

Utility biking is something

I just returned to Bristol Rhode Island after two weeks in Switzerland. First week in Geneva. The second week in the carless Alpine village of Reideralp. In Reideralp people walked, took a small electric bus, road a cable gondola or biked. Being, a mountainous place many bikes were pedal assist electric. Many of the bikes were true mountain bikes, encrusted with mud in need of the bike wash stalls, similar to the you-do car washes. Other Bike were utility bikes. Bikes used for everyday transportation. Going to the store, the playground with the kids or doing a job. Many of these bikes had little trailers. One trailer was filled with drywall tools and supplies. Other bikes with adults connected to a child on a bike behind. It was calm and quiet there.

The first week in Geneva, we were utility bicyclists. I used my Daughter-in-law's high end German cargo bike. I transported grandchildren to parks, playgrounds, beaches, and food. Riding down to the lake on la Rue du 31 Decembre we were in a line. My son led with the granddaughter's bike attached. Next was my wife on a pedal assist and me with the grandson in the cargobike with the Jet d'Eau in the background. The site was exhilarating.

Utility biking is us doing something. Using active/micro transportation for short trips is something. We do not live in a carless Alpine village, but utility biking is something we can do.

The scholars on the news channels feeds say the environment is fighting back. 'get solar panels buy an e-suv. Habituate yourself to using a bike for short trips takes a physical car ride, two back and forth, off the road. The scholars on the news channel feeds talk social justice. An individual taking one /two car rides off the road is a someone doing something!

As many individuals as are capable should habituate bike riding for short trips, its something. Bikes and bike training should be part of the inflation reduction act.

This was the hottest summer in history and the coolest in the foreseeable future. This distressing development feels like we are out of our control. Let us do something to hedge against the world's fate.

Most trips we take are short. Store, work, dentist visit friends are often For short trips, as most trips are, bike

'The power of habit,' tells us that a keystone habit change will change our lives.

I will start with bullet points, a poor taste pun.

- Criminal justice detention facilities develop bike refurbishing programs.
- Police involvement in traffic enforcement needs to be significantly reduced.
- Automated Traffic Enforcement algorithms can be refined to prioritize safety and equity.
- Part of the retraining police receive will be on safe and orderly use of bicycles.
- Pre-schools and kindergartens teach balance biking capabilities.
- Police with teachers will teach elementary school children how to ride and give them the correction tuned bikes.

Criminal justice detention facilities develop bike refurbishing programs. A proposal the Rhode Island Department of Correction asked me to prepare is attached. Teaching sanctioned people the skill of bike refurbishing provides them linkage with community and society.

Police involvement in traffic enforcement needs to be significantly reduced. Police should not be forced to confront people in their cars. It is unfair to the public and the police to place them all in potential peril over civil legal issues. Sarah Seo's book, "Policing on the open road: How cars transformed American freedom," details how traffic enforcement was foisted on the police. This responsibility evolved into pretextual traffic stops as entree to criminal investigation. The individual and societal ramifications of cars shaped policing to the point where not enough people want the job.

Automated Traffic Enforcement can refine algorithms that prioritize safety and equity. It is imperfect but being used nationally and internationally. Camera locations and times of day are based on data. Yet protest from motorists impede these efforts to enhance safety and equity. Sanction should start with warnings and graduate to sliding scale fines.

Part of the retraining police receive will be on safe and orderly use of bicycles for themselves and the public. Police will become part of a societal effort to increase bike usage. For short trips use of a bike is believed to be at .6%. We can do better through training the habit of biking.

Pre-schools and kindergartens can do programs to teach balance biking capabilities. Legislation, department of education policy, associations of physical education educators could make this happen! Woom and Strider bike companies are offering glider bike programs for modest prices.

Police, with teachers will teach elementary school children how to ride a bike properly. Police will give students from disinvested demographics the correction refurbished bikes. One in four

Americans know how to ride a bike. Police supervised bike lessons will be extended to adults. Correction refurbished bikes will be given to citizens who demonstrated bike competency.

Background; I am a criminologist, a social scientist and a student of cycling. I possess extensive field and scholarly experience. I worked decades in a correctional system, retiring as a staff training director. Historically my research is original and respected in the field. My study of men who batter and go to jail was called a watershed piece by the USDOJ Office on Violence Against Women. My studies on police bicycle patrols were foundational, the league published a piece on it. I published a book that is a qualitative study on the unprecedented prison growth in the last quarter of the 20th century.

I developed the curriculum for and taught the lion's share of classes for ethics in criminal justice at Roger Williams University. The overwhelming majority of Rhode Island police officers with college degrees earned them at RWU. Rhode Island police have the lowest rate of violence against individuals from disinvested demographics.

I have asked the International Police Mountain Bike Association to do two things

1. Add to IPMBA curriculum teaching citizens how to ride a bike.
2. Adopt a policy stance of deemphasizing police traffic enforcement.

I have asked IPMBA, the International Chiefs of Police Association and the Police Executive Forum is this, 'which police officer is more respected, the officer who gives you a ticket or the officer who teaches to ride and gives you a bike?'

I have found bikes to be invisible on many levels. In policing they are stealth, in traffic unseen, in policy planning and as a topic for academic investigation not included, as a device for economic transportation overlooked.

A University of Texas Austin study found the #1 reason for not biking was fear. We make invisible that which we fear.

