

LEGISLATIVE RESEARCH COMMISSION

REPORT
TO THE
1979
GENERAL ASSEMBLY OF NORTH CAROLINA



BICYCLE REGISTRATION

RALEIGH, NORTH CAROLINA

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STATE OF NORTH CAROLINA
LEGISLATIVE RESEARCH COMMISSION
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January 10, 1979

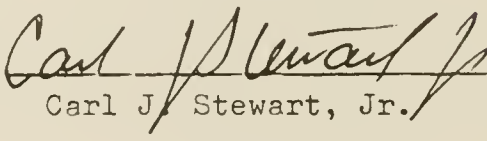
TO THE MEMBERS OF THE 1979 GENERAL ASSEMBLY:

The Legislative Research Commission herewith reports to the 1979 General Assembly of North Carolina on the matter of Bicycle Registration. The report is made pursuant to Senate Joint Resolution 652 (Resolution 77) of the 1977 General Assembly.

This report was prepared by the Legislative Research Commission Committee on Bicycle Registration, and it is transmitted by the Legislative Research Commission to the members of the 1979 General Assembly for their consideration.

Respectively submitted,


John T. Henley


Carl J. Stewart, Jr.

Co-Chairmen

Legislative Research Commission

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PREFACE

The Legislative Research Commission, authorized by Article 6B of Chapter 120 of the General Statutes (G.S. 120-30.17(6)), is a general purpose study group whose duties are that of making or causing to be made, upon the direction of the General Assembly, "such studies of and investigations into governmental agencies and institutions and matters of public policy as will aid the General Assembly in performing its duties in the most efficient and effective manner."

By Senate Joint Resolution 652 (1977 Session Laws, Resolution 77), the Legislative Research Commission was directed to study the "feasibility of establishing within North Carolina a bicycle registration or similar program". The resolution is reproduced as Appendix C.

By the terms of the resolution, the Committee Study was encouraged to focus on registration programs conducted by local governments in North Carolina and those in other states, bicycle theft, and preparation of "bicycle registration or similar programs which would effectively meet the intended purposes of deterring bicycle thefts, increasing the return rate of recovered stolen bicycles, and aiding in the expedient identification of bicyclists injured in traffic accidents while not generating an economic burden greater than the benefits derived." In order to accomplish these tasks, Senator Vernon White, as a Member of the Legislative Research Commission, was appointed

Research Commission Member responsible for the study.

Representative William A. Creech* and Senator McNeill Smith were appointed Co-Chairmen. The other Members appointed were Representative George A. Hux, Representative LeRoy P. Spoon, Jr., Senator James D. McDuffie, and public Member Captain Roy Shoaf of the Winston-Salem Police Department. The Legislative Services Office provided staff assistance to the Committee for this study.

The persons who appeared before the Committee are listed in Appendix D. The minutes of the Committee meetings reflect the statements and discussions at each meeting, and are available in the Committee files.

*Now Senator

PROCEEDINGS

The Legislative Research Commission's Committee on Bicycle Registration (hereafter referred to as the Committee) held three meetings during the course of its deliberations.

At its meeting of November 22, 1977, the Committee was informed that subsequent to the passing of the Senate Joint Resolution, the North Carolina Department of Transportation had sought and received a grant from the National Highway Safety Program of the U. S. Department of Transportation to cover the areas proposed for study by SJR 652.

The Committee determined that with a federally funded grant underway, undertaken by professional staff at the Research Triangle Institute (RTI), it did not wish to spend money duplicating research efforts, but instead would use the RTI findings as a foundation for recommendations to the General Assembly.

At the second meeting on October 19, 1978, the Committee heard a presentation of the draft report which RTI was submitting to the North Carolina Department of Transportation. The Committee discussed existing public and local legislation on bikeways and bicycle use and regulation (See Appendices E, F and G).

After the presentation by Michael Connelly and Elizabeth Lofton of RTI, the Committee discussed the necessity and goals of a bicycle registration program.

The Committee discussed two systems presented by the RTI consultants (a voluntary statewide system used in Minnesota,

with a local option, and a purely local option system used in California). The Committee asked the consultants to obtain additional data on accidents and theft, and better cost estimates.

At the third and final Committee meeting on December 15, 1978, the Committee received the "North Carolina Bicycle Registration Study", from RTI, the body of which is contained in Appendix H of this report.

Committee Counsel Gerry Cohen, at the direction of Senator Creech, presented legislative proposals modeled after the California and Minnesota programs (See appendix pages H - 31 to H - 37).

Senator White suggested that a uniform numbering system for bicycles be developed, as has been proposed for farm vehicles. The Committee decided to work from Alternative 2 (California System) as its basis, but to stress a voluntary program that was the most cost effective.

The Legislative proposal approved by the Committee centers on three main understandings

(1) That bicycle registration should be conducted on a local option basis by cities and counties, but with state standards as to the records to be kept. This will allow for easy interchange of information between jurisdictions having registrations programs. Proposed G.S. 20-171.3 requires all local governments use state standardized forms, and state decals or identifying system, if Department of Transportation decides to use a separate numbering system. G.S. 20-171.4 standardizes the record keeping. G.S. 20-171.8 gives local governments which have existing programs on October 1, 1979, a grace period until January 1, 1981, to bring their systems into compliance with the new act.

(2) That local registration programs should be conducted

on a voluntary basis. Proposed G.S. 160A-309 and G.S. 153A-244 make it clear that the general law authorizes only voluntary programs. However, in G.S. 160A-309(b), the Committee recognized that some communities already have mandatory programs. If the mandatory program is implicitly or explicitly authorized by the local charter or local act, the mandatory nature of the program may continue, but the program itself must come under the uniform state guidelines. (See Appendix F. for examples.) By using the terms residence or domicile in its proposed legislation, the committee intends that registration be open to any person living in the jurisdiction.

(3) That one of the most successful means of recovery of stolen property is through the State PIN Network, a computerized system. This system works most effectively if all property bears an identifying serial number which the owner knows. Proposed G.S. 20-171.6 requires that all new bicycles sold in the state by dealers after December 31, 1980, must have legible serial numbers stamped in them. Passage of a similar statute by the California Legislature imposed a similar requirement effective January 1, 1977 (Cal. Vehicle Code §39007). Passage of the North Carolina statute imposes no new burdens on manufacturers not already imposed in California. Because of the California law, compliance became nearly nationwide. The term "design and format for the bicycle registration numbers" in proposed G.S. 20-171.9 leaves open to the Department of Transportation the question of whether stickers, decals, tags, or simply a number is to be given to the registrant.

In order that the purchaser have a record of the serial number, G.S. 20-171.5 requires the retailer to write the serial number, year, make and model of the bicycle on the sales check or receipt. This requires no special forms or record keeping on the part of retailers, but guarantees that purchasers who keep their sales receipt will have a record of the serial number in case the bicycle is stolen. This provision is modeled after California Vehicle Code §39006.

The Committee also voted in Section 4 of the draft bill to bring "mopeds" within the voluntary registration and mandatory serial number programs. The Committee hopes that legislation to better clarify the status of mopeds is adopted. If so, Section 4 of the bill can be deleted or repealed.

SUMMARY

In accordance with its mandate to recommend a program which does not generate an economic burden greater than the benefits derived the Committee has proposed all new bicycles have a serial number, and a provision requiring the sales slip contain the serial number. This system insures that with no consequential burden on manufacturers and dealers, conscientious bicycle owners can more easily recover stolen bicycles. The existence of the system itself can help deter many thefts.

The Committee also recognizes that local governments may wish to do more; but that standardization of record keeping is necessary for local systems to be useful.

The Committee specifically declares that all local programs are to be voluntary, except where existing local acts may allow a mandatory program. The Committee does not want any additional burdens on citizens, but does not wish to disrupt existing programs that have been authorized by past General Assemblies.

The Committee wishes to thank Curtis Yates of the Department of Transportation, Myrtle Wall of the Division of Motor Vehicles, Michael Connelly and Elizabeth Loften of the Research Triangle Institute, Bill Flournoy of the North Carolina Bicycle Committee, and Gerry Cohen of the Legislative Services Office for their assistance in this report.

Appendices

ARTICLE 6B.

Legislative Research Commission.

§ 120-30.10. **Creation; appointment of members; members ex officio.** — (a) There is hereby created a Legislative Research Commission to consist of five Senators to be appointed by the President pro tempore of the Senate and five Representatives to be appointed by the Speaker of the House. The President pro tempore of the Senate and the Speaker of the House shall be ex officio members of the Legislative Research Commission. Provided, that when the President of the Senate has been elected by the Senate from its own membership, then the President of the Senate shall make the appointments of the Senate members of the Legislative Research Commission, shall serve ex officio as a member of the Commission and shall perform the duties otherwise vested in the President pro tempore by G.S. 120-30.13 and 120-30.14.

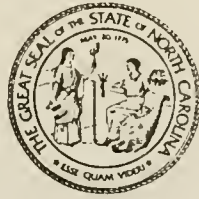
(b) The cochairmen of the Legislative Research Commission may appoint additional members of the General Assembly to work with the regular members of the Research Commission on study committees. The terms of the additional study committee members shall be limited by the same provisions as apply to regular commission members, and they may be further limited by the appointing authorities.

(c) The cochairmen of the Legislative Research Commission may appoint persons who are not members of the General Assembly to advisory subcommittees. The terms of advisory subcommittee members shall be limited by the same provisions as apply to regular Commission members, and they may be further limited by the appointing authorities. (1965, c. 1045, s. 1; 1975, c. 692, s. 1.)

§ 120-30.17. **Powers and duties.** — The Legislative Research Commission has the following powers and duties:

- (1) Pursuant to the direction of the General Assembly or either house thereof, or of the chairmen, to make or cause to be made such studies of and investigations into governmental agencies and institutions and matters of public policy as will aid the General Assembly in performing its duties in the most efficient and effective manner.
- (2) To report to the General Assembly the results of the studies made. The reports may be accompanied by the recommendations of the Commission and bills suggested to effectuate the recommendations.
- (3), (4) Repealed by Session Laws 1969, c. 1184, s. 8.
- (5) To review the rules of all administrative agencies pursuant to Article 6C of this Chapter to determine whether or not the agencies acted within their statutory authority in promulgating the rules.
- (6) To meet during the regular session of the General Assembly only for the purposes of reviewing rules pursuant to G.S. 120-30.25 or holding public hearings pursuant to G.S. 120-30.30. (1965, c. 1045, s. 8; 1969, c. 1184, s. 8; 1977, c. 915, s. 3.)

