



# Safety Tips for Everyone

## Not all bike lanes are created equal

Painted bike lanes do not protect you from automobiles. The safest type of bike lane is a **protected bike lane**, which has physical barriers to prevent people riding from getting hit by a driver.

Installing protected bike lanes with strong barriers is the #1 most effective thing a city can do to increase bicycle safety for riders of all ages and abilities.<sup>1</sup>

### Types of protected bike lane separators:



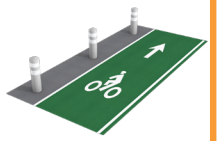
Jersey barriers



Planters



Curbs



Bollards



Parking stoppers



Zicla "Zippers"



Flexposts

1. <https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>

## Slow the cars

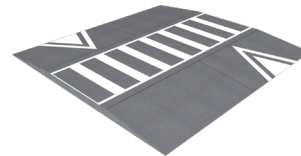
While most streets need protected bike lanes due to automobile speed, *neighborhoods* need streets slow enough that anyone can use them in safety.

**Slow streets** have traffic calming that reduce the overall speed of drivers, making them more aware of families walking or riding in the area.

### Elements of traffic calming for safer, slower streets:



Slow speeds



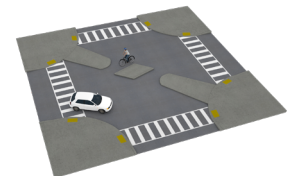
Speed humps and raised crosswalks



Flexposts



Chicanes



Diverters

## Signs & signals

One of the most critical functions of our streets is that they manage and organize all sorts of traffic through the use of **traffic signals** and **signs**.

Some protected bike lanes even get their own dedicated signal, and bicycle routes sometimes receive dedicated signage.

### Signs and signals for bicycles:



Bicycle traffic signal & sign



Bike lane



Bicycle route



Bicycle boulevard



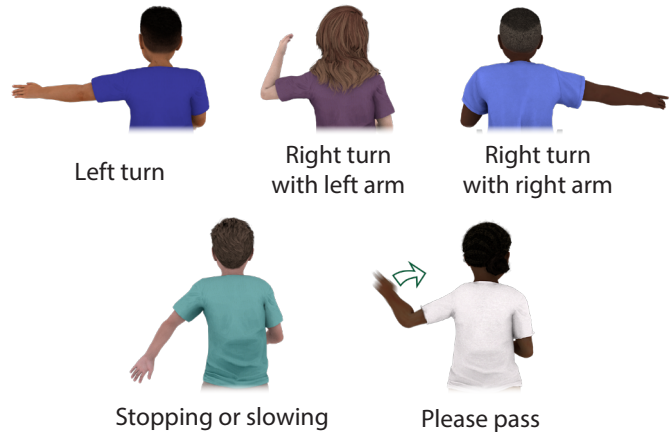
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## Hand signals are important

**Hand signals** communicate our direction of movement when riding a bicycle, so others around us can know if we may be crossing each other's paths, or not.

This makes us **predictable**, allowing other riders - and drivers - around us to understand where we're headed and whether it is safe to proceed or not.

### Hand signals:



## Helmets only work if fitted properly

A helmet can only provide protection if properly fitted using the **"Two Finger Rule."** Fitting one improperly could result in injury.

While we encourage the use of helmets and recognize that they are legally required for youths in many locations, the capability of a bicycle helmet is frequently exaggerated. We strongly emphasize the following:

### Bicycle helmets are designed to:

- prevent a skull fracture in the event of a fall.

### Bicycle helmets are NOT designed to:

- prevent a crash,
- prevent a concussion,
- prevent serious injury to the rest of your body,
- survive a direct impact from a car,
- prevent death if you are hit by a car,
- work if they are not fitted correctly to the individual.

Helmets will not prevent a life-altering impact that they are not designed to withstand.

This is why **protected bike lanes** are necessary.

### Fit a helmet with the Two Finger Rule:



1. Put the helmet on your head.



2. Adjust the ratchet at the back if the helmet, if equipped. Spin it until the helmet feels snug - but not too tight - around your head.

If your helmet does not have a ratchet, it should include foam pads of different thicknesses for getting a snug fit.



3. Place two fingers flat on your forehead, above your eyebrows. The helmet should rest lightly on the top finger - not any lower or higher.



4. Form a "V" with your index and center fingers. The straps of the helmet should follow this V, one strap in front of your ear next to your cheek, the other behind it.



5. Fasten the chin strap.

When buckled, only two fingers should fit between the strap and your chin.