

## **Cyclists' Equity Statement**

Cyclists have the same right to fair and equitable treatment by the government as other road users. The basis for these rights is expressed through the six Es approach that the League supports:

**Equality** – Legal: traffic law and legislation, including movements, access, equipment, uniformity

**Engineering** – Transportation: road and bicycle facilities development, design, and construction, and mobility and funding sources

**Enforcement** – Police and Courts: Equitable treatment of cyclists through citations and trials

**Education** – Schools and Smart Cycling™: Traffic skills education for the public, engineers, enforcers, and legislators

**Encouragement** – Public and private agencies: advertising campaigns, promotions, etc.

**Evaluation** – Public agencies: Measurement of the effects of the other Es using relevant research methods and testing.

The League of American Bicyclists supports equity in the treatment of all cyclists in the implementation and evaluation of all Es.

**Equality** – The equal legal status and equal treatment of cyclists in traffic law. All US states must adopt fair, equitable and uniform traffic laws, that are “vehicle-neutral” to the greatest extent possible. Cyclists’ ability to access to all destinations must be protected. State and local laws that discriminate against cyclists, or restrict their right to travel, or reduce their relative safety, must be repealed.

**Engineering** – Roadways and separate facilities must conform to state and national standards and allow for safe, legal and efficient traffic movements. Construction and maintenance of roads must equitably serve all users. Separate facilities must be maintained at a level not less than that applied to the public roadway. Trip-endpoint and waypoint facilities such as parking must serve bicyclists.

**Enforcement** – Cyclists must be given equal treatment by police and the courts in the enforcement of traffic laws and in the investigation of crashes that involve bicyclists which reach the threshold for the state or jurisdiction in question. Cyclists must be viewed as fully equal to other parties in the determination of culpability in crashes, the economic value of injuries or death, and non-economic losses that are commonly awarded to crash victims.

**Education** – Cycling training should be based on the principle that "cyclists fare best when they act and are treated as drivers of vehicles." This type of cycling is based on the same sound, proven traffic principles governing all drivers, and is the safest, most efficient way for all cyclists to operate. by making them highly visible and their actions predictable to other road users.

**Encouragement** – Promotion of cycling as a healthy and environmentally sound method of transport and recreation. Encouragement is done via promotional campaigns, incentives for those choosing bicycling rather than another form of transport and promotion of cycling as a healthy activity. The encouragement of bicycling should be inclusive of all types of cyclists.

**Evaluation** – Evaluation of the other five Es (Equality, Engineering, Enforcement, Education and Encouragement). Evaluation must involve measurement, analysis and research using rigorous, statistically sound methodologies.