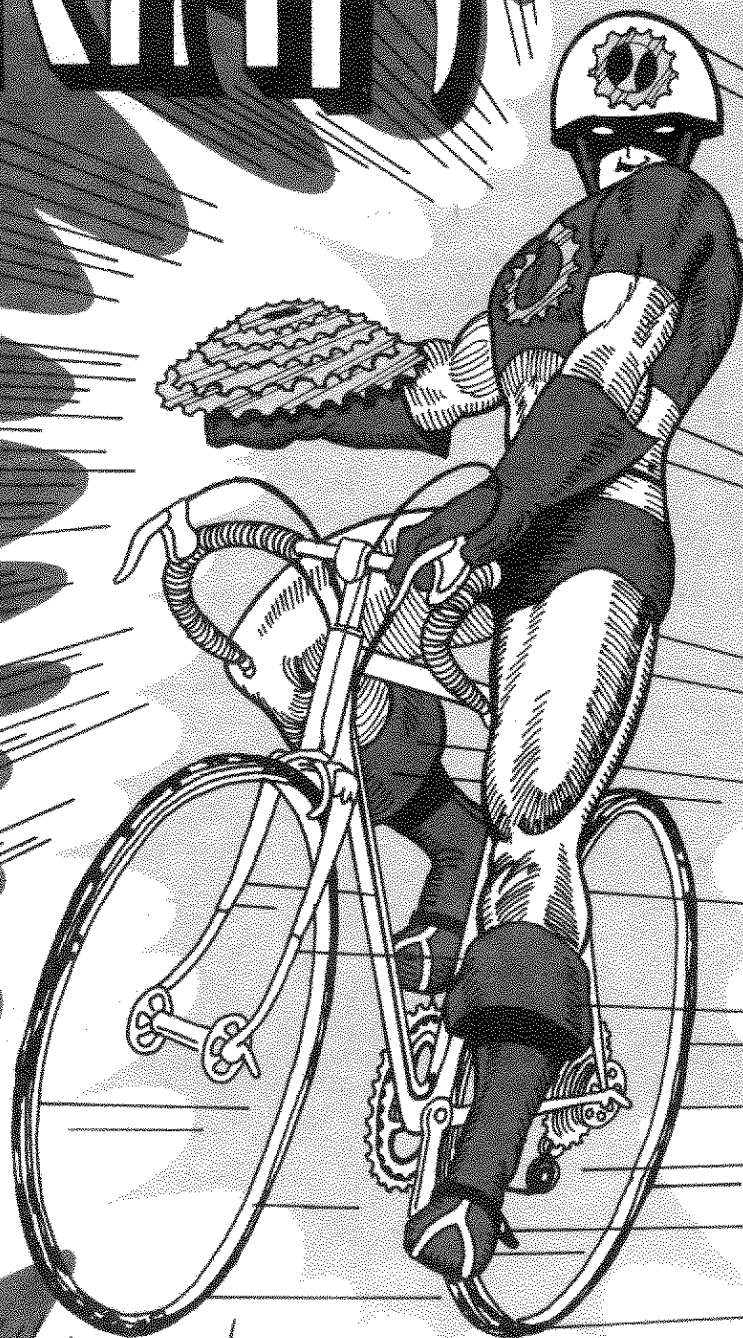
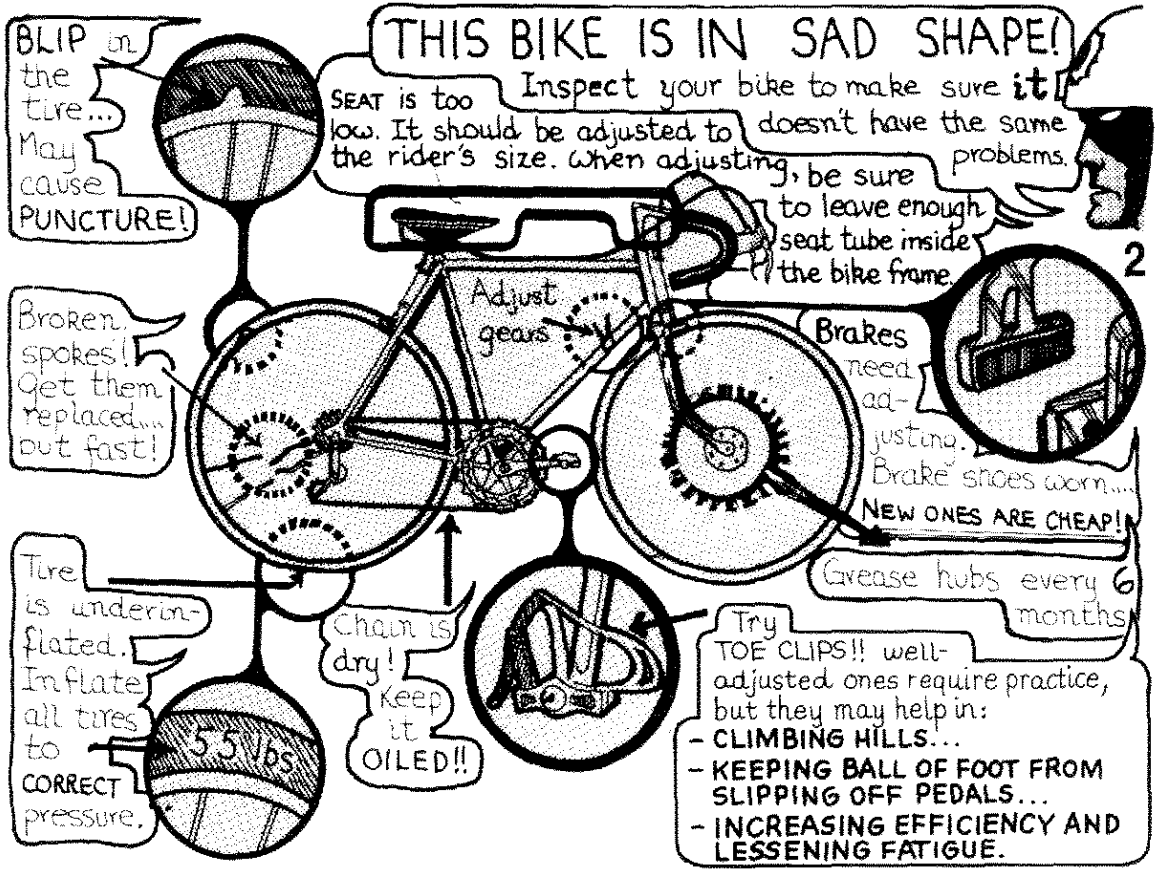




