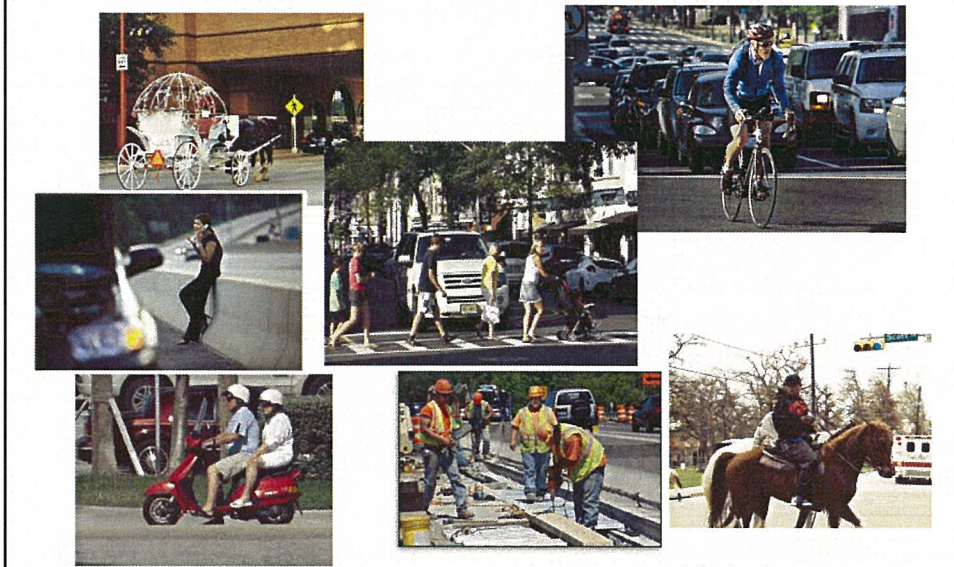


Sharing the Roadways Motorist and Vulnerable Road Users



Who are Vulnerable Road Users:

- Bicyclist
- Pedestrians
- Stranded motorists
- Construction workers
- Tow truck operators
- Utility workers
- Horseback riders
- Carriages
- Scooters

Auto Cyclist Crash Statistics

	<u>2012</u>	<u>2013</u>	<u>2014</u>
January	45	32	29
February	25	24	24
March	32	40	
April	55	43	
May	38	43	
June	37	52	
July	39	43	
August	49	38	
September	47	44	
October	60	46	
November	41	29	
December	25	37	
TOTAL	493	471	53

Education Efforts

- **Motorist Education**
 - Creation of a Public Service Announcement
 - Creation of a “Share the Roadway” information card
 - Community Meetings
- **Cyclist Education**
 - Cyclist Information Cards
 - Addressing Critical Mass at start September 2013
- **Officer Education**
 - Re-issue circular regarding ordinance and enforcement options
 - Creation of training video explaining ordinance and demonstrating violations

Motorist Education

Cards provided to divisions for distribution at monthly PIP meetings

Let's Share the Roadways

While we are all in a rush to get from one place to another, it is vital that we learn to share the roadways. Bicyclists have a legal right to be on the roadway. In fact, in some instances, they are prohibited from riding on a sidewalk. With this in mind, we must learn to share our roadways to ensure that everyone arrives at their destination safely.

In 2011, 475 bicyclists died in crashes with motor vehicles nationally. Statistics show that the highest number of motor vehicle/bicycle crashes occur between 5pm and 9pm. During these hours traffic at it's height and lighting becomes a challenge. Please keep this in mind when driving and be sure to keep an eye out for bicyclist.

There are several ways we can reduce the risk to bicyclist.

Motorists can:

- ◆ Be patient, slow down, remain calm and give the bicyclist plenty of space
- ◆ Be alert at intersections and roundabouts
- ◆ Look out for bicyclist at all times
- ◆ Do not sound your horn close to a cyclist unless you must do so to avoid a crash
- ◆ Check your mirrors for oncoming bicyclist prior to opening car doors when parked on the street


Bicyclists can:

- Obey all road rules
- Ride defensively and predictably
- Be alert at all times
- Use reflectors and lights, and always wear a helmet

If you see any violations by motorists or cyclists, please call the police. We want everyone to be able to use the roadways safely.

**BE OBSERVANT,
BE COURTEOUS, BE RESPECTFUL,
SHARE THE ROADWAY.**

Photo by iStock.com



Houston Traffic Code Section 45-44 Vulnerable Road Users

Summary:

Vulnerable road user include bicyclist, pedestrians, stranded motorists, construction workers, law-truck operators, utility workers, horseback riders or carriages, and skateboarder among others.

An operator of a motor vehicle or motorcycle shall:

- Vacate the lane in which the vulnerable road user is located if the highway or street has two or more marked lanes running in the same direction if such action can be taken safely; or
- Pass the vulnerable road user at a safe distance; or
- When making a turn at an intersection (including an intersection with an alley or private road or driveway), yield the right-of-way to a vulnerable road user who is approaching from the opposite direction and is in the intersection, or is in such proximity to the intersection as to be an immediate hazard.
- While passing, a separation of no less than 3 feet if the operator's vehicle is a passenger car/light truck and not less than 2 feet if the operator's vehicle is a truck (other than a light truck) or a commercial vehicle as defined by Texas Transportation Code Section 522.003, or
- While trailing, a separation that, when all road, traffic and weather conditions are considered, provides the motorist sufficient space and time to avoid a collision with a vulnerable road user.

Prohibited action. An occupant of a motor vehicle may not:

- Knowingly throw or project any object or substance at or against a vulnerable road user, or the user's animal, equipment, vehicle or conveyance;
- Overtake a vulnerable road user traveling in the same direction and subsequently make a turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user and the braking requirements of the motor vehicle making the right-hand turn; or
- Maneuver the vehicle in a manner that is intended to cause intimidation or harassment to a vulnerable road user or threaten a vulnerable road user.