STATE OF NORTH CAROLINA
LEGISLATIVE RESEARCH COMMISSION
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MEMBERSHIP

1977-1979

Cochairmen:

House Speaker Carl J. Stewart, Jr.
Gastonia

Senate President Pro Tempore John T. Henley
Hope Mills

Members:

Representative Chris S. Barker, Jr.
New Bern

Senator Dallas L. Alford, Jr.
Rocky Mount

Representative A. Hartwell Campbell
Wilson

Senator Luther J. Britt, Jr.*
Lumberton

Representative John R. Gamble, Jr.
Lincolnton

Senator Cecil J. Hill
Brevard

Representative H. Parks Helms
Charlotte

Senator Robert Byrd Jordan, III
Mt. Gilead

Representative Lura S. Tally
Fayetteville

Senator Vernon E. White
Winterville

*Deceased: Replaced by Senator Russell Walker in 1978

APPENDIX B

MEMBERSHIP

LEGISLATIVE RESEARCH COMMISSION
COMMITTEE ON BICYCLE REGISTRATION

Senator Vernon E. White
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(responsible for study)
P.C. Box 41
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Enfield, N. C. 27823

Representative LeRoy P. Spoon, Jr.
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Charlotte, N. C. 28203

Senator James D. McDuffie
819 Eastway Drive
Charlotte, N. C. 28205

Captain Ray Shoaf
Winston-Salem Police Department
Winston-Salem, N. C. 27102

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 1977
RATIFIED BILL

RESOLUTION 77

SENATE JOINT RESOLUTION 652

A JOINT RESOLUTION DIRECTING THE LEGISLATIVE RESEARCH COMMISSION TO STUDY THE FEASIBILITY OF ESTABLISHING WITHIN NORTH CAROLINA A BICYCLE REGISTRATION OR SIMILAR PROGRAM TO PROVIDE THE CITIZENS OF THE STATE WITH A DETERRENT TO BICYCLE THEFT, A MEANS FOR DETERMINING OWNERSHIP OF BICYCLES, AND IDENTIFICATION OF INJURED BICYCLISTS.

Whereas, bicycles have outsold automobiles nationally for each of the last five years, and increasing numbers of North Carolinians are utilizing the bicycle for transportation and recreation; and

Whereas, bicycle thefts are a growing problem for local law enforcement agencies and an economic burden for victimized bicycle owners; and

Whereas, many municipalities throughout North Carolina have initiated bicycle registration programs and witnessed only limited success due to their incremental locations, inconsistent identification systems, and inability to share information; and

Whereas, juvenile bicyclists do not carry identification and many adult bicyclists will not carry identification when they ride; and

Whereas, bicycle accidents in North Carolina have increased each of the last three years, while automobile accidents were decreasing; and

Table 1
NORTH CAROLINA BICYCLE THEFTS

Year	Number of Offenses*	Percent Distribution	Total Value Stolen	Average Value Stolen
1975	11,483	11.50	\$1,022,034.27	\$89.00
1976	9,705	8.57	\$ 902,930.00	\$93.00
1977	10,603	9.61**	\$1,032,727.00	\$97.00

*One offense may represent more than one bicycle.

**Bicycle thefts, as 10% of total larcenies in North Carolina, are comparable with U.S. statistics.

Table 2

1977 BICYCLE THEFT STATISTICS FOR THE
12 MOST POPULATED STATES

States	Offenses Per Thousand Population	Offenses	Value
California	4.0	88,022	*
New York	3.0	55,178	\$6,040,459
Texas	2.6	34,509	\$2,851,135
Pennsylvania	1.9	22,594	\$2,181,642
Illinois	3.5	40,143	\$3,365,298
Ohio	2.7	29,777	\$2,857,920
Michigan	*	*	*
Florida	4.4	37,365	\$3,176,776
New Jersey	4.3	32,205	\$3,195,394
Massachusetts	*	*	*
North Carolina	1.9	10,603	\$1,032,727
Indiana	*	*	*

*Not available

measured on a per capita basis, and compared to the 12 most populated states, however, North Carolina held the 3rd highest ranking with over 6.4 deaths per million population (Table 3).

In addition to the high bicycle accident fatality rate is the serious problem of victim identification. Most bicycle accidents involve children ages 3 to 16 (Table 4). From 1974 to 1976 25% of all injurious accidents within the age group 3-16 resulted in Class A injuries* or death. If an accident occurs involving a child, parental permission must be obtained before treatment can be administered. Because children usually do not carry identification, special problems for authorities surface when a child is unconscious or unable to speak.

This report presents bicycle registration, its current status in North Carolina and throughout the United States, and its potential to alleviate some of the existing problems such as theft and accidents resulting from the increasing trend in bicycle ridership.

This study effort was conducted in two major phases:

1. The identification and description of existing bicycle registration programs throughout the United States, and
2. The development of feasible approaches to improving the effectiveness of bicycle registration in North Carolina.

The following report illustrates results of this study effort.

* Class A injuries are the most severe type of injury serious enough to prevent the person injured from performing normal activities for at least one day beyond the day of the accident (National Standards Institute).

Table 3

BICYCLE ACCIDENT STATISTICS FOR THE
12 MOST POPULATED STATES

State	1976		1977	
	Deaths	Injuries	Deaths	Injuries
California	90	10,006	78	9,785
New York	66	*	76	9,673
Texas	53	*	64	2,429
Pennsylvania	39	*	44	3,293
Illinois	43	4,297	40	3,996
Ohio	40	*	26	*
Michigan	67	3,843	43	3,567
Florida	59	4,228	78	4,912
New Jersey	24	4,474	19	4,399
Massachusetts	*	*	*	*
North Carolina	35	955	22	1,063
Indiana	34	*	25	1,678

State	1976		1977	
	Death/ Million Pop.	Injuries/ Thou. Pop.	Death/ Million Pop.	Injuries/ Thou. Pop.
California	4.2	.47	3.6	.45
New York	3.7	*	4.2	.54
Texas	4.3	*	5.0	.19
Pennsylvania	3.3	*	3.7	.28
Illinois	3.9	.38	3.6	.36
Ohio	3.7	*	2.4	*
Michigan	7.4	.42	4.7	.39
Florida	7.1	.51	9.3	.58
New Jersey	3.3	.61	2.6	.60
Massachusetts	*	*	*	*
North Carolina	6.4	.17	4.0	.19
Indiana	6.4	*	4.7	.31

*Not available

Table 4

NORTH CAROLINA BICYCLE FATALITIES

Age	Total Injuries	Class A ¹ Injuries	Fatalities
1974			
0-9	189	51	9
10-16	614	148	9
17-23	175	34	4
24-30	39	12	1
31-37	18	5	0
38-46	15	4	0
47-55	11	3	0
56-65	9	2	2
66-94	10	2	2
Other ³	175	46	1
1975			
0-9	193	49	5
10-16	525	119	13
17-23	161	36	4
24-30	49	6	1
31-37	14	0	2
38-46	13	2	2
47-55	10	1	0
56-65	9	1	0
66-94	8	2	0
Other ³	112	16	2
1976			
0-9	199	39	7
10-16	436	92	11
17-23	126	24	1
24-30	46	9	0
31-37	9	3	2
38-46	9	2	1
47-55	2	0	1
56-65	10	5	0
66-94	11	3	3
Other ³	52	4	1

¹Most severe type of injury (American National Standards Institute).

²Percent of total reported accidents within age group 0-16.

³Age not reported.

STATUS OF BICYCLE REGISTRATION THROUGHOUT THE UNITED STATES

During this study effort RTI contacted officials in all 50 states within the United States and the District of Columbia in an attempt to identify bicycle registration programs currently in operation.* Only two states, California and Minnesota, have enacted legislation which has led to active participation in bicycle registration throughout the state.

In addition, at least one city in each of the 50 states was contacted to identify local operation of bicycle registration programs. As indicated in Table 5, a response was elicited from cities within all states except Alaska

Types of Bicycle Registration

Throughout the United States, bicycle registration programs vary in the services offered. The operation of a bicycle registration program, whether voluntary or mandatory, generally falls into one of four categories:

1. A Police or Fire Department engraves the drivers license or social security number of the owner on the frame of the bicycle (Operation Identification);
2. A city or county distributes a license decal or tag, and the locale maintains manual or city/county computerized files;
3. The state provides the registration forms and license decals. Each locale establishes its own registration fee and maintains its own records. The revenue collected from bicycle registration remains in the municipality and contributes to the program's operational costs and the construction of bicycle facilities; (refer to California); and

* A list of knowledgeable state bicycle contacts was compiled as a side product of this phase of the study (see Appendix A).

