



# Road

# Vogue



## Classy Cycling in Chapel Hill & Carrboro

(and beyond the known Universe!)

For my wife Susan Ennett and other bicyclists.

My motivation for writing this booklet was simple. I love cycling. With 16 years of everyday riding experience and 7 years as a bicycle transportation research professional, I know something about it, and wanted to help others enjoy it more.

Riding a bicycle is a wonderful, safe activity, not nearly as dangerous as some — bicyclists themselves, safety and transportation professionals, the general public, the media — sometimes make it out to be. Inflating supposed dangers is anti-cycling, and I'm here to debunk the myth.

You don't have to be an expert or Einstein to bicycle with motor traffic, but a little extra knowledge beyond mere rules-of-the-road type stuff is useful. My aim is to show bicyclists the actual risks and how to reduce them, so that they can ride with greater confidence and worry less about the prevailing, yet exceedingly rare, perceived risk — getting hit from behind. I hope to empower pedal pushers with advocacy advice, spark a smile, and inspire riders to challenge themselves on rousing recreational routes.

Road Vogue is my way of celebrating cycling.

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Version 2.0  
Version 2.5

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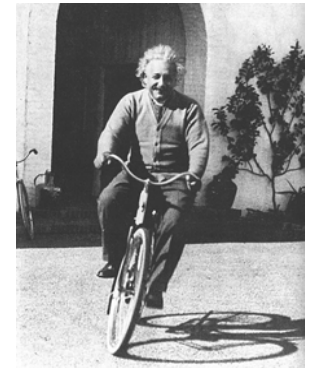


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In an era of astounding technological achievements, when many devices are given the title "smart," the bicycle remains the most INTELLIGENT VEHICLE ever made. It has the world's most advanced "engine" controlled with the most wondrous and sophisticated "computer." The computer oftentimes knows what's wrong, and the engine usually fixes itself. The engine runs on all kinds of extraordinary fuels made from the sun, like broccoli. It's a solar-human powered POLLUTION SOLUTION.



"I thought of that while riding my bike."

Albert Einstein

It's been said a bicycle is a time machine that takes one back to the freedom and innocence of youth. It magically mixes fun, exercise, sport, and utility. A two-wheeled marvel is inexpensive to purchase and maintain, and is elegantly simple. You can save money, parking hassle, and sometimes time by not driving. You might even have a world changing idea while on the wheel! INTELLIGENT VEHICLE for all reasons. Thrill seeker's toy, self reliant individualist's joy.

"When the spirits are low, when the day appears dark, when work becomes monotonous, when hope hardly seems worth having, just mount a bicycle and go out for a spin down the road, without thought on anything but the ride you are taking."  
Sir Arthur Conan Doyle, in an 1896 article for Scientific America.

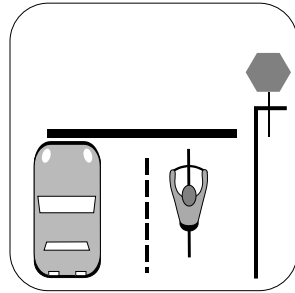
It'd be nice to always ride anywhere without a care like Sir Arthur Conan Doyle, but modern roads are a bit more complex than those of a century ago. How are the best bicyclists riding nowadays? Be chic by knowing CLASSY CYCLING. It ain't rocket science!

A person using a bicycle is both the engine and operator, so in two senses can justifiably be called a bicycle *driver*. By thinking and acting like the driver of a bicycle vehicle (rather than a pedestrian on wheels), and projecting that image to motor vehicle drivers, you are more likely to coexist with other traffic proficiently and confidently. To do this, you need to know a few things about traffic law, and a few tips about operating a bicycle.

**Classy Cycling (Klas! e Si! kling)** 1. empowered two wheeling 2. using a bicycle in a most excellent and smart manner 3. *driving* a bicycle in a vehicular fashion, like other vehicle operators

**a. Bicycles are Legal Vehicles.  
Bicyclists have Equal Rights.**

§20-4.01 (49) of the NC traffic code says: "...for the purposes of this Chapter bicycles shall be deemed vehicles and every rider of a bicycle upon a highway shall be subject to the provisions of this Chapter applicable to the driver of a vehicle except those which by their nature can have no application."



"...subject to the provisions of this Chapter applicable to the driver of a vehicle..." means that bicycle drivers have equal rights as other drivers. This means that bicyclists are legally entitled to use of the full lane, just as are other vehicle operators. This is embodied in the "first come, first served" principle of right-of-way which dictates that every vehicle operator is entitled to the lane space they occupy, plus a buffer in front and behind (this is the principle that implicates a motorist for hitting another from behind).

It's the bicyclist's full lane, though bicyclists *usually* ride on it's right side. Later, Page 4, c. Position Prudence, has further discussion.



TM Georgia Bicycle Federation

**BIKES BELONG**

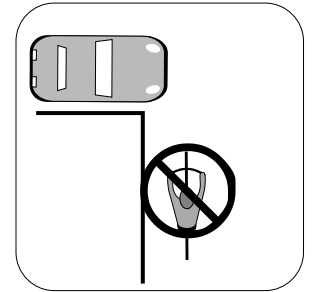
**b. Simple Principles.**

**i. Two Wheels or Four, the Law is the Law.**

With equal rights come equal responsibilities. Obey all laws, signs, and signals. And, it's a lot safer following traffic rules than not.

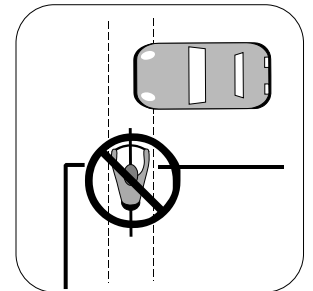
**ii. Go With the Flow.**

Wrong way riding is illegal and dangerous. RIDE RIGHT, with traffic, not facing traffic. Because it's unnatural, motorists often do not look in the direction of wrong way bicyclists. THEY'RE NOT LOOKING THERE. And, correct riding bicyclists are put into danger by wrong way riders who are in the same path.



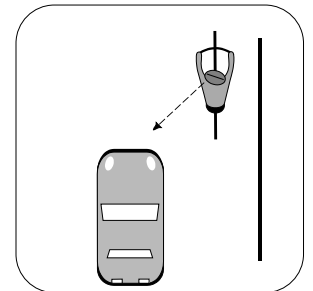
**iii. Skip the Sidewalk.**

Motorists often pull out at intersections or driveways without first stopping in front of the sidewalk or crosswalk. Turning vehicles from "your" road, visual and physical obstructions, pedestrians, and the narrowness of the sidewalk create further hazards. "Wrong way" sidewalk riding is doubly dreadful. Don't ride on sidewalks, but if you do where not illegal, ride slowly, politely alert walkers, and be prepared to yield at all junctions. There's a reason they are called "sideWALKS!"