To view the ordinance in full visit www.tlcourts.gov

Cyclist Education


Cards distributed by HPD officers at September Critical Mass Ride and posted online

Houston Traffic Code Section 45-302

No person shall ride a bicycle upon a sidewalk in the City of Houston within a business district or where prohibited by sign. A business district is defined as the territory contiguous to and including a roadway when, within 500 feet along such roadway, there are buildings in use for business or industrial purposes which occupy 300 feet collectively on both sides of the roadway.

Traffic Laws for Bicyclists and Motorists

- Ride as far to the right as practicable in the same direction as other traffic. "Practicable" does not mean "possible." Stay out of the gutter! Leave yourself enough room to avoid hazards, including parked cars with open doors.
- A cyclist may ride in the middle of a lane (take the lane) that is less than 14 feet wide or is too narrow to safely share with a motor vehicle. Cyclists may ride two abreast when taking a lane on a multi-lane roadway. Forward riding two abreast may impede the normal and reasonable flow of traffic on the roadway.
- A cyclist should ride in the proper lane to make a turn or otherwise negotiate an intersection. That is usually the rightmost lane that goes in your direction.
- A cyclist may ride to the left side on a one-way roadway.
- A cyclist must stop and yield at stop signs and traffic lights just as motor vehicles do.
- A cyclist must have and use a white light on the front of the bike and a red reflector or red light on the back when riding in the dark.
- If only one brake is working, it should be on the back wheel to avoid pitching the rider over the handlebars.
- Vehicles, including bicycles are prohibited from racing on public roads. There are specific allowances for sanctioned bicycle races that are approved by local law enforcement.
- Always carry Texas I.D. or Drivers License when operating a bicycle on public roads.
- Use hand and arm signals.



Left Turn: Raise left arm to horizontal position.

Right Turn: Left arm raised so hand is pointing up.

Stop or slow down: Raise left arm horizontal and bend elbow so hand is pointing down.

BikeSafe. BikeSmart. BIKEHOUSTON
www.bikehouston.org

Houston City Ordinance No. 95-813

Children under the age of 18 who operate or ride on a bicycle or any side car, skateboard, sled or other device attached to a bicycle must wear a bicycle helmet.

State of Texas Bicycle Laws

§ 551.101. RIGHTS AND DUTIES

A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle under this subtitle, unless:

- (1) a provision of this chapter offers a right or duty; or
- (2) a right or duty applicable to a driver operating a vehicle cannot by its nature apply to a person operating a bicycle.

§551.102. OPERATION ON ROADWAY

- (a) Except as provided by Subsection (b), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
 - (1) the person is passing another vehicle moving in the same direction;
 - (2) the person is preparing to turn left at an intersection or onto a private road or driveway;
 - (3) a condition on or of the roadway, including a Road or moving object, parked or moving vehicle, pedestrian, animal, or surface hazard prevents the person from safely riding next to the right curb or edge of the roadway; or
 - (4) the person is operating a bicycle in an outside lane that is:
 - (A) less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or
 - (B) too narrow for a bicycle and a motor vehicle to safely travel side by side.
- (b) A person operating a bicycle on a one-way roadway with two or more marked traffic lanes may ride as near as practicable to the left curb or edge of the roadway.
- (c) Persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a broad roadway shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway. Persons may not ride more than two abreast unless they are riding on a part of the roadway set aside for the exclusive operation of bicycles.

HELP SUPPORT CYCLING IN HOUSTON

BikeSafe. BikeSmart. BIKEHOUSTON
www.bikehouston.org

Traffic Skills for Bicyclists available at: www.bikeed.org
BikeHouston • 1302 Waugh, #402 #662 • Houston, Texas • 77016-3906 • 713-584-0774

Enforcement Efforts

- **Motorist and Cyclist Enforcement**
 - Pro-active safe passage initiative – 81 man hours worked over 7 separate dates resulting in 3 citations and 1 warning
 - Critical Mass ride October 2013 and February 2014
- **Pedestrian Enforcement**
 - CBD Intersection initiative
 - Citywide initiative

CRITICAL MASS HOUSTON



- Founded in early 1990's in San Francisco
- Bike ride is held the last Friday of every month
- 300 cities worldwide hold monthly rides

- Agenda – Draw attention to how unfriendly motorists treat cyclist on roadway



Houston Police Goals / Objectives

- Initiative started in response to multiple complaints from citizens regarding the groups tactics
- Goal is to improve mobility while increasing safety of cyclist and pedestrian traffic
- Improved mobility will lessen negative impact on motorist and improve safety of cyclist



The Cost of Critical Mass

Month	On-Duty	Overtime	Preparation	Total
September	\$ 193.00	\$ -	\$ -	\$ 193.00
October	\$ 4,254.00	\$ 8,569.00	\$ 1,300.00	\$ 14,123.00
November	\$ -	\$ 4,014.00	\$ 650.00	\$ 4,664.00
December	\$ 2,859.00	\$ 2,688.00	\$ 650.00	\$ 6,197.00
January	\$ 2,267.00	\$ 2,688.00	\$ 650.00	\$ 5,605.00
February	\$ 7,197.00	\$ 8,633.50	\$ 650.00	\$ 16,480.50
Total to Date	\$ 16,770.00	\$ 26,592.50	\$ 3,900.00	\$ 47,262.50

*October 2013 was staffed for basic enforcement while February 2014 was staffed for expanded enforcement. All other months were staffed for ensuring mobility and cyclist safety only without an enforcement component

Questions?