Table 5

TYPICAL BICYCLE REGISTRATION PROGRAMS THROUGHOUT THE UNITED STATES

Municipality/State	Mandatory/Voluntary	Licensing Agency	Fee	Effective Period	Filing System		Comments
					Manual/Computer	Uniform Standards	
Birmingham, Alabama	Voluntary	Police Dept.	25¢	One Year	Manual	No	
Anchorage, Alaska*	Voluntary	Fire Dept.	50¢	Permanent	Manual	No	
Tempe, Arizona	Voluntary	Police Dept. Operation ID	Free	Permanent		No	Police engrave drivers license on bicycle
Little Rock, Arkansas	Voluntary	Police Dept. Operation ID	Free	Permanent		No	
Sacramento Co., California	Mandatory Enforced	Fire Dept.	\$3.00	Three Years	Manual	Partial	All cities and counties that adopt a bicycle licensing ordinance may establish its own fees and maintain its own files. Licenses and forms are provided by the State Division of Motor Vehicles
Denver, Colorado	Mandatory Not Enforced	Police Dept.	\$2.00	One Year	City Computer	No	Bicycles are separate files in the city computer
Hartford, Connecticut	Voluntary	Police Dept. Operation ID	Free	Permanent		No	Police engrave drivers license on bicycle
Dover, Delaware	Mandatory Not Enforced	Police Dept.	25¢	One Year	Manual	No	
District of Columbia	Mandatory Enforced	Police Dept. Fire Dept.	\$1.00	Five Years	Manual	Yes	Registration not strictly enforced rules of the road are enforced
Tallahassee, Florida	Voluntary	Police Dept.	50¢	Permanent	Manual	No	
Atlanta, Georgia	Voluntary	Police Dept. Operation ID	Free	Permanent		No	Police engrave social security number on bicycle
Honolulu, Hawaii	Mandatory Enforced	Police Dept.	\$3.10	One Year	Computerized	Yes	
Boise, Idaho	Voluntary	Police Dept.	\$1.00	Permanent	Manual	No	
Peoria, Illinois	Mandatory Not Enforced	Police Dept.	50¢	Permanent	Manual	No	

TYPICAL BICYCLE REGISTRATION PROGRAMS THROUGHOUT THE UNITED STATES (continued)

Municipality/State	Mandatory/Voluntary	Licensing Agency	Fee	Effective Period	Filing System		Uniform Standards	Comments
					Manual/Computer	Computer		
Indianapolis, Indiana	Mandatory Enforced	Police Dept.	50¢	Permanent	Manual	No	Police issue warnings and will impound bicycles without licenses; rules of the road are enforced	
Ames, Iowa	Mandatory Not Enforced	Fire Dept.	Free	Two Years	City Computer	No	Bicycles are separate files in the city computer	
Topeka, Kansas	Mandatory Not Enforced	Fire Dept.	\$1.00	Two Years	Manual	No		
Frankfort, Kentucky	Voluntary	Police Dept. Operation ID	Free	Permanent		No	Police engrave social security number on bicycle	
Baton Rouge, Louisiana	Mandatory Enforced	Police Dept.	\$1.00	Permanent	City Computer	No	Police issue citations and issue fines up to \$10.00, rules of the road are enforced	
Augusta, Maine	Mandatory Not Enforced	Police Dept.	50¢	One Year	Manual	No		
Baltimore, Maryland	Voluntary	Police Dept. Fire Dept.	\$2.00	Three Years	Manual	No		
Boston, Massachusetts	Voluntary	Police Dept. Operation ID	Free	Permanent		No	State law requires bicycle registration <u>only</u> in cities and towns that accept its provisions. Each local may design its own program.	
Lansing, Michigan	Mandatory Enforced	Fire Dept.	\$2.00	Three Years	City Computer	No	Police issue warnings and citations, rules of the road are also enforced.	
Minneapolis, Minnesota	Mandatory Enforced	DMV	\$3.50	Three Years	State Computer (DMV)	Yes	Use of Bicycle Recovery Center to return stolen or abandoned bicycles	
Jackson, Mississippi	Voluntary	Fire Dept.	Free	Permanent	City Computer	No		
Jefferson City, Missouri	Mandatory Not Enforced	Police Dept.	25¢	One Year	Manual	No		

TYPICAL BICYCLE REGISTRATION PROGRAMS THROUGHOUT THE UNITED STATES (continued)

Municipality/State	Mandatory/Voluntary	Licensing Agency	Fee	Effective Period	Filing System		Uniform Standards	Comments
					Manual/Computer	Manual/Computer		
Helena, Montana	Voluntary Not Enforced	City Hall	50¢	Permanent	Manual	Manual	No	
Lincoln, Nebraska	Mandatory Not Enforced	Fire Dept. Bicycle Dealers	\$2.00	Permanent	Manual	Manual	No	
Carson City, Nevada	Voluntary	Fire Dept.	\$2.00	Permanent	Manual	Manual	No	
Concord, New Hampshire	Voluntary	Police Dept.	50¢	Two Years	Manual	Manual	No	
Trenton, New Jersey	Voluntary	Police Dept.	50¢	Permanent	Manual	Manual	No	
Santa Fe, New Mexico	Mandatory Enforced	Police Dept.	50¢	One Year	Manual	Manual	No	Registration not strictly enforced and rules of the road are enforced
Albany, New York	Voluntary	Police Dept. Operation ID	Free	Permanent			No	Police engrave drivers license on bicycle
Chapel Hill, North Carolina	Mandatory Enforced	Police	50¢	Two Years	Manual	Manual	No	Police enforce registration and rules of the road
Fargo, North Dakota	Mandatory Enforced	Businesses	50¢	Permanent	Manual	Manual	No	Police enforce registration and rules of the road
Columbus, Ohio	Voluntary	Fire Dept.	Free		Manual	Manual	No	
Tulsa, Oklahoma	Mandatory Not Enforced	City Hall	\$1.00	Permanent	Manual	City Computer	No	
Eugene, Oregon	Mandatory Not Enforced	City Hall	\$2.00	Two Years	City Computer	City Computer	No	
Pittsburg, Pennsylvania	Voluntary	Police Dept. Operation ID	Free		Manual	Manual	No	
Newport, Rhode Island	Mandatory Not Enforced	Police Dept.	\$1.00	Two Years	Manual	Manual	No	
Columbia, South Carolina	Mandatory Enforced	Police Dept.	\$2.00	Two Years	Manual	Manual	No	Police enforce registration by issuing citations, rules of the road are also enforced

TYPICAL BICYCLE REGISTRATION PROGRAMS THROUGHOUT THE UNITED STATES (continued)

Municipality/State	Mandatory/Voluntary	Licensing Agency	Fee	Effective Period	Filing System Manual/Computer	Uniform Standards	Comments
Rapid City, South Dakota	Mandatory Enforced	Police Dept.	50¢	Permanent	Manual	No	Police enforce registration and rules of the road
Memphis, Tennessee	Voluntary	Police Dept.	50¢	Permanent	Manual	No	
Austin, Texas	Mandatory Enforced	Fire Dept.	Free	Permanent	City Computer	No	Registration not strictly enforced
Salt Lake Co., Utah	Mandatory Not Enforced	Fire Dept. Bicycle Dealers	\$1.00	Permanent	City Computer	No	State code requires bicycle registration at the local level; each local may design its own program
Montpelier, Vermont	Mandatory Enforced	Police Dept.	Free	Permanent	Manual	No	Registration not strictly enforced
Richmond, Virginia	Mandatory Not Enforced	Police Dept.	\$1.00	Five Years	Manual	No	
Seattle, Washington	Voluntary	Police Dept.	Free	Permanent	Manual	No	
Bluntington, West Virginia	Mandatory Not Enforced	City Hall	\$1.00	Permanent	City Computer	No	Bicycles are separate files in the city computer
Madison, Wisconsin	Mandatory Enforced	Fire Dept.	\$3.00	Three Years	City Computer	No	Registration and rules of the road are enforced
Cheyenne, Wyoming	Mandatory Enforced	Police Dept.	\$3.00	Permanent	Manual	No	Police enforce registration and rules of the road

Permanent means the life of the bicycle or period of ownership; should ownership change, the bicycle registration should be transferred or a new license should be acquired.

*No response

Whereas, law enforcement officials have difficulty identifying injured bicyclists, due to the absence of any consistent identification requirements;

Now, therefore, be it resolved by the Senate, the House of Representatives concurring:

Section 1. The Legislative Research Commission is directed to study the feasibility of establishing within North Carolina a bicycle registration or similar program to serve the people of this State and their visiting guests.

Sec. 2. The commission's study may include, but need not be limited to, the following:

(1) investigation of existing or proposed registration or similar programs conducted by local governments within the State to ascertain their effectiveness and determine how they could be best merged;

(2) consideration of existing or proposed registration or similar programs conducted by other state governments or private business to evaluate their effectiveness as well as determine how the State should proceed if a program is pursued;

(3) computation of existing statistics on the State's bicycle sales, bicycle theft problem, and bicycle accident data to support the findings of the study;

(4) preparation of one or more alternative systems of bicycle registration or similar programs which would effectively meet the intended purposes of deterring bicycle thefts, increasing the return rate of recovered stolen bicycles, and aiding in the expedient identification of bicyclists injured in traffic accidents; while not generating an economic burden for

the State's citizens greater than the benefits derived;

(5) estimates of staff, software, and hardware costs of the various alternatives presented, and recommendations on the different methods of financing these programs, if one were to be implemented for the benefit of all of the State's citizens.

Sec. 3. This resolution shall become effective upon ratification and the results of the study shall be reported back to the General Assembly for its 1979 Session.

In the General Assembly read three times and ratified, this the 1st day of July, 1977.

JAMES C. GREEN, SR.

James C. Green

President of the Senate

CARL J. STEWART, JR.

Carl J. Stewart, Jr.

Speaker of the House of Representatives

APPENDIX D

PERSONS APPEARING BEFORE THE COMMITTEE

William Potter, Director
Legislative Research
Legislative Services Office

William Stanford
Staff Attorney
Legislative Drafting
Legislative Services Office

Geoffrey Simmons
Staff Attorney
Legislative Drafting
Legislative Services Office

Gerry Cohen
Staff Attorney
Legislative Drafting
Legislative Services Office

Curtis Yates, Bicycle Coordinator
N. C. Department of Transportation

William Flournoy, Chairman
N. C. Bicycle Committee

Michael D. Connelly
Research Triangle Institute

Elizabeth R. Lofton
Research Triangle Institute

Myrtle Wall, Assistant Director
Vehicle Services
Division of Motor Vehicles
N. C. Department of Transportation

GENERAL LAWS REGULATING BICYCLE USE

CH. 20. MOTOR VEHICLES

§ 20-4.01. Definitions. — Unless the context otherwise requires, the following words and phrases, for the purpose of this Chapter, shall have the following meanings:

- (49) Vehicle. — Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon fixed rails or tracks; provided, that for the purposes of this Chapter bicycles shall be deemed vehicles and every rider of a bicycle upon a highway shall be subject to the provisions of this Chapter applicable to the driver of a vehicle except those which by their nature can have no application.

§ 20-129. Required lighting equipment of vehicles. —

(e) Lamps on Bicycles. — Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least 300 feet in front of such bicycle, and shall also be equipped with a reflex mirror or lamp on the rear, exhibiting a red light visible under like conditions from a distance of at least 200 feet to the rear of such bicycle, when used at night.

Part 10A. Operation of Bicycles.

§ 20-171.1. Definitions. — As used in this Part, except where the context clearly requires otherwise, the words and expressions defined in this section shall be held to have the meanings here given to them:

Bicycle. — A nonmotorized vehicle with two or three wheels tandem, a steering handle, one or two saddle seats, and pedals by which the vehicle is propelled. (1977, c. 1123, s. 1.)

