

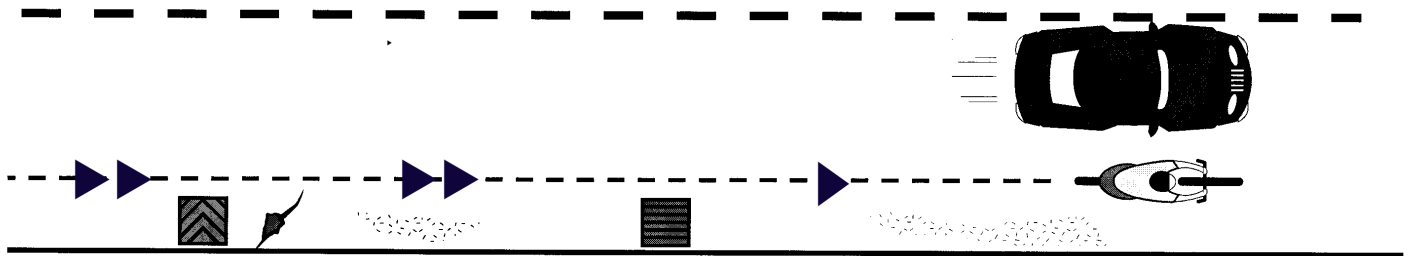


Riding Position From the Curb (Traffic Dynamics)

Keeping in mind that the Alberta Traffic Safety Act states that a cyclist should ride as far right as **practicable** it is generally accepted that riding 1 metre from the curb or edge of the road in a straight line is acceptable. This metre of space is so that you have some maneuvering room to your right, should a motorist pass uncomfortably close to you on your left. In addition, this metre of space needs to be adjusted when road edge hazards are present. These include debris, sewer grates, potholes and longitudinal cracks. On almost any road, debris that has fallen off of motor vehicles generally gets driven to the side. This presents a hazard for cyclists in the form of a tire puncture or loss of control, therefore you need to adjust your position further left to avoid these hazards that have collected along the shoulders.

A phenomenon also occurs with drivers where cyclists become just another piece of “road furniture” if you ride too far right. It is believed that with so many signs, posts, guardrails, light standards, billboards etc. that the driver’s attention to navigating results in them having a form of tunnel vision. The further right you are on the road, the less likely you will be recognized as a human on a bicycle, so you need to judge just where is best to ride - keeping a maneuvering bubble around you and maintaining visibility.

A Cyclists’ Position From Curb



It’s worth keeping this mantra in your head: Think of yourself as the **Most Valuable Person Cycles** on the road. MVPC = **Manoeuvrability – Visibility – Predictability – Communication.**

Manoeuvrability - Riding 1 metre out from the curb, edge of the road and hazards.

Visibility – In the flow of traffic and in the visual field of the driver.

Predictability – Straight-line riding without weaving in and out of traffic. If you put your foot down on the curb at an intersection, you are out of the traffic flow and you will need to renegotiate to take your place back in the lane.

Communication – Eye contact, shoulder check, lights, lane position, hand signals, reflective clothing, and a bell or horn.