**iv. Appealing Yielding.**

Yield when changing lanes or before making any lateral move within the lane. LOOK BACK for close traffic; don't trust your hearing only. A LOOK BACK indicates you may want to turn, and gives motorists warning, but express your intents with hand signals.



**Hot Tip!** A LOOK BACK is also a potent tactic for deterring aggressive passing. It humanizes the faceless bicyclist, and tells the motorist he's being watched.

**c. Position Prudence.**

Where you ride within the lane has a great effect on your visibility and prominence to motorists, motorists' behavior, your ability to react and maneuver to situations, and ultimately your comfort and safety.

Because bicycles are *usually* slower than motor traffic, it has become accepted convention that bicyclists operate at the right of the lane. Since a bicycle is narrow, this leaves a lot of room to be "shared" with motorists.

Depending upon lane width and traffic conditions, motorists often pass bicyclists without fully moving into the next or opposing lane. No motorist would pass another in this fashion — it is illegal, taboo, and would be interpreted as threatening — but it is routine when passing bicyclists.

Most of the time, bicyclists are OK with this, and are glad to give an advantage to motorists for easier passing. However, there is no operational benefit to the bicyclist for riding on the right side of a lane. There are only drawbacks which must be understood and dealt with by the bicyclist.

**The "as far right as practicable" rule.**

§20-146(a) directs vehicles to be driven on the right half of the road.

Part (b) says: "Upon all highways any vehicle proceeding at less than the legal maximum speed limit shall be driven in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb or edge of the highway..."

Part (b) has its origins from yesteryear when roads with no striping were the norm. Now, only residential and minor rural roads have no stripes. If there is no center line, a vehicle operator is required to make available that part of the road to his or her left to allow another vehicle driver to pass. If there is a center line, or lane separator stripes on a multi-lane road, the rule doesn't apply since a driver can use the part of the roadway to the left of the line (either the opposing lane or the next lane over) to pass.

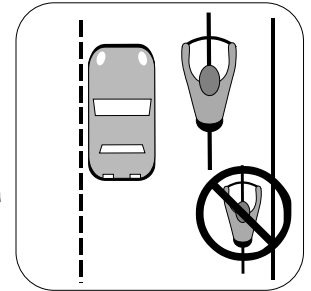
The statute is not intended to mean bicyclists must stay right or must share their lane with passing motorists — no vehicle operator is required to share his or her lane — but is typically misinterpreted this way, including by authorities. Further, many motorists seem to believe and act as if it is *their* lane when overtaking bicyclists. This false and detrimental-to-bicycling notion must be addressed by improved Driver Education.

The rule also purposely uses the word "practicable." The courts have decided "practicable" is not the same as "possible," and is determined by the bicyclist. Sometimes it's not practicable for the bicyclist to stay right.

**Where to ride? RIDE BIG!**

Most times, ride on the lane's right half to aid motorists. But riding *too* close to the edge is the worst mistake that otherwise legal riding bicyclists commit. Bicyclists should ride as far *left* as practicable to **RIDE BIG**. This means **USE MORE LANE** at all times or **USE FULL LANE** as needed.

**USE MORE LANE.** This is counterintuitive, but riding further into the lane, whether narrow or wide, makes you more visible and prominent to motorists who are passing. They are compelled to be more cautious, and are less likely to squееееееze by at high speed than if you teeter on the edge. You are more noticeable to motorists who are oncoming or pulling out of driveways and side streets, and you have more leeway, helping avert the **DRIVE OUT** (e.i.), **LEFT CROSS** (e.ii), and **RIGHT HOOK** (e.iii) type collisions. It gives you added room to maneuver from other hazards like debris, water grates, and the curb, and you don't risk riding off the road.



**USE FULL LANE.** Sometimes it's not practicable, i.e. safe, for you to allow motorists to pass and momentarily share your lane. Your safety is more important than the passing convenience of motorists. Use the full lane to prevent passing if you're moving quite fast; the lane is too narrow and motor traffic is too heavy for safe passing; when preparing to turn left; there is limited sight distance; approaching a busy intersection; to avoid parked car doors or other roadside risks; or anytime it increases your safety. **YOU** decide if and when it's OK to let motorists share **YOUR** lane.

**Overcoming FEAR FROM THE REAR.**

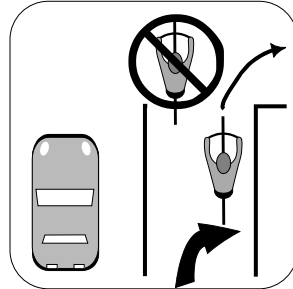
Getting hit from behind is very rare. Roads are designed so that a driver has ample time to come to a complete stop prior to hitting a stationary object, such as a stopped left turning vehicle waiting for a gap in oncoming traffic. A bicyclist moving in the same direction creates a great margin for error for the overtaking motorist, who will have no problem avoiding you, and who may need only to slow to your speed. Bicyclists should focus on perils in *front*.

**d. Intersection Intelligence.**

Important insights for interested individuals.

**i. Be in the Right Spot.**

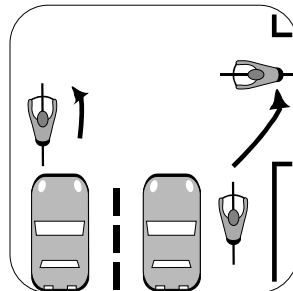
Approach intersections in the correct position for your destination. Turn left near the center line, right near the curb, and for straight thru stay in between these extremes. Follow lane markings; do not go straight in a right-turn-only lane.

**ii. Send the Right Message.**

When turning, convey your intention with proper lane positioning and hand signals. When going straight through an intersection, keep pedaling rather than coasting. Moving legs mean business and help attract attention. Blowing through a red light while everyone is watching is definitely beaming the *RWONG* message.

**iii. Learned Left Turns.**

Shown here are two ways: *VEHICULAR* and *2 STEP*. For *VEHICULAR* style, move to the left side of the lane or the leftmost lane well in advance of your turn. On a multi-lane road, you should Use Full Lane each lane over. It should rarely be a necessity, but use a *2 STEP* turn if traffic is too heavy for you to turn left like other vehicles. Go through the intersection, align yourself facing left, and proceed when clear or on the green if at a signal. There are also the *OVERSHOOT—3 RIGHT TURNS* and *RIGHT TURN—U TURN* styles.



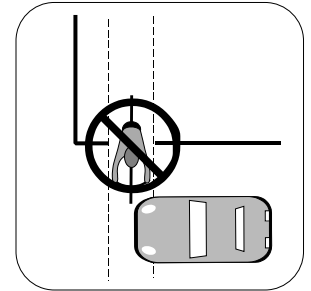
**Hot Tip!** Most mishaps occur at junctions. Be predictable, and know e. Junction Function to further reduce the risks.

