
Memorandum:

Evaluation of Current BSEE Training Materials in New Jersey

Purpose of the Memorandum

This memorandum evaluates current Bicycle Safety Education and Enforcement (BSEE) training efforts and reviews the training materials used in New Jersey (NJ). The evaluation draws upon:

- The author's professional experience and expertise in BSEE training.
- A review of materials and protocols from national BSEE programs.
- Interviews and discussions on bicycle safety and related topics.

BSEE is still in a formative, pilot-testing phase, and there is currently no established standard or designated authority in NJ for reviewing, updating, or organizing BSEE training materials. However, this evaluation aims to provide guidance for the New Jersey Department of Transportation (NJDOT) and the New Jersey Division of Highway Traffic Safety (NJDHTS) as they consider supporting or formalizing BSEE training standards.

While the existing materials offer foundational elements for law enforcement training, further evaluation and refinement are necessary to transition BSEE from a pilot program to an official offering. A comprehensive review of the materials is recommended to ensure they are thoroughly vetted and suitable for formal adoption.

Where is BSEE programmatically and what resources exist?

BSEE was begun in 2014 and lightly supported all the way up until 2022. Over that period of time the concept of BSEE, an operation with both an education and enforcement component for bicycling, was researched and developed into a functional draft operational protocol. Sample operations were tested in Morristown NJ in 2018, and it was determined that BSEE was a worthwhile initiative that was operationally simple and coupled with appropriate education and marketing, could be a useful part of bicycle safety enforcement and education. The resources developed over this period of time include:

BSEE Training Protocol PowerPoint - A rough PowerPoint was developed for the Morristown BSEE operations testing that provided functional but not refined materials with the following sections: Introduction and Training Objectives

- Title 39 and Morristown Local Ordinance
- Common Interactions/Title 39 Citations
- What is BSEE?
- BSEE Operational Protocol

The PDF of this PowerPoint is located in Appendix A.

This PowerPoint was adequate for the evaluation of the potential for BSEE as a training and safety initiative for bicycle safety specifically for the Morristown testing. However, the materials have since been superseded with more refined materials and updates to the law. A new more refined PowerPoint needs to be developed that is refined and vetted based on the findings of subject matter experts and official pilot testing. Said pilot test and expert discussion have not yet been scheduled (as of 1/1/25) but should be pursued.

BSEE Video Training Modules - Three video training modules were developed to support BSEE training based on the Austin (Texas) Police Department's online virtual training modules. The Austin materials were reviewed and assessed by an NJ advisory committee. Scripts were developed and reviewed by that same committee and educational training videos were produced. The three training videos were:

- Bicycle and Motor Vehicle Laws
- Motorist Behaviors that Endanger Bicyclists
- Bicycles, Behaviors and Crashes

A link with the three videos (18:33 minutes run time) compiled into one can be found here ([BSEE Training Videos Link](#))

These resources are well done but need some updates to take into account the Safe Passing Law and others that were passed subsequent to their creation of the resource(s). In addition, there has been some disagreement about the interpretation of the legality of riding on the shoulder, and the agreed interpretation should be updated in the videos. These videos can be used as a resource for bicycle safety education in general, as well as a resource that can be integrated into BSEE training workshops.

BSEE Marketing Teaser - A marketing teaser was developed after the Morristown operational testing that explained *What is BSEE?, Why BSEE?, Is it Complicated to Make Happen?, and So How Do You Get Started with BSEE?*. The teaser was meant to be distributed to law enforcement and community safety stakeholders to build interest in the training. It is well done but needs to be updated because of dated references regarding the need for local safe passing ordinances and an outro that points it to dated contact/follow up information. The following is a [link to the teaser](#).

BSEE Primer for Using a C3FT Device - The C3FT device is an essential component to carrying out objective bicycle safety operations. To support BSEE operations, a primer on how to set up and use the C3FT device was produced. This video thoroughly reviews all of the key features of how to set up the C3FT device. However, it should be reviewed in relation to the most recent iteration of the C3FT device to make sure that there haven't been any changes or advances that need to be explained. A [link](#) to the video can be found here.

What is the state of materials as it relates to Title 39 and bikes, e-bikes, and scooters?

BSEE Education on the Law Materials - The rough draft materials that were created for operational testing in Morristown have been superseded with newer materials. These include the *Video Training Modules* that were discussed above as well as *CEC's Bicycle and Pedestrian Law Review* materials. It was determined that CEC's Bicycle and Pedestrian Law Review materials would serve as a basis for the PowerPoint aspect of the law review that would be offered in BSEE training in the future. CEC's law presentation was reviewed and updated in 2023 to include information on e-bikes. Additional updates that should be included in the next iteration of the presentation include:

- More visuals on scooters and other devices that fall under the motorized scooter rubric.
- Explanation of any differences under the law for micromobility devices (i.e. parking on the sidewalk).
- Some summary information explaining what micromobility devices are treated as bicycles as far as rules and regulations.
- Bicycle laws on multi-use trails.
- Information on citations that some municipalities can issue for breaking bicycle laws under local ordinances.

The *Bicycle and Pedestrian Law Review* materials are well done but should be given a final update and should be reviewed annually to keep them current. In addition, CEC's law review materials are independently owned by CEC and permission and conditions for their use would have to be included in any potential training agreement.

