



**Protected Bike Lanes &
When Education is About the Infrastr**



UHealth Kaminetele

Social Marketing

**UHealth KiDZ Neuroscience Center
(WalkSafe + BikeSafe)**



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE



STOP

STOP







FINALLY, BIKING IN UPTOWN WITHOUT FEAR

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- ARTICLES & RESEARCH**
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 - Articles
 - Finally, biking in uptown without fear
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N. Davidson & E. Street, Charlotte
Ely Portillo <https://ur.charlotte.edu/story/finally-biking-uptown-without-fear>

Bike Safety Tips for Kids



Wear a Bike Helmet

See and Be Seen

Use Verbal and Non-Verbal Communication

Check Your Equipment

Watch for and Avoid Road Hazards

Avoid Riding at Night

Rocky Mountain Hospital for Children



Rocky Mountain Hospital for Children (Denver)



By your side, for bicycle safety.

DID YOU KNOW?
Wearing a helmet can reduce bicycle-related head injuries by up to 85%.

ALWAYS WEAR A BICYCLE HELMET with a safety approved label. Remember, different helmets are designed for different activities. Be sure to wear a helmet designed for use when riding a bicycle.

Check your bicycle for a good fit by standing over it. THERE SHOULD BE 1-2 INCHES BETWEEN YOUR BODY AND THE TOP BAR.

Lock LEFT

Run RIGHT

Even LEFT signs

For more information on bicycle safety, call 214-456-1970 or visit childrenshospital.org

childrenshospital.org

childrenshospital (Texas)



Be a Safe Bike Driver.

1 Wear Your Helmet the Right Way

- First put on your helmet so it is level and snug—if it slides around, you need to insert thicker pads.
- EPS - you should see the very edge of your helmet when you look up past your eyebrows.
- EPS - the straps should meet right under your ear lobes to form a Y.
- NOISE - the strap should be loose enough so you can breathe and insert a finger between the buckle and your skin, but tight enough that if you drop your jaw you can feel the helmet pull down on the top of your head.

2 Dress Bright for Safety

- Wear light- or bright-colored clothing so you can be seen.
- Use reflective materials or other strips or cards so they don't dangle—they may get caught in the moving parts of your bike.
- Leave all baggy clothing as close to your body as possible.
- Never wear headphones.

3 Check Your Bike for Safety

Have your bike checked at least once a year at a bike shop. Check it yourself before riding with the ABC Quick Check:

- A**IR - pinch the tires, they should be hard.
- B**RAKES - make sure they work and aren't rubbing the tire.
- C**RANK/CHAIN - if there are problems with your gears or if the chain is loose, take your bike to a bike shop.
- B**EEL - check "quick release levers" and other bolts to make sure they are tight.

4 Obey the Rules of the Road

- Ride on the right.
- Ride single file.
- Obey traffic signs, signals, and laws.
- Ride straight—no weaving!
- Look back and signal before turning.
- Yield to people walking.
- Use lights if riding at night (remember to ask your parents for permission).
- Always stay at the end of your driveway—look left, right, then left again before entering the road.
- Test yourself! You can always walk your bike.

When we all drive safely and follow the rules of the road, it is easy to be safe and have fun!

www.BikeCoalition.org For more information, contact the Bicycle Coalition of Maine 207-652-6571

Bicycle Coalition of Maine (2001)



"Eye Contact Saves Lives" Colorado DOT (2019)

Claimed to be part of a Vision Zero plan, despite being opposite of VZ definitions. Also, not scientifically proven that eye contact specifically reduces the possibility of a crash.



SHARED RESPONSIBILITY

New Jersey DHTS (2013)



CARS HAVE BUMPERS. YOU DON'T.

IT'S ROAD SAFETY. NOT ROCKET SCIENCE.

WALK RIGHT

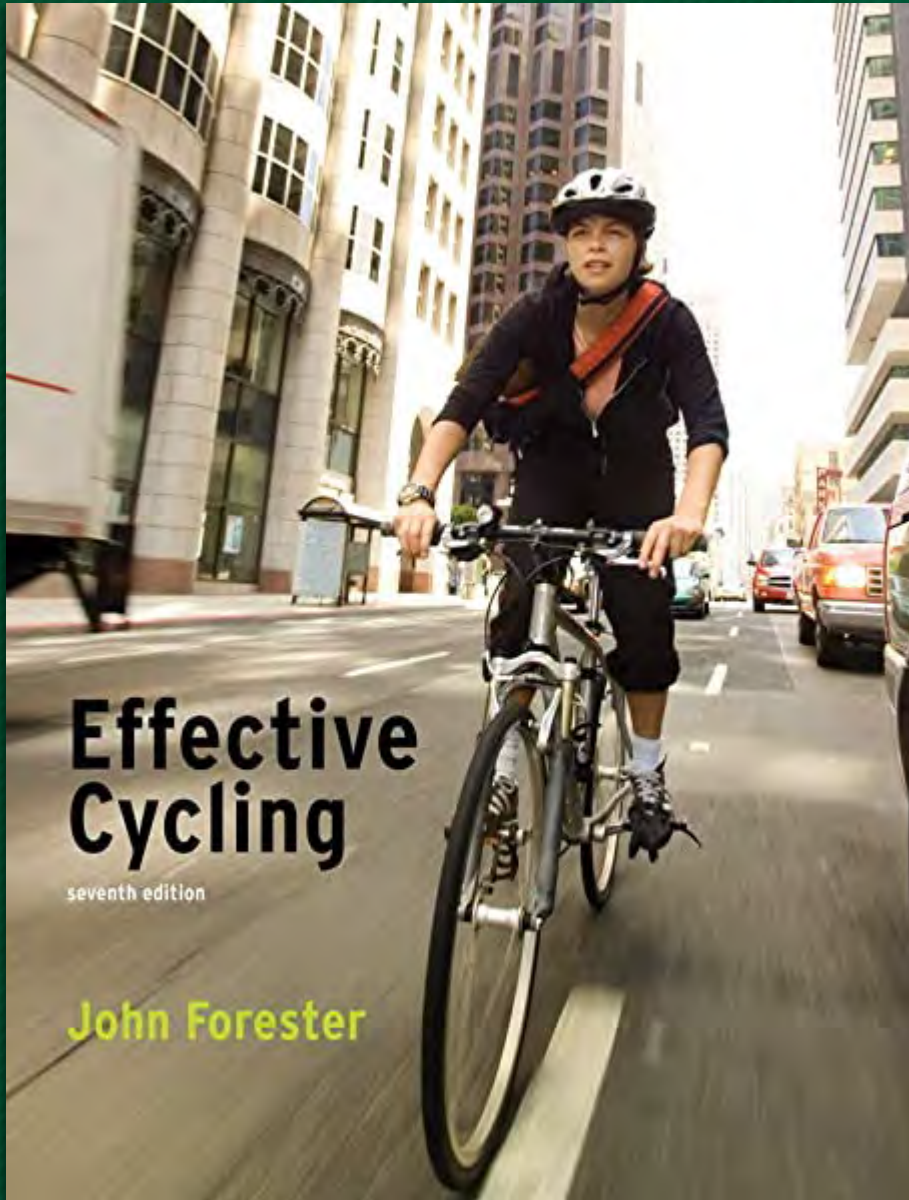
"Walk Right" City of Philadelphia (2013)



"Look Alive" Maryland DOT (2017)







<https://www.wcpo.com/news/northern-kentucky/nkynonprofit-that-says-it-will-pay-for-a-solution-to-protect-cyclists-is-waiting-on-kytcs-approval>

