David H. Bieter formed the Cycling Safety Task Force in early June 2009 in response to the unusual and tragic deaths of three bicyclists in separate automobile-bike accidents within the space of about one month.

The Boise City Council affirmed the Task Force's creation at its June 16, 2009 meeting, and the Task Force approved its charter on June 26, 2009 (see Appendix 2).

Process

The Task Force utilized a model previously applied with great success to other problem-solving initiatives sponsored by the City of Boise, including the Boise River Float and the recent Downtown Safety initiative.
The Task Force met weekly through the summer. It began by reviewing historical bicycle-involved accident data (see Appendix 4), collecting and examining model bicycle and traffic ordinances from other communities, and drafting recommendations.

In addition to its 10 named members (see page 11), the Task Force was assisted greatly by a 35-member citizen “sounding board” – about half of whom were recruited, the other half volunteered – representing a wide range of interests, including cycling groups, traffic safety, community health and public policy. Sounding board members were provided with regular e-mail updates on the Task Force’s activities, including draft versions of ordinance changes and other recommendations.

The sounding board’s contributions to the process were tremendously important; at one point, several sounding board members pointed out that a proposed ordinance change might have the opposite effect than what was intended, a fact the Task Force had failed to notice.

As called for by its charter, the Task Force developed its recommendations in six subject areas, based on the League of American Bicyclists’ “Six Es” approach to cycling equity:

1. Engineering (road improvements, bike lanes, signage, signalization, visibility, maintenance).
2. Enforcement (code changes, enforcement priorities, penalties).
3. Education (cyclist/motorist training, promotional programs, publications, officer training).
4. Encouragement (Promotion of cycling as a healthy and environmentally sound method of transportation and recreation).
5. Equality (cyclists’ ability to utilize roadways and access all destinations).

Ultimately, the Task Force with the assistance of the sounding board developed 24 draft recommendations in these six categories.

**Recommendations**

The Task Force’s recommendations, in the six areas of emphasis, include:
Engineering

- 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.
- Increased frequency of maintenance and sweeping of existing bike lanes.

Enforcement

- 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.”
- Creation of “heels down” zones on specific, highly congested sidewalks (such as downtown) where cyclists would be required to dismount at all times.
- Code changes to 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.

Education

- 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.
- 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.
A comprehensive bike safety curriculum for all students in grades three through six.

Encouragement

- Establishment of a more sophisticated voluntary bicycle registration system to aid in recovery of stolen bikes.

Equality

- Continuing to encourage and accommodate cycling as an essential transportation option at every level of municipal planning.

Evaluation

- Reviewing all Task Force recommendations at least every 24 months to determine their effectiveness and consider additional steps.

A detailed list of the Task Force's 24 recommendations begins on Page 13 of this report. The full text of proposed changes to Boise City Code appears as Appendix 1.

Public Outreach

The Task Force hosted two public open houses – on August 25, 2009, at Boise City Hall, and on August 27, 2009, at City Hall West – to discuss its recommendations and solicit feedback (see Appendix 5).

Those events, along with the sounding board and a special e-mail address, generated more than 140 comments and suggestions from citizens.

Citizen response to the Task Force's draft recommendations was strongly positive. Many complimented the breadth of the panel's work, particularly the inclusion of recommendations addressing education. The recommendations and issues that prompted the most critical comment or concern included:

- Inclusion of the qualifying phrase “when possible” in the proposed ordinance requiring motorists to provide a minimum safe distance of three feet when passing a cyclist. Critics believe the phrase renders the requirement ineffective and unenforceable.

  - Task Force members were somewhat divided on this issue but ultimately decided such a law, without the
qualifying phrase, would be impractical on many narrow city streets.

- Creation of a bicycle registration system, even if voluntary and free. Critics feel that such a program is not worthwhile and that few cyclists would participate.
  
  - The Task Force concluded that the program might be appealing to parents of children getting their first bikes; that participation could be enhanced if registration were offered by bike shops at the time of purchase; that the program would demonstrate its worth if it routinely resulted in the recovery of stolen bicycles; and that, if the City Council ultimately decided to add a nominal fee to the registration, the resulting revenues could help fund bicycle improvements and education.

- Differentiation in Boise City Code between bicycles and automobiles. The cycling community is clearly divided on this issue, with some believing that laws governing the behavior of cars and bikes should be identical.
  
  - The Task Force concluded that Idaho law already treats motorists and cyclists differently (most notably in the so-called “Idaho stop,” which allows cyclists to treat “stop” signs as “yield” signs and red traffic signals as “stop” signs). Moreover, the Task Force largely agrees that bicycles, by nature of their mass, speed, maneuverability and lack of protection for the rider, are sufficiently different from automobiles to deserve separate treatment under the law.

- Failure to address cell phone use and/or texting by motorists and/or cyclists.
  
  - The Task Force believes that these issues transcend the purposes of the panel and are best addressed in the larger context at the statewide level.

**Conclusion**

Throughout its work, the Task Force adopted as its guiding principle that all users of the city’s roadways share equally in responsibility for safety on those roadways. In delivering this final report, the Task Force believes it has developed a balanced set of recommendations that, if enacted, would positively affect both motorist and cyclist behavior.
Task Force Members

*Project Managers*
- Deputy Chief Jim Kerns, Boise Police Department
- Capt. Pete Ritter, Boise Police Department Community Outreach Division

*Project Team*
- Sgt. Clair Walker, Boise Police Department Bike Patrol
- Officer Tony Dotson, Boise Police Department Bike Patrol
- Karen Gallagher, Boise Planning & Development Services
- Ralph Blount, Boise City Attorney’s Office
- Pat Riceci, Boise City Attorney’s Office
- Michael Zuzel, Boise Mayor’s Office
- Justin Lucas, Ada County Highway District
- Kevin Sablan, Idaho Transportation Department
## BOISE CYCLING SAFETY TASK FORCE RECOMMENDATIONS

