



Chapter 5

Enforcement

Education
Encouragement
● **Enforcement**
Engineering & Facilities
Evaluation & Planning

Enforcement

Chapter 5

SCORECARD

IS YOUR COMMUNITY BICYCLE-FRIENDLY?

Do law enforcement officers receive training on the rights and responsibilities of all road users? **YES!**

Does your community have law enforcement or other public safety officers on bikes? **YES!**

Do local ordinances treat bicyclists equitably? **NO**

In the past 10 years, more than 2,000 motor vehicle crashes involving bicycles and pedestrians were reported to the Virginia Beach Police Department. There is additional conflict between cyclists and pedestrians on shared-use paths and on the boardwalk. Many of these crashes could have been prevented if everyone followed the rules, sharing the road and sharing the trail. Unfortunately, people do not always know the laws pertaining to cyclists and pedestrians, or they choose not to obey them.



Photo courtesy of www.pedbikeimages.org / Mike Cynecki

Goals and Implementation Tasks

Goal 5.1: Road safety, especially for cyclists and pedestrians, will improve due to enhanced enforcement of traffic laws.

A TOP-PRIORITY GOAL

Task 5.1.1: Enhance the bike/pedestrian module in the Training Academy curriculum.

The Virginia Beach Police Department provides training related to crash investigations and follows up with training bulletins.

- Work with the Police Department to evaluate and enhance training on traffic laws related to bikes and pedestrians.

Task 5.1.2: Increase enforcement at locations with a disproportionately high number of bicycle and pedestrian crashes.

Targeting enforcement efforts at high crash areas is an effective use of limited enforcement resources. Review crash data regularly and look for trends in bicycle and pedestrian crash locations. Work with the Police Department to protect the safety of all people in the Resort area without detracting from the festive atmosphere.

Task 5.1.3: Focus enforcement efforts on behaviors that pose the greatest safety risk.

This includes giving warnings and tickets to non law-abiding cyclists and pedestrians as well as motorists. Riding the wrong way, not obeying traffic signs and signals, and crossing the street mid block create unsafe conditions for all road users.

Goal 5.2: Criminal activity will decrease along bikeways and trails.

Bikeways and trails can be targets for criminal activity, in part due to the vulnerability of their users. Increased patrolling, maintenance of problem areas, and a volunteer trail watch program can reduce crime and encourage more people to use the facilities.

Task 5.2.1: Conduct Crime Prevention Through Environmental Design (CPTED) assessments of bikeway and trail facilities.

Include the Crime Prevention Unit of the Police Department during the review process of planned bikeway and trail facilities, and work with the Crime Prevention Unit to conduct CPTED assessments of trouble spots of existing facilities.

Task 5.2.2: Maintain vegetation and site furniture to discourage hiding.

Work with Landscape Management, Public Works, and other City agencies to minimize hiding places for criminals. This could include trimming low branches and other encroachments into the path clear zones.

Goals describe desirable end results or conditions towards which we will strive, and **Tasks** describe the actions that will help us achieve those goals.

public comments

["For safe cycling to exist in our city we need both awareness and fairness in enforcement of vehicle laws."]

["Enforce laws for cyclists riding the wrong way or against lights. Ticket them."]

["Make pedestrians and their safety a priority. Ticket drivers who put them in danger."]

["I use the Norfolk Avenue bike path daily. I am extremely concerned with the safety issues in this area."]

["On some walkways overgrowth of bushes and trees make it unsafe or dangerous--no room on sidewalks, too many places for people to hide."]

A TOP-PRIORITY GOAL



Photo courtesy of www.pedbikeimages.org / Dan Burden

public comments

["Please punish and fine drivers who have collisions with cyclists or pedestrians."]

["Distracted drivers (on phone - texting or talking) are a safety concern."]

["Spread awareness of the laws already on the books."]

["I see bicycle riders violating traffic laws and vice versa and then each group becomes frustrated with the other."]

["The public should be made more aware of the laws concerning biking/walking, like wear a helmet, etc."]

Task 5.2.3: Design and Implement a Trail Watch Program.

Anchorage, Alaska developed a program called Trail Watch to allow concerned citizens to actively improve the safety of the trails in their community. The program consists of a volunteer trail watch program, trail maintenance reporting system, enhanced signage, and training on how to report crime on paths. This program could be implemented in areas where there is a high degree of citizen concern.

Goal 5.3: Changes in traffic laws will improve conditions for all road users, including cyclists and pedestrians.

Distracted behavior, such as talking on a cell phone and texting, threatens the safety of all road users, especially bicyclists and pedestrians.

Task 5.3.1: Work with other localities and stakeholder groups towards several changes in Virginia law and policy.

- Motorists should be required to exercise "due care" in the operation of motor vehicles. This is part of the Uniform Vehicle Code and is included in the laws of 46 states, but not in Virginia.
- Distracted driving should be reduced. Laws and regulations should prohibit improper use of cell phones and other electronic devices, as well as other risky distractions.
- Motorists should be required to allow a margin of at least three feet when passing vulnerable road users, such as cyclists, pedestrians and equestrians.

Task 5.3.2: Market anti-distracted driving campaign.

The U.S. Department of Transportation has created an anti-distracted driving campaign (distraction.gov) that encourages drivers to pay attention to the road. Feature information from this program on the City's website and other communications resources.

Goal 5.4: Bike-ped safety will improve due to increased public information.

This goal relates back to the Education goals, especially Goal 3.3.

Task 5.4.1: Develop and distribute a card with traffic laws and safety tips.

Feature state and local laws along with safety tips on a convenient card that could be printed at a minimal cost. Distribute the cards to police officers, local businesses, and schools.

Task 5.4.2: Develop bicycle safety Public Service Announcements and videos with the Virginia Beach Police Department.

Other cities, including Greensboro, NC and Chicago, IL have created bike-ped safety videos starring local police officers.

- Identify funding sources to cover production costs.
- Work with the Police Department to plan and direct the videos.

Policies and Priorities

This section summarizes the Policies & Priorities that flow from the Goals and Tasks described in this chapter. The Top Priorities are listed together in the Executive Summary.

Policies

One new City-wide policy is to implement the Goals and Tasks of this chapter.

- Police training should include a bike-pedestrian module.

One new City-wide policy related to Enforcement is needed or recommended to implement the Goals and Tasks of other chapters.

- Prohibit the parking of motor vehicles in bike lanes.

Three policies are needed or recommended that must be addressed at the state level. Virginia Beach's legislative team should work with other localities and stakeholder groups to advocate state policies and laws along these lines.

- Motorists should be required to exercise "due care" in the operation of motor vehicles. This is part of the Uniform Vehicle Code and is included in the laws of 46 states, but not in Virginia.
- Distracted driving should be reduced. Laws and regulations should prohibit improper use of cell phones and other electronic devices, as well as other risky distractions.
- Motorists should be required to allow a margin of at least three feet when passing vulnerable road users, such as cyclists, pedestrians and equestrians.

Priorities

This chapter contains two Top-Priority Goals:

- "Goal 5.1: Road safety, especially for cyclists and pedestrians, will improve due to enhanced enforcement of traffic laws."
- "Goal 5.3: Changes in traffic laws will improve conditions for all road users, including cyclists and pedestrians."

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