

Bicycle Safety, Education, and Enforcement

Survey Summary 2016



Acknowledgements

The New Jersey Bicycle and Pedestrian Resource Center

The New Jersey Bicycle and Pedestrian Resource Center is a project of the Alan M. Voorhees Transportation, NJ Department of Transportation, and the Federal Highway Administration. The Center is housed at the Edward J. Bloustein School of Planning and Public Policy at Rutgers University's downtown New Brunswick campus.

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Executive Summary

Introduction

The New Jersey Bicycle and Pedestrian Resource Center is engaged in the development of a Bicycle Safety Enforcement and Education (BSEE) initiative to address the gap in comprehensive bicycle enforcement and education within the State. Key components of this initiative are to understand the extent of current activities and perceptions at the local level within New Jersey, review best practices within and beyond New Jersey to inform program development, and to develop BSEE materials and protocols for the use of law enforcement and other identified stakeholders in community law enforcement and education.

A scan of literature and available resources indicates that BSEE is not well addressed in training and continuing education for local law enforcement personnel in the State. In order to better understand current practices, challenges, and barriers to more comprehensive BSEE, an on-line survey of New Jersey law enforcement personnel was undertaken to establish a baseline of attitudes and perceptions of BSEE, confirm or dispel the perception that there is a need for BSEE from the perspective of enforcement personnel, and inform the project team on the current state of BSEE by NJ law enforcement.

Survey Distribution and Contents

The online BSEE survey was distributed through the New Jersey Police Traffic Officers Association and through the New Jersey State Association of Chiefs of Police. These entities distributed an introductory e-mail with a web link to the survey. The survey was open from 10/31/16-11/21/16 with 182 total responses in that time period. One hundred and seventy-seven of the 182 respondents represented individual local New Jersey police departments.

This survey was completed by individual police officers that were asked to respond on behalf of his/her department and the community that their department serves. While the results are interesting and useful for the purpose of providing guidance on the topic of BSEE, they are the subjective interpretation of the respondent, and don't necessarily fully reflect the opinions or attitudes of the department or community that they represent. This synthesis of survey results presents responses in the aggregate, thus individual responses will vary within the total respondent population.

The survey was designed with a survey logic that would direct the respondent to different follow-up questions or to different question branches depending on how they answered root questions. Respondents also had the opportunity to skip questions if they weren't inclined to answer them.

The BSEE online survey was developed with questions and a format that would:

- Provide basic contact information and identifiers to allow researchers to analyze responses according to geographic and community context factors;
- Help researchers understand how and to what extent law enforcement personnel are trained on bicycle laws in Title 39;
- Help researchers understand how law enforcement personnel currently carry out education on bicycle safety with both motorists and cyclists;
- Help researchers understand what types of training and education law enforcement think they would benefit from;
- Provide observations from respondents on the behavior of motorists and bicyclists in their communities;
- Provide a general understanding from respondents on safety issues such as crashes involving bicyclists and perceptions of safety;
- Help researchers understand the extent to which local laws currently restrict bicycling and/or provide opportunities for enforcement;
- Provide a snapshot from respondents on the extent to which respondents' communities have bicycle facilities;
- Help researchers understand the type and frequency of citations being issued to motorists and cyclists related to the enforcement of bicycle laws in Title 39;

- Provide a baseline understanding of the perceived need for BSEE training from respondents;
- Help researchers understand what resources are available to law enforcement for BSEE (grants, training, materials);
- Assess respondents desire to participate in future research and development of a BSEE program; and,
- Collect baseline information on bike patrol activity in NJ communities.

Key Findings

As presented in this survey synthesis, the following findings provide an understanding of the current state of BSEE at the local level in New Jersey and point to both the need and desire for more comprehensive BSEE programming among local enforcement personnel:

- Law enforcement carries out limited bike education activities, particularly those designed to reach adults on bicycles. When activities are carried out, they are predominantly youth oriented.
- There is no strategic and structured approach to bicycle safety education for motorists or bicyclists. Officers are also unaware of local bicycle advocacy groups. Officers infrequently seek grants to improve bicycle safety.
- The enforcement community views bicycle safety as an important issue, but did not perceive that importance being shared by local officials.
- Few officers have had training on bicycle laws but most communities have had bicycle crashes in the last five years and many (61%) have had five or more crashes in the past five years.
- When issuing Title 39 citations, it is much easier to identify a violation for a bicyclist than for a motorist. The most frequently cited motorist violation towards bicyclists is “reckless driving” which seems to be a catchall for the lack of more specific violations.
- The most frequently observed driver behavior that endangers bicyclists is passing too closely. New Jersey does not have a safe passing law and very few communities have a local safe passing ordinance.
- There is strong consensus on the need for more resources and training on bicycle laws and how to apply them, on carrying out bicycle enforcement operations as well as community bicycle education programs.
- There is a strong interest in this topic amongst respondents as a majority of officers who participated in the BSEE survey are interested in taking part in future research for the program.
- Bicycle facilities are lacking in most NJ communities and most officers observe both adults and children bicycling on local sidewalks.
- Bicycle patrol is still active in a substantial number of communities with an almost equal number having once had bike patrol but later disbanded it. Bike patrol is most frequently used for routine patrol and community policing activities.



Survey Results

I. Contact Information (Question 1)

Of the 182 total responses 177 provided contact information. For those who responded, the following information was provided:

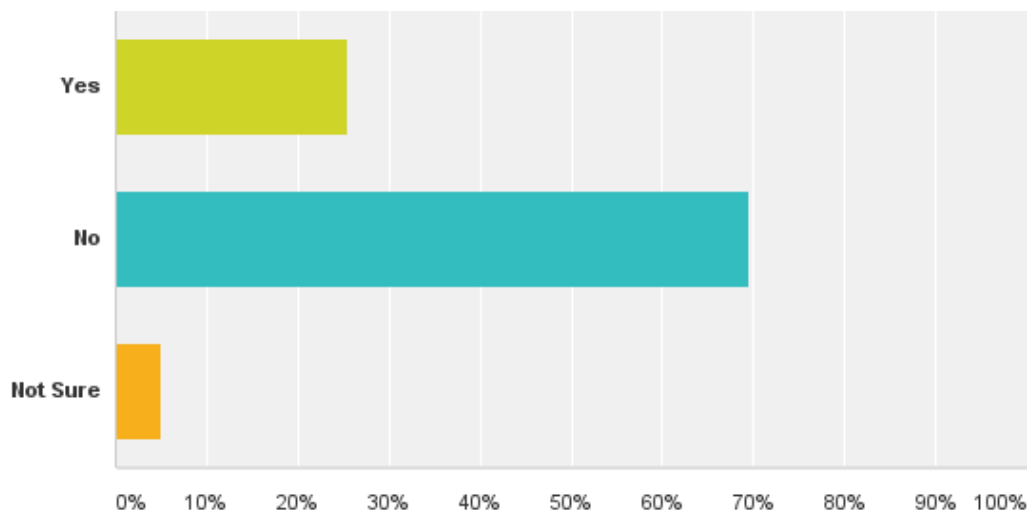
- Name
- Rank
- Police Department
- E-mail Address
- Phone Number

Of the 177 responses, 172 (97%) were from municipal police departments with the other five coming from the Essex County Prosecutor's office, the Palisades Interstate Parkway Police Department, Morris County Park Police Department, Mercer County Prosecutor's Office, and Cape May County Prosecutor's Office.

II. Training on Bicycle Laws and/or How to Enforce Them (Questions 2 and 3)

Approximately a quarter of respondents (46 of a total of 180 responses to this question) to this question indicated that they had received training while the majority (69%) indicated they had not, and a small number (5%) weren't sure if training had been offered.

Figure 1. Received Training on Bicycle Laws



Those who indicated they had received training were asked what the training was and who offered it. Nearly 100% of respondents provided an answer to this question (45 of a total 46 responses to this question). Nearly half of respondents (21 of 45 total responses to this question) indicated that the training was related to education of children through school related training and events, typically bike rodeos and school assemblies. There were 11 (24%) references to "law" or "Title 39", two (4%) specific references to bike school for officers, and one reference to training on the law through bike patrol. The remaining nine responses (20%) were very general and mostly included references to community events. In general, for those who used the term "law" or "Title 39", the training seemed general or informal (with some exceptions).

As for who offered the training, the majority (38 of total responses to this question) received training internally (via personnel within the police department) while six (14%) had training from external sources:

- Sustainable Transportation Coordinator, Greater Mercer TMA
- Robert Wood Johnson
- Mercer TA
- Police Department in conjunction with local bike shop
- Self taught
- The internet

FINDINGS: A minority of PDs has had training on bicycle laws and how to enforce them. For those who indicated they received training, it appeared to be general in nature or specific to working with youth populations. There is clearly an educational gap to be filled with adult cyclists.

IMPLICATIONS: There is a need for structured education that addresses the law and how to enforce it as it relates to bicycle safety, including programs that reach adult populations

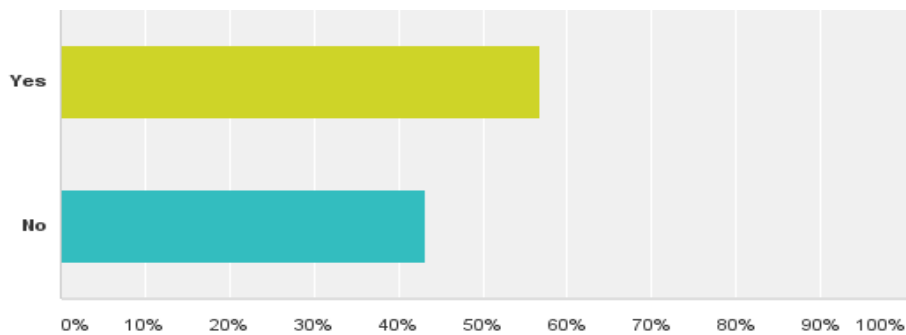
III. Has your department carried out or participated in bicycle education activities If so, what were they? (Questions 4 and 5)

This question was introduced with a clarification that said “When we say bicycle education activities we mean education for bicyclists, such as how to safely ride or safety tips for using and maintaining a bicycle.” Nearly 57% (97 of 171 responses to the question) indicated that they had carried out or participated in bicycle education activities, with the balance (43%) indicating they had not.