§ 20-171.2. Bicycle racing. — (a) Bicycle racing on the highways is prohibited except as authorized in this section.

(b) Bicycle racing on a highway shall not be unlawful when a racing event has been approved by State or local authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other highway users, and which prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users.

(c) By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users. (1977, c. 1123, s. 1.)

APPENDIX F

EXAMPLES OF
LOCAL ACTS REGULATING BICYCLE USE

Session Laws—1975

H. B. 693

CHAPTER 561

AN ACT TO AMEND CHAPTER 1184 OF THE SESSION LAWS OF 1949, AS AMENDED, THE CHARTER OF THE CITY OF RALEIGH WITH RESPECT TO THE TOPICS OF: COUNCIL CAMPAIGN EXPENSES; CITY CLERK'S DUTIES; SOCIO-ECONOMIC PROGRAMS; ASSESSMENT EXEMPTIONS; EQUAL HOUSING; LANDLORD-TENANT RELATIONS; TRANSIT AUTHORITY; EMPLOYEE BENEFITS; BICYCLE LANES; ASSESSMENTS UPON ANNEXATION; AND SIDEWALK ASSESSMENTS.

The General Assembly of North Carolina enacts:

Sec. 8. Section 22 of the Raleigh City Charter, Chapter 1184 of the 1949 Session Laws of North Carolina, as amended, is hereby further amended by adding a new subsection thereto, designated (76) and to appear as follows:

"(76) To develop and adopt regulations concerning the use of bicycles within the city limits and the establishment of bikeways (thoroughfares suitable for bicycles) on city streets which may exist within the right-of-way of other modes of transportation, such as highways, or along separate and independent corridors. Such regulations may include the establishment of traffic regulations for bicycles traveling on designated bikeways different than those established for other types of vehicular traffic including the establishment of two-way bicycle traffic lanes on existing roadways. The City of Raleigh shall not establish bikeways or adopt traffic regulations concerning bicycle traffic on streets or highways under the authority and control of the Board of Transportation without first obtaining approval of any such proposals from said board."

Session Laws - 1977

H. B. 428

CHAPTER 330

AN ACT TO AMEND CHAPTER 473 OF THE SESSION LAWS OF 1975 RELATING TO THE CHARTER OF THE TOWN OF CHAPEL HILL.

The General Assembly of North Carolina enacts

Section 1. The Charter of the Town of Chapel Hill, as the same appears in Chapter 473, Session Laws of 1975, is hereby amended as follows.

Amend Article 1 of Chapter V by adding a new section at the end to read:

"Sec. 5.6. Bikeways. Town is authorized to develop and adopt regulations concerning the use of bicycles within the town limits and the establishment of bikeways (thoroughfares suitable for bicycles) on town streets which may exist within the right of way of other modes of transportation such as highways or along separate and independent corridors. Such regulations may include the establishment of traffic regulations for bicycles traveling on designated bikeways different than those established for other types of vehicular traffic including the establishment of two-way bicycle traffic lanes on existing roadways."

BIKEWAYS ACT AND POWELL BILL

§ 136-11.3. Use of funds; records and annual statement; excess accumulation of funds; contracts for maintenance, etc., of streets. — The funds allocated to cities and towns under the provisions of G.S. 136-11.2 shall be expended by said cities and towns only for the purpose of maintaining, repairing, constructing, reconstructing or widening of any street or public thoroughfare including bridges, drainage, curb and gutter, and other necessary appurtenances within the corporate limits of the municipality or for meeting the municipality's proportionate share of assessments levied for such purposes, or for the planning, construction and maintenance of bikeways located within the rights-of-way of public streets and highways.

Bicycle and Bikeway Act of 1974.

§ 136-71.6. How Article cited. — This Article may be cited as the North Carolina Bicycle and Bikeway Act of 1974. (1973, c. 1447, s. 1.)

§ 136-71.7. Definitions. — As used in this Article, except where the context clearly requires otherwise, the words and expressions defined in this section shall be held to have the meanings here given to them:

- (1) Bicycle: A nonmotorized vehicle with two or three wheels tandem, a steering handle, one or two saddle seats, and pedals by which the vehicle is propelled.
- (2) Bikeway: A thoroughfare suitable for bicycles, and which may either exist within the right-of-way of other modes of transportation, such as highways, or along a separate and independent corridor.
- (3) Department: North Carolina Department of Transportation.
- (4) Program: North Carolina Bicycle and Bikeway Program.
- (5) Secretary: The Secretary of the North Carolina Department of Transportation. (1973, c. 1447, s. 2; 1975, c. 716, s. 7; 1977, c. 1021, s. 1.)

§ 136-71.8. Findings. — The General Assembly hereby finds that it is in the public interest, health, safety, and welfare for the State to encourage and provide for the efficient and safe use of the bicycle; and that to coordinate plans for bikeways most effectively with those of the State and local governments as they affect roads, streets, schools, parks and other publicly owned lands, abandoned roadbeds and conservation areas, while maximizing the benefits from the use of tax dollars, a single State agency, eligible to receive federal matching funds, should be designated to establish and maintain a statewide bikeways program. The General Assembly also finds that bikeways are a bona fide highway purpose, subject to the same rights and responsibilities, and eligible for the same considerations as other highway purposes and functions. (1973, c. 1447, s. 3; 1977, c. 1021, s. 1.)

§ 136-71.9. Program development. — The Department is designated as such State agency, responsible for developing and coordinating the program. (1973, c. 1447, s. 4.)

§ 136-71.10. Duties. — The Department will:

- (1) Assist and cooperate with local governments and other agencies in the development and construction of local and regional bikeway projects;
- (2) Develop and publish policies, procedures, and standards for planning, designing, constructing, maintaining, marking, and operating bikeways in the State; for the registration and security of bicycles; and for the safety of bicyclists, motorists and the public;
- (3) Develop bikeway demonstration projects and safety training programs;
- (4) Develop and construct a State bikeway system. (1973, c. 1447, s. 5.)

§ 136-71.11. Designation of bikeways. — Bikeways may be designated along and upon the public roads. (1973, c. 1447, s. 5.)

§ 136-71.12. Funds. — The General Assembly hereby authorizes the Department to include needed funds for the program in its annual budgets for fiscal years after June 30, 1975, subject to the approval of the General Assembly.

The Department is authorized to spend any federal, State, local or private funds available to the Department and designated for the accomplishment of this Article. Cities and towns may use any funds available. (1973, c. 1447, s. 6.)

§ 136-71.13. North Carolina Bicycle Committee, composition, meetings, and duties. — (a) There is hereby created a North Carolina Bicycle Committee within the Department of Transportation. The Bicycle Committee shall consist of seven members appointed by the Secretary. Members of the Committee shall receive per diem and necessary travel and subsistence expense in accordance with the provisions of G.S. 138-5. Initially, three members shall be appointed for two years, and four members for four years; thereafter each appointment shall be for four years. Upon the resignation of a member in midterm, the replacement shall be appointed for the remainder of the unexpired term. The Secretary shall make appointments to the Committee with a view to providing representation to each of the State's geographical regions and to the various types of bicycle users and interests.

(b) The Bicycle Committee shall meet in various sections of the State, not less than once in any three months, and at such other times as may be necessary to fulfill its duties. A majority of the members of the Committee shall constitute a quorum for the transaction of business. The staff of the bicycle and bikeway program shall serve the Committee, maintain the minutes of Committee meetings, research questions of bicycle transportation importance, and undertake such other activities for the Committee as may be consistent with the program's role within the Department.

(c) The Bicycle Committee shall have the following duties:

- (1) To represent the interests of bicyclists in advising the Secretary on all matters directly or indirectly pertaining to bicycles and bikeways, their use, extent, location, and the other objectives and purposes of this Article;
- (2) To adopt bylaws for guiding its operation, as well as an outline for pursuing a safer environment for bicycling in North Carolina;
- (3) To assist the bicycle and bikeway program in the exercise of its duties within the Department; and
- (4) To promote the best interests of the bicycling public, within the context of the total transportation system, to governing officials and the citizenry at large.

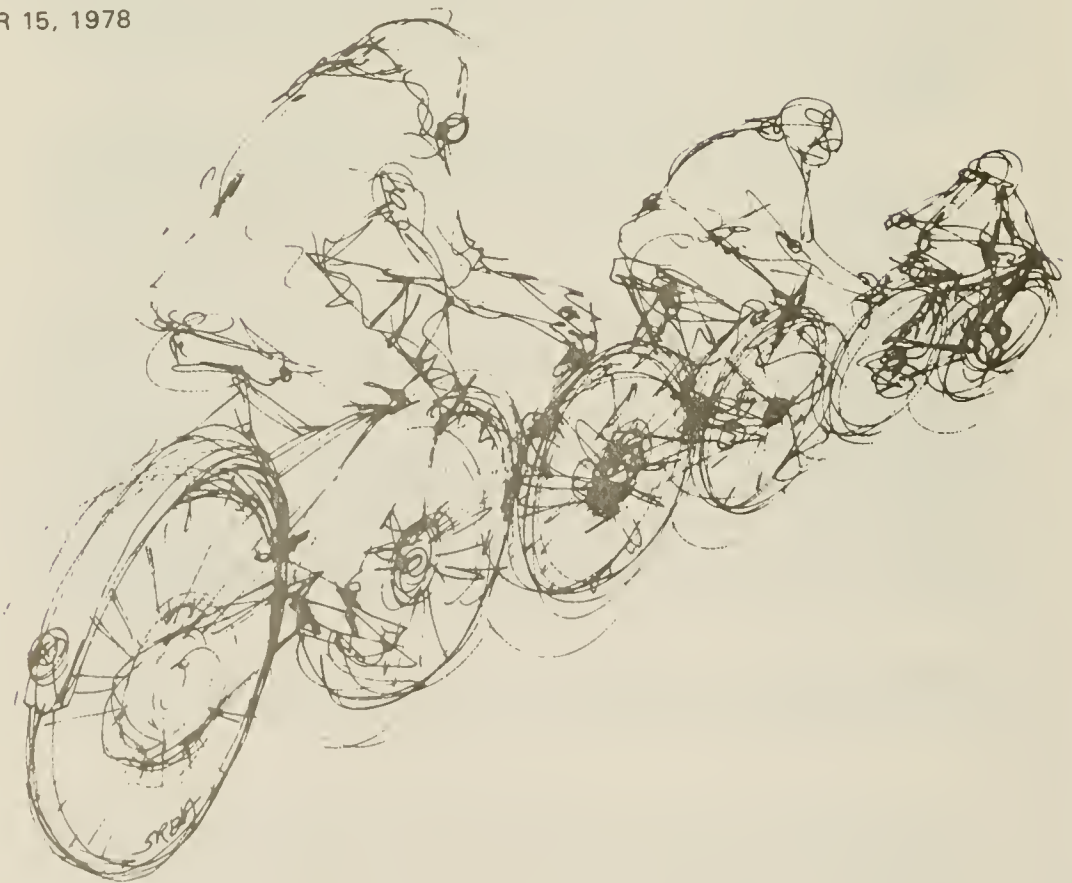
(d) The Secretary, with the advice of the Bicycle Committee, shall coordinate bicycle activities among the divisions of the Department, as well as between the Department of Transportation and the other departments. Further, he shall study bicycle and bikeway needs and potentials and report the findings of said studies, with the Committee's recommendations, to the appropriate policy or legislative bodies. The Secretary shall transmit an annual report to the Governor and General Assembly on bicycle and bikeway activities within the Department, including a progress report on the implementation of this Article. (1977, c. 1021, s. 1.)