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

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<tr>
<td><strong>ENFORCEMENT</strong></td>
<td>Code changes, enforcement priorities, penalties</td>
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<tr>
<td><strong>ENFORCE 1. Bicycle definition</strong></td>
<td>Expand definition to include vehicles with more than two wheels</td>
<td>Expand definition to include vehicles with more than two wheels</td>
<td>Three months</td>
<td>City of Boise</td>
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<td></td>
<td>BICYCLE: Every vehicle having wheels any two (2) of which are not less than twelve (12) inches in diameter, propelled exclusively by human power upon which any person may ride, having two (2) tandem wheels, including tricycles and other multicycles, excluding except scooters and similar devices. (BCC 10-14-01-A)</td>
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<tr>
<td><strong>ENFORCE 2. Minimum passing distance</strong></td>
<td>Give motorists more freedom to safely pass a bicyclist; create a safer environment for cyclists by defining a minimum safe distance for vehicles to pass</td>
<td>Give motorists more freedom to safely pass a bicyclist; create a safer environment for cyclists by defining a minimum safe distance for vehicles to pass</td>
<td>Three months</td>
<td>City of Boise</td>
</tr>
<tr>
<td></td>
<td>The operator of a motor vehicle overtaking a bicycle or pedestrian on a highway shall, whenever possible, leave a safe distance, but not less than 3 feet, when passing the bicycle or pedestrian and shall maintain that distance until safely past the overtaken bicycle or individual. (BCC 10-10-04 D)</td>
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| ENFORCE 3. Harassment of bicyclists | *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:*  
   A. threaten, by word or act, to cause physical injury to the pedestrian or bicyclist, or  
   B. throw or otherwise expel any object at or in the direction of the pedestrian or bicyclist. (BCC 10-10-14) | Discourage aggressive acts by motorists that would serve to threaten, startle or intimidate cyclists | Three months | City of Boise        |
<p>| ENFORCE 4. Reckless operation of a bicycle | <em>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. (BCC 10-14-17)</em> | Discourage aggressive acts by cyclists that reate hazardous situations for motorists, pedestrians and other cyclists | Three months | City of Boise        |</p>
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| **ENFORCE 5. Right-of-way at intersections** | \textit{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.} 
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. (BCC 10-10-01 C and D) | Improve roadway safety by clarifying interaction of cyclists and motorists at intersections | Three months | City of Boise |
| **ENFORCE 6. Riding on roadways/in bus lanes** | Every person operating a bicycle upon a two-way roadway which does not contain a bike lane shall be entitled to use the lane appropriate for the intended destination, including the right-hand lane, and any designated bus lane. The bicycle rider may proceed in the same direction of travel as other vehicles authorized to use that lane. On one-way roadways a bicycle may be operated in any existing lane. (BCC 10-14-06-B) 
\textit{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.} (BCC 10-14-06-D) | Clarification and education | Three months | City of Boise |
## Boise Cycling Safety Task Force Recommendations

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<tr>
<td><strong>ENFORCE 7. Riding on or crossing sidewalks</strong></td>
<td>A bicycle may be operated upon a sidewalk and upon and with a crosswalk, except where prohibited by official traffic control devices, 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. (BCC 10-14-08-A) 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. 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. (BCC 10-14-08-B) 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. (BCC 10-14-08-D)</td>
<td>Improve sidewalk safety; reduce mixed motorist/pedestrian behavior by cyclists</td>
<td>Three months</td>
<td>City of Boise</td>
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<tr>
<td><strong>ENFORCE 8. Bicycle ordinance penalties</strong></td>
<td>Make most violations infractions rather than misdemeanors (BCC 10-14-17 and BCC 10-14-19)</td>
<td>Violators more likely to be cited; provides greater ability to deal with juveniles</td>
<td>Three months</td>
<td>City of Boise</td>
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<tr>
<td><strong>EDUCATION</strong></td>
<td>Cyclist/motorist training, promotional programs, publications, officer training</td>
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<tr>
<td><strong>EDUCATE 1. Cycling safety campaign</strong></td>
<td>Establish a branded, ongoing, multi-jurisdictional “safe streets for all” campaign, including events, public service announcements, education programs and Web site</td>
<td>Instill safety for cyclists as a fundamental value of the community</td>
<td>Six to 12 months</td>
<td>City of Boise Other cities Ada County ACHD ITD Cycling groups</td>
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<tr>
<td><strong>EDUCATE 2. Cycling safety publications</strong></td>
<td>Update Street Smarts cycling safety brochure to reflect new laws; provide for wider distribution, not only to cyclists but motorists</td>
<td>Improve education of bike laws and best practices</td>
<td>Three to six months</td>
<td>ITD ACHD Cycling groups</td>
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<tr>
<td><strong>EDUCATE 3. Driver education</strong></td>
<td>Include mandatory section on cycling laws, with emphasis on safe interaction between cyclists and motorists, in all driver education programs and the driver’s license exam</td>
<td>Familiarize drivers with laws pertaining to cycling</td>
<td>Six to 12 months</td>
<td>ITD / DMV State Dept. of Education</td>
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<tr>
<td><strong>EDUCATE 4. Instruction in schools</strong></td>
<td>Establish coordinated bike safety program with uniform curriculum, aimed at children in grades three through six, in every public and private school serving the city of Boise</td>
<td>Ensure that bike safety practices are instilled at an early age, when bicycles are a primary means of transportation</td>
<td>Three to six months</td>
<td>City of Boise ACHD ITD Cycling groups</td>
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<tr>
<td>EDUCATE 5. Bike safety information</td>
<td>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.</td>
<td>Improve education of bike laws and best practices</td>
<td>Six to 12 months</td>
<td>Everyone</td>
</tr>
<tr>
<td>EDUCATE 6. Existing laws</td>
<td>In all outreach to motorists and cyclists, emphasize the multitude of ways in which exist state and local laws protect cyclists, including prohibitions on &quot;dooring&quot; and requirement that motorists yield to oncoming bicyclists</td>
<td>Improve education of traffic laws pertaining to cycling</td>
<td>Three to six months</td>
<td>Everyone</td>
</tr>
<tr>
<td>EDUCATE 7. Bicycle law training for police</td>
<td>Provide bicycle law and parks law briefing training to all BPD patrol teams and watches, including Night STEP and Motors</td>
<td>Raise officers awareness of relationships and issues surrounding bicycle/motorist interactions</td>
<td>Completed 7/14; ongoing</td>
<td>BPD Bicycle Patrol Unit</td>
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<tr>
<td><strong>ENCOURAGEMENT</strong></td>
<td>Promotion of cycling as a healthy and environmentally sound method of transportation and recreation</td>
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<tr>
<td><strong>ENCOURAGE 1. Voluntary bike registration</strong></td>
<td>Establish modern, 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)</td>
<td>Aid in recovery of stolen bikes; provide opportunity for education and outreach; generate funds for bike-related programs and improvements</td>
<td>Three to six months</td>
<td>City of Boise</td>
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<tr>
<td><strong>ENCOURAGE 2. Safety designation</strong></td>
<td>Utilize Ada County’s designation as a “Bicycle Friendly Community” (League of American Bicyclists) in outreach efforts emphasizing that “friendly” also means “safe”</td>
<td>Underscore connection between popularity of cycling and need for safety</td>
<td>Three to six months</td>
<td>ACHD Cycling groups</td>
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<td><strong>EQUALITY</strong></td>
<td>Cyclists’ ability to utilize roadways and access all destinations</td>
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<tr>
<td><strong>EQUALITY 1. Same roads, same rights</strong></td>
<td>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.</td>
<td>Create an environment in which no roadway user is considered second-class or subordinate</td>
<td>Ongoing</td>
<td>City of Boise ACHD ITD</td>
</tr>
<tr>
<td><strong>EQUALITY 2. Cycling integrated in planning</strong></td>
<td>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.</td>
<td>Make cycling a balanced part of baseline assumptions rather than an add-on or afterthought</td>
<td>Ongoing</td>
<td>City of Boise ACHD ITD</td>
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<td>Proposal</td>
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<tr>
<td>EVALUATION</td>
<td>Evaluation of the other five Es (Engineering, Enforcement, Education, Encouragement, Equality)</td>
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<tr>
<td>EVALUATE 1. Continuous improvement</td>
<td>Review all recommendations at least every 24 months to determine effectiveness and consider additional steps</td>
<td>Ensure that Boise's cycling environment remains safe and state-of-the-art</td>
<td>Ongoing</td>
<td>City of Boise ACHD ITD Cycling groups</td>
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Appendix 1:
Proposed Changes to Boise City Code
ORDINANCE NO. ____________________