For those who had indicated they had carried out or participated in bicycle education activities, they were then asked a follow up question to describe up to five activities they had taken part in. Eighty-eight indicated they had carried out one activity, forty-three (nearly 49% of respondents to this question) indicated they had carried out two activities, eighteen (around 20% of respondents) had carried out three, five (nearly 6%) carried out four, and one department carried out five activities.

The most common activity carried out was related to youth education and was typically a bike rodeo or youth education/outreach. Youth education as a response composed nearly 80% of responses for first educational activity listed, 58% for second educational activity listed, 44% for third educational activity

Figure 2. Department Carried Out or Participated in Bicycle Education Activities



listed, with no youth-related activities listed among the fourth and fifth options. Several responses seemed likely to be youth education activities but were not clear, so were not counted as such. Regardless, it is clear that the primary education activity is youth related. Importantly, there were no formal activities listed that would be considered a purposeful intervention for adult cyclists. There were a small number of responses (less than 5) that indicated potential informal interaction with adults while on bike patrol or at community meetings.

FINDINGS: An analysis of responses indicates that bicycle education activities have primarily been youth oriented.

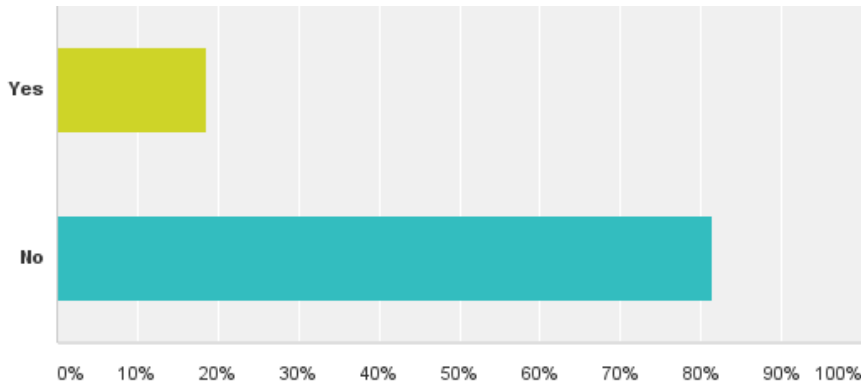
IMPLICATIONS: There is no coordinated or structured approach to bicycle education activities. There is a significant gap in adult bike safety education.



IV. Has your department carried out or participated in any motorist education activities? (Questions 6 and 7)

The survey provided clarification for this question to ensure that the intent was clear to respondents. The clarifying language stated, “When we say motorist education activities we mean education for motorists, such as how to safely share the road with bicyclists, how to pass a bicyclist safely, and what rights bicyclists have to the road.”

Figure 3. Department Carried Out or Participated in Motorist Education Activities



Only 19% (30 of 162 responses to the question) indicated that they had carried out or participated in motorist education activities, with the balance (81%) indicating they had not.

For those who had indicated they had carried out or participated in motorist education activities, they were then asked a follow up question to describe up to five activities they had taken part in. Thirty indicated they had carried out one activity, seventeen (approximately 57% of respondents to this question) indicated they had carried out two activities, nine (around 30% of respondents) had carried out three, four (around 13%) carried out four, and two (or around 7%) departments carried out five activities.

A review of responses indicates that the vast majority, if not all of the activities listed were those that likely had tangential bicycle education as part of a more general safety presentation. Several respondents listed the Street Smart campaign, Pedestrian Safety Enforcement, and the use of variable message boards and email blasts, handouts, and other passive vectors for education.

FINDINGS: A minority of respondents noted that their PDs participate in motorist education activities. Those that did take part in motorist education efforts described more general safety activities and messaging rather than anything specifically geared towards educating motorists about bicycle safety and sharing the road.

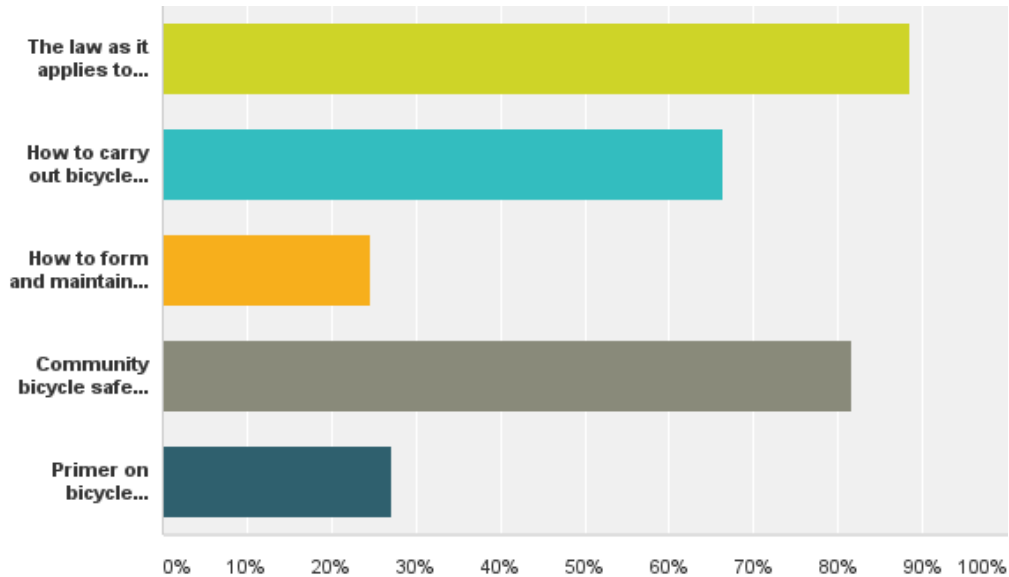
IMPLICATIONS: Very few departments indicated they carried out educational activities targeting how motorists interact with bicyclists. This further supports the need for a structured approach to bicycle education and a need to develop materials and methods to address education of this roadway user group.



V. Bicycle Enforcement/Education Training Opportunities That Would Benefit Police Departments (Question 8)

Respondents were asked to indicate which training/education opportunities amongst a list of five would be beneficial to their police department. Respondents could choose all the opportunities that they thought would be beneficial and could also fill in an “other” choice.

Figure 4. Training Opportunities that Respondents Noted as Beneficial



The five choices, and the number of respondents who indicated the choice would be beneficial are:

- The law as it applies to bicycling for motorists and bicyclists (89% or 140 of 158 respondents);
- Community bicycle safety education (82% or 129 of 158 respondents);
- How to carry out bicycle enforcement operations (66% or 105 of 158 respondents);
- Primer on bicycle facility types and how motorists and bicyclists should navigate them (27% or 43 of 158 respondents).
- How to form and maintain a bicycle patrol unit (25% or 39 of 158 respondents); and,

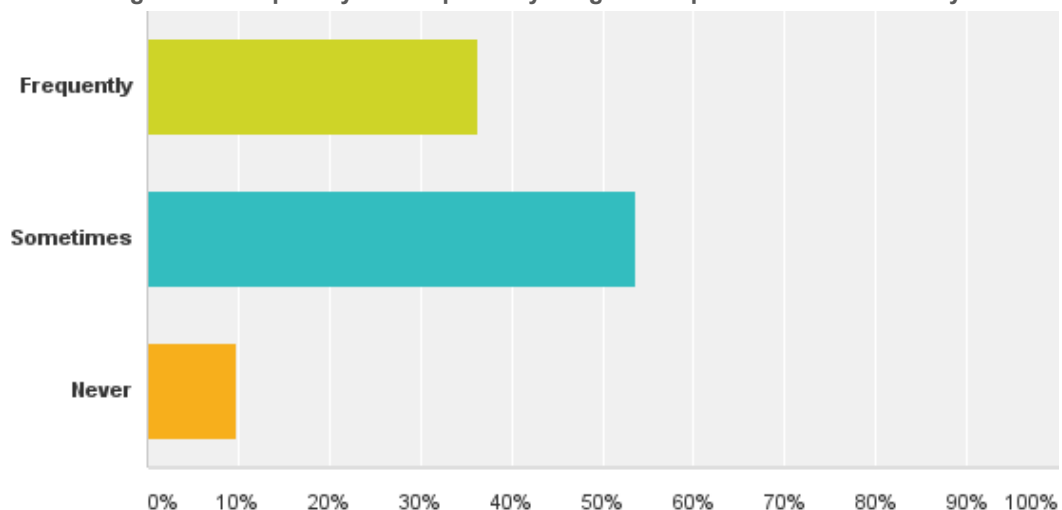
FINDINGS: There is an appetite for education through a variety of topics/approaches with substantial support for the topics of the law, community education, and how to carry out BSEE operations.

IMPLICATIONS: There are substantial gaps in training and the availability of educational materials for police use across the spectrum of bicycle education. Providing bicycle education materials and an enforcement protocol would help meet an identified need in the enforcement community.

VI. Frequency/age of people bicycling on sidewalks (Question 9 and 10)

One hundred and sixty-two respondents answered a question asking about the frequency of people bicycling on sidewalks in their community. Fifty-nine (or 36%) reported that they frequently observed people bicycling on sidewalks in their community, eighty-seven (or 54%) answered sometimes, and sixteen (or 10%) answered never.