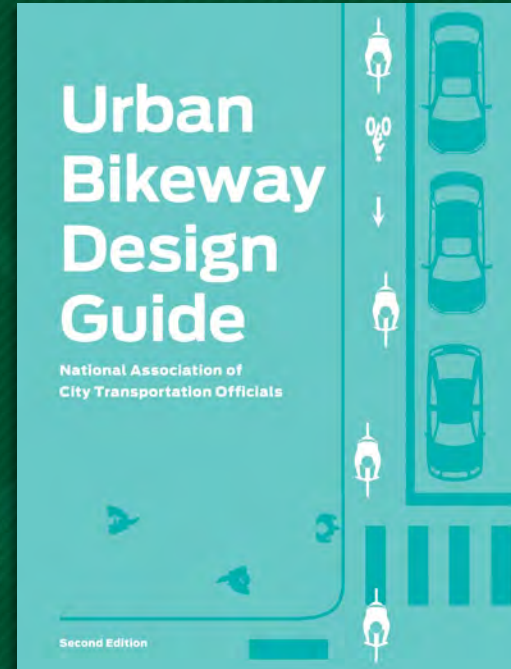




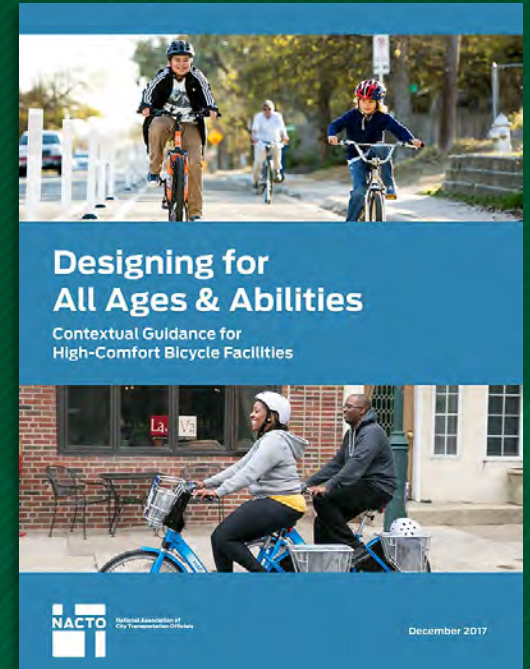
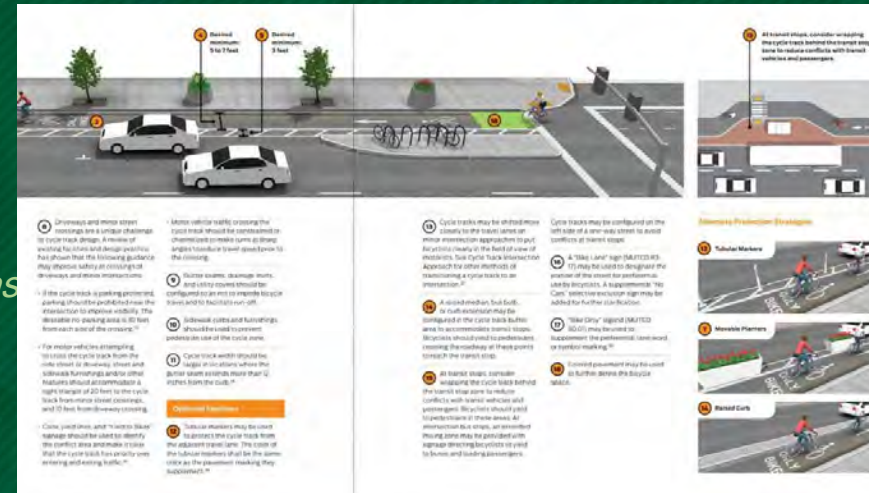
How the Dutch got their cycle paths

Mark Wagenbuur *Bicycle Dutch*

<https://www.youtube.com/watch?v=XuBdf9jY7o>



Various NACTO design guides





ELSEVIER



Why cities with high bicycling rates are safer for all road users

Wesley E. Marshall ^a , Nicholas N. Ferencak ^b

Show more

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<https://doi.org/10.1016/j.jth.2019.03.004>

[Get rights and content](#)

Highlights

- Cities with high bicycling mode shares have surprisingly good road safety records.
- Via negative binomial regression, we assess 13 years of data in 12 major US cities.

*“[R]esearchers found that bike infrastructure, particularly **physical barriers that separate bikes from speeding cars** as opposed to shared or painted lanes, **significantly lowered fatalities** in cities that installed them.”**

*“...**44% fewer deaths** and **50% fewer serious injuries** than an average city.”**

*as summarized by Aaron Short of Streetsblog USA

<https://usa.streetsblog.org/2019/05/29/protectyourselfseparatedbike-lanesmeanssaferstreetsstudy-says/>





Why cities with high bicycling rates are safer for all road users

Wesley E. Marshall ^a, Nicholas N. Ferenchak ^b

Show more

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Record

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Journal

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1990 to 2015

City	Mode Share Increase	% Change
Austin, TX	0.50%	67.20%
Chicago, IL	1.50%	541.40%
Denver, CO	1.20%	143.40%
Seattle, WA	2.50%	163.80%
San Francisco, CA	3.30%	348.10%
Minneapolis, MN	3.40%	207.80%
Portland, OR	5.80%	504.50%

Bicycling is More than Balance
 A course in bicycling for novice and intermediate bicyclists
 by Mark Horowitz LCI 371
 League of American Bicyclists Certified Instructor
 www.leagueofbicyclists.com

Bicycle Safer Journey
 Presented by Bicycle Safer and a grant from the National Highway Traffic Safety Administration (NHTSA)

WABX
 WASHINGTON AREA BICYCLE EXPRESSWAY AUTHORITY
Kids' Guide to Road Safety

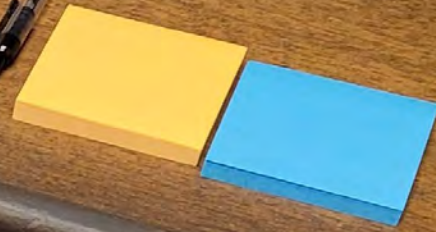
BIKE smart
 Bicycle Safety Program
 Grades K-2
 a CD set
 © 1997-2003 Oregon Center for Public Safety, Inc. All rights reserved.
 CD set sold by the Oregon Department of Transportation

SAFETY Hits
 SAFETY
 I'M NO FOOL ON WHEELS
 Disney

NHTSA
 Walking With Your Eyes
 HEALTH
 WALKSAFE
 www.walksafe.us

Elementary School Personal Safety Program
 DVD
 © 2003
 Courses by
 Bicycle
 Expressway
 Authority

After safety professionals or educators no longer have to wait for the answer, bicyclists to get everything about their most important safety education.



Comments Section

SurveyID	Comment
967886	None of the items listed will affect my decision to allow my child to walk or bicycle to school. It is a crime area. The area is too dangerous he would never walk home no child should. none of your facts work, you have the drug dealer, homeless people
967889	I feel like my area has too many crime and dangerous to many people walking around the school really dont feel like it's safe. more guards and more police in the area

Comments Section

SurveyID	Comment
875066	NO COMMENT.
875070	NO COMMENT.
875093	WALKING BY YOURSELF IS VERY DANGEROUS AND RIDING BICYCLE IS TO. I JERRY BYRD SAY KIDS WHO RIDE THERE BICYCLE IN THE STREETS NO LOOKING TO BUSY PLAYING THEY COULD GET HIT BY CAR.
875105	NONE.
875057	NO.
875075	NOT SAFE ANYMORE.
875063	NOT COMFORTABLE WITH THE IDEA.
875046	N/A.
875089	IN MY OPINION IS NOT SAFE TO LET YOUR CHILD ALONE WALKING OR BIKING TO SCHOOL BECAUSE THEY ARE NOT BIG ENOUGH.
875039	QUE LES PREGUNTEN A LOS NINOS SI LOS MOLESTAN O LES PEGAN LOS DE MAS COMPANEROS Y QUE LES DIGAN ASUS PADRES COMO SE COMPORTAN EN LA ESCUELA.





