



Action Steps to Bolster Bicyclist Safety

The following action steps are listed in the order in which they are addressed in this report and identified with the icon shown on the left on the page where they are discussed in more detail. They are provided in this format to help states assess their current bicyclist safety programs, policies and practices and take action to bolster bicyclist safety.



Refine crash reports so they capture critical data elements for bicycle-motor vehicle crashes and provide tools and training to help law enforcement capture this data. ([page 13](#))



Carefully review crash data to fully understand the extent of your state's bicycle-motor vehicle crash problem, including who is crashing and why, and develop and implement appropriate and proven countermeasures using the 3 E's delivered through the most cost-effective channels. ([page 13](#))



Partner with businesses and bicyclist, community and civic groups to promote the importance of rider conspicuity and drivers to looking for and giving adequate space to bicyclists. ([pages 16, 17](#)).



Educate the public and the hospitality industry about the dangers of impaired cycling and promote alternatives for getting home safely. ([page 18](#))



Poll bicyclists to gauge their education and training needs. ([page 23](#))



Leverage NHTSA's bicycle safety training and assessment tools. ([page 27](#))



Apply for Section 405(h) and 403 grants, if eligible. ([page 29,30](#))



Coordinate efforts to maximize resources and minimize duplication of efforts to grow Safe Routes to School activities. ([page 31](#))



Establish a dedicated funding source for bicyclist safety initiatives. ([page 32](#))



Partner with bicycling and community-based organizations to deliver safety programs. ([page 33](#))



Promote law enforcement's use of proven technology to enforce safe passing laws. ([page 39](#))



-  **Follow design standards that offer a model for designing safe, attractive and sustainable streets that accommodate and encourage bicycling. ([page 41](#))**
-  **Educate all bicyclists about the proven benefits of helmets with a particular focus on proper fit and the role parents play in modeling their use. ([page 42](#))**
-  **Clarify state laws to address bicycling while impaired. ([page 43](#))**
-  **Allow communities to reduce speed limits or establish slow zones in areas with a history of bicyclist-motor vehicle crashes and in neighborhoods with schools, parks, and day care and senior centers. ([page 45](#))**
-  **Allow the use of automated enforcement to deter speeding and red light running. ([page 45](#))**
-  **Expand distraction initiatives to include bicyclists who may be riding inattentive as well as the danger distracted drivers pose to non-motorist road users. ([page 45](#))**
-  **Develop and enforce an electric powered bicycle policy. ([page 46](#))**
-  **Couple new or improved infrastructure with educational and enforcement strategies that convey why and how the roadway improvement works. ([page 48](#))**
-  **Educate bicyclists and motorists about intersection safety. ([page 49](#))**
-  **Educate policy makers about Complete Streets policies. ([page 50](#))**
-  **Develop and deliver bicyclist safety training to law enforcement officials on traffic safety laws applicable to bicycle safety, to include why bicycle-motor vehicle crashes occur and the importance of serving the most vulnerable roadway users. ([page 51](#))**
-  **Partner with bicycling and community groups prior to conducting enforcement. ([page 53](#))**
-  **Conduct high visibility enforcement coupled with public outreach on high bicycle-motor vehicle crash corridors. ([page 55](#))**
-  **Offer ticket diversion programs for bicyclists and motorists. ([page 57](#))**
-  **Review driver licensing exams for bicyclist safety information and call for inclusion of the Dutch Reach in driver manuals. ([page 58](#))**
-  **Provide bicyclist safety training, resources and information to driver education professionals. ([page 58](#))**
-  **Incorporate on-bike and on-road training components into bicycle education programs for all riders, and develop more widespread and compelling promotion. ([page 60, 62](#))**
-  **Humanize traffic crashes and transportation mode nomenclature. ([page 63](#))**
-  **Use bicycling ambassadors to foster street-level engagement and education with all roadway users. ([page 66](#))**