

# Be Well Equipped

## The Alright Bike.

Ensure the bicycle is correctly fit for you, is in proper working order, and that you are competent with all operating controls. Keep tires pumped to avoid "snake bite" flats and tire-roll-over crashes, and carry a spare tube, pump, patch kit, tire levers, and a multi tool for the inevitable problem. It helps to have a basic knowledge of adjusting brakes and gears. It's not quantum mechanics!

## Shine at Night.

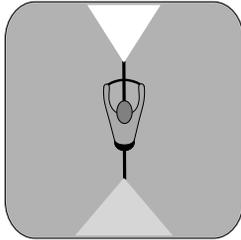
(Dusk/Dawn too!)

§20-129. (e) requires lights at night for good reason.

White front and red rear reflectors are necessary,

but are not sufficient

alone! A headlight is essential to be seen by DRIVE OUT and LEFT CROSS drivers. A flashing red rear light gets attention, especially during gray times.



BE BRILLIANT. GET LIT with reflectors & lights.

## Use Protective Clothing and Gear.

A helmet and glasses ☞ help protect nearly irreparable body parts, and stiff soled bicycling specific footwear and padded shorts make rides, especially longer ones, easier on your feet and bottom. Slathering sunscreen shields you from photons.

# Cool Stuff

**Know These Skills.** Learn how to LOOK BACK, INSTANTURN, QUICK DODGE, and PANIC STOP.

**Fear Only Fear.** Getting passed by fast moving, large, and loud motor vehicles can be intimidating. And, the rare driver will purposefully pass too closely to torment you. Still, actually getting hit from behind is NOT a likely collision. Bicyclists, CLASSY CYCLISTS especially, are almost never involved in an Overtaking crash. So don't fear a near non-existent problem or create new ones with fearful riding practices!

**Report Hazards.** Road surface problems to town maintenance; driving menaces to the police. Do other bicyclists a favor.

**Follow the Golden Rule.** When riding on any shared-use path, pass pedestrians cautiously, the way you expect drivers to pass you.

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This brochure shows excerpts from the 29-page Road Vogue booklet available in bicycle shops in Chapel Hill. The booklet also features advocacy essays, and ride routes with maps.

# Road Vogue



# Classy Cycling

in North Carolina

# Classy Cycling

## Classy Cycling (Klas! e Si! kling)

1. empowered two wheeling
2. using a bicycle in a most excellent and smart manner
3. *driving* a bicycle in a vehicular fashion, like other vehicle operators

## Legal Vehicles.

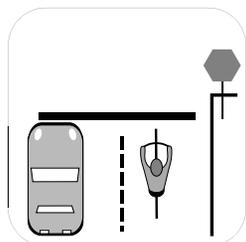
### Equal Rights.

### Equal Responsibilities.

§20-4.01 (49) says:

“...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.”



**BIKES BELONG.** Equal rights means that people who drive bicycles are legally entitled to use of the full lane, just as are other vehicle operators.

## <<<< Simple Principles >>>>

### Two Wheels or Four, the Law is the Law.

And, it's a lot safer following traffic rules than not.

**Go With the Flow.** RIDE RIGHT, with traffic, not facing traffic. THEY'RE NOT LOOKING THERE. And, correct bicyclists are put into danger by wrong way riders who are in the same path.

**Skip the Sidewalk.** Don't ride on sidewalks. But if you do where not illegal, ride slowly, alert pedestrians, and be ready to yield at all junctions. "Wrong way" sidewalk riding is doubly dreadful. There's a reason they are called "sideWALKS!"

# Street Smarts

Where you ride within the lane has a great effect on your visibility and prominence to motorists, motorists' behavior, your ability to react to various situations, and ultimately your comfort and safety.

Bicyclists *usually* ride on the right side of the lane, and are *usually* OK with this. But, they are not required to, or share their lane with motorists. No vehicle driver is required to lane share.

Riding too close to the edge is the worst mistake that otherwise legal riding bicyclists commit. And, there are situations when a bicyclist should not share his or her lane. Your safety is more important than motorist convenience.

**RIDE BIG.** This means USE MORE LANE at all times or USE FULL LANE when necessary.

### USE MORE LANE.

At all times. Passing drivers are compelled to be more cautious and are less likely to squeeze by than if you teeter on the edge. You are also more visible to other motorists, helping avert the DRIVE OUT, LEFT CROSS, and RIGHT HOOK. It gives you added room from other hazards like debris, grates, and the curb.



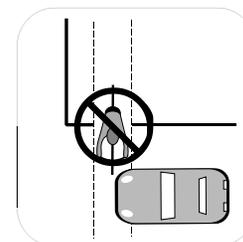
**USE FULL LANE.** When necessary. Use the full lane to prevent passing if you're going fast, preparing to turn left, the lane is too narrow or too curvy for safe passing, to avoid parked car doors or other roadside risks, or anytime it increases your safety.

# Avoid the Big 3

By following traffic rules to eliminate the collisions YOU may cause, what else is left? Seven years of police data reveal the 3 most popular adult bicyclist "accidents" in town.

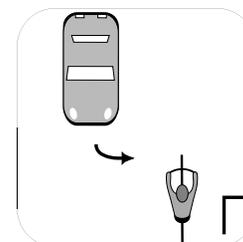
## Dodge the DRIVE OUT.

SKIP THE SIDEWALK and RIDE RIGHT! But, it also happens to correct riding bicyclists. In the roadway RIDE BIG for extra leeway and visibility.



## Look for the LEFT CROSS.

RIDE BIG to make you more detectable and for maneuvering room. Don't be visually screened by other vehicles between you and the left turner.



## Rebuff the RIGHT HOOK.

To guard against this, RIDE BIG, forcing a driver to make a more sweeping turn, and to think twice about it. Don't pass stopped drivers on their right because THEY'RE NOT LOOKING THERE. But if you do, assume they will turn or merge right even if not signaling.