Home @BikeSafe

BikeSafe @BikeSafe 11m
Replying to @maredisaw @L_U_Washing...
Helmets do not prevent crashes. Protected bike lanes do.

LaToya Washington, M. Ed @... Jan 20
It should be law to have sidewalks and bike lanes within a mile or two of a school.

StreetsPAC @StreetsPAC 3h
Horrific. No surprise, of course, that it was a grossly overpowered Dodge Challenger (not an SUV), when Dodge's marketing glorifies dangerous driving. The tech exists to limit speeds in urban settings -- implement it.

Miami PD @MiamiPD Jan 11
Now that our little ones are back from Winter break, remember that speeding fines in School Zones are doubled. Let's all do our part to keep everyone safe 🚒🚒

Exeter Cycling @ExeterCycling 15m
Hey Exeter. This week, take note of where you want to cycle, what needs to be done to make it cycleable by an 8yr old. Feed that into the #ExeterCWIIP * response & share with us. *Local Cycling & Walking Infrastructure Plan. This'll determine investment for the next TEN years!

David Zipper @DavidZipper Jan 12
Indianapolis's Fatal Crash Review Commission suggests a novel but intuitive response for cities struggling to reduce road deaths:
After someone dies in a crash, don't let police reports be the final word. Look deeper.

User @WalkSafe

WaltSafe Retweeted
Dr. Mickey Witte @DrMickeyWit 2d
S.Miami Ave. at 7:30AM on a weekday...drivers behaving like this is an extension of the highway. In desperate need of traffic calming measures here. @MyFDOT_Miami @VizcayaMuseum @CityofMiami @GoMiamiDade @MiamiMayor

Tom Flood @tomflood1 Jan 21
Wear bright clothing.

Chuck McGinness liked your Retweet
Tom Flood @tomflood1 Jan 21
Wear bright clothing.

Mark Osborn Jr liked Jan 19
WalkSafe @WalkSafe 21 Dec 2022
ICYMI: @Tri_Rail followed through and built the missing sidewalk in just under two months. Now "that's" how you do #VisionZero.
@SafeRoutesNow
twitter.com/WalkSafe/198...

WalkSafe @WalkSafe 1/7
@Tri_Rail just gave the best holiday gift EVER:
Remember Walk to School Day at @OrlandoBellingram and the crosswalk access issues at Codadad St!
In just 2 months, Tri-Rail's director David Dech and his team build

Notifications @WalkSafe

Kristen Valanoski liked your Retweet
Dr. Mickey Witte @DrMickeyWit 2d
S.Miami Ave. at 7:30AM on a weekday...drivers behaving like this is an extension of the highway. In desperate need of traffic calming measures here. @MyFDOT_Miami @VizcayaMuseum @CityofMiami @GoMiamiDade @MiamiMayor

Like Bike JC liked your Retweet
Tom Flood @tomflood1 Jan 21
Wear bright clothing.

Chuck McGinness liked Jan 21
your Retweet
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User @BikeSafe

BikeSafe @BikeSafe 11m
Replying to @maredisaw @L_U_Washing...
Helmets do not prevent crashes. Protected bike lanes do.

LaToya Washington, M. Ed @... Jan 20
It should be law to have sidewalks and bike lanes within a mile or two of a school.

Like some scary stuff at dismissal everyday.

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BikeSafe Retweeted
LaToya Washington, M. Ed @... Jan 20
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Like some scary stuff at dismissal everyday.

BikeSafe @BikeSafe 13h
Replying to @GoMiamiDade
Vision Zero survey: visionzeromdc.mysocialpinpoint.com/mdc-vision-zero

Interactive map for marking near-misses and cycling experience concerns: visionzeromdc.mysocialpinpoint.com/mdc-vision-zero

MIAMI-DADE COUNTY VISION ZERO
Social Pinpoint - Miami-Dade County Vision Zero
visionzeromdc.mysocialpinpoint.com

BikeSafe @BikeSafe 2d
Time to report all those near-miss locations, folks.
Yes, this may take a while.

Miami Dade DTPW @GoMiami...
Nobody knows your neighborhood like you do! There are many near-miss locations that don't get reported. Please take our survey to help identify these places. Together we will reduce serious injuries to 0! #DTPW #SHIPT305 #transit #WakaWakaMiamiDadeCounty

Roberta Neway liked
BikeSafe @BikeSafe 2d
This quote couldn't be more accurate:
It's also -- two years old and nothing much has changed in regards to that

Notifications @BikeSafe

josie (she/her) liked your Retweet
LaToya Washington, M. Ed @... Jan 20
It should be law to have sidewalks and bike lanes within a mile or two of a school.
I see some scary stuff at dismissal everyday.

gw_chilly liked your Retweet
LaToya Washington, M. Ed @... Jan 20
It should be law to have sidewalks and bike lanes within a mile or two of a school.
I see some scary stuff at dismissal everyday.

Kernavelo followed you
Kernavelo @Kernavelo
L'objectif de Kernavelo est de promouvoir l'utilisation du vélo pour les déplacements quotidiens. Membre de la FUB, l'Association Cycliste & entente AF2V dép.25.

BikeWalkCoralGables liked
BikeSafe @BikeSafe 2d
Time to report all those near-miss locations, folks.
Yes, this may take a while.

Miami Dade DTPW @GoMiami...
Nobody knows your neighborhood like you do! There are many near-miss locations that don't get reported. Please take our survey to help identify these places. Together we will reduce serious injuries to 0! #DTPW #SHIPT305 #transit #WakaWakaMiamiDadeCounty

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BikeSafe @BikeSafe 2d
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Twitter's TweetDeck



Tweets

37K

Average sentiment value

0.41

Topic analysis by # tweet

Poshmark

12K

Others

7K

NETBASE
QUID

Keyhole

Buffer

Sendible

Rival
IQ

tweetreach

signal
LABS

REPUTOLOGY

IFTTT

Google
Alerts

Hootsuite™

TikBuddy

oktopost

senti
one

NUVI

people
pattern

Social listening

Nike Adidas

Country

All

User

All

Date

4/21/20 4/30/20

Sentiment

All

Topic

- Discounts
- New releases
- Online shopping
- Opinion
- Others
- Poshmark

- Boost Links
- HockeyDB
- Kicks Deals
- Man Savings
- Manchester United
- Samus Malekafzali
- Sneaker News
- Sneaker Shouts
- Ted
- Wyrn



OPINION

Street life, literally: On Mayor Adams' push to make roadways, intersections and sidewalks safer

By Daily News Editorial Board
New York Daily News
Jan 29, 2023 at 4:00 am



We're with Mayor Adams: The city's most urgent priority is ensuring that crime declines. To date this year, felony assaults, robberies and rapes are up over 2022, while murders and shootings are stable or trending downward.

But as Adams also made clear in his State of the City speech, public safety also means safer streets. Last year New York suffered 433 murders, its lowest toll since 2019. [Meanwhile, 255 people died in traffic](#), down a bit from 2021 but higher than any other year since the start of Vision Zero. The grim tally included 114 pedestrians and 17 cyclists — and 16 children, a nine-year high.



