Cycling Safety

- **Obey all traffic laws.** According to the California Vehicle Code, every person riding a bicycle upon a street or highway has all of the rights and responsibilities of the driver of a motor vehicle. On campus traffic regulations are strictly enforced. You may be cited for running stop signs, riding at an unsafe speed for conditions, riding on the wrong side of the road or on sidewalks, wearing headphones while riding, not having legal brakes, etc. **Cyclists are required by state law to use front white lights, rear red reflectors, pedal and side reflectors at night.** Additional lights - especially rear red flashers, reflectors, and light colored clothing are a good idea.

- **Buy and wear a helmet.** They can greatly reduce the risk of head injury or death. Don’t “hit the road” without one. But remember: even the best helmet has limitations and they don’t prevent crashes. Defensive cycling is the key to bike safety.

- **Be aware** when approaching roundabouts!
  
  There are two important rules to remember when approaching a traffic circle: **Always ride counterclockwise** through the circle, and **always yield right-of-way** to any bike or vehicle already in the circle. Signaling your turns is especially helpful in circles, and be sure to watch out for others and adjust your speed or turns accordingly. Not everyone will necessarily understand or obey these right-of-way or yield rules, so **ride defensively!**

Safety Tips:

- **Use Hand Signals:** Signal to other drivers; your movements affect them. Hand signals tell everyone what you intend to do. Signal as a matter of law, courtesy, and self-protection.

- **Ride in a Straight Line:** Ride to the right of faster traffic in a straight line about a car door’s width away from the parked cars.

- **Don’t weave between parked cars:** Don’t ride to the curb between parked cars. Motorists may not see you when you try to move back into traffic.

- **Follow lane markings:** Don’t turn left from the right lane. Don’t go straight in a lane marked “right turn only”; stay to the left of the right turn only lane if you are going straight.

- **Choose the best way to turn left:** There are two ways to make a left turn. (1) Like a motorist: Signal move into the left lane, and turn left. In a left turn only lane, stay to the right of the lane to allow any motorists behind to make their turn on your left. (2) Like a pedestrian: Ride straight across to the far-side crosswalk, dismount, and walk your bike across.

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**Back up safely: Check 360 degrees**

1. Inspect the area (perform a visual check)
2. Be aware of your clearances
3. Be alert and avoid distraction
4. Use your mirrors continuously
5. Use your 4-way emergency flashers and tap your horn to alert others of your presence
6. Maneuver slowly
7. Back from the driver side
8. Use a guide, and pick someone to assist you
9. To avoid unnecessary backing, consider backing into a parking space instead of backing out of it, when possible.

**Read more**
Slips, Trips & Falls

By: Robert A. Wachter, P.E., CSP, UC Davis

We all routinely take hundreds of steps every day at work and home. By taking a few minutes to understand how slips, trips and falls happen, you can prevent future needless and painful injuries.

Establish rules, procedures and training:
Having well-defined rules and procedures are one of the best ways to protect employees from slips, trips and falls:
• Make it easy to report or clean spills immediately
• Regularly inspect work areas (calendared, re-occurring housekeeping inspections)
• Provide employees with training on housekeeping

Once you’ve minimized physical hazards and established rules, procedures and employee training, you’re only dealing with part of the problem. For example, having readily available wet floor signs won’t work if employees are distracted and fail to notice them or heed their warning. Just because there’s a hazard doesn’t mean workers will fall, but inattention means just because there’s a sign doesn’t mean people are safe. Slips, trips and falls are a complex problem and a complete plan to effectively combat it must include solutions for both physical and human factors.

Human error reduction:
A 2014 survey of 1,294 safety professionals (Safety Daily Advisor’s December 2014 survey “Understanding How Human Factors Affect Slips, Trips, and Falls”) revealed the most frequent factors in slip, trip and fall incidents at their workplaces and 95% of respondents cited one of three causes human errors. When employees are moving too fast, aggravated, fatigued or just plain complacent they make errors and decisions increasing the risk of injury. The key is getting employees to take personal responsibility for their behavior, starting with awareness of unsafe acts and ending with developing safe work habits. Employees must learn to modify their behavior versus the risk.

Habits:
Building better habits will reduce the risk of slips, trips and falls. This is a continual process of examination and reinforcement. Supervisors and safety professionals need to positively motivate, support and reinforce safe habits in employees to increase awareness. This includes analyzing mistakes to avoid them in the future.

Risk Perception:
When we start rushing or are frustrated or tired, the risk of slipping or tripping increases, but our comfort level with walking stays the same. So before you’re able to reduce slips, trips and falls you need to get your employees to recognize just how risky it can be.

Common techniques to change risk perception include:
• Play videos or share stories showing the impact of slips, trips and falls
• Provide stats about the dangers and potential severity of slips, trips and falls
• Ask how much an injury would limit employees at work, at home with their family, and in sports and hobbies

In your next safety talk ask your employees to think about the last time they stumbled over something (even if it’s their own feet). Maybe it was on a wet surface, or they weren’t wearing proper footwear. But what were the other factors involved? Were they rushing, frustrated, fatigued or complacent? Because that’s the root cause in most incidents.
Ready to Ride

Brakes: Bicycles must be equipped with a brake that allows an operator to execute a one-braked-wheel skid on dry, level, clean pavement. CVC 21201(a). A “fixed gear” bike with no brakes does not meet this requirement no matter how skilled the cyclist.

Handlebars: Handlebars must not be higher than the rider’s shoulders. CVC 21201(b).

Helmets: A person under 18 years of age shall not operate a bicycle unless that person is wearing a properly fitted and fastened bicycle helmet.

Bicycle size: Bicycles must be small enough for the rider to stop, support it with one foot on the ground, and start safely. CVC 21201(c).

Lights: At night a white headlight visible from the front must be attached to the bicycle or the bicyclist. CVC 21201(d) and CVC 21201(e).

A red rear light provides much greater visibility. The lights and reflector requirements also apply during foggy conditions.

Reflectors: At night bicycles must have the following reflectors:
- Visible from the back: red reflector
- Visible from the front & back: white or yellow reflector on each pedal or on the bicyclist's shoes or ankles
- Visible from the side: 1) white or yellow reflector on the front half of the bicycle and 2) a red or white reflector on each side of the back half of the bike. These reflectors are not required if the bike has reflectorized front and back tires. CVC 21201(d).

Gear:
- Wear brightly colored reflective clothing and closed-toed shoes as a best practice.
- Carry a repair kit - it will come in handy!

Seats: All riders must have a permanent, regular seat, unless the bicycle is designed by the manufacturer to be ridden without a seat. Bicycle passengers weighing less than 40 lbs. must have a seat which retains them in place and protects them from moving parts. CVC 21204. In other words, no “hitching a ride” on the handlebars or rear rack.

Head phones: Bicyclists may not wear earplugs in either ears or a headset covering both ears. Hearing aids are allowed. CVC 27400.

Website: http://calbike.org/bicycling-in-california/sharing-the-road/