



RECONNECTING TO THE NEW MAJORITY

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- » Policy Director at the League
- » @kenmcl

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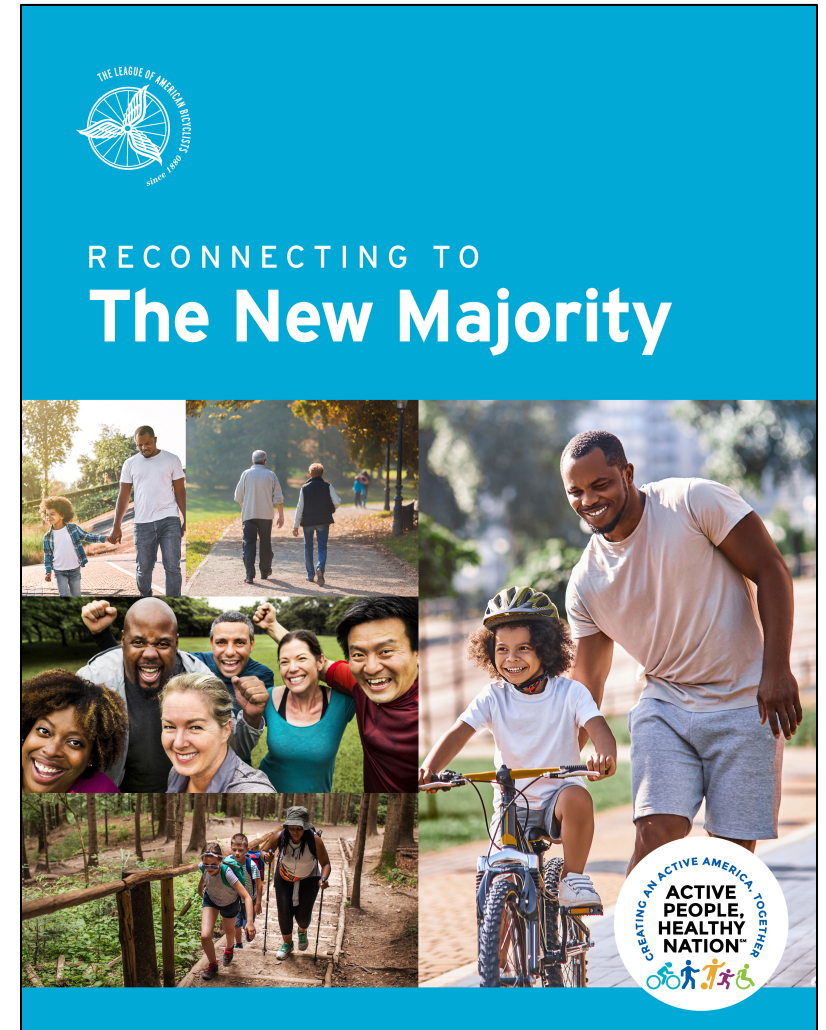
- » Founder & CEO at Equitable Cities
- » @ctbrown1911

» **Amelia Neptune**

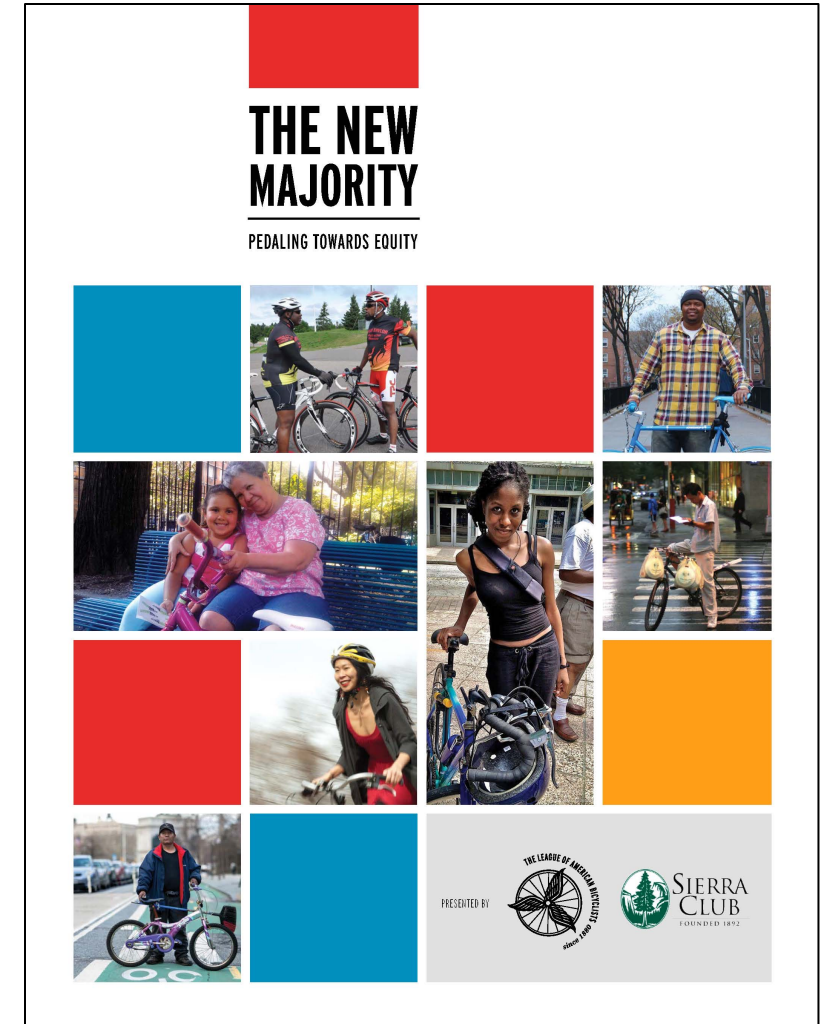
- » Bicycle Friendly America Director at the League
- » @Neptuna