Mayor Eric Adams delivers the State of the City address at the Queens Theatre in Flushing Thursday, Jan. 26, 2023 in Queens, New York. (Barry Williams for New York Daily News) (Barry Williams/for New York Daily News)



Google Alerts interface showing a search for "protected bike lanes". The alert preview section highlights the article "Street life, literally: On Mayor Adams' push to make roadways, intersections and sidewalks safer" from the New York Daily News. Other search results include "New bike lanes to be resurfaced after quality issues - The Bolton News" and "Northwest lawmakers pitching ideas to make roads safer as fatalities have increased in recent years".



Action Committee for Transit
@actfortransit



Replying to @bschandelmeier1 and @AJwatchMD

Every sidewalk bicyclist is a vote for protected bike lanes.



10:15 AM · Jan 25, 2023 · 302 Views



David Zipper ✓ @DavidZipper · Jan 25



New study of e-cargo **bike** delivery in Seattle finds that riders often use sidewalks (37% of the time) -- but that they're much more likely to ride on the street when **bike lanes** are separated from cars.

One more reason to protect **bike lanes**!

doi.org/10.1016/j.tra....



Tweet



LaToya Washington, M.Ed
@L_D_Washington



It should be law to have sidewalks and bike lanes within a mile or two of a school.

I see some scary stuff at dismissal everyday.

5:15 PM · Jan 20, 2023 · 3,964 Views

7 Retweets 1 Quote Tweet 139 Likes



Tweet your reply

Reply



Amanda Macias 🚲 Innovator 🗨️ @ItsAmandaMacias · Jan 20



Replying to @L_D_Washington

behind my home is a primary school. The racetrack of cars and speeds would tell you otherwise. It's not cool.



1

47





What are protected bike lanes...

...and how do they help me?



www.iBikeSafe.org

Protected bike lanes offer a level of safety - both perceived and actual* - that no other design affords.† By creating a barrier between the bike lane and automobiles, people of any age can ride with peace of mind.

Compare the alternatives



Unprotected bike lane

- Paint alone provides marginal safety
- No physical barrier to prevent crashes
- Often used by drivers as a drop-off zone



Buffered bike lane

- Provides more space for driver error
- Not ideal, but better than unprotected
- Example shown uses flexposts for safety



Protected bike lane

- Fixed barriers prevent crashes
- Safer by design, good for kids
- Proven in Europe and now in 53 US cities‡

More reasons why protected bike lanes are great:

- Protected bike lane networks that link neighborhoods with schools give children an opportunity to ride every day in safety.
- Bicycle networks can create first and last mile connections with public transit systems, reducing dependency on cars and easing traffic.‡
- Learn more at: <http://ibikesafe.org/protectedbikelanes/>

Speak up to your local leaders and commissioners to get protected bike lanes built. Community support is essential.

*"Selling Biking: Perceived safety, the barrier that still matters" <https://peopleforbikes.org/blog/selling-biking-perceived-safety-the-barrier-that-still-matters/>
 † Risk of injury, safety perceptions vary depending on city. See <https://peopleforbikes.org/blog/the-first-major-academic-study-of-protected-bike-lanes-in-the-u-s-is-out/>
 ‡ 34 states, 53 cities: <https://peopleforbikes.org/blog/24-states-53-cities-protected-bike-lanes-have-become-an-american-staple/>
 ‡ The "fundamental rule" of traffic: Building new roads just makes people drive more. <http://www.vox.com/2014/10/23/9994159/traffic-roads-induced-demand>



Protected intersections = Safety



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE



BikeSafe Program
Dominion Tower
1400 NW 10th Avenue
Locator code: (R-48)
Miami, Florida 33136



www.iBikeSafe.org
bikesafe@miami.edu
(305) 243-0349
@iBikeSafe

STREETS BLOG USA

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Separated Bike Lanes Means Safer Streets, Study Says

A 15-year study of a dozen cities found that protected bike lanes led to a drastic decline in fatalities for all users of the road.

By Aaron Short | May 29, 2019 | 19 COMMENTS



A protected bike lane in Seattle

Cities that build protected lanes for cyclists end up with safer roads for people on bikes *and* people in cars and on foot, a [new study](#) of 12 large metropolises revealed Wednesday.

Researchers at the University of Colorado Denver and the University of New Mexico discovered cities with protected and separated bike lanes had 44 percent fewer deaths than the average city.

“Protected separated bike facilities was one of our biggest factors associated with lower fatalities and lower injuries for all road users,” study co-author Wesley Marshall, a University of Colorado Denver engineering professor, told Streetsblog. “If you’re going out of your way to make your city safe for a broader range of cyclists ... we’re finding that it ends up being a safer city for everyone.”

Marshall and his team of researchers analyzed 17,000 fatalities and 77,000 severe injuries in cities including Denver, Portland, Dallas, Seattle, San Francisco

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3 weeks ago


Research Associate – Center on Global Cities
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MOST RECENT

 Monday's Headlines Are Priced Out

 The End of 'Criminal Mischief'? A Reflection on Three Months of Field Work

 Are You Lonely? It's Not You, It's the Way We've Built our Nation

YouTube bike lanes

Home, Shorts, Subscriptions, Library, History, Your videos, Watch later, Liked videos, Show more

Subscriptions

- Not Just Bikes
- Florida DOT
- PeopleForBikes
- Spin
- America Walks
- The Miami Project ...
- MyFDOT
- Show 12 more

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Filters

Bike Lanes by Casey Neistat
29M views • 11 years ago
CaseyNeistat
follow me on snapchat - caseyneistat check out my second channel - https://www.youtube.com/snapstories on ...

NYC BIKE LANE BOUNTY
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CaseyNeistat
song - http://www.davidcuttermusic.com bloomberg ...
4K

Bike Lanes Have A Deadly Design Flaw - Cheddar Explains
346K views • 1 year ago
cheddar
With an increasing number of cyclists taking to the streets, bike lanes have become a critically important part of city transportation.

Why protected bike lanes are more valuable than parking spaces
1.2M views • 4 years ago
Vox
America's first parking-protected bike lane came to New York City in 2007. Here's what happened next. Subscribe to our channel!
CC
Intro | Jeanette Sadiq Khan | Why this lane was significant | The 9th Avenue pilot | The benefits of ... 7 chapters

