**Theme: Be predictable to other road users.**

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| **Sub-theme: Signal your intentions.** | **Respondents** |
| **9 (5M, 4F)** |
| **Responses:**  F I guess the one thing I would - I try to do is, if I have to go around a double-parked car, like, there might be car traffic behind me, and now I have to kind of steer into where the car traffic is, so I make sure I'm using hand signals so that they see me coming over and (unintelligible) like, I need to get around the parked car too. So, I try to I try to do that, so that other cars behind me, like, you, know, know what's going on. (#10)  F Signal when you're turning. (#11)  F Bicyclists have signals, like right turn, left turn, when they're stopping -- You use your arm, you extend it, and I noticed a lot of cyclists don't do that - they'll just run the stop sign, or turn, and then the car behind them will sometimes - they don't know what they're doing - like, are they (unintelligible word) to turn left? Or right? So, it's like there's no communication between the cyclist and the drivers. (#16)  M I use my arms to signal when I'm getting into a lane to turn, I make sure that intersections are clear and that I have the right-of-way when pulling into the intersection to make a left turn or right turn, so just being aware and assertive in my intent to turn while following safety regulations. (#21)  F If I can safely signal, you know, then I do. If I can signal without, say, losing my balance or something, I try to signal and act in a way that can be anticipated by the other vehicles. (#24)  M Signal. Signal, signal, signal. It drives me crazy when, you know, when driving or people, they don't let you know where they're going to be. Cars that want to turn, they don't have their blinker on. That goes, you know, for bicyclists as well they make a turn in front of you. Let people know. And I'm always - you know, if I'm going to turn, I'm pointing, if I'm going to shift lanes, I let people, you know - I point to the lane, I'm going into the next lane. You know -- Signal, let people know what's going on, what you're going to do, what you intend to do. (#3)  M So I may be pointing out spaces -- so if I'm riding down a street and I need to move over to the left because there's a double-parked car in front of me, I'll point to an area in which I'm going. I may lift up my arm to, you know, caution a driver that I'm going to the -- [Q: like a hand signal?] Like a hand signal, yeah. I'll point to an area where -- that that goes back to the question of dictating domain, you know. I'll point to an area, and I'm saying, that area now, I'm going to be moving into that direction, and that's, like, a domain, I'm dictating the domain of where I'm going. And I'm not doing that because I'm saying “That's my space”, but I'm communicating to the other driver that I need that space. Now if I was not in a position to dictate that domain, I may have to change my course, like if the car is already in front of me or alongside of me, I can't just say, “You need to slow up for me to go in front of you.” Right? So it's all about respect for one another. But if I'm in a position where I'm ahead and I notice the vehicle is behind me, I will say, “I need that space, I need a chance to move over.” And then I may speed up to kind of scoot around the double-parked car. (#5)  M And to be predictable like, to not just be like - if you're going to do something, you want to be signaling, you want to, you know, just sort of be looking to make sure that the way is clear. (#9)  M [With regard to hand-signals, is that something you feel is important?] I think it's good that every cyclist is at least knowledgeable on them - know what they are in the event that whether or not the motorists around you respect the fact that you're doing hand-signals to make them aware of what you're - but I don't think it would it would hurt, as opposed to not doing any hand-signals and just making a quick left turn or quick right turn or stopping suddenly, because a lot of times you might not be aware of who's behind you or how close they are, because if you're riding at a leisurely pace and there's someone who, even on a cycle, on a bicycle riding behind you, and they're going quickly, if you don't signal that you're stopping, it's not like a bicycle has brake lights, they can't tell, so I think that that's definitely something that I've actually used when I've done group rides, ..... so I've ridden in very large groups, and hand-signals don't really work for those groups, so calling out where you're at and where you're passing a person ahead of you is definitely one of the most important things, so that's something that I also would add - call out if you're behind another cyclist, you know, call out, “I'm on your left”, “Passing on your left”, things like that. I think those are very important things, and that's the way people are aware that you're near them or you're coming around them, and you keep yourself safe that way - and the other person as well. (#20) | |

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| **Sub-theme: Ride in a consistent or otherwise predictable fashion.** | **Respondents** |
| **7 (3M, 4F)** |
| **Responses:**  F I heard this, and it's actually been something that is, like, interesting for me to think about while I'm riding, which is, like, if you keep pace while I'm riding, and, like, a pedestrian is moving someplace, people can predict your -- people have much easier ability to predict, like, your speed and your maneuvers when you're moving confidently and, like, consistently, but when you start to, like, slow down, or someone's, like, road crossing an intersection, if you start, like, slowing down or swerving your bike, like, you create confusion, and then the pedestrian will, like, stop and panic, and you can create a situation where there's a potential collision, like, unnecessarily. (#10)  M And I'm not trying to make some -- unanticipated movement, right? Going toward the way of -- because I know if I make a left turn or right turn without making sure that I'm safe, I'm not doing this. (#14)  F also staying in a, like, predictable place on the road, so, you know, I'm not, like, you know, wobbling back and forth, so people know, like, where I'm going and, like, this is my path. (#17)  F I try not to get myself wedged in, like against curbs, but to hold my position, not weave or do anything unpredictable. (#24)  M I do, though, like, stop at lights almost all the time. There are occasions when I don't, but for the most part, I feel like, by observing those kind of general rules that it makes it easy to convince people that it's more predictable for other people, and it makes it more predictable for you, you know? (#7)  F Because I also see that cars don't know what to do if you have bikers on both sides, left and right. So don't be don't confuse people, stay on one side so they can predict what you're going to do. (#8)  M So if I'm riding down the street right now, I'm trying to dictate my domain where I'm going. I'm not, you know, erratic, where I'm going fast and then slow, I'm not erratic where I'm going left and right, I try to stay straight. (#5) | |