

5 Basic Traffic Principles

All drivers follow these rules – size and speed determine how

- 1. Ride on the right side of the roadway** – not on the left – not on the sidewalk
- 2. How and When to yield to cross traffic** – driver on cross street yields to main & arriving last at uncontrolled intersection yields. IF both arrive at the same time – left yields

- 3. How and When to Yield to same direction traffic** He who wants to move to a new lane or position must yield to traffic already there – to move sideways **LOOK BACK** to make sure it is clear
- 4. Destination Positioning at intersections depends on intended position after intersection** – left turn from centerline /right turn from curb
- 5. Position between intersection depends on speed of rest of traffic and lane width** – narrow lanes middle /wide lanes slow on right side / faster pass on the left/OK to pass on right of left turn car

Most Valuable Person Cycles

- **Maneuverability** = by riding one meter from curb you have an escape route – too close will hit pedal on curb
- **Visibility** – IN the flow of traffic & IN the motorist field of vision SEE & BE SEEN
- **Predictability** – Straight line riding – no weaving in and out of traffic – do not put foot on curb at intersections
- **Communication** – eye contact, shoulder-check, lights, lane position, hand signals, clothing, bell & horn

RIDE as far right as practicable (HTA) avoid road side hazards – one meter from the curb

Riding on the right makes you visible and predictable

Drivers tend to check LEFT /RIGHT / LEFT before proceeding : hence may not see a cyclist coming from the wrong way

Riding against traffic puts you in other cyclist way!

CRASH AVOIDANCE

- Obey all traffic laws
- Never move sideways without looking behind you
- Use powerful reflector or rear light at night
- Don't follow cars too closely – cars stop 6X faster than a bike

3 STEPS TO PROTECT YOURSELF

- Anticipate and Prevent
- Collision avoidance techniques = Quick turn & threshold braking /never both at once
- Protective equipment = lights, helmet, gloves, bell

MECHANICS OF CRASHES

Stopping

Skidding

Diverting

Insufficient Speed

- Most crashes are falls that do not involve a motor vehicle (improve skills and pay attention to road hazards)
- Most car/bike crashes occur at intersections where vehicles are turning or crossing
- Wrong way riding contributes to accidents (wrong side of road or sidewalk riding against the flow)
Drivers don't expect & look more carefully left

LAWS FOR BIKES

- White front light & red rear or reflector
- Bell Horn or Gong
- 250 x 25 mm reflective tape = red back white front
- Rear brake to skid back wheel on dry pavement

ABC QUICK CHECK

- **AIR** = tires/ valves / wheels true / tread / spokes / hub loose
- **BRAKES & BARS** = pads on rim / head set loose /brakes effective = front raises back & back skids wheel
- **CHAIN & CRANK** = on & lubricated / pedals free / derailleur in position /looseness in bottom bracket
- **QUICK** is for Quick Release nuts tight & levers flush
- **CHECK** is for final check – lift bike and drop – tighten loose parts
- Try brakes as you ride off

Riding Skills

- Straight Line Riding
- Shoulder Checking
- Signaling
- Rock Dodge
- Threshold Braking
- Slalom
- Figure 8
- Quick Turn
- GROUP RIDING