Editor's Note. — Session Laws 1977, c. 1021, s. 2, makes this section effective Jan. 1, 1978.

North Carolina Bicycle Registration Study

By
Michael D. Connelly
Elizabeth R. Lofton

NOVEMBER 15, 1978



RTI
Research Triangle Institute

NORTH CAROLINA BICYCLE REGISTRATION STUDY

INTRODUCTION

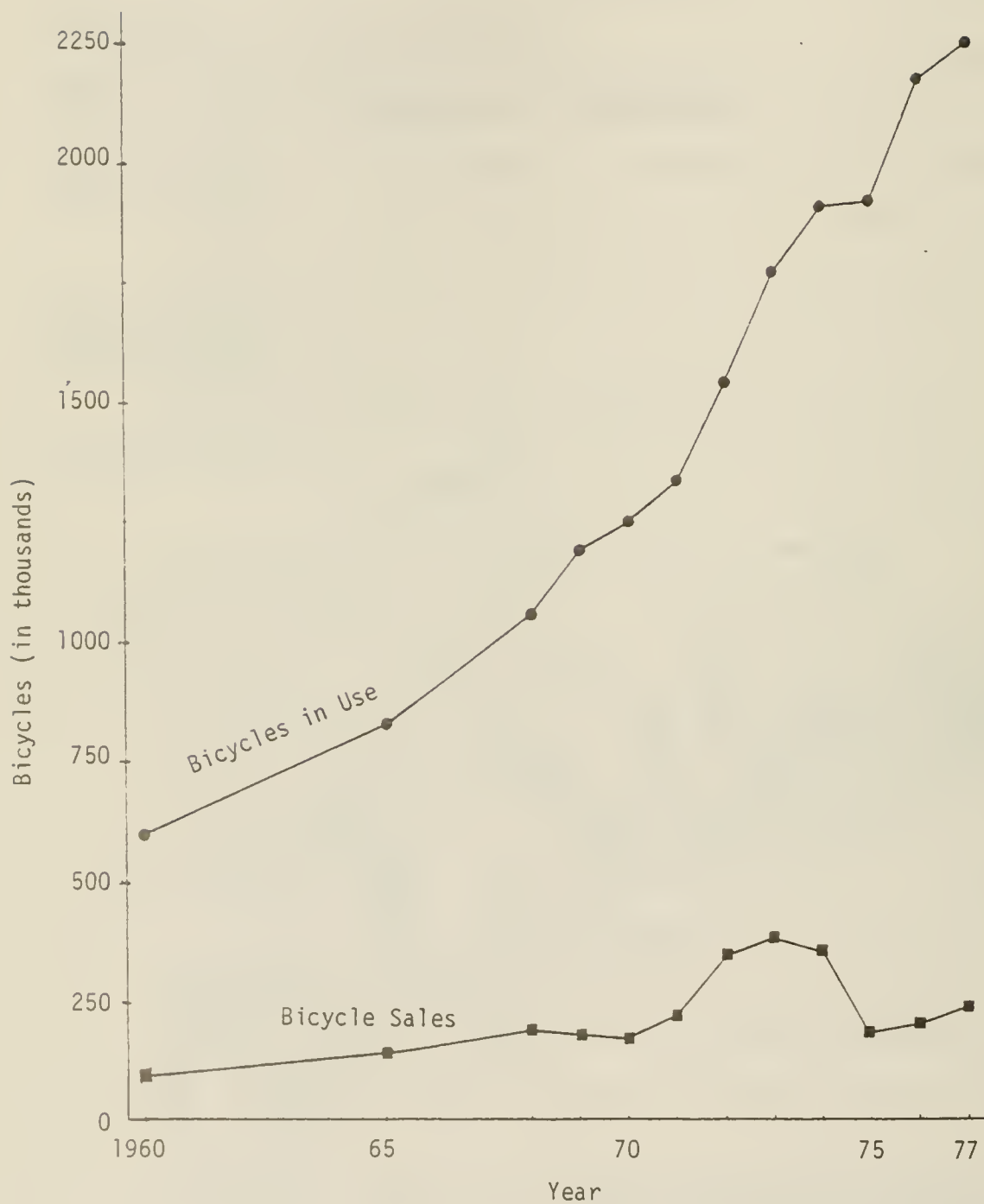
Ownership and the use of bicycles as an alternative mode of transportation has increased significantly in North Carolina in recent years. While North Carolina's population has increased 20.8% since 1960, bicycle use in North Carolina has risen 290%. As shown in Figure I, there were approximately 2.1 to 2.3 million bicycles in use in North Carolina in 1977. This estimate was confirmed by a recent study by the National Testing Service, North Carolina Bicycle Survey. Based upon Bicycle Manufacturers of America (BMA) figures,* it has been estimated that 240,000 bicycles are sold annually in North Carolina.

Parallel with this rapid increase in bicycle sales and use there has been a corresponding increase in theft. Currently there are approximately 29 bicycles stolen every 24 hours in the State of North Carolina. From 1975 to 1977 these thefts amounted to approximately \$1 million in value per year. During this period, cases involving stolen bicycles represent approximately 10% of all larceny arrests in North Carolina (see Table 1). North Carolina's theft rate in comparison to the 12 most populated states is illustrated in Table 2.

In addition to the theft problem, there is a serious accident problem involving bicyclists in North Carolina. According to BMA, in 1976 North Carolina ranked 9th nationally in bicycle fatalities. When

* All bicycle sales and use statistics are based on Bicycle Manufacturers of America estimates.

Figure I. Bicycle Trends in North Carolina
(Based Upon BMA Estimates)



4. The state provides the registration forms and license decals. A uniform registration fee is established. Computerized files are maintained similar to a Motor Vehicle registration system. The revenue is collected by the state and utilized for operational costs and the construction of bicycle facilities (refer to Minnesota).

Of those programs sampled, 64% are operated by local police departments (14% utilizing Operation Identification), while 28% are operated by fire departments. It was found that 60% of those sampled have mandatory bicycle registration ordinances. The degree of enforcement, however, seems to vary widely. Registration fees range from no cost to \$3.50, the average cost being slightly less than \$1.00 per year. The fee was generally found to correlate directly with the level and type of services provided. Twenty-six percent of those programs sampled indicated use of a computer to assist in program operation. This, however, may be attributed to the population size of the cities sampled.

In general, it was found that the degree of success of the programs sampled was dependent upon the degree of community acceptance, support, and enforcement.

Bicycle Registration in North Carolina

Two types of bicycle registration programs are offered in North Carolina. Police departments either engrave bicycles with an identification number, or issue license decals or tags, and maintain a manual file of ownership information.

Although many city or county ordinances in North Carolina require bicycle registration, most communities do not encourage or enforce it.

Sampling the same areas as a DOT bicycle registration survey done in 1974, RTI contacted 47 cities/counties throughout North Carolina to profile bicycle registration programs offered in 1978. These cities and counties offering bicycle registration programs are listed in Table 6. Twelve of the 47 municipalities contacted did not offer bicycle registration. Most of the locales that are participating in bicycle registration offer voluntary programs that are operated within the police departments. Several communities, however, were found to be actively pursuing a more effective bicycle registration program. Chapel Hill is one of the communities that most recently took major steps in this direction.

Chapel Hill, North Carolina

The Town of Chapel Hill has revised its Bikeways Ordinance which now requires all bicycles, owned by residents and students, to be registered with the town and bear a registration decal. The distinguishing feature of this ordinance is that it mandates enforcement. The police department is publicizing the program on the UNC campus and throughout the town by utilizing The Daily Tar Heel and the Chapel Hill and Durham newspapers. This revised registration program will begin in December 1978. The police will also provide an inspection of the bicycles, distribute safety literature and enforce the rules of the road.