BY THE COUNCIL: BISTERFELDT, CLEGG, EBERLE, JORDAN, TIBBS AND SHEALY

AN ORDINANCE AMENDING TITLE 10, CHAPTER 01, BOISE CITY CODE, ENTITLED DEFINITIONS OF WORDS AND PHRASES, TO OMIT THE DEFINITION OF BICYCLE; AMENDING TITLE 10, CHAPTER 14, BOISE CITY CODE, ENTITLED BICYCLES, AMENDING SECTION 01, DEFINITIONS, REGARDING THE DEFINITION OF BICYCLE; AMENDING SECTION 06, RIDING ON ROADWAYS TO PERMIT USE OF DESIGNATED BUS LANES; AMENDING SECTION 08, RIDING ON OR CROSSING SIDEWALKS; AMENDING SECTION 17 TO REPEAL PENALTIES AND CREATE A NEW PROVISION REGARDING RECKLESS BICYCLING; ADDING A NEW SECTION 18 REGARDING VOLUNTARY BICYCLE LICENSING AND REGISTRATION; ADDING ANEW SECTION 19 REGARDING VIOLATIONS; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:

Section 1. That Title 10, Chapter 01, Section 01, Boise City Code, be and the same is hereby amended to read as follows:

10-01-01 DEFINITIONS OF WORDS AND PHRASES

Whenever the following words or terms are used in this Title they shall have the meaning herein ascribed to them:

ABANDONED OR UNIDENTIFIED VEHICLE:
The phrase "Abandoned or Unidentified Vehicle" shall mean any vehicle which is left, or which is parked upon any street, alley or public property for a period of twenty four (24) hours or longer within the restricted parking district, as defined by Section 10-11-3 or for a period of seventy two (72) hours or longer within any other district or part of the City, and the owner of which vehicle cannot be found, located or determined, or the owner of which refuses to remove such vehicle from such street, alley or public property upon notice, oral or written, given by the Judge or by any member of the Police Department.

ALLEY or ALLEYWAY:
The term "Alley or Alleyway" shall mean a minor public way providing secondary access at back or side of property for vehicle or pedestrian traffic.

AUTHORIZED EMERGENCY VEHICLE:
The phrase "Authorized Emergency Vehicle" shall mean vehicles operated by any Fire Department, fire district, nonprofit fire protection corporation, publicly or privately owned fire protection or fire patrol organization, police, sheriff or other law enforcement agency, ambulances and like emergency vehicles authorized by the Chief of Police to mount and use a siren and light of the type approved by the Chief of Police.
BICYCLE:
The word "Bicycle" shall mean every vehicle propelled by human power upon which any person may ride, having two (2) tandem wheels, except scooters and similar devices.

CITY:
Boise City, Idaho, or the area within the city limits of Boise City, Idaho.

COMMERCIAL VEHICLE:
The phrase "Commercial Vehicles" shall mean every vehicle designed, maintained or used primarily for the transportation of property or persons for hire, compensation or profit.

COMMON AREA(S):
The area(s) of a facility, complex, apartment unit, hotel, motel or the like that are open either to the general public or persons with the permission of the owner or agent of the owner of the area. This definition would include but not be limited to the following: swimming pools, restaurants, patios, hot tubs, saunas, laundry rooms, meeting rooms, lobbies, lounges, bars and other areas within the facility that are either constructed or designed for use in this manner.

CROSSWALK:
The word "Crosswalk" shall mean (a) That part of a street included within the connections of the lateral lines of the sidewalks at intersections measured from the curbs or in the absence of curbs from the edges of the traversable roadway.(b) Any portion of a street distinctly indicated for pedestrian crossing by lines or other traffic control devices.

DRIVER:
The word "Driver" shall mean every person who drives or is in actual physical control of a vehicle.

EMERGENCY:
Any occurrence or set of circumstances involving actual or imminent physical trauma or property damage demanding immediate attention.

EMERGENCY VEHICLE:
A motor vehicle belonging to a fire department, fire-fighting association, or fire district, an ambulance, or a motor vehicle belonging to a federal, state, county, or municipal law enforcement agency.

GROSS WEIGHT:
The phrase "Gross Weight" shall mean the weight of a vehicle without load plus the weight of any load thereon.

INTERSECTION:
The word "Intersection" shall mean the area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the intersecting highways or the area within which vehicles traveling on different highways may come into conflict.

LANED ROADWAY:
The phrase "Laned Roadway" shall mean a roadway which is divided into two (2) or more clearly marked lanes for vehicular traffic.

LOADING ZONE:
The term "Loading Zone" shall mean a space or section of a street which has been set aside for the exclusive purpose of loading and unloading persons, supplies and merchandise.

LOUD AMPLIFICATION DEVICE:
Any equipment designed or used for sound production, reproduction, or amplification, including, but not limited to any radio, television, phonograph, musical instrument, stereo, tape player, compact disc player, loud speaker, public address (P.A.) system, sound amplifier, or comparable sound broadcasting device.

MOTOR VEHICLE:
The term "Motor Vehicle" shall mean every vehicle which is self-propelled but not operated upon rails, except vehicles moved solely by human power.

MOTORCYCLE:
The word "Motorcycle" shall mean every motor vehicle having a saddle for the use of the rider and designed to travel on not more than three (3) wheels in contact with the ground, but excluding a tractor.

OFFICIAL TIME STANDARD:
The phrase "Official Time Standard" shall mean the standard time or daylight saving time as may be in current use in the City.