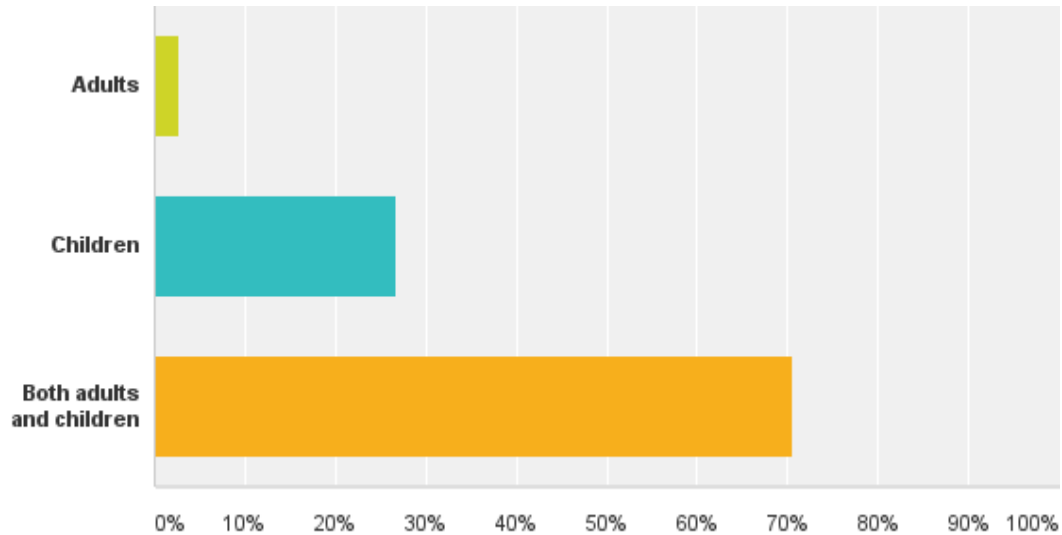
Figure 5. Frequency of People Bicycling in Respondent's Community



Respondents reporting that they frequently or sometimes observed people bicycling on sidewalks were asked a follow-up question about whether the people bicycling on sidewalks were adults or children.

Of the 146 respondents who answered that people frequently or sometimes bicycled on sidewalks, four (or 3%) said they observed adults, 39 (or 27%) said they observed children, and 103 (or 70%) said they observed both adults and children.

Figure 6. Age of Bicycle Riders Respondents See in Their Community



FINDINGS: Both adults and children regularly bicycle on sidewalks in the communities represented by respondents.

IMPLICATIONS: It is likely that a lack of dedicated bicycle infrastructure as well as low bicycle comfort level for some users is contributing to a perception that bicycling on the sidewalk is a safer and a preferable option relative to on road bicycling.

VII. Have you received any citizen complaints about bicycle safety? (Question 11 and 12)

Respondents were asked if they had received any complaints about bicycle safety. They had the option of answering yes, no, or other. One hundred and sixty-two respondents answered the question with 71 (or 44%) saying yes, while 91 (or 56%) said no.

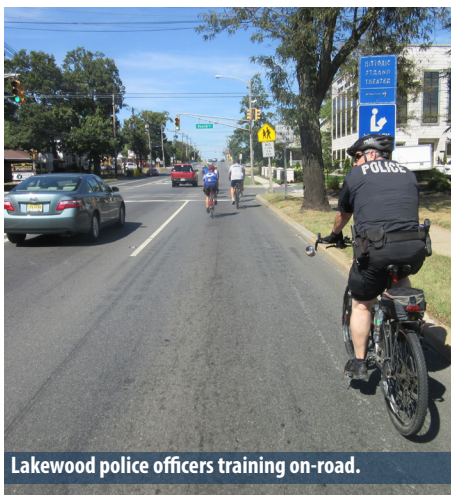
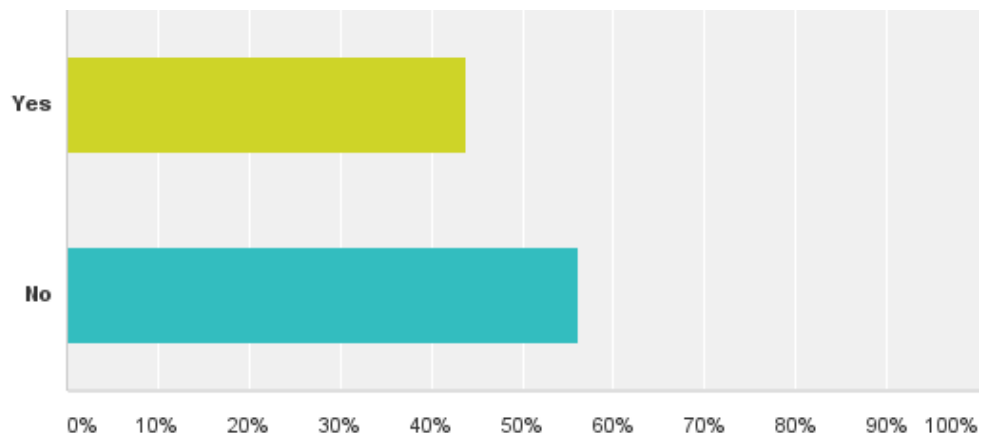


Figure 7. Respondents Received Complaints about Bicycle Safety

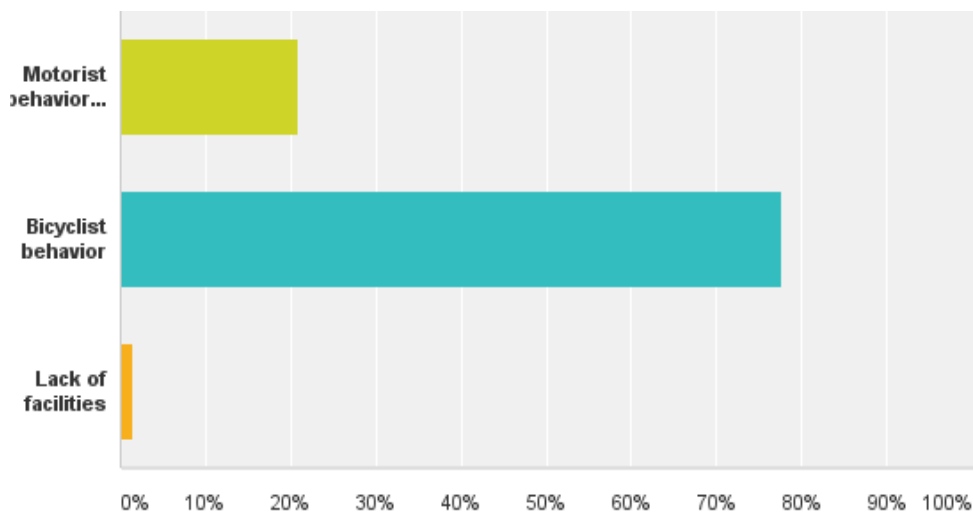


Respondents who answered yes were asked a follow up question to clarify whether the complaint was about motorist behavior towards bicyclist(s), bicyclist behavior, a lack of facilities, or other. Sixty-seven respondents answered this follow-up question with the following results:

- 14 (or 21%) indicated that the complaint was about motorist behavior towards cyclist(s)
- 52 (or 78%) indicated that the complaint was about bicyclist behavior
- one (or 1%) indicated that the complaint was about a lack of facilities.

Of those who selected 'other', an analysis of what they entered would add another 8 complaints against bicyclists, 1 against motorists and bicyclists, and 3 responses that indicated they received complaints about motorists, bicyclists, and a lack of facilities.

Figure 8. Topic of Complaints Received by Respondents



FINDINGS: Most officers did not receive complaints, but for those who did, the majority of complaints were focused on bicyclist behavior.

IMPLICATIONS: Motorists and bicyclists likely lack knowledge of the laws that apply to bicycle use of the roadway. It would be beneficial to explore the nature of such complaints via conducting focus groups with bicyclists, motorists, and police officers.



Bicycles parked outside a school (Photo credit: Wisconsin Safe Routes to School)

VIII. Do children bicycle to school in your community (Question 13)

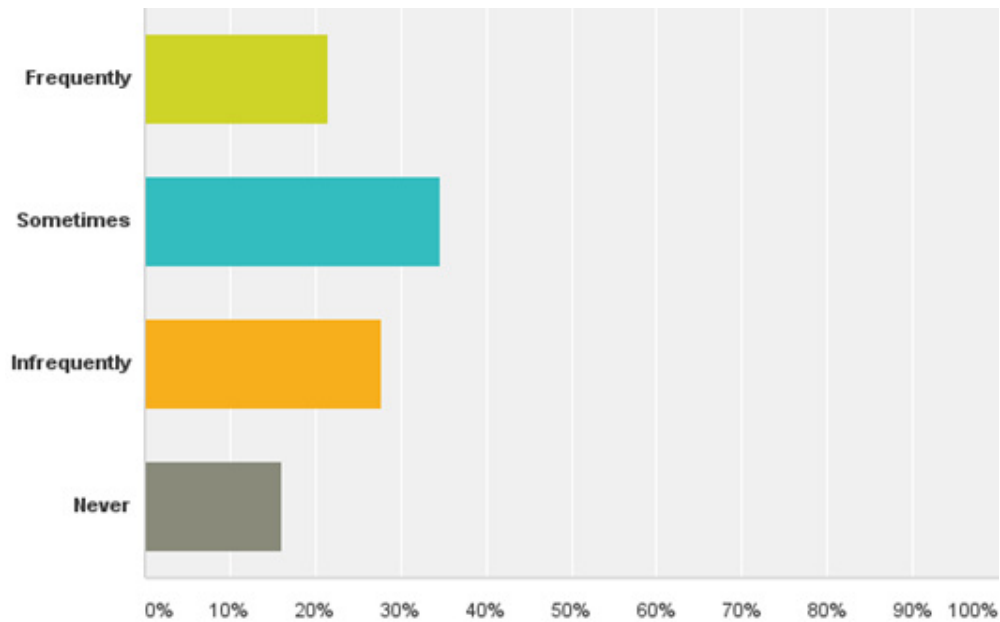
Respondents were asked whether children bicycle to school in their community and with what frequency. Of the 162 responses to this question, 35 (or 21%) indicated that children frequently bicycled to school, 56 (or 35%) indicated that children sometimes bicycled to school, 45 (or 28%) indicated that children infrequently bicycled to school, and 26 (or 16%) indicated that children never bicycle to school in their community.

