

8.2016

Safety threats and possible solutions: Monster member ideas

Name	Describe a specific and serious threat we face while riding	What is the solution you propose to address the threat you identified?	Comments
Dan Holin + Thomas Feighny	Drivers looking at their phones	Each Monster committing to their family not to use their phone, or not text, while driving.	Drivers are biggest threat in both volume and impact.
Dan Holin	Drivers looking at their phones	Getting the police to put a permanent digital billboard to build driver awareness	
Dan Holin	Drivers unable to see you in traffic.	Put a flag taller than your head on your bike	Sean was invisible to the car that hit him.
Dan Holin	Drivers who hate cyclists	Monster T shirt with a saying that either promotes kindness to bikers ("biker with family--please be kind!) or begins a conversation with a driver ("talk to me about sharing the road with a cyclist").	Smile. "When they go low, we go high".
Dan Holin	Drivers who don't hate us yet but may soon	Building on John McClellan's point--be super courteous and thankful to nice drivers and keep out of their way. Let's keep them on our side!	
Jill Robitaille	Being invisible. I will tell you drivers do NOT always see us.	Use blinking front and back lights ALWAYS Hi-viz monster jersey	Perhaps we should mandate front and rear blinky for all monster ride participants. Put a flashing light on top of your helmet.
Don Lee	Drivers lack awareness, inattentive, rude	(1) Yard signs, bumper stickers, etc... with messaging. (2) Practice defensive riding and courtesy	For signs and bumper stickers use catchy phrase like: "Save a life. Look twice for cyclists." (like those for motorcycles)

Marcia Dana	Cyclists that don't respect their vulnerability on the road and feel entitled to ride however they want.	Encourage other riders to obey the rules of the road. Safe riding clinics for riders at all levels.	
Sandy Gotlib	Motorists passing too close	Encourage your legislator to pass the Vulnerable Road Users bill now in committee; get plate numbers & report drivers via RMV online reporting.	Alternatively: catch offending driver at the next light and beat the living crap out of them :)
John Mendelson	Poor road shoulder conditions forcing cyclists further into the road--Route 2A in Lincoln is a particular example	Notify local Public Works department	
Jonathan Poole	Pack mentality / KOM chasing - we do a few stupid things as a group that we would not do alone.	All be accountable for ourselves and each-other's safety. What is our safety culture as a club? What is acceptable or not? How can we use candour to reinforce / shape culture.	Let's focus on what we can control first rather than what the problem with drivers is. There are as many unsafe cyclists as unsafe drivers
John Mendelson	Cyclists Passing on Right--while legal this is particularly dangerous along a row of stopped cars	Really not sure what to do about this one	I often do this myself while commuting or on group rides. I try to stand tall on the pedals to make myself more visible and use the bell on my commuter. Really bright front flashing light also works Remember to actively scan for cars over in the oncoming lane, not just looking for gaps in the line you are passing. Learned this the hard way - and in a marked bike line, to boot.
John McClellan	Adding to Jonathan - Cyclists doing things that are sure to annoy	I think most of us (certainly me) will roll a sign when there is no traffic, but do not deliberately	Don't give the haters a reason to hate, and always acknowledge

	drivers, eg. blowing through stop signs / lights when there is traffic. Makes drivers judge all cyclists as scofflaws and more likely to not treat us w/respect, pass safely, etc.	inconvenience drivers or flaunt that you are violating traffic laws to which we are equally subject	driver courtesy :)
Sergio Alvarez	Cyclists not easily visible	Wear brightly colored and / or reflective clothing	Black kits look cool, but aren't always the best choice
Feyza	<p>Cyclists to be more visible.</p> <p>Thank the cars/drivers who show a gesture of stopping for you.</p> <p>Increase education for both drivers and cyclists for safer experience on the roads.</p>	<p>Our kit design can include bright lines, colors, reflective material for lines..etc.</p> <p>I wave to motorists and yell out a "Thank you" for their kindness.</p> <p>Use Massbike, or other organizations to expand education of both, drivers and cyclists through more "awareness " days/events. Currently these are held in cities due to urban cyclist death & accident statistics being high in urban setting. As number of cyclists are increasing in the suburbs, these events need to be expanded, and we can support by being present, by getting the word out.</p>	<p>Start with what we can control/change such as being visible, thanking each other (drivers and cyclists). Once a driver apologized and said he should have stopped sooner(I was waiting to make a left turn onto a busy road, he stopped in the intersection). I told him he was the best of all other 10 or so drivers who went by. He grinned. We can make an effort to acknowledge good actions.</p>
Don Alden	Rider protection from passing vehicles	Acquire light weigh "funny car" dragster type car bodies for 4 cyclists to be under and take the whole lane	
Dave Matthews	Cyclists going the wrong direction on one-way streets.	Some monster routes (and probably some monsters) ride the wrong way on some streets. I've found at least one Monster route routed the wrong way on Maple St. in Acton.	If we want cars to respect cyclists, cyclists should obey the rules. Monsters should fix routes that direct cyclists the wrong way on one-way streets and cyclist shouldn't do this as a practice.
Dave Matthews	While cycling, looking	Many will say that riding without	Get a mirror. This