OFFICIAL TRAFFIC-CONTROL DEVICES:
The phrase "Official Traffic-Control Devices" shall mean all signs, signals, markings and devices placed or erected by authority of the City or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

OPERATOR:
The word "Operator" shall mean every person who shall operate a vehicle upon any street in the City.

PARK or PARKING:
The words "Park or Parking" shall mean the standing of a vehicle, whether occupied or not, other than temporarily for the purpose of and while actively engaged in loading or unloading goods, merchandise or persons.

PARKING SERVICES OFFICE:
The phrase "Parking Services Office" or "Parking Services" refers to a division of the Boise City Department of Finance and Administration, or such other administrative arrangements as the city may establish, and all designated representatives thereof.

PARKING METERS:
The phrase "Parking Meters" shall mean a mechanical device which is so adjusted as to show the length of time of parking upon the streets in the City.

PARKING METER ZONE:
The phrase "Parking Meter Zone" shall mean any and all areas or streets established by authority of the City or official having jurisdiction, as those areas within or upon which the parking of vehicles shall be controlled and inspected with the aid of timing devices and meters.

PEDESTRIAN:
The word "Pedestrian" shall mean any person who is afoot, including infants in a carriage being pushed or pulled by a person.

PERSON:
Any individual, association, organization, or entity having a legally recognized existence, whether public or private.

PLACE OF RESIDENCE:
Any building or portion thereof adapted or used and intended for the overnight accommodation of persons. In the event the building is used for multiple individual units (i.e. apartment, condominium, hotel, motel, duplex, triplex, etc.) each individual unit shall be considered a separate residence for the purposes of this ordinance.

PLAINLY AUDIBLE:
Sound for which the information content is clearly communicated to the listener, including, but not limited to understandable spoken speech, comprehension of whether a voice is raised or normal, comprehensible musical rhythms, melody, or instrumentation, and the source of which is identifiable to the listener.

PRIVATE ROAD DRIVEWAY:
The phrase "Private Road or Driveway" shall mean or every way or place in private ownership and used for vehicular travel only by the owner or by those having express or implied permission from the owner.

RIGHT-OF-WAY:
The word "Right-of-Way" shall mean that the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

RESTRICTED PARKING DISTRICT:
The term "Restricted Parking District" shall mean the area of the City so designated for the purpose of providing special regulations for the control of parking and traffic.

ROADWAY:
The word "Roadway" shall mean that portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two (2) or more separate roadways, the word "roadway" applies separately but not to all such roadways collectively.

SCHOOL BUS:
The phrase "School Bus" shall mean every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school, or privately owned and operated for compensation for the transportation of children to and from school.
SIDEWALK:
The word "Sidewalk" shall mean that portion of a street between the curb lines, or lateral lines defining vehicular traffic and the adjacent property lines, and intended for pedestrian travel.

STAND or STANDING:
The words "Stand or Standing" shall mean the halting of a vehicle, whether occupied or not, other than for the purpose of and while actually engaged in receiving or discharging passengers.

STOLEN VEHICLE:
The phrase "Stolen Vehicle" shall mean any vehicle, whether located upon private or public property, which the Police Department has reasonable grounds to believe that the owner thereof has been, or is, unlawfully deprived of possession.

STOP:
The word "Stop" shall mean the complete cessation of movement.

STOP or STOPPING:
The words "Stop or Stopping" when prohibited shall mean any halting even momentarily if a vehicle, whether occupied or not, except when necessary to avoid conflict with or in compliance with the direction of a police officer or traffic-control sign or signal.

STREET or HIGHWAY:
The words "Street or Highway" shall be used interchangeably and shall mean the entire width between the boundary lines of every way or place open to the public, as a matter of right for public vehicular travel but not to include alleys.

THROUGH STREET:
The phrase "Through Street" shall mean every street or portion thereof on which vehicular traffic is given preferential right-of-way, and at the entrances to which vehicular traffic from intersecting roadways is required by law to yield the right-of-way to vehicles on such through streets.

TRAFFIC:
The word "Traffic" shall mean either persons or vehicles while using any street or sidewalk for the purpose of travel.

TRAFFIC CONTROL SIGNAL:
The phrase "Traffic Control Signal" shall mean any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed.

TRUCK:
The word "Truck" shall mean (1) General-Every motor vehicle designed, used or maintained primarily for the transportation of property; (2) Pickup truck, every motor vehicle eight thousand (8,000) pounds gross weight or less which is designed, used or maintained primarily for the transportation of property; (3) Truck camper, any structure designed, used or maintained primarily to be loaded on or affixed to a motor vehicle to
provide a mobile dwelling, sleeping place, office or commercial space; and (4) Truck tractor, every motor vehicle designed and used primarily for drawing other vehicles.

VEHICLE:
The word "Vehicle" shall mean every device in, upon, or by which any person or property is or may be transported or drawn upon a street, except devices used exclusively upon stationary rails or tracks.

WRECKED VEHICLE:
The phrase "Wrecked Vehicle" shall mean any vehicle damaged by accidental or other cause and left unattended upon any street alley or public property.

Section 2. That Title 10, Chapter 14, Section 01, Boise City Code, be and the same is hereby amended to read as follows:

**Section 10-14-01 DEFINITIONS.**
The following words and phrases when used in this Chapter shall have the meanings herein ascribed to them:

A. BICYCLE: Every vehicle having wheels any two (2) of which are not less than twelve (12) inches in diameter propelled exclusively by human power upon which any person may ride, having two (2) tandem wheels, including tricycles and other multicycles, excluding except scooters and similar devices.

B. BIKE LANE: A portion of a roadway designated for preferential or exclusive use by bicycles which is distinguished from that portion of the roadway to be used by motor vehicles by a painted strip and other pavement markings.

C. BIKE PATH: A completely separate right-of-way designated primarily for use by bicycles. Conflicts with pedestrians are kept to a minimum while cross-flows by motor vehicles are discouraged.

As used herein, this term shall include both the paved surface and a minimum of two feet (2') on either side.

D. BIKE PATH APPROACH: That area where a transition is made between a roadway, parking lot, sidewalk or other facility and a bike path. This area is generally identified by wooden bollards, pavement markings and a parking prohibition.

E. BIKE/PEDESTRIAN CURB RAMP: A break in a curb designated to facilitate movement by a bicyclist, pedestrian or handicapped person from a street or parking lot to a sidewalk or bicycle facility.

F. BIKE ROUTE: Any roadway specifically signed for shared use by bicycles and motor vehicles.

Section 3. That Title 10, Chapter 14, Section 06, Boise City Code, be and the same is hereby amended to read as follows:
Section 10-14-06 RIDING ON ROADWAYS

A. No person shall operate a bicycle on a roadway against the flow of motorized traffic, except where permitted by official signs or pavement markings.

