

DRAFT Resolution for BAC

RE: Enforcement and bicycle motor vehicle crashes:

Whereas, the City of Minneapolis takes a comprehensive approach in its Bicycle Master Plan to being a bicycle friendly city that includes enforcement, and

Whereas, in 2012, the Minneapolis Police Department (MPD) expressed great interest in participation in a 2013 enforcement campaign that would support the results of the pending of the city of Minneapolis bicycle crash report, and

Whereas, the bicycle crash report concluded with recommendations including one that drivers look for and see bicyclists, and

Whereas, on March 30<sup>th</sup> 2013, when a bicyclist was killed in a crash with a drunk driver and with an investigation and court case pending, MPD made a public statement to the media that framed the public perception and conversation of that crash that suggested the bicyclist might have avoided the crash or its result with lights and a helmet but was not quoted saying anything about the driver's choice to drive while intoxicated:

The Minneapolis Bicycle Advisory Committee strongly urges the Minneapolis Police Department to follow through on its engagement and create an enforcement campaign around motorists seeing bicyclists. The MPD should work closely with the Department of Public Works on that campaign and reach out to other community partners including advocates and the friends of the victim who have since raised funds to provide lights to bicyclists who need them. Furthermore, the BAC strongly urges that MPD officers receive at least annual training on the bicycle rules of the road, bicycle safety, and for those officers who act as department spokespeople, training on public responses to crashes so that if there is no clear fault or investigations are pending, either two-sided advice is given or no advice is given to prevent public misinterpretation of facts surrounding crashes, including blame and fault.