

Meeting Agenda



Bicycle Advocacy of Central Arkansas

Board of Directors Meeting

April 7, 2011

Date Sunday, October 31, 2010

Time: 9:00 a.m. - 5:00 p.m.

Called By:

Attendees:

Location: Back Room, The Oyster Bar

Call In:

ID:

Code:

Preparation for Meeting

Please Read:

- President's Report
- Read-Ahead packet (attached)

Please Bring:

I Open Meeting

Objectives:

- Nomination & Election of 2011 slate of officers
- Report; action items from 2011 National Bike Summit
- Preparation for Bike Month/Bike-to-Work Week in May
- Setup for April 2011 events

Notes:

II	Action Items from Previous Meeting	Responsible	Due Date
1	Updates on PSA committee efforts; Marilyn Fulper memorial	Claibanne; Tom	
2	BACA booth at Earth Day events; UAMS & Arkansas Earth Day	Claibanne; Tom	April 22 @ UAMS; April 23 @ NLR
3	Facilitate joint meeting with Little Rock & NLR BFC committees?	Coreen; Claibanne; David	
4	Fundraising ideas for rest of year	All	

III	Agenda Topic	Presenter	Duration
1	Treasurer's Report / Ways & Means	Don	10 Minutes
2	Close The Loop TF Update	Steve	10 Minutes
3	Education Update (See Enclosure)	Tom	10 Minutes
4	President's Report (See Enclosure)	Tom	10 Minutes
5	Nomination of Officers for Next Year (Election at General Membership Meeting)	All	15 Minutes
6	Frequency of BACA meetings: <i>It's been noted that meeting attendance has been stable to declining. Would BACA be better served by going to quarterly meetings or a different schedule?</i>	David	10 minutes

IV Close Meeting

Meeting Minutes



MINUTES

Bicycle Advocacy of Central Arkansas
Board of Directors Meeting
February 3, 2011

Date: Thursday, April 7, 2011

Time: 5:30 p.m. - 6:45 p.m.

Called By:

Attendees: Tom Ezell, Gordon Fisher, Don Bearden, Steve Bentley

Absent: Claibanne Williamson, Coreen Frasier, David Holsted, Judy McDowell, Jim Britt.

Guests: Keith Bush; Bud Laumer

Location: Back Room; The Oyster Bar

Call In:

ID:

Code:

Did not have a quorum.

I	Open Meeting
	Meeting was opened for business at 5:45 p.m., we did not have a quorum of Board members present.

II	Action Items from Previous Meeting	Responsible	Due Date
1	Update on PSA committee	Claibanne	<i>CW absent, delayed to April mtg</i>
2	Nominees for 2011 officer positions	All	<i>Discussed</i>
3			
4			

III	Agenda Topic	Notes
1	Treasurer's Report / Ways & Means Committee	<p>Current bank balance is \$13,801.87, plus ~ \$29 in the on-line PayPal account.</p> <p>We currently have 24 paid members for 2011; totaling \$535 in dues income.</p> <p>Need to develop cash flow statements to use through the year to track expenditures and monitor our adherence to the annual budget.</p> <p>Want to consider purchasing a supply of the plastic bike pins used by LAB; need to find a source and get a price quote.</p> <p>Reminder that we need to forward a check for \$150 to CARTI for sponsorship of the first Tour de Rock Training ride. CARTI will re-send an invoice for payment.</p>
2	Close The Loop TF Update	<p>Planning for the "Close the Loop" summer streets program, where selected stretches of River front drive in LR and NLR would be closed to vehicles and opened to bike and pedestrians, is on hold until mid-June, after the Tour de Rock event ride. Several very favorable comments have been received concerning the idea.</p> <p>Clinton Bridge is more or less on track for a late September opening.</p>
3	President's Report	Tom's report was submitted in writing prior to the meeting (see the March Read-ahead packet). There were few discussions save for some additional questions about the process of federal funding through the ongoing continuing resolutions.

Meeting Minutes

4	Slate of Officers for 2011 Elections (president, vice-president, secretary, treasurer, 3 at-large directors (1 for 1 year; 2 for two-year terms))	Don Bearden will not be standing for re-election as Treasurer. Three individuals are interested in running for the vacant Board positions: Keith Bush as Treasurer, Bud Laumer for Secretary, and Tim McKuin to fill the unexpired at-large term replacing Charlie Hight. Claibanne and Gordon intend to stand for re-election. Tom and David are willing to stand for re-election, but will step down gracefully if someone else would like to run for their positions.
5	Events -- National Bike Summit, March 8-11 -- South Central Bike Polo Tournament, Mar. 26-27 -- Tour de Rock Training -- Traffic Skills 101 class, Mar. 25-26 -- Arkansas Earth Day, April 23 -- Arkansas Trails Day, May 7 -- Bike-to Work Month/day	
6	New Business	Reminder to bring BACA t-shirts to the meetings for possible sale, consider other fundraising activities for the coming year.

IV	Action Items	Responsible	Due Date
1			
2			
3			
4			
5			

V	Decisions
1	
2	
3	
4	
5	

VI	Close Meeting



P.O. Box 55677
LITTLE ROCK, ARKANSAS 72215

Proposed Board of Directors – 2011

President	Tom Ezell (Re-election)
Vice-President	David Holsted (Re-election)
Secretary	Bud Laumer (New)
Treasurer	Keith Bush (New)
At-Large Director: 2010-2012	Tim McKuin (New, 1-year term – replaces Charlie Hight)
At-Large Director: 2010-2012	Judy McDowell
At-Large Director: 2011-2013	Gordon Fisher (Re-election)
At-Large Director: 2011-2013	Claibanne Williamson (Re-election)

BACA Committees / Chairmen	
Bike To Work	David Holsted
Close The Loop Task Force	Steve Bentley
Education	Tom Ezell
Bike-Friendly/Trails	Coreen Frasier
Ways & Means	Keith Bush
Arkansas Bicycle Club	Jim Britt
Central Arkansas Recreational Pedalers	Gary Lamb
Mello Velo Cycling Club	Charles Ross

Issues:

- What is the role of Emeritus Board Members?
- Need for new committees?



