

Abstract

of a paper proposed for submission to the 3rd International Cycling Safety Conference, 2014

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Subject category: Cyclist Behaviour

Title: The Other 95%

Sub-Title: An analysis of accident-causing interactions between cyclists and motorists on roads without separate cycling facilities.

Justification:

Recent presentations at the 1st and 2nd International Cycling Conferences have focused largely on the safety of cyclists using dedicated cycling facilities. Yet a fair estimate suggests that at least 95% of the world's roads used by cyclist are not provided with dedicated cycling facilities. This paper will focus on the situation on such roads as they affect the cyclist's safety in one critical aspect: accidents between motorists and cyclist using such roads.

Description:

The proposed paper is largely based on research done in the US more than 35 years ago, but never equaled in breadth and depth by any other such project: Cross, Ken & Gary Fisher. *A Study of Bicycle/Motor-Vehicle Accidents, Identification of Problem Types and Countermeasure Approaches*, Vols. I, II, and III. National Highway Traffic Safety Administration, Washington DC (Published by the US Department of Commerce, National Technical Information Service, document PB-282-280, September 1977).

The Cross & Fisher study is based on interviews with the parties involved, as well as police and medical records, witness interviews, site visits, and accident reconstructions of 753 non-fatal and 166 fatal bicycle/motor-vehicle accidents in a representative selection of urban, rural, and suburban areas in four different states of the United States.

This paper will present an analysis of the most significant results in the context of accident prevention. It will suggest to what extent the results (and if so, which results) are relevant in today's situation and in other countries. It will also point out whether, and to what extent and under what circumstances, certain counter-measures in the form of dedicated cycling facilities could reduce the identified risks, and conversely, where specific measures might actually negatively impact cycling safety.

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