- » Since 1880
 - » OUR MISSION is to lead the movement to create a Bicycle Friendly America for everyone.
- » EVERYONE is incredibly important and cannot be achieved without equity
 - » In 1894 the League banned people of color
 - » Revoked in 1999 under League President Earl Jones
- » Learn More:
 - » [Equity History](#) by Hamzat Sani
 - » [United Spokes](#) by Adonia Lugo and Naomi Doerner

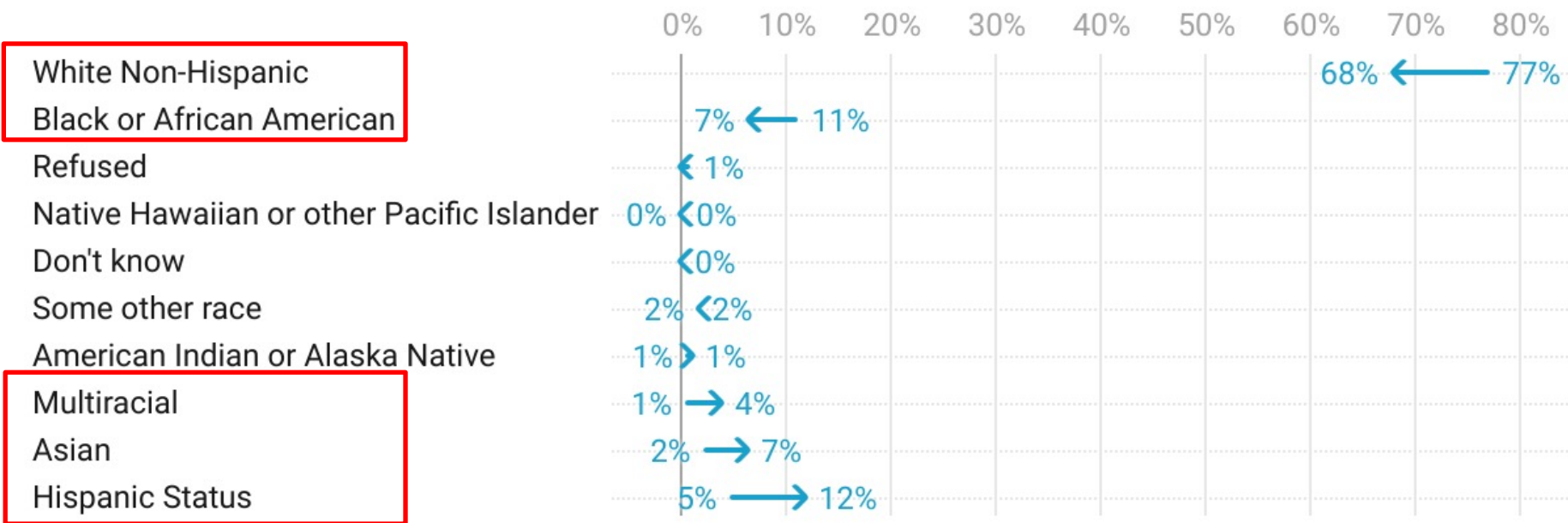


- » “The New Majority” was published in 2013 and kickstarted the League’s Equity initiative
 - » Goals with “Reconnecting” include updating data and recommitting to work
- » Equity initiative at League from 2013-15
 - » [Current equity work and past reports](#)

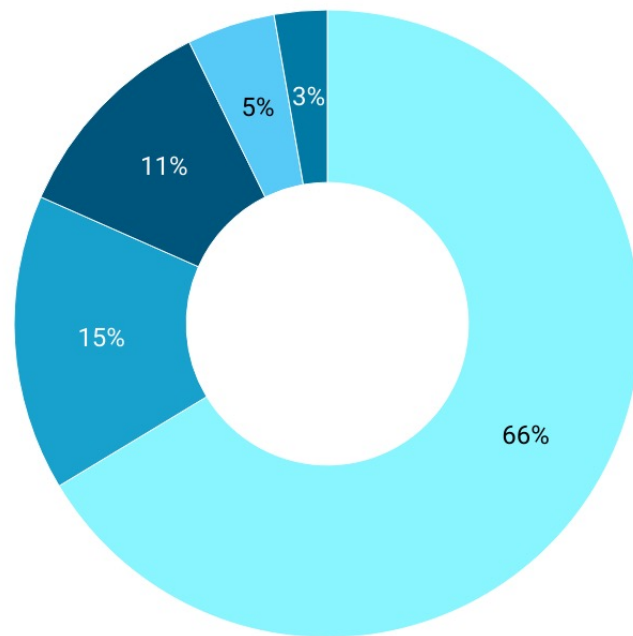
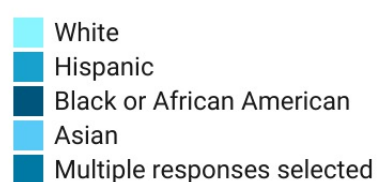