SPROCKET MAN





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 rust
lubricate your chain!

if when pedaling, you feel a clunk every time around
stop immediately, and take to an expert repair-person

Take your bike to a bike shop at least once a year for a tune-up and safety check

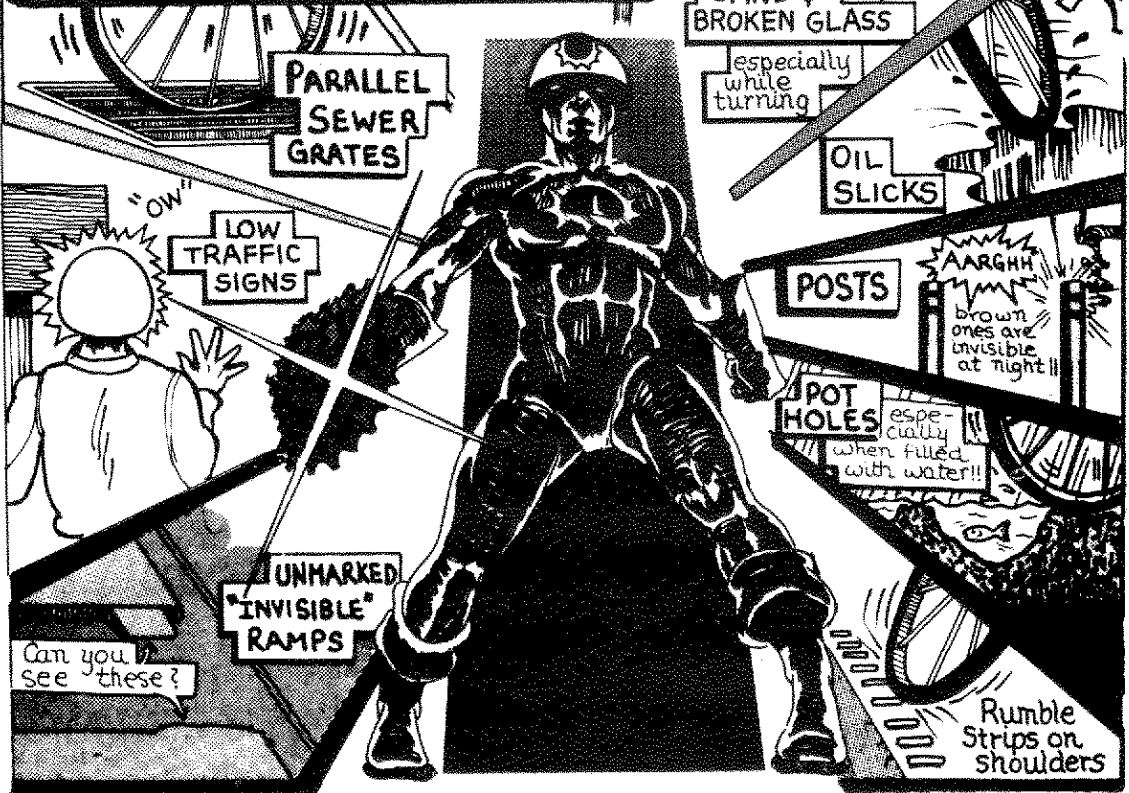
The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE**.... and that the **ANARCHY** of the cyclist can be afforded **NO LONGER!**