BICYCLE ADVOCACY OF CENTRAL ARKANSAS

President's Report
April 7, 2011

March has been a pretty busy month.

National Bike Summit:

On March 8-11, Coreen Frasier, Gordon Fisher, NLR Mayor Pat Hays, and I attended the National Bike Summit held in Washington, DC.

The summit began on Tuesday evening with an energizing speech by US Department of Transportation Secretary Ray LaHood. Secretary LaHood talked about the importance that bicycling has played in his own life, how he bought bikes for his grandchildren. He rides regularly on trails during weekend rides with his wife near Bethesda.

LaHood also called out the courage shown by NYDOT Commissioner Janette Sadik-Kahn and Washington DC DOT Commissioner Gabe Klein in building out the bicycle network in their cities. "It takes extraordinary leadership to make communities livable," said LaHood. Secretary LaHood also made it clear that the President shares his "transportation vision, a big bold vision that is about the next generation."

Tuesday evening, the Alliance for Biking and Walking hosted its annual meeting and awards reception at Harriet's Restaurant.

Day 2: Workshops

The morning of Day 2 of the Summit featured the annual pep talk by Oregon's Congressman Earl Blumenauer, and an encouraging reflection and challenge by Janette Sadik-Kahn, the transportation commissioner for New York City, NY. Ms. Sadik-Kahn shared some pictures of New York City's accomplishments. These weren't just pictures of pretty bike lanes, but stories of how crash rates were plummeting along with the average speeds on New York's streets. New York has laid down 250 miles of bike lanes since 2006 using new, innovative treatments. Sadik-Kahn's message was clear to the advocates in the room: "Stand strong. This is painstaking work. But it is expected when you are in the business of change."

During a workshop entitled Towards Zero Deaths, an expert panel shared strategies to reduce fatalities on the roadway. The concept is modeled after the "Vision Zero" project from Sweden. Sweden's Parliament passed a law in 1997 which set a goal that by 2020 no one would be killed by traffic in the nation. This goal is a moral imperative; it is essentially unarguable and the only way to reach that goal is make sure that everyone has a role to play in achieving vision zero.

In the United States, death by motor vehicle is the 8th leading cause of death, just below heart disease. From 2002 to 2006, there were 218,168 unintentional motor vehicle deaths. To put that in context, there were 89, 424 homicides during the same time. If you look only at injury-related deaths, traffic crashes are the number one cause of death in the United States.

Joe Toole, from the Federal Highway Administration is leading the US Department of Transportation's charge. While the United States has seen a 30% drop in fatalities cumulatively over the past three years, it is no cause for celebration. As he shared, "Only 30,000 deaths is not celebratory. One hundred deaths a day is unconscionable, one death is tragic."

US DOT is developing a "roadway safety plan" that follows from Toward Zero Deaths; ten states have begun adopting the philosophy and over 20 national groups are participating. Mr. Toole recognized that road design is an essential part of solving the problems, but also shared that we need a significant societal change in how we approach driving and safety. Mr. Toole envisions a campaign similar to antismoking campaigns that state very clearly "your driving is affecting my health."

I am encouraged that the FHWA is approaching this problem in this way. Together we can help address the fact that more than 1,300,000 people die on roadways worldwide each year, more than 43,000 annually here in the US, some 600 here in Arkansas.

Day 3: Hitting Capitol Hill

On the third day we dressed in our finest and headed to Capitol Hill to meet with Senators and Representatives to share our stories, thank the congressmen for their past support and to request continued support of our efforts. Of the six Members in the Arkansas delegation, we met with each office and with five of the six congressmen – everyone except Senator Mark Pryor. We were very fortunate to get direct meetings; as most of the other states' delegations met with legislative aides.

As this Congress is only about 2 months into the 112th session, and little actual legislation has been filed other than the efforts to approve a current budget for the remainder of 2011, the League had a very simple "ask" this year: to encourage our congressmen to preserve existing funding levels for programs that fund bicycling. In a year where every federal expenditure is under attack, we'll do well by preserving what we have. We spent some pre-Summit time to compile a set of notebooks to leave behind with the Congressional offices that explains each of the programs we were speaking for, and their economic impact within Arkansas. Included in the packet was a simple, one-page written copy of our ask, a fact sheet explaining what BACA is, what we do, and how to contact us.

The substance of the ask was:

[We are asking for your support today on four key points:](#)

1. **Sustaining support for the Transportation Enhancements program** in the current transportation continuing resolution, and in the new transportation authorization bill.
2. **Sustaining support for the Safe Routes to School program** in the current transportation continuing resolution, and in the new transportation authorization bill.
3. **Sustaining support for the Recreational Trails Program** in the new transportation authorization bill
4. **Including “Complete Streets” policies in the new transportation reauthorization bill** to ensure that our roads and streets fairly serve all of our citizens, including pedestrians, the disabled, bicyclists, and public transit.