FINDINGS: More than half of respondents indicated that children frequently or sometimes bike to school.

IMPLICATIONS: Points to likely success of Safe Routes to School program in encouraging biking and walking to schools. This also shows that there is a need to make community roadways safer and more comfortable for both adults and children since a substantial number appear to view the sidewalk as a safer or

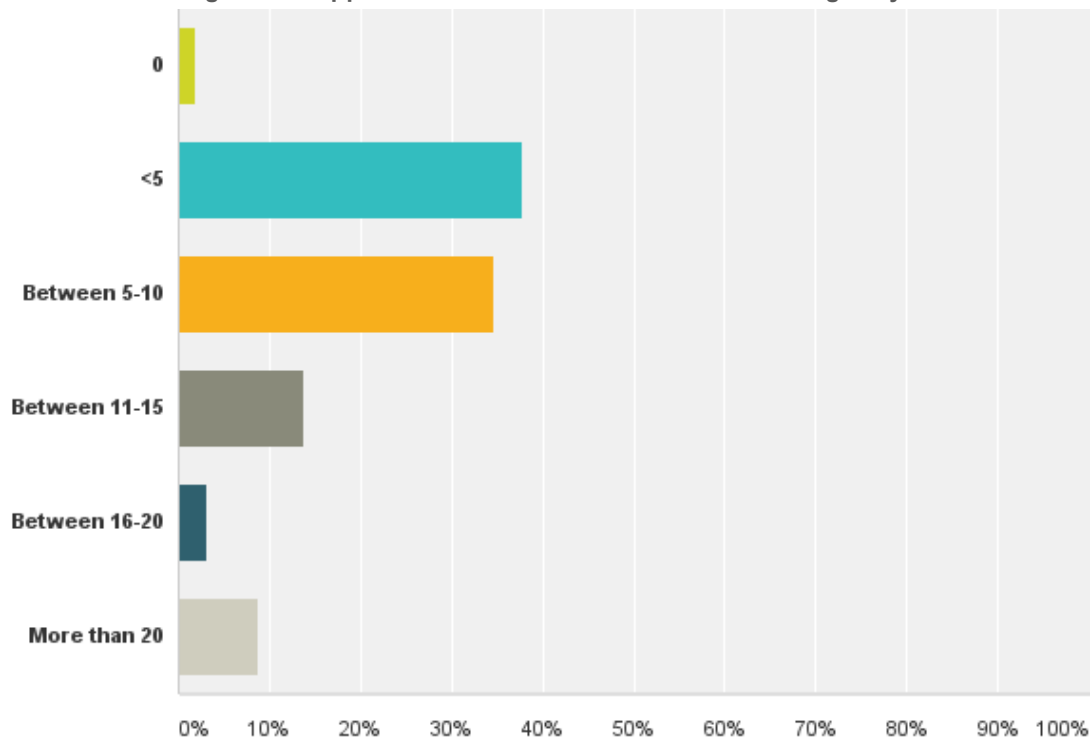
more comfortable option when compared to roadways. It may also suggest a lack of knowledge regarding local restrictions on sidewalk bicycling in some communities.

Figure 9. Frequency of Children Bicycling to School in Respondent's Community



IX. About How Many Bicycle Crashes Occurred in Your Community in the Last Five Years (Question 14)

Figure 10. Approximate Number of Crashes Involving Bicycles



Respondents were asked the approximate the number of crashes that involved bicyclists in their community within the last five years. One hundred and fifty-nine respondents answered this question overall, with the following results:

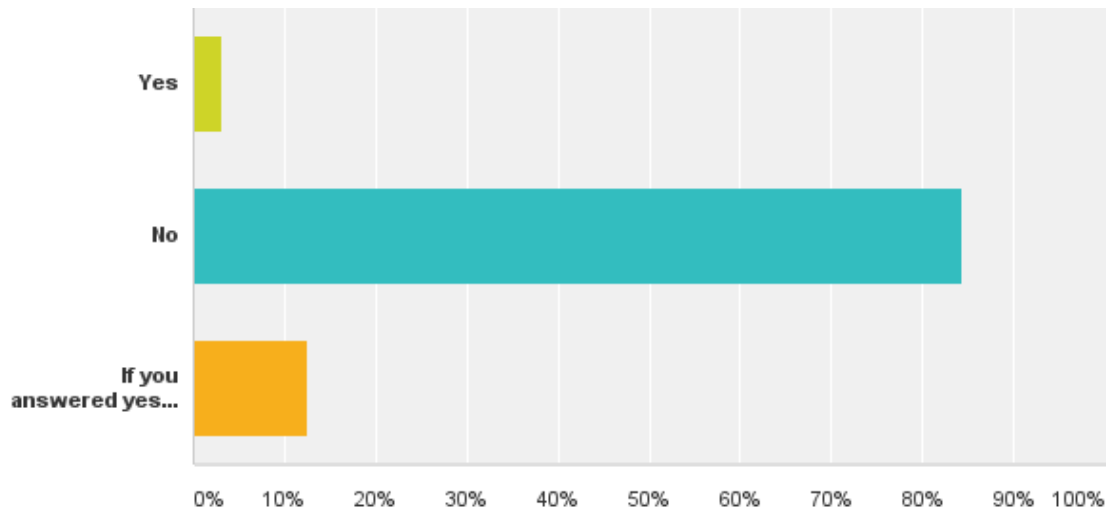
- Three (or 2%) indicated that there were zero crashes
- 60 (or 38%) indicated there were less than five crashes
- 55 (or 35%) indicated there were between five and ten crashes
- 22 (or 14%) indicated there were between 11 and 15 crashes
- 5 (or 3 %) indicated there were between 16 and 20 crashes
- 14 (or 9%) indicated there were more than 20 crashes involving bicyclists

FINDINGS: There were bicycle crashes in nearly every community that gave a response. Over a quarter of respondents reported at least 11 bicycle crashes in their community over the past five years and 10% reported that there were more than 20 crashes.

IMPLICATION: Bike crashes occur in most communities and we need to know why they are happening and how to address them from an education, enforcement, and facility standpoint.

X. Restrictions on Bicycling in the Community (Question 15)

Figure 11. Known Restrictions in Bicycling in Respondent's Community



One hundred and sixty respondents answered a question about whether they were aware of any restrictions on bicycling within their community. Officers had the opportunity to indicate “yes” and specify the restriction. The vast majority (84%) of respondents indicated that they were unaware of any restrictions, while five (or 3%) indicated there were restrictions but did not specify the restriction, and 20 (or 12.5%) indicated there were restrictions and clarified what the restriction was. A summary of typical restrictions includes:

- Restrictions on bicycling on sidewalks;
- Restrictions on pedestrians jogging in dedicated bicycle lanes;
- General references to Title 39 restrictions;
- Restrictions on bicycling on limited access state highways; and,
- Restrictions according to ordinance (typically limiting bicycling on sidewalks in the downtown).



FINDINGS: The vast majority of respondents indicated that there were no restrictions on bicycling in their communities. For the small number who indicated there were restrictions, they were the typical restrictions one sees throughout state: no bicycling downtown, sidewalk restrictions, and limited access highway restrictions.

IMPLICATION: When developing educational and enforcement activities at the local level it is prudent to identify restrictions that should be communicated during training and education, including any local ordinances that affect enforcement and educational activities.

XI. Local efforts to adopt a local safe passing ordinance (Question 16)

Respondents were asked if they were aware of any local efforts to adopt a safe passing ordinance that regulates safe distances between bicyclists and motorists sharing road space. Two respondents (1%) indicated they had a safe passing ordinance and two (or 1%) indicated they were working on an ordinance, while the vast majority (97%) indicated they weren't aware of any discussion on passing a local safe passing ordinance.

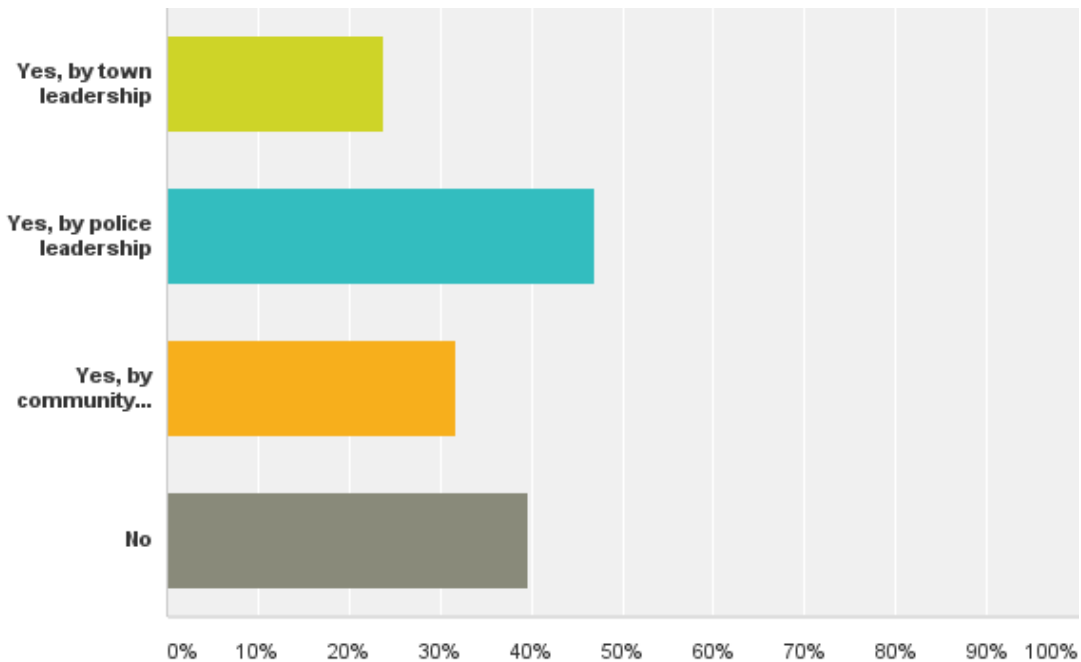
FINDINGS: Very few communities have or are working on a safe passing ordinance.