I have been researching, submitting proposals and presenting with little support. I am a barely ok writer trying to get the invisible noticed. I am a 71 year old bike rider too and could use some help changing human behavior. What a different view of the world is provided while rolling.

Public safety officers are under dual pressure to stem violent crime while changing the way the job is done. Both are daunting demands. My research on police bicycle patrols is foundational. From the study we know that bicycle patrols are more substantive and provide for more numerous encounters with the public. These encounters are overwhelmingly positive.

Roger Williams University, at the suggestion of the Rhode Island Department of Correction, designed a program to have a

bike reclamation project at the ACI. The plan is to teach offenders how to fix bikes. The estimate is eight bikes will be refurbished a week.

Getting these bikes into the community is not enough. Recipients of these bikes need to be trained to be competent, safe, cooperative riders. Who better to do training than the police/public safety? Traffic and safety are in that domain. Motor vehicle safety control should be automated. Let the cameras do that work. Increasing bicycle patrol usage brings officers deeper into the community. Bike patrols provides officers with working knowledge of safe bike usage. Officers on bike patrol should be outfitted with pedal assist bikes. E-bikes would enhance the advantage of access that bikes have over motor vehicles. They cost a fraction of a motor vehicle.

The size of Rhode Island would be an ideal location for a pilot program to try a modest shift in focus. Enhance the bicycle patrol unit with International Police Mountain Bike Association training and cycle instructor training. It could yield respectable results.

Bike Links

Advocacy

Adventure Cycling Association adventurecycling.org

American Bicycling Education Association, Inc. <https://cyclingsavvy.org/contact-us/>

Bicycling Magazine Bicycling.com

Bike-On <https://bike-on.com>

East Coast Greenway <https://www.greenway.org>

Federal Highway Administration <https://highways.dot.gov/>

International Police Mountain Bike Association <https://ipmba.org/>

League of American Bicyclists <https://bikeleague.org/>

Law Enforcement Bicycle Association <https://leba.org/>

Love to ride lovetoride.net/usa

PedalLove.org

Pedestrian and Bicycle Information Center <https://www.pedbikeinfo.org/>

People Cycling peoplecycling.org

People For Bikes <https://www.peopleforbikes.org/>

Sierra Club sierraclub.org

Sojourn Bicycling & Active Vacations <https://gosojourn.com/>

War on cars pod cast

Strava www.strava.com

Secretary Buttigieg Appoints Members of the Advisory Committee on Transportation Equity (ACTE)

Thursday, August 17, 2023

Leading experts will advise the Secretary on issues related to civil rights and expanding access to jobs and economic opportunities in transportation for all communities

WASHINGTON - Today, the U.S. Department of Transportation (USDOT) announced the appointment of 24 members to the Advisory Committee on Transportation Equity (ACTE) under the Federal Advisory Committee Act (FACA). Appointees to the Advisory Committee are drawn from academia, the private sector, and the transportation industry. They include experts in community engagement, transportation planning, design, research, policy, advocacy, and diversity, equity, inclusion, and accessibility (DEIA). The group will hold its first meeting in the fall.

Secretary Buttigieg re-established the ACTE to provide independent advice and recommendations about issues of civil rights and various contexts of transportation equity from a variety of leaders. The ACTE was originally initiated during the tenure of USDOT Secretary Anthony Foxx and the re-establishment of the ACTE is necessary for the Department to carry out its mission to deliver the world's leading transportation system, serving all American people through the safe, efficient, sustainable, and equitable movement of people and goods.

The ACTE will operate in accordance with the provisions of the FACA and the rules and regulations issued in the implementation of that Act. It will complement the work of the internal DOT Equity Council, which guides and oversees the process for institutionalizing equity across the Department's policies and programs.

"We are grateful to the distinguished members of the ACTE, and I look forward to working with them as we continue our efforts to bring better infrastructure—and the jobs and opportunities that come with it—to every

community across the country,” **said U.S. Transportation Secretary Pete Buttigieg.**

The ACTE will play an integral role in USDOT’s efforts to implement its Equity Action Plan and Strategic Plan. **ACTE Chair and former USDOT Secretary Anthony Foxx said,** “With once-in-a-generation investments in transportation infrastructure championed by this Administration comes an equal responsibility to ensure that no community is left behind. For that reason, I welcome the opportunity to join with other members of the ACTE to add external perspectives to the vital work that USDOT has launched to promote transportation fairness in communities across the country, to establish a record of historical fact, and to develop a series of recommendations for this and future administrations, other stakeholders, including potentially Congress, state and local governments, and a broader set of transportation sector stakeholders.”

The main objectives of the Committee are to provide advice and recommendations to inform the Department about efforts to:

- Help inform the Secretary on promising practices to institutionalize equity into Agency programs, policies, regulations, and activities;
- Strengthen and establish partnerships with overburdened and underserved communities who have been historically underrepresented in the Department’s outreach and engagement;
- Offer a forum for coordination and the exchange of information on equity concerns raised in local and regional transportation decisions; and
- Provide added strength, objectivity, and confidence to management’s decision-making process.

The Department received and reviewed more than 240 applications for membership to the ACTE. The newly appointed members—who will each serve two-year terms—include:

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Chris Menton Ed.D.
Professor Emeritus Justice Studies
Roger Williams University
Hm 401 253 3306
Mobile 617 640 4596
<http://www.chrismenton.com/>