Summaries of each meeting follow:

National Bike Summit Congressional Meetings: Summary

Office	Participants	Notes
Sen. Boozman	11:30 a.m., 1 Russell Courtyard Met with: Sen. Boozman, Reagan Highfill LA), Zachary Hartman (LA) (T. Ezell, G. Fisher, C. Frasier, P. Hays, T. Walton, B. Anderson, J. Mastro)	<p>Jamie Mastro (Bike Bentonville) led the meeting with Bike Bentonville's asks, using their checklist. Jamie gave the basic presentation; Reduced traffic, reduced impact, increased commerce and density. Healthier communities, beautification. 4:1 return on investment. 12:1 return on trails infrastructure. Bentonville ready to compete in global market for young professionals. Environmental protection, equal opportunities, creating an interchange for every mile reduce congestion. Economic efficiency - 500% added capacity without more streets. Texas DART went from 20% ridership to 100% ridership with gas at \$4.00 We are at the price point where people look for alternatives.</p> <p>TE</p> <ol style="list-style-type: none"> 1. Greater accountability, connect jobs and housing, Efficiency of expenditures. Public involvement in these projects 2. New NACTO design guide. ASTD guide is obsolete, this is a package of standards gives state something to work with that are national NUTCD standards. 3. Complete Streets <p>Tom E mentioned the Baltimore Study, 1.8 times as many jobs created as by highway building, bicyclists spend money while traveling in state while motorists could go from Tennessee to Oklahoma without ever getting out of the car.</p> <p>Gordon mentioned the example of how the Portland bridge had a 20% increase in traffic, 19% of it bicycles. A \$30,000 bike path was made rather than a \$4,000,000 bridge expansion.</p> <p>Tom E Invited Senator Boozman to a Bicycle Rodeo in Bentonville on October 15. Taught 265 Kids in 3 hours. Wal-mart was the big sponsor, they brought their big vendors to show off their bicycles. Senator Boozman said he would attend if humanly possible.</p> <p>Tom E invited Senator Boozman to the opening of the Two Rivers Bridge. No response from Senator Boozman.</p> <p>Brenda talked about TIGER funding for the bike path in NWA. and asked him to preserve funding for the project. It's a 1:1 match with Wal-mart so they are getting 36 miles for the price of 17.</p>

		<p>Tom E mentioned the bicycle route network, going from Northwest Arkansas to Bossier City.</p> <p>Coreen mentioned that the last BRAA ride spent \$16K in one week.</p> <p>Pat Hays discussed the company Garver & Garver who moved to NLR and found that by being close to the trail, and raising their insurance deductible that they were able to save \$870,000. And now, because of the Big Dam Bridge, someone can go from the Heights to NLR faster by bicycle than by car.</p> <p>Senator Boozman said that funding we don't know about. Neither funding bill passed.</p> <p>Tom E asked to maintain funding at present levels when we figure out the next bill. Bicycles are important first and last mile transportation</p> <p>Pat Hays mentioned that CAT reports 10-15% increase in riders in the past few weeks.</p> <p>Senator Boozman mentioned that the controlling factor for driving is available parking. Coreen piped in that LR has plenty of parking.</p> <p>Pat Hays mentioned the Enclave, 260 apartments and it is virtually full. Lets people live without using their car. And he mentioned that there are 1870 new people in NLR in the latest census.</p> <p>TE met on side with Reagan Highfill to hand over and review the written ask and leave-behind package.</p>
<p>Sen. Pryor</p>	<p>3:00 p.m., 255 Dirksen Met with: Andrew Grobmeyer (LA), Lauren Cowles (LA) (P. Hays, T. Ezell)</p>	<p>Met with Andrew and Lauren, presented & reviewed our asks and the leave-behind packet in detail. Discussed NLR's bike friendly community status and its impact on local economy and property values, noted nearly 1900-person increase in the new census., plus the stories on Garver Engr, Competitive Cyclist, Orbea USA, and their health savings. Invited to 2Rivers & Clinton Bridge opening in summer 2011.</p>
<p>1st District (Crawford)</p>	<p>9:45 a.m., 1408 Longworth Met with: Jacob Melcher (LC), Rick Crawford (T. Ezell, C. Frasier, G. Fisher)</p>	<p>We met with legislative assistant Jacob Melcher. Thanked him for taking the time to talk with us, and he noticed Tom's bowtie and mentioned Bow Tie Tuesday.</p> <p>Tom talked about stretching transportation dollars with programs like Complete Streets.</p> <p>He gave Jacob the folder with the leave behinds and showed it to Jacob. The sheet with our asks,</p> <ul style="list-style-type: none"> • Bike Caucus • Fact sheets • Impacts • Transportation Enhancements • Safe Routes to Schools • List of projects in district • Savings from Cycling • Baltimore Study • Complete Streets fact sheet <p>Talked about the U.S. bike route from Memphis to West Memphis and then its route across district 1</p> <p>Talked about the Bike Ride Around Arkansas and its impact on district 1</p>