B. Every person operating a bicycle upon a two-way roadway which does not contain a bike lane shall be entitled to use the lane appropriate for the intended destination, including the right-hand lane, and any designated bus lane. The bicycle rider 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.

C. The operator of a bicycle traveling at a rate of speed which delays a vehicle or vehicles following in the same lane shall be required, when it is unlawful or unsafe for the following vehicle to pass, to move as far to the right of the traveled roadway, or to the left where the bicycle is in the left lane of a one-way roadway, as is safe under the conditions then existing; provided, however, that when the bicyclist is within fifty feet (50') of an intersection, he shall not be required to move to the right or left until he has moved through the intersection.

D. 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.

Section 4. That Title 10, Chapter 14, Section 08, Boise City Code, be and the same is hereby amended to read as follows:

Section 10-14-08 RIDING ON OR CROSSING SIDEWALKS

A. A bicycle may be operated upon a sidewalk and upon and with a crosswalk, except where prohibited by official traffic control devices, 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.

B. 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. 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.

C. A bicyclist riding upon a sidewalk, or across a roadway upon or within a crosswalk, shall have the rights and duties applicable to a pedestrian under the same circumstances.
D. 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.

Section 5. That Title 10, Chapter 14, Section 17, Boise City Code, be and the same is hereby amended to read as follows:

Section 10-14-17 VIOLATION
Any person violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor.

Section 10-14-17 RECKLESS OPERATION
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 sentencing 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.

Section 6. That Title 10, Chapter 14, Section 18, Boise City Code, be and the same is hereby amended to read as follows:

Section 10-14-18 BICYCLE LICENSES:

A. License Recommended. The City of Boise City, as a matter of public policy, recommends that all residents of Boise who own a bicycle have such bicycle registered with and tagged by the Boise Police Department or its designated agents. The purpose of a bicycle license is to assist the bicycle owner, the Boise Police Department, or other public safety agencies in recovering said bicycle should the bicycle be stolen or otherwise misplaced.

B. Registration. A bicycle may be registered by filing with the Boise Police Department the name and address of the owner together with a complete description of the bicycle on forms provided by or made available through the Boise Police Department. The fee for said registration may be established by resolution of the Boise City Council. The registration fee applies for the entire period the license registrant owns the licensed bicycle. Registration shall be serially numbered and kept on file by the Boise Police Department. Upon such registration, the Boise Police Department or its designee shall cause an identification tag to be affixed to the registered bicycle which shall be serially numbered to correspond with the registration number. Such tag shall remain affixed to the bicycle unless removed by the said Department for cause or for re-tagging upon re-registration.

C. Any person who willfully removes, defaces, or destroys any bicycle identification tag issued by the City of Boise on a bicycle not owned by the person shall be
guilty of a misdemeanor 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.

D. Transfer or Non-Use. Within ten (10) days after any bicycle registered hereunder shall have changed ownership or have been dismantled or taken out of operation, the person whose name the bicycle has been registered is encouraged to report such information to the Boise Police Department. In case of change of ownership, upon payment of the registration fee and production of a bill of sale signed by the previous registered owner, the registration shall be changed to show the name of the new owner or reregistered with a new number and cancellation of the former.

E. Revenue from sale of bicycle registration and licenses shall be used to benefit the bicycle community through safety education and infrastructure improvements.

Section 7. That Title 10, Chapter 14, Section 19, Boise City Code, be and the same is hereby amended to read as follows:

Section 10-14-19 VIOLATION

Unless otherwise specified within this chapter, any person violating any of the moving or traffic provisions of an ordinance in this chapter shall be an infraction, the penalty for which shall be five dollars ($5.00) excluding court costs and fees. An infraction is a civil public offense, not constituting a crime, which is punishable only by a penalty not exceeding one hundred dollars ($100.00) and for which no period of incarceration may be imposed. There is no right to trial by jury of a citation or complaint for an infraction and such trials shall be held before the court without a jury.

Section 8. That this Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED by the Council of the City of Boise, Idaho, this ________ day of ________, 2009.

APPROVED by the Mayor of the City of Boise, Idaho this ____________ day of ________, 2009.

ATTEST: APPROVED:

_________________________ ______________
CITY CLERK MAYOR
BY THE COUNCIL: BISTERFELDT, CLEGG, EBERLE, JORDAN, TIBBS AND SHEALY

AN ORDINANCE AMENDING TITLE 10, CHAPTER 10, BOISE CITY CODE, ENTITLED DRIVING RULES AND REGULATION, AMENDING SECTION 01, RIGHT-OF-WAY AT INTERSECTIONS, REGARDING SAFE RIGHT AND LEFT TURNS AND INTERACTION WITH BICYCLES, AMENDING A SUBSECTION SECTION 04, TO ADD A NEW SUBSECTION TO SECTION 04, OVERTAKING AND PASSING VEHICLES, REGARDING MAINTAINING THREE FEET OF DISTANCE WHEN PASSING A BICYCLE OR INDIVIDUAL, ENACTING A NEW SECTION 14, PROHIBITING HARRASSMENT OF BICYCLISTS AND PEDESTRIANS, AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:

Section 1. That Title 10, Chapter 10, Section 01, Boise City Code, be and the same is hereby amended to read as follows:

Section 10-10-01 RIGHT-OF-WAY AT INTERSECTIONS

A. When two (2) vehicles enter or approach an unmarked or uncontrolled intersection from different streets at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right, except that when two vehicles approach an unmarked or uncontrolled intersection where one highway ends when it meets a second highway not ending at that point of convergence from different directions at approximately the same time, the driver of the vehicle on the highway ending at the intersection shall yield the right of way to the other vehicle.

B. The driver of any vehicle turning left at an intersection shall yield the right-of-way to any vehicle approaching from the opposite direction which is in the intersection or so close thereto as to constitute a hazard.

C. 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.

D. 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.

Section 2. That Title 10, Chapter 10, Section 04, Boise City Code, be and the
same is hereby amended to read as follows:

Section 10-10-04 OVERTAKING AND PASSING VEHICLES AND
BICYCLES

A. The driver of any vehicle overtaking another vehicle proceeding in the same
direction shall pass at a safe distance to the left thereof and shall not again drive to
the right side of roadway until safely clear of such overtaken vehicle.

B. The driver of a vehicle may overtake and pass upon the right of another vehicle
only under the following conditions:

1. When the vehicle overtaken is making or about to make a left turn.

2. Upon a street or highway with unobstructed pavement not occupied by
parked vehicles of sufficient width for two (2) or more lines of moving
vehicles in each direction.

