

How to be Cyclist Friendly

1. Welcome cyclists as equal users of roads
2. Pass good cycling laws
3. Run an effective education program
4. Train police
5. Deter road rage
6. Build appropriate bike facilities
7. Test, fix & mark vehicle detectors
8. Fix road hazards
9. Encourage bicycle transportation



Cyclists fare best when they act and are treated as drivers of vehicles

Fred Oswald
Apr 2004

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Why a Cyclist Friendly Program?

➤ Overcome Misinformation

- Authority figure "teachers" with no training or experience
- "Lessons" are "good advice", not planned curriculum
- Teaching based on fear, not proper technique
- Belief that cyclists are inferior users of roads

➤ Prevent Errors

- Dangerous & discriminatory traffic laws
- Confusing cyclists with pedestrians
- Dangerous separate facilities
- Violating rules of the road
- Indifference to harassment & assault
- Ignoring road hazards

Cyclist Friendly means promoting best practices and treating cyclists fairly

Fred Oswald
rev 10/2004

Example of misinformation:

Advice: "Stay out of the way of cars."
This is bad advice because there are situations where it is safer to obviously be in the way. For example, if the travel lane is not wide enough to share with passing traffic, move LEFT so following drivers are not tempted to "squeeze by". At intersections and driveways, cyclists who try to stay out of the way by riding on sidewalks may "appear out of nowhere" and be hit. Experienced cyclists, who stay in the travel lane, are easily seen and avoided.

1. Welcome cyclists as equal users of roads

- Publicly announce that cyclists belong on the road
- Inform citizens that sidewalks are for pedestrians
- Fairly enforce traffic laws
- Have public officials and police set example
- Consider cyclists to be design users of roads



Every traffic lane is a bike lane!

Fred Oswald
Apr 2003

2. Pass Good Cycling Laws

- Expect cyclists to follow same traffic laws
- Promote best and safest practices
- Uniform rules of the road
- Eliminate discriminatory bike rules

OBF 'Good
Cycling Laws
Award' to
Brook Park



Cyclists deserve equal protection under the law

Fred Oswald
May 2003

Traffic Laws are important because

Traffic laws help shape ---

- How cyclists are taught to ride
- How the police treat cyclists
- What the motoring public expects from cyclists
- What happens in court or with insurance adjustor if a cyclist has a collision

Uniform traffic laws promote safe, & efficient travel for all.

Paul Schimak
Jan 2003
Fred Oswald
Apr 2003

Typical Invalid Bicycle Ordinances These are also inconsistent with Ohio Law

Overall Rating – D-minus

Ordinances incompatible with safe operation and uniform rules

373.15 (b) Wherever a designated path for bicycles has been provided adjacent to a street, bicycle riders shall use such path and shall not use the street.

(c) ... At no time shall a bicyclist under the age of eight years operate a bicycle on a street.

(f) No person shall ride a bicycle across or through an intersection when crossing a through street. Such intersections are to be crossed by walking the bicycle across or through the intersection.

It takes an informed government to pass good laws

Fred Oswald
Aug 2006

3. Run an effective education program

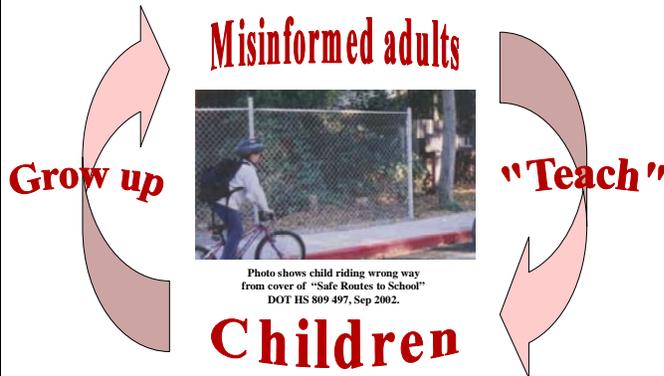
- Use mass media for general information
- Flyers, handouts & posters spread message
- Sponsor 'Ride the Right Way Day'
- Work with scouts, youth groups, schools, parents
- Teach engineers & planners about 'bicycle driving'
- Run seminars & classes for detailed training
- Don't repeat bad advice!



Fred Oswald
May 2003

Almost everyone has been exposed to "Bike Safety" misinformation. It will take a **persistent** effort to undo the misinformation.

Break the cycle of misinformation



Why parents must teach their children proper cycling technique

Photo shows wrong-way child cyclist. This is from the cover of the Safe Routes to School booklet from the National Highway Traffic Safety Administration – an inexcusable error.

Beware of "GOOD" ADVICE

1. "Stay out of the way of cars"
2. "Always ride on the sidewalk"
3. "Ride as far right as possible"
4. "You could be dead right"
5. "Ride as though other drivers can't see you"

Don't repeat bad advice just because it "sounds good"

Fred Oswald
Mar 2005

WHY the advice is wrong ---

- (1) It's sometimes safer to obviously be in the way. Where travel lane is not wide enough to share, move LEFT so drivers are not tempted to "squeeze by".
- (2) Cyclists who ride on sidewalks "appear out of nowhere" and get hit.
- (3) This is a misinterpretation of the law that says ride "as near to the right side as practicable" (practice+able). There are many situations where "hugging the curb" is not safe.
- (4) You are more likely to be "dead-wrong".
- (5) It is usually much better to make sure other drivers CAN see you. This means, use lights at night, wear bright clothes in daytime and ride in or near the travel lane where other drivers are looking for traffic.

Teach your kids: 'Drive your Bike!'



A bike is not a toy. It's a child's first vehicle.

There is much more to learn and teach about cycling than what we were taught as kids.

- Bicycles are vehicles
- Operate by rules of the road.
- Teach kids the right way.

