**CHECKING YOUR BICYCLE**

**WHEELS**

Pick up bike by saddle and spin rear wheel forward. It should spin freely without:
1) wobbling
2) hitting either brake block
3) slowing down super fast

Pull on rear brake lever to stop wheel. Brake should have plenty of power to spare, apply smoothly without jerking and hit rim squarely.

Release the lever. The brake should spring out immediately.

Look at brake blocks. Are they:
1) worn, cracked or crumbly?
2) both an equal distance from the rim in accordance with manufacturer’s specifications?

Push wheel back and forth toward one brake block and then the other. The wheel will give, but there should be no play.

Look at the tread of the tire all around. There should be neither worn-through patches nor bulges.

Check inflation pressure.

Pick up bike by handlebars and repeat for front wheel.

**FRONT END**

Stand in front of bike, hold wheel tightly between knees.

Try to twist handlebars. They shouldn’t move.

Try to pull handlebars up and down. They shouldn’t move.

Try to twist brake levers. They shouldn’t move.

Stand beside bike, lift frame near handlebars. Front wheel should turn freely to the side.

Try to roll bike forward and back with front brake locked. There should be no play where the fork enters the frame.

Ends of handlebars protected?

**FINISHING UP**

Try to twist or tilt saddle. It shouldn’t move.

Wipe off reflectors. Are they attached securely?

If rollers on chain are shiny or if side plates are rusty, lubricate your chain.

If when pedaling, you feel a clunk every time around stop immediately, and take to an expert repairperson.

Take your bike to a bike shop at least once a year for a tune-up and safety check.
The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**..... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER**!

Young children should not ride at night. Children under age nine should not ride in the roadway as they do not have the skills to identify and avoid dangerous situations.

**Here are a few tips on **SURVIVAL** skills and **SAFE** riding etiquette.**

**HAZARDS** you should be especially aware of are listed below......

Should you encounter a hazardous situation, **WRITE your city or state bicycle/pedestrian coordinator.** Tell him or her you've found a "**DANGEROUS AND DEFECTIVE CONDITION**" and where it is. (A picture might help.)

- **GRAVEL**
- **SAND** & **BROKEN GLASS** especially while turning
- **OIL SLICKS**
- **POSTS**
- **POT Holes** especially when filled with water!!
- **UNMARKED "INVISIBLE" RAMPS**
- **LOW TRAFFIC SIGNS**
- **PARALLEL SEWER GRATES**
- **AARGH!** brown ones are invisible at night!!
- **Rumble Strips on Shoulders**

Can you see these?
About 3/4 of all bicycle-related deaths result from head injuries.

**HELMETS** help avoid head injuries!

Choose a helmet with the help of a dealer to assure proper fit. If the helmet is involved in a crash, replace it or have it examined by the manufacturer before reuse.

---

**Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)**

- Head: 32%
- Legs: 19%
- Arms: 17%
- Body: 14%
- Hands: 9%
- Feet: 5%
- Neck: 1%
- Fingers: 3%
- Toes: 3%

PERCENT
PAY ATTENTION AND KEEP YOUR EYES ON THE ROAD!!

BE SEEN DAY AND NIGHT! During the day, wear darker colors to contrast with surroundings. At night wear reflective trunncled clothing, or apply reflective trim to your clothes.

Make sure these are attached to bike:
- WHITE HEADLIGHT.
- REAR RED REFLECTOR.
- WHITE OR YELLOW REFLECTOR ON PEDALS.
- YELLOW OR WHITE (IN FRONT) AND RED OR WHITE (IN REAR) SIDE REFLECTORS.

Also, never wear headphones while riding. Headphones impair your ability to hear motor vehicle and bike traffic.
There's gotta be an EASIER way to ride!! How does she do it?

Try WALKING like THAT..... Low efficiency, eh? So use FULL LEG EXTENSION......

..... the way she's doing it!! LEGS WORK BEST AT FULL EXTENSION! Note, however, the SLIGHT KNEE BEND.

NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU! You simply have too little control!

UNGHH:

This applies to SEAT HEIGHT and STEM LENGTH.

When your seat height is PROPERLY adjusted, the handlebar will be slightly LOWER than the seat.
"Don't carry anything that may hamper your control of your bike!" Plan ahead and use a back-pack!!

Front baskets have a center of gravity that's way too high... which makes for awkward steering. Rear baskets and racks work better!

Use these!!
WATCH OUT for objects that may DANGLE, like a purse strap or chain.... they will CATCH in your wheels!!

This goes for PANT CUFFS as well!

Pant cuffs caught in bike chain can easily lead to an accident... and assuredly to dirty cuffs. When riding roll up your cuffs, or tuck them into your socks, or better yet... clip 'em in with those nifty pant clips.