IMPLICATION: Without a safe passing law, it is challenging to address and enforce safe road sharing practices among motorists and bicyclists. In the absence of a state law, a model ordinance on safe passing would be useful for establishing a framework for enforcement at the local level.

XII. Is Safe Bicycling an Expressed Concern? (Question 17)

Respondents were asked if safe bicycling was an expressed concern in their department's community with four options provided, as noted below. Respondents were asked to check all answers that applied and were also given the option of checking "Yes, other" and entering an answer. One hundred and fifty-one respondents answered this question.

Figure 12. Safe Bicycling Concerns in Respondent's Community



Thirty-six (or 24%) respondents indicated that safe bicycling was an expressed concern by town leadership, 71 respondents (or 47%) said that it was an expressed concern by police leadership, 48 respondents (or 32%) indicated that it was an expressed concern by community members, and 60 respondents (or 40%) said safe bicycling wasn't an expressed concern by any of these entities.

FINDING: Nearly half of the respondents indicated that bicycle safety is an expressed concern of police leadership. Responses also suggest a possible disconnect between the concern expressed by police leadership and perceived levels of concern within the community and among local officials.

IMPLICATION: This further supports the need for structured education and enforcement for all community stakeholders. In addition, it is likely that prior to carrying out potential bicycle safety operations, both community and local leadership would benefit from basic education on bicycle safety so that program goals and objectives are understood.

Ten respondents (or 7%) indicated that safe bicycling was a concern and listed the following reasons:

Number	Yes, Other (please specify)
1	High influx of summer residents, particularly children who are not equipped with the proper safety helmets have caused concern amongst community members and PD leadership
2	Parent Teacher Association at one of the grammar schools
3	I feel it is a great educational tool
4	Officers are encouraged to speak to younger bicyclists about the importance of wearing a helmet while riding their bicycle on borough streets.
5	My Township's Police Commissioner is an avid amateur/novice competitive bicyclist. On many occasions, we have discussed motor vehicle-biking safety from the perspective of successful road sharing.
6	Safety of motorists, pedestrians, and bicyclist is regularly discussed.
7	Everyone is concerned at the end of the day, we see hundreds of thousands of bicyclists from all over the country here, and regardless of outreach the target audience is too broad and disconnected to all see it. Most bicyclists are fine, it's the speed junky bicyclists that seem to be the biggest problem.
8	We have large pockets of bicycles riders who depart from local state park and ride several of the county and local roads. Rural character of roads leaves very little room for bicycles to be completely in shoulder portion of roadway however, several of the riders ride two to four abreast on many occasions causing traffic hazard. Yes, by members of our Traffic Safety Unit.
9	Yes, by members of our Traffic Safety Unit.
10	Yes, by our Traffic Safety Unit. We are kicking off a one-year program (via Sgt. Burgan EHTPD Traffic Safety Unit) to help address pedestrians, bicycle and motor vehicle interaction on Rt. 40/322, Black Horse Pike.

XIII. Should More Resource Be Devoted to Making Bicycling Safer? (Question 18)

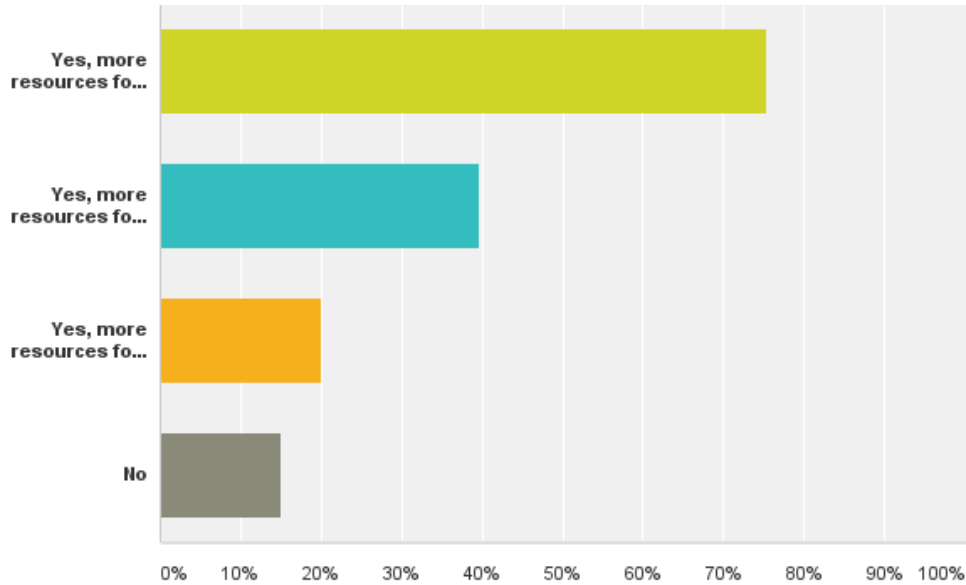
Respondents were asked if more resources should be devoted to making bicycling safer in their department's community and were directed to check all answers that applied. Possible responses included: "Yes, more resources for education", "Yes, more resources for enforcement", "Yes, more resources for bicycle facilities", or "No". Respondents were also given the option of checking "Yes, other" and specifying their answer. A total of 154 respondents answered this question.

One hundred-and-sixteen (or 75%) thought more resources should be devoted to education, 61 (or 40%) thought more resources should be devoted to enforcement, 31 (or 20%) thought more resources should be devoted to bicycle facilities, and 23 (or 15%) indicated they didn't think more resources needed to be devoted to making bicycling safer.

Six respondents (or 4%) indicated "yes, other." Of these respondents, one indicated that more education is needed, two respondents thought more bike lanes are needed, one thought more off-road facilities were needed, one thought that more resources and manpower are needed, and one respondent indicated that more fines should be levied.



Figure 13. Areas Identified in Need of Resources



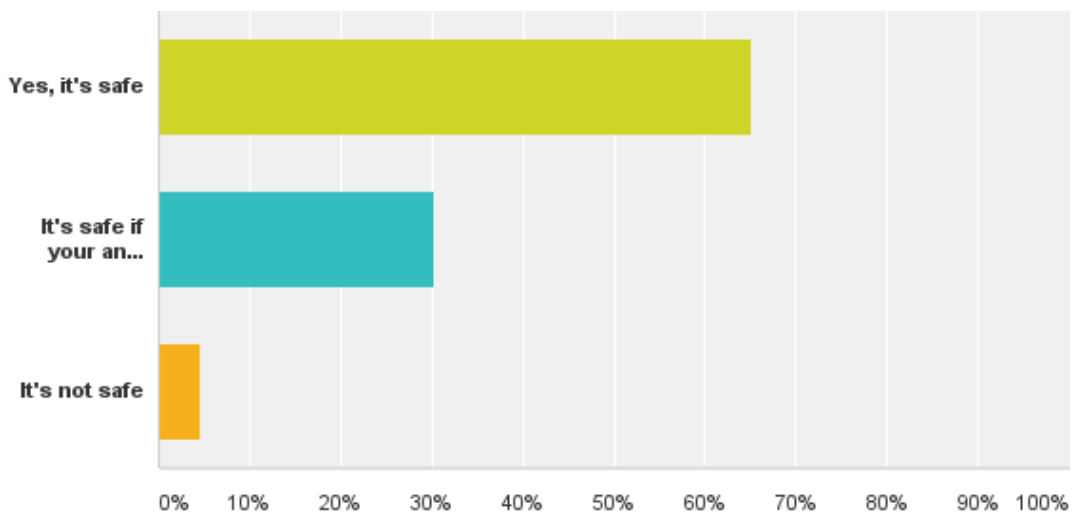
FINDINGS: There is strong support among local law enforcement for more resources to improve bicycle safety in New Jersey communities.

IMPLICATION: Respondents overwhelming indicated support for resources for education and nearly 40% showed support for resources for enforcement. There is a clear need for education on bicycle safety at the local level. Both materials and training could help fill this gap for education targeting different community stakeholders, including law enforcement.

XIV. Do You Think It's Safe to Bicycle in Your Department's Community? If No, What Would Make It Safer? (Question 19 and 20)

Respondents were asked whether they thought it was safe to bicycle in their department's community. The majority, 101 (or 65%) thought it was safe to bicycle in their department's community, forty-seven (or 30%) thought it was safe if you were an experienced bicyclist, and only 7 (or 5%) didn't think it was safe to bicycle in their department's community.