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

AARGHH
brown ones are invisible at night!!

POT HOLES

especially when filled with water!!

UNMARKED "INVISIBLE" RAMPS

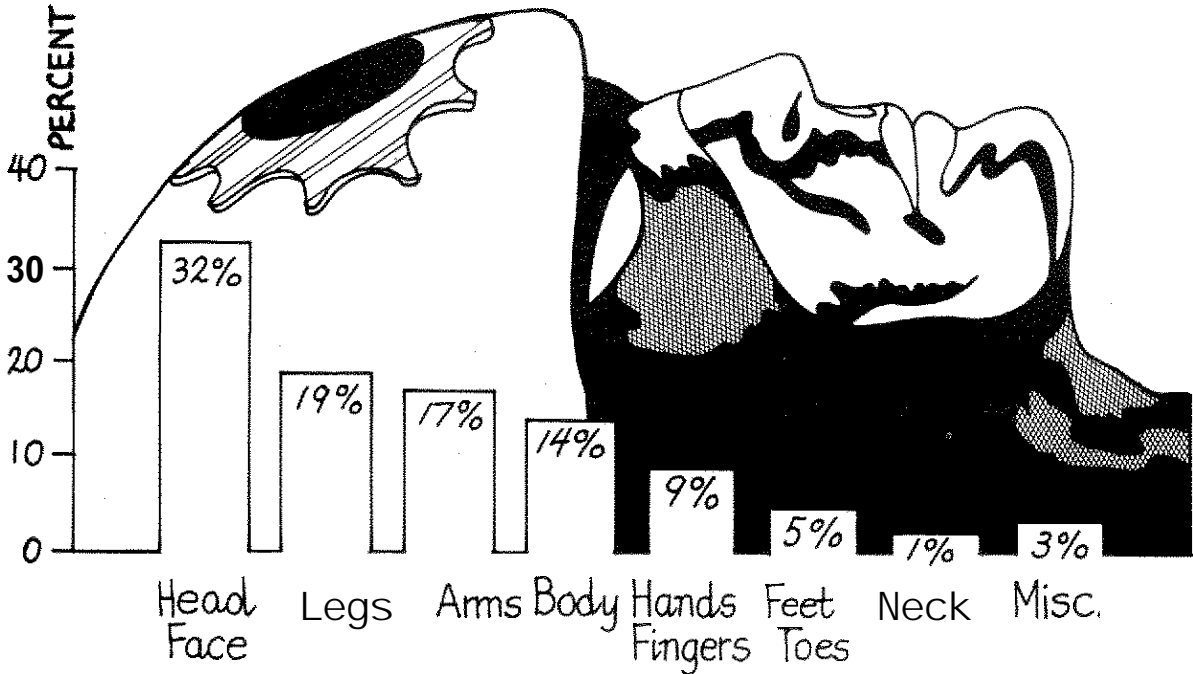
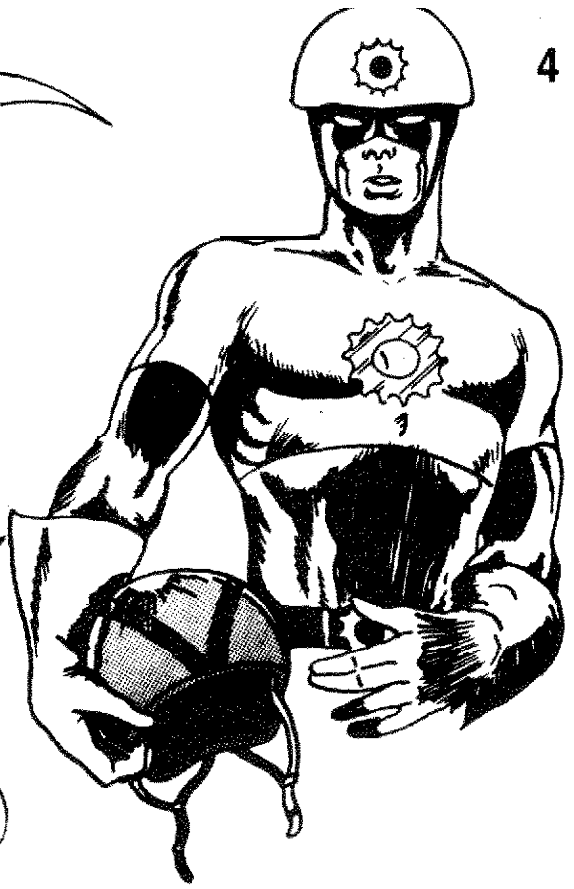
Can you see these?

