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| **Theme: In general, avoid taking the lane.** | **Respondents** |
| **14 (8M, 6F)** |
| **Responses:**  M I think it's dangerous - it's dangerous that people do that, because, again, you can't count on people being responsible. People are often irresponsible, and people shoot each other in New York City when they're aggravated - you know - it's crazy, it's a crazy place. Let alone to aggravate a driver who has just smoked a couple of weeds and had a couple drinks, or, you know, had just been, you know, experiencing psychotic mood shifts, you don't know how that driver is going to perceive you when you're blocking his way. He could just go through you, you know? (#13)  M I never do this - unless it's a traffic situation, and then I'm going on the yellow line, or against the traffic, or on the sidewalk. But if traffic is normal I never do it. (#14)  F I've witnessed that a few times, and I tried it once, but I felt so intimidated in Brooklyn here by the drivers, because they would just honk at me (unintelligible) - yeah, they were, like, get out of the way basically. So it doesn't seem like a very wise play amongst, like - outside of the cycling community - by bicyclers - like, yeah. People driving don't care; they're, like - you need to get over. (#16)  M That makes me nervous. I don't - I feel safer in bike lanes. While I trust people's intentions when driving, a car can cause a lot more damage when you're in a lane where the cars are driving versus a bike lane. That's my opinion. [On a street where there is no bike lane, how would you feel about being in the path cars are in versus being on the side?] Just stay to the - stay to the shoulder, because there are times when I have to ride without a bike lane - stay to the shoulder. Exercise more caution. It's definitely doable, I've done it. And I've done it on busy streets. So just be - be cognizant of your surroundings, share the road, and be extra cautious. (#21)  F I mean, it seems like it would be less safe, although maybe if - maybe if they're concerned about getting doored, they feel like it's actually safer to be away from the parked cars on the side. I mean, I've ridden in the middle of the road when it's a shared - when it's a shared lane and there's no dedicated bike lane, I've been in the middle when there's not much traffic. But wouldn't do that - again, also because my bike doesn't go very fast. So I know that I'd be holding up traffic. (#23)  F I have a friend, who's a real biker, and he says, “Take the lane. Bike in the middle of the street” and his wife and I never do that. I think it's a guy thing. I mean, you know, you technically have the right, and it really makes people furious, so I don't see the point. (#6)  M Yeah, I think that that's just a - you're asking for trouble there, that's just a recipe for disaster. As I said before, many drivers are - especially in Brooklyn and within the City - many drivers are driving distracted, as well as, there are some who have some potential road rage issues, so you doing that can just aggravate someone to, you know, a dangerous level, so I don't recommend that. (#20)  M Oh, no no - I, yeah, never do that. I'm forced to, occasionally, on my commute home because of the narrow streets in Cobble Hill, and it's something that I'm aware of and I try to move as fast as possible to avoid inconveniencing people, because drivers can sometimes be quite annoyed when they're stuck behind you, and I will sometimes even move to the side if there's an empty parking space to, like - So I I'm - I avoid taking the lane as much as I can. (#19)  F Yeah, I think it's, you know, potentially dangerous. Unfortunately, there aren't necessarily, like, bike lanes everywhere, and I've had that where I've commuted into the City a few times and a bike lane will just turn into, like, a regular street lane, and you have kind of, like, no other option but to do that, and, you know, if you can avoid it, definitely do; if you can't, just be as cautious as you can until you can get, like, on a proper bike lane. (#22)  F So I stay about, like, a meter away from the cars that are parked, and if the car, like, wants to go by me, I usually - like, if I feel like it's safe to go to the right to give them more room to go by me, I will do it, but if I feel that it is not safe or if there is a red light just at the end of the street, I usually, like, stay where I am, and if they get mad, they get mad - that's their problem, not my problem. ..... [How do you think taking the lane relates to riding safely?] Well - I think it's just - I mean - I think it depends on the traffic conditions - if it's slow traffic, I don't think it's a big deal. But if there is, like, not much traffic, I was, like - why would you do that? You know - especially if you don't bike fast, you're, like, definitely slower than a car, then I just understand, like, why you would do something like that. (#2)  F I try not to be in that situation, but there are times when it is the best tactic. It takes a certain amount of boldness but - it's you know, if I can, you know, like I said, you know, use bike lanes or have that space on the side to ride safely I prefer it. (#24)  M I tend to stay towards the outside of the lane, and then occasionally move into the lane. You know, when I spoke about that earlier: I sometimes have to pass something - maybe parked. But for the most part, I would say I tend to want to stay out of the lane, or as much out of the lane as I can. You know, and once again, you know, if you back up a minute, you see parked cars - You know, you don't want to be, let's say, 12 inches from a parked car, all right? So you want to give yourself a healthy space from cars that are parked, but also you don't want to be in the middle of the street. So it's a little bit of that dance that we do when we're trying to be in a safe spot. (#5)  M Sometimes that's necessary and effective, and I - you know - I'll do that on occasion, but I kind of generally think that, you know it's - it's not - I wouldn't advocate that as the best, you know, consistent approach, you know, because you - cars do go faster - even if you meet them at the light every time, they go - they'll speed up and slow down, in other words, it's a different pace, so I do think that's kind of a problem as a general rule. (#7)  M Taking the lane - let's see - I would say it's something actually more useful than people do, it should be practiced a bit more, but I will say that it can be dangerous with aggressive, violent drivers, so you have to sort of get a feel for your situation. If there are no cars around, I think it's a good idea, but if there's cars nearby, it's - actually, stop if you think that's going to make you safer, you should probably just stop and let some cars pass, because I think here, drivers, if they're aggressive and you try to take the lane, they're going to respond with a show of force. Whereas I think maybe in other cities, taking the lane actually works, here I think it actually puts you in danger in some ways. But it should be used a bit more than it usually is. (#12) | |