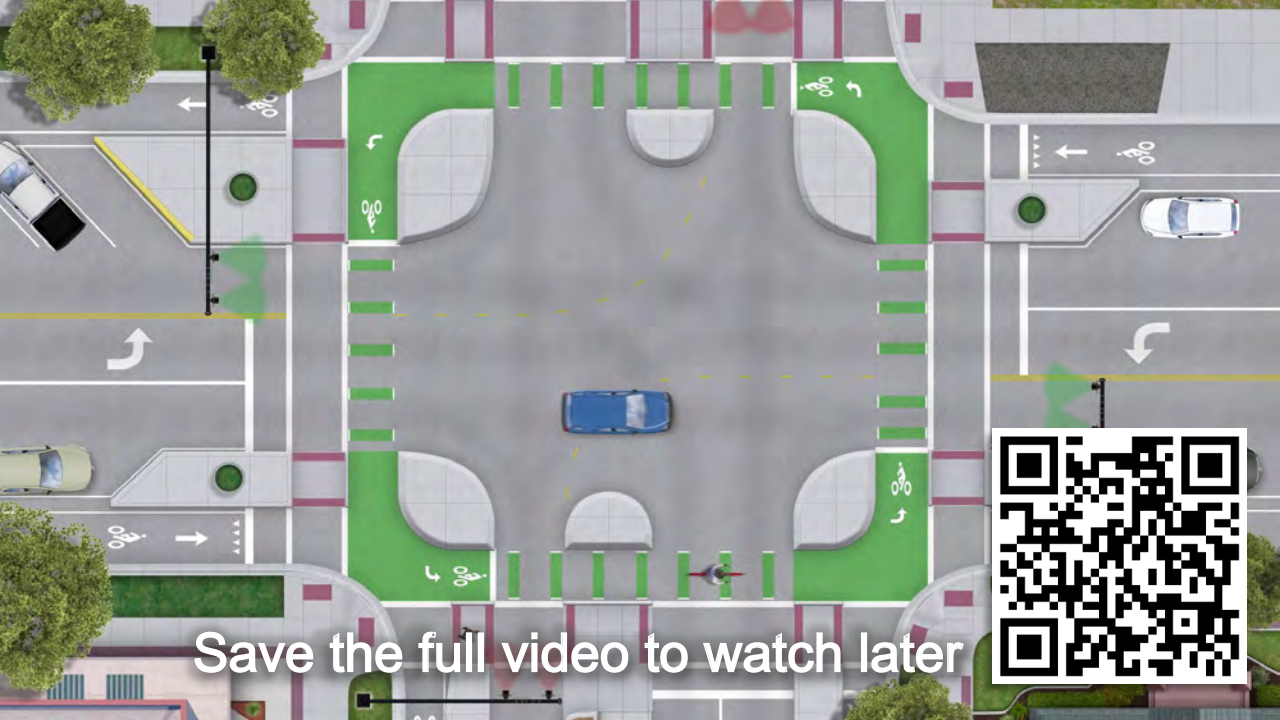
The Bike Lanes You Can't See - Ontvlechten
554K views • 2 years ago
Not Just Bikes
The Netherlands has some of the best bicycle infrastructure in the world, but some of it is completely invisible ... until you learn ...
Intro | Bicycle infrastructure | Ontvlechten | Busy roads and suburban mazes | The Dutch approach... 12 chapters





Safe Riding with BikeSafe

Protected Bike Lanes & More



W 7th St.
Los Angeles, CA

Save the full video to watch later



Pinned Tweet



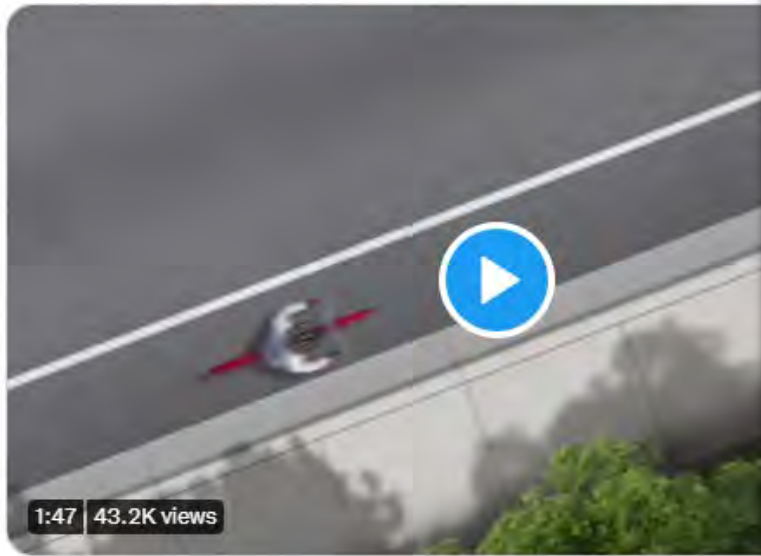
BikeSafe
@iBikeSafe

THREAD: Bike lanes - they're not created equal.

Safe design is the key to whether a bike lane is convenient and usable for riders of all ages and abilities.

So which ones work and which ones don't?

(Full video: youtu.be/jCeSeUBmXwE)







9:40 AM · Oct 29, 2021 · Twitter Web App

615 Retweets 124 Quote Tweets 1,692 Likes

20 of 1722 results for "wsdot des: intersection design training"

All Watch Read Listen

- 
WSDOT DES: Intersection Design Training
 This course presents the fundamental requirements of intersection design foc...
WSDOT_DES_Interscrtion_TRN
- 
WSDOT DES: INTERSECTION DESIGN TRAINING
 This course presents the fundamental requirements of intersection design foc...
Start: 04/26/2022 09:00 am PDT End: 04/28/2022 12:00 pm PDT
- 
WSDOT DES: INTERSECTION DESIGN TRAINING
 This course presents the fundamental requirements of intersection design foc...
Start: 04/12/2022 01:00 pm PDT End: 04/14/2022 04:00 pm PDT
- 
WSDOT DES: Constructability In Design
 A course for people involved in design and construction. Provides an understanding of the need to review constructability during d...
WSDOT Constructability In Design



Impressions	186,445
Media views	41,111
Total engagements	11,300
Media engagements	4,538
Detail expands	2,922
Likes	1,692
Link clicks	822
Retweets	739
Profile clicks	552
Replies	27
Follows	7
Hashtag clicks	1



Save the full video to watch later



When it looks like a dragstrip...

people use it for...

Save the full video to watch later







Physical Education Curriculum

Elementary Schools - Grades K to 2

Youth Bicycle Safety Education
Lesson Plans & Off-Bike Activities for P.E. Teachers



UNIVERSITY OF MIAMI
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01/23/2023 V0.9.3 DRAFT
Pre-Eval

Module 1 Intro to Bicycles & Safety

Topic Overview:
Module 1 introduces students to the world of bicycles as a form of transportation.

Key terms and concepts:

- dangers
- parts of a bicycle
- prevention
- safety
- transportation

While many people may not be aware of the dangers of riding a bicycle, even for young children, it is chosen to ride bikes to get to school or work, to avoid traffic congestion, and to enjoy the outdoors.

To make this possible, bike lanes, pedestrian crossings, and other infrastructure directly protect bicyclists.

Did you know?
In 2019, a study published in the Journal of Transportation Planning and Education found that the percentage of road deaths caused by bicyclists is increasing. In 2019, there were 1,000 bicyclist deaths in the United States, up from 800 in 2018.

While students will learn about the dangers of riding a bicycle in this module, this module relates to identifying the specific parts of a bicycle.

You will be able to discuss and answer questions about the dangers of riding a bicycle.

Module 2 Places to Ride

Topic Overview:
Module 2 discusses the many places where we can ride our bikes and how some places are safer than others.

Key terms and concepts:

- bike lane
- park
- protected bike lane
- sidewalk
- slow street
- trail

The safest places to ride are "specific connector streets" which include:

- bike lanes
- protected bike lanes
- sidewalks
- slow streets
- trails

Through basic observation of the way that traffic that is made up of people who are both on and off the roadway.

Though speeds are minimal, for intersections only four minutes.

That difference:

- 95% survival
- 55% survival
- 15% survival

While this observation with these signals is quite literally - a

In this module, signals and signs are

Module 3 Signs and Signals

Topic Overview:
One of the most critical functions of our streets is that they manage and organize all sorts of traffic - especially at intersections. They do this through the use of traffic signals and signs. Signs contain informational and cautionary messages for people who are both on and off the roadway.

Key terms and concepts:

- hand signals
- predictable
- traffic light
- traffic sign

Through basic observation of the way that traffic that is made up of people who are both on and off the roadway.

Module 4 Preparing to Ride

Topic Overview:
Module 4 covers strategies that we can use to enhance our safety while riding our bikes.

