

**CITY OF BATAVIA**  
**Batavia Bicycle Commission Meeting**  
**Batavia, IL 60510**  
**(630) 454-2000 <http://www.cityofbatavia.net>**  
**Monday, January 11, 2021**  
**7:00 p.m. –AGENDA - ZOOM MEETING**

Randy will set up a zoom meeting for 7pm.

Roll Call

1. Approve Minutes
2. Bikes For Batavia
3. Bike Share
4. Trail signage updates
  
5. Discuss improvements and wayfinding for Batavia cyclists/pedestrians
  
6. Newsletter from the Council of Mayors - pay attention to CMAP FY22-26 Call for Transportation Projects on the front page! <http://kdot.countyofkane.org/KKCOM/News/KKCOM%20JanFeb%202021%20Newsletter.pdf>
  
7. Creating a Safe Streets campaign to bring awareness and understanding of the rights and responsibilities of cyclists. Jenn started to put together information for this and attached to this email. Also, it is below!
  
8. Possible grant opportunity from People for Bikes (<https://www.peopleforbikes.org/grants>).

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### **Safe Streets Campaign**

- Bring awareness and understanding of the rights and responsibilities of cyclists on the road through improved signage and education

### **Signage:**



**VS**



1. “Share the Road” signs ineffective – unclear message
2. “Bicycles May Use Full Lane” = clear indication that bikes have same rights and use of road as cars
3. A 2015 survey of nearly 2000 people found that “Bicycles May Use Full Lane” signs created a statistically significant increase in respondents’ views that cyclists were allowed to use the center lane and that cyclists did not need to move over to allow cars to pass. There was no effect seen when respondents saw “Share the Road” signs. Sharrows were found to have some effect, but not as much as “Bicycles May Use Full Lane” signs. (Hess & Peterson 2015)  
Hess, G., & Peterson, M. N. (2015). “Bicycles may use full lane” signage communicates US roadway rules and increases perception of safety. *PloS one*, 10(8), e0136973.  
<https://doi.org/10.1371/journal.pone.0136973>

According to Christopher Burns, FL attorney and cycling advocate:

The “Share the Road” sign is ineffective, ambiguous, misleading, and poorly communicates to both motorists and cyclists exact how they should behave.

At best, the “share the road” message suggests to motorists that cyclists have a right to be on the road. It may also encourage motorists and cyclists to treat each other positively. But what exactly does “share” mean? The sign does not explain.

HOW are they supposed to share?

What happens with heavy traffic?

Are cyclists supposed to ride on the far right?

Can they share the middle of the lane, or only the edge?

Do they take turns, like children learn to “share” in preschool?

The sign which states, “Bicycles May Use Full Lane” is much improved for bicycle safety and conveying proper interaction.

This sign tells motorists to expect cyclists to “take the lane”, even if traffic is heavy and lanes are narrow. It tells motorists and cyclists – cyclists may use any portion of the lane, when necessary. The sign gives cyclists confidence to ride out into traffic and not feel relegated to the gutter. The sign advises motorists that they must accept cyclists being in front of them in the lane, preventing the motorists from passing them within the same lane of travel. The effect of the sign’s message is to teach vehicles to slow down, to teach motorists to wait behind cyclists until they can safely pass. The sign is an excellent tool to teach motorists to change lanes to overtake slower moving cyclists in narrow lanes.

Arguably, the “share the road” sign caused some cyclists to believe the involved road was “preferred” or “favored” for cycling. These cyclists felt that the installer of the sign was indicated this was a good place for cyclists to ride. This conclusion was often incorrect. The “Bicycles May Use Full Lane” sign probably sends a

more accurate message. An informed cyclist will understand the new sign to mean there is not a designated and separated bicycle lane on the upcoming roadway. The cyclist may also understand that he/she may use the full lane because the lane width is substandard, too narrow, to allow him to ride to the right and be passed with 3 feet clearance.

<https://floridacyclinglaw.com/blog/bicycles-may-use-full-lane>

## **Education – Social Media Campaign (prior to May):**

For Cyclists:

1. Wear helmet/Wear helmet properly
  - a. Make or upload video for fitting and wearing a helmet
  - b. Discuss life of a bike helmet and when to replace
2. Obey Rules of the road
  - a. Upload Illinois Bicycle Rules of the Road
  - b. Full stop at stop signs; cyclists take lane at intersection
  - c. Ride in same direction as traffic
3. Make eye contact with motorists, especially at intersections
  - a. Don't assume motorists see you
4. Be VISIBLE
  - a. Use lights (tail and head) day and night
    - i. Researchers in Denmark found 19% decrease in bicycle accidents when permanent running lights used by cyclists (Madsen et al. 2013).  
Madsen, J. C. O., Andersen, T., & Lahrman, H. S. (2013). Safety effects of permanent running lights for bicycles: A controlled experiment. *Accident Analysis & Prevention, 50*, 820-829.doi: 10.1016/j.aap.2012.07.006.
  - b. Use bike reflectors and reflective tape in conjunction with lights
    - i. Researchers in Italy found reflective tape applied to the rear frame provided a significant increase in visibility when riding at night (Costa et al. 2017).  
Costa, M., Bonetti, L., Bellelli, M., Lantieri, C., Vignali, V., & Simone, A. (2017). Reflective tape applied to bicycle frame and conspicuity enhancement at night. *Human factors, 59*(3), 485-500.
  - c. Wear light colored or reflective clothing especially at night

For Motorists:

1. Know the rights of cyclists
  - a. Upload Illinois Bicycle Rules of the Road
2. Treat cyclists like other vehicles
  - a. Cyclists are legally allowed to ride on the road
3. Pass only when safe/legal to do so. Give 3 foot distance when passing.
  - a. Illinois State Law requires motor vehicles provide a minimum of 3 feet when passing cyclists.
  - b. Do not pass cyclists at or in intersections
4. Use the Dutch Reach
  - a. Explain dooring

- b. Demonstrate Dutch Reach (video)
- 5. Cyclists are faster than you think
  - a. Cyclists can easily reach a speeds of 15 mph
  - b. Look for cyclists when making turns
- 6. Cyclists are vulnerable
  - a. Average weight of car ~4000 lbs or 2 tons; Average weight of bike 20-30 lbs

During Bike Safety Month (May):

- 1. Incentivize the public to complete the Ride Illinois Bike Safety Quizzes
  - <https://rideillinois.org/safety/bike-safety-quiz/>
  - a. Completion of quiz enters participants into a raffle for bike related prizes

Continued Education:

- 1. Create one or more infographic posters to display throughout town
    - a. Kiosks, downtown business windows, etc.
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