And for you parents... or rather - more importantly - for your children, make SURE their feet will not be caught in the wheels. Baby seats with only STIRRUPS to support the baby's feet are DANGEROUS!

Stirrup

Child seats have been known to fall off Moving bikes with child ATTACHED! FASTEN SEATS SECURELY!!
THE KEY CONCEPT TO SAFE BICYCLING — BE PREDICTABLE — AND SIGNAL YOUR MOVES!! COMMUNICATE.

Hmmm.... There's a parked car ahead blocking the lane.

I'd better SIGNAL to move out gradually so the car behind me will know.

Boy, I'm sure glad he knows how to ride a bike safely. He's SIGNALING to move out of his lane instead of suddenly SWERVING out and giving me a heart attack!

...LOOK, ESTABLISH EYE CONTACT, THEN MOVE GRADUALLY INTO TRAFFIC TO PASS THE PARKED CAR.
SIGNAL AT TURNS!

60-70% of all serious bike accidents occur at intersections.

When going straight through an intersection, never follow a truck or big car closely 'cause you'll then be hidden from view!
The ONLY SAFE WAYS to make a LEFT TURN...

1. Ride bike up to island, dismount, and walk up curb.
2. Walk bike across street.
3. Still walking bike.
4. Mount bike to ride off.

Look back, signal, and move quickly into left lane (don't just drift into it!)

Stay on right edge of left lane.

Look out for oncoming cars!

End up on right side of right lane.

.... doing it like a CAR....

or, especially at busy intersections, like a pedestrian.
I'd better wait behind the car.

Wait your turn at intersections!
Whether you are going straight or turning right...
Don't pass a car on the right!!

Even if you're in a bike lane, the car beside you might suddenly make a right turn without signaling. So watch out!!
When bicycles are ridden as vehicles, they are subject to the state vehicle codes....

Under those laws, your status as bicyclist® is: "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE."

So STOP at all stop signs and stop lights AND OBEY THE RULES OF THE ROAD!!
Riding AGAINST traffic is definitely **hazardous** to your health!! You may think being able to see on-coming cars makes you safer...

but it only makes drivers nervous... and puts you in an unpredictable, and therefore dangerous position.

This **WRONG-WAY** bicyclist is in **BIG** trouble!

The motorist cannot see around the curve!!!
Use the BIKE LANE and street instead of the sidewalk and avoid pedestrian- bicyclist CONFLICTS!!

If you have to use the sidewalk, DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC!! Cars don't expect vehicles (including bikes) to come from anywhere but a street. SO WATCH OUT!!

A suggestion to the PEDESTRIAN: LEAVE THE BIKE RAMPS FOR BICYCLES AND WHEELCHAIRS.
DON'T RIDE ON BUSINESS DISTRICT SIDEWALKS!

WHERE'D HE COME FROM?!!

BRAKES... YOU GOTTA DO IT... PLEASE!!

JUST ONE OF MANY REASONS WHY RIDING ON THE STREET IS PREFERABLE TO THE SIDEWALK.

THIS WOULDN'T HAPPEN IF HE RODE ON THE STREET, CAUSE THERE'S NO WAY I CAN SEE HIM ON THE SIDEWALK WHILE I'M BACKING OUT OF MY DRIVEWAY.
BRAKE SAFELY.... BY USING...

BOTH BRAKES FOR QUICK SMOOTH STOPS!!

FRONT BRAKES ONLY

REAR BRAKES ONLY
Man, this rain... what a royal pain! Oops, better pay attention 'cause that car's coming to a stop!

RAIN IS A PAIN!

- Handbrakes DO NOT work nearly as well in rain. Allow more time to stop than on dry pavement.
- Ride SLOWER than normal.
- Wear a LIGHT if visibility is poor.
Remember, above all.....

BE PREDICTABLE

in your riding!! Make your intention known!

LIGHTS AT NIGHT

RIDE WITH TRAFFIC

DONT SWERVE!!

SIGNAL AT TURN

STOP

I live dangerously......

OBELY ALL TRAFFIC SIGNS

ST &
Play the GOLDEN RULE bit... No matter how much you like to ride a bike, YOU'VE got to walk SOMETIME....

Besides, the ped you hit may play the "AN EYE FOR AN EYE" bit at a later date.

I will stay very, VERY still....

However, sometimes it's much easier for the ped to FREEZE than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming HEAD-ON towards a pedestrian or another cyclist, GO TO YOUR RIGHT!!
PASS A PEDESTRIAN ON HIS LEFT...
AND SAY IT!

PASSING ON YOUR LEFT!

THANKS FOR TELLING ME.

