

1. Bikers must always consider their own personal safety before anything else. Rules and laws may permit certain behaviors in general situations, but when specific situations suggest otherwise, the biker should take the safest route. Where heavily traveled roads, sometimes with 4 to 6 lanes of traffic, sometimes with close curbs are the shortest route, the biker would be advised to seek either the sidewalk or a slightly longer, less traveled route.
2. Sidewalks are placed for pedestrians first, but they are often the safer route for cyclists, as well. However, if cycle-pedestrian traffic is to amiably co-exist, the biker must exhibit care and concern for pedestrians who may not always expect them there. Particularly, when approaching a pedestrian from the rear, slower speed and some noise to alert the pedestrian of your approach is only good manners and safe behavior so they don't step into your path when alarmed. Natural reaction when alarmed from the rear is fear, anger and perhaps other emotions. Recognize and avoid. A bell ringer on the bike would be a good investment if frequently interacting w/pedestrians. Biking foreign countries often use this method of alert.
3. Bikers may pay some taxes for roads to be built and maintained, but motor vehicle taxes pay the majority of road upkeep. Therefore, besides being larger and more difficult to maneuver and stop, autos and trucks have the more practical right to the roadway. Bikers just need to recognize that fact and not expect all vehicular drivers to be aware of them and to look out for their safety. Wide mirrors, narrow spaces to the curb, uneven cracks in the roadway all place the biker at considerable risk.
4. Choice of type of bicycle is important for the type of terrain normally ridden. If significant rough surfaces or sidewalks will be ridden, larger tired bikes would be advised. If smooth surfaces and speed are the norm, perhaps the thinner, more streamlined bikes will work well.
5. Generally, not in favor of large capital investments for biking unless bikers are willing to participate in funding. Infrastructure and most terrain layout in and around MHK is good.

Situations observed recently:

1. Bike built for two, ridden uphill north on 4 lane Tuttle Creek Blvd north of Kimball Ave. Slow pedaling uphill. Full 2 lanes of traffic. Riding 3 ft inside white line while there was still 3 ft of hard surface outside the white line. Blocked vision from 2<sup>nd</sup> and more cars behind my first car so I'm required to quickly slow to avoid running them over, putting my rear at risk from 45-50mph cars behind me. Very dangerous.
2. Chinese biker waiting to cross at NE corner of Tuttle Crk Blvd and Bluemont Ave (WalMart intersection). With vehicular left turns and red and green light confusion, no good safe time to cross and waited several light changes before crossing. Another incident of 3 walking Chinese students crossing first lane of traffic going east across Tuttle Crk Blvd on red-green light change, right lane vehicle blocking view with left lane open and oncoming vehicles coming at 45mph and not seeing students where they shouldn't be at that time. Luck saved the day.
3. Other occasional bikers on Anderson Ave in campus area with heavy traffic, curb on the side, sidewalk clearly wide open and available. All the handicap curb cuts have improved access to sidewalks which was not the case 30-40yrs ago when I first biked all around MHK. Spokes needed frequent replacement.