Fred Oswald
Sep 2002

4. Train police

- Police must accept cyclists as drivers
- Police must understand proper lane position
- IPMBA trains bicycle police
- Reach all members of dept., not just bike patrol
- Encourage 'best practices'
- Police must set a good example

A well-trained police officer is the cyclist's friend. A misinformed officer can spoil your day.



Fred Oswald
Apr 2003

International Police Mountain Bike Assn is primary trainer for police. Their materials are good but traffic cycling is only a minor part of the course.

Discourage police from riding on sidewalks because it sets a bad example.

5. Deter road rage

- Publicly state that harassment (assault) is a crime
- Have uniformed police seen riding in busy traffic
- Establish policy to react to credible reports
 - Make record of all incidents
 - Tell perpetrator: 'Don't try it again.'
- Use undercover police if needed (and publicize)
- Establish educational 'diversion' program for violators

Take road rage seriously!

Fred Oswald
Apr 2003

6. Build appropriate bike facilities

- Well-designed roads are already good for cycling
- Wide curb lanes reduce tension between users
- Fix slots, cracks, drain grates, etc.
- Secure parking, not ‘wheel benders’
- Avoid dangerous parallel facilities
- Multi-use path OK for ‘shortcut’ or recreation
- Don’t confuse recreation with transportation



Every traffic lane is a bike lane!

Fred Oswald
Sep 2004

Segregated bike facilities (bike lanes & paths beside a road) encourage dangerous operation. They are inconsistent with the best practices.

Understand Issues: Narrow Lane

Cyclists have legal right and safety obligation to use the full lane if too narrow to share with motor vehicles



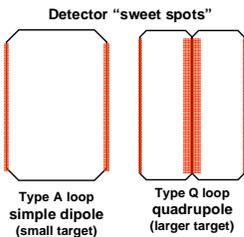
Dan Burden photograph,
www.pedbikeimages.org

Dan Gutierrez
Fred Oswald
Jul 2003

Cyclists who “hug the curb” invite dangerous close passing. They are also less visible under some traffic situations.

7. Test, fix & mark vehicle detectors

- Most work via magnetic inductance
- Test for sensitivity & adjust
- Mark ‘sweet spot’
- Teach public how to use
- Nonworking detectors encourage lawlessness



Sweet spot marked with stencil



Stencil to mark sweet spot

Diagrams from Dan Gutierrez

Fred Oswald
Sep 2006

If cyclists cannot work a vehicle detector, it is “broken” and must be fixed.

8. Fix road hazards

- Fix slots, cracks & grates that cause falls
- Establish hazard 'hotline' or web page
- Add gaps to rumble strips
- Beware of dangerous separate facilities
- Train officials about bicycle driving



Safer grate installation

Fred Oswald
Aug 2006

9. Encourage bicycle transportation

- Publicize 'bike to work' & ride for shopping
- Distribute 'how to' info.
- Encourage secure bike parking
- Promote 'guaranteed ride home' at employers
- Recommend shower & changing facilities
- City officials set example (mayor's ride, etc.)

For additional information, see the Cyclist Friendly Cities "Toolkit" in the advocacy section at www.ohiobike.org

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Fred Oswald
Apr 2003

For More Information, see www.ohiobike.org

Ohio Bicycle Federation
Cyclist Friendly Communities Award
An award for communities that treat cyclists well

Overview
The purpose of the Cyclist Friendly Communities Program is to encourage communities to treat cyclists fairly, promote safety by teaching the best practices of bicycle driving, and encourage cycling for transportation, health, recreation and sport. The award is open to any Ohio city, village, park district, college campus, etc. that meets the criteria. Many of the most important things you can do are very basic. The greatest need is to understand how to share a bicycle as a vehicle, use this knowledge to keep our streets safer and teach your citizens. We offer much of the information you need right here. Please contact us for help. The first communities that have earned the award are the city of Columbus, new Dayton and RASA Ohio Research Center, near Cleveland.

What is a Cyclist Friendly Community?

- **Distance:** A 100-foot sidewalk outside the public shopping (1-100)
- **Connectivity:** 1 mile per page, ~300 km, make the connection between or between
- **Education:** An "Ohio Bicycle Federation" award with the information, links
- **Use:** Available and Ohio Bicycle Federation awarded to first CFC recipient
- **Free:** Available, CFC Award (Word Doc, 1-sheet, 2 sides, full to make visible)

Application for OBF Cyclist Friendly Award
Here is a link with information for the CFC award plus a sample application for Columbus, ready to go. The sample shows the format we hope communities will take. Break us in 100 and don't feel bad with any mistakes and answers. Please, we offer the file with answers to help your community qualify for an award.

- **Application Form:** (1-100 KB)
- **Sample Application:** (1-40 KB)
- **Form Credit:** How to add credits to your award

Reference Material Toolkit:
Tools to help you prepare candidates for your community: police & planning, education, education, sign driver and parking.

- **Bicycle Transportation Policy Statement (2-40 KB):** Ohio Bicycle Fed. guidelines for planners and city officials.
- **Resolving the Conflict Enforcement:** An illustrated article by Fred Oswald that gives tips on being road hazards, proper shoulder width, appropriate facilities, dealing with problems, sidewalk access, etc.
- **Ohio Bicycle Traffic Law Changes:** Examples from Ohio traffic laws with explanations for what they mean to cyclists.
- **Guide for Bicycle Traffic Ordinances:** Guidelines for local ordinances that are fair, uniform and promote safety.
- **Model Local Bicycle Code:** A model package of local bicycle laws that promote safe practices and are consistent with Ohio traffic law.

Slide shows part of the Cyclist Friendly Communities home page. See www.ohiobike.org. We have most of the information you need here – free.