Figure 14. Respondent's Perception of Whether Their Community is Safe for Bicycles



If a respondent indicated they didn't think it was safe to bicycle in their community (7 respondents or 5%) they were asked to check among three choices what would make the community safer or were given the option of indicating "Other", and entering an answer. Two respondents thought more bicycle facilities would make the community safer for bicycling, six thought a change in motorist behavior would make it safer, five thought a change in bicyclist behavior would make it safer, and one chose "other", and indicated that

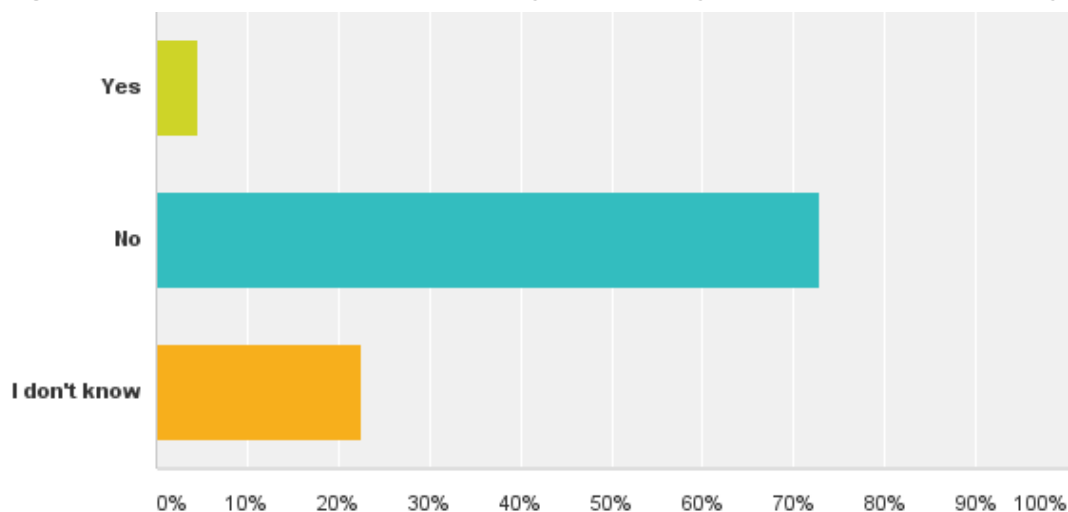
education for both motorists and bicyclists and dedicated bicycle lanes would make it safer.

FINDINGS: Over half of respondents thought it was safe to bicycle in their department's community, while over a third felt that it was safe only for experienced bicyclists. Interestingly, only a small percentage thought it wasn't safe.

IMPLICATION: This finding is surprising when considering crashes, lack of infrastructure, and the strong expressed need for education and enforcement. The perception of safety is something that should be further explored in focus groups with bicyclists, motorists, and law enforcement.

XV. Bicycle Advocacy Groups (Questions 21 and 22)

Figure 15. Respondent's Awareness of Bicycle Advocacy Groups in Their Community



Less than five percent of the 155 respondents who answered this question were aware of a bicycle advocacy group in their department's community. The balance, 73% and 22%, respectively, indicated that there is no bicycle advocacy group or that they did not know of such a group.

FINDINGS: Officers are unaware of advocacy groups in their communities.

IMPLICATION: There is an opportunity to connect advocates with PDs. Research has indicated that partnerships between law enforcement and advocacy allow for the most effective bicycle safety enforcement and education programs.

XVI. Presence of Bicycle Facilities (Questions 23 through 26)

Respondents were asked about the presence of a variety of bicycle facilities within the communities that they serve with photographs provided illustrating the various facility types. Of the total 154 respondents who answered this series of questions, 14% indicated that sharrow are present in their communities, 21% noted that bicycle lanes are present, three percent indicated that buffered bicycle lanes are present, and only one percent noted the presence of protected bicycle lanes.

FINDINGS: Most communities don't have bike facilities.

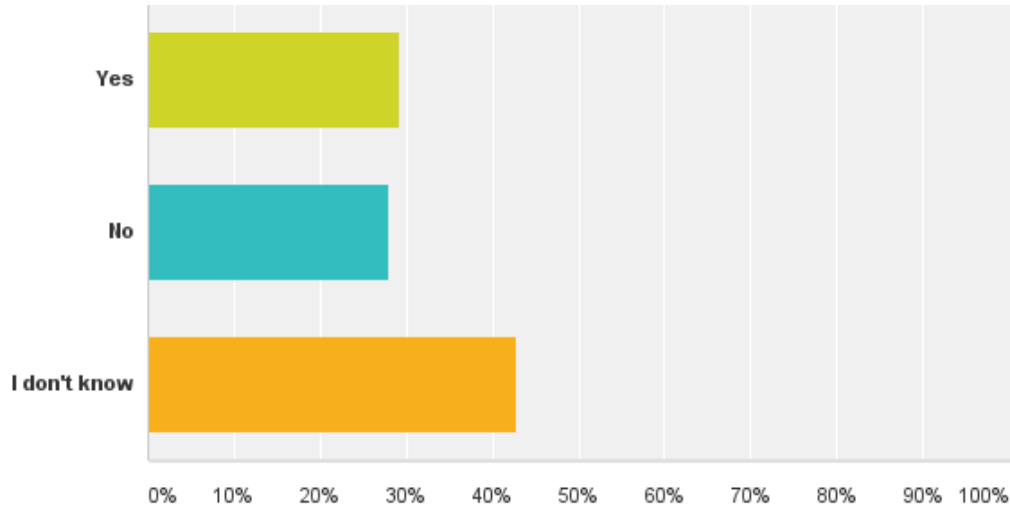
IMPLICATION: Presence or absence of bicycle facilities contributes to perceived comfort levels and safety. Future research might explore the dichotomy of lack of facilities with perception of safety for bicyclists expressed from question 19.



XVII. Citation History of Jurisdictions Surveyed (Questions 27 through 32)

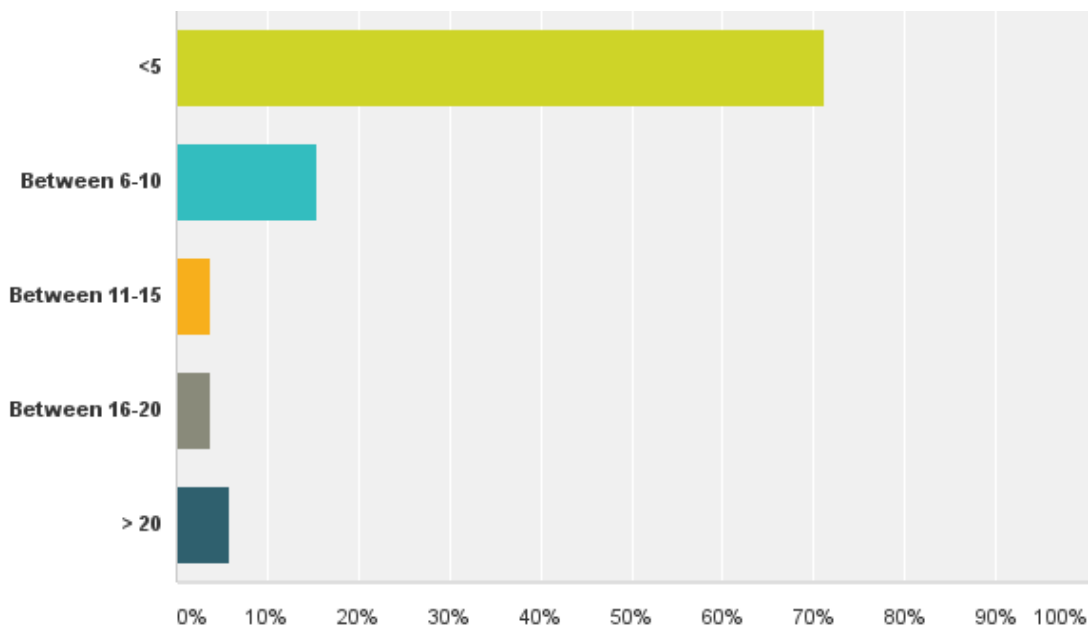
TITLE 39 CITATIONS AGAINST MOTORISTS FOR ILLEGAL INTERACTION WITH BICYCLIST

Figure 16. Citations Issued to Motorists for Breaking Law Against Bicyclist



The citation history of the respondents was varied. Almost 30% (of 154 respondents) noted that their department had issued a citation to a motorist for breaking the law against a bicyclist over the past five years, while almost as many, or 28%, noted that no such citation had been issued over the past five years. A fair number of respondents (43%) indicated that they did not know the citation history of their department.

Figure 17. Number of Citations Given to Motorists for Violations Against Bicyclists



Of the respondents (52 total) who noted that Title 39 citations were issued for motorist interaction with a bicyclist, 71% indicated that fewer than five such citations had been issued in the last five years, 15% noted that between six and ten citations had been issued, four percent issued between 16 and 20 citations, and six percent (three entities - Dunellen, Linden and Toms River) issued more than 20 such citations. Survey respondents identified the following specific Title 39 violations that they cited for motorists' interaction with bicyclists (note: a total of 35 citations were specified, but seven of these were citations against cyclists, not motorists; therefore the total of the below relevant responses is 28):

- Careless driving (NJSA 39:4-97) - 16 responses (57%)
- Failure to stop or yield (NJSA 39:4-144) - six responses (21%)
- Failure to maintain lane (NJSA 39:4-88) - three responses (11%)
- Red light running (NJSA 39:4-105) - one response (4%)
- Driving while intoxicated (NJSA 39:4-50) - one response (4%)
- Improper turning (NJSA 39:4-123) - one response (4%)

TITLE 39 CITATIONS AGAINST BICYCLISTS

The history of citations issued to bicyclists was also varied. Of the 48 respondents who indicated that their jurisdictions issued Title 39 violations to cyclists over the past five years, almost half of the responding jurisdictions (46%) issued fewer than five citations, 25% issued between six and ten citations, six percent issued between 11 and 15 bicyclist citations, two percent issued between 16 and 20 citations, and 19% (nine entities - Toms River, Somerville, Dunellen, Newark, Linden, Salem City, Palisades Interstate Parkway Police, Manasquan, Ocean City) issued more than 20 bicyclist citations. Respondents identified the following specific Title 39 violations that they cited for bicyclists (68 total violations specified):