**e. Junction Function.**

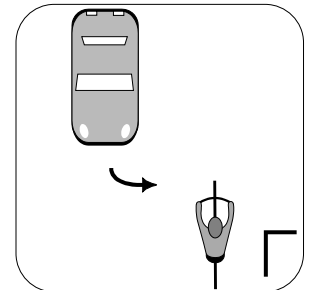
Abstain from the 3 most popular adult bicyclist-motor vehicle "accidents" in town as determined in my analysis of 7 years of police reports. Each type of collision is more likely when riding too near the side of the road.

**i. Dodge the DRIVE OUT.**

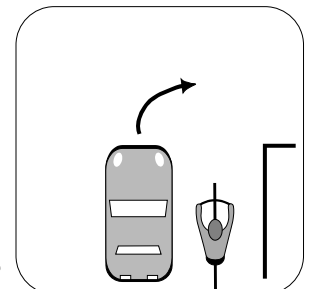
This involves a motorist pulling out at a driveway or side street and a bicyclist crossing, usually on the sidewalk, often riding the wrong way. *SKIP THE SIDEWALK* and *RIDE RIGHT!* But, it also happens to "correct" riders. In the road *RIDE BIG* for extra leeway and visibility.

**ii. Look for the LEFT CROSS.**

Left turning motorists tend to look down the center of the lane for other motor vehicles, and are less likely to notice oncoming bicyclists who are smaller and close to the curb. *RIDE BIG* to make you more detectable and to avoid this danger. Keep from being visually screened by other motor vehicles between you and the left turner.

**iii. Rebuff the RIGHT HOOK.**

Sometimes motorists overtake bicycle drivers only to wind up cutting them off when making a right turn. To guard against this, *RIDE BIG*, forcing a driver to make a more sweeping turn, and to think twice about it. Don't cause this crash either! It's not advisable to pass stopped drivers on their right because *THEY'RE NOT LOOKING THERE*. But if you do, assume they will turn or merge right even if not signaling.

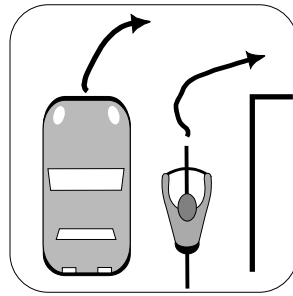


**f. Know these Skills.**

Be able to ride a straight line, including while starting and stopping, riding very slowly, hand signaling, and during a LOOK BACK. Turn with your inside pedal up so that it doesn't contact the ground. Though you should be able to avoid hazardous situations by planning ahead and with good positioning (RIDE BIG), learning how to INSTATURN, PANIC STOP, and QUICK DODGE can provide emergency backup. Practice these techniques before you need them.

**i. Instaturn.**

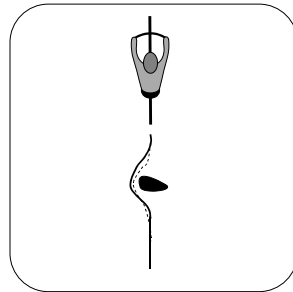
Use this to sidestep the DRIVE OUT (driver not yielding when pulling out of a side street or driveway), LEFT CROSS, or RIGHT HOOK (shown). To execute, briefly steer *left* first, which causes the bicycle to lean right, then enabling a lightning fast, sharp right turn.

**ii. Panic Stop.**

Swiftly stop by using mainly the front brake, which is the most effective. If the rear skids, ease up on both brakes. Shift your weight back and straighten your arms to improve performance. Know the braking limits of your front wheel to avoid an "endo!"

**iii. Quick Dodge.**

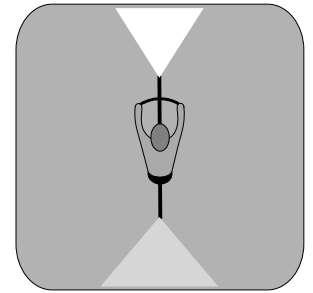
Skirt unforeseen hazards by turning one way then the other quickly around the object. The rear wheel should also miss the threat. The bike changes line; your body doesn't. You may also BUNNY HOP a hazard. If you must ride over something, use your legs like shock absorbers.

**g. Be Smartly Outfitted.****i. The Alright Bike.**

Ensure the bicycle fits, is in proper working order, and you are competent with all controls. Keep tires pumped to avoid "snake bite" flats and "tire roll" crashes. Carry a spare tube, pump, patch kit, tire levers, and a multi tool for the inevitable problem. It helps to have a basic knowledge of adjusting brakes and gears. It's not quantum mechanics!

**ii. Shine at Night. (Dusk/Dawn too!)**

§20-129. (e) requires lights at night for good reason. White front and red rear reflectors are necessary, but are not sufficient alone! A headlight is essential to be seen by DRIVE OUT and LEFT CROSS drivers. A flashing red rear light gets attention, especially during gray times. BE BRILLIANT. GET LIT with reflectors & lights.



**Hot Tip!** Test your visibility. Have a friend drive behind you at night. Then, you drive and your friend rides your bicycle. Check your visibility from the front from various angles.

**iii. Be Seen During Daylight.**

Bright clothing helps get you noticed. However, the best way to be seen is to BE IN THE SCENE, in drivers' line of sight. Assume drivers aren't looking for you, and ride to ensure they do. RIDE BIG, but remember you are fairly small. Don't ride into blinding sunlight if possible.

**iv. Use Protective Clothing and Gear.**

A helmet and glasses → help protect nearly irreparable body parts, and stiff soled bicycling specific footwear and padded shorts make rides, especially longer ones, easier on your feet and bottom. Slathering sunscreen shields you from photons.

**h. Wheely Wise Words.**

Treat others as you would like them to treat you. That's the *Golden Rule*. When riding on any shared-use path, pass pedestrians cautiously, the same way you expect motorists to pass you. Bicycles are fast and quiet. To avoid startling people, notify them of your presence well in advance.

Watch for surface hazards such as potholes, sunken drainage grates and utility covers, slots, wet metal and painted surfaces, sand and gravel, and assorted debris and irregularities. Inform your town's maintenance department of problems.

If you obey traffic laws (like stop signs) to eliminate the collisions that *you* may cause, remove collisions to which you largely contribute (like sidewalk riding), and know how to reduce the likelihood of collisions that motorists primarily cause (like LEFT CROSS), you may never be in an "accident."

RIDE BIG and think big; project an immense image. The faster you ride, the bigger you must ride. Be cautious not timid; assertive not aggressive. Be predictable, and a lawful user of the roads. Don't ride within a door's width of parked cars, in the gutter pan, near the extreme edge, or on the sidewalk.

It is necessary and legitimate for bicyclists to "control" overtaking motorists and RIDE BIG — USE MORE LANE always, or sometimes when necessary USE FULL LANE. It may seem dangerous or illegal to induce or force motorists to slow and be cautious for you, but it's not; it's safer (provided drivers are given ample time to react to your presence). Don't overdo it though. Be courteous by pulling off the road to let a line of motorists pass if you've held them up for a spell.

