

Questions and Answers

SRAM Bicycling Webinar #6

Strategies for Increasing SRTS and Bicycling in Lower-Income Communities

(Many questions not included here have been answered in the webinar itself. To hear those answers please view the webinar recording)

Martin from Washington DC: Pedaling is one of the safest ways to get home/through "unsafe" communities, better than walking home along poorly lit desolate streets/blocks

Jon Cooper: Yeah, here we in Houston, we have quite a few schools with one major ethnic group; I was part of a 5% white population in a 90% latino school.

Martin from Washington DC: Selling the cost effectiveness of pedaling is a good inroad into low income and all other communities

Mari Lynch from Monterey: Would like to hear a bit more about Gilroy's experience, thanks.

Martin from Washington DC: recognizing that soem low income black and latino communities already use bikes (or have one in the garage) is important

Mary Crowe: Will this webinar address any specific programs for ADULTS? we are working on a program to provide bicycles to adults who are from socioeconomically disadvantaged backgrounds....so that they have transportation to/from the bus etc

Martin from Washington DC: a lot of latine hotel and restaurant workers find that pedaling is the best way to commute in the early mornings/late nights when other public transit is sparse

Erik Frisch from City of Rochester: Thank you for touching on the segregation busing issue. This is a major topic here in Rochester as we struggle with the ever-increasing numbers of buses in otherwise walkable, bikeable urban

Jon Cooper: Again, here in Houston we have numerous schools that have sidewalks built with dedicated Safe Route sidewalks; should we try to ask for funding of the same type to improve cycling?

Calvin B Lemam from Salmon, Idaho: Where can we get signs for bike route? Some of our work is at <http://treegrower.org/about/Council/Bike%20Path.html>

Robert Ping from SRTS National Partnership: Martin, I agree, bicycling can be easier for kids in tough neighborhoods, and most families do have bikes, but they may be in

disrepair, toy bikes, or folks are worried about using them for fear of theft or traffic safety or bullies.

Kim Stanley from Santa Barbara, CA: Robert: Any specific ideas about how to encourage Latinos to get out of their status symbol cars and join the walkers and cyclists?

Rachel Morris from Ventura, CA: Officials want proof that people already are biking before they put funds in that direction. Changes take years. Catch 22! How do we communicate and advocate?

Hannah Hardy from Pittsburgh: Another issue is two working parent homes/single family homes. It is hard for me to encourage biking because of time and my need to get to work in order to be able to be home at the end of school.

Carol Hussa: We did a bicycle pedestrian count two years in a row - provided proof to decision makers about the number of cyclists and pedestrians in our downtown streets.

Rachel Davidman from Oakland: Safe Routes to Schools Alameda County partner program Cycles of Change is about to begin the BikeMobile a mobile unit that will be able to go into communities and go to schools not only to fix bikes in disrepair but will also hold workshops and teach bike repair to older students.

Kristi from Austin TX: Kim has a valid point, it's a real issue in many communities, and Robert just said we should not be afraid to talk about class and culture. It's a cultural barrier to walking/biking.

Jon Cooper: Ben, Nora: she put it poorly, but there are a large number of people in my community who regard walking, cycling, and transit as low status. How do we change their minds.

- **Mary Crowe:** homeless folks classify folks on 1) access to car or 2) access to a bicycle..those with bicycles are "second tier" but those with out a car or a bike are "third tier"

Rachel Davidman from Oakland: Safe Routes to Schools Alameda County's partner program Cycles of Change is about to launch the BikeMobile a mobile unit that will be able to go into communities and to schools not only to fix bikes in disrepair but to hold workshops and teach older students how to repair their bikes.

Neil T Leifer from Newton, Mass: In Boston, we have earn-a-bike programs that enable youth to earn bikes through a multi-week program where they build up recycled bikes.

Hannah Hardy from Pittsburgh: <http://freeridepgh.org/> Free Ride Pittsburgh, cool bike program/educational program for rebuilding bikes and learning about maintenance.

Mari Lynch from Monterey: 4-H had Spanish language bike project books in Spanish;

they're listed here; many apparently no longer in print (need updating--which would be great project for advocates). See here <http://marilynych.com/blog/resources/en-espanol>

Cynthia Gibson from Boise, ID: Idaho is predominantly a rural state - does anyone have suggestions on how to best work in rural farming communities?

