



Below are the comments we received from the attendees of our Bike Summit II on February 12, 2009 in the area of enforcement:

Enforcement Goal: Make stronger connections between the area bicycling and law enforcement communities

Comments from bike summit attendees:

- Organize LMPD “Ride Alongs” with cyclists; both one on one and in groups
- Encourage LMPD participation in and with local bicycling organizations
- Build a bicycling culture in the police department
- Build bicycling advocacy in the police department; appoint a cycling advocate
- Encourage and organize LMPD ‘Buddy Rides’ with local legislators and government agency reps (Public Works, Traffic, e.g.)
- Make cycling instruction and/or bicycle awareness training a part of officer training
- Create LMPD sponsored “Neighborhood Rides” and include bicycle safety outreach in all Community Resource and School Resource Officer duties
- Create “Safety Town” LMPD event for families (include healthcare)
- Have officers rotate from patrol cars to bicycles Preview the Roll-Call video and LMPD training with the cycling community
- Create “warning cards” for cyclists and *motorists*
- Work towards having a greater share of traffic ticket proceeds returned to the community
- LMPD needs more education about investigating cycling accidents and following-up with hit and run investigations
- Develop a schedule for visible enforcement activity
- Target the majority of enforcement activity around recreation routes, commuter routes, and other high-incident areas
- Survey other cities on relations between police and public on cycling safety
- Give away lights for cyclists who ride at night
- Create a system for email/write-in complaints and respond to complaints
- LMPD could offer bike “road worthiness” inspections
- Create a bike registry for stolen bikes
- Have a bike police presence at drivers’ education classes
- Have police give free helmets to low income riders through coupons that can be redeemed at local bike shops
- Have police pass out reflective strips to riders
- Create a memorable experience by encouraging police to talk to children and follow them home to talk with their parents about safety
- Force police to “lead by example” by having the police follow the laws they are enforcing
- LMPD should hire a cycling liaison; Increase PR of enforcement
- Cyclists should be ticketed
- LMPD website should include links to local cycling clubs

- LMPD should encourage HB-88
- LMPD should develop ways to communicate with immigrant populations
- Add cycling to “Citizen Police Academies”
- LMPD should create a patrol plan for the loop trail
- LMPD should create a divisional liaison for cycling issues
- LMPD should recognize and support paradigm shift to “reclaim and reallocate streets”
- LMPD should monitor newspaper readers’ forum and respond accordingly

Enforcement Goal: Clarify and raise understanding of our laws as they pertain to motorists, cyclists and pedestrians sharing our roads

- Publish the laws (as they pertain to cycling) verbatim
- Distribute in public locations: libraries, schools, in the media: papers, radio, TV, at public events, as a handout, at DMV locations, in all driver education curricula
- Create “Defensive Cycling” class attendance as alternate to fines for citations (with League Certified cycling instructors)
- Plain-clothes police stings that focus on commuter routes and heavily traveled areas
- Make cycling laws a greater part of police training
- Work towards overcoming Jefferson County’s reputation of not enforcing speed limits
- Organize public debates about the tension between the Law and Safety in regard to cycling
- Modify, amend or replace existing laws in order to prioritize safety of all users
- Create instructional DVD that is provided with all new bike sales that is from both the cyclist and motorist perspective
- Require DMV-viewing of bicycle safety video
- Video common problem areas
- Consider changes in law to prioritize safety
- Clarify laws that pertain to cycling
- Work for more effective media coverage
- Create better signage about “sharing the road”
- Create real-world training for children
- Make “share the road” training part of all professional drivers’ training
- Encourage greater enforcement of existing traffic laws (speed zones)
- Distribute more cycling information in pre-driver education and traffic school
- Bike shops should make road rule information available
- Access to state statutes should be made better and easier to attain
- Make communities (as a whole) more aware of existing cycling laws
- Increase information in KY driver’s manual about cycling
- Raise awareness of how litter in bike lanes affects usability
- Increase cycling education within the schools
- Create a “serious” game to educate motorists and cyclists
- Create more advertising (tv, radio, billboards) – On tv, show interactions between bikes and cars
- Create safety / rule card for motorists
- Make bicycle safety a part of KY driving tests
- Make cyclist rules, obligations, and rights clear in a booklet or 1 spot
- Change laws to make drivers more responsible for actions and to allow police to cite and prosecute drivers
- Have police hand out yellow cards to *all* stopped motorists and cyclists
- Increase enforcement in regard to cyclists that break the law
- Add tips to “yellow card” for helmets for adults to improve their safety
- Have Chief (?) emphasize the importance of cycling laws to drivers’ education teachers and school principals
- Create bike safety classes at local bike shops that are specific to certain areas of town

- Use bike rule cards in “Everyone Reads” program – geared towards kids
- Parking Enforcement – “300 Tickets”
- Create cinema “shorts” (PSA’s) for the captive audience (movie goers)
- Create internet pop-ups or other online advertisements
- Use mobile advertising in major cycling corridors
- Include bike rules in classes for ticketed drivers because this is the targeted audience
- Use unique advertising (skywriting, banners, bus advertisements, etc.) during major events
- Distribute “yellow cards” at traffic school
- Clarify rules for cyclists (e.g. How does a group (8-10) of cyclists handle an intersection, as one group or individually?)
- Traffic school should include a cycling component
- KTYC-DMV should make materials less car-biased
- KYTC design deficits should be challenged
- Add cycling to a graduated license program
- Cyclists (clubs?) should embrace responsibility to set example

Enforcement Goal: Improve Safety and Emergency Response on all ‘natural’ trails

- Focus on areas with litter along bike routes; maintain trails!
- Create two-way markings for trails, especially at blind curves
- Make public aware how to contact police in “non-911” violations
- Create “warning cards” for non-road cyclists as well
- Online violation-reporting system should be created
- Increase cyclist accountability
- Poll KIMBA for test ideas
- Create call boxes with a solar powered beacon
- Ensure that cell phone coverage extends to cycling areas
- Post map in parks outlining best emergency access points
- Create bicycle rescue squads
- Evaluate and create remote sites with secured gurneys and medical equipment
- Distribute portable/small beacons for cyclists to carry with them while at parks. If they are not returned to the park, then people know to look for the missing cyclist

Other Ideas

- Create an LMPD bicyclist / pedestrian incident (collision) review committee that meets regularly to analyze data in order to prioritize response
- Create clauses in all public sector contracts for construction and road work requiring alternate pedestrian and bike lanes when the sidewalk or bike lane is closed due to construction
- Create more secure bicycle parking with signage
- Encourage the installation of more bike racks
- Teach people the proper method for using bike racks
- Make helmet use more appealing to children through fashion and comfort