

# How often do drivers yield to cyclists on Dean Keeton near I-35?

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## Helmet cam examples

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- ▶ Unfortunately, helmet cam videos alone don't seem to lead to change...

# Area studied





# Poll

- ▶ How often *should* drivers yield to cyclists when legally required to?
- ▶ How often *do* drivers yield to cyclists when legally required to?

How often do drivers yield to cyclists?

$$61\% \pm 12\% \quad (N = 59)$$

# What can cyclists do to improve driver yielding?

- ▶ Use air horn before intersection?

- ▶ Use air horn:

- 63%  $\pm$  23%

- ( $N = 27$ )

- ▶ Did not use air horn:

- 59%  $\pm$  22%

- ( $N = 32$ )

- ▶ Wear a hi-viz vest?

- ▶ Hi-viz:

- 69%  $\pm$  20%

- ( $N = 29$ )

- ▶ No hi-viz:

- 53%  $\pm$  24%

- ( $N = 30$ )

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My vest

## My large rear reflector



# What can the city do to improve driver yielding?

Redesigning the bike network to avoid these problems would be best, but some stopgap measures first...

Having spoken to a city traffic engineer years ago, I get the impression that costs are the bottleneck.

- ▶ Adding a stop sign at each crossing would probably work.
- ▶ Rumble strips as drivers approach the crossings, preferably well before the crossing.
- ▶ Mow the grass near location 1 more frequently — when long there is no way for drivers to see approaching cyclists.
- ▶ Put barriers in place at location 2 to prevent drivers who almost missed the intersection from pulling in at the last second without checking for cyclists.

## What doesn't work: Yield signs



## Hidden costs: Liabilities

- ▶ Many cyclists have sued city governments over unsafe roads.
  - ▶ Simple Google search finds damages up to \$4.35 million.



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## Hidden costs: Liabilities

- ▶ Many cyclists have sued city governments over unsafe roads.
  - ▶ Simple Google search finds damages up to \$4.35 million.
- ▶ **I will make this data available to the lawyers of every cyclist I hear about who is injured or killed at a similar crossing in Austin.**
- ▶ Having multiple yield signs is evidence that the city knows that they don't work. Why else would they have more than one?

## Questions?

How often do drivers yield to cyclists on Dean Keeton near I-35?

Presenter:

**Ben Trettel**

<http://trettel.org/>

# Why focus on driver yielding?

Ian Walker at the University of Bath in the UK has studied driver *passing* behavior.

- ▶ Most crashes involving cyclists occur at intersections. Very few crashes occurred because drivers passed a cyclist too closely. ( $\sim 4\%$  in two studies)
- ▶ The vast majority of drivers pass at safe distances, but that is not true for yielding.

## How to avoid these conflicts entirely

- ▶ Stop lights to prevent cyclists from crossing at the same time as drivers.
- ▶ Completely separate paths.
- ▶ Enforcement of the law.