Change in Percent of Bike Trips by Racial/Ethnic Identification

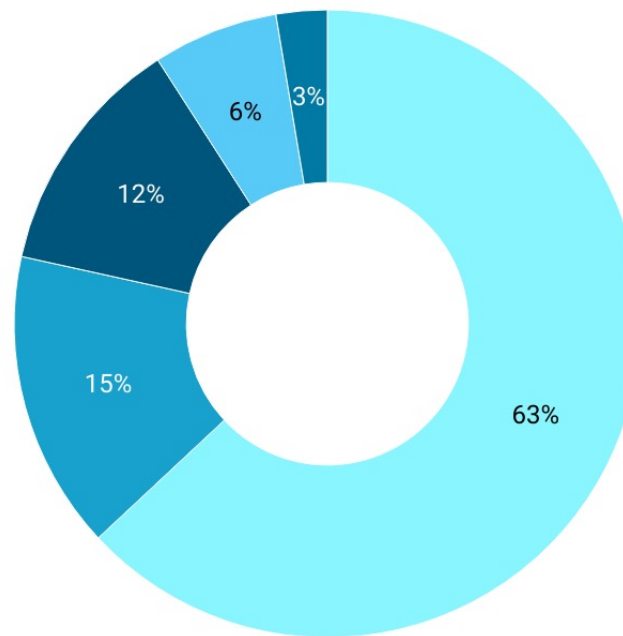
National Household Travel Survey data from 2009 and 2017 shows several changes in the racial and ethnic makeup of people taking bicycle trips. While overall trips decreased slightly during this period, people who identified as Hispanic, multiracial, and Asian increased their share of bike trips.



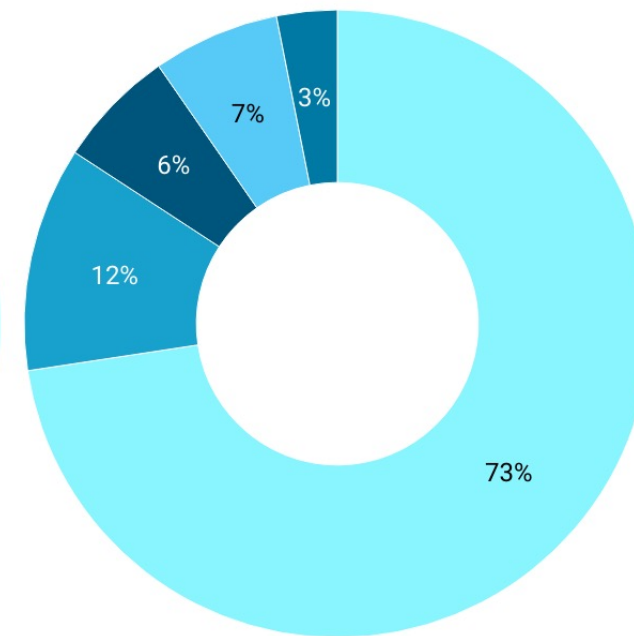
Percent of Trips by Race/Ethnicity



All Modes of Travel



Walk



Bicycle

Years of Premature Life Lost by Race/Ethnicity in Bicycle Crashes

Difference in Years of Potential Life Lost for years 2009-2013 and 2015-2019.



Data shown is for Age-Adjusted Years of Potential Life Lost per 100,000 people, which is based on years of life lost before age 65: https://www.cdc.gov/injury/wisqars/fatal_help/index.html#ypll

Chart: The League of American Bicyclists • Source: CDC WISQARS • Created with Datawrapper

- » Polling suggests that Black people are some of the strongest supporters of bicycling improvements
- » “My community would be a better place to live if bicycling were safer and more comfortable.”
 - » General improvement in support: From 2/3rds in 2012 to 78% agree in 2020

Strong Agreement with "My community would be a better place to live if bicycling were safer and more comfortable"

■ 2012 ■ 2020

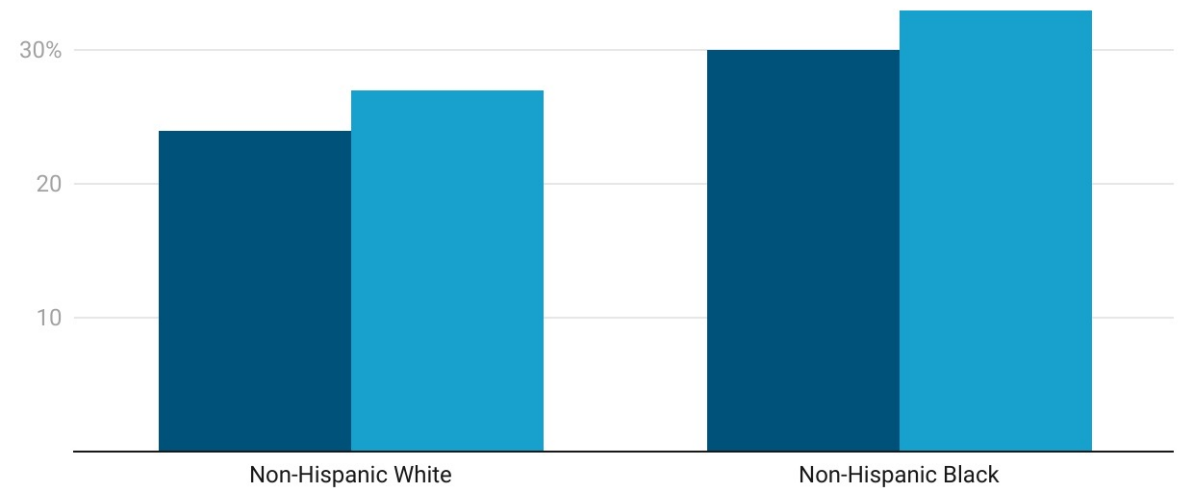


Chart: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

Agreed - "Would Make Me Ride My Bike More Often"

More bike lanes and trails Secure bike parking People to Bike With Learning more about safe riding skills
Less concern over interactions with police