		<p>Thanked them for a resolution last month and told them if there was any information that he needed to let us know.</p> <p>Then we met Congressman Rick Crawford in the hall. Tom did a quick summary, asked and got his support and then Tom thanked him.</p>
<p>2nd District (Griffin)</p>	<p>5:00 p.m., 1232 Longworth Met with: Stephen Chandler (LA), Tim Griffin (T. Ezell, C. Frasier, G. Fisher, P. Hays)</p>	<p>Tom mentioned the Congressman came to speak to BACA at the Oyster Bar in May.</p> <p>Asked for continuing support for TE, SRTS, and RTP because they provide the best value for the money. Including Complete Streets policy in the new authorization bill would cover all uses of the street more efficiently.</p> <p>Discussed the impact of bicycles and bike shops on the economy. Mentioned the Baltimore study. Mentioned trail from NWA to Texarkana.</p> <p>Asked Tim to be in the Bike Caucus. (no direct response)</p> <p>Coreen talked about Adventure Cycling, how each person spent \$3,000 on a cross country trip. Talked about cross Arkansas route from West Memphis to the Oklahoma border. Mentioned BRAA, 14 riders spent \$16K in 7 days. Tour de Pumpkin, RAGBRAI, Tour De Hoot in May</p> <p>Pat mentioned Garver and Garver how they moved to NLR to be near the trail and reduced health care costs by \$840-850, thousand per year and encourage healthy life styles.</p> <p>Tim's staffer mentioned incentivizing healthy lifestyles.</p> <p>Pat Hays National League of Cities, 1. 5 million dollar grant about obesity. Move to healthier nutrition. The number of family farms is growing, due to more Farmer's markets.</p> <p>Congressman Griffin remarks that he's a bicyclist.</p> <p>Meeting with Mayor Stodola</p> <p>Tim Griffin 501-837-5190</p> <p>Tom says that it's important to maximize the quality of spending, more jobs and value.</p> <p>Tim mentions Bruce Thalheimer of Chainwheel and Sam Williams of Community Bicyclist. Says he's got a certificate for repair work there.</p> <p>Pat Hays says that in a few years, Little Rock will be surrounded by Megalopolises, that we need to be a part of this by being included in a high-speed rail system.</p>
<p>3rd District (Womack)</p>	<p>1:45 p.m., 1508 Longworth Met with: Margo Klosterman (LD), Adrielle Churchill (LA) T. Ezell</p>	<p>Met 1 on 1 with Margo Klosterman, Legislative Director ; spoke by phone with Adrielle Churchill, LA, and Transportation/Natural Resources staff. Explained BACA and our constituents, reviewed our asks and the position papers in the leave-behind packet. Acknowledged Womack's role in the Appropriations committee and thanked him for his support so far in the session. Went through each ask individually, and this was the one meeting where I got straight-up answers to each ask. Supports continued funding for TE and SRTS. Not likely to receive any additional funds over the 2010 level, but supports at current level. Strong likelihood in the new authorization bill that some of the 12 current TE categories may be eliminated, such as roadside signage, roadside beautification, etc. in order to free up remaining funds for additional infrastructure.</p>

		<p>Thanked them for supporting that idea. SRTS is seen as a good project and supports continued funding. Again, no additional funds, but will seek to keep current levels. RTP is another issue. Does not see need to fund "recreational" projects at the federal level. It is likely that under its current form, RTP may be eliminated, or at least no appropriation for these activities. Sees value in Complete Streets policy as part of new authorization, e.g., if give federal highway dollars to states, states must seek to cover as many different modes of transportation as possible for the same amount of funding. Declined to join bike caucus. Office policy is that the Congressman will not join any caucuses other than the National Guard Caucus.</p> <p>Office is interested in Complete Streets as a means to stretch transportation dollars, was intrigued with the Baltimore study on increased jobs thru bike projects, will get in touch with us for consultation/advice once the new bill is being drafted.</p> <p>Met briefly with Rep. Womack as I finished the meeting and was leaving the office, thanked him for his support and made sure he had a bike pin.</p>
<p>4th District (Ross)</p>	<p>10:30 a.m., 2436 Rayburn Met with: Mike Ross, Laura Abshire (CS) T. Ezell, P. Hays, G. Fisher, C. Frasier</p>	<p>We met with Mike Ross. There was some general talk about bikes and biking and walking opportunities. We thanked him for funds for TE, SRTS, and RTP.</p> <p>Coreen talked about his boat at De Gray Lake, and John Linck who organizes the BRAA ride. She noted that 14 people spent 16 Thousand dollars in a week.</p> <p>She talked about dedicating a trail at De Gray Lake next month, and the Arkansas portion of the National Trail from Fayetteville to Mena to Texarkana.</p> <p>She said that Kenny Gober would love to have the Congressman come to Tour De Hoot in May.</p> <p>We asked Congressman Ross to keep the funding for TE, SRTS, and RTP, as well as Complete Streets.</p> <p>Then Tom talked about cuts to Police DEA funding to fight meth labs and how sheriffs can't afford to bust them because they can't afford to clean up after the labs.</p> <p>We thanked him for being in the Bike Caucus.</p>

Advocacy Day on the Hill ended with a Congressional reception at the Dirksen Senate office building. Since our last meeting for the day was at 5:00 p.m., we were a little late, but were able to claim a clean sweep – we had met with every office in the Arkansas delegation, and gotten agreement or at least some smidgen of support for most of our asks.

After our day on the hill was over, we said our thanks and goodbyes to our new friends from other cities and states.

On Friday morning, the BACA delegation took part in the Congressional Bike Ride through Washington DC. This year's ride was a little special in that it was dedicated to Congresswoman Gabrielle Gifford of Arizona. Summit delegates from Tucson had brought a supply of Arizona flag bandannas for most of the riders, as well as black & white lapel ribbons and blue wristbands reading "Peace-Love-Gabby."

While it was a little chilly and breezy (41 degrees at ride start, warming up to about 48 by the finish), the ride took in many of the improved bike facilities in downtown DC, including the new bike lane on Pennsylvania Avenue, a loop around the White House, and several of the new cycle tracks and bike trails used for commuters.



League of American Bicyclists annual meeting on Tuesday afternoon. At left, Andy Clarke opens the meeting. At right, Gordon & Tom in the crowd.



