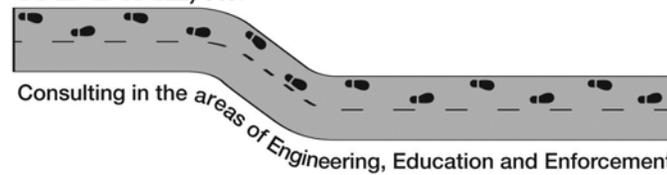


***Continuum of Training
in Pedestrian & Bicycle Safety
for Law Enforcement
Abstract***

Developed by:

WE BIKE, etc.



Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement

Background

The Highway Safety model for improving traffic safety has proven itself to be effective for many years. Engineering, education, and enforcement (the 3 E's) are the main components of the Highway Safety Triangle. All three contribute directly to traffic safety, including that of pedestrians and bicyclists.

Enforcement is a critical element of any successful pedestrian and bicycle program. Law enforcement officers are the only members of the community who can enforce laws to improve pedestrian and bicycle safety, so they must be at the forefront of this effort and lead by example. Unfortunately, most law enforcement officers have never received any pedestrian- or bicycle-specific training. Without this training it is difficult, if not impossible, for most officers to do their part and therefore these programs cannot reach their full potential.

Approach

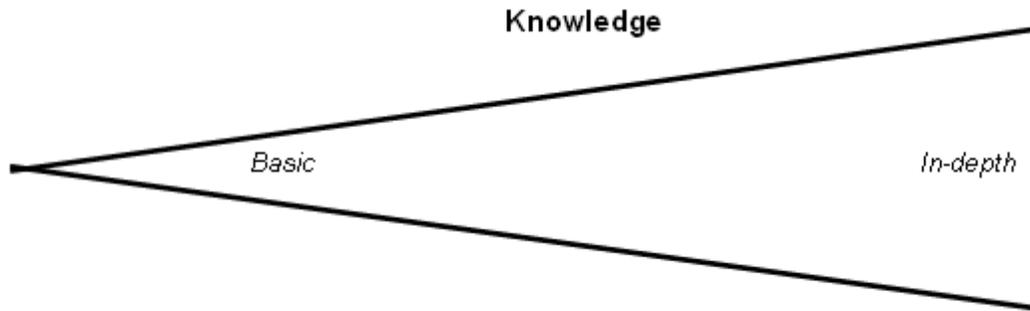
WE BIKE, etc., LLC developed a law enforcement training model with essential pedestrian and bicycle safety educational materials and multi-faceted training through a planned succession of information, from basic to in-depth knowledge. This manner of delivery and level of content is the *Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement*.

Because we know that law enforcement officers typically do not receive specific pedestrian and bicycle safety training in school or after they enter the force, the *Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement* was developed to meet the needs of law enforcement officers who have no prior training. But it also includes components that even certified bicycle patrol officers will appreciate.

This approach to pedestrian and bicycle law enforcement training was originally developed and tested by WE BIKE as part of the federally funded Sheboygan County, WI, Non-Motorized Transportation Pilot Project in 2006 – 2009. It has since been implemented in Green Bay, WI, New Orleans, LA, Albany, NY, Minneapolis and St. Paul, MN, and across the State of Idaho.

The continuum has proven to be very successful at increasing officers' pedestrian and bicycle safety knowledge and has resulted in increased pedestrian and bicycle safety enforcement activity and a greater sense of security for pedestrians and bicyclists of all ages and abilities.

The continuum starts with a very low-cost and minimal time commitment element that contains basic knowledge of pedestrian and bicycle safety targeted to law enforcement officers. It continues with increasingly informative pieces with the culmination being a two-day training session with in-depth classroom and on-the-road activities.



The information provided in the continuum is pertinent for all law enforcement personnel, but not all officers will specialize in bicycle and pedestrian safety, just as in other areas of enforcement like crash investigation or narcotics. As the information increases and becomes more in-depth, fewer officers will likely participate. The ones that do participate are naturally interested in pedestrian and bicycle safety and will become the experts and advocates in their departments.