Rumble Strips on shoulders

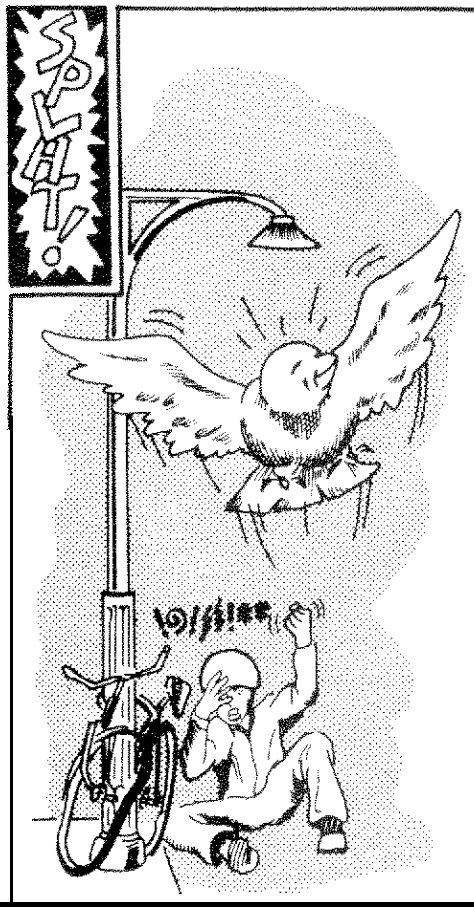
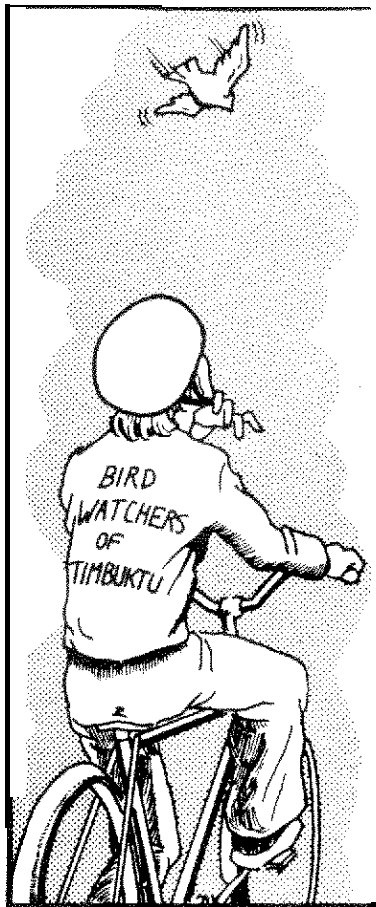
About 3/4 of all bicycle-related deaths result from head injuries.

