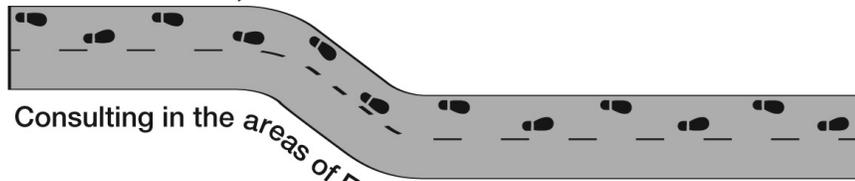




Continuum of Training in Pedestrian and Bicycle Safety for Law Enforcement

Outline of Components
November, 2011

WE BIKE, etc.



Consulting in the areas of Engineering, Education and Enforcement

Introduction

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

The goal of Capital District Transportation Committee/Capital Coexist is to provide law enforcement agencies in the CDTC region training in enforcement for safe bicycling and walking.

Enforcement is a critical element of any successful bicycle and pedestrian 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 bicycle- or pedestrian-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.

WE BIKE, etc. proposes to provide law enforcement officers in the CDTC communities with essential pedestrian and bicycle safety educational materials and 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 and Bicycle Safety for Law Enforcement.

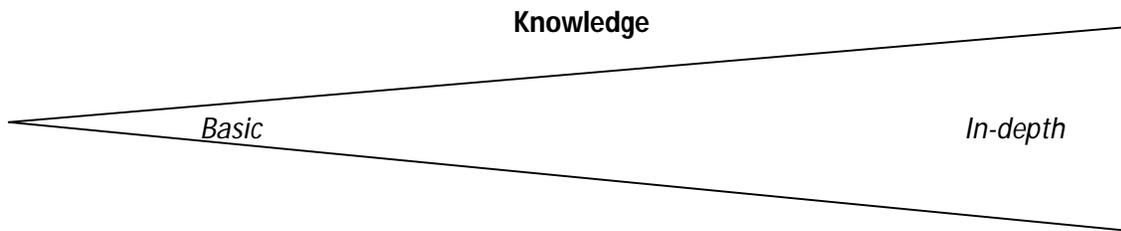
Approach

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 and 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.

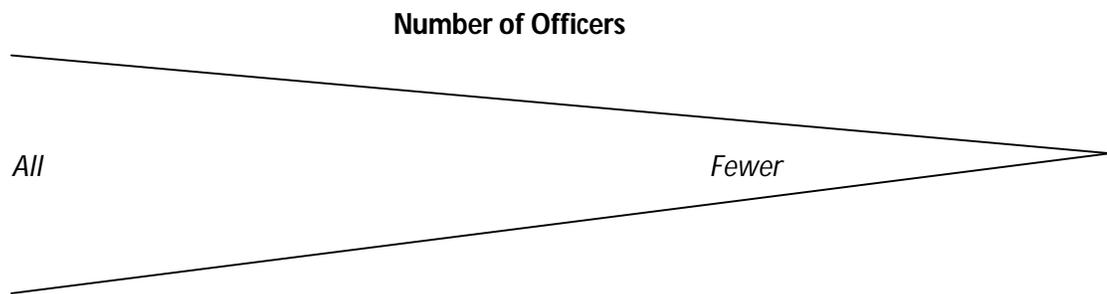
This approach to pedestrian and bicycle law enforcement training was originally developed and tested by WE BIKE as part of the federally funded Sheboygan County, Wisconsin Non-Motorized Transportation Pilot Project in 2008-2009. It was also implemented in Brown County, Wisconsin in 2009-2010 and is currently underway in the greater New Orleans, Louisiana area.

The continuum of training 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. 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 bicycle and pedestrian safety and will become the experts and advocates for their department.



The Continuum of Training in Pedestrian and 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 & bicycle safety materials
3. Pedestrian & bicycle safety videos to be shown at roll call
4. Computer-based pedestrian & bicycle safety training
5. Instructor-led two-day *Pedestrian & Bicycle Safety for Law Enforcement* course

1. The "Enforcement for Pedestrian & Bicycle Safety" brochure contains basic knowledge of pedestrian and bicycle safety and pertinent state statutes. It hopefully would be distributed (print or electronic) to all officers in a department. 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 and local pedestrian and bicycle safety materials available. The Continuum of Training in Pedestrian and Bicycle Safety for Law Enforcement will include a selection of materials that are the best of what is available for officers in the CDTC communities. 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 a two-hour, self-paced, interactive instructional DVD "Enhancing Bicycle Safety: Law Enforcement's Role". This free training was developed by NHTSA and has seven content sections. Officers can perform this training on their down time and completion of the final evaluation prompts a certificate of completion and the achieved score. We will help departments obtain potential continuing education or in-service credits for completing this training.

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; crash investigating & reporting; potential law enforcement partners; and more.

Implementation

CDTC will roll out the Continuum of Training in Pedestrian and Bicycle Safety for Law Enforcement by reaching out to all the law enforcement agencies in the CDTC communities and inviting them to participate in the process. Once the participating agencies have enrolled, the Continuum will start on the following schedule:

Early January, 2012	Letter of introduction and invitation to participate to law enforcement agencies
Mid January, 2012	Welcome letter and "Enforcement for Pedestrian & Bicycle Safety" brochure
February, 2012	Letter with folder of sample national and local safety materials, instructions for ordering materials and information about upcoming two-day training registration

March, 2012	Letter and safety videos for roll call. Information about upcoming two-day training registration will be included.
Early April, 2012	Letter and "Enhancing Bicycle Safety: Law Enforcement's Role" CD with instructions for obtaining continuing education credits. Information about upcoming two-day training will be included.
April/May, 2012	Instructor-led classroom training. Participants will be given information to hold a community enforcement action in their own communities.
May, 2012	Follow-up with participants for feedback on all components.