Jon Cooper: Nora: Not talking about challenging or attacking culture BUT, yes, we are trying to change a part of lifestyle. So, how do you make cycling, etc, a better looking option? How do we bring it to their attention cheaply, without making it alienating or looking cheap?

Mari Lynch from Monterey: Girl Scout websites do have some references to biking and open to support from bike advocates for more; contact me later for deets:
<http://marilynych.com/blog/contact-me>

Neil T Leifer from Newton, Mass: In Boston, we are trying to introduce the earn-a-bike and affordable bike concept to the Boys & Girls Clubs of Boston. They have the members and a good venue.

beki mcelvain from san francisco: bay area people, are there any bike/transit projects currently focused on west oakland?

Mari Lynch from Monterey: Jon, one idea I've suggested to Bicycle Leadership Conference (mostly bike industry) attendees is marketing AFFORDABLE, attractive cargo bikes, panniers, etc. to Latinas. Many Hispanic men bike here, far fewer women-- they tote babies, groceries etc. walking or by bus, rarely bike.

: **Joy Marinelli from Boone, NC:** Keith, do you find that many of the low income individuals you work with experience physical disability, and if so, do you have a plan to attempt to accommodate/include them in this bike plan?

Hannah Hardy from Pittsburgh: Good point about secure bike parking. I would imagine this is a similar issue with schools. If a kid rides to school, where can they park?

Nora Cody from Oakland, CA: Beki, the Bikemobile will go to West Oakland schools and rec centers, hopefully starting early spring.

Frances Barbour from Tiburon, CA: I set up a bike refurbishing partnership with San Quentin Prison fire House. The inmate who we trained as a bike mechanic, when his term was finished, said he could see himself in the neighborhood on weekends/evenings having his garage open, with KoolAid for all the kids who would come over to work on bikes with him :)

Andy: Q for SRTS: Every new school year there are news articles about parents being told their kids cannot bike to school. How do we get these schools to understand that they

cannot limit our transportation options?

Alissa Kronovet from Oakland: @Beki, I just found this article about a bike shop / program in West Oakland (<http://oaklandlocal.com/article/west-oakland-ca-bike-shop-spins-wheels-social-change>). Recently, the Life is Living festival was put on there by Youth Speaks with a focus on sustainability and biking, and the scraper bike movement is also thriving. We work in schools throughout Oakland, partnering with Cycles of Change to bring bike repair, maintenance and bike safety classes to youth at public schools.

Nicole Stoddard from Ashton, ID: what is the address for removing barriers please?
11/30/2011 10:36:04: **Curtis Royston from St. Louis, Mo:** Please post that site that Keith just mentioned!

Aubrey Hoover from Fort Collins, CO: Any suggestions for including those kids that are bused to school - particularly in those neighborhoods where they're busing low-income kids in from several miles out? Bike trains?

Brenda Yancor: can we share info/websites for the conferences/summits coming up?

Andy: Of the more recent no-cycling policy schools, some even had a police officer waiting at the school in the morning to talk to the parents that rode with their kids to get to school. They always cite safety as the reason, but the only thing causing safety problems is other parents driving their kids to school. If they promoted cycling instead, drivers would be more used to cooperating with cyclists on the road - i.e. increasing safety

Mari Lynch from Monterey: Monterey Bay Sanctuary Scenic Trail next public workshops include Spanish translation at 1 of the 3, which is vital to including more low-income cyclists.

Nora Cody from Oakland, CA: We worked with a school that banned bicycling to craft a policy whereby parents and kids agreed to certain safety rules and the school reversed its policy. Contact me at nora@transformca.org if you would like a copy of this policy.

Joshuah Mello from Atlanta: Many in low income communities do not have an adequate understanding of the rights and responsibilities of cyclists (i.e. riding on-street with traffic). Any ideas for improving the understanding of traffic laws in all communities, but more specifically low-income communities?

Kathleen McInvale from University of Miami: Nice point Joshuah, we are piloting a middle school curriculum in Miami to educate low income youth about bike safety and riding rules ibakesafe.us and walksafe.us

Tom Ezell from North Little Rock, AR: One thing that we've started in the past two months is working with the homeless and low-income neighbors near our church on

Sunday mornings... we set up a small bike repair & maintenance rig near the free community breakfast, and do maintenance & repair for all comers. We're LCIs, so this is a good chance to mix a little safe riding in with passing on bike fixing skills.