	behind without a mirror is difficult and hazardous.	a mirror is possible and this is true. However while trying to avoid pot holes, not go off the road and not ride into the path of cars, it is at least difficult and this causes cyclists to not look behind as often as they should.	allows you to see behind continuously. This helps in many ways, such as knowing when you're going to get "squeezed" by cars up and back that are going to pass you at the same time.
Dave Matthews	Cycling through busy areas such as town centers with parked cars.	As others have noted, passing to the right, between parked cars and cars in the road is extremely hazardous. The solution as I see it is to take the road. Just become a car and follow the other cars.	
Dave Matthews	Cars passing long lines of cyclists.	While this might be opening up the can of worms, since it is the biggest complaint that I hear from drivers, it should be mentioned.	Trying to pass even a group of 8 cyclists is a challenge on our windy roads. [Jamie Kinch] which is why this should be legal in the USA https://www.youtube.com/watch?v=OTGRQgw6PDA
Nancy Lippe	Adding to what Marcia and John said, cyclists assume they will be seen and deferred to. Also, cyclists can be distracted, too. Conversation or day dreaming or checking our maps disconnect us from road hazards. Definite ditto on all comments about distracted drivers and cell phones.	Assume you are not seen, especially in urban areas. Get a mirror, a light, wear yellow/red, and pay attention. Obey traffic rules. Assume it is up to you to keep you safe. Maybe work on a campaign for motorists and cyclists about sharing the road. Maybe some road-sharing questions need to be added to driver's license tests. Maybe cyclists need to take a road safety class. Support all anti-cell phone use campaigns, laws, policies, etc.	
Lisa Davis Lewis	Distracted Drivers; Public policy is more focused on automobile	Pass & Enforce laws that prevent drivers from texting & talking on cell phones while driving; Continued public	Development patterns in the US are based on automobile travel. We need to shift our

	<p>travel. We need a paradigm shift towards designing bike and pedestrian friendly roadways</p> <p>Cyclists need to do a better job of obeying traffic rules</p>	<p>education on the harm associated with distracted driving;</p> <p>Add traffic calming measures on local roads; Add shoulders on busier roads where sufficient row exists; more signage to signify that road is bike friendly; roadway improvements should be designed to make them bike friendly</p>	<p>thinking away from designing roads that focus solely on automobile travel and design them to be safe for multi modal traffic - wider shoulders, stripped turning lanes, signage will enhance bike safety. We need to educate motorists, cyclists and pedestrians as to the need to co-exist safely on our busy roadways.</p>
Chris (LeDoux) Brainard	Too many cars on the road!	Get more people cycling!	<p>The more people who are out riding, the more voices that can speak up for better roads (and the fewer cars clogging them up, and the more people who are aware of exactly how much space a cyclist needs when being passed by a car.</p> <p>Can the club hold introductory-type events in which beginning bike riders are introduced to riding on the road or riding in a group or basic maintenance (pumping up tires, changing a tube, etc)?</p>
Hugh McCrory	Cars overtaking bicycles.	<p>Here's the section from the Mass Drivers Manual , Page 75...</p> <p><i>"When passing a bicycle or moped:</i></p> <ul style="list-style-type: none"> • <i>Lower your speed. The wind caused by your vehicle can throw a rider off balance.</i> 	<p>There was discussions at the State level to make that distance mandatory. Most drivers will obey the guidelines Problems are the lack of specific guidelines</p>