A PDF of the current Bicycle Law Review PowerPoint is located in Appendix B.

Can BSEE be modified for E-Scooters and E-bikes?

Yes, BSEE can easily be modified for use for scooters and e-bikes. From a protocol perspective, things remain the same: (Inset of 4 steps to Operational Protocol)

What is the BSEE Protocol? (Overview)

- Step 1: Choose routes.
- Step 2: Set up bike/scooter/e-bike with the device.
- Step 3: Carry out rides, and if there is a violation, radio the intercept team to have the vehicle pulled over.
- Step 4: The intercept team pulls the driver over and educates them or issues citation.
 - Be prepared to show cause with camera footage if necessary (still image showing C3FT device going off and car in the background).

From a decoy perspective the operations are not affected. Bicycles, e-bikes, and e-scooters are treated the same way as far as rules of the road for obligations between motorists and these different users. From a physical perspective, any of these devices can be used since the operations require:

- 1) A bike, e-bike, or e-scooter with handlebars where a C3FT device can be mounted where the edge of the C3FT device is even with either the edge of the handlebar or the shoulder of the rider. (Figure 1)

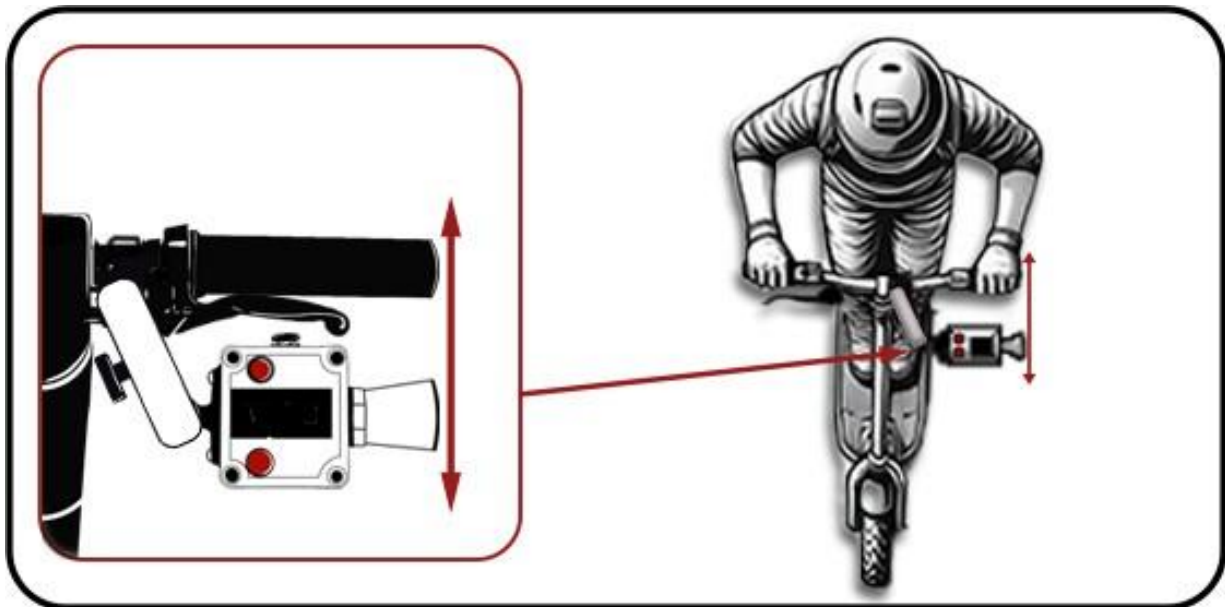


Figure 1 (Illustration by author)

- 2) An action camera that can be mounted or worn so that it provides a view of the C3FT device screen and any passing vehicles. For operational purposes, it is important to be able to visually link the C3FT device's screen indicating a violation of the safe passing threshold to the vehicle that caused the violation. (Figures 2 & 3)