Getting passed by fast moving, large, and loud motor vehicles can be intimidating and cause FEAR FROM THE REAR. And, the rare driver will purposefully pass too closely to terrorize you. Still, actually getting hit from behind is not a likely collision, unless you ride without reflectors and a rear light at night. CLASSY CYCLISTS are almost never involved in an Overtaking crash, or any other type crash for that matter. So don't fear a near non-existent problem or create new ones with fearful riding practices!



We all could use extra help sometimes; a gentle push, a tailwind, a good wheel to draft. This chapter has 4 essays, and a little bit more, to pump you up and even the score. It may even help you up Chapel Hill's hills!

**Nine, uh, Different Reasons to Ride a Bicycle**

You probably think that you've heard all the arguments for riding a bicycle. Sure, the bicycle doesn't use non-renewable resources or pollute (including noise pollution), is inexpensive both for ownership and in terms of public infrastructure to support it, can be parked anywhere, and is a healthy activity. "Blah, blah, blah. Tell me something new," you say.

O.K., here's nine reasons to ride a bicycle that you may have never before heard. They are further evidence of the bicycle claiming the title of INTELLIGENT VEHICLE. And if you don't already ride for fun, fitness, or transportation, this will surely get your gears spinning.

**One. Bicycles are more technologically advanced than cars.**

Don't let the shiny, complicated engine on that Ecstasy S.U.V. fool you. What could be more high tech than a contrivance powered by a human engine? Nobody has yet figured out how its "computer" works!

A bicycle is the world's most energy efficient mode of travel, using just 35 calories per passenger mile versus 1860 for an average automobile with one occupant. The bicycle engine uses a variety of fuels that would make most machines go belly up.

Bicycles are made with exotic materials like titanium, carbon fiber, incredible aluminum alloys, and high strength alloy steel. They weigh only 20 pounds yet can carry 20 times that in cargo.

Cars burn decomposed dinosaurs in an internal combustion engine that evolutionally is at the Paleozoic era. We've had rocket ships that go to the moon and back since 1969. We have limitless solar energy and enough nuclear technology to atomize the earth, but our motor vehicles still use fossil fuel. Cars are made with steel, iron, and plastic. You can't pick them up.

Be a cyborg, part person part machine. Ride a Bike.

**Two. Bicycles are simple.**

It doesn't take a Ph.D. in aerospace engineering and a warehouse full of specialized tools to fix a bicycle. Anyone with a smidgen of ambition can figure out and repair most if not all bicycle problems.

In an increasingly complex world with countless gadgets that are irreparable, repairable at substantial expense, or repairable by specialists only, a bicycle is a refreshing throwback. Most people would rather be doing other things besides fixing a bicycle, like riding it. But at least most people CAN fix it, and it's satisfying when you do.

**Three. Bicycles are faster than cars.**

In urban areas, this is sometimes literally true. Traffic signals, congestion, parking-space-search time, and walking-to-final-destination time all conspire to reduce the speed of even the highest powered car to about that of a bicycle, which always goes door-to-door. Moreover, if you consider that the time cost of travel also includes the amount of time spent working to pay for the vehicle, bicycles come roaring ahead. How much of your life is spent working for your car so you can drive it to work to pay for the car?

**Four. Riding a bicycle keeps you young.**

Since exercise is mandatory for optimal health, and riding a bicycle to some necessary destination incorporates exercise which would otherwise take time in the gym, pedaling to someplace can be considered as taking zero time. Therefore, bicycles are infinitely fast. That's faster than cars and even light, which, according to Einstein shouldn't be possible, but nonetheless reverses time and the aging process. Of course, some people think exercise while having fun is almost the fountain of youth. Be a kid!

**Five. Bicycle manufacturing isn't controlled by special interests.**

Well, special interests are everywhere, but relatively speaking, this is true. Bicycle manufacturers could have coined the Army recruiting slogan "Be All That You Can Be." Their goal is to produce the best vehicle possible.

Cars are the epitome of special interest controlled products. The steel industry wants cars to be big and heavy, and the oil industry wants them to get the poorest gas mileage possible.

Reject the greed of huge multinational corporations. Tread lightly.

**Six. You can be part of a cutting edge movement.**

According to the Nationwide Personal Transportation Survey, only 0.7% of all trips are made by bicycle. Ninety percent of trips are taken in a personal automobile with the remainder via transit, walking, or other modes.

Bicyclists are a minority. But, we're unique. Why follow the flock? Why be "normal?" Be different. Blaze your own trail. Think Bike.

**Seven. You can find stuff on the road.**

Unfortunately, a lot of what you are likely to see isn't pleasant, like ubiquitous trash and dead wildlife. On a positive note, maybe the garbage will inspire you to lobby for a "Bottle Bill" and stiffer penalties, and you can take solace in knowing your bicycle won't harm a possum. Chances are, you will find some unexpected "rewards" while riding, like tools, money, bungee cords, and all sorts of ownerless treasures. That makes bicycling even more fun.


**Eight. Riding makes you a better motorist.**

I'm not advocating motoring, or riding a bicycle as a means to become a NASCAR racer, but the skills developed on two wheels transfer to skills behind the wheel. You avoid road defects, and start and stop smoothly, which is good for the car. You anticipate traffic better, and most important, you realize that speeding from light to light only to wait longer is futile, so you drive calmer. And that's good for everyone.

**Nine. Someday you'll wish you had.**

Helen Hayes, the "First Lady of American theater" who died in 1993 at the age of 92, was asked in an interview if she regretted anything. She said she had only one regret. "I never rode a bicycle. I wish I had. That's all."

While few of us can hope to achieve the stature of Ms. Hayes, we certainly can fulfill a dream that she never did. The simple pleasure of riding a bicycle — near effortless motion one moment, challenging hill climbing the next, followed by the thrill of the descent.

Bicycling is the wind in your face and your senses on hyperdrive. It's life at its best. Do it. Ultimately there will come a time when you won't be able to. 

## Bikes Belong

"Bicyclists don't pay for licensing, tags, insurance, inspections, and property taxes on the bicycle and so don't have the same rights as motor vehicle drivers." Sometimes this manifests as a "Get off the road" yell or some other type of harassment like "buzzing." Really, it's just some motorists' way of saying "I'm a bully and don't want you here."

The self-serving myth that people riding bicycles have less rights reverberates from a surprising number of motorists. This is especially surprising since they are supposed to know the rules of the road because they have been required to have driver education.

Motor vehicle drivers ought to know that in North Carolina the vehicle code confers equal rights (and equal responsibilities) to bicycle drivers. So, what some motorists think about bicyclists' rights or lack thereof is irrelevant. Elected lawmakers have laid into law that bicycles are legal vehicles, bicyclists have equal rights as other road users, and bicycling has no fees.

Roads have been around a long time. The Romans had them. Except for rare toll roads, use of the roads has always been free until motor vehicles came along, long after feet and bicycles.