U.S. DoT Secretary Ray LaHood addresses the Summit attendees during the opening dinner

Wednesday morning opened with presentations by New York City Transportation Secretary Janis Sadik-Khan, and U.S. Representative Earl Blumenauer, of Portland, OR



Mayor Pat Hays presents a workshop on the economic impact of cycling and bike friendliness in North Little Rock. At left is Gary

Wednesday afternoon featured state caucuses, as the state delegations coordinated their presentations on Capitol Hill the next

Fisher.



State caucuses in the grandballroom

day



Tools of the Advocate: his is one of the leave-behind packets that the BACA delegation left with each of our Congressmen & Senators. Also business cards, Summit ID badge, an inked-in meeting schedule, and a bag of those famous plastic bike pins. We left a trail of happiness and bike pins everywhere we went.



We started our day on Capitol Hill by meeting with Congressman Mike Ross of the 4th District.



The entire Arkansas delegation meets with newly-elected Senator John Boozman in his offices. LtoR: Gordon Fisher, Tom Ezell, Jamie Mastro, Senator Boozman, NLR Mayor Pat Hays, Tom Walton, Brenda Anderson, and Coreen Frasier.



The average Congressional meeting lasts 7.5 minutes. Sometimes these meetings are on the fly: Tom makes our pitch to Congressman Tim Griffin (2nd District) in a hallway in the basement of the Rayburn House Office Bldg.



Photo op with Congressman Tim Griffin, 2nd District



Staging before the start of the Congressional Bike Ride on Friday morning, with the Arizona banners on display for Congresswoman Gabrielle Giffords



Gordon, Coreen, and Tom with LAB Education Director Preston Tyree before the bike ride



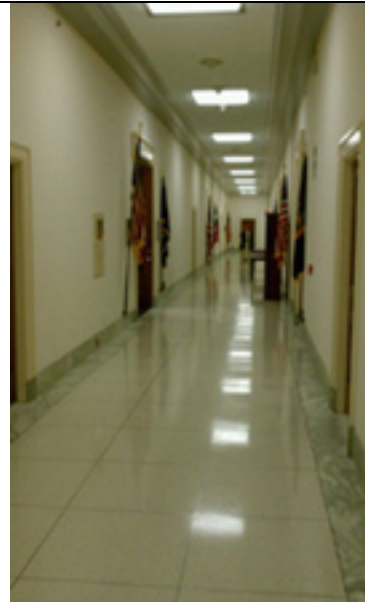
Tom Ezell & Mayor Pat Hays by the U.S. Capitol



Tom gets caught at a stoplight on 15th Street, near the White House



Gordon, Tom, and most of the LAB staff at another stop light at Union Station in downtown DC



The halls of Congress... this is Rep. Steve Womack's office (3rd District) on the 5th floor of the Longworth House Office Bldg.

Transportation Funding at the National level:

We're still waiting for Congress to pass a 2011 budget — that was the bill for the continuing resolution we saw a vote on in early February. We have already seen two short-term extensions and the current extension of the continuing resolution runs out on April 8. Many members on both sides of the aisle say this will be the last extension. The bill will go back to both the House and Senate and transportation won't be protected like it was previously, so we may see an amendment that goes after some of our programs. The fight is ongoing, but should be concluded by April 8. If there are attacks on bike/ped funding, we will let you know.

The House is also working on reauthorization of the transportation bill. Mica is planning to write the bill in April and release it in late May or early June. It could look different from what we have seen before because the funding is so low: Mica is looking at each program to determine if it should stay, be cut or be consolidated. There's a possibility that Transportation Enhancement could be moved out of the Highway Trust Fund, which would mean it would have to compete with all programs for funding, not just transportation. What we saw in February is that the programs that were not in the Highway Trust Fund were cut, so this is not a place we want TE to be. This would also make it tougher to have votes strictly on funding bike/ped, because it would require coming up with a funding source for the program, which, in turn, makes getting GOP support more difficult, because funding would come from the general fund.

In the Senate, Sen. Barbara Boxer (D-CA) has been a supporter of biking before but is working with Sen. James Inhofe (R-OK) who is not a supporter. The Senate is about a month or a month and a half behind the House in terms of when they introduce legislation. The chambers haven't talked to each other about funding, so it will be very hard to pass a bill this year. But each battle is important in the grand scheme, so losing this year will make it tougher next year.

As for marker bills: The League and America Bikes coalition are reintroduce the Complete Streets bill and trying to get more Republicans to co-sponsor the bill. Hopefully, Complete Streets will be introduced by April. Safe Routes to School will be the next bill to be introduced, and we should expect to see that introduced before the transportation bill. Next will be the ACT (Active Community Transportation) Act, which will also likely happen in the next couple of months.

The new transportation bill will likely hurt us based on the new, lower funding level that has been agreed upon. The current extension on SAFETEA-LU runs until September 30 and Mica is claiming that it is the last extension he'll do. However, he will likely have to compromise with the Senate on funding. Transportation bills are typically five to six years, and that is the length that Mica is talking about this year.

Categorical Exclusions

The Obama administration, including the US Department of Transportation, is looking at regulations and how to make them more efficient. America Bikes is collecting examples of where categorical exclusions are being used well or poorly.

Equity Caucus

The [Equity Caucus](#) — an initiative within Transportation for America — is proposing a National Conversation on Transportation Equity, with a series of local events to be held around the country in late April and May 2011. Any groups interested in participating in one of these events should contact Erica Swanson: swanson@civilrights.org; (202) 263-2859.

NACTO Urban Bikeways Design Guide

This [guide](#) came from discussion among advocates, engineers and planners regarding what is needed to advance bicycling at the design level — given constraints posed by current design guides like the Manual on Uniform Traffic Control Devices (MUTCD). This [NACTO](#) guide takes the most innovative practices from the US and the world and puts them in one place. Currently it is only online, which allows people to post their projects and discuss the different techniques in the guide. NACTO is currently working on a print edition, which will allow engineers to use them in court, if needed. They hope to have that out this summer.