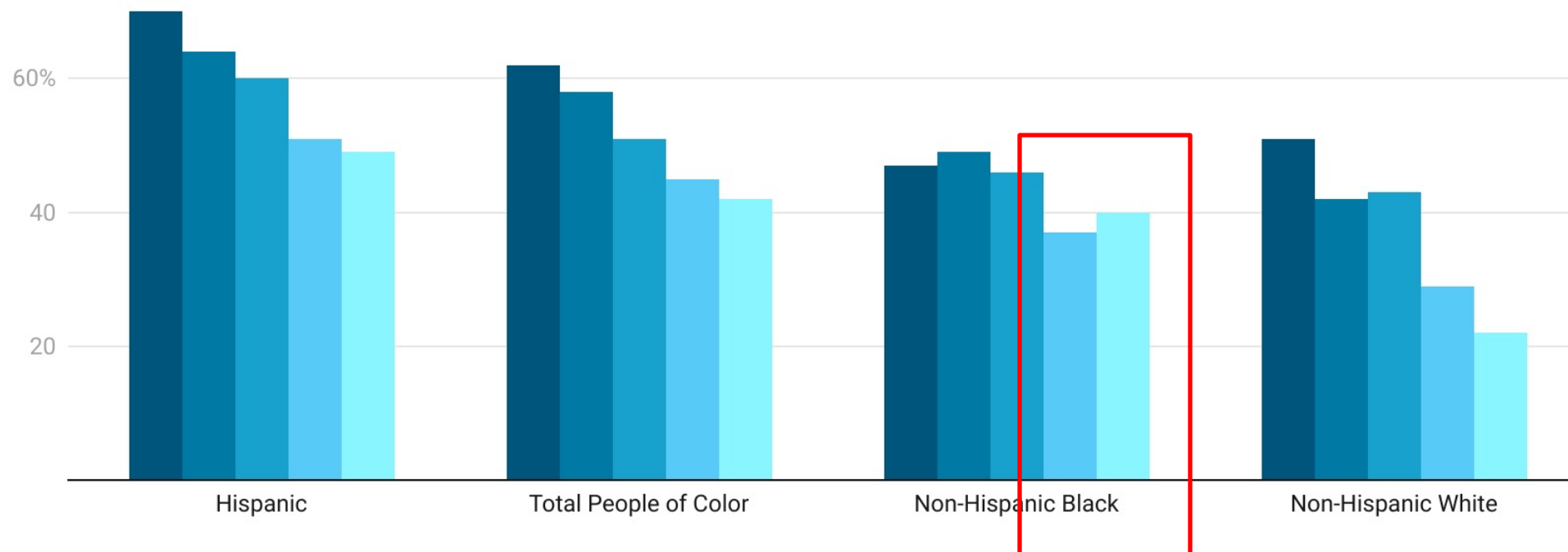


Chart: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

LARGE DIFFERENCE BETWEEN YOUNGER AND OLDER

Agreed - "Would Make Me Ride My Bike More Often"

More bike lanes and trails Secure bike parking People to Bike With Learning more about safe riding skills
Less concern over interactions with police