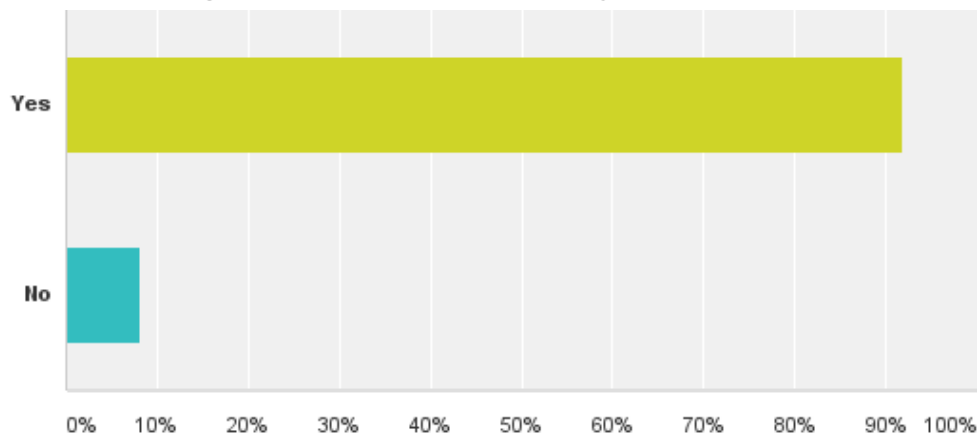
- No lights/reflectors (NJSA 39:4-10) - 18 responses (26%)
- No audible device/no bell (NJSA 39:4-11) - 11 responses (16%)
- No helmet (NJSA 39:4-10.1) - 10 responses (15%)
- Failure to keep to the right/no more than two abreast (NJSA 39:4-14.2) - 6 responses (9%)
- Failure to stop or yield (NJSA 39:4-144) - 4 responses (6%)
- Careless driving (NJSA 39:4-97) - 4 responses (6%)
- Failure to observe traffic signal (NJSA 39:4-81) - 4 responses (6%)
- Hitching on vehicle (NJSA 39:4-14.1) - 3 responses (4%)
- Failure to have hands/feet properly placed/carrying person in excess of capacity (NJSA 39:4-12) - 2 responses (3%)
- Obstructing traffic (NJSA 39:4-67) - 2 responses (3%)
- Failure to drive on right half of roadway/close to right edge or curb (NJSA 39:4-82) - 1 response (1%)
- Improper turning (NJSA 39:4-123) - 1 response (1%)
- Riding wrong way on one-way street (NJSA 39:4-85.1) - 1 response (1%)
- Other - Palisades Interstate Park Police have own regulations - 1 response (1%)

FINDINGS: Most respondents didn't know if motorists or cyclists were cited for bicycle infractions. For those who did respond and provided specific citations used to address motorist behavior, the majority were for careless driving from a pool of six possible infractions. Officers better understood citable offenses targeting bicyclist behavior with 14 different types of infractions specified.

IMPLICATION: Careless driving seems to be a catchall for motorist infractions. This should be explored further through focus groups to better understand how careless driving is interpreted and applied. This also supports the finding that Title 39 bicycle laws are not clear or well understood by law enforcement. Efforts should be made to clarify and match offenses to appropriate citations. A guide vetted by law enforcement would be a useful component to any bicycle enforcement and education program.

XVIII. Need for Educational and Enforcement Activities (Questions 33 through 35)

Figure 18. Need for Additional Bicyclist Education



One of the more compelling survey findings is the strong consensus among enforcement professionals on the need for more educational activities to train bicyclists on safe cycling practices. A full 92% of respondents (137 of 149 responses to this question) agreed on the need for additional bicyclist education, while only 8% (12 respondents) did not think that more bicyclist education is necessary.

Figure 19. Need for More Enforcement to Reinforce Motorists Sharing of the Road with Bicyclists

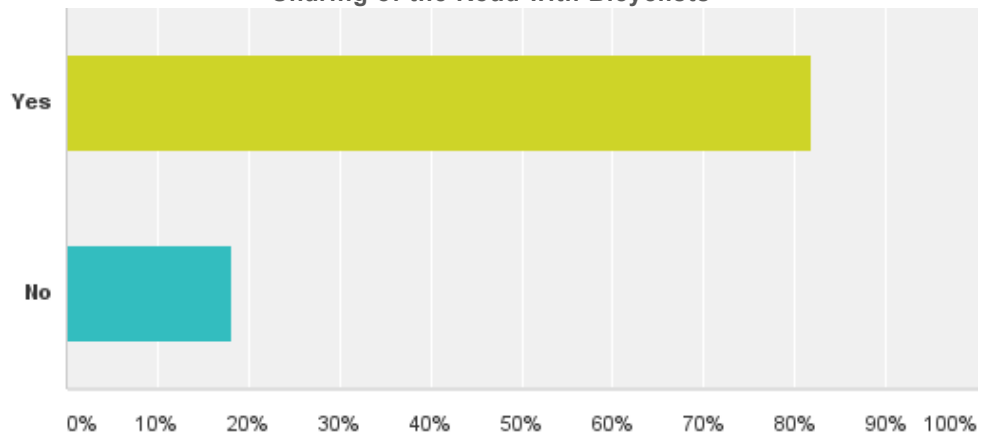
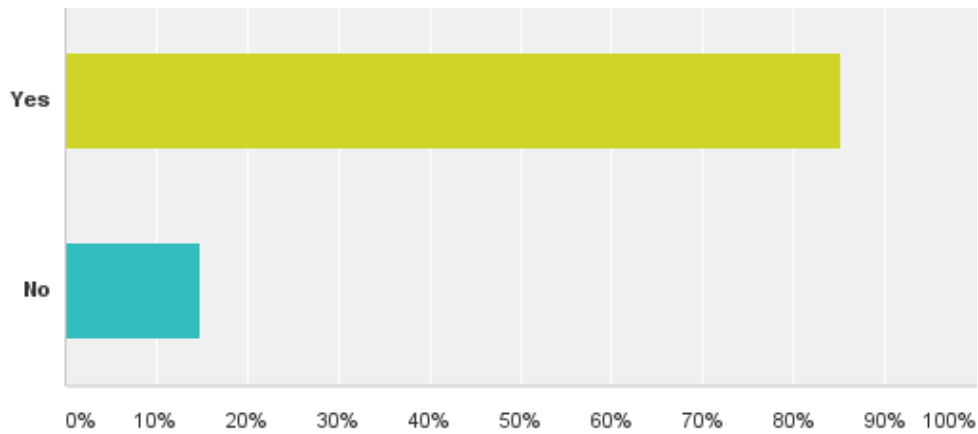


Figure 20. Need for More Enforcement to Reinforce Bicyclists Sharing of the Road with Motorists



There was similar consensus on the need for more enforcement activities both to train motorists on how to share the road with bicyclists and to train bicyclists on how to share the road with motorists. Over three-fourths of respondents (82% or 122 out of 149 responses to this question) identified the need for enforcement activities targeted at motorists to reinforce sharing the road with bicyclists.

A similar percentage of respondents, 85% (126 responses out of 148 total responses to this enforcement question), noted the need for additional enforcement activities to reinforce bicyclists' sharing of the road with motorists.

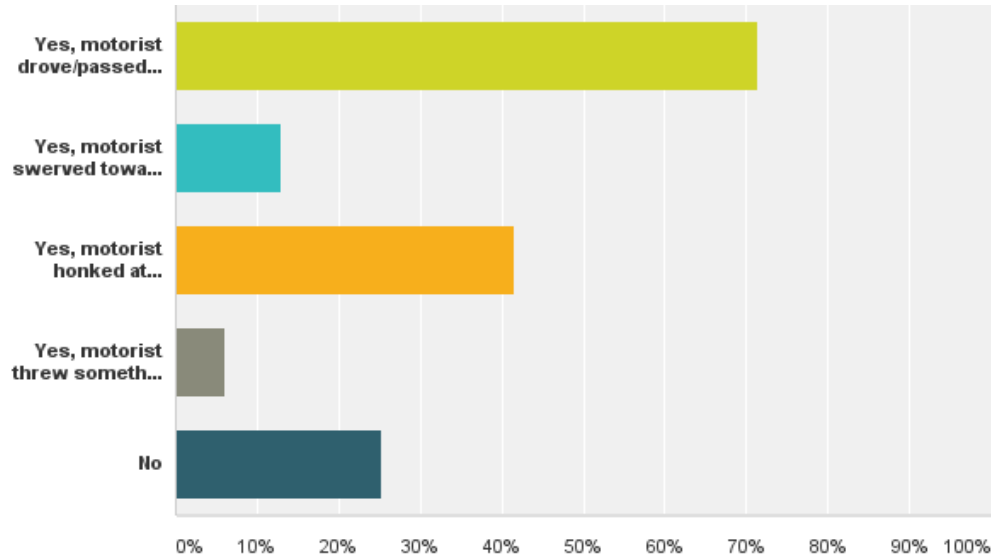


FINDINGS: The vast majority of respondents think there is a need for more education and enforcement training for bicyclists and motorists.

IMPLICATION: There is overwhelming support for and an identified need for structured enforcement and education training. Focus groups could help identify or confirm the specific necessary components of training.

XIX. Observation of Unsafe Motorist Behavior Endangering Bicyclists (Question 36)

Figure 21. Observation of Unsafe Motorist Behavior Towards Bicyclists



The survey also included a more general question about the driving behaviors that enforcement personnel observe that endanger bicyclists. Respondents could select more than one observed behavior, as well as an “other” option, or indicate that they have not observed such behavior.