NACTO also worked closely with the Federal Highway Administration to try to get various designs accepted in the MUTCD. This can be a very long process, but since many of these techniques are already in use, we are hoping they can be expedited. FHA went ahead and commented on most of these treatments to show that they can already be done.

The NACTO Guide is not a collection of approved standards like the AASHTO Green Book or the Manual for Uniform Traffic Control Devices (MUTCD). Rather it is a catalog of approaches that are actively being undertaken in communities around the United States. It focuses more on what can be done with existing resources. However, many of these examples have not been vetted for safety; some actually create problems with segregated bike facilities and the flow of other traffic.

How can advocates use this resource? This is a good resource to show local officials that these designs can be done and are being done legally in the US. With these tools, advocates can hopefully avoid applying for an exemption, but can point to that method being used in a certain place and circumstance. This will be a resource for people in local DOTs, but will also help advocates push for separated cycle facilities. If people are claiming they can't build a facility because it's not in the AASHTO or MUTCD guides, this is something you can point them to. It is important to highlight that many of these items are not expensive and can be done in a very cost effective way.

Cities for Cycling, a NACTO program for politicians and officials to lend their expertise and also learn from others across the country, will be doing “road shows” in the coming months. Check out <http://www.nacto.org> for more information.

In closing, it’s nice to note one of the most viral factoids the bike movement has ever produced — that since 1990 Portland, OR has spent \$57 million on its 400-mile (or so) bikeway network, which is roughly the cost of *just one mile* of an urban, four-lane freeway.

South Central Bike Polo Tournament:

Little Rock Bike Polo hosted 108 riders from 38 teams from around the south central United States and Mexico on March 25-27 at the South Central Bike Polo Tournament held at MacArthur Park. Teams came from as far away as Minneapolis (“Team 1x1”), San Francisco, and even Mexico, as well as regular rivals from Kansas, Austin, TX, and New Orleans, LA. Of the 36 teams entered, 8 qualified to enter the National Bike Polo Championships, held in Calgary, Alberta (Canada) in August 2011. These were, in order of placement in the tournament:

1. Barry White Supremacy (Alexis/Nick V/Roberts)
2. Los Cuatrerous (Austin, TX)
3. Hide Yo Kids, Hide Yo Wife (COMO/Chicago)
4. Bluegrass Blazers (Lexington, KY)
5. Team 1x1 (Minneapolis, MN)
5. Minute Men (COMO)
7. Krispy Kreamers (New Orleans/Seattle)
7. Scarry Larry (Lawrence, KS)

Four additional teams qualified to enter a wildcard tourney held in conjunction with the national championship tourney:

9. Bunglesaurus (Austin, TX)
9. Gulf South Boys (New Orleans/Mobile)
9. Come And Take It (Austin, TX)
9. Critter Boners (Austin/Mobile)

We received a great deal of positive coverage in the local media, and polo players were very visible in the River Market and downtown areas for most of the weekend.



Play went on in spite of the cold, rainy weather as the first day narrowed the teams down to 24 who would play for the championship on Sunday. Here "Hide Yo Kids, Hide Yo Wife" plays Team Sparkle.



Malachi, from the Scarry Larry team in SE Kansas



Polo bikes are almost as big an attraction as the players. Nathan Vandiver keeps everything running on track.

BACA sponsored LRPB and the tournament by providing participant accident insurance for the tournament players, at a cost of **\$167.40**. We classified this as part of our charitable support for local bike groups and events.

Marilyn Fulper Memorial Update

On Monday, March 28, Patsy Booth appeared in Little Rock Circuit Court on the charge of negligent manslaughter for the death of Marilyn Fulper in a traffic crash at the intersection of Highway 10/Cantrell Road and River Mountain Road. Booth negotiated a guilty plea, and was given 1 year's probation, a \$500 fine, and required to take both a defensive driving course and a motorist education course form a bicyclists' association, which I presume would be the League of American Bicyclists' "Share The Road" or

“Motorist II” course.

On Friday, April 1, BACA received a check from Ms. Booth in the amount of \$1,500 to be applied to the Marilyn Fulper Memorial Fund. This would bring the amount in that account to approximately \$2,672.

In August 2010 we started a committee to work on preparing some public service announcements to provide some “share the road” education for all users, specifically motorists. The intent was to air these on the Channel 7 “Crimestoppers” news segment as well as the public access cable channels in central Arkansas. To date, some themes have been identified but production is currently on hold behind several other projects managed by our volunteers.

The most recent update I have from the committee is as follows:

Begin forwarded message:

From: Chris Wilks <insomniacmovie@gmail.com>
Date: February 18, 2011 6:08:04 PM CST
To: Claibanne Williamson <claibanne@sbcglobal.net>, "Kevin & Kelley Mercer" <kevinandkelley_mercer@yahoo.com>
Subject: Re: PSA's how's it coming?

I spoke to Terry Hastings shortly before the holidays, and he indicated that it wouldn't be a problem to get on Crimestoppers anytime, barring any major crime that week. Tom sent me some talking points as requested, and a decision needs to be made about which are the most important, maybe whittle it down to 5 (or 3) talking points, and I can work out the script with Cassandra. The info from Tom was sent by Kelley, and I believe CCed all around, but I can forward it if need be.