The purpose behind the revised ordinance is stated in Section 21-54 of the Bikeways Ordinance:

Table 6

TYPICAL NORTH CAROLINA REGISTRATION PROGRAMS

Municipality	License/ Sticker	Est. Bicycles Registered	Est. Bicycles Reported Stolen	Est. Bicycles Recovered	Safety Literature	Comments
Winston-Salem	Yes	26,000	247	114		Registration figures: August 14, 1974-February 17, 1978 Stolen and recovered figures: 1977
Chapel Hill	Yes	3,700	106	16	Yes	1977-78 registration figures. Registration is now mandatory and will be enforced.
Raleigh	Yes	4,800	923	250		Registration figures: January 1974-October 1978. Stolen and recovered figures: 1977-1978. City computerized files.
Salisbury	Yes					Sample registration form
Mount Airy		559	15	N/A*		Registration figures to February 8, 1978. Stolen figures: 1977
Roanoke Rapids	Yes	2,171	134	N/A	Yes	Registration figures as of February 7, 1978. Stolen figures: 1977
Lexington	Yes	1,112	53	50		Figures: 1977
Lumberton	Yes					Sample registration form.
Charlotte	Yes	75,000	N/A	300		Registration figures as of March 28, 1978. 1977 recovered figures.
Goldshoro	Tag	11,114	255	66		Registration figures as of February 10, 1978. Stolen and recovered figures: 1977
Kinston		61	52	43	Yes	1977 figures
Greensboro	Yes	3,252	618	180	Yes	1977 figures
Statesville	Tag	5,371	115	16	No	Registration figures, 1971 to March 17, 1978. Stolen and recovered figures: 1977
Reidsville		N/A	62	29		Stolen and recovered figures: 1977
Sanford	Yes	500	55	N/A		Registration figures: 1976-1978. Stolen figures: 1977
Hendersville		N/A	18	10		1977 figures
Wilson		309	242	107		1977 figures

TYPICAL NORTH CAROLINA REGISTRATION PROGRAMS (continued)

Municipality	License/ Sticker	Est. Bicycles Registered	Est. Bicycles Reported Stolen	Est. Bicycles Recovered	Safety Literature	Comments
Asheboro	Yes	192	77	20	Yes	1977 figures Registration figures: 1973-May 25, 1978. Stolen and recovered figures: 1977
Gastonia	Yes	4,943	287	49		Registration figures: October 30, 1975-February 8, 1978. Stolen and recovered figures: 1977
Wilmington		5,918	247	36	Yes	Registration figures: March 9, 1978. Stolen and recovered figures: 1977
Burlington	Yes	522	178	53	Yes	Sample bicycle identification card and form
Eden	Engrave Bicycle					Stolen figure: 1977
Rockingham			33			Copy of city ordinance
Greenville	Yes					Registration figures: 1976-1977. Stolen figures: 1977
Jacksonville	Yes					Registration figures as of February 24, 1978. Copy of bicycle identification card
High Point	Yes	7,000	315	N/A	Yes	Registration figures as of March 16, 1978. Safety programs available.
Elizabeth City		10,009			Yes	1978 figures
Buncombe County	Engrave Bicycle	608				Copy of bicycle regulations
Morganton	Engrave Bicycle		28	14		Bicycle identification card
Henderson	Engrave Bicycle					Sample file card and registration form
Laurinburg						Sample bicycle identification card and inspection card
Dunn	Yes					Registration figure: 1975-March 23, 1978
Fayetteville	Yes					
Shelby	Yes					
Thomasville	Yes	650				

* N/A -- Not available

It is hereby found that the number of bicycles owned by the citizens and residents of the Town of Chapel Hill and the operation of bicycles on the public streets have been greatly increasing in recent years; that the number of accidents involving bicycles while being operated on the public streets has been growing; that larceny of bicycles has risen to many hundreds in recent years with consequent monetary losses formerly in excess of twenty-five thousand dollars (\$25,000.00) per year, and now more than double, and that the rate of monetary loss is steadily increasing; that many of the accidents have occurred by reason of improperly maintained, equipped, or operated bicycles and that the operators thereof have lacked proper personal identification; that theft of bicycles is being encouraged by reason of a lack of registration and proper identification and their recovery is unlikely; that proper identification of bicycles temporarily the subject of unauthorized use and subsequently recovered as abandoned has not been possible, and proper notification to owners has been impeded by lack of sufficient information; that a comprehensive program of inspection, operation education, registration, and identification of all bicycles owned and operated in the Town of Chapel Hill as a means of owner protection and identification is necessary and that it is in the public interest that such program be instituted as soon as possible and that the necessity for the provisions hereinafter ordained is hereby declared as a matter of legislative determination to be in the public interest.

The registration fee in Chapel Hill is 50 cents which covers a two year registration period. A registered bicycle will carry a license decal placed conspicuously on the frame. The owner's (or parent's) drivers license number will be stamped into the bicycle frame.

Files will be maintained by the police department which include information on each bicycle such as the owner's name, license number, drivers license number, serial number, and brand and description of the bicycle.

State Legislation for Bicycle Registration

Only two of the 48 continental states have enacted legislation at the state level for bicycle registration. The California and Minnesota systems are described below.

Bicycle Registration in California

Municipalities in California have the option to adopt bicycle registration ordinances in their locales. Should a municipality choose to participate, registration forms and license decals are provided by the state Division of Motor Vehicles (DMV). Each municipality determines its own registration fee and maintains its own files. Revenue collected through bicycle registration remains in the municipality and contributes to local operational costs and the construction of bicycle facilities.

Each municipality may charge a maximum of \$2.00 for registration and license per year plus \$1.00 for a transfer and \$1.00 for a replacement license. The DMV may charge and collect a fee not to exceed the cost of procuring and distributing the license decal and registration form for each license and form issued.* The fee for the registration form is two cents. The license decal costs seven cents.

The municipality submits a request to the state for a given number of forms and licenses. The state then submits the order to a contracted vendor. The vendor completes the order and bills the state. The state maintains a "revolving bicycle fund" that pays for the vendor.

Another service provided by the DMV is a list distributed twice a year to the participating municipalities of all bicycle licenses issued.

* Division 16.7. Registration and Licensing of Bicycles, California.

Each locale checks reported thefts against the list which aids in the recovery and return of bicycles. Even though the system is not comprehensive in California, authorities have estimated an 85 percent participation by cities and counties.

A review of the operational costs was a major consideration in the development of this particular system. No state funds were allocated for the bicycle registration program. The state DMV absorbs the cost by utilizing existing personnel. The cities and counties absorb operating costs through the licensing agencies, i.e. the police and fire departments. The cities and counties determine their own fees in anticipation of operational costs (licenses, forms and/or personnel), and to improve bicycle safety programs and establish bicycle facilities, including bicycle paths and lanes, within the limits of the jurisdiction. Some counties such as Sacramento County encourage bicycle registration by establishing family rates.

Bicycle Registration in Minnesota

Minnesota is currently the only state with a comprehensive statewide approach to bicycle registration, organized and operated at the state level.

In operation since March of 1977, Minnesota's system currently has over 75,000 bicycles on file (October 1978), and has reached the break-even point this year. Registered bicyclists are now paying the full cost of operating the program.

According to Carl Peaslee, Supervisor of the Bicycle Registration Program:

Bicyclists and the general public are becoming aware of the fact that the three dollars for a three-year license is a better bargain than the fifty-cent annual fee when you get state-wide identification and the odds of recovering a \$150 bicycle are up by 78%.

As reported in a recent BMA newsletter:

No additional book work is required by police departments, Peaslee pointed out. Officers can check out a bicycle and its owner in less than one minute through a series of references including the name of the owner, birth date, serial number, and wheel and frame sizes making identification nearly fool-proof.

The effectiveness has been shown to be a 25% improvement over mandatory municipal programs, and 78% better than local voluntary systems.

The bicycle registration program was established by the 1976 Minnesota Legislature with an effective start date of March 1, 1977.

The major features of this legislative act concerning bicycle registration mandate:

1. A comprehensive statewide bicycle registration program be established and operated by the Minnesota Department of Public Safety.
2. Bicycle owners throughout the state may register their bicycles for a period of three years at a cost of \$3.00 (plus an additional 50¢ service fee charged by the registrars).
3. Guidelines be established for license renewal, and transfer of ownership; and change of address.
4. A computerized registration system be developed to include the serial number, assigned license number, brand name, frame type, the wheel size, the number of wheels, the number of speeds, the owner's full name, date of birth and the owner's address of each bicycle registered.

5. All computerized records can be accessed by authorized law enforcement agencies throughout the state via the Minnesota Crime Information System (MINCIS).
6. The owner, at time of registration, will receive a license sticker and copy of registration proving ownership.
7. All previously established local registration programs would be cancelled and localities given the option of no registration or utilizing the state system of registration.
8. Deputy registrars be established. These can be any bicycle dealers, businesses or cities desiring appointment as Bicycle Deputy Registrars. In addition, all DMV deputy registrars also have the authority to issue bicycle licenses.
9. \$243,000 from the general funds be appropriated to the Commissioner of Public Safety for the initial design and first year operational cost of the bicycle registration program.

Program Operation

As mandated in the Legislative statutes, the bicycle registration program is operated within the Minnesota Department of Public Safety and is the responsibility of the Bicycle Registration Section of the Division of Motor Vehicles. Supervision and operation of the program is currently handled by two full time staff personnel; Mr. Carl Peaslee, Supervisor of the Bicycle Registration Section, and his assistant, who is in charge of data processing and entry. Although these two staff members are available to meet all needs of the program, actual staff requirements fluctuate widely with seasonal variation. As would be expected, many more bikes are registered during the warmer months than in the winter. To meet peak load demands in the summer, additional DMV employees (clerks) can be shifted to the Bicycle Registration Section part time for data entry and processing. During winter months when registration

is at a minimum, program staff responsibilities are often shifted to motor vehicle operations.

All registration forms and licenses were initially designed and developed by section staff and the State Printing Office handles the reproduction of all forms. Reflectorized license decals are manufactured by inmates at the State Reformatory. The Bicycle Registration Section is responsible for the dissemination and accounting of all forms and licenses sent to the licensing deputy registrars throughout the state.

Bicycle licensing deputy registrars consist of 146 Motor Vehicle Deputy Registrars throughout the state authorized to issue bicycle licenses, as well as 204 appointed Bicycle Deputy Registrars. These Bicycle Deputy Registrars can be either bicycle dealers or businesses or, in some cases, cities which have been appointed by the Bicycle Registration Section as Bicycle Deputy Registrars. The requirements to become an appointed deputy are minimal; anyone who sells bicycles can request appointment. All appropriate paper-work is set up for them by the Bicycle Registration Section, a contract is signed (an agreement to handle licenses and funds and report them properly), and all forms and licenses are supplied. A city can also be appointed as deputy registrar with the only stipulation being that they have sold bicycles at public auctions. In all cases, the licensing deputy registrars are required to charge \$3.50 for a bicycle license. However, 50¢ of each license fee can then be kept by each Bicycle Deputy Registrar to help cover the cost of issuing the license.

With the 1976 Legislation came the cancellation of all previously established local bicycle registration programs and the requirement that all programs must utilize the state system if they are to operate. This not only provided for uniformity in licensing, but it offered a feasible methodology of replacing ineffective and outdated local files.

Just prior to the inception of the bicycle registration program, there were approximately 52 different forms of local registration programs throughout the state of Minnesota. Although each could function adequately within the confines of the local city limits, there existed no efficient means whereby a recovered registered bicycle could be checked for licensing status outside the city limits.