		<ul style="list-style-type: none"> • <i>Leave a lot of room between your vehicle and riders.</i> • <i>If you don't have enough room to pass safely, wait for oncoming traffic to pass or for the lane to get wider.</i> <p>So what exactly is “a lot of room” ?</p> <p>What exactly is “enough room to pass ”</p> <p>IMHO, 3 feet is the absolute minimum</p>	and lack of enforcement.
Hugh McCrory	Lack operator safety Knowledge / experience	Operator safety education -- Drivers and Cyclists !!	<p>Are drivers asked ANY specific safety questions related to sharing the road with cyclists during the MA driving test ?</p> <p>Do school age children get any cycling safety awareness training ?</p> <p>How can adults get cycling safety education/knowledge/ exp in advance of getting on the roads with cars ?</p>
Hugh McCrory	No cycling space on a one lane busy road where the white line is painted almost on the edge of the tarmac.	<p>These roads need to be:</p> <ol style="list-style-type: none"> 1. Identified, publicized and avoided by cyclists 2. Improved and/or highlighted as dangerous by authorities/signage/speed limits. <p>Bike lane advocacy to have reduce the load on these busy one lane roads (think rte 117, Lowell Rd)</p>	
Jan Newhouse	Cyclist visibility	Lights- daytime blinky front and rear. Night,two one steady and one blinky, front and rear. Front light to be large diameter (DiNotte) and able to be reduced in power for paseline use.	<p>http://bikeportland.org/2013/05/20/youre-not-as-visible-on-a-bike-at-night-as-you-think-new-study-shows-87044</p>

Jan Newhouse	Cyclist visibility	Clothing- day, high vis yellow; night, reflective 'tape', and reflective on moving body parts. Check out CCB's outrageous kit colors.	High vis yellow is becoming a heavily used color for roadside workers and is more readily picked out by drivers from the blur of color that goes by.
Jan Newhouse	Use of motor vehicle roads	Set an example both on the bike and behind the wheel, obey the laws, be predictable, use your brakes, and be courteous. Become another voice and advocate for shared bicycle use and increased road width (they last longer).	Tough thing to do in this time oriented society that has grown up assuming the road is to be used by motor vehicles.
Rawson Hubbell	Cyclists insufficiently attentive	Pay the freak attention! Be vigilant! Anticipate! Make eye contact with drivers. Expect the worst...hope for the best.	Defensive riding, like defensive driving, requires constant vigilance. Without being overly paranoid, we all have a responsibility as riders and drivers to constantly be aware of our surroundings. To echo J.P., there are still some inopportune sprints (into Concord Ctr. and after right turn at bottom of No Name Stow/Harvard town line) where we just should know better. And we still go, en masse, the wrong way on Maple St. into S. Acton.
Philip vdW	Cognitive Awareness and Maintaining Discipline	To Rawsons point, there are many examples of riders in our peloton not paying real attention. Focus is a skill that must be practiced constantly and can be significantly improved. Focus on riding steady and avoid any and all distractions. Think about how your body is moving. Are you all	I ride alone quite often and even when I do, my bike handling and behavior is exactly the same as with a group. I am tight to the side of the road, constantly checking blind spots,

		<p>over the place bumping into riders or or you smooth, even when you accelerate? Get good at only needing an inch to pass by a pothole and not 4 feet into the middle of the road.</p>	<p>never have something in my ear to distract me, and always checking for cars coming from behind, etc. We are all drivers as well so think about how a driver might see you (or not see you) in certain situations.</p>
Jenn L	<p>Assuming that it is safe to pass the front of a driver's car (who want's to pull onto the road you are travelling straight on)</p>	<p>Make eye contact with drivers when you are passing their vehicles. I always let the driver's go first because I trust nobody behind the wheel.</p>	<p>Also, i bet very few drivers know hand signals.</p>
Jenn L	<p>Taking a left turn across traffic or sitting at a traffic light.</p>	<p>We're allowed to take a lane if we have to. I find that if you're in a group, it makes sense to double up and take the lane for left turns across traffic as well as traffic lights. Plus, for traffic lights it gets us all across faster. Motorcycles double up so their headlights look like a car.</p>	<p>I wave, and always wait on eye contact w/ the driver before crossing their line of travel.</p>
Jenn L	<p>Cyclists riding on the white/yellow line</p>	<p>Stay close to the shoulder! I can't tell you how many rides I am on where one of the cyclists hammers down the middle of the road on a blind hill and a car comes speeding up/down said hill ALSO in the middle of the road. SO Dangerous. Plus, it is just rude for us to ride deep in the road because it forces drivers to cross the line to give us space (or hit us)</p>	
Keith W	<p>Riding on narrow/curvy roads</p>	<p>When riding on narrow/curvy roads, especially when alone, I will signal a car if it is safe to pass. Or signal if it is unsafe to pass</p>	
Phil (the Lurker) Posner	<p>Drivers annoyed with long lines of cyclists</p>	<p>Recall some pace line basics: Skinny up on narrow roads; Cultivate 360 degree attention; Avoid focusing on the wheel - look out over the shoulder of the rider in front;</p>	