Motorists are required — by the same lawmakers that have kept bicycling free — to have specialized training and a license, and pay for licensing, tags, insurance, and inspections. Motorists must pay for the privilege to use the roads because motor vehicles damage the roads and environment, and are dangerous, all too capable of severe injury and death to other people. Most adults in the U.S. have chosen to motor and therefore must meet these obligations. Nobody is forcing anybody to motor, but if you motor you pay.


Lawmakers have decided that bicycling remains free because we don't damage the roads and with rare exception do we damage other people. And bicycling is a healthful activity, so why impose fees on it? Furthermore, in order to be equitable, the fees — which are in part based on vehicle weight and capacity for damage — for bicyclists would be so low that the cost of administering the system would be greater than monies collected. If cars don't cost in fees what tractor trailers do, why should 25 lb human-powered bicycles cost the same as 2500 lb (that's a dinky econobox) cars?

When motorists accuse bicyclists of not paying fees to use the roads, do they think we are tax evaders, purposefully skirting the law? Do they think bicyclists made the laws? Even if we wanted to have the same requirements as motorists, how could we, since there are no requirements in existence? Should we demand that our simple conveyance be regulated, at personal cost? Should we voluntarily send a check to the DOT? Should bicyclists wear gas-powered air conditioners on their heads in order to pay gas tax?

Most adults who sometimes drive bicycles are also motorists sometimes. Therefore, we pay the motoring fees. It's just that we don't want to motor by gas all the time. Sometimes we want to be the engine. Bicyclists also pay property taxes which help pay for local roads and other transportation system expenses, like collision cleanup.

Selfish drivers who bemoan bicyclists' free use of the road should take a course in civics. Would they also argue that only tax payers with children should pay for schools? And instead of complaining about something that is free, why don't they take part in it and reap the benefits?

What we want is to be respected and treated as legal users of the roads, irrespective of whether we always ride lawfully, which we should. Traffic laws for the most egregious bad bicycling should be enforced, but it's not our fault that they often aren't. And bicyclists are NOT responsible for the behavior of other bicyclists! This is a frequent rationale used to oppress minorities. Besides, motorists routinely break the law more often than bicyclists (anyone who drives the actual speed limit on any given road can testify) and with more severe consequences. Motorist lawlessness leads to many injuries and deaths to other people, as well as the driver.

We are people who sometimes ride bicycles. As husbands, wives, sons, daughters, friends, neighbors, doctors, lawyers, Indian Chiefs, butchers, bakers, and candle stick makers, we don't want to be marginalized, harassed, or put into danger because of careless or aggressive driving regardless of how frustrated motorists may be for whatever reason. We wish to be treated as if you or a loved one was on the bike. Additional space on some roads would be nice so motorists could pass easier, but wouldn't really be necessary if the above wish came true. 

## Help for Harassment

Sadly, people are not always fair to others. Should you find yourself the victim of other people's bitterness, ignorance, frustration or insecurities; remember, things could be worse. You could be them!


The best course of action when you're harassed is to take a deep breath and calmly decide whether you were purposefully mistreated or whether your perceptions could have misled you. Motorists sometimes inadvertently do something that appears threatening and deliberate, but is simply a lack of awareness. Mere "honking" is small potatoes. Anyway, if they honk, it means you've got their attention, and that's better than being unnoticed. Wave back!

## PEACE FIRST **M**

If indeed some braze-on dropout has derailleured you or otherwise been a pain in your bottom bracket, keep your headset and **QUICK DODGE** your anger. Memorize or write the offender's license plate number and as much detail about the situation, driver, and vehicle as possible, and file a report with the police. They will take action.

You're doing other bicyclists a service by reporting incidents. The police look for trends. If license plate **LUGNUT** is reported by more than one bicyclist, the police will know. Don't "cry wolf" though!

Resist making a naughty gesture and do not confront the driver. Such action is rarely productive and sends the reinforcing message that he won and succeeded in ruining your otherwise pleasant ride. **DON'T BE LIKE THEM.** Besides, the driver has a weapon — the vehicle!

Sometimes a friendly wave in the face of harassment disarms the hostile motorist and is therapeutic for you. Outwardly you show innocent display, but on the inside you may in truth be thinking "Here's your @#\$\$%& wave" and having the last laugh. 

## Cool Quotes


- i "When I see an adult on a bicycle, I do not despair for the future of the human race."  
H.G. Wells.
- i "There is a move afoot to destroy Congress as we know it. In the future, the kind of people who run for Congress will be coming up here in sleeping bags and sleeping in their offices and riding bicycles to work."  
Rep. Jack Brooks (D-TX), reacting to a debate over the abuse of privileges by members of Congress.
- i "To attack the pedals may be strenuous over the short run, but is an expression of trust in one's own powers, for with the bicycle everything depends on the self. Those who wish to control their own lives and move beyond existence as mere clients and consumers — those people ride a bike."  
Wolfgang Sachs, For Love of the Automobile.
- i "Ride lots."  
Eddy Merckx, the greatest racing bicyclist of all time.
- i "I want to ride my bicycle, I want to ride it where I like."  
Freddie Mercury of the band Queen, in Bicycle Race.

- i “Cyclists have a right to the road too, you noisy, polluting, inconsiderate maniacs! I hope gas goes up to eight bucks a gallon!”  
The dad of Calvin & Hobbes responding to Calvin's request for traffic safety poster ideas.

- i “The bicycle can be an instrument of change.  
The bicycle can save New York.”  
J.C. McCullagh, former editor/publisher, Bicycling Magazine.

- i “Just as the ideal of classic Greek culture was the most perfect harmony of mind and body, so a human and a bicycle are the perfect synthesis of body and machine.”  
Richard Ballantine, Richards' Ultimate Bicycle Book

- i “In all probability the most lasting social consequence of the bicycle craze was the effect it had on American women... The drive to wear "rational dress" in the 1890's... was a much greater blow in behalf of the emancipation of women than taking off a brassiere.”  
Robert Smith, A Social History of the Bicycle.

- i “Nothing compares to the simple pleasure... of a bike ride.”  
John F. Kennedy. 

## Deluxe Driving

CLASSY CYCLING ain't rocket science and neither is DELUXE DRIVING. But, both require a smattering of sense, a crop of courtesy, and a tad of training.

Currently, Bicycling Education for all vehicle drivers — motorized as well as pedal-powered — is inadequate. Bicycling elements are practically non-existent in initial Driver's Education. The Driver's Handbook has a Chapter on bicycling, but it lacks really good information and is somewhat misleading. The written exam, which like any test should not only test but also teach, has only two bicycling related questions, neither of which now teaches much.

The Division of Motor Vehicles (DMV) is the part of the NC DOT that sets the curriculum for Driver's Education, has produced the Driver's Handbook, and tests for licences. Since every prospective motorist must take Driver's Ed and pass the exams, they are a captive audience to teach a thing or two about bicycling. It's the proverbial "Two birds with one stone" too. Both motorists and motorists who are also bicyclists get Bicycling Education. That's everyone.