3. Upon a one-way street, or upon any roadway on which traffic is restricted
to one direction of movement, where the roadway is free from obstructions
and of sufficient width for two (2) or more lines of moving vehicles.

C. The driver of a motor vehicle shall not follow another vehicle more closely than is
reasonable and prudent, having due regard to the speed of such vehicle and the
traffic and conditions of the street or highway.

D. The operator of a motor vehicle overtaking a bicycle or pedestrian on a highway
shall, whenever possible, leave a safe distance, but not less than 3 feet, when
passing the bicycle or pedestrian and shall maintain that distance until safely past
the overtaken bicycle or individual.

Section 3. That Title 10, Chapter 10, Section 04, Boise City Code, be and the
same is hereby amended to read as follows:

Section 10-10-14 HARASSMENT OF BICYCLISTS AND PEDESTRIANS
PROHIBITED

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:
A. threaten, by word or act, to cause physical injury to the pedestrian or bicyclist, or
B. throw or otherwise expel any object at or in the direction of the pedestrian or bicyclist.

Section 4. That this Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED by the Council of the City of Boise, Idaho, this ________ day of_______, 2009.

APPROVED by the Mayor of the City of Boise, Idaho this ____________ day of ________, 2009.

ATTEST:  APPROVED:

_________________________________________  ______________________________
CITY CLERK  MAYOR
Appendix 2:
Cycling Safety Task Force Charter
Coordinated Community Response:  
Bicyclist Safety in Boise  
June 26, 2009

“We must do more as a community to make bicycling safe. We must increase traffic enforcement citywide and explore changes to traffic laws to better protect bicyclists; we must continue to invest in more bike lanes and better traffic signage; and finally, we must do more to educate motorists about bicycle safety and bicycle awareness.”

— Mayor David H. Bieter

Project Purpose

After three bicyclist fatalities in less than a month, an unusual and tragic circumstance for all Boiseans, Mayor Bieter has called together local agencies and community table partners to address this important public safety issue. The Mayor is directing agency leaders to find ways to further educate drivers and cyclists about bicycle safety, and to develop supporting strategies to address this serious problem.

The Mayor has directed a team of city leaders and staff, including Boise’s county and state highway partners, to immediately review current efforts to promote roadway safety and to make recommendations on improving safety for cyclists in the immediate and longer-term future. The City Council formally affirmed this direction by unanimous consent at its June 16, 2009 meeting. Because the problem, by its very nature, involves the interaction between cyclists and motorists, any solutions must address both sides of that interaction in a balanced manner.

Project Objective and Outcomes

A city staff team, including partners from ACHD and ITD, will use a model previously applied with great success to other problem-solving initiatives sponsored by the City, including the Boise River Float and the recent Downtown Safety initiative.
The problem-solving model includes these primary components, based on the League of American Bicyclists' “Six Es” approach to cycling equity (see Appendices):

**Engineering**: Do plans for bicycle-related road improvements align with current and future needs? Do planned improvements need updated or reprioritized? Are there locations where immediate changes (e.g., improved visibility, better signage, restriped lanes) are needed to improve safety?

**Enforcement**: What do updated data reveal with regard to collisions, near collisions, and high-complaint areas? In which geographic areas, and on what violations, should law enforcement direct enforcement to maximize safety?

**Education**: Are the best possible and most appropriate education programs in place for cyclists of all ages? Are there additional opportunities to educate motorists on bicycle awareness and related driving behavior?

**Encouragement**: Are there additional opportunities to involve public and private agencies and the community in advertising campaigns, promotions, events and other means of promoting safe cycling and driving.

**Equality**: Are new or revised laws needed to offer greater protection to cyclists and ensure the equal legal status and equal treatment of cyclists in traffic law?

Through its work, the Project Team will put into action the sixth of the “Six Es,” Evaluation, utilizing research, measurement and analysis of the other five Es. The expected outcome will include a report using a matrix indicting each primary component, the current status, and recommendations for both immediate and long-term action:

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<thead>
<tr>
<th></th>
<th>Present Status</th>
<th>Immediate Action</th>
<th>Future Action</th>
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<tr>
<td><strong>ENGINEERING</strong></td>
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</table>
Executive Sponsor

Mayor Bieter and Boise City Council

Chartering Body

Police Chief Mike Masterson
Planning & Development Services Director Bruce Chatterton

Project Sponsors

Mayor’s Office, Boise City Council, Ada County Highway District, Idaho Transportation Department

Project Team

BPD: Sgt. Clair Walker, Officer Tony Dotson
PDS: Transportation Planner Karen Gallagher
City Attorney’s Office: Ralph Blount and Pat Riceci
Mayor’s Office: Michael Zuzel
ACHD: Justin Lucas
ITD: Kevin Sablan

Project Managers

BPD Deputy Chief Jim Kerns, Boise Police
BPD Captain Pete Ritter, Community Outreach Division

Project Timeline

- June 12, 2009  Mayor directs City Staff Team and Chartering statement be created
- June 13, 2009  Data and material collection begins
- June 16, 2009  Council supports Mayor’s initiative
- June 26, 2009  Council reviews Charter Statement
- July 27, 2009  Preliminary report and briefing to Mayor
- Week of Aug. 10, 2009  Stakeholder listening sessions
- August 24, 2009  Final report to Mayor and Council
Issues and Barriers

Critical to the success of this effort will be the full and early participation of key affected community members, particularly cyclists and motorists. Among the Project Team’s first tasks will be identifying individuals or groups to provide such assistance and developing a means of capturing their ideas and concerns. This could mean appointing community members to the Project Team, conducting focus group sessions, or other approaches.

Project Budget

No additional resources required at this time.

Appendices

Ada County Highway District Roadways to Bikeways Plan
www.achd.ada.id.us/Projects/PublicProject.aspx?ProjectID=77

Idaho Transportation Department Bicycle and Pedestrian Program
itd.idaho.gov/bike_ped

League of American Cyclists “Six Es”
www.bikeleague.org

Equality: The equal legal status and equal treatment of cyclists in traffic law. All US states must adopt fair, equitable and uniform traffic laws, that are “vehicle-neutral” to the greatest extent possible. Cyclists’ ability to access to all destinations must be protected. State and local laws that discriminate against cyclists, or restrict their right to travel, or reduce their relative safety, must be repealed.

Engineering: Roadways and separate facilities must conform to state and national standards and allow for safe, legal and efficient traffic movements. Construction and maintenance of roads must equitably serve all users. Separate facilities must be maintained at a level not less than that applied
to the public roadway. Trip-endpoint and waypoint facilities such as parking must serve bicyclists.

