

Enforcement: The Third Rail of Bike Advocacy?



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About WABA

- Established in 1972
- Regional bike education and safety organization
- Full time staff of 8
 - Extensive bike ed programs
 - Safety is #1





WABA's Work: The Six E's?

- Education
- Encouragement
- Engineering
- Evaluation
- Equality
- Enforcement





The Importance of Enforcement

- Safety, of course
- Equality
- Addressing the “fear” in cycling
- Impacts all the other E’s
- Shows commitment to better bicycling





Enforcement: Why the “3rd Rail”?

- The final frontier for advocates?
- Limited resources of organizations
- Enforcement not tied to transportation policy
- Because cyclists break the law as well



What Has WABA Done?



- Education Education Education!
- Pocket Guide to Bike Laws
- Safe Bicycling Guide
- Bicycle Advisory Council
- Community Policing Agreement
- Pace Car Program





The Crux of the Problem

- Policy makers and leaders in police departments must acknowledge the important role enforcement plays in transportation policy
- Limited resources of police depts
- Catching criminals vs catching speeders



Moving “Beyond the Ticket”

- Study by NHTSA showed benefits of proactive traffic enforcement
- Traffic stops lead to criminal arrests





Perception of Bias Against Cyclists

- Lack of understanding of bike laws creates a perception of bias against cyclists
- Lack of overall traffic enforcement contributes to this
- Incorrect enforcement also an issue



The Legal Environment

- Contributory vs. Comparative Negligence
- Vulnerable User Laws
- Helmet Laws
- Enforcement targets illegal but safe behavior
- Idaho Stop Law





Next Steps for WABA

- Enforcement MOU
- Better training of officers in academy and in-service trainings
- Improved coordination of transportation policy makers and police departments
- Coordination between enforcement agencies, transportation departments and user groups to identify high risk behaviors and high crash location



Thank you! Ride safely.



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