However, please note that bicyclists' personal safety equipment is frequently - and inappropriately - used as an excuse for cities to avoid building proper, safe bicycle facilities (such as protected bike lanes).

All too often, the blame for bicyclists' injuries are placed on the riders themselves rather than on the lack of safe infrastructure.

We suggest you impress upon your students that **helmets, lights, visibility, and predictability** are important, but they are **not** substitutes for safe, barrier-protected bicycle lanes. Rather, they are **supplements** to our safe riding experience.

One can follow every safety concept explained in this curriculum and still become a victim if a bike lane is unprotected or unsafe in design.



[Youth] Bicycle Training in the Netherlands



Mark Wagenbuur, *Bicycle Dutch*

<https://bicycledutch.wordpress.com/2010/04/19/bicyclertraining-in-the-netherlands/>

grote letters

OEFENEXAMEN 1



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

  HELP

Jesse wil bij de verkeerslichten linksaf.
Waar moet hij gaan fietsen?

- Op plaats A
- Op plaats B
- Op plaats C

volgende



Which would you let YOUR child ride on?
#ThursdayThoughts #VisionZero





Module 2

Places to Ride

Topic Overview:

Module 2 discusses the many places where we can ride our bikes and how some places are safer than others.

Key terms and concepts:

- bike lane
- park
- protected bike lane
- sidewalk
- slow street
- trail



Neighborhood slow street "bicycle boulevard" - Portland, Oregon

Though speeds may be slower in these areas, the delay for drivers is quite small. Over a distance of four miles, drivers encounter a delay of only 10 minutes instead of 30.



K-2

Module 1 Intro to Bicycles & Safety

Key terms and concepts:

- dangers
- parts of a bicycle
- prevention
- safety
- transportation

Topic Overview:

Module 1 introduces students to the world of bicycles as a form of **transportation**.

While many people may know bicycles as something for recreation or sport, they may not be aware that the bicycle is being rediscovered as a way to get around town, even for youths. In fact, many families across the United States have chosen to ride bikes with their children to school, overcoming drop-off and pick-up congestion.

To make this possible, cities have been re-designing their streets with protected bike lanes, pedestrianized (car-free) zones, and other physical changes that directly protect bike riders from drivers.



A street with a curb and plants-protected dual-lane cycle track.

While students will learn about these kinds of street modifications in the next module, this module will focus on the concepts of **transportation, safety** (as it relates to identifying **dangers** before they happen, thus **preventing** them), and the specific **parts of a bicycle** with which we interact at all times while riding.

You will be able to share these concepts with students through the class discussion and aerobic activities provided in this module.

DID YOU KNOW?

In a 13-year study published in 2019 from the University of Colorado Denver and the University of New Mexico, streets with protected bike lanes were found to result in 44% fewer deaths and 50% fewer injuries than streets without protected bike lanes.



BikeSafe Elementary Curriculum for K-2

Physical Activity 1 - Cycle Charades



In this exercise, students will play a game of classic charades to help them remember the most important **parts of a bicycle**. In addition to being fun, it'll make it easier to refer to these parts in future.

How to play:

Split your class into groups, ideally no greater than five students per group (providing each student with an opportunity to act out each individual part). One student will start the game by acting out the first bicycle part in the list below.

Suggested actions:

Note that students may have alternative ways to represent these terms.

- Handlebars: Move outstretched arms back and forth
- Saddle: Swing leg over the "bicycle," squat in the air on the "saddle"
- Pedals: Alternate raising and lowering each foot (marching stomp)
- Brakes: Outstretched arms, clamp hands into fist, lean forward
- Wheels: Cartwheels or roll hands (like "wheels on the bus")

The first student to correctly guess the part being acted out by their classmate will then mime the next part, as follows:



BikeSafe Elementary Curriculum - K-2

Physical Activity 2 - Obstacle Run



In this exercise, students will learn how **prevention of danger** is not just about "being safe," but is about eliminating inherent dangers through safe streets.

How to play - Part 1:

Instruct your class to form a row (or rows, depending on class size) of "bicycle riders" at one end of the PE field.

Place yourself halfway across the field with a selection of PE props - balls, foam pieces, poly spots, scarves, or similar. Tell your students that these props represent dangers, like drivers, pedestrians, or debris in the road, and that they will pretend to be bicycle riders trying to get safely from one end of the field to the other.

Have the class run across the field. As the students dash across, you will pitch, roll, or toss the props across their path. Instruct the students to dodge these obstructions in an attempt to get to the other side of the course without being touched by one.

Point out the **dangers** presented by the unpredictable hazards.

How to play - Part 2:

Part 2 allows students to consider solutions that will **prevent** the chaos of Part 1.

Select a group of at least four to six students to wait by your PE props in the middle of the field, while instructing the remainder of the class to line up at the end of the field as before.

Instruct the selected group of students who are standing next to your props to choose any item(s) to **prevent** the hazards from colliding with their "bicycle rider" classmates. The selected group should then line the field with protective "barrier" items - such as aerobic steppers placed in a line along the "bike lane,"



BikeSafe Elementary Curriculum - K-2



Module 2 Places to Ride

Key terms and concepts:

- bike lane
- park
- protected bike lane
- sidewalk
- slow street
- trail

Topic Overview:

Module 2 discusses the many places where we can ride our bikes and how some places are safer than others.

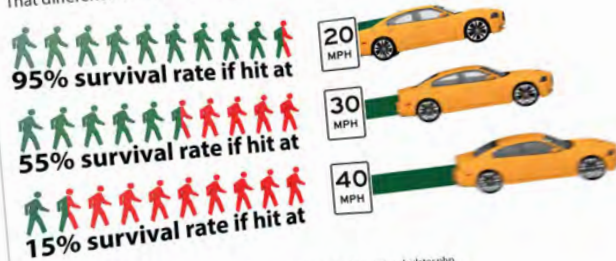
The safest places to ride are in **protected bike lanes**, on off-road **trails**, bicycle-specific connections built within **trails** and **parks**, and on neighborhood **“slow streets”** which have traffic-calming measures to keep automobile speed safe.



Neighborhood slow street “bicycle boulevard” - Portland, Oregon

Though speeds may be slower in these areas, the delay for drivers is quite minimal. For instance, over a distance of four miles, drivers encounter a delay of only four minutes when driving 20mph instead of 30.¹

That difference can be life-saving.



¹ <https://www.calculatorstop.com/calculators/math/speed-distance-time-calculator.php>
² NTSB Reducing Speeding-Related Crashes Involving Passenger Vehicles (2017)



Teacher-Led Class Discussion

Q. What is a safe street?

- What type(s) of streets help make it safe for us to ride our bicycles?
- What does a safe street look like to you?
- What is it called when two roads meet?

Recap:

While it is important to follow all bicycle and pedestrian safety rules when riding from place to place, we can still be in danger when riding in an unprotected (or traditional) bike lane, even if we're following all the rules of the road.

Safe street design helps prevent many of these dangerous situations from happening in the first place.



Protected bike lanes and on-street parking - Chicago, Illinois

An area made specifically for bicycle riders, where they can ride their bikes when traveling from place to place, is called a **bike lane**.

A **protected bike lane** is a designated place for people to ride bicycles that has barriers to separate the bicycle lane from motor vehicles - using barricades, flex posts, bollards or planters - between the two lanes.



Physical Activity 2 - Protected Bike Lanes



In this exercise - a variation of Sharks and Minnows - students will learn how to apply what they learned about prevention in Module 1: Eliminating inherent dangers for bicycle riders by building a safe street with a two-way protected bike lane.

How to play:

Line one side of the court with prop, establishing a “curb” across the PE court.

