Skills:

1.Making "L" turns

An L-turn is used when it is not safe to move left through lanes of traffic to get into a left turn lane. Instead, go straight through the intersection in the normal position for a cyclist (the right side of the rightmost through lane). Stop at the far side of the intersection. If there is a "walk" light there, it is a good idea to push it, especially if there is a group of riders. While waiting for the light to change, turn the bike in the direction you want to go, as if you stopped there for the red light. When the light changes, go through the intersection in the flow of traffic in the direction you want to continue.

For example, if you are going east on Thornton and need to turn left (north) on Paseo Padre, but cannot move left, continue through the heading east through the intersection and stop (making room for the other cyclists to get out of the road!). When the light turns green on Paseo, head north on Paseo, as you originally intended.

2.SIPDE is a riding safety technique.taught to motorcyclists. The principles apply to cycling. Our beginning riders notoriously suffer from "duckling syndrome, that is they ride passively, over relying on the riders in front of them to communicate hazards instead of thinking for themselves. This leads to accidents, and we have had them. Riding is always an active process. You need to communicate what you are doing , and hazards that you identify to the riders around you. However, you also, need to be actively anticipating hazards yourself. SIPDE describes this process well.

Good experienced riders remain aware of what is going on around them. They improve their riding strategy by using SIPDE, a 5-step process used to make appropriate judgments, and apply them correctly in different traffic situations:

- **Scan**
- **Identify**
- **Predict**
- **Decide**
- **Execute**

Let's examine each of these steps.

Scan

Search aggressively ahead, to the sides and behind to avoid potential hazards even before they arise. How assertively you search, and how much time and space you have, can eliminate or reduce harm. Focus even more on finding potential escape routes in or around intersections, shopping areas, school and construction zones.

Search for:

- Oncoming traffic that may turn left in front of you.
- Traffic coming from the left and right.
- Traffic approaching from behind.

Be especially alert in areas with limited visibility. Visually "busy" surroundings could hide you and your bike from others.

Identify

Locate hazards and potential conflicts.

- **Vehicles, opening car doors** -- may move into your path and increase collision impact.
- **Pedestrians and animals** -- are unpredictable, and make short, quick moves.
- **Stationary objects** -- potholes, guard rails, bridges, roadway signs, hedges, or trees won't move into your path but may influence your riding strategy.

Predict

Consider speed, distance, and direction of hazards to anticipate how they may affect you. Cars moving into your path are more critical than those moving away or remaining stationary.

Predict where a collision may occur. Completing this "what if. ..?" phase to estimate results of contacting or attempting to avoid a hazard depends on your knowledge and experience.

Decide

Decide when, where, and how to act based on types of hazards you encounter:

- Single Hazard
- Multiple Hazards
- Stationary
- Moving

Weigh consequences of each hazard separately, whether single or multiple hazards are involved.

Execute

In high potential risk areas, such as intersections, shopping areas, school and construction zones, keep your hands accessible to the brakes to reduce the time you need to react.

To create more space and minimize harm from any hazard:

- Communicate your presence
- Adjust your speed by accelerating, stopping or slowing.
- Adjust your position and/or direction.

Apply the old adage "one step at a time" to handle two or more hazards. Adjust speed to permit two hazards to separate. Then deal with them one at a time as single hazards. Decision making becomes more complex with three or more hazards. Weigh consequences of each and give equal distance to the hazards.