**Enforcement**: Cyclists must be given equal treatment by police and the courts in the enforcement of traffic laws and in the investigation of crashes that involve bicyclists which reach the threshold for the state or jurisdiction in question. Cyclists must be viewed as fully equal to other parties in the determination of culpability in crashes, the economic value of injuries or death, and non-economic losses that are commonly awarded to crash victims.

**Education**: Cycling training should be based on the principle that "cyclists fare best when they act and are treated as drivers of vehicles." This type of cycling is based on the same sound, proven traffic principles governing all drivers, and is the safest, most efficient way for all cyclists to operate, by making them highly visible and their actions predictable to other road users.

**Encouragement**: Promotion of cycling as a healthy and environmentally sound method of transport and recreation. Encouragement is done via promotional campaigns, incentives for those choosing bicycling rather than another form of transport and promotion of cycling as a healthy activity. The encouragement of bicycling should be inclusive of all types of cyclists.

**Evaluation**: Evaluation of the other five Es (Equality, Engineering, Enforcement, Education and Encouragement). Evaluation must involve measurement, analysis and research using rigorous, statistically sound methodologies.
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 Copple  
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  

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
Appendix 4:
Tables and Maps of Bicycle-Related Accidents
Bicycle Related Accidents by Number of Accidents
Jan 1, 2004 - Jun 11, 2009

The following information was queried from Webcars by the following criteria; all accidents (reportable and non-reportable), between the designated dates, within the City of Boise, reported by Boise Police Dept. The information is current as to the reports that have been uploaded into Webcars. Details of accidents still under investigation may not be included. The below totals are based on the number of accidents where a bicycle was involved. This does not count multiple persons or units involved in the same accident.

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<td>11</td>
<td>17</td>
<td>20</td>
<td></td>
<td>77</td>
</tr>
<tr>
<td>Aug</td>
<td>13</td>
<td>13</td>
<td>16</td>
<td>15</td>
<td>18</td>
<td></td>
<td>75</td>
</tr>
<tr>
<td>Sep</td>
<td>13</td>
<td>18</td>
<td>21</td>
<td>14</td>
<td>16</td>
<td></td>
<td>82</td>
</tr>
<tr>
<td>Oct</td>
<td>4</td>
<td>10</td>
<td>19</td>
<td>21</td>
<td>12</td>
<td></td>
<td>66</td>
</tr>
<tr>
<td>Nov</td>
<td>3</td>
<td>8</td>
<td>4</td>
<td>6</td>
<td>15</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>Dec</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>3</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Total</td>
<td>96</td>
<td>127</td>
<td>141</td>
<td>121</td>
<td>126</td>
<td>55</td>
<td>666</td>
</tr>
</tbody>
</table>

Bicyclist Listed With Contributing Circumstances

<table>
<thead>
<tr>
<th>Cont. Circ.</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>52</td>
<td>67</td>
<td>56</td>
<td>52</td>
<td>66</td>
<td>27</td>
<td>320</td>
</tr>
<tr>
<td>Yes</td>
<td>44</td>
<td>60</td>
<td>85</td>
<td>69</td>
<td>60</td>
<td>27</td>
<td>345</td>
</tr>
<tr>
<td>Total</td>
<td>96</td>
<td>127</td>
<td>141</td>
<td>121</td>
<td>126</td>
<td>54</td>
<td>665</td>
</tr>
</tbody>
</table>

Accidents under investigation may not be included

Top Five Locations by Nearest Intersection

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairview Ave &amp; Milwaukee St</td>
<td>12</td>
</tr>
<tr>
<td>State St &amp; Veterans Memorial Pkwy</td>
<td>11</td>
</tr>
<tr>
<td>Cole Rd &amp; Fairview Ave</td>
<td>11</td>
</tr>
<tr>
<td>Fairview Ave &amp; Orchard St</td>
<td>8</td>
</tr>
<tr>
<td>Overland Rd &amp; Orchard St</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>38</td>
</tr>
</tbody>
</table>

Boise Cycling Safety Task Force
October 2009
Page 53 of 71
## Bicycle Related Accidents by Units Involved

Jan 1, 2004 - Jun 11, 2009

The following information was queried from Webcars by the following criteria; all accidents (reportable and non-reportable), between the designated dates, within the City of Boise, reported by Boise Police Dept. The information is current as to the reports that have been uploaded into Webcars. Details of accidents still under investigation may not be included. The below totals are based on the number of units involved in an accident where at least one unit was listed as a bicycle. This counts for multiple persons or units involved in the same accident. Totals for Motor Vehicles are based on the listed driver.

### Type of Injuries by Type of Unit Involved

<table>
<thead>
<tr>
<th>Type of Injury</th>
<th>Motor Veh</th>
<th>Bicycles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non Injury</td>
<td>652</td>
<td>74</td>
<td>725</td>
</tr>
<tr>
<td>Injury</td>
<td>11</td>
<td>596</td>
<td>607</td>
</tr>
<tr>
<td>Fatal</td>
<td>0</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>663</strong></td>
<td><strong>674</strong></td>
<td><strong>1337</strong></td>
</tr>
</tbody>
</table>

### Age of Involved by Type of Unit Involved

<table>
<thead>
<tr>
<th>Age</th>
<th>Motor Veh</th>
<th>Bicycles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 &amp; Under</td>
<td>37</td>
<td>190</td>
<td>227</td>
</tr>
<tr>
<td>18 - 34</td>
<td>247</td>
<td>264</td>
<td>511</td>
</tr>
<tr>
<td>35 - 51</td>
<td>195</td>
<td>128</td>
<td>323</td>
</tr>
<tr>
<td>52 &amp; Over</td>
<td>141</td>
<td>65</td>
<td>206</td>
</tr>
<tr>
<td>Unk</td>
<td>43</td>
<td>27</td>
<td>70</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>663</strong></td>
<td><strong>674</strong></td>
<td><strong>1337</strong></td>
</tr>
</tbody>
</table>

### Top 5 Age's by Unit Involved

<table>
<thead>
<tr>
<th>Age</th>
<th>Motor Veh</th>
<th>Age</th>
<th>Bicycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>33</td>
<td>15</td>
<td>9</td>
</tr>
<tr>
<td>13</td>
<td>30</td>
<td>19</td>
<td>21</td>
</tr>
<tr>
<td>19</td>
<td>30</td>
<td>18</td>
<td>12</td>
</tr>
<tr>
<td>18</td>
<td>26</td>
<td>16</td>
<td>15</td>
</tr>
<tr>
<td>14</td>
<td>25</td>
<td>20</td>
<td>18</td>
</tr>
<tr>
<td><strong>% of Total</strong></td>
<td><strong>21.72%</strong></td>
<td><strong>11.13%</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Contributing Circumstances Listed by Unit Involved

<table>
<thead>
<tr>
<th>Cont. Circ.</th>
<th>Motor Veh</th>
<th>Bicycles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>408</td>
<td>349</td>
<td>757</td>
</tr>
<tr>
<td>No</td>
<td>254</td>
<td>324</td>
<td>578</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>662</strong></td>
<td><strong>673</strong></td>
<td><strong>1335</strong></td>
</tr>
</tbody>
</table>

Accidents under investigation may not be included.