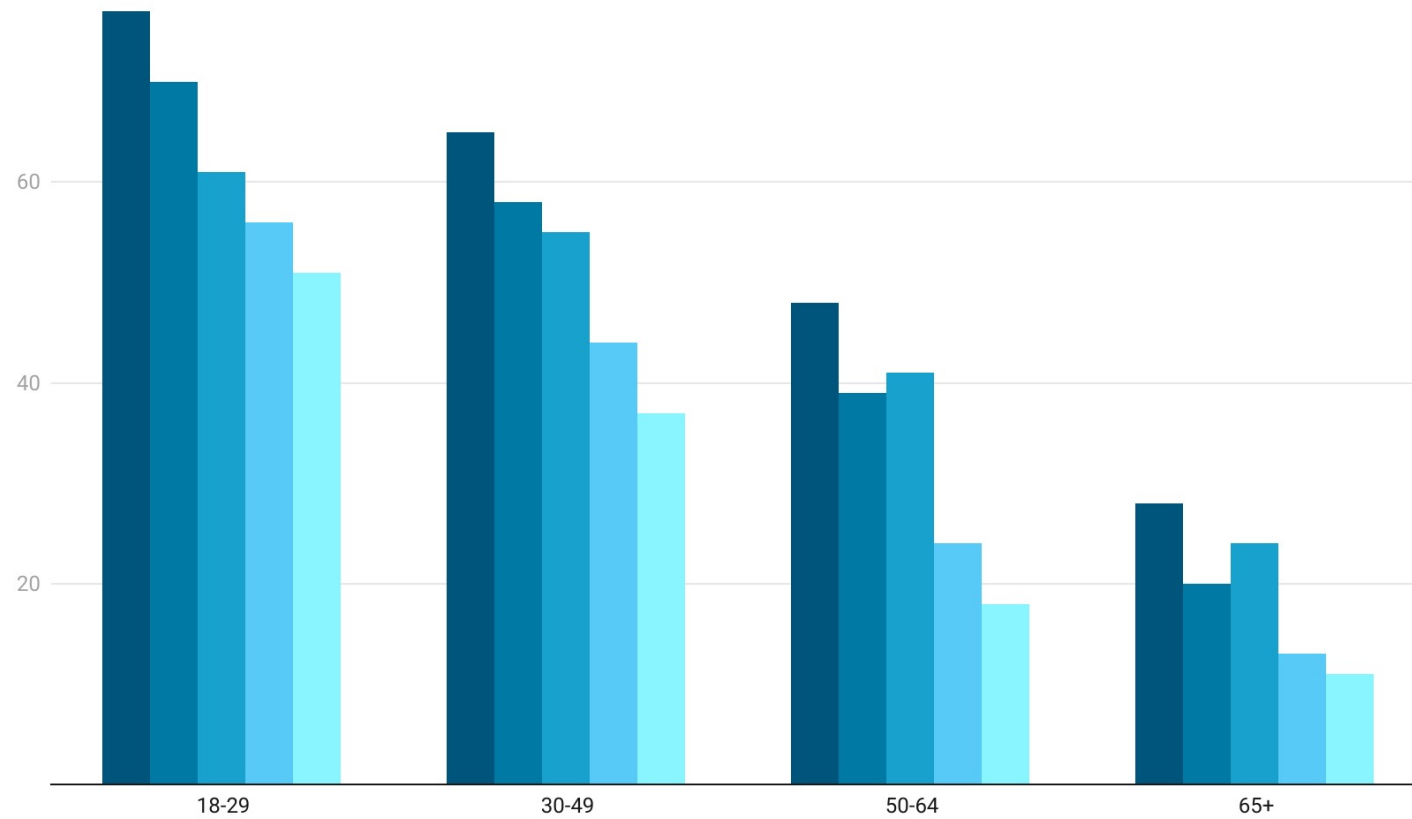


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THE LEAGUE » BICYCLE FRIENDLY AMERICA

BILL HOAGS
BIKE BLVD
city of san luis obispo



**BICYCLE FRIENDLY
STATE**



**BICYCLE FRIENDLY
COMMUNITY**



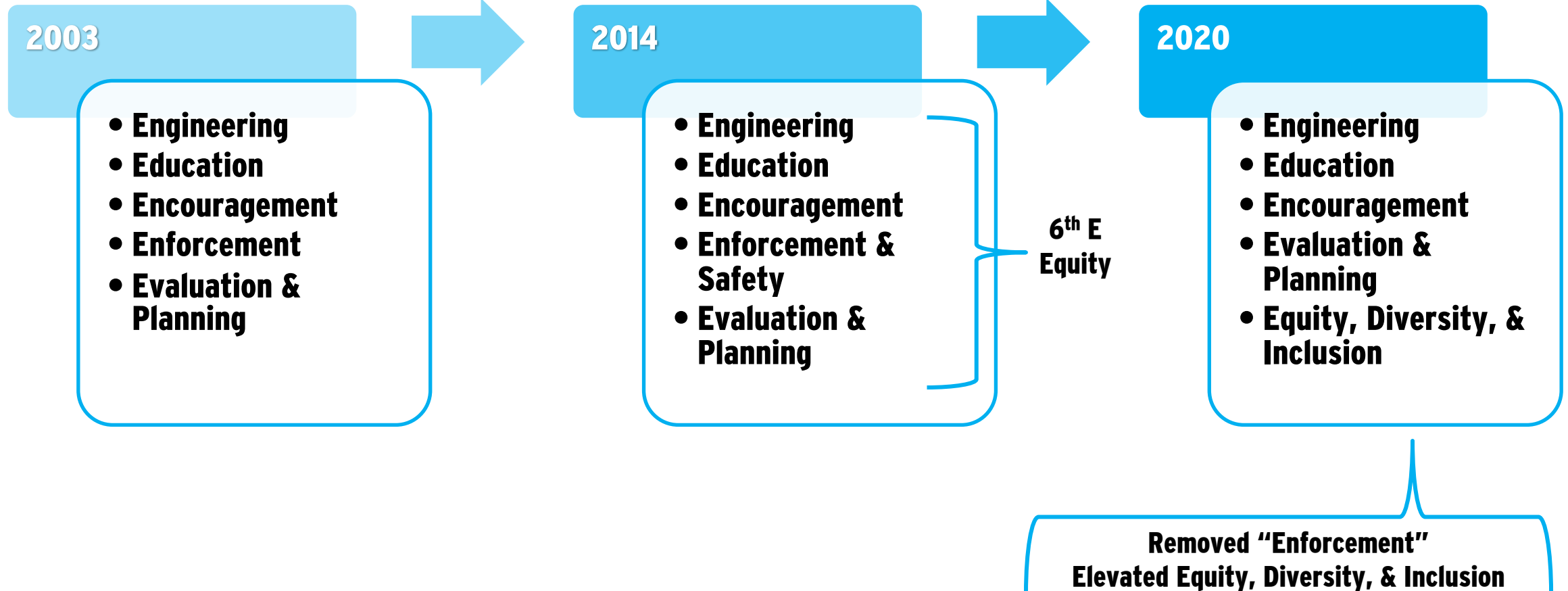
**BICYCLE FRIENDLY
BUSINESS**



**BICYCLE FRIENDLY
UNIVERSITY**



Bicycle Friendly America 5 E's Criteria History





Removing the Enforcement “E”

■ Learn more:

- bikeleague.org/5-Es
- bikeleague.org/enforcementFAQs
- WATCH: bit.ly/NBS21_EnforcementTownHall

BFA ENFORCEMENT FAQs

Q: Enforcement is no longer one of the 5 ‘E’s, will my community lose credit because police implement bicycle safety programming?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, should I stop working with police as an LCI or advocate?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, does that mean the League of American Bicyclists does not support policing?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, does that mean the League of American Bicyclists no longer promotes each bicyclist’s right to the road?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, does that mean the League of American Bicyclists does not believe in traffic safety?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, how can my organization support shifting local conversations towards engineering solutions to traffic safety issues?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, how can we partner with police to increase law enforcement’s understanding of bicycling?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, how can I share this with our city engineering staff and/or Bike Advisory Committee?	[+]
Q: Enforcement is no longer one of the 5 ‘E’s, what about unarmed or non-police law enforcement?	[+]

