

# the urbanbicyclist project das städtischeradfahrer projekt

Welcome to the urbanbicyclist project's City Rider Guide. This guide has been produced to help people like you. It's full of practical hints and tips that you won't find in bike magazines or bike path maps. It was written for urban cyclists who use their bikes for transport on the streets in traffic every day.

These tips and tricks are things we've learnt over the years. They will empower you to ride more confidently, safely and freely.

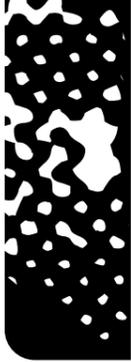
You have already made the decision to ride. You are not alone. Urbanbicycling is more than just bike commuting. Your bike can get you around Melbourne like no other vehicle. Now cycling can become an integral part of the way you live.

Learning to deal with traffic and get around town is something you need to experience for yourself, and this guide will show you how.

-urbanbicyclist



Thanks must go to: Neil Guenilla, Luke Hummel, Mel Bilbo, Russ The Bike Saint (& her Evil Twin) and of course Andy Singer. Please send us your feedback.



## record all this on paper keep a copy for yourself

**exchange names, address,** registration and vehicle owner details with all parties. Collect insurance details from all motorists involved.

**before people leave** collect names and phone numbers of as many witness as practically possible.

**record the number plate.** Model and Colour of all cars involved in the accident. Include a description of the drivers.

**ensure the scene is safe** before taking further action. You must give assistance to any injured person. If so, call for police and an ambulance if required. Dial 000 on any phone.

**you will go into shock** Although it is difficult to prepare for this, understand you and others involved will not behave rationally after an accident.

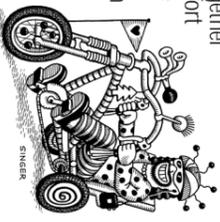


Critical Mass started in San Francisco in '92 when 45 cyclists rode home together. The ride is not a race, and conversation is plentiful. Skaters travel comfortably. Critical Mass is something different, a space where people exist without the constant threat of aggressive traffic.

Critical Mass is a decentralised disorganisation, an organised coincidence, wherein hundreds of people are simply riding home... together. Critical Mass has no single ideology. Most simply enjoy riding in safety and comfort. Its whatever you want it to be about. It's a new kind of political space, not about protesting, but about celebrating our vision of preferable alternatives. It's a glimpse of what life could be like in a people-oriented society.

Critical Mass creates a density which displaces automobiles by concentrating bicycles so thickly no car will fit. This causes social discourse. It's about building a community, meeting people and making new friends. Be open to new ideas.

The aim of a Critical Mass ride is not to block but to be traffic. We ride together simply to enjoy the comfort and safety of the car free space we create. Critical Mass is a monthly breath of fresh air in an urban core choking on a destructive obsession with the automobile.



**WARNING**  
Regular cycling may improve your fitness and health

**if you get hit** if you get doored and injury or damage results it is a traffic accident. Report uncooperative motorists to the police.

**don't be afraid to take a lane if you're being forced into the door zone**

**riding in the door zone** If you can't see in cars, ride slower or move out of the door zone. Be aware of what's behind you if you have to swerve out

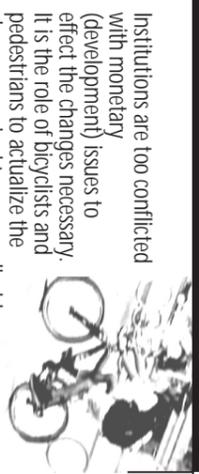
**to avoid doors look:**  
- through CAR windows for heads  
- in mirrors of trucks and vans  
- at cars that have just parked  
- at cars tail lights

**it is illegal for cars to open doors into traffic.**

**scoring the door prize** Parked cars can be more dangerous than moving ones. Car doors are da number one cause of bike accidents in Melbourne.



**top tricks 'n hints for dodging doors in da city**



Institutions are too conflicted with monetary (development) issues to effect the changes necessary. It is the role of bicyclists and pedestrians to actualize the changes required to secure a livable future. We must identify and mark low-speed corridors and pathways through the city corpus.

Bicyclists have the unique opportunity to envisage the framework of the eco-city glowing beneath the concrete shell. We can make this framework visible to other by: making psycho-geographic landmarks and routes with bicycle and pedestrian logos, frequent travel by human powered vehicles, spontaneous

sub-critical masses, bold bicycle signalling, friendly attitudes towards menacing cars, and selective urban modification and making. Safe pathways facilitating autonomous transit are a necessary characteristic of the bicyclist vision.