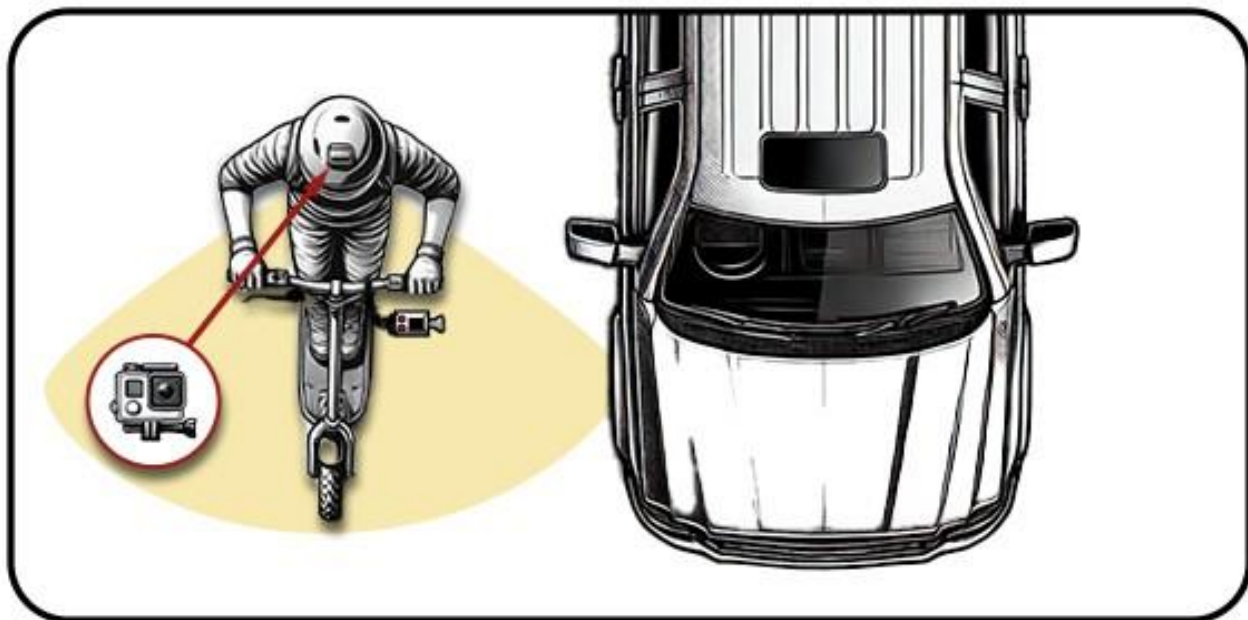


Figure 2 (Illustration by author)

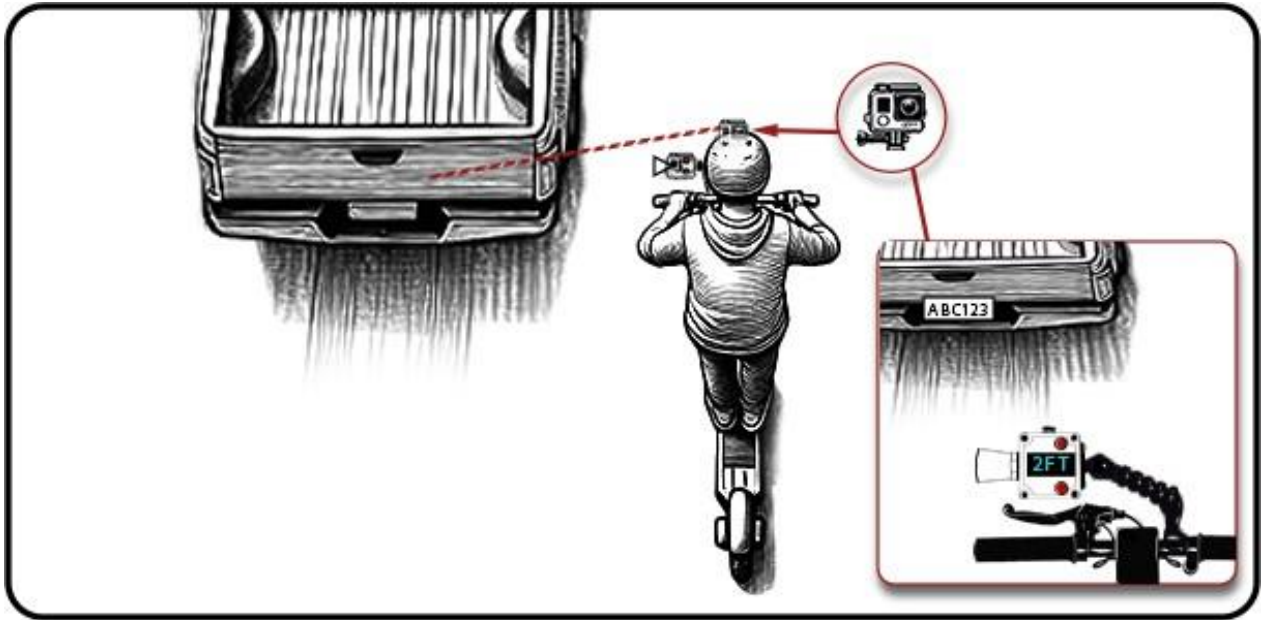


Figure 3 (Illustration by author)

In conclusion, BSEE operations can be adapted for use with either e-scooters or e-bikes. Anyone operating these devices is required to obey the same rules of the road and motorists have the same obligations to all of them. From an operational setup perspective, the only functional difference may be available space on the handlebars for mounting the C3FT device and the action camera. The appropriate solution for mounting will depend on the particulars of the e-bike or e-scooter that is being utilized, with the solution being customized to the devices being used.

Appendix C contains different types of mounts and cameras that would be considered depending on operational need.

Appendix A: PowerPoint created for Pilot Morristown BSEE Training

BSEE Law (DRAFT)

What is BSEE?

- What is BSEE? In a nutshell, it is a safety and education program that involves law enforcement, advocates, and community stakeholders that collaboratively carry out a program that provides both education to motorists and bicyclists, and enforcement of bicyclist/motorist laws. Research has shown that it is a structured program that has proven to be effective in other parts of the country and that it's development would be welcomed in NJ by law enforcement and safety stakeholders.