Designate one student as a “driver,” who will stand in the middle of the court, and line the remaining students at one end of the field, near the curb, as “bicycle riders.”

Inform the students that there is an unprotected, bi-directional bike lane next to the curb; the bicycle riders will use this bike lane to run up and down from one end of the court to the other. As they do so, the driver will attempt to tag the riders. The riders can slow down or speed up, but cannot leave the bike lane.



Each time a bicycle rider is tagged by the driver, add two or three props dividing the court, creating a protected bike lane.

Explain that the goal is to eventually prevent the driver from tagging any bicycle rider, through the addition of the protection.

Let students choose from available props (such as those used in Module 1's Obstacle Run), or to create a human protective barrier by linking arms.

The driver may not tag the riders through the protected bike lane.





Module 3 Signs and Signals

Key terms and concepts:

- hand signals
- predictable
- traffic light
- traffic sign

Topic Overview:

One of the most critical functions of our streets is that they manage and organize all sorts of traffic - especially at intersections. They do this through the use of **traffic signals** and **signs**. Signs contain informational and cautionary messages for people who are both on and off the roadway.

Through basic observation, many young people - especially as passengers observing the world around them - are likely to have already noticed the flow of traffic that is managed and coordinated by such devices. They may have already taken note of how such devices work to keep a **predictable** order between everyone sharing the road.



Bike signal equipped intersection - Portland, Oregon

While this observation has likely given your students an idea how people interact with these signals, it is also possible that many young riders - and even some adults - haven't considered that someone on a bicycle using **hand signals** is - quite literally - a human traffic signal too.

In this module, students will not only learn the importance of following **traffic signals** and **signs** for **predictability**, they will also learn how to "become the signal" through the **five standard hand signals** used while riding.



Teacher-Led Class Discussion

Q. How do signals help us stay safe when riding our bicycles?

- What was the last **traffic sign** you remember seeing?
- How do **signs** and **signals** keep traffic orderly?
- What are **hand signals** and how do we use them?

Recap:

Traffic **signals** indicate when it is our turn to stop or go. **Signs** often do the same, but sometimes they influence our movement - such as a "One Way" sign that indicates we should only go down a road in one direction, or a "Bicycle Parking" sign that guides us to a designated place to park our bicycles.

These signs and signals are often shared by bicycles and other road users:



Stop signs

Traffic light

Shared street

These signs and signals are unique to bicycle facilities:



Bicycle traffic signal & sign

Bike lane

Bicycle route

Bicycle boulevard

Likewise, **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**, and allows others around us to understand whether it is safe to proceed or not.



Physical Activity 2 - Simon Says



In this exercise, students will play a version of Simon Says that allows them to practice **hand signals** in a controlled environment while attempting to avoid distractions, similar to a real-life bike ride.

How to play:

Designate one student (or yourself) as Simon and stand in front of the group. Instruct everyone to face Simon.

Explain that Simon will call out "Simon says..." to do a specific bicycle hand signal. For instance, "Simon says show me a left turn." Students will then do what Simon says.

Hand signals:



Left turn

Right turn with left arm

Right turn with right arm

Stopping or slowing

Please pass





Module 4 Preparing to Ride

Key terms and concepts:

- bike lights
- helmet fit
- predictable handling
- reflectors
- two finger rule
- visibility (being seen)

Topic Overview:

Module 4 covers strategies that we can use to enhance our safety while riding our bikes.

However, please note that bicyclists' personal safety equipment is frequently - and inappropriately - used as an excuse for cities to avoid building proper, safe bicycle facilities (such as protected bike lanes).

All too often, the blame for bicyclists' injuries are placed on the riders themselves rather than on the lack of safe infrastructure.

We suggest you impress upon your students that **helmets, lights, visibility, and predictability** are important, but they are not substitutes for safe, barrier-protected bicycle lanes. Rather, they are supplements to our safe riding experience.

One can follow every safety concept explained in this curriculum and still become a victim if a bike lane is unprotected or unsafe in design.



You can do everything right, but an unprotected bike lane is inherently risky - they do not provide absolute safety.



Teacher-Led Class Discussion

Q. What other elements are there to bicycle safety?

- Are you totally safe if you are wearing a **helmet**?
- What can make a rider more **visible** to others?
- How does **predictable bike handling** prevent crashes?

Recap:

Helmets have limitations that every rider must understand. First, they must be properly fitted using the **"Two Finger Rule."**

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.



Physical Activity 1 - Old Mac Bike Dance



In this exercise, students will review different types of bicycle safety equipment through singing along and acting out a bike-themed version of "Old MacDonald Had a Farm."

Principles in action:

Students will sing together "Our P.E. coach, they have a bike, B-I-K-E, bike! And on that bike, they have a..."

Encourage the students to come up with their own responses, or prompt them with any of the following:

Sample lyrics:



Lights: "Blink, blink here, blink, blink there"



Bell: "Ding, ding here, ding, ding there"



Brakes: "Stop, stop here, stop, stop there"



Helmet: "Snap, snap here, snap, snap there"





To meet this demand, many cities have – and are – installing various forms of barrier-protected bicycle lanes. These are bike lanes that run parallel with physical barriers separating them from automobile traffic. When designed properly, protected bike lanes create connectivity to convenient destinations without the dangers inherent when riding in a bike lane designated only with paint.

The type of barrier protection afforded by protected bike lanes ensures that bike riders of all ages and abilities have an intuitive, dedicated, and most importantly, safe place to ride; separated from automobile traffic.



A virtual street network design from Seattle, Washington.

In a protected bike lane, everyone is equal - from the those who ride to work out of necessity, to the urban professional concerned about sustainable transportation, and families looking to beat the congestion of school drop-off and pick-up zones (though many school districts have neglected to provide similar zones for those arriving or departing by bicycle, resulting in unsafe conflicts).

In fact, when properly designed, protected lanes provide greater safety for riders than any other measure for rider safety. In a landmark study of 12 metropolitan cities in the United States over a 13-year period, researchers from the University of Colorado and the University of New Mexico found that protected bike lanes reduced serious cycling injuries and deaths by 50% and 48%, respectively.¹ Also, cycling increased in these cities during the period of the study. In short, protected lanes not only led to an increase in safety, but the mere presence of protected bike lanes also encouraged more people to ride.

Protected lanes also benefit those using e-scooters, longboards, and one-wheels, thus providing a safety and connectivity benefit for people using many different forms of micromobility. They even provide an alternative for people using wheelchairs or mobility scooters when sidewalks fail to meet ADA standards,

¹ <https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via=ihIh>

DID YOU KNOW?

There are many more types of bicycles than mountain bikes and beach cruisers.

City bicycles have a comfortable, upright riding position and gears enclosed in the rear hub for weather protection.

Cargo bicycles also exist, with either a longer rear wheelbase (which can also carry passengers), or a wheelbase like front end ahead of the rider and handlebars. These can be both bicycles or tripples.





Go By Blimp @go_by_blimp · Dec 14, 2019

Replying to @pyry

Doesn't it seem a bit narrow?



1 1 3



Jonathan Fertig @rightlegpegged · Dec 14, 2019

Replying to @pyry and @QAGreenways

I can't figure out why chamfered curbs are not standard for this kind of infra.

@schlthss any thoughts?

4 6



Bill Schultheiss @schlthss · Dec 15, 2019

Replying to @rightlegpegged @pyry and @QAGreenways

Still too *new* an idea for almost all engineers. It will gain traction as they are built.