Only 25% of responding enforcement professionals indicated that they have not observed driving behavior that endangered a bicyclist. The balance of responses was spread among the following observed behaviors:

- Motorist driving and/or passing too close to a bicyclist: 71% (105 respondents) selecting this option;
- Motorist honking at bicyclist: 41% (61 respondents);
- Motorist swerving toward bicyclist: 13% (19 respondents); and,
- Motorist threw something at bicyclist: 6% (9 respondents).

FINDINGS: Almost three quarters of respondents who observed driving behavior that endangered a bicyclist noted it as passing a bicyclist too closely. The next most frequently observed behavior was honking the horn at bicyclists.

IMPLICATION: Developing enforceable operations that address safe passing of cyclists would address the number one observed unsafe behavior observed by officers of motorists towards bicyclists. While honking the horn at bicyclists was identified as the second most common driving behavior that endangered a bicyclist, “illegal use of horn” was not identified as a specific citation issued in question 29 “You said violations were cited for motorists breaking the law against a bicyclist. What violation from Title 39 did you cite?” Understanding this discrepancy would be beneficial to explore in focus groups with law enforcement. This finding also supports the need for training and education on the need, identification, and level of priority for citations issued for unsafe motorist behavior towards bicyclists.

XX. Grant Funding for Bicycle Enforcement or Education (Question 36 and 37)

Respondents were asked if their department has ever applied for or received grant funding for bicycle education or enforcement. There were 150 responses to this question of which 6 (or 4%) answered “yes”, 114 (or 76%) answered “no”, and 30 (or 20%) answered, “I don’t know”. For those who answered yes, they

were asked what the source of funding was and what reason/activity was the funding sought to address.

Responses included:

- STEP grant for pedestrian/cyclist safety
- “We just received the grant”
- Pedestrian/bicycle safety 2014-2017
- Helmet enforcement campaign
- Currently being completed (source unknown)
- Safe Routes to School

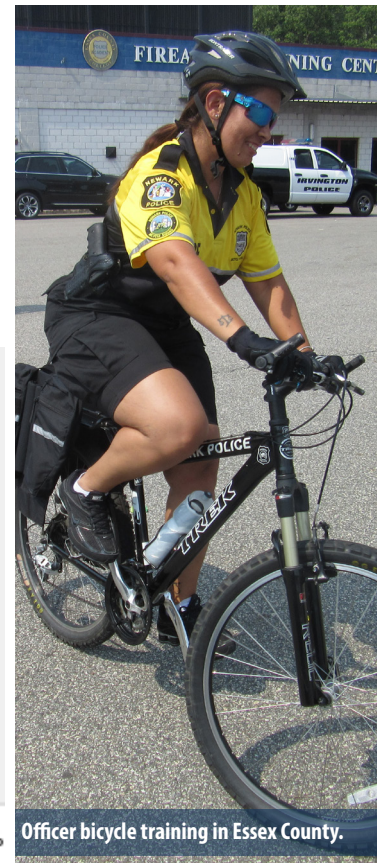
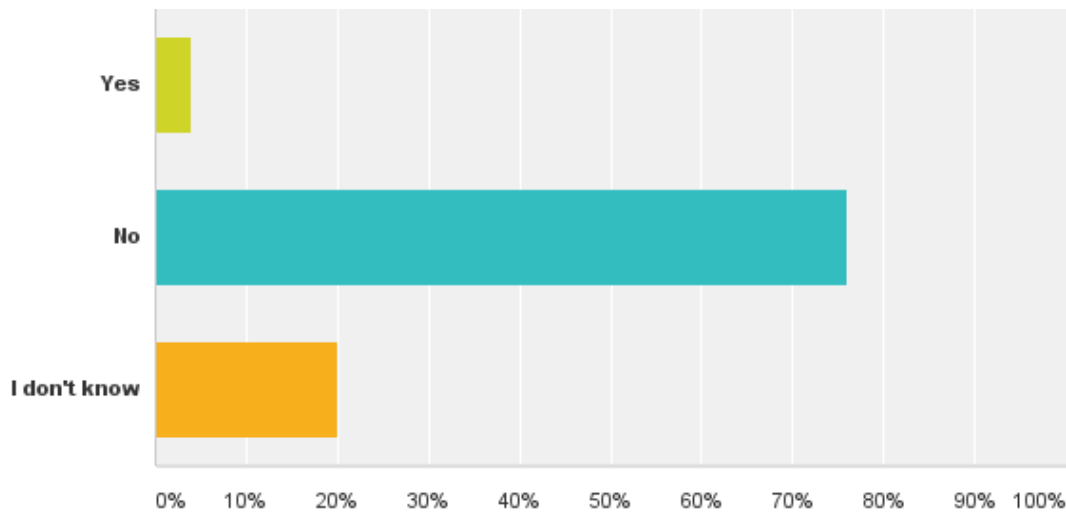


Figure 22. Departments Receiving Funding for Bicycle Education and Enforcement



FINDINGS: Only a very small number of respondents have applied for or received grant funding for bicycle education and enforcement efforts.

IMPLICATION: Compiling and distributing a summary of potential funding sources for bicycle education and safety could help address this gap and would be a useful resource for law enforcement personnel. It might also be beneficial to clarify whether bicycle safety and enforcement activities are noted as eligible activities for grant funding from the New Jersey Division of Highway and Traffic Safety. If BSEE activities are not clearly identified as funding eligible, it would be worth exploring making them an eligible activity, much like what was done with Pedestrian Safety Enforcement operations.

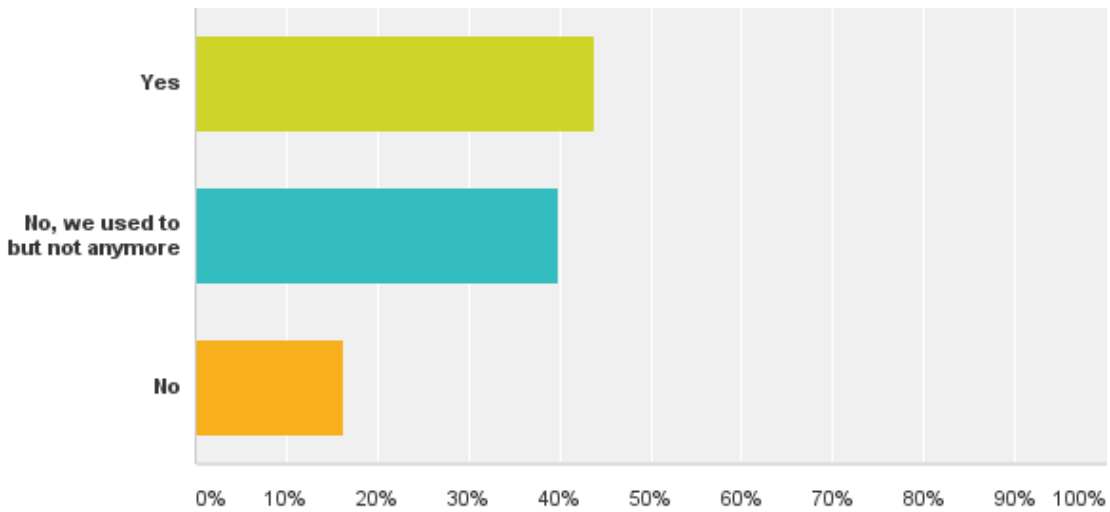
XXI. Further Participation in Research on Bicycle Safety and Education (Question 39 and 40)

Respondents were asked if they would like to participate in further research on bicycle safety and education. One hundred and forty-nine respondents answered this question of which 109 (or 73%) answered yes, they would like to take part and provided their contact information. Only forty (or 27%) were not interested in participating in further research.

FINDINGS: The majority of respondents would like to participate in further research on bicycle safety and education.

IMPLICATION: There is support for and a need for more research on bicycle safety education and enforcement. New Jersey law enforcement is supportive of, and would participate in, advancing future research and initiatives. The police departments who expressed interest are a pool from which to draw from for future focus groups, research updates, and could well serve as potential partners/locations for demonstration projects and resource/program vetting.

Figure 23. Departments with a Bicycle Patrol Unit



XXII. Bike Patrol (Question 41 through 44)

Respondents were asked if their department have a bicycle patrol unit. One hundred and forty-eight respondents answered this question of which 65 (or 44%) said “Yes”, 59 (or 40%) indicated, “No, we used to but not anymore,” and 24 (or 16%) said “No” they don’t have a bike patrol unit.

Respondents who said they had a bicycle patrol unit were asked a follow-up question to clarify how the unit was used in their community. Respondents were allowed to provide up to five answers. Fifty-nine respondents (or 100%) provided one use, 45 (or 76%) entered two uses, 21 (or 36%) entered three uses, 4 (or 7%) entered four uses, and 1 (or 2%) entered five uses. The word cloud above represents the most important words or phrases used in answers with the larger the font size representing the more important or significant the word.

Respondents were also asked how many officers in their department participated in bike patrol. Answers ranged from two to twenty, with the average number being five officers.

Q42 You said that your department has a bicycle patrol unit. How is it used in your community?

Answered: 59 Skipped: 123



Respondents were then asked what months bicycle patrol was active in their communities. While some units were active year round, over 50% of respondents were active April-October, around 80% active May-September, and over 90% active June- August.

FINDINGS: Bike patrol remains active amongst 44% of respondents with nearly the same number of PDs (40%) indicating that they once had bike patrol but no longer do. Most respondents who have bike patrol use it for multiple functions. Some of the most common uses are for routine patrol, community policing, and community events.

IMPLICATIONS: Bike patrol is a component of a substantial percentage of respondents' departments. Achieving a better understanding of their needs and how they can be integrated into bicycle safety and enforcement should be explored in focus groups and/or other stakeholder outreach efforts. There is also demand for resources on how to form and maintain a bicycle patrol unit, as 25% of survey respondents (see question 8) indicated they would benefit from information on "How to form and maintain a bicycle patrol unit".

Figure 24. Months During Which Bicycle Patrol is Active