What do motorist's need to know? Most of Classy Cycling for starters. Here are just the basic points.

- **BICYCLING IS GOOD.** And it is free for everyone for good reasons.
- **EQUAL RIGHTS.** It is State law. Bicycle drivers may use the full lane if they choose. A bicyclist is not required to ride as far to the right side of the road as possible, on the shoulder, or on the sidewalk.
- **IT'S NOT COMPETITION.** The roads are a cooperative system. The sign means share "one after the other," like in a store checkout line. It does **not** mean share "side-by-side." It doesn't mean bicyclists must always share *their* lane.
- **PASS WITH CLASS.** When passing bicyclists, remember it's the bicyclist's lane. Motorists should act graciously like the guests that they are. Motor vehicle drivers wishing to pass a bicyclist may do so only if there is plenty of clearance and no oncoming traffic in the opposing lane. Do not squeeze by or pass with high speed. Follow the Golden Rule and treat others how you would like to be treated.



- **THINK BIKE.** Avoid the LEFT CROSS, RIGHT HOOK, and DRIVE OUT.
- **HEED THE SPEED.** The Speed Limit is the law, not a suggestion. It even is OK to do less than the limit. Speeding in town usually doesn't get you there quicker. Stop lights restrict *actual*/travel speed (distance/time) from point A to B to about 20 mph or less no matter how fast you drive. It doesn't make sense to rush from light to light only to wait longer. Even if stop lights didn't exist, illegally driving 45 mph in a 35 zone for 1 mile saves just 23 seconds.
- **DISPEL WITH THE CELL.** Don't drive if you have a "Yak Attack," or any time you are Distracted, Drowsy, or Drinking.
- **DRIVE CALM.** It's easier on the car, the environment, and everyone's nerves. BE ZEN. You've nothing to lose but stress.



If only two bicycling related questions will be used on the driver's license written exam, the following should replace what now exists:

1. §20-4.01 (49) of the NC traffic code states that bicycles are legal vehicles and people who drive bicycles have the same rights and responsibilities as drivers of motor vehicles. This means that:

- I. Bicyclists are legally entitled to use of the full lane if they choose.
  - II. Motor vehicle drivers wishing to pass a bicyclist may do so only when there is ample clearance and no oncoming traffic in the opposing lane.
  - III. People on bicycles must obey all laws and rules of the road.
- a. I and II only.
  - b. II only.
  - c. II and III only.
  - d. All of the above.

**Answer: d**

2. The "first come, first served" principle of right-of-way means that:

- I. A bicyclist must always ride as far to the right side of the road as possible.
  - II. A bicycle driver has the right-of-way and control of the travel lane when in front of a motor vehicle driver who is behind.
- a. I only.
  - b. II only.
  - c. I and II.
  - d. Neither I or II.

**Answer: b** 

Resourceful Resources

<b>Police</b>		<b>NC Highway Patrol</b>	
Carrboro	968-7709	(910) 334-5500	
Chapel Hill	968-2760		
Durham	560-4427	<b>Sheriff</b>	
Hillsborough	732-9381	Orange County	942-6300
UNC Campus	962-6565	Chatham County	542-2811
		Durham County	560-0897
<b>Public Works</b>		<b>Planning Dept.</b>	
Carrboro	968-7714	Carrboro	968-7716
Chapel Hill	968-2728	Chapel Hill	968-2796
Orange Co.	732-8181	Orange Co.	732-8181


NC Division of Bicycle and Pedestrian Transportation 733-2804

North Carolina Coalition for Bicycle Driving  
[www.humantransport.org/bicycledriving](http://www.humantransport.org/bicycledriving)

**§20-140. Reckless driving. (Includes reckless bicycling!)**

- (a) Any person who drives any vehicle upon a highway or any public vehicular area carelessly and heedlessly in a willful or wanton disregard of the rights or safety of others shall be guilty of reckless driving.
- (b) Any person who drives any vehicle upon a highway or any public vehicular area without due caution and circumspection and at a speed or in a manner so as to endanger or be likely to endanger any person or property shall be guilty of reckless driving.
- (d) Reckless driving as defined in subsections (a) and (b) is a mis-demeanor, punishable by imprisonment not to exceed six months or a fine not to exceed five hundred dollars, or both a fine and imprisonment.



Here are tips on how to ride some so-called "tough" spots around town. The intent is to make them not so tough after all. It's not wizardry. It's practical application of the principle to RIDE BIG described in Chapter , Classy Cycling. These are just suggestions. You should always ride at your own comfort level, using your own judgement. Map 1 and brief descriptions on page 24 show where 4 paved "Bike Paths" that are nice shortcuts are located.

#### **Airport Rd. @ Airport Rd. and North Columbia St.**

Riding southbound on Airport Rd. toward Rosemary St., the combination of the steep climb, with some same direction motorists on Airport Rd. merging from your left across your path to enter the right-turn-only lane to Rosemary St., drivers merging from your right off of North Columbia, and oncoming motorists on Airport turning left in front of you onto N. Columbia, makes this area a tricky spot. If you are proceeding up to Franklin St., USE FULL LANE (right) of Airport Rd. at about the Fire Station driveway or before. Make sure you occupy the entire lane well in advance of the intersection. Do not stay to the right side of the lane because drivers will then pass on your left within the lane and also on your right in the right-turn-only lane, and this is not a pleasant or safe situation. Less confident bicyclists typically use the right-turn-only lane, and there's nothing terribly wrong with that, except technically you should then turn right. Don't get RIGHT HOOKED!

#### **Franklin St. from Roosevelt Dr. to Main St. at Greensboro St.**

USE FULL LANE (right) in both directions with the exception of the segment between Mallette St. to Columbia St. when riding east. Here, with University Square on your right, the lane is wide enough for you to share it. You may also choose to lane share riding east in Carrboro in places where drivers are going extra slow anyway.

#### **Raleigh St. between Cameron Ave. and East Franklin St.**

The very narrow lanes, close rock walls, and on-street parking require you to USE FULL LANE in both directions.

#### **Columbia St. from Franklin St. to South Rd.**

These lanes are too narrow to share! USE FULL LANE (right) in both directions. If stopped busses are blocking the rightmost lane, USE FULL LANE the next lane over.


#### **Raleigh Rd. @ 15-501 Bypass**

Riding either west toward campus or east away from campus, this area is demanding due to the various merging points of motor vehicles going onto and coming off of the Bypass. Take the entire rightmost through lane going under the bridge. If you stay to the right side of this lane, drivers will pass you on the left within the lane as well as on the right in the right turn lanes for exit onto/off of the Bypass. This is avoided if you USE FULL LANE.

#### **Estes Drive between North Greensboro St. and Airport Rd.**

RIDE BIG. USE MORE LANE or USE FULL LANE, especially from N. Greensboro St. to Village Dr. near the railroad tracks, and on the narrow straight section adjacent to the Airport. Ride at least  $1\frac{1}{2}$  feet to the left of the shoulder stripe, not to the right of it; where a shoulder exists it is too narrow for riding on. If you've held up a queue of motor vehicles for a while, pull off the road to let them by.