I am currently in the middle of postproduction for a second feature, and we're working toward an April 1 deadline for the Little Rock Film festival. This is on top of having 2 jobs, so my personal availability for attending meetings or shooting is going to be very limited through the end of March. I should be able to make some time to reach out to Cassandra about what will be needed from us to produce the segment and help get a script developed for Crimestoppers, and can commit to getting the PSA produced after April 1.

On Tue, Feb 15, 2011 at 2:17 PM, Claibanne Williamson <claibanne@sbcglobal.net> wrote:
Hi! Haven't heard from you all in a while - what's the progress of the PSA's? I need to report to the Board soon (or have one of you guys do it :)).

Hope you are having a good week - this is some great weather we are having FINALLY!

Claibanne
952-8229

Patience is not one of my few virtues. Over the past couple of weekends I started putting together some materials from my LCI resources and building a few pages on the BACA web site containing some basic traffic safety information as well as some video presentations aimed at law enforcement personnel for their training in enforcing bike

and motor traffic conflicts. The result can be found at <http://www.bacar.org/bikeed.htm>, and specifically at <http://www.bacar.org/enforcement.htm> .

This will be a work in progress for both the educational out reach as well as hopefully provide a free resource for law enforcement and public safety officer training.

Education

I held the Traffic Skills 101 class in North Little Rock for two students on March 25-46, and in Conway on April 1-2 for 15 members of the Little Rock and Conway MEMS paramedic bike team (as well as two members of Conway Advocates for Bicycling (CAB). All 15 MEMS students completed the course and received certificates. The road phase of the March 26 course was rained out, and these two students will make up that part of the class during the next TS 101 class on April 29-30.

Traffic Skills 201 is offered for this coming weekend, but at this time no one has registered, and the course likely will not “make.”

I am scheduled to present on April 20 at 6:00 p.m. to the Conway Bicycle Advisory Committee and their Safe Routes to School team on bike education components in the Safe Routes program, and will be conducting a Bicycling 123 Youth Instructor Workshop for the Conway School District on June 15, 9:00 to 1:30 p.m. at the McGee Center on Prince Street.

The next Traffic Skills 101 class is scheduled for April 29-30 in North Little Rock.

As previously mentioned, we added some pages to the BACA web site to serve as resources for the various Traffic Skills class, as well as for the Safe Routes to School program; <http://www.bacar.org/bikeed.htm> and <http://www.bacar.org/youth.htm>.

Bike-to-Work Month/Week/Day

Martha Guffey of Central Arkansas Metroplan contacted us early last week and expressed interest in partnering with BACA in the celebration of National Bike Month in May. I expect them to send a representative to this week’s board meeting to explain what they’re expecting and start some sort of coordination. Additionally, North Little Rock has hired Bernadette Gunn as their full-time coordinator for their “Fit 2 Live” healthy community grant, and Bernadette is interested in working with BACA to integrate bicycling into that program.

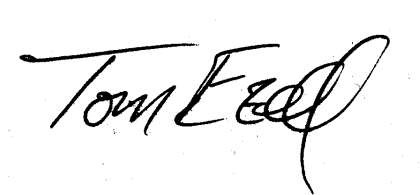
Annual Elections:

The primary task for this month’s Board meeting is to nominate a slate of candidates for

BACA officers for 2011. The offices of president, vice-president, secretary, and treasurer are elected (or re-elected) annually; this year we have two at-large positions (Gordon's and Claibanne's) up for two-year terms, and one at-large position available for one year to complete Charlie Hight's vacated term. Committee chairmen are not elected positions, but are appointed by the Board of Directors.

A copy of the proposed slate of officers for 2011 is enclosed with this packet; if I have mistakenly transcribed what you were volunteering for, we can fix that at the Board meeting Thursday evening. We will also be accepting nominations from the floor during the meeting.

Hope to see you all on Thursday evening...

A handwritten signature in black ink that reads "Tom Ezell". The signature is written in a cursive, flowing style with a large loop at the end of the last name.

Tom Ezell
President, Bicycle Advocacy of Central Arkansas

Woman gets probation, fine in cyclist's death

BY ANDY DAVIS

LITTLE ROCK — A woman who fatally struck a bicyclist while driving a Jeep through a red light in Little Rock last year was sentenced Monday to a year of probation and fined \$500.

Pat Booth, 64, of Little Rock was sentenced by Pulaski County Circuit Judge Leon Johnson after pleading guilty under an agreement with prosecutors to a misdemeanor count of negligent homicide in the death of Marilyn Fulper.

Fulper, 56, of Little Rock was crossing Cantrell Road at North Rodney Parham Road at 9:02 a.m. June 20 when she was struck by Booth, who was driving a 2000 Jeep Wrangler. Fulper was thrown from the bicycle and died from her injuries.

Booth's attorney, Jeff Rosenzweig of Little Rock, said after the hearing that Booth has "great feelings of agony about what happened and felt this was an appropriate resolution."

He added that Booth, who was taking her grandchildren home from church at the time of the accident, was not talking on a cell phone or otherwise distracted when she ran the red light. A test of Booth's blood by the Arkansas Crime Laboratory found no sign of alcohol or drugs use.

"Sometimes you just don't perceive things," Rosenzweig said. "She just didn't perceive" the light.

Booth, who had already completed a defensive driving course before the hearing, faced a maximum sentence of up to a year in prison and a fine of up to \$2,500.

In addition to the fine and probation, Johnson ordered her to complete 40 hours of community service and to complete a bicyclist association's course on motorist safety.

One of Fulper's sisters, Rebecca Marvin of Little Rock, who attended Monday's hearing along with other family members, said she didn't know all of details of the agreement before it was struck.

She said she was "not exactly" satisfied with the sentence and would have preferred a punishment "that would be directed specifically toward the behavior," such as a driver's license suspension or a period of home confinement.

