

**STREET SURVIVAL 101**

1. Every time you ride, **give your motorcycle a quick visual inspection** for things like loose parts, leaking fluids, or obviously low tire pressure. Regularly, give it s more complete check, using all the necessary tools.
2. **Clear your mind before you even start your bike.** We all get preoccupied by work, issues at home, even the outcome of a baseball game. But when you are on the bike, you must focus on riding. Each time you switch on the ignition key, switch on your brain too.
3. From the moment you get on the road, train yourself to use the Motorcycle Safety Foundation's **SIPDE** method for staying out of trouble: **Scan** the road in front of you. **Identify** potential hazards. **Predict** what will happen. **Decide** how to avoid problems. **Execute** your plan. Do it all the time, and you will drastically reduce the number of dangerous situations you face.
4. Another exceptionally valuable technique is also one of the simplest: **Look where you want to go,** because the bike will go where you look. Do not stare at that upcoming pothole – instead, look at the clear pavement next to it. Do not fixate on the car turning left in front of you – instead, focus on the opening being created as it moves past, since that's your escape route. At all times, it may take a real mental effort to pull your eyes away from an obstacle, but if you can see your way through trouble, chances are you can ride there.
5. It should go without saying, but **do not get on your bike if you have been drinking.** Your odds of being involved in an accident – and going to jail, being fined, losing your license, and having your motorcycle impounded – go up enormously. Most of all use proper judgement.
6. **If you are on a bike that is new to you,** or you are riding under unfamiliar conditions (mountain roads, rain, etc.), you are statistically more likely to crash. Slow down, focus and take extra care.
7. If the need arises to tune up your skills after a layoff or to get more comfortable on a new bike? Find a deserted parking lot and **do some tight figure – eights and brake tests** before you face the real world. Keep at it until you feel truly in control of the machine.
8. Be aware that nailing the brakes is not the only way to avoid a crash. Sometimes, **swerving or even speeding up** will get you out of trouble more easily.

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9. Remember that in the Hurt Study of 1981, **the most common accident situations** involved oncoming cars turning left in front of motorcyclists, or cars pilling out from parking lots or side streets on the right. Things have changed a lot in the years since, but those two circumstances remain particularly hazardous. We Must ride like drivers do not see you at all in any circumstances, because in reality they do not.
10. With those kinds of hazards in mind, **play a “what – if“ game** as you ride. What if the car you are following slams on the brakes? What if the car on the cross street does not stop for the stop sign? What if the vehicle on your right suddenly swerves into your lane? What action do I need to take to avoid it safely?
11. What is the best lane position for riding? The left track? The right track? The center? When asked you will get all kinds of answers, but your real priority should not be lane positioning at all. It should be “traffic positioning.” **Try to create a bubble of space around yourself.** If there is a car exiting a parking lot on your right, move to the left. If there is an on coming car that could turn left, move right. If there is traffic around you, position yourself so you have the maximum cushion on all sides.
12. On crowded freeways, **the most dangerous place to be is often the right lane**, where vehicles are constantly merging in and out. If you do not need to exit anytime soon, traffic positioning tells you that you are probably better off in the left lane, away from all the merging action. But do not get over there unless you are comfortable with the speed of traffic in the left lane – you do not want to trade the hazards of merging traffic for the hazard of faster traffic. Each of us must ride to our skill level.
13. **Most traffic tends to move in clumps**, separated by open spaces. Instead of rolling along in the middle of a clump, adjust your speed either up or down to get into the open spaces.
14. You can use traffic positioning in other ways as well. On crowded roads, do not just stare at the back of the car in front of you. Put yourself in a position where you can **look through its windshield** at cars farther ahead. Or move to a spot that lets you see around a vehicle that may be blocking your vision.
15. Changing lanes? **Always use your head.** Swivel your neck to check your blind spot so you do not change lanes into someone else. never rely solely on your mirrors. A head check can save your life.
16. In general, it is easier to **change lanes into a spot that is in front of you**, rather than behind you. See your spot, flip on your turn signal, do a head check and accelerate into it.

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17. Remember that all other vehicles have blind spots, too. This is a particular problem around semi-trailers. For example, to prove a point, demonstrators have been known to place as many as four cars and 28 motorcycles behind and to each side of a parked semi without any of them being visible from the driver's seat. Rule of thumb: **If you can not see the driver's rearview mirrors, the driver cannot see you.**

18. Want to improve the odds that other drivers will see you? **Do not wear black.** Bright-colored riding clothes can make you more visible anytime, while a yellow or orange safety vest or rain suit with reflective stripes, will help you stand out when visibility is at its poorest.

19. In most states now, it is always required that headlights be on , **run your high beam during daylight hours**, add your running lights if equipped to assist driver's notice you more

20. Be aware of seasonal hazards. In winter ice and snow are obvious problems. In spring, and summer, wet leaves, potholes, grass clippings, **highway crack sealer can be very slippery.**

21. Construction zones are another hazard. If you find yourself on a multi-lane road that's being paved, and one lane is higher than the other, **try and ride the higher lane.** its always easier to move from high to low than the other way around.

22. Be equally aware of hazards associated with different times of the day. In the early morning, **sun glare**, higher traffic loads of the day. Sunset, **animals are more active**, while evening and overnight hours bring a **greater risk of drunk drivers.** You can probably add hazards of your own be alert and ride safe.

23. Sunrise and sunset can and do create severe visibility problems. If you can see your own shadow ahead of you, **the drivers of on-coming vehicles will be staring into the sun.** Assume that they cannot see you.

24. Of course, Rain is a hazard anytime. Be aware that **roads will be slickest** shortly after it starts raining as water combines with the oil on the road surface. **Especially slick are lane markers, Stop Lines,** and other painted lines on the roadway.

25. Riding with a group can be fun, but always remember to **Ride Your Own Ride.** If you are not comfortable with the pace of another rider, slow down. Do not rely on anyone else to make safety decisions for you.

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26. Alone or in a group, if you are doing something on your motorcycle that **makes you feel like you are in over your head**, you probably are. This is a sign to slow down.
27. What is the most dangerous animal in America? Bears? Wolves? Sharks? Not even close. **More people are killed in collisions with deer** than in all types of animal's attacks. Remember that if you see one deer cross the road, chances are good there are more where one came from. Slow down and look for the second, third and fourth members of the group.
28. The most dangerous paces on surface streets are intersections. As you approach an intersection, scan in all directions so you know what is likely to happen. But before you slow down, also **check you mirrors** to see what if anything is coming up behind you.
29. **Be especially careful when you come up behind a vehicle that is turning left** at an intersection. Oncoming vehicles may not see you, and they are more likely to turn left in front of you.
30. When stopped at an intersection, **always leave enough room between you and the vehicle in front** so that you can pull left or right in a emergency. **Keep your bike in gear**, so you are ready to take any necessary evasive action if a vehicle behind you is not going to stop in time.
31. Pulling into a parking space? **Always check the surface carefully**. Parking lots can be repositories for all sorts of slippery substances like oil, coolant, and water. even if you do not fall while parking, these could cost you a tire and give a nasty surprise later.
32. Parking garages and tollbooths also have another hazard-those automatic traffic-control arms. They can be notorious for **not going up quickly enough or dropping too soon**. One solution is to look for a lane with a live attendant who will take your money and actuate the gate.
33. Finally, if you are feeling tired or stressed during a long day on the road and cannot decide whether you should stop and take a break, that is a sure sign that you should **Stop and Take A Break**.