Training Objectives

- Inform enforcement community about State vehicle code as it applies to bicycling
- Inform Morristown PD about local ordinance regulating bicycling and motorist behaviors
- Identify key motorist and bicycling behaviors and how the law addresses them
- Inform about operational protocols

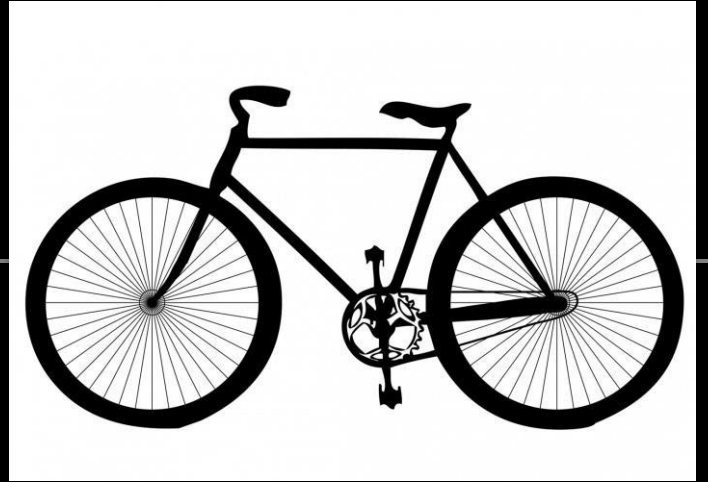
Title 39 and Morristown Local Ordinance

- Title 39: New Jersey's State Vehicle Code
- Town of Morristown local ordinance: incorporates various aspects of Title 39 and further regulates safe passing, among other common behaviors of bicyclists and motorists.

An Overview

- What is a Bicycle
 - Bicycle Safety Equipment
 - Safe Travelling for Bicyclist
 - Yielding to Traffic Signal & Pedestrians
-
- Parking for Bicyclists and Motorists
 - Passing for Bicyclists and Motorists
 - Turning for Bicyclists and Motorists

What is a bicycle?



A bicycle is...

Title 39:4-10:1

“a vehicle with two wheels propelled solely by **human power** and having **pedals, handlebars** and a **saddle-like seat...** include a bicycle for **two or more persons** having seats and corresponding sets of pedals arranged in tandem.”

Morristown Ordinance (3-8.1)

“any conveyance upon which a person may ride propelled wholly or in part by **human muscular power** and having **two (2) tandem wheels.**”

What is a bicycle?



Not a vehicle per se...
but have all of the rights and responsibilities of
other roadway users

Bicyclists follow same rules as vehicle drivers

Morristown Ordinance (Chapter 3-8.3.1)

“all persons 12 years and older operating bicycles...obey the same rules as the drivers of motor vehicles.”



Safety Equipment for Bicycles

- Helmets
- Bells/Audible Device
- Lights

Helmet

Title 39:4-10.1

Helmet required for anyone under 17 years of age

Morristown Ordinance (3-8.3.7)

“Anyone under 17 years of age that rides a bicycle or is a passenger on a bicycle, or is towed as a passenger for a bicycle must wear a safety helmet.”



Helmet requirement exempted when...

Title 39:4-10.1

A person is riding on a path **closed to motor traffic/designated for bicycles** that has a **barrier** that prevents bicycles from entering roadway.

Person should walk the bike when crossing road/ highway even if helmet is not required

Parks and private organizations can place helmet requirements on all riders, regardless of age.

Bells/Audible Device & Lights All Required

Title 39:4-10/39:4-11 & Town of Morristown Ordinance



Front head lamp with a white light visible 500 ft from the front



A rear lamp with a red light visible 500 ft to the rear

Red reflector mounted on the rear



Bell or other audible device (not siren/whistle) that can be heard 100 ft away from bike

Safe Travelling for Bicyclists

Riding as Near to Right as Practicable

Title 39:4 and Morristown Ordinance (Chapter 3-8.3.2)

EXCEPTIONS:

- To turn left
- To avoid debris or hazardous condition
- To pass a slower moving vehicle
- To occupy a lane when moving at the speed of traffic
- To travel two abreast when not impeding traffic

Morristown Ordinance (Chapter 3-8.3.2): bicyclists can move left when there is a designated bicycle lane on the left side of the road

Bicycles allowed on all roads open to vehicles with few exceptions

Title 39:4-14.1

Except highways that DOT listed as unsuitable for bicyclists

- NJ Turnpike, GSP or Interstate Highways



<http://marilynych.com/blog/tips-for-tourists/for-serious-cyclers>

Bicycling on Roadway Shoulders

Title 39:1-1

A shoulder: “that portion of the highway, exclusive of and bordering the roadway, designed for emergency use but not ordinarily to be used for vehicular travel.”

While the law states that shoulders are not to be used for vehicular travel, a bicycle is not defined as a vehicle in Title 39.

Bicycling on Sidewalks...not recommended

Title 39

- Reasons to avoid sidewalks
 - Uneven surfaces
 - Conflicts with pedestrians
 - Dangerous interactions with motorists at intersections and driveways
- Title 39 does not explicitly regulate bicycles on sidewalks
- Municipalities may pass local ordinances that ban sidewalk riding--
Morristown prohibits sidewalk bicycling in commercial districts

Bicycling on sidewalks in Town of Morristown

Morristown Ordinance (Chapter 3-8.3.8)

No one over 12 years old shall ride a bicycle on sidewalks in the following business districts:

- Speedwell Ave. b/n Sussex Ave. & The Green
- Morris Ave. b/n Elm St. & The Green
- South St. b/n Elm St. and The Green
- Washington St. b/n Atno Ave/Phoenix Ave. & The Green
- N. Park Place
- W. Park Place
- S. Park Place
- E. Park Place

Bicycling on sidewalks in Town of Morristown, cont.

