



Good afternoon, Madam Chair and members of the committee, my name is Trish Aragon and I am the City Engineer for the City of Aspen. I am testifying today in support of House Bill 1028.

The City of Aspen first adopted a local safety stop rule in 2014. It was adopted in the City :

1. To recognize the considerable health, environmental and commercial benefits of cycling and to recognize the prevalence of cycling throughout the City
2. To recognize the City's efforts to promote and to accommodate cycling. There is nothing "bike friendly" about city infrastructure that penalizes people who are trying to ride. There are a lot of good reasons to promote cycling, but calling yourself "bike friendly" while making cycling difficult really doesn't cut it. As a starting point, "bike friendly" must mean that cycling is encouraged by actions, not just words. It must mean that we encourage cycling by making it safer and easier and more attractive, rather than more dangerous and more difficult and less attractive because of counterproductive punitive measures
3. To recognize the fundamental differences between non motorized and motorized vehicles. And that these different modes of transportation share public roadways and that the adoption of the rule accommodates the differences in these modes. One of the differences is that unlike cyclists, motorists don't have to use their muscle power to get the car back up to speed, and unlike cyclists, motorists are not at their least stable and most vulnerable as they're entering the intersection.
4. To create consistency at intersections. The City of Aspen has many stop signs throughout the community and many of these intersections are low volume roads that do not see a lot of vehicle traffic. However these areas are perfect for cycling. By allowing safety stops, it creates bike friendly corridors for our commuters and visitors.

As the City Engineer, I'm entrusted with making the City safe for the traveling public, and I appreciate the law because it provides consistent rules across our community. I would like to see the safety stop become a statewide law because it can be confusing for the bike community to have different rules on state owned highways and in the county than what we have in the City. Many of our bike corridors cross the borders of these other entities. So having different rules on the same corridor does not provide the needed consistency. .

Thank you for hearing my testimony, I urge you to vote yes on HB 1028.

Thank you.

Trish Aragon, PE  
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