Utilization of the Minnesota Crime Information System

The computerized file structure is designed to operate within the Minnesota Crime Information System (MINCIS). All authorized law enforcement agencies throughout the state have access to the bicycle registration files which are tied to the state stolen article files by serial number. In addition to having the capability of querying the files via the bicycle serial number, law enforcement agencies can also access information through use of the assigned license number or the owner's name and date of birth. This becomes invaluable in cases where owners have lost or forgotten their license or serial number.

When queried by any of the above identifiers, the computer system interactively responds with information concerning the bicycle brand name, serial number, frame type, wheel size, number of wheels, number of speeds and the owner's full name, date of birth and address. In the

case of bicycles for which a transfer of ownership has been completed, information regarding the previous owner is also available.

By implementing the bicycle registration system as an integral part of the MINCIS computer system, Minnesota not only insured the proven reliability and integrity of the system, but also provided a simple and effective means to facilitate the identification, recovery and return of bicycles by law enforcement agencies throughout the state.

Data Entry and Processing

Although deputy registrars throughout the state are responsible for the licensing of bicycles and insuring the proper completion of all associated forms, all data entry takes place at the Bicycle Registration Section of the Division of Motor Vehicles. All data (i.e. new registrations, transfers, changes of address, and renewal) are entered via an on-line data processing system utilizing up to four interactive terminals and the MINCIS system design and general software. Data are entered at keyed fields on the terminal screen. Since it is an on-line, real time system, immediate editing and updating is performed at the time of entry. All errors, either operator keystroke or inconsistencies with the data base, are immediately flagged and returned to the terminal operator for correction. In addition to data editing, the system also requires that certain pre-specified fields of data must be entered before the actual establishment of a new or modified record in the bicycle data base. These required fields include all identifiers available for query (i.e. license number, serial number, owner's name and date of birth) as well as pertinent data concerning the bicycle.

Valuable to the function and design of the bicycle registration program as maintained in MINCIS, is the integral link with the state stolen article file. Upon data entry, the stolen article file is automatically searched for a match of the bicycle serial number. Often, someone in possession of a stolen bicycle will attempt to register it. Under the existing system design, however, all reported stolen bicycles for which serial numbers were reported, will be flagged if an attempt is made to register it. During the first year and a half of operation, approximately 75-80 "hits" on the stolen article file were reported.

Thus, not only does the computerized system provide all necessary processing and editing checks to maintain integrity of the bicycle data base, but also provides for the identification and recovery of reported stolen bicycles. In this manner, it offers an additional deterrent to theft and could lead to the identification of criminals involved in bicycle theft.

Management Reporting

In addition to the documented usefulness of Minnesota's computerized bicycle registration system, management reports are also generated from the registration data base. These reports are designed to provide the necessary information to control and manage the daily operations of the system in the following categories:

1. Inventory reports indicate State supplies of forms, Deputy supplies allocated, and licenses issued by the Deputies.
2. Geographical statistics provide registration counts by a city, county and statewide breakdown.

3. Statistical breakdown of certain characteristics of a bicycle such as counts by brand, frame type, number of gears, number of wheels, and wheel diameter are generated.
4. Counts of owners by age groups are provided.
5. M.V. Deputy registrar and Bicycle registrar income figures are available for audit purposes. Duplicate sticker counts are provided for monitoring the loss of stickers.

These reports are also valuable for planning purposes, such as the identification of problem areas throughout the state by geographical area and/or age group.

Developmental and Operational Costs

Although the 1976 Legislature allocated over \$240,000 for the first year development and operation of the bicycle registration program, actual first year expenditures were only \$117,479. The largest percentage of costs were incurred during the design and development phase. Actual program operation did not begin until March 1, 1977 (eight months into their fiscal year). Approximately 30% of first year expenses were incurred by staff salaries and benefits, with 50% for computer services and time. The remaining costs were mostly due to printing and distribution of registration related materials (license stickers, forms, etc.).

Second year costs, which were solely operational in nature, were approximately \$75,000. Of second year costs, 66% were incurred by staff salaries and benefits and 25% for computer time. Current year allocations approach \$260,000. However, it is highly unlikely that actual expenditures will reach this level.

Bicycle Registration in the City of Minneapolis, Minnesota

Minneapolis operates a mandatory bicycle registration program utilizing the state system. To facilitate bicycle recovery and optimize use of the registration system, the Minneapolis Police Department established a Bicycle Recovery Center. This Center operates as a separate entity within the police department and functions as a clearinghouse for abandoned and recovered bicycles. Bicycles brought into the center remain for a maximum of 60 days. During this time every effort is made to identify the owner of the bicycle. The bicycle registration system is the sole source of information utilized in identifying bicycle owners.

From January 1 to October 1, 1978, 1,578 bicycles were brought into the Center. Accessing the registration files and the MINCIS Stolen Article File, 210 bicycles were proven to be stolen. Out of those 210 bicycles 166, 80%, were licensed. Over 10% of the bicycles recovered were identified as stolen through utilization of bicycle registration files.

During this same period, 763 bicycles were released to the rightful owners. Sixty-four percent of those bicycles returned were registered. Generally, the return of unlicensed bicycles can be attributed to the owner being able to identify the bike via the serial number and proving ownership.

Two cases have been selected as examples of an effective computerized bicycle registration system:

Case I. November 15, 1977. Victim reported bicycle stolen from front yard. The bicycle had been chained to a tree.

June 6, 1978. Another person attempted to license the same bicycle. Bicycle application hit against the MINCIS Stolen Article File. Officer was able to confirm theft by discussions with the bicycle registration applicant. Thief had cut down the tree to steal the bicycle and later sold the bicycle to the mother of the bicycle applicant. Bicycle was returned to original owner.

Case II. June 15, 1977. Victim reported bicycle stolen in Minneapolis. The bicycle was registered.

August 8, 1978. Another person attempted to register the same bicycle in the Town of Brooklyn Park. Bicycle application hit against the MINCIS Stolen Article File. Brooklyn Park Police were able to confirm the bicycle as stolen property and returned it to the original owner.

NORTH CAROLINA BICYCLE REGISTRATION ALTERNATIVES

Bicycle registration is not a new concept. It has been in operation at varying degrees of effectiveness for quite some time. However, the increasing trend in bicycle usage as a form of transportation coupled with the increasing value of today's bicycles has resulted in serious public concern for bicycle safety and security. In a recent bicycle usage survey conducted in North Carolina, over 66 percent of the households sampled were in favor of an active registration program and were willing to pay up to \$2.00 per bicycle for registration. Slightly over 50 percent were in support of a more rigorous licensing and registration program similar to motor vehicle licensing.

The primary consideration in developing alternative strategies for improving bicycle safety and security in North Carolina via bicycle registration was the improvement in effectiveness of an existing tool; bicycle registration, to meet the increasing public demand.

The following three scenarios for bicycle registration in North Carolina represent alternate methods for providing a much needed service to the bicycle riding population of this state. As previously stated, bicycle registration offers many potential benefits when properly administered. However, if it can be stated that the primary motive behind any registration program lies in deterrence to theft and improvement in recovery rate, then all three scenarios, including the "do-nothing" alternative, include factors that will improve the effectiveness of bicycle registration.

Alternative 1--"Do-Nothing"--No Change in Bicycle Registration

In most alternative analysis studies, the "do-nothing" alternative must be included for analysis when funding sources may not be available or the effectiveness of any approach is questioned. Generally, the "do-nothing" alternative merely restates what is currently in existence.

This alternative provides for no change in the current status of bicycle registration in the state. Development and operation of any bicycle registration program is performed at the local level, if at all. Effectiveness of programs throughout the state is totally dictated by the ingenuity of its designers and the degree of support at the community level.

However, bicycle registration is not the only means to improve the security of bicycles. There currently exists a mechanism in the state of North Carolina to greatly assist in the identification and recovery of stolen bicycles. This mechanism is a computerized stolen article file maintained by the Police Information Network of the State Attorney General's Office for use by Police Departments throughout the state. The successful use of the Police Information Network, however, relies upon three major factors:

1. The public should report all stolen bicycles, including the serial numbers, to local police departments.
2. The police departments should enter all reports of stolen bicycles into the stolen article file whenever the serial number is reported.
3. As bicycles are recovered, each should be checked against the stolen article file.

If these three steps were rigidly followed, a large percentage of recovered bicycles could be returned to their rightful owners, rather than housed in a stolen property room or sold at public auction. Based upon contacts with the officials of the State Police Information Network and various Police Departments throughout the state, the major problem in the effectiveness of this approach was identified as a lack of accurate stolen bicycle reports by the public. Of those reports received, only a small percentage have the serial number available. To properly utilize the Police Information Network, the public and police departments must be made aware of its potential and the need to properly report stolen bicycles.

No changes in bicycle registration need to take place under this alternative to improve the effectiveness of theft deterrence and the recovery of stolen bicycles in North Carolina. The effectiveness of existing registration programs could also be enhanced with better coordination and communication between locales currently operating registration programs.

Alternative 2--Local Option Bicycle Registration Utilizing State Standardized Registration Forms and Licensing Decals

Municipalities would have the option to adopt a bicycle registration program. Each participating locale would use the standardized registration form and license decals designed and distributed by the State through the Bicycle Program at the State Department of Transportation.

If funds were available at the State level, registration forms and license decals could be provided without a direct cost to the

locale. Otherwise, registration materials could be purchased from the State.*

Each participating locale would operate the bicycle registration program according to uniform state guidelines, which may include:

- uniform registration period (e.g. ... 3 years)
- standardized forms and licenses
- constraints on fees charged (e.g. maximum of \$2.00 per license)
- reporting of licenses issued to the state.

Participating locales would have the option of establishing fees within the state guidelines, developing their own record keeping system (manual or computerized), establishing local ordinances (e.g. mandatory vs. voluntary), setting the degree of enforcement and fines (if any) charged.

The state's responsibility would include the initial design, development and distribution of registration forms, license stickers, and uniform guidelines for the implementation of local programs. A comprehensive filing system would have to be established to contain all registrations issued cross-indexed by locale, license number and serial number. While this could initially be operated utilizing manual filing techniques, consideration should be given to the development of a computerized method of information storage and retrieval. The state would generate comprehensive lists of all registrations on a regular basis and distribute this information to the participating locales.

This alternative is similar to that found in California. Although California's system is operated within the California Division of Motor Vehicles, a similar system established in North Carolina could be operated

*Typical costs found in California are 2¢ per registration form and 7¢ per license decal.

within the Bicycle Program of the North Carolina Department of Transportation utilizing existing personnel.

