

Bike Crash

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PREVENTION

LIKE MOST TRANSPORTATION CHALLENGES, BICYCLE CRASHES ARE CAUSED BY MANY FACTORS AND HAVE JUST AS MANY METHODS OF PREVENTION. SAFETY EFFORTS LIKE DRIVER EDUCATION, BETTER BICYCLE FACILITY DESIGN, AND BICYCLIST TRAINING ALL WORK TOGETHER TO INCREASE SAFETY BY ADDRESSING THE THREE PARTIES OFTEN INVOLVED IN BICYCLE ACCIDENTS – THE BICYCLIST, THE DRIVERS AROUND THEM, AND THE BUILT TRANSPORTATION ENVIRONMENT IN WHICH THE CARS AND BICYCLES TRAVEL. WHILE BICYCLISTS AND DRIVERS ARE USUALLY THE ONLY ONES MENTIONED IN CRASH REPORTS, THE BUILT TRAVEL ENVIRONMENT CAN PLAY A BIG ROLE IN EITHER CONTRIBUTING TO OR PREVENTING AN ACCIDENT.

Three of the most common types of bicycle accidents even have names: 'Right Hook', 'Left Cross,' and 'Broadside'. The following outlines a few things bicyclists, drivers, and those responsible for creating and maintaining transportation facilities may do help prevent these all-too-common accidents.

RIGHT HOOK •

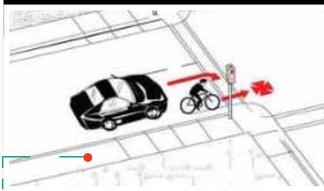
A Right Hook takes place when a car overtakes or nearly overtakes a bicycle, then makes a right turn directly in front of the bicyclist.

BICYCLISTS: Make sure you are visible. Use a headlight and taillight (even in daytime), wear reflective clothing or accessories, and equip your bike or helmet with a mirror to increase your awareness of surroundings. Avoid riding in a right turn lane unless you are making a right turn. Do not ride up alongside a vehicle with the expectation that they are aware of you. Position yourself so that you are visible to surrounding cars.

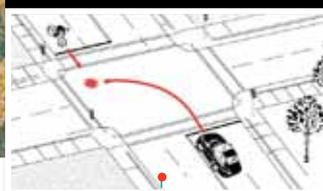
DRIVERS: Be aware of your surroundings. Check your mirrors and blind spot when turning to make sure that a bicycle is not “hiding” around your car. Use your turn signal to ensure that others around you are aware that you are going to turn.



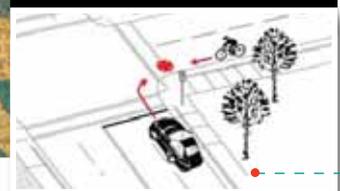
Right Hook



Left Cross



Broadside Crash



TRANSPORTATION OFFICIALS: Where appropriate, place “Share the Road” signs and/or pavement markings to help increase motorist awareness of bicycles. Where bike lanes are present, consider adding dashed bike lanes, or “skip stripes,” through the intersection if not already present and right-turn-on-red restrictions for motor vehicles. Avoid routing bike lanes to the right of right-turning motor vehicles.

LEFT CROSS •

A Left Cross occurs when a car makes a left turn directly in front of, or into a bicyclist.

BICYCLISTS: Similar to previous, be sure you are visible to other roadway users. Try to make eye contact with drivers in opposite lanes to make certain that they see you. If you are unsure that the driver sees you, make sure that you have adequate stopping room to prevent being hit. Avoid passing vehicles on the right, or riding to the right and behind a car where you are not visible to oncoming traffic.

DRIVERS: Again, be aware of your surroundings. Do not try to “beat the light” when turning left. Make left turns with the expectation that there may be a bicycle or pedestrian crossing your path.

TRANSPORTATION OFFICIALS: “Share the Road” signs and pavement markings, and “skip striped” bike lanes through intersections may both be used to increase motorist awareness of bicycles.

BROADSIDE CRASH •

A Broadside crash is one in which a bicycle or motor vehicle fails to properly yield the right of way and car strikes the bicyclist or vice versa.

BICYCLISTS: Ride with, not against, the flow traffic on the right side of the road. Obey traffic controls at intersections such as stop signs and traffic lights. Use caution when approaching driveways and cross streets even if you have the right of way. If it is safe to do so, consider taking the full lane to increase your visibility and room to maneuver. Also, take the previously mentioned measures to increase your visibility.

DRIVERS: Use extra caution when exiting driveways and anticipate vehicles travelling on the far right hand side of the roadway. Just as above, obey traffic controls at intersections such as stop signs and traffic lights.

TRANSPORTATION OFFICIALS: Consider including rotated bicycle symbols in bike lanes that are oriented to motorists exiting or turning into driveways. If appropriate for the roadway context and orientation of driveways, examine placing bike lanes on the left side of a one-way street.

All of the engineering and signage treatments listed above are currently permitted by the *Manual on Uniform Traffic Devices* and may be implemented immediately.