#### **Steep Hills**

There are hills throughout Chapel Hill on main roads, as well as on residential streets, which can lead to downhill bicycle speeds of 35 mph or more. USE FULL LANE on such descents since you are about as fast as motor vehicles, and you need considerable maneuvering space. To make climbing them easier, get stronger! Hills are your friends, your workout partners. You could also make hills easier mentally by realizing that every 100' of vertical climb adds the equivalent of roughly 1 mile of flat riding to your trip; you just go slower uphill (see Page 26 for example elevation gains). 

## Four Little "Bike Paths"

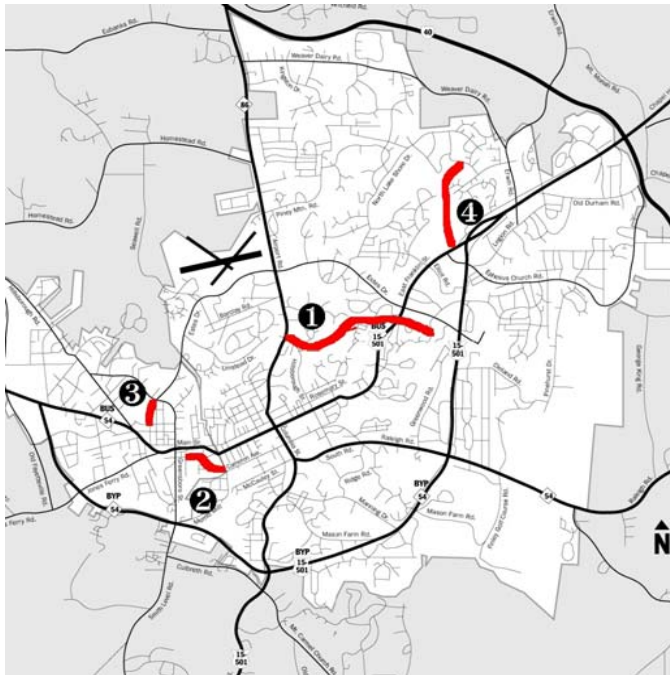
Actually, these are shared-use paths, so ride accordingly.

Ø Bolin Creek Bike Path. Airport Rd. near Hillsborough St. to the Community Center near University Mall. 1.4 miles. A short branch (not shown) ends at the base of Elizabeth St. off E. Franklin St.

U Libba Cotton Bike Path. Cameron Ave. at Merrit Mill Rd. to Roberson St. near Carr Mill Mall. 0.4 miles.

U Frances Shetley Bike Path. Estes Drive at N. Greensboro St. to Shelton Rd. at Elm St. 0.3 miles.

U Booker Creek Bike Path. Booker Creek Rd. to E. Franklin St. near Eastgate Mall. 0.8 miles.



Map 1



The rural areas outside Chapel Hill and Carrboro are great for recreational riding. The rolling farm scenery and low motor vehicle traffic attract many area bicyclists. There's also some super riding in town. Following are just a few favorite ride descriptions.

## In Town

**Old Well Wander.** For just tooling around and looking at things, the brick paths throughout the UNC campus are hard to beat.

### Carrboro Cruise.

If you want flat, "Paris of the Piedmont" is the place to be. This short clockwise loop is also nice because of the lack of traffic lights. Start at the intersection of W. Main St. and Hillsborough Rd. Take W. Main St. to 54 west, turn right onto Old Fayetteville Rd., turn right onto Hillsborough Rd. and ride back to the start. 4.5 miles.

### (R)ode to Dick Terry.

Dick was a recumbent riding local bicycling activist in the 80's and early 90's (he now lives in northern Pennsylvania) who came up with a loop similar to the following. Except for the climb up Laurel Hill Rd., this is about as flat as it gets in Chapel Hill.

Start at the Bolin Creek Bike Path at its intersection with Airport Rd. or Bollingwood Dr. Follow the path to the Community Center on Estes Dr. Take Estes Dr. to 15-501 Bypass, cross and make a right onto the path next to the soccer fields (or don't cross and make a right onto the Bypass). Turn left onto Cleland Dr., right onto Burning Tree Rd., and cross 54 to Finley Golf Course Rd. Cross 15-501 bypass to Carmichael St., turn left, then right, and climb Laurel Hill Rd. Cross 54 onto Country Club Rd., turn right onto Raleigh St., cross Franklin St., and descend Hillsborough St. back to the start. 8 miles.

**Tour de Chapel Hills.**

Map 2 below shows roughly where some great climbs are located. Get a real map! Feet climbed and distance were estimated from a topo map, and % grade figured from that. To compare, Airport Rd. from Umstead Rd. to Franklin St. is 165' in 4670' for 3.5%.

Ø Glendale Dr./Glenhill Ln. (lowest point to Franklin St. is 170' in 2560'; 6.6% avg.; steepest 18%. Also, a .7 mile loop in there is 120' each)

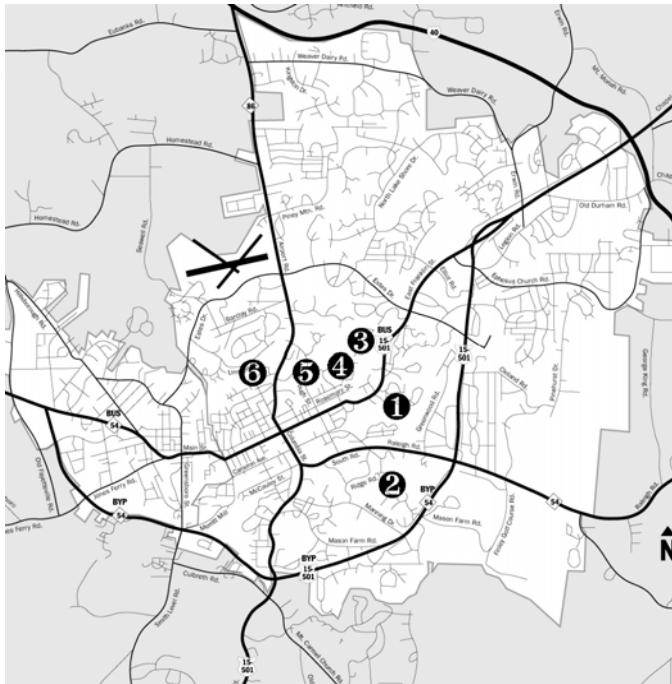
∪ Laurel Hill Rd. (210', in 4650'; 4.5% avg. [factoring in dips])

∪ Elizabeth St., (main climb is 60' in 415'; 14.5%)

∪ Lone Pine Rd., (120' in 580'; 20.7% avg.; steepest is 36%!)