2



soca to de world! 🇺🇸 🇳🇱 🇷🇺

@menorman

Replying to @iBikeSafe



ct 15, 2021



Q1	Q2	Q3	Q7	Q8	Q16	Q10	Q16	Q4	Q11	Q12	Q13	Q14	Q17	Q15	Q19	Q21	Q22	Q23_1	Q23_2	Q23_3	Q23_4	Q23_5	Q23_6	Q23_7	Q24	Q25_1	Q25_2	Q25_3	Q25_4	Q25_5	Q25_6	Q25_7	Q26	Q28	Q31			
How far	Sex: M	How far	Do you	What i	What i	How far	What i	How far	Sex: F	How far	Do you	What i	What i	How far	What i	A walk	Does	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	What i	Rank	Rank	Rank	Rank	Rank	Rank	Rank	What i	What i	(Optional) Use the space below to address any other issues relate	(Optional)	
	Male	From 1 to 5 miles					School bus	2			Yes	Less than 1 mile	From 6 to 10 miles		School bus	Yes	No										3	1	2	4	5	6	7	37221	(Optional) Use the space below to address any other issues relate	(Optional)		
			No			From 1 to 5 miles	Persona Ivehicle	0								Yes	No										3	2	1	4	5	7	6	33186	no crossing guards, known sexual offender living nearby	Better cross		
								3			Yes	Less than 1 mile	Less than 1 mile		Persona Ivehicle	Yes	No										7	1	2	4	6	5	Tree 3 Shade	33126		Protected		
								1	Male	More than 10 miles					Persona Ivehicle	No	No										1	2	3	5	6	7		4	33027		Protected	
	Female	Less than 1 mile					Persona Ivehicle	1	Female	From 1 to 5 miles																									33134	Bad drivers no crosswalks	Traffic sign	
								1	Female	From 1 to 5 miles																									He would have to cross US 1	33134	I do not feel that elected officials are concerned about my child's safety	Safe infras
								2																												33134		Protected
	Female	Less than 1 mile					Walking	1	Female	From 1 to 5 miles																										33146	signage is outdated	walking / bi
	Female	From 1 to 5 miles					Bike or scooter	0																												33140	We have a reasonably safe route for me to take the kids to school on our cargo bike, but it is nowhere near safe enough for my 6-year-old to ride independently the whole way, which is frustrating.	On our rout and cyclist
	Female	From 1 to 5 miles					School bus	1	Male	From 1 to 5 miles																										33134		Protected
	Female	Less than 1 mile					Walking	0																												33173	Not enough children nearby to form walking communities.	Protected
	Female	From 1 to 5 miles					Persona Ivehicle	1	Female	From 1 to 5 miles																										33154	The more kids, the safer for all riding a bike to school.	Protected
	Male	From 1 to 5 miles					Persona Ivehicle	0																												33134		protected
	Male	Less than 1 mile					Walking	0																												33131	Drivers do not care about people walking	More signa
								2																												33133	Minimal infrastructure exists in Miami for the safety of ANY' pedestrians, young or old	protected
	Female	From 1 to 5 miles					Bike or scooter	0																												33137	We ride an electric bike everyday to school & my daughter sits behind. We definitely need more bike lines, street signs & most of all more respectful car drivers in order to be safe	I answered
	Male	From 1 to 5 miles					Persona Ivehicle	0																												33136	Too dangerous, cars dont see them	Paths awa
	Female	From 1 to 5 miles					Persona Ivehicle	1	Female	More than 10 miles																										33196	Not enough ped/walk safety education to vehicle drivers	Protected
5			Yes	More than 10 miles	More than 10 miles		Bike or scooter	2			Yes	More than 10 miles	More than 10 miles		Bike or scooter	Yes	Yes	2	1	3	5	6	4	7											33156	Lack of sidewalks throughout Miami.	Protected	
	Female	From 1 to 5 miles					Persona Ivehicle	0								Yes	No										1	2	3	4	5	6	7			33143		Better prot
None								1	Male	Less than 1 mile					Persona Ivehicle	Yes	No																			33131	Most everyone focuses on cell not children nor safety	transportat
	Male	From 6-10 miles					Persona Ivehicle	0								Yes	No																			33155		community
								2			No		From 1 to 5 miles			Yes	No										1	2	3	4	5	6	7			33033		Protected



We at the University of Miami KIDZ Neuroscience Center are focused on decreasing walking and biking injuries in the pediatric population. Your participation in this brief 5-minute survey will help us determine the key factors involved in these types of injuries in children. Your input is valuable and will enable us to make appropriate suggestions to enhance safety.





We at the University of Miami KIDZ Neuroscience Center are focused on decreasing walking and biking injuries in the pediatric population. Your participation in this brief 5-minute survey will help us determine the key factors involved in these types of injuries in children. Your input is valuable and will enable us to make appropriate suggestions to enhance safety.



- 1 (Optional) Use the space below to suggest ways your community can be made safer for your child/ren to bike to school (for example: better signage, better crosswalks, protected bike lane, etc.)
- 2 Actual protected infrastructure: protected/separated bike lanes with connections to where people need to go. We have a few painted bike lanes, but they don't protect anyone.
- 3 Better crosswalks, crossing guards, no parking on grass near sidewalk near school
- 4 Protected bike infrastructure
- 5 Protected bike lanes
- 6 Traffic signals
- 7 Safe infrastructure
- 8 Protected bike lanes and Infrastructure
- 9 walking / biking culture where traffic knows how to share the road
- 10 On our route in particular we have a huge intersection that is miserable for pedestrians and cyclists.
- 11 Protected bike lane and safer crosswalks
- 12 Protected bike lanes, elevated crosswalks, bump outs on roads to prevent speeding
- 13 Protected bike lanes. One cop a day riding along a set route.
- 14 protected bike lanes!!
- 15 More signage. Bike lanes. Better roads.
- 16 protected bike lanes, crosswalks would be a start
- 17 I answered that in a previous questions. More bike lanes & street signs is a must
- 18 Paths away from traffic and crs where they never encounter cars
- 19 Protected bike lanes and vehicle driver education
- 20 Protected bike lanes, flashing pedestrian signs, incentives for biking.
- 21 Better protected bike lanes
- 22 New laws enabling citizens to report those using cells while on a any moving transportation
- 23 Community Rides
- 24 Protected lanes
- 25 Dedicated bike lanes
- 26 Protected bike lanes where cars are unable to cross in to
- 27



Taming Speed for Safety

A Defining Approach and Leadership from Portland, Oregon

Managing speed to save lives and eliminate life-altering injuries is a cornerstone of Vision Zero.

This focus on safe speeds extends beyond the traditional approach of influencing individual behavior with education and/or enforcement campaigns. While these activities can play a constructive role, the Vision Zero Network encourages communities to focus "upstream" in their work, to impact the underlying systems and environment influencing individual behavior.

This means ensuring the systems and policies in our communities prioritize safety over speed – including how we design streets and neighborhoods, how we set speeds, and how we communicate and socialize expectations for behavior.

MANAGING SPEED FOR SAFETY: CRITICAL TO VISION ZERO SUCCESS

One of the most important tenets of Vision Zero is its focus on managing speed for the sake of safety. This is a core part of Vision Zero's Safe Systems approach, which recognizes that individuals are going to make mistakes, so the transportation system should be designed to protect people, even when mistakes are made.

A simple fact: a person's chances of surviving a crash decrease dramatically if they are involved in a high-speed versus a low-speed crash, especially if that person is hit while walking or biking, or if they are more physically vulnerable, including the elderly and the young. For too long, this simple fact has been undervalued or ignored, often due to political or practical challenges.



Working together to make things happen:



We are grateful for the support from:



U.S. Department
of Transportation

**Federal Highway
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