Components

The *Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement* approach includes multiple types of media – written, video, interactive computerized-based training, and personalized classroom instruction to appeal to a broad cross section of officers with different learning styles. It consists of the following tools:

- 1 “Enforcement for Pedestrian & Bicycle Safety” brochure
- 2 National and local pedestrian and bicycle safety materials
- 3 Pedestrian and bicycle safety videos to be shown at roll call
- 4 Computer-based pedestrian and bicycle safety training
- 5 Instructor-led, two-day, *Pedestrian & Bicycle Safety for Law Enforcement* course
- 6 Community enforcement activity

1. The “Enforcement for Pedestrian & Bicycle Safety” brochure contains basic knowledge of pedestrian and bicycle safety and pertinent state statutes. It will be distributed (print or electronic) to all officers in a department or region. It requires minimal effort on the part of the department and officer and is a very cost effective training tool.

2. There are many national, state and local pedestrian and bicycle safety materials available. The *Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement* will include a selection of materials that are the best of what is available nationally and locally. This could include brochures, posters, pocket guides, coloring books, bumper stickers, safety check lists, flyers, etc. for children, adults, commuters and leisure bicyclists and pedestrians. It will also include instructions on ordering the materials (most are free or at nominal cost) and suggestions on which key items officers should have on hand to assist them when making traffic stops, school visits, or interacting with the walking, bicycling and motoring public.

3. The National Highway Traffic Safety Administration (NHTSA) and other agencies have created short, informative videos about bicycle and pedestrian safety targeted to law enforcement. They are designed to raise awareness and to give officers perspective about the role they play. When shown at roll call, they can be very effective for opening dialogue among officers about pedestrian and bicycle safety in their community.

4. The next step in the continuum is two, self-paced, two-hour, interactive instructional DVDs "NHTSA Pedestrian Safety Training for Law Enforcement" and "Enhancing Bicycle Safety: Law Enforcement's Role." Officers can perform these trainings on their down time and completion of the final evaluations prompts certificates of completion and the achieved scores.

5. The two-day instructor-led training is a complete pedestrian and bicycle safety educational experience with classroom and on-the-road activities. The course contains information in the following areas: What, Where, When, How, Who & Why of walking and bicycling; components of the Highway Safety Triangle; bicycle environment audit; how pedestrian & bicycle crashes happen; pedestrian & bicycle laws; pedestrian crosswalk enforcement operations; crash investigating & reporting; potential law enforcement partners; and more.

6. The last component of the continuum is a community enforcement activity. Following the completion of the prior steps, departments may choose to implement a community enforcement activity which would provide them with the opportunity to put their newfound skills and knowledge into practice, and make the community aware of their activities. Examples of community enforcement activities include a pedestrian crosswalk enforcement operation (enforcement and media activity to educate motorists and pedestrians about crosswalk safety) and a bike light giveaway activity (officers stop bicyclists riding at night without a light and install one free of charge).

Continuum of Training in Pedestrian & Bicycle Safety for Law Enforcement

Timeline	Resource	Target Audience	Application	Value	Outcome
November	Brochure	All officers	General knowledge	Critical quick-reference resource of relevant bike/Ped. and motorist statutes	Officers incorporate bike/Ped. enforcement into all patrol work
December	Safety/Education Resources	Patrol, training, school liaison, FTO, neighborhood, shift commanders, bike patrol officers	Traffic stops, school visits, interacting with walkers, bikers, and motorists	Officer and general public education	Increased general bike/Ped. safety awareness
January	Roll Call Videos	All officers	Internal training	National perspective of best practices of bike/Ped. enforcement	PD makes strategic enforcement decisions that officers apply on the street
February	Computer-Based Training	Select officers	Internal training	Intermediate training in bike/Ped. enforcement	Creates mid-level departmental expertise
March	Workshop	Select officers	Internal training	Advanced training in bike/Ped. enforcement	Creates advanced departmental expertise