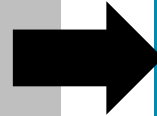
ENFORCEMENT RESOURCES FOR BFCS & ADVOCATES

Statements from the League	[+]
Statements from other Biking & Walking Organizations	[+]
Promoting Fair & Equitable Traffic Law Enforcement	[+]
Data & Research on Policing and Traffic Enforcement	[+]
Alternatives & Solutions	[+]
Educational Resources for Police and Traffic Law Enforcement Partners	[+]



GOAL: REMOVE THE PRESUMPTION/NECESSITY OF POLICE INVOLVEMENT IN BIKE SAFETY ACTIVITIES

BEFORE:
ENFORCEMENT >>
Public Outreach



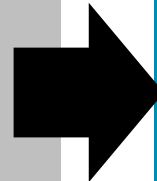
AFTER:
ENCOURAGEMENT >>
Access to Bicycle Equipment & Repair Services

E3. What other public or private bicycle safety programs are in place?

Check all that apply.

- ☐ Helmet giveaways
- ☐ Light giveaways
- ☐ Volunteer trail watch programs/patrols
- ☐ Other*
- ☐ None of the above

***E3a. If other, please describe.**



D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Check all that apply.

- ☐ Helmet giveaways or subsidy program
- ☐ Light giveaways or subsidy program
- ☐ Lock giveaways or subsidy program
- ☐ Bicycle giveaways or subsidy program
- ☐ Low-cost or no-cost bicycle tune-up/maintenance program
- ☐ Other bicycle-related giveaway or subsidy programs*
- ☐ None of the above

***D11a. If other, please describe.**

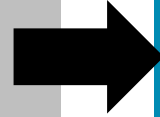


GOAL: REMOVE THE PRESUMPTION/NECESSITY OF POLICE INVOLVEMENT IN BIKE SAFETY ACTIVITIES

BEFORE:

ENFORCEMENT >>

Crash & Fatality Reporting



AFTER:

EVALUATION & PLANNING >>

Evaluating & Improving Safety Outcomes

E10. Do police officers report bicyclist crash data?

- ☐ Yes*
- ☐ No



F16. Does your community collect and track bicyclist crash data?

- ☐ Yes*
- ☐ No

***E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)**

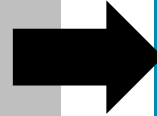
***F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)**



GOAL: INCREASE TRANSPARENCY AND ACCOUNTABILITY IN POLICING AND ENFORCEMENT PRACTICES

BEFORE:

ENFORCEMENT >> Bicycle-Related Enforcement Practices and Programs



AFTER:

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

E8. How does your community use traffic citation data?

Check all that apply.

- ☐ Raw data is published and made available to the public on a regular basis
- ☐ Analysis and reports are published and made available to the public on a regular basis
- ☐ Data is only available to the public by FOIA request
- ☐ Analysis and reports are developed but not shared/ are only used internally
- ☐ Data/reports are shared with transportation agencies to improve infrastructure
- ☐ Data is not collected
- ☐ Unknown



F23. How does your community ensure transparency and accountability regarding traffic law enforcement?

Check all that apply.

- ☐ Officials are required to report all traffic enforcement stops made of motor vehicle drivers
- ☐ Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc.
- ☐ Demographic information is collected as part of all traffic stop data that is reported
- ☐ Demographic information is collected for all traffic-related citations and arrests
- ☐ Real-time reporting of traffic enforcement data is made available to the public
- ☐ Raw data is published and made available to the public on a regular basis
- ☐ Data summaries, analysis, or reports are published and made available to the public on a regular basis
- ☐ Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports*
- ☐ Data is only available to the public by FOIA request
- ☐ Analysis and reports are developed but not shared/ are only used internally
- ☐ N/A - Data is not collected
- ☐ Other**
- ☐ Unknown

***F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.**

****F23b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

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- ☐ **Officials are required to report all traffic enforcement stops made of motor vehicle drivers**
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- ☐ N/A - Data is not collected
- ☐ Other**
- ☐ Unknown

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****F23b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.**



GOAL: INCREASE TRANSPARENCY AND ACCOUNTABILITY IN POLICING AND ENFORCEMENT PRACTICES

NEW QUESTIONS

EVALUATION & PLANNING >> Evaluating & Improving Safety Outcomes

F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

(Open-ended)



INTEGRATING EQUITY IN BFC: NEXT STEPS

- BFC Application Currently Offline through May 2022 for updates
- Research partnerships and outreach to existing & aspiring BFCs & bike advocates in Spring 2022
 - Get Involved: bit.ly/BFC_equity_signup or email comments to bfa@bikeleague.org
- Will be previewing BFC application updates at 2022 National Bike Summit



INTEGRATING EQUITY IN BFC: NEXT STEPS

- **Representative Public Surveys**
- **Bike Network Equity Index / Equity overlay analysis of bike infrastructure**
- **Racial Equity Action Plans**
- **EDI Staff & Committees involvement in biking**
- **Support for BIPOC-led education and encouragement**
- **Baseline and tracking of equity data**
- **Equity goals**

Focus group was clear about what investing in bicycle infrastructure should mean - it should mean building safe, separated, high-quality infrastructure that also recognizes the multimodal nature of people who will bike, walk, take transit, and drive in their communities