		<p>Ride predictably and let the line know of hazards and if you must "STOP"</p> <p>Ride in smaller groups on narrow roads - a pace line of 4 is less likely to have a tangle with a car than a line of 20;</p>	
Phil (the Lurker) Posner	Lack of attention by motorists	<p>Acknowledge that we are all perceptually impaired to some degree - we've all heard the following ... "I never saw the cyclists (before the accident)" -</p> <ul style="list-style-type: none"> • Make eye contact with motorists at intersections • Express appreciation when someone acts courteously toward you • Use motion to attract attention to your presence on the road (waive a hand or use a blinking light) • Identify particularly hazardous spots - SLOW DOWN and PAY ATTENTION - cars always win in a crash 	Second this. Ride wary, ride friendly.
Nate Kemp	It's not a specific or serious threat while riding, but we need a stronger common voice among area clubs/teams at the muni and state level to help enact many of these recommendations, whet legal, educational, or other.	<p>Individuals should financially contribute (!) and become involved in the initiatives spearheaded by MassBike. And propose to "sister-clubs" that their membership does the same.</p> <p>http://www.massbike.org</p>	
SteveLB	Drivers are not sufficiently aware of cyclists	Longer game - teach kids to recognize cyclists by counting them while driving, games like the "count license plate" games.	
Jordan Parker	Visibility in monsters kits	We have great monsters designs, but as has been said about aesthetics and hi-vis hit don't always go together. We should either modify the kits to	Since this sounds like a PIA for Remy I'll volunteer to help if anyone else is interested.

		add some more reflectivity / hi-vis color elements working with hincapie or just add some hi-vis specific designs.	
Geoff McCarthy	Left-turning, oncoming vehicles	When riding in traffic - be aware of oncoming traffic "sight lines". Take the lane when your speed is appropriate to do so. This makes you more visible to oncoming, turning vehicles than hugging the curb.	
Geoff McCarthy	"That guy" in the pickup truck. Stereotype acknowledged (just for example)	Don't engage! As much as we all want to give 'em hell (particularly with adrenalin flowing) for cutting us off, pumping the brakes, passing too close, etc...it's a no win situation. Not for you, or the next cyclist that driver comes upon.	
Geoff McCarthy	Ourselves. Bad habits	Maybe more candor of infractions via email. Whereabouts/courage to implement your great points during a ride - even when it will slow you/the group down ;)	Dan/Pancom, thank you for spearheading this!
Paul DeBitetto	Distracted Drivers, angry cyclist hater drivers, and poor behaving cyclists IMHO are the leading causes of problems	Distracted drivers will not likely go away until laws change so our best defense is increased visibility and cyclist awareness and defensive riding. As far as angry drivers, these attitudes will only change slowly if the culture changes which should probably start with cyclists behaving properly, acknowledging drivers, and not provoking drivers.	
John Bode	Traffic in general. Next columns are ideas that people may be able to institute now.	Situational Awareness and Real Time "What If" Scenarios.	I realize that education for both cyclists and drivers will ultimately help matters, but that will not happen overnight. Below are ideas that rattled around in my head. Situational awareness: this