HELMETS help avoid head injuries!

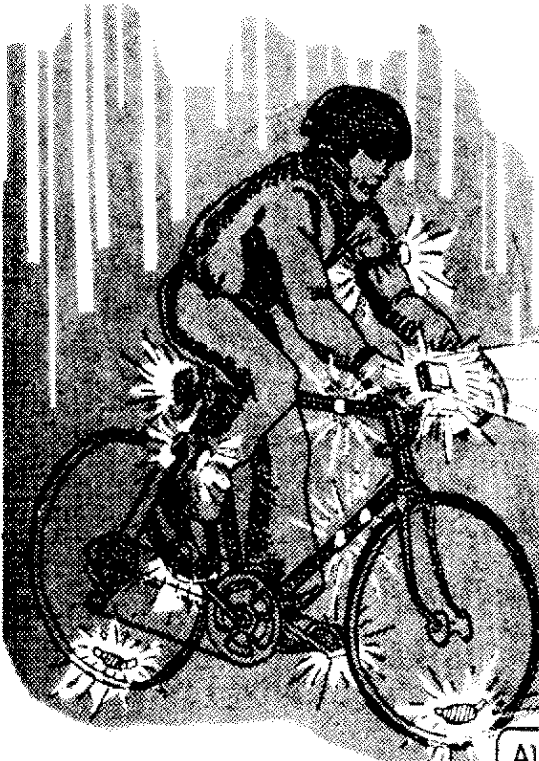
Choose a helmet with the help of a dealer to assure proper fit. If the helmet is involved in a crash, replace it or have it examined by the manufacturer before reuse.



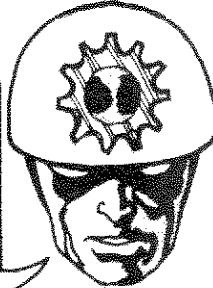
Statistics from the CPSC National Electronic Injury Surveillance System (NEISS)



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 trimmed clothing, or apply reflective trim to your clothes.

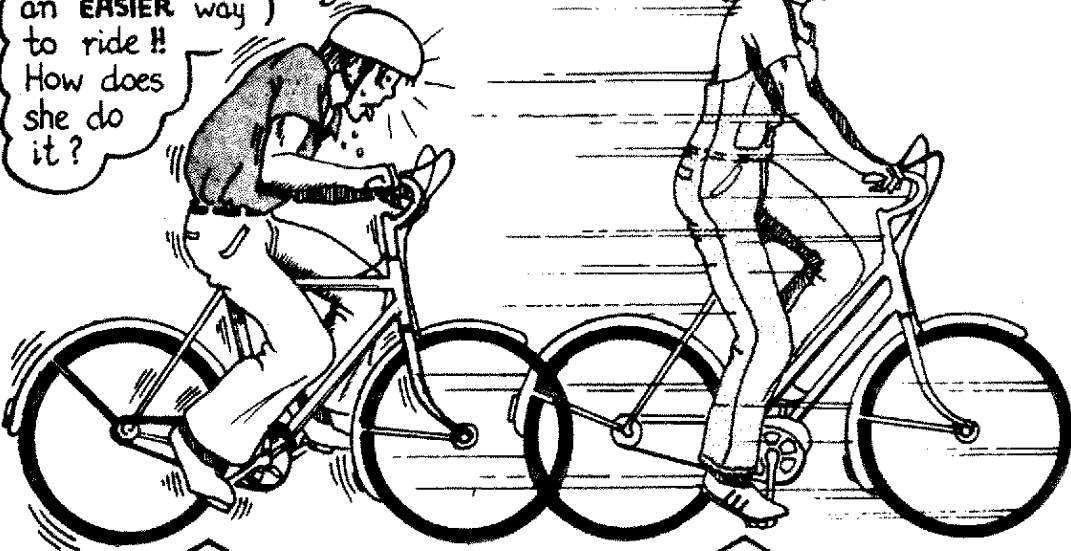


- Make sure these are attached to bike:
- ☀ WHITE HEADLIGHT.
 - ☀ REAR RED REFLECTOR.
 - ☀ WHITE OR YELLOW REFLECTOR ON PEDALS.
 - ☀ YELLOW OR WHITE (IN FRONT) AND RED OR WHITE (IN REAR) SIDE REFLECTORS.