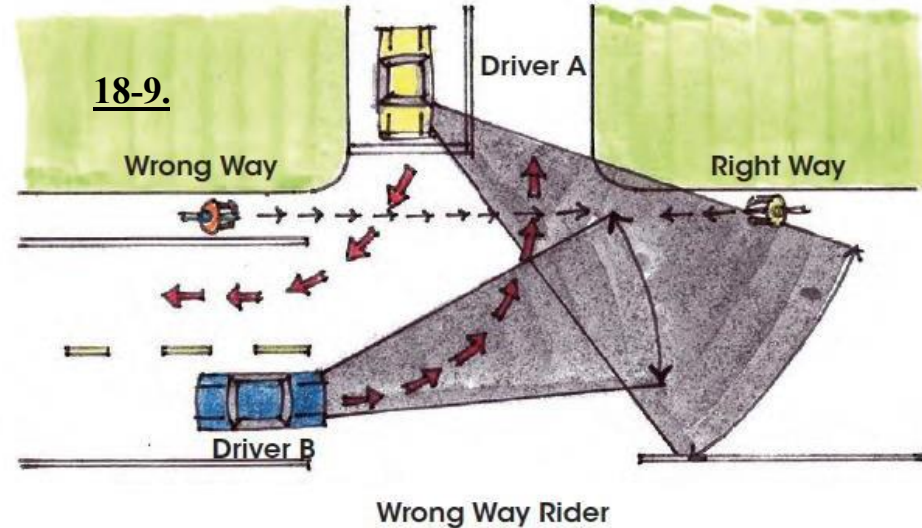
Town of Morristown Ordinance (Chapter 3-8.3.8, 18-9.1)

- In residential areas, bicyclists can use sidewalks when they are not being used by pedestrians
- Bicyclists need to yield, ride single file, and slow down in the presence of pedestrians

Wrong-Way Riding

Title 39:4-14.2, 39:4-10.11

- Bicyclists should always travel with traffic
- Riding on the wrong side of the road seriously contributes to car-bike crashes



Yielding to Traffic Signals & Pedestrians

Are bicyclists required to obey traffic signals?

Title 39:4-81

Yes!

Because bicyclists have the same rights and duties as other users of the road



Does the stop and stay stopped for a pedestrian in a crosswalk law apply to bicyclists?

Title 39:4-36

Yes!

Bicycles (and all other vehicles) have to stop and stay stopped for pedestrians in crosswalks



Parking for Bicyclists and Motorists

Parking Bicycles – Morristown Ordinance

Morristown Ordinance (Chapter 3-8.3.10)

- Don't interfere with pedestrian or vehicle traffic
- Don't block building entrances
- Park in designated bicycle racks if present within 100 ft from destination



Opening and Closing Vehicle Doors

Morristown Ordinance (Chapter 3-8.4.2)

No person shall open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so



<https://kassandmoses.com/bicycle/blog/what-is-the-door-zone-parked-car-open-door-bike-accident>

Driving, standing, or parking on bicycle lanes are prohibited

Morristown Ordinance (Chapter 3-8.4.3)



Passing for Bicyclists and Motorists

Passing on the right for bicyclists

Title 39:4-85&39:4-87)

A bicyclist may pass vehicles on the right in bicycle lanes, wide travel lanes, and on shoulders.

Bicyclist may pass on left if turning left (left turn-lane) or if in bike lane on left side of road.

Passing for Motorists

Title 39

Doesn't quantify a safe passing distance for motorists

Town of Morristown Ordinance

3 feet is required when motorists pass bicyclists



Turning for Bicyclists and Motorists

Turning for Bicyclists

- Required to Signal Turns
- Making Left Turns
- Alternatives to Left Turns

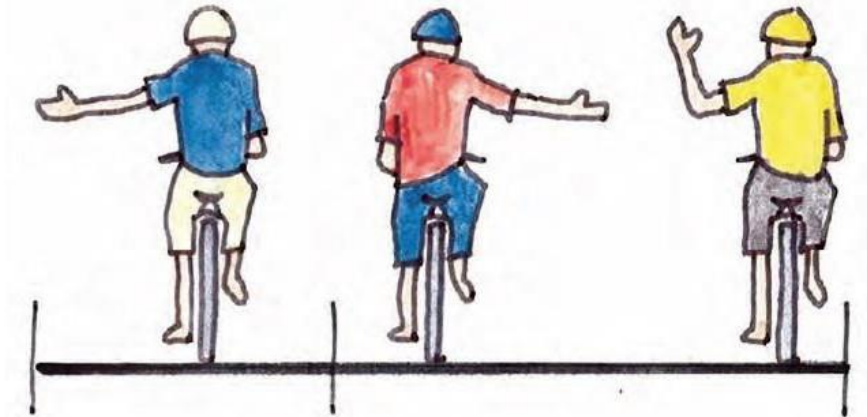
Bicyclists Required to Signal Turns

Title 39:4-126

Hand signal **100 ft** prior to turning is required

Left turn: Left hand and arm extended horizontally

Right turn: Left hand and arm extended upward



"Left Turn"

"Right Turn" Options

Stop or decrease speed:
hand and arm extended
downward



Rider Signaling
Slow/Stop

Situations where bicyclists may not be able to signal for the required distance



Road Debris

<http://floridabicycle.org/for-club-cyclists/>



Potholes

<http://www.bikewalklincolnpark.com/2013/06/found-scores-of-potholes-in-bike-lanes.html>

Bicyclists Making Left Turns

Title 39:4-14.2

- Bicyclists should turn left from the left lane
- Bicyclists do not have to stay to the right “to make a left turn from a left-turn lane or pocket.”