More Bike Lanes and Trails would make me ride my bike more often

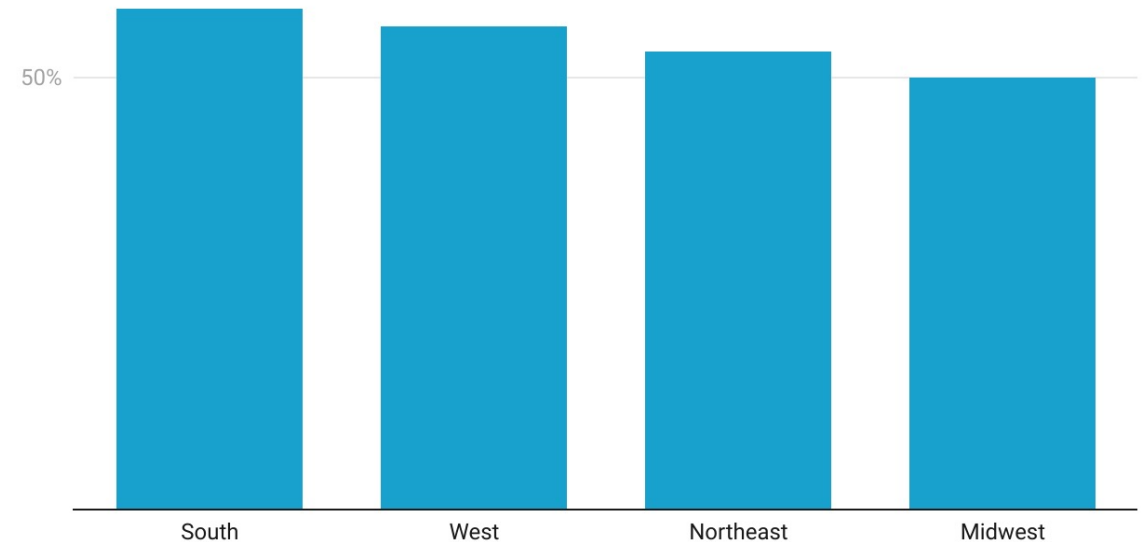
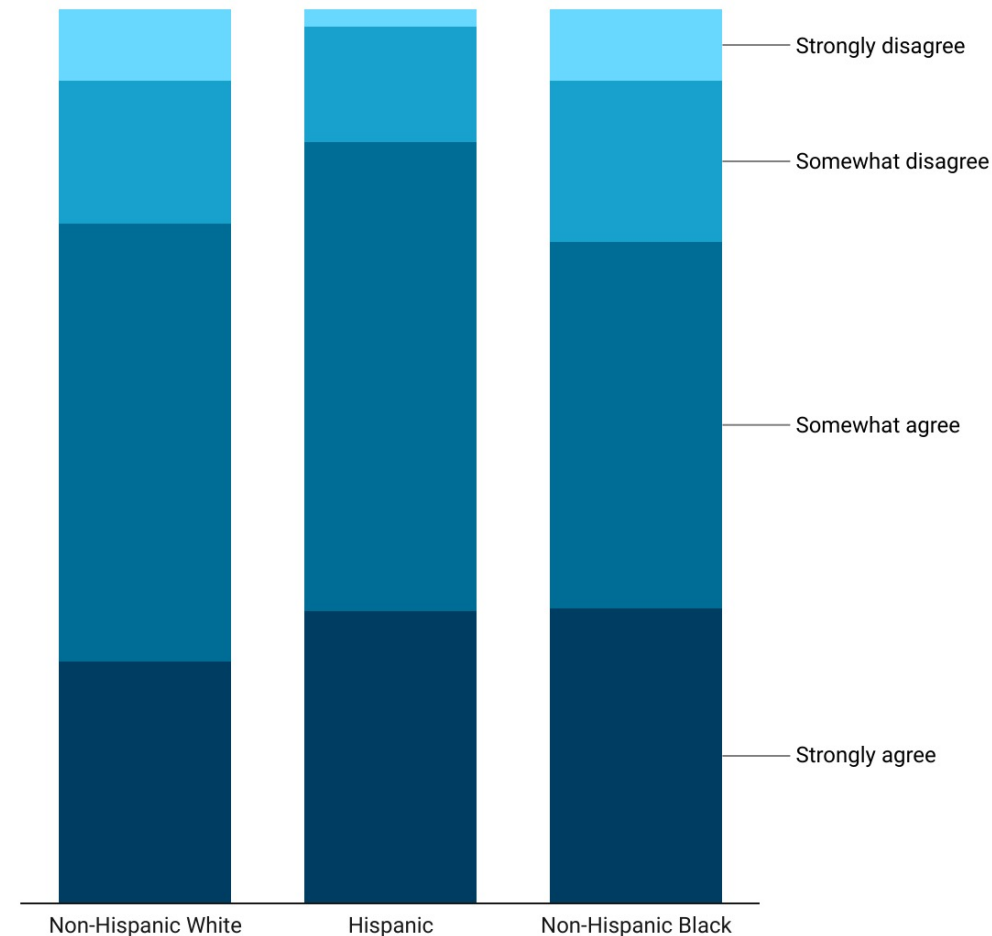


Chart: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

Identified need for research showing high-quality bicycle infrastructure in a Black community and its effects on that community over 5-10 years, to account both for potential displacement and community adaptation to the infrastructure. Research on historical investments in bicycle infrastructure in white vs. Black or brown neighborhoods were also identified as an area of interest.

Agree with "My community would be a better place to live if bicycling were safer and more comfortable."