Also, never wear headphones while riding. Headphones impair your ability to hear motor vehicle and bike traffic.

PANT PANT

There's gotta be an EASIER way to ride!! How does she do it?



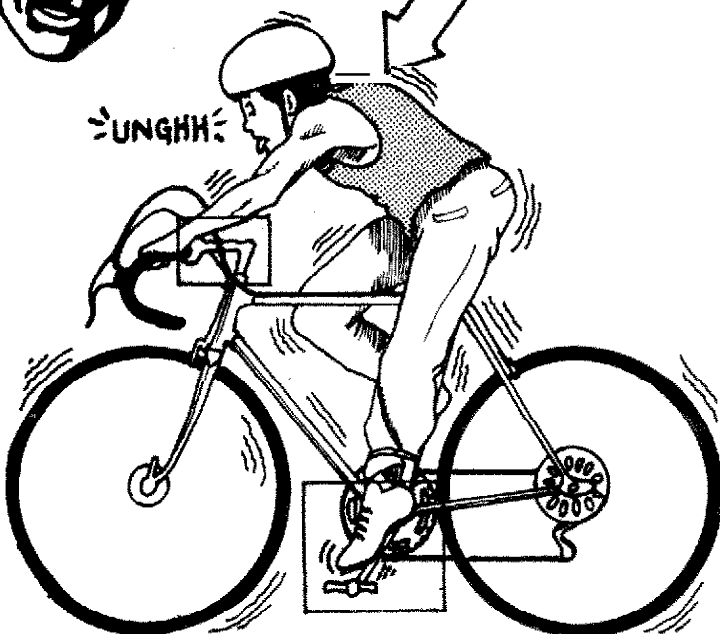
Try WALKING like THAT.... Low efficiency, eh? So use FULL LEG EXTENSION.....

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



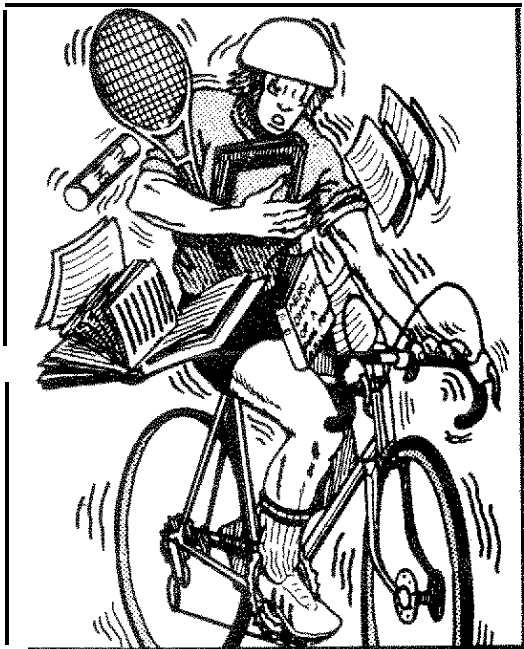
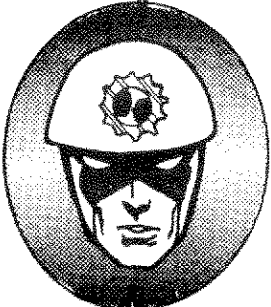
NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU! You simply have too little control!

This applies to SEAT HEIGHT and STEM LENGTH.

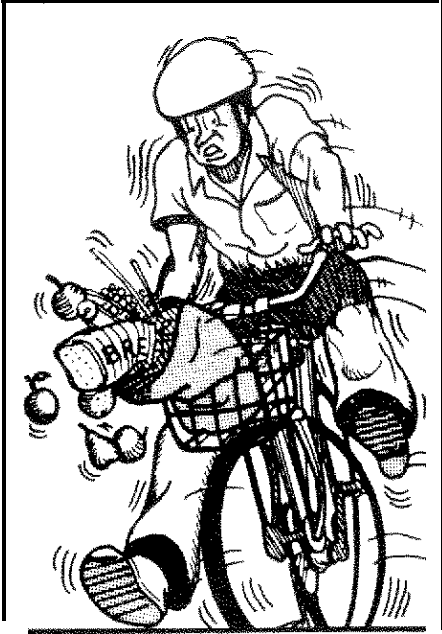