### Top 5 Contributing Circumstances

<table>
<thead>
<tr>
<th>Bicycles Description</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failed To Yield</td>
<td>112</td>
</tr>
<tr>
<td>Other</td>
<td>110</td>
</tr>
<tr>
<td>Inattention</td>
<td>78</td>
</tr>
<tr>
<td>Disregarded Signal</td>
<td>50</td>
</tr>
<tr>
<td>Alcohol Impaired</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>74</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motor Vehicles Description</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failed To Yield</td>
<td>246</td>
</tr>
<tr>
<td>Inattention</td>
<td>136</td>
</tr>
<tr>
<td>Vision Obstruction</td>
<td>46</td>
</tr>
<tr>
<td>Other</td>
<td>25</td>
</tr>
<tr>
<td>Improper Turn</td>
<td>19</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>600</strong></td>
</tr>
</tbody>
</table>

### Age of Bicyclist by Type of Injury

<table>
<thead>
<tr>
<th>Age</th>
<th>Non Injury</th>
<th>Fatal</th>
<th>Injury</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 &amp; Under</td>
<td>20</td>
<td>1</td>
<td>169</td>
<td>190</td>
</tr>
<tr>
<td>18 - 34</td>
<td>30</td>
<td>0</td>
<td>234</td>
<td>264</td>
</tr>
<tr>
<td>35 - 51</td>
<td>14</td>
<td>1</td>
<td>113</td>
<td>128</td>
</tr>
<tr>
<td>52 &amp; Over</td>
<td>3</td>
<td>2</td>
<td>60</td>
<td>65</td>
</tr>
<tr>
<td>Unk</td>
<td>7</td>
<td>0</td>
<td>20</td>
<td>27</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>74</strong></td>
<td><strong>4</strong></td>
<td><strong>596</strong></td>
<td><strong>674</strong></td>
</tr>
</tbody>
</table>

### Age of Bicyclist by Injury With Contributing Circumstances Listed

<table>
<thead>
<tr>
<th>Age</th>
<th>Yes</th>
<th>Fatal</th>
<th>No</th>
<th>Yes</th>
<th>Injury</th>
<th>No</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 &amp; Under</td>
<td>1</td>
<td>0</td>
<td>96</td>
<td>73</td>
<td>4</td>
<td>108</td>
<td>170</td>
</tr>
<tr>
<td>18 - 34</td>
<td>0</td>
<td>0</td>
<td>126</td>
<td>108</td>
<td>0</td>
<td>234</td>
<td></td>
</tr>
<tr>
<td>35 - 51</td>
<td>0</td>
<td>1</td>
<td>55</td>
<td>58</td>
<td>1</td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>52 &amp; Over</td>
<td>1</td>
<td>1</td>
<td>29</td>
<td>31</td>
<td>1</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Unk</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>11</td>
<td>1</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2</strong></td>
<td><strong>2</strong></td>
<td><strong>315</strong></td>
<td><strong>281</strong></td>
<td><strong>660</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Bicycle Related Accidents
Jan 1, 2004 - Jun 11, 2009
Density of Bicycle Related Accidents Age 17 & Under
Jan 1, 2004 - Jun 11, 2009

Legend
Density of 17 & Under Accidents by sq mile
0 - 14
15 - 28
29 - 42
43 - 55

Schools
Parks

Density determined by kernel, by sq mile
Accidents > 15 are null color
BPD CAU Rholford 7/6/09
Density of Bicycle Related Accidents Age 35-51
Jan 1, 2004 - Jun 11, 2009

Legend
Density of 35 - 51 Accidents by sq mile
0 - 16
17 - 31
32 - 47
48 - 63
Schools
Parks

Density determined by kernel, by sq mile
Accidents > 17 are null color
BPD CAU Rholford 7/6/09
In response to a tragic series of cycling fatalities this summer, Mayor Dave Bieter established a Boise Cycling Safety Task Force. The Task Force is recommending 24 steps to make Boise’s streets safer for everyone – bicyclists, motorists and pedestrians.

We want to hear what you think.

Learn about the recommendations and give your feedback:

- Tuesday, Aug. 25, 6 to 8 p.m., Boise City Hall Council Chambers (3rd Floor)
- Thursday, Aug. 27, 6 to 8 p.m., City Hall West Sawtooth Room, 333 N. Sailfish Place (off Emerald, between N. Maple Grove and N. Five Mile)

Can’t make it to the sessions? We still need to hear from you.
See the recommendations at www.cityofboise.org/Departments/Mayor
Then send your questions and comments to safecycling@cityofboise.org

“Safe Streets for All”

Sponsored by:
City of Boise
Mayor’s Office
Boise Police Department
Boise City Planning & Development Services
Boise City Attorney’s Office
Ada County Highway District
Idaho Transportation Department
Boise Cycling Safety Task Force

Public Open Houses

Tuesday, Aug. 25, Boise City Hall
Thursday, Aug. 27, City Hall West
Recommendations

- Based on League of American Bicyclists’ “Six Es” approach to cycling equity
  - Engineering
  - Enforcement
  - Education
  - Encouragement
  - Equality
  - Evaluation
Engineering

- Intersection improvements (focus on high-accident locations)
- Bike facilities improvements (accelerate bike lanes and shoulder widening)
- “Heels down” restrictions on high-congestion sidewalks
- Bike lane maintenance
Enforcement

- Harassment of bicyclists
- Reckless operation of a bicycle
- Three feet to pass “when possible”
- Right-of-way at intersections
- Riding on roadways/bus lanes
- Riding on/crossing sidewalks
- Infractions vs. misdemeanors
Education

- Ongoing cycling safety campaign
- Updated cycling safety publications
- Cycling safety in driver education
- Instruction in schools
- Bike safety clearinghouse
- Education on existing laws
- Bike law training for police
Encouragement, Equality, Evaluation

- Voluntary bike registration
- “Bike Friendly” safety designation
- Same roads/same rights
- Cycling integrated in planning
- Continuous improvement
What’s Next?

- Public comment
  - Tonight
  - Thursday, 6-8 p.m., City Hall West
  - SafeCycling@cityofboise.org

- Finalize recommendations

- Presentation to Mayor and City Council in September
Thank you for your participation.