Mari Lynch from Monterey: Joshua, California's DMV website does not yet have bike laws translated into Spanish; they are here: <http://marilynych.com/blog/un-poquito-de-informacion-en-espanol.html>

Way2Go from Ithaca, NY: I'd like to hear more about the real-world challenges of building genuine partnerships across race and class...

Emma Pachuta from Saint Paul: Joshua: The Sibley Bike Depot in Saint Paul, MN holds classes in low-income communities to help educate people about bicyclist rules and responsibilities as well as holding free open shop. Targeting places that people who are low-income and already use bicycles go and try to set up some fix-it classes and conversations about their rights and responsibilities?

Risa Wilkerson from Chapel Hill, NC: How many Earn-A-Bike graduates are biking a month/6 months later, I wonder.

John Sharpe from Allentown PA: Risa, I agree, what are the success rates for the programs and riding

Mari Lynch from Monterey: Joshua, my understanding is that CalBike.org's BikeSafeCalifornia.org will be translated into Spanish asap.

Mari Lynch from Monterey: Our county seat, Salinas, has highest youth homicide rate in state so Salinas PD is especially strapped (time/money) to do more bike rodeos, etc. Bike advocates reaching out to PDs (many have Police Activities League programs that serve mostly low-income kids) to organize and carry out bike rodeos, etc. usually welcomed with enthusiasm. <http://marilynych.com/blog/people-for-bikes.html>

Nancy Stimson from Indianapolis: Is the EAB separate from Seattle Bike Works?

: **Andrea Garland from San Diego:** Are the after school trainers LAB certified? or that is not a requirement. What type of certification do the teachers need for a youth program?

Tom Ezell from North Little Rock, AR: One thing to look at for youth outreach is the LAB's "Bicycling 123" youth and adult skills program, which runs thru local advocacy groups, LCIs, and local bike shops... Can also organize within a school district or after-school community club.

Melanie Williams from Arcata, CA: Andrea, We have an LCI teaching a 10 wk. course--the classroom teacher must be present at all times--other requirements may include fingerprinting etc. check with school district

Melanie Williams from Arcata, CA: They have a terrific video on their website which features Ed, the students, and the STP ride

Tom Ezell from North Little Rock, AR: For those communities that have Boy Scout troops, the Cycling Merit Badge process is a well-structured program to get kids involved with bikes... not only bike care and traffic skills, but scouts eventually ride about 150-200 miles to earn that badge, just not all at the same time ;-)

Mary Anderson from Bellingham, WA: It wasn't quite clear to me during your presentation, does the Major Taylor program focus primarily on exercise/recreation rides like the STP or do you try to get the kids to use bicycles as transportation? Also, have you done any follow up with the Earn a Bike recipients to see if they use their bicycles?

Megan Rosenbach from Philadelphia, PA: I would like to hear more about the cultural influences you learned about in different communities

Arthur Orsini from Vancouver, Canada: Excellent webinar! I'd be interested in hearing some specifics (next time...) about how Ed and Keith adapted their projects for Middle and Secondary school-aged youths - i.e. Urban Riders vs. Major Taylor

Joshua Hoffman from Rosedale: Can we have these guys on again sometime. Also, can we have one specifically dealing with the issues women cyclists face.

EG from MN: @ Keith: I was wondering if residents of color have voiced opinions on the event. I feel as though POC are on the sidelines or participating in other ways but not actually biking. erika_g_nelson@bluecrossmn.com (For anyone curious it is a 24-hour bike ride in a neighborhood that is largely people of color but the event is mostly white, as far as I can tell...???)

jake e newborn from milwaukee: EG- as far as the RW24 POC do participate in bonus checkpoints and cheering and support. your right not many POC ride in the RW24

Mari Lynch from Monterey: Many police departments have unclaimed recovered stolen bikes they can donate for low-income youth but first need bike advocates to teach the kids to repair and maintain those bikes.

Jason Kligier from City of Santa Monica: RE: Major Taylor: How many hours did students have to put in to earn the bike?

John Ciccarelli from San Francisco: To what extent is concern about strong-arm theft of the bicycle from the rider an issue in some neighborhoods?