Be a pedestrian:
WALK YOUR BIKE
• when you're tired
• when a hill's too steep
• when an intersection is too complicated
• when the buffalo come to town.
DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... SCREAM!!! MOVE LEFT BUT.... DON'T SWING INTO TRAFFIC!!

DON'T RIDE TOO CLOSE TO PARKED CARS........
- KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH........
- WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.

WHWA.... ?

WHHEW
PRACTICE RIDING YOUR BIKE!!

Practice riding in a STRAIGHT LINE every time you get on your bike (it's easier said than done). Knowing how to ride EVENLY may save your LIFE, especially on narrow roads!

Around CORNERS, keep your INSIDE pedal and leg raised or you'll take a spill!

RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot LESS pollution!
NO LOCKING SYSTEM IS FOOL-PROOF!!

However, certain bike locks do provide MAXIMUM SECURITY! Particularly for those bicycles with “quick-release,” it is best to remove your front wheel and lock it as well.

Alloy Bar U-Lock

AT THE VERY LEAST, use a heavy chain (5/16” alloy) or cable and a good padlock. NEVER use a flimsy combination lock and chain!!

LICENSE your bike! If it does get stolen, you can recover it much more easily.
WHENEVER POSSIBLE, TAKE YOUR BIKE WITH YOU!!

Otherwise, park in a HIGHLY VISIBLE location.

Use LOCKERS and/or FRAME RACKS, if available.

DON'T PARK IN A HIDDEN AREA! "Hiding" your bike in a garage or behind some bushes never hides your bike from thieves. It just gives them more cover while they STEAL your bike!

And DON'T PARK NEAR DOORS OR IN OPEN PLAZAS where people might fall over your bike!
Man, this job's a real cinch!
These flimsy cables an' chains might as well be strings to this boltcutter!

You said it, Ace... What's that!? Didya hear something?

Oh no! It's....
SPROCKET MAN!!

Don't worry, babe. I'll get that costumed clown with this boltcutter!

Big man, your bike-stealing days are over!
ACKNOWLEDGEMENTS:

For further information, write:
Bicycles, U.S. Consumer Product Safety Commission,
Washington, D.C. 20207
or call the toll-free hotline 800-638-CPSC
to report an unsafe consumer product or a product-related injury.

And now...

FOR MORE INFORMATION

American Automobile Association (AAA)
Check your telephone directory for the AAA chapter nearest you. Various bicycle safety publications are available.

Bicycle Federation of America
1918 R Street, NW
Washington, DC 20009
(202) 332-5986.
Cleaning house for information on all aspects of bicycling. Conducts training programs and conferences. Contact for list of state and local bicycle-pedestrian coordinators. (Contact your state bicycle-pedestrian coordinator through your State Department of Transportation.) Publishes "The Basics of Bicycling" brochure.

Bicentennial/Bicycle Forum
PO Box 8308
Missoula, MT 59807
(406) 721-1776.

League of American Wheelmen (LAW)
190 West Ostend Street, Suite 120
Baltimore, MD 21230
(410) 539-3399.
National bicyclists' membership organization with information on advocacy, education, and organized cycling events. Contact for information about bicycle clubs in your area.

National Safe Kids Campaign
111 Michigan Avenue, NW
Washington, DC 20010
(202) 939-4993
Campaign to prevent childhood injuries, including helmet use and bicycle safety.

...AND MAY THE WIND ALWAYS BE AT YOUR BACK.
The U.S. Consumer Product Safety Commission was activated on May 14, 1973 and directed by Congress to 1) protect the public against unreasonable risks of injury; 2) assist consumers in evaluating the comparative safety of consumer products; 3) develop uniform safety standards; and, 4) promote research and investigations.

It has jurisdiction over more than 5,000 products used in the home, school, and public places. In its efforts to protect the public from serious product-associated injuries, the Commission needs the help of every consumer, young and old.

One important product—the bicycle—has been associated with approximately 500,000 injuries treated in hospital emergency rooms yearly. The dramatic increase in bicycling as a form of transportation and recreation has intensified the need for information and education materials for both young and old. This booklet is offered as one approach to involve you in THINKING BICYCLE SAFETY!

The Commission’s final regulation on bicycles became effective December 22, 1978. The bicycles depicted do not in all circumstances conform in detail to the specifications in the regulation.

In addition, the regulation applies to nearly all bicycles that are toys or other articles intended for use by children (but may also be used by adults). This booklet is directed only to bicycles that are appropriate for use on streets by sufficiently mature riders.

To report a hazard or a product-related injury, write to the U.S. Consumer Product Safety Commission, Washington, D.C. 20207 or call the toll-free hotline 800-638-2772. A teletypewriter for the hearing impaired is available on the following numbers: National (including Alaska and Hawaii) 800-638-8270, Maryland residents only 800-492-8104.