			<p>means understand what type of environment you are riding in. Riding in city environment, suburban or rural environment. Are you riding during rush hour or riding during a lighter traffic period, riding on heavily trafficked roads, or more rural, less trafficked roads? Are you riding in a group, or riding alone?</p> <p>I think knowing the above may help the rider to possibly adjust their riding style given current conditions, and geographical areas they are riding in. Maybe in certain situations you do not ride as hard or aggressive if you are riding on a road concurrently with lots of traffic.</p> <p>“What If “ Scenarios: I think real time “what if “ scenarios may help out as you ride. What if that car coming from the right does not stop, or rolls through yield or stop sign. What would I do.</p> <p>If that car that is going to make a left and cross my lane does not yield to me, what do I do.</p> <p>What if the car passing our group on a blind curve with</p>
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			<p>elevation change encounters another car coming the opposite way. Will the car move back in our lane? Will there be a collision. Should I be prepared to bale to the right?</p> <p>Maybe I should wait with the traffic that is stopped at a light instead of creep up along the right or left side of a line of cars.</p> <p>Hopefully you get the gist of these ideas. I feel that taking some of the above ideas into account when riding, may prevent an incident. Especially if riding alone.</p>
<p>Sherry Gordon</p>	<p>Problem: Cyclists who join our rides who have little or no experience riding with us or in a group. Many folks lack awareness of traffic, safety of fellow cyclists, and generally how to be safe in a group. They may ride in ways that endanger themselves and others in the group. Also current Monsters may need review of safety issues.</p>	<p>While we do have safety tips linked to the footer in ride calls, I don't think it's enough. People may not look at those any more or remember everything, and new people may never have read them. Solution: at the beginning of a Monster ride, quickly review verbally the top safety rules/tips with the group before heading out. Different rules and safety tips may be emphasized according to how a particular Monster group rides (pace line or no pace line).</p> <p>Once the brief, key safety points are developed, print them on a card that can easily fit in a cycling shirt pocket -- and LAMINATE the card. The laminated card can be reviewed before a ride and handed out to Monsters and then just to</p>	<p>We can't assume that everyone is aware of how to be safe while on our rides or that they have read and absorbed all our rules/tips on our site.</p>

		newbie Monsters...	
Josh Burgel	Roadway Design - striping a lane at 14 feet increases speeds, striping at 11' allows for a significant shoulder and room for cyclists.	"Road Diet" Many roadways are wide enough to provide room for all users. Give the road a diet to provide for all. Reach out (as individuals AND as a club of over 400 voting members) to local politicians and DPWs	
Josh Burgel	Roadway Design - Narrow roads.	Sharrow and Share the Lane Signage	Remind everyone that it's a shared facility
Josh Burgel	Too Many Cyclists exceed Driver Tolerance. On weekends people drive to Concord (and other local scenic destinations) to cycle. Drivers become frustrated at having to pass multiple cyclists, over and over.	Promote Our Town as a cycling destination - get together as a group to promote cycling. Get even more cyclists on the road. Economic impact of cycling will improve our profile.	
Josh Burgel	Not Enough Choices Cyclists who are not able/still learning to use a facility (small road, etc) are forced into situations that can be hazardous.	Promote a Range of Cycling Facilities: We have roads, the Reformatory Trail, and Minute Man National Historic Park, Can we design/promote/find alternatives? Bruce Freeman Rail Trail should be promoted heavily. Lets make more options available.	
Kyle Ganson	Not knowing the road conditions on routes. This often leads to erratic swerving, slamming on the brakes, etc.	Know the route. Ride the roads often and be conscious of where rough patches, potholes, etc. are. Pass on any information about road conditions to the group.	
Tom Fagan	Not sure what to call this but I've heard from more than one source that some drivers are under the impression that they cannot cross the yellow line in order to overtake cyclists. This may explain why some drivers seem to take an eternity to pass even one cyclist on	Clearer driver education.	