Mari Lynch from Monterey: Well-intentioned efforts to provide higher ed ops to more low-income youth had unfortunate result of slashes in vocational ed programs. Project

Bike Trip, based in Santa Cruz, is another working to provide bike tech education to prepare youth for bike industry careers. <http://marilynych.com/blog/bicycle-leadership-academy-on-the-monterey-bay-another-ecology-economy-partnership.html> **Mari Lynch from Monterey:** Apologies, that was meant as resource for all, not request for presenters. :)

: **Jon Cooper from Houston:** LaRita, I have seen homeless people with bikes. I don't know what the utility is for them to GET the bike, but people do carry their belongings and move around more easily.

Tom Ezell from North Little Rock, AR: Homeless... we're working with that now through a church outreach program as well as with a bike co-op nearby where they can go through an earn-a-bike program. As I mentioned, we have several LCIs involved so they get exposure not only to bike care, but some traffic skills as well.

Mari Lynch from Monterey: LaRita, most homeless here are on bikes. Get local cyclists to donate bikes for homeless youth programs, etc. <http://marilynych.com/blog/hassle-free-holiday-parking-in-a-season-of-giving.html> Churches too help with this in Monterey County <http://marilynych.com/blog/eco-wisdom-of-a-bike-friendly-faith-community.html>

Jon Cooper from Houston: Are states and counties not building shoulders on rural roads?

Andy: Jon, with limited budgets, it's been much more common to see shoulders left out of new paving projects.

Mari Lynch from Monterey: Could you please ask first presenter to repeat and expand on what he said regarding Gilroy, CA? Thanks.

Tom Ezell from North Little Rock, AR: Homeless bike storage: Many keep the bike with them; others are some of our more faithful & consistent users of bike locks. mostly chains and cable systems, but they're very consistent about locking up.

LaRita Schandorff from Nampa, ID: We're planning a Christmas ride and it will include dropping off usable bike parts for the local rescue mission to use - a lot of the residents are on bikes. Thanks again for all the ideas

Mari Lynch from Monterey: Tom, yes, our Steady Job, Steady Life program here includes bike security tips. That's a big issue for kids not biking to school here too (bikes or accessories stolen even on campus).

Charles Johnson from St. Louis, MO: I've heard a lot about advocacy being done and used. Are there any suggestions for where to get advocacy dollars? We often find that to be one of the biggest challenges, especially in promoting built environment change

John Ciccarelli from San Francisco: Re: Traffic cycling training - The 20-minute "Getitng There By Bike" has a multicultural cast, includes traffic cycling tips. English and Spanish online: <http://video.csupomona.edu/JVGrizzell/GettingThereByBike.htm>

Gary Rose: Can you explain if more than three times as many new bicycles (14.9 million) are sold in the U.S. each year than cars (4.6 million). Why is there such a problem getting people to ride?

Megan Rosenbach from Philadelphia, PA: It would still be great to hear how Ed collected infomration about cultuarl differences in relation to biking

Mari Lynch from Monterey: Our local transit system has provided me blinky lights, which I distribute at night to hospitality workers heading home, along with giving them a Spanish-language flier referring them to more resources.

: **Rachel Morris from Ventura, CA:** How do you find community leaders?

Mari Lynch from Monterey: Matt, the CHP pamphlets are good, but they don't give as much specific info re lighting requirements, etc. as this CA bike law summary (download this PDF <http://marilynych.com/blog/wp-content/uploads/2011/05/SPANISH-Summary-of-bicycle-section-of-CA-Vehicle-Code-Leyes-de-ciclismo-de-California.pdf> or find it under Los Recursos tab on Bicycling Monterey website).

Jon Cooper from Houston: Mari, the City of Houston bikeways director has distributed a few of these; I plan on trying to get more in my area, especially if they can translate them to Spanish.

11/30/2011 11:46:52: **Mari Lynch from Monterey:** I would love to see these presenters on a panel addressing bike industry leaders at the Bicycle Leadership Conference. April 2012 agenda being finalized. http://www.bicycleconference.com/index.cfm/article_9.htm

11/30/2011 11:50:09: **LaRita Schandorff from Nampa, ID:** I would agree with addressing the bicycling industry - why can't someone in the U.S. build an affordable, quality, easy to repair (without special tools) bicycle? (I know - it's all market driven)