It should also be noted that utilization of the stolen article file described in Alternative 1 could greatly enhance the effectiveness of this approach. Recovered bicycles could be checked against the registration files and the stolen article file. Submission of a stolen bicycle report could be facilitated if a record of its registration was accessible. New registrations could also be checked against the stolen article file to insure that they are not stolen property.

Alternative 3--Comprehensive Statewide Bicycle Registration Program

Similar to the Minnesota state bicycle registration program, this alternative proposes a comprehensive system totally operated at the state level. Accordingly, the state would be responsible for the design, development, implementation and day-to-day operation of the program.

As proposed, the program operation would be shared by two state agencies: the Bicycle Program of the North Carolina Department of Transportation and the Division of Motor Vehicles (DMV). Managerial duties would be performed by the Bicycle Program while licensing and file data base management would be the responsibility of DMV.

The following duties would be the responsibility of the Bicycle Program:

1. Design and development of all registration forms and licensing stickers.
2. Establishment of registration fees, licensing period, and procedures for registration, transfer and renewal.

3. Training of bicycle registrars (i.e. bicycle dealers, motor vehicle registrars, local police departments, etc.) to insure proper coding of all necessary owner and bicycle information.
4. Coordination among local police departments, DMV and the Bicycle Program to insure the efficient and effective use of the registration program.
5. Supervision of registration, transfer and renewal information data entry.
6. Generation of periodic reports concerning the current status of the program (e.g. number of registrations on file stratified by geographic area, bicycle type, and owners age) as well as the evaluation of budget expenditures versus revenue collected.
7. Design of a public awareness campaign to insure optimum usage of the program and public support.

The Bicycle Program responsibilities outlined in items 1 and 2 have already been developed and are currently in use in the state of Minnesota. Although changes may be deemed necessary for application to North Carolina, most of the system design is directly transferrable (refer to Minnesota's program).

Establishment and training of bicycle registrars is a major factor to the success of such a program. To operate a state program, the state must insure that there are sufficient registrars throughout the state to facilitate registration and licensing. Minnesota's answer to this problem was to place the responsibility upon the Motor Vehicle registrars already established in the field. In addition, bicycle dealers desiring to offer this service to their customers were allowed to act as bicycle registrars. In North Carolina, this approach could be supplemented with the appointment of bicycle registrars in local police or fire departments requesting this service for their communities. This would eliminate the need or desire for locales to develop their own registration program

(they would use the state's program), and it would also provide for more effective utilization of the existing state program. With this approach, all necessary forms and licenses would be provided by the state free of charge. If structured similar to Minnesota's program, a 50¢ filing fee could be retained by the registrar with the remainder of the fee charged forwarded to the state. Thus, the only responsibility placed upon each bicycle registrar is the accurate completion of each form and the proper reporting of funds collected.

To insure the most effective and efficient use of the system, local police officials must be educated as to how it works, how they can access the data files, and how it can be utilized in conjunction with the stolen article file. This can best be served by proper coordination among the Bicycle Program, DMV, and local police departments.

As with any program of this nature, a large percentage of work to be performed on a daily basis is data entry. It is proposed that this be carried out by the addition of two full time staff members to the Bicycle Program. Their primary duties would be data entry and quality control. However, during down times (i.e. winter months), their responsibilities could be easily shifted to other program activities. Staffing background and experience requirements would be minimal. Typical salary ranges would be \$9,000 to \$11,000 per man-year. In addition, the Bicycle Program would require two on-line computer terminals for data entry and interactive queries.

The primary factor of the success of this program, however, is the degree of public acceptance and support. The public must be made aware

of the potential benefits of this system, particularly when coupled with their role in accurately reporting stolen bicycles. The initial approach to educating the public would consist of news releases concerning the "State Bicycle Registration Program" and its potential benefits. This, however, must be followed up by the dissemination of information (e.g. brochures, newsletters, exhibits, etc.) describing the importance of the program. A public awareness campaign necessitates an on-going program to maintain public support.

Responsibilities of the Division of Motor Vehicles would primarily center around the design and development of computer software to provide a methodology of access, query, and general maintenance of all bicycle registrations on file. The system should be designed to function within the North Carolina Police Information Network and be capable of accessing the stolen article file.

While the present Motor Vehicle system supported by DMV could be adopted to provide the necessary capabilities, additional support of personnel, computer space and computer time which is not currently available would be required. Thus, the key factor to implementing this approach would lie in the extent of cooperation from DMV and the ability to procure funds to meet their requirements.

SUMMARY

Benefits of a comprehensive bicycle registration program are numerous and far reaching. Owners stand to benefit as theft rates go down and recovery of lost or stolen bicycles goes up. The license decal and serial number will serve not only as a deterrence to thieves, who will find labeled bicycles harder to market, but as an aid to authorities, who will be able to identify, retrieve and recover stolen bicycles to rightful owners.

Another important consideration is that accident victims can be identified more readily through identification of the bicycle, and treatment can be rendered more quickly. Registration will afford owners an opportunity to obtain safety literature, an inspection of bicycles and knowledge of the rules of the road.

Moreover, individual communities stand to benefit from properly administered programs. Registration can be a source of revenue which can help to provide the much needed operational funds and additional monies for the construction of bicycle facilities. In turn, communities that recognize bicycle travel through the construction of bicycle facilities and the promotion of bicycle safety heighten public awareness of bicycling and thus implicitly encourage the use of bicycles as an attractive mode of urban transportation.

It should be noted, however, that the effectiveness of a bicycle registration program depends wholly on the degree of support, active participation and enforcement a community effects. The value of any

such program will be directly proportional to the percentage of bicycles that are registered and how well communities choose to support, utilize and enforce it.

APPENDIX I

A BILL TO BE ENTITLED

AN ACT TO ALLOW LOCAL GOVERNMENTS TO ESTABLISH VOLUNTARY REGISTRATION PROGRAMS WITHIN THEIR JURISDICTIONS UNDER STATE STANDARDS FOR BICYCLES AND BICYCLES WITH HELPER MOTORS, AND TO REQUIRE SERIAL NUMBERS ON ALL BICYCLES AND BICYCLES WITH HELPER MOTORS SOLD BY RETAILERS.

The General Assembly of North Carolina enacts:

Section 1. Part 10A of Chapter 20 of the General Statutes is amended by adding the following new sections:

"§ 20-171.3. Issuance of Licenses and Registration Forms.-- If a city or county has or adopts a bicycle registration ordinance, a registration number and a copy of the completed registration form shall be issued to the owner by the city or county or other licensing agency designated by it.

§ 20-171.4. Records.-- Cities and counties having a bicycle registration ordinance shall maintain records of each bicycle registered. Such records shall include the registration number, the serial number of the bicycle, the make and type of the bicycle, and the name and address of the registrant.

Records shall be maintained by the registering agency during the period of validity of the registration or until notification that the bicycle is no longer to be operated.

§ 20-171.5. Information Required upon Retail Sale. (a) Each bicycle retailer shall include on the sales check or receipt given to the purchaser the following information:

- (1) Serial number of the bicycle
- (2) Year, make and model of the bicycle

§ 20-171.6. Serial Numbers.-- After December 31, 1980, no bicycle retailer shall sell

any new bicycle in this state unless such bicycle has legibly and permanently stamped, engraved, or cast on its frame a serial number, no less than one-eighth inch in size, and unique to the particular bicycle of each manufacturer. The serial number only shall be stamped, engraved, or cast in the head of the frame, either side of the seat tube, the rear dropout, the toeplate, or the bottom sprocket (crank) housing.

§ 20-171.7. Registration to be Valid for at Least Thirty-six (36) Months.-- No city or county may provide for the registration of a bicycle more often than once in each period of thirty-six (36) months.

§ 20-171.8. Date Local Ordinances Must Comply With this Part.-- (a) Any city or county ordinance adopted prior to October 1, 1979, which conflicts with this part shall remain in force until January 1, 1981.

(b) Bicycle registrations which have been issued pursuant to an ordinance of a city or county which is in effect on October 1, 1979, shall remain valid until their assigned expiration dates, but in no case any later than January 1, 1982.

§ 20-171.9. License and Registration Forms.-- The Department of Transportation shall assign and distribute bicycle registration numbers and registration forms to all cities and counties which have or adopt a bicycle registration ordinance. Cities and counties shall issue the registration number and registration form distributed by the department to owners of any bicycle. The department shall charge and collect a fee, not to exceed the cost of procuring and distributing the registration number and registration form, for each bicycle registration number and registration form issued.

The Secretary shall prescribe the design and format for the bicycle registration numbers and registration form and shall establish procedures for the distribution of such number and registration form to cities and counties. The Secretary of the Department of Transportation

shall prescribe forms for transferring registration and reporting changes of address.

Sec. 2. Chapter 160A of the General Statutes is amended by adding a new section to read:

"§160A-309. Registration of Bicycles.--(a) A city may by ordinance provide for the voluntary registration of bicycles operated on any street, road or highway or other public property within the city by any resident of the city or by any person domiciled in the city. Any ordinance adopted under this section shall comply with the provisions of part 10A of Chapter 20 of the General Statutes.

(b) This section repeals all local acts in conflict with it, except that it does not repeal those parts of any local act which allows adoption of regulations or ordinances which may require the registration of bicycles. A registration system under such an act, however, shall comply with the provisions of part 10A of Chapter 20 of the General Statutes.

Sec. 3. Chapter 153A of the General Statutes is amended by adding a new section to read:

"§153A-244.--A county may by ordinance provide for the voluntary registration of bicycles operated on any street, road, or public property within the county by any resident of the county or by any person domiciled in the county. The ordinance shall be effective within a city only as provided in G.S. 153A-122. Any ordinance adopted under this section shall comply with the provisions of part 10A of Chapter 20 of the General Statutes.

Sec. 4. G.S. 20-171.1 is amended by deleting the word "non-motorized".

Sec. 5. G.S. 20-171.1 is amended by adding the number "(1)" before the word "Bicycle", and also by adding the following language at the end of the section:

"(2) Bicycle Retailer - is any person who sells, gives away, buys, or takes in trade for the purpose of resale, more than five bicycles in any one calendar year, whether or not such bicycles are owned by such person and also includes agents or employees of such person."

Sec. 6. This act shall become effective October 1, 1979.