	the road.		
Tom Fagan	<p>Atrocious driver education.</p> <p>I was cycling down Taylor road in Stow one day when a car driven by a teenager under instruction by a local driving school teacher pulled right out in front of me. I asked the teacher if that was appropriate instruction. He proceeded to berate me and cyclists for being a "nuisance on the road" in front of two shocked kids. How do you deal with that?</p>	Education, education, education	<p>Photograph the license plate on the car and talk to owner of the driving school about the incident.</p> <p>"Professional" drivers should be called to account for ignorance or bad driving. Keep it factual.</p> <p>Is there an opportunity to connect with driving schools to promote understanding of the MA driving laws with respect to cyclist.?</p>
Tom Fagan	Hesitant drivers and hesitant cyclists. Both are treacherous	Commit to a course of action and make it known to the other driver/cyclist. We'll all be safer for it	
Tom Fagan	Stealth cars. Priuses are great, but I like to hear things coming	Courtesy honk before passing. Personally, I love it. The idea of a car horn is to let others know you are there, not to indicate your displeasure. Perfectly good use of the car horn.	
Rob McMorrow	<p>More education for drivers and cyclists</p> <p>From the various email chains it is clear that many monsters (myself included) do not have a clear understanding of the laws and regulations for cycling.</p>	<p>Promote information with our community.</p> <p>Find ways to spread the word to motorists</p>	There are no follow-on Drivers Ed classes for existing motorists so we need other ways to get the information out.
Rob McMorrow	Assume you are not seen - It's been said a few times but once more can't hurt	Always assume that the car pulling into traffic does not see you. Standing tall and making eye contact will help but also make sure you have a plan for how to react if the worst happens.	A recent, heart stopping example - Passing cars will screen you from motorists waiting to make a left.
Elaine DeBitetto	Getting "Doored" by	In some European countries it's	Advocacy for a similar

	driver opening door into traffic lane	the law that drivers must open their car door with the right hand. This forces the driver to turn and look back first before opening the door into traffic.	law in the US could prevent this common and dangerous accident situation
Arne Buck	Making cyclists, motorists and police aware of the law regarding both dooring and the right hook.	I taught my kids, and have mentioned it to friends, always to open the car door with the opposite hand (driver's side-right hand, passenger side-left hand). The cyclist you don't door may well be me. In England, the Institute of Advanced Motorists promotes this course of action, but there it's driver's side-left hand, passenger side-right hand. P^)	M.G.L. Ch.90 S.14 specifies a \$100 fine for dooring and right hook. https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90/Section14
Arne Buck	Making motorists, and timid cyclists aware, that, yes, we <i>*do*</i> belong on (most) roads, not the sidewalk. Take the lane. This includes the MA-2/Concord Prison rotary, though I, personally, strive to avoid same. When no other viable option exists I'll use the sidewalks, such as they are, getting to/from MA-2A/Commonwealth Ave./Barrett's Mill Road.	Usually it's early spring when some yahoo in a pickup/Subaru/SUV/minivan/BMW shouts "get on the sidewalk where you belong." Once, after being doored, that's what the driver said. The Boston cop corrected him, but did not issue the driver a citation for the dooring, even back when the fine was \$50.	M.G.L Ch.85 S.11B https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter85/Section11B
Rawson	low angle of sun	Wow...riding on Sunday afternoon about 4, I was struck by how difficult the conditions were because of the sun...combination of MUCH longer shadows across the road and glare. There were times when I was clipping along at 20 mph or so and had NO clue what the road in front of me looked like for 50 ft. or so.	DRIVERS just can't see as well. WE just can't see as well. Blinkies even in the daytime...the brighter, the better. Wear cycling cap or something with a brim...HUGE difference. Polarized glasses.
Amanda Green	Rider visibility	Agree with others regarding the usage of both the front and rear	Riders need to put safety first - more

		<p>blinky lights. I've also started wearing a reflective ankle band on my left side so drivers will see me. The up and down motion along with the reflective band increases a cyclist's visibility during the day or night.</p> <p>I also can see the importance of wearing bright jerseys - you want to be seen.</p>	<p>important than looking sleek and stylish.</p>
<p>(i am not) Ted King (but i am quoting his comments)</p>	<p>Angry Motorists!</p> <p>When motorists who are not cyclists see a group of riders greater than five, it just looks like a mass of nerds, metal, and spandex. They don't see human beings and they definitely don't see any organization. So even if a group of a meager half dozen is in a tightly arranged two-by-two bunch, they just see red.</p>	<p>Make Good Decisions</p> <p>So to keep having fun, let's keep the mentality of an angry motorist and stay as far right as you can, don't ride like an entitled jerk in spandex, rather a wise and observant cyclist. And by all means, keep having fun.</p>	<p>http://www.iamtedking.com/2016/09/make-good-decisions/</p>
<p>Joan Lee</p>	<p>The Monster black cycling jerseys. While they look pretty nice, they are not visible on the road.</p>	<p>start moving toward more visible jerseys for the Club. We need to lead by example</p>	
<p>Philip Ross</p>	<p>Laws may not save your life or prevent serious injury.</p>	<p>While commuting or riding solo near traffic - Practice extreme vigilance, anticipate being cut off in front and from behind, make frequent shoulder checks, look for escape routes, ignore the strava segment, lights front and back, keep brakes in perfect condition. Basically expect that the worst could happen. Buses, trucks, landscaping trailers, etc., are all unlikely to see you. Just pull off and let them past. I'm pretty sure this has saved my life a couple times.</p>	