Turning for Motorists in the presence of bicyclists

Town of Morristown Ordinance

- Turning Left in front of bicyclists
- Turning Right in front of bicyclists

Motor Vehicle Shall Give Right of Way: Turning Left

Morristown Ordinance (Chapter 3-8.4.1)

Turning Left in front of a Bicycle

“Driver of vehicle within an intersection intending to turn to the left shall yield the right-of-way to a bicycle approaching from the opposite direction”

Motor Vehicle Shall Give Right of Way: Turning Right

Morristown Ordinance (Chapter 3-8.4.1)

Turning Right in front of a Bicycle

When a vehicle and a bicycle are travelling in the same direction, the vehicle overtaking the bicycle travelling on the right side of the roadway shall not turn to the right in front of the bicycle at that intersection until such vehicle has overtaken/safely clear of the bicycle

COMMON INTERACTIONS/TITLE 39 CITATIONS

BICYCLE SUPPLEMENT

4-10 No lamps and reflectors on bicycles (improper lighting at night)

4-14.1 Failure of bicycle rider to comply with title 39: Bicycles have all the rights and duties of the drivers of motor vehicles. With very few exceptions, this means that Title 39 applies to bicyclists in the same way that it applies to motorists. Points are not added to the driving record for offenses committed while riding a bicycle.

4-14.2 Failure to keep right

Exceptions:

- 4-14.2a to turn left
- 4-14.2b to avoid debris/drains/any other hazardous conditions
- 4-14.2c to pass a slower moving vehicle
- 4-14.2d to occupy any available lane when traveling at the same speed as other traffic

COMMON MOVING VIOLATIONS BICYCLE AND MOTORIST

4-66 Improper emerging from alley, driveway or garage

- a. All vehicles must stop before crossing a sidewalk
- b. All vehicles must stop before entering roadway or moving across roadway after crossing a sidewalk

4-66.1 Improper entering alley, driveway or garage (vehicles must yield to pedestrians on sidewalk when crossing)

4-67 Obstructing passage of other vehicles

4-71 Driving on sidewalks (improper / where prohibited)

4-81 Disregard of any official traffic control device

4-82 Failure to keep right (riding against traffic)

4-85 Improper passing (passing on the right unless in a designated bike lane)

4-88b Unsafe lane change / Failure to maintain lane (riding in between stopped lanes of traffic)

4-85 Unsafe passing

4-90 Failure to yield right of way at intersections

4_23 Improper right or left turn

4-126 Failure to signal turn (stop or turn)

4-144 Failure to stop or yield (at intersections with a stop or yield sign)

- What is BSEE?

Safe Biking – Chatanooga BSEE (3:15)

- <https://www.youtube.com/watch?v=0CFoHOqIHbo>



- What is BSEE?

Safe Passing – Houston (0:59)