She said she also would have liked a requirement that Booth's community service include a specific project, such as educating others about driving safety.

“Marilyn is one who would have strongly wanted the process to have a positive impact,” Marvin said. “While it did have a positive impact in a sense, it was not as impactful as we felt like she would have wanted to have been.”

A brother, Pete Fulper of Gretna, Va., said he didn’t have a problem with the sentence.

“I expect [Booth] suffered more just from going through the deal” than she would from any sentence the judge could impose, he said.

A divorcee with two children, Marilyn Fulper designed educational modules for medical students at the University of Arkansas for Medical Sciences and was working on her doctoral degree in education, Marvin said.

She said her sister took up cycling several years ago, after gasoline prices began to rise, and it “grew into a passion.”

Eight days before her death, Marilyn Fulper completed the 100-mile Tour de Rock, a fundraiser for the Central Arkansas Radiation Therapy Institute, Marvin said. When she was killed, she was training for the Hotter’N Hell Hundred, a bicycle event in Wichita Falls, Texas.

Fulper was also a devoted mother, daughter and friend, Marvin said.

“Anything she did, she did it 100 percent,” Marvin said.

**This article was published today at 5:45 a.m.
Arkansas, Pages 7 on 03/29/2011**

Bike polo playoffs roll in to LR

36 teams joust, pedal and swing for chance at championship

By [L. Lamor Williams](#)

LITTLE ROCK — From all over the nation and as far away as Canada they descended upon Mac-Arthur Park in Little Rock this weekend with dreams of glory.

From Austin, Texas , came “My Milkshake Brings All the Boys to the Yard.” The team called “700 Lbs. of Polo” has members from New Orleans and San Francisco. The “Sons of Beaches” hail from Russellville. From the Little Rock area came the “Special Patrol Group” and the “Rocktown Ramblers.”

They grabbed their mallets, hopped on their bikes and took to the repurposed tennis courts at the park Saturday for 10-minute rounds of bicycle polo.

The aim of each three-man team is to score five goals, or at least have more points than their opponent at the end of each 10-minute round.

The game is played on a fenced-in court, split lengthwise by a short fence so teams can play simultaneously on each side. There is a goal at each end.

After the joust, where each team tries to take initial control of the ball placed at center court, no feet can touch the ground and leaning against the fence counts as a "foot down."

Cyclists are allowed to balance on their mallets as they maneuver or stop to guard their goals. Otherwise, if they touch the ground, they must return to center-court to "tap in" by touching the fence with the mallet. They leave their teammates vulnerable while they do so.

Temperatures in the mid-40s and an icy mist kept the courts slick and the rounds challenging Saturday as 36 teams vied for rankings ahead of today's championship games.

The top eight winners from today will advance to the North American Hardcourt Bike Polo Championships in Calgary, Canada, said Nathan Vandiver, an organizer for the event.

Bicycle polo began in the late 1890s in the United Kingdom as a way for polo players to practice their mallet skills while their horses were resting, Vandiver said.

The sport grew in popularity and was an exhibition event at the 1908 London Olympics. In the 1990s, cyclists in the northwestern United States began playing the sport in smaller urban spaces, rather than on more expansive grass fields, and the "hardcourt" version of the game has been growing ever since, Vandiver said.

"There are currently 294 hardcourt bike polo clubs across 38 different countries with over 100 of those in the United States," he said.

Daniel Dilberger, the New Orleans member of 700 Lbs. of Polo, said the sport has really taken off in the past four or five years.

"At first, you had to make your own mallets," he said. "Most people would go to Salvation Army and other thrift stores looking for ski poles to use. Now there are companies that make mallets."

Dilberger said he and his friends read about bike polo online and decided "it sounded cool," so they organized a team. The mallet is the only specialized equipment needed. On Saturday, all sorts of bicycles were in the competition.

Jasmine Jones of Austin's My Milkshake Brings All the Boys to the Yard team said that like Dilberger, friends got her involved in the sport.

"I would ride quite a bit, commuting and doing occasional races," she said as she huddled beneath a tent and clasped her gloved hands for warmth. "They invited me to play, and I've been hooked ever since."

This article was published **March 27, 2011 at 3:28 a.m.**

Arkansas, Pages 15 on 03/27/2011

<http://www.arkansasonline.com/news/2011/mar/27/bike-polo-playoffs-roll-lr-20110327/>

Bike polo riders compete in Little Rock

LITTLE ROCK, AR - Polo not on ponies- on bikes. Sunday, bike polo teams from as far away as Mexico competed in Little Rock for a spot in this summer's North American Championships.

But, we found out that although the competition is tough, the sport is also about the friends players make along the way.

"It's the only sport where you can have a couple of beers before it, during it and after it," says rider Machine.

Machine, who wishes to remain mysterious and not tell us his real name, enjoys travelling around the world playing bike polo for several reasons.

"You get to meet all these new people. Hang out in a new city. See beautiful women like that that just walked past. That was Mo. She's on team Milkshakes," says Machine.

Sunday, Machine, playing with a rib injury, rode as bike polo fans bundled up with their brews to check out the competition.

"It's really close quarters. You're going really fast and you're getting right up against someone else, and your bars and brake levers and mallets get tangled. Pedals get tangled, and you have some epic falls," says Mo Grady.

Teams usually play for bike parts like wheels and frames or mallets.

"Nobody's out here getting rich, but we're actually starting to see more companies getting involved in sponsoring players and teams," says rider Alexis Mills.

Players traditionally stay at homes of other players during tournaments and sell T-shirts to make money for their teams.