∪ Hillsborough St. (Bollingwood Dr. to North St.; 145' in 2130'; 6.8% avg.; the two main pitches are about 10% each)

Y Pritchard Ave. Ext. (135' in 1390'; 9.7%)

**Map 2****Get Out of Town**

Calvander is the intersection of Fayetteville Rd./Old 86 and Homestead Rd./Dairyland Rd. that is roughly 3.5 miles north of the Main St./Greensboro St. intersection in Carrboro. It's shown on Map 3 on page 29, is easy to ride to, and is a good starting point for describing the following rural rides.

Rather than explain routes in excruciating detail, I'm giving you just enough information to get by. Map 3 depicts the major parts of 4 popular rides/roads in white, light gray, dark gray, and black. This and the following descriptions should be sufficient for you to figure out where to go. Get a NC Atlas for detailed county maps. You are forewarned though. Some roads are gravel but are not shown as such (others are rough "chip and seal"), and many roads are mislabeled.

These 4 rides overlap with one or another to some extent (You can't just follow one color. Sorry.). Piece them together in different ways. Do them in reverse. Fact is, there's a nearly infinite combination of roads and turns out in the county you can string together to make a nice ride. So who am I to tell you precisely where to go?

After you've mastered these roads, rides to Hillsborough and up Pleasant Green Rd., out to Saxapahaw or Snow Camp, south around the bottom of Jordan Lake, or over climbs such as Old Graham Rd. and Bynum Ridge will be a piece of cake. Uh huh!

**Orange Crush.**

This narrow, vertically oriented rectangular loop is represented by the dark gray section mostly (with some white). Take Dairyland, then right turn (RT) onto Union Grove Church, left turn (LT) onto Arthur Minnis, LT Rocky Ridge, LT Dairyland to return. Or do it in reverse and make mostly right turns. 8.4 miles back to Calvander.

**Borland Blast.**

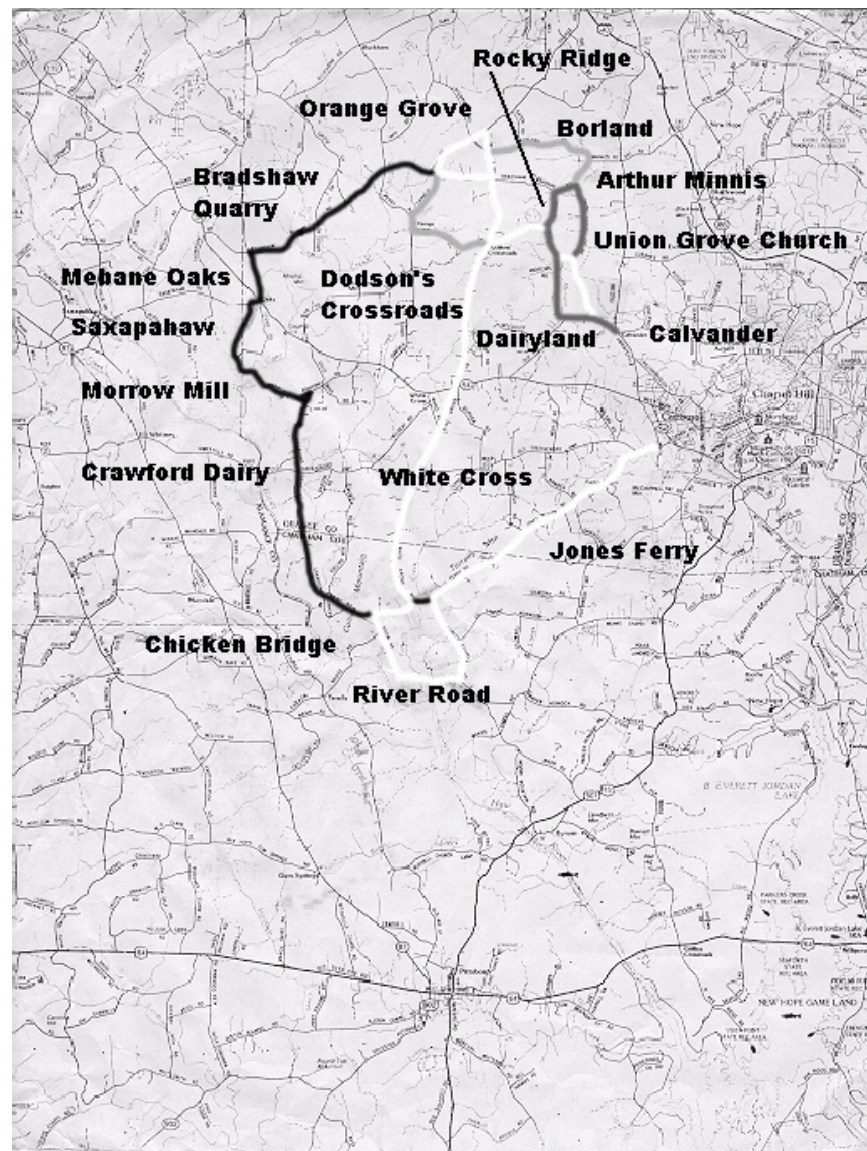
This horizontal oval loop near the top of the map is largely in light gray (with white). Dairyland/RT Union Grove Church/RT Arthur Minnis/LT Borland/LT Orange Grove/LT Dairyland to return. You can do the loop counterclockwise as described and climb Borland, or clockwise and descend it. Either way, as with all rides, you do the same amount of total climbing. 17 miles back to Calvander.

**Racer Romp.**

This ride is shown in white primarily. Saturday's at 10 am a bunch of riders leave Performance Bicycle Shop for an excursion through Orange and Chatham counties. It starts slow, but after about 14 miles the pace turns wicked. What's nice about this route is that there are a few places where you can cut it short and head back in if you aren't up to the full length. Dairyland/RT Union Grove Church/LT Albert/RT Dairyland/RT Dodson's Crossroads/LT Arthur Minnis/RT Orange Grove/RT Dodson's Crossroads/LT White Cross Rd./RT Crawford Dairy/LT Chicken Bridge/LT River Rd./LT Hamlet Chapel Rd. (becomes Jones Ferry Rd.) and back into Carrboro. 40 miles from Performance back to Performance.

**Tri County Trip.**

Here's a nearly circular large loop that includes the black section. As its name implies, you'll go through Orange, Alamance (briefly!), and Chatham counties. Lotsa dairy farms on this one, and Bradshaw Quarry Rd. is smooth as glass. Bradshaw Quarry Rd. intersects with Orange Grove at Arthur Minnis. Bradshaw Quarry/LT Mebane Oaks/cross 54 to Saxaphaw Rd./LT Morrow Mill Rd./hairpin RT Orange Chapel Clover Garden Rd. (not shown) which turns into Crawford Dairy Rd. at Old Greensboro Hwy. Follow Crawford Dairy to Jones Ferry Rd. at Frosty's. 31 miles from Calvander to Jones Ferry Rd. at its intersection with Old Greensboro Hwy.

**Map 3**