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| **Theme: Take the lane when the situation calls for it.** | **Respondents** |
| **8 (4M, 4F)** |
| **Responses:**  M I do that often, when there are situations that - especially a lot of roads in New York City and Brooklyn you know, there's only - as a cyclist, you can go probably even faster than a car, because of traffic conditions, so if it's not safe to be I think it's more unsafe to, like, try to, you know, stay on the side and let a car come close to you, than to just - when you're not going to slow a car down, you may as well take the lane - I think it's safer. And then as soon as it’s - you know, usually I do that if it's, like, going around a double-parked car. I do it because it's - you know, and cars usually, I find, always respect it. I've never - I feel like I've never been beeped at or anything like that, I take the lane and as soon as the road is clear, I get back on the (unintelligible word) to where the bike lane is. (#15)  M What comes to mind with that is that, if there is a double-parked car, and I'm going at a good speed or, you know - I will look over my shoulder - if there's a car right directly next to me, of course, I'm going to let him go, but if there's one a little bit far back, I will point into that lane, you know, like a hard point: I'm taking that lane, you know - yeah. I do take the lane when, when I can, you know, when I - I'm, I don't want to say, aggressive, but , but, you know, I -- I will take a lane if, you know - given the opportunity. (#3)  F I think it can be safer -- To me, that's safer than a sharrow, where you're kind of pushed off to the side of people, like - cars will pass you but you don't really have designated space, and then cars are kind of going around you out into maybe even oncoming traffic almost, to try to get around you. Sharrows are definitely scary and I think taking the lane is sometimes safer because you're actually in the center of someone's field of view, and they can't pass you and then potentially, like, sideswipe you. So I think in certain cases, especially when speeds are slow and everyone's more or less traveling at the same speed, it can be much safer just to make your presence really known, because I think sometimes that's the more risky thing is when people don't realize that you're there, they're kind of (unintelligible) bikers, and you feel like cars will, like, you know - they'll still pull out from being parked or they'll, you know, try to make a turn into you, not seeing that you're coming up in the bike lane. So I think there are - in certain cases, I think taking the lane is safer because you're more visible. (#10)  F I feel like, in some ways, like, I do kind of agree that, like, the more space you take up and the more visible you are, like, you're kind of asking for their respect in a way - so - I don't know, I mean, I don't really take the lane. I kind of stay more on the side, but, like, also, like, giving myself enough space so that I'm away enough from a parked car. But I will take a - take the lane, like, if the traffic is slow, or they're kind of mostly parked and, like, I can't go around on the side, you know, they're, like, too close together. (#17)  F I think it's fine, because your safety is a priority when there's no bike lane at all then - it's actually safer if the biker takes the lane. I never really do that unless it's just a really narrow lane, which I don't really think happens in Brooklyn, but sometimes yes, it does - yeah - I'll do that, and - yeah. Sometimes cars will honk at you and get impatient if you do that, but yeah. (#11)  F I try not to be in that situation, but there are times when it is the best tactic. It takes a certain amount of boldness but - it's you know, if I can, you know, like I said, you know, use bike lanes or have that space on the side to ride safely I prefer it. (#24)  M I tend to stay towards the outside of the lane, and then occasionally move into the lane. You know, when I spoke about that earlier: I sometimes have to pass something - maybe parked. But for the most part, I would say I tend to want to stay out of the lane, or as much out of the lane as I can. You know, and once again, you know, if you back up a minute, you see parked cars - You know, you don't want to be, let's say, 12 inches from a parked car, all right? So you want to give yourself a healthy space from cars that are parked, but also you don't want to be in the middle of the street. So it's a little bit of that dance that we do when we're trying to be in a safe spot. (#5)  M Sometimes that's necessary and effective, and I - you know - I'll do that on occasion, but I kind of generally think that, you know it's - it's not - I wouldn't advocate that as the best, you know, consistent approach, you know, because you - cars do go faster - even if you meet them at the light every time, they go - they'll speed up and slow down, in other words, it's a different pace, so I do think that's kind of a problem as a general rule. (#7) | |

Other Comments

M Oh yeah, I know all about taking the lane. [And so, how - ?] Sometimes you just do it. [Pardon me?] Sometimes you do it. Sometimes you have to do it. Like, also, I've ridden around with a trailer a bunch, like, when I was doing it more for work. And - in that case, you definitely just, you know, take over. That's that. And when there's real openings, you know, I let people pass and everything. But I think we're allowed, right? As bicyclists. (#9)

M Don't ride too close in to the cars on the side of the road because you get doored. The other thing is overtaking cars will try and squeeze by you and squeeze you into the parked cars - if you go in close, they think they can come round, so very often it's better to ride faster in the middle of the street..... Yeah definitely take - sometimes at night you can't, but I try to do that during the day, and, you know, get the speed up to 20 miles an hour and not coast along at 10. [f/u Q: What is your feeling about taking the lane from the perspective of safety?] Well, you're kind of damned if you do - well, definitely I'm more worried about getting doored than being hit from behind - except at night. (#18)