Don Ryder	Finishing your turn at the front of the paceline, experiencing oxygen deficit.	No matter how hard you are hurting, don't forget to look for a clear road behind you before drifting left and backwards.	
Don Ryder	Visual signals in a paceline for road hazards	Our pacelines are not good at passing the visual signal backwards through the whole group. Not everyone can see rider 1. This can create havoc in the back of a paceline.	Audibles pass better than visuals DHolin
Don Ryder	Getting hit while riding on the road	Mountain Biking and CX	Try it - you'll crash more but consequences are almost (not always) less. Particularly if your ride window falls during high risk times (heavy commuter traffic, low sun angle, right after happy hour) - why not get off the road for that ride? If you live in the Concord - Carlisle area there is over 100 miles of mountain bike trails you can access from your front door.
Don Ryder	Large tractor trailer truck trying to pass you on a small road	If you can, pull off in a driveway/grassy shoulder/pullout and let the truck pass	I do this all the time when I'm alone. Hard to do in a group. Whenever I do, I always get a friendly toot or wave from the driver. I know I have a right to the road but I never want to be dead right.
John McClellan	New rant while fresh in my mind - Line not going single file when you hear "Car Back!"	While the law is technically 2 abreast, it makes it hard / dangerous for a car to pass, so drivers get annoyed when stuck behind us, leading to future anti-cyclist behaviors. There's the law and there's human nature. The former won't protect us from the latter. Driver	I think Monsters are pretty good at this (on my limited ride sample) but I was on a CRW ride last weekend and just stopped riding with a group because 2 idiots repeatedly refused to pull into

		<p>education is great, but we have to assume the worst.</p> <p>The price of liberty (to cycle) is eternal vigilance (with apologies to Thomas Jefferson)</p>	<p>single file. I swore at them (literally) to no avail.</p>
David McCormick	<p>Consider using mirrors to increase situational awareness</p>	<p>I have recently started using mirror that clips onto my glasses to be able to quickly check my six for approaching vehicles. This has increased my sense of situational awareness and reduced uncertainty. I can plan my actions earlier knowing what's behind me.</p>	
David McCormick	<p>Maximize your predictability to drivers and other cyclists</p>	<p>My specific example is that during urban commuting, I try to ride in a straight line along parked cars and not to weave right and left as spaces open up.</p>	<p>I'm pretty sure Monsters are good at this, but seeing commuting cyclists do this makes me nervous for them.</p>
Arne Buck	<p>Getting trapped/squeezed/run over when riding to the side, right side especially, of motor vehicles in general, and 18-wheelers in particular..</p>	<p>I have never collided with a motor vehicle, pedestrian or bicycle when in front or in back of same--only when to the side. Recent cyclist deaths in the news, though the crash is rarely described in sufficient detail, suggest to me that the bicycle was to the side of a tractor-trailer and got sucked under the trailer's dual wheels. Think recently in Porter Square, Beacon Street, and a couple of years ago in Wellesley at MA-135 and Weston Road. I've had a few close calls commuting to Sudbury on US-20.</p>	<p>In a former life I drove an 18-wheeler for Global Van Lines. There is a very large blind spot, especially on the right side of the truck. Convex mirrors can help, but the driver has to look and be aware of traffic there. And few people, cyclists and motorists alike, are aware of the "off-track," the different path the trailer wheels take compared with that of the tractor. Stay away. I can personally attest to same, having sideswiped a car trying to pass me on the right in Maryland as I was exiting one interstate to merge onto another</p>

Add rows as needed!			