Importantly: recognize other low-speed beings with respect, unity, strength and support when needed. Mutual consciousness, cooperative riding tactics, and positive regard will encourage others to go low-speed and prepare the way for increased communication and effective urban solidarity.

# idealisticurbanbicyclist

Bicyclism is the political philosophy that recognizes those who use or depend on bicycles and bicycle technology for transport and living. It holds that the revolution shall be low-speed, and bicyclists must lead the way.

The Bicyclist must be bold in his maneuvers on the street. Clearly signal your intentions and communicate with others. Cars are dumb beasts with a very limited vocabulary, we must shepherd them properly.

Defer the right-of-way to those of the lowest speed. Ultimately Bicyclists must uphold total respect for self, and by extension, all others encountered.

Cultivation of a low-speed consciousness is necessary for future bicycle revolutions. Cities need to evolve towards a slower, closer, people-oriented topology and pace. Bicyclists and foot-travellers are on the forefront of creating that future. Without concerted focus on low-speed travel, our cities will be lost to pollution, anti-human and increasingly "militarized" zones.

# top tricks 'n hints for riding at night

**bikes can get you home long after the trams 'n trains have gone to sleep.** Don't be afraid to go out in the early hours of the morning. There are few cars and the streets are empty!

**lights** Use front beam lights to see and flashing lights to be seen. Lights on your helmet are more visible.  
**Buy lights that take standard battery types (AA or AAA)**  
**Carry spare batteries in your puncture kit.**

**being reflective** Add reflective material, tape and stickers to your clothing, shoes, bike and bags.

**riding behaviour** Watch out for drunk pedestrians who may lunge at you.  
Look for car headlights at side streets and from behind  
Riding at night can be LIBERATING!



# so whats in air pollution?

**85% of city air pollution is caused by cars.**

**particles** Very small pieces of carbon, grit and tires that clog up lungs.

**gases** Carbon dioxide and carbon monoxide can replace oxygen on your haemoglobin molecules, decreasing cellular respiration and release of energy. These are also major greenhouse gases.

**volatile organic compounds** Benzene & methane-carcinogenic to humans as well as powerful greenhouse gases.

Pollutant levels inside cars can be up to 1800% higher than outside.

<b>air pollution</b>
carbon dioxide
carbon monoxide
volatile organic compounds
particulate matter
benzene
methane
rubber tyre fragments

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**urbanbicyclist on your internet**  
One e-mail a month; city bike info, tips and news.  
e-mail [news@urbanbicyclist.org](mailto:news@urbanbicyclist.org) subject:news subscribe  
[www.criticalmass.org.au/sydney](http://www.criticalmass.org.au/sydney)

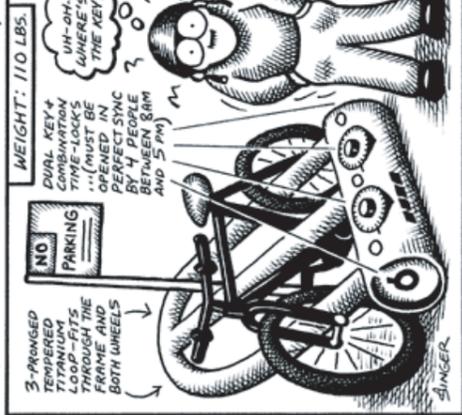
**sydney critical mass**  
Meet at the Hyde Park Fountain at 5:30 pm the, last Friday every month.  
[www.criticalmass.org.au/sydney](http://www.criticalmass.org.au/sydney)

**what does your bike look like?**  
**remove** or secure your lights etc with super glue or cable ties.  
**disguise** your bike with stickers, electrical tape or old inner tubes.  
**replace quick release s** with bolts or secure with hose clamps.  
**get your bike engraved** for identification if recovered.

**positioning in the traffic flow**  
Be aware of drivers blind spots next to the rear doors. Use large vehicles and trams as cover through intersections (cross tram tracks at wide angles)  
Always know what's behind you and any open escapes in the traffic pattern and street environment such as spaces between parked cars and buildings.

**take the lane / share the lane**  
Depending on lane width and traffic speed use the remaining space or take the whole lane.  
**changing traffic lights**  
Ride over black circular traffic light sensors at intersections to change the lights.

**NO EXIT** (C) Andy Singer



**THE ULTIMATE BIKE LOCK**  
(CARRYING CART SOLD SEPARATELY)

**which lock to use?**  
Cable-locks are easily cut in Melbourne. **get a good u-lock,** the more you spend, the better the lock. **use a cable lock as well** for extra security.

**top tricks 'n hints for locking your bike in da city**

**top tricks 'n hints for dodging doors in da city**

**top tricks 'n hints for riding at night**

**top tricks 'n hints for dodging doors in da city**

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