The League's framing could be interpreted to be saying that concern for police interaction is the problem rather than police violence being the problem. It is important to clarify that the League is concerned with police violence, and that police violence is associated with armed traffic law enforcement

Less concern over interactions with police would make me ride my bike more often

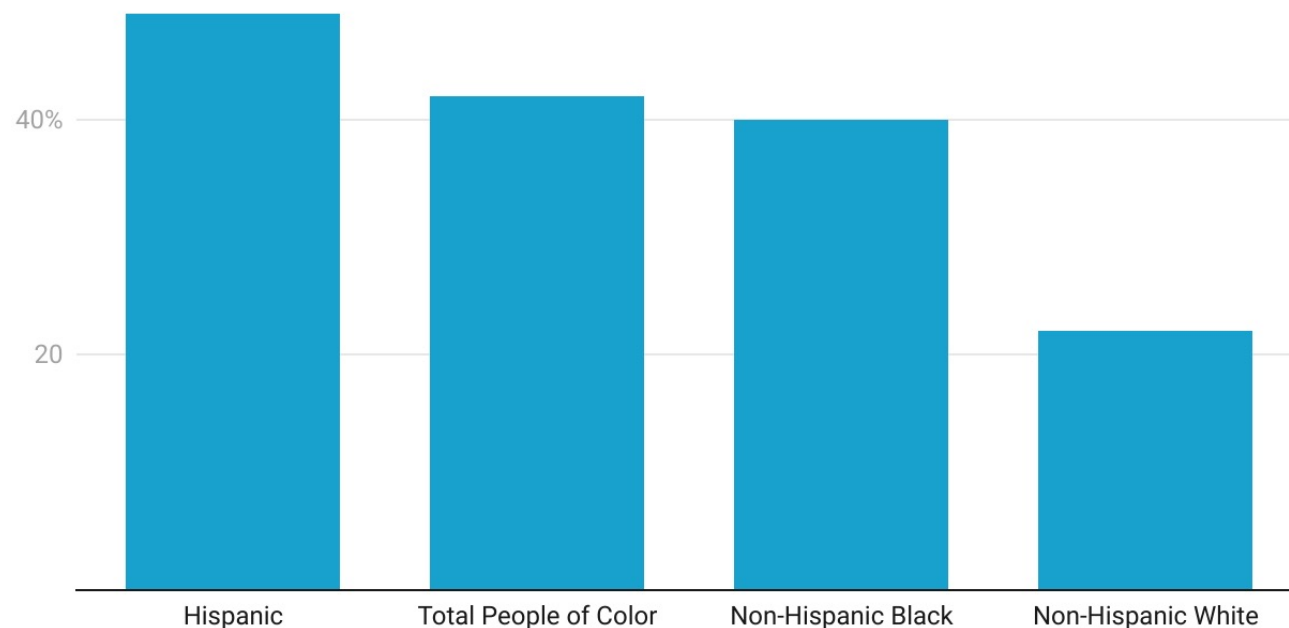


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Traffic Enforcement is the most common form of police-initiated contact and disproportionately affects Black people. A 2018 report by the Department of Justice found that “being a driver in a traffic stop was the most common form of police-initiated contact” and that “Blacks were more likely to be pulled over in traffic stops than whites and [Latinos].”

Fatal Police Shootings Of Unarmed Black People Reveal Troubling Patterns

January 25, 2021 · 5:00 AM ET

Heard on [Morning Edition](#)



CHERYL W. THOMPSON



**More than a quarter of the killings
occurred during traffic stops**

There was strong support for the idea that more ticketing should not positively affect Bicycle Friendly Community (BFC) award decisions, and that racial disparities in ticketing should negatively affect BFC award decisions.

Most focus group participants favored engaging with law enforcement and traffic safety groups as part of advocating for changes in police practices and safer street designs.

Less concern over interactions with police would make me ride my bike more often

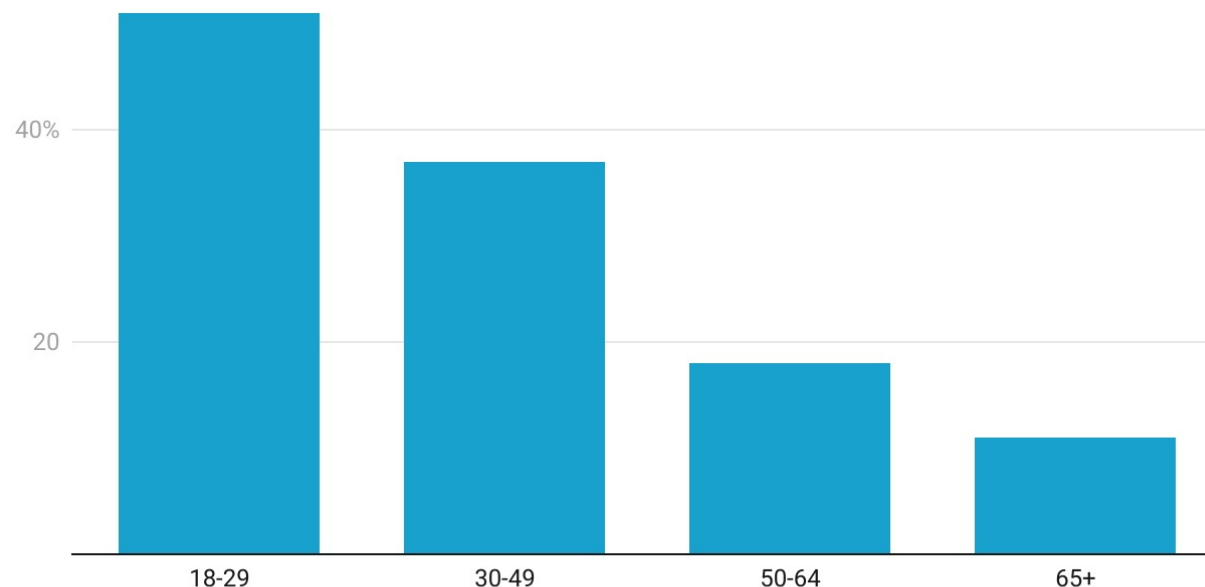


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QUESTIONS

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