- <https://www.youtube.com/watch?v=em0pwbfZG0k>



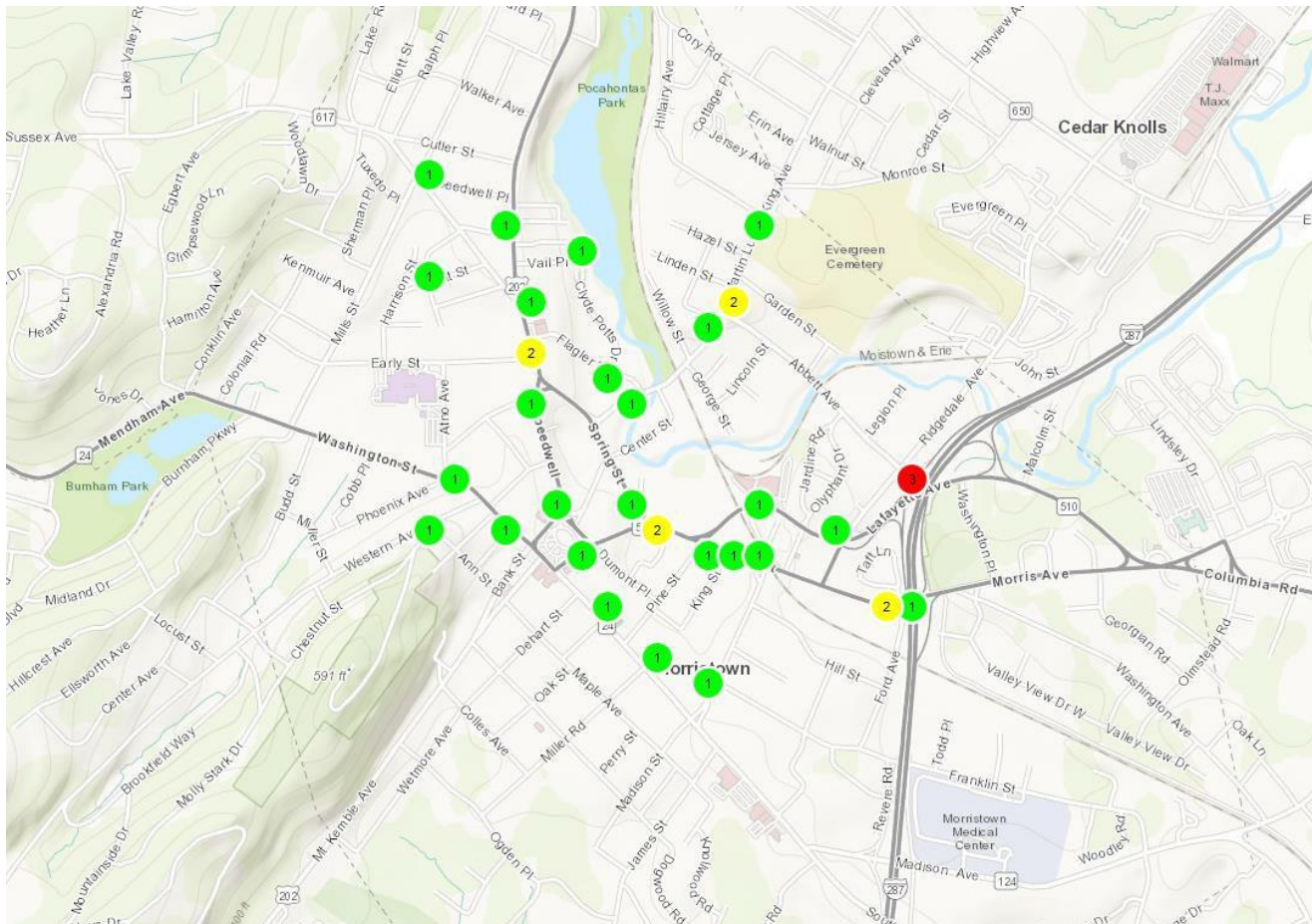
BSEE Operational Protocol – Basic Outline

- Pre-operation planning and coordination
 - Officer training
 - Route Selection
 - Participation in community events
 - Coordination with local biking groups
 - Community coordination
- Education
 - Phase I – Educate Motorists
 - Phase II – Educate Cyclists
 - Phase III – Enforcement
- Evaluation

Choose routes according to:

- Crashes
- Complaints
- Observations
- Roadway Design
- C3FT Device Analysis

Morristown Crash Locations



BSEE Operational Protocol – Manpower and Equipment

- 2 bicyclists
- 1-2 flaggers/vehicles depending
- C3FT device(s)
 - Calibrated
- GoPro
- Radio
- Warning flyer
- Citation list

BSEE Operational Protocol – Enforcement

- 2 bicyclists ride selected route
 - If there is a safe passing violation radio the intercept officers
 - During the stop (potentially) show the violation on the GoPro footage
 - Other violations
- Flaggers/Intercept Vehicles
 - Deliver consistent educational message
- Carry out operations during peak time periods and/or notable events
 - Back to school, Halloween, etc.
- We will be having a specialist come out on 10/24-10/25 to teach/advise

BSEE Operational Protocol – Stops

- Complete the stop as you would any other traffic offense.
- There is a lot of confusion when it comes to cycling laws. Many offenders may not know the law completely. To avoid debates on the roadway it is suggested that you quote the specific law which has been violated. They will have the right to contest the citation in court.
- In many cases, due to the confusion of these laws, it may be appropriate to issue a warning for the violation. Many times just the act of being stopped will change the behavior of the cyclist/motorist. In addition to a warning it is beneficial to give out cycling safety literature to educate the violator.
- A citation can be issued to a parent if the violator is a minor
- Cyclists are NOT required to carry identification; however the cyclist is required to comply with Law Enforcement regarding identification when detained for a traffic violation. If a violator cannot be identified, a citation cannot be written and it may result in an arrest for the violation if it is a state offense. As always, consider the seriousness of the violation and use discretion where appropriate

Appendix B: Current PowerPoint on Bicycle Law in NJ

Bicycle Law Review



39:4-14.6

Definition

- A “bicycle” is...
 - Any 2-wheeled vehicle having a rear drive which is solely human-powered and having a seat height of 26 inches or greater when the seat is in the lowest adjustable position



Citybike



Folding bike



Road bike



Mountain bike



BMX



Hybrid

39:4-14.16

Low-speed electric bicycle

- A two or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts, whose maximum speed on a paved level surface, when powered solely by a motor, while operated by a person weighing 170 pounds, is less than 20 miles per hour.



39:4-14.16

Low-speed electric bicycle

Low-speed electric bicycles must follow all the regulations established for traditional bicycles.

- 20 mph max speed
- 750 watts or less
- May be parked on sidewalks without blocking pedestrian traffic
- No license, insurance, or registration required
- Must follow all laws applicable to bicycles
- Helmet use is required for those under age 17
- May be pedal assist or throttle powered



39:4-14.16

Low-speed electric bicycle

Motorized Bicycles:

- Electric pedal bicycles that can achieve speeds between 20 and 28 mph
- Gas pedal bicycle with maximum piston displacement under 50 cc
- Require driver license, registration, and insurance
- Helmet use is required



39.4:10.1

Helmet Law

- All helmets must be properly fashioned and fitted
- Bicycle helmets must meet federal standards
- In NJ, anyone under 17 years of age that rides, or is a passenger on, a bicycle, or is towed as a passenger by a bicycle, must wear a safety helmet
 - This also extends to roller skates, inline skates, and



39.4:10.1

Helmet Law

- Exemptions from helmet law are persons who operate or ride a bicycle on a roadway closed to motor traffic (a trail, route, course, boardwalk, path, or bicycle use only area)
- Exemptions do not apply to areas adjacent to a roadway that are not separated from motor vehicle traffic by a barrier that prevents the bicycle from entering the roadway
- Bicyclists and passengers operating in an exemption area who need to cross a road or highway should walk with the bicycle while crossing



39.4-10

Lights on Bicycles

When used at nighttime, every bicycle shall be equipped with:

- A front headlamp emitting a white light visible from a distance of at least 600ft to the front
- A rear lamp emitting a red light visible from a distance of at least 600ft to the rear
- In addition to the red lamp, a red reflector may be mounted on the rear



39.4-11

Audible Signal

- A bicycle must be equipped with a bell or other audible device that can be heard at least 100ft away
 - This cannot be a siren or whistle



39.4-11.1

Brakes

- A bicycle must be equipped with a brake that can make wheels skid while stopping on dry, level, clean pavement



39.4-12 Feet and Hands on Pedals and Handlebars; Carrying Another Person

- Bicyclists should not drive the bicycle with feet removed from the pedals
- Bicyclists should not drive the bicycle with both hands removed from the handlebars
- Bicyclists should not practice any trick or fancy driving in a street
- Limit passengers to only the number of seats a bicycle has



39.4-14 Hitching on Vehicle Prohibited

- No person riding a bicycle shall attach themselves to any streetcar or vehicle



**39.4-14.2,
39.4-10.11**

Operating Regulations

- Every person riding a bicycle on a roadway shall ride as near to the right as practicable while exercising due care when passing a standing vehicle or one passing in the same direction



39.4-14.2, 39.4-10.11

Operating Regulations

A bicyclist may move left under any of the following conditions:

- To make a left turn from a left turn lane or pocket
- To avoid debris, drains or other hazardous conditions on the right
- To pass a slower moving vehicle
- To occupy any available lane when traveling at the same speed as other traffic
- To travel no more than two abreast when traffic is not impeded, but otherwise ride in single file.



Can bicyclists ride on the shoulder?

- Yes, bicyclists can ride on the shoulder
- The shoulder is not technically part of the “roadway”
- Bicyclist not considered a “vehicle” as it relates to shoulders



Where can and can't bicyclists ride on the road?

- Bicyclists can take the lane



Where can and can't bicyclists ride on the road?

- Bicyclists should not ride in a designated parking lane



Where can and can't bicyclists ride on the road?

- Bicyclists can not lane split



Where can and can't bicyclists ride on the road?

- Bicyclists can ride everywhere except interstate highways and toll roads



39.4-14.1

Rights and Duties of Persons on Bicycles

- Every person riding a bicycle is granted all the rights, and are subject to all the duties, of a motor vehicle driver
- Examples:
 - Must ride with the flow of traffic
 - Must obey traffic signals
 - Must stop for pedestrians in a crosswalk
 - Must yield to pedestrians in a crosswalk while turning



Can bicyclists ride on the sidewalk?

- Riding on the sidewalk is not prohibited by NJ State law but is often governed by local or county ordinance
- Riding on the sidewalk can cause conflict with pedestrians and put them at risk
- If conditions permit, bicyclist's riding on a sidewalk are required to dismount when using a crosswalk and comply with all crossing signs



39.4-126

Signal before starting, turning, or stopping

- No person shall turn a vehicle at an intersection unless the vehicle is in proper position on the roadway
- No person shall turn a vehicle from a direct course, or move right or left on a roadway, unless, and until, such movement can be made safely
- No person shall back a vehicle unless, and until, such movement can be made safely



39:4-92.4

Safe Passing Law

- Drivers in NJ are now required to approach and pass vulnerable road users with “due caution”
- “Due caution” means both slowing down and giving the other user plenty of space when passing
- Drivers must follow all current no-passing, no speeding laws and move over a lane IF there’s one to move into.
- On a single-lane road, drivers must allow at least a **4-foot safety zone** when they pass.
- If 4 feet is not possible on a section of road, drivers must **slow to 25mph and be prepared to stop** until they can pass safely without endangering those sharing the road.



Things motorists are not supposed to do

- Park in bike lanes
- Impaired/Distracted Driving
- Tailgating
- Right hooking
- Left hooking



Appendix C: Examples of different types of mounts and cameras that would be considered depending on operational need.

Various Mount Types

C3FT Ball Mounts

Standard Ball Mount



Swivel Ball Mount

Magnetic Mount



Waist Mount

Camera Mounts

Helmet Mount



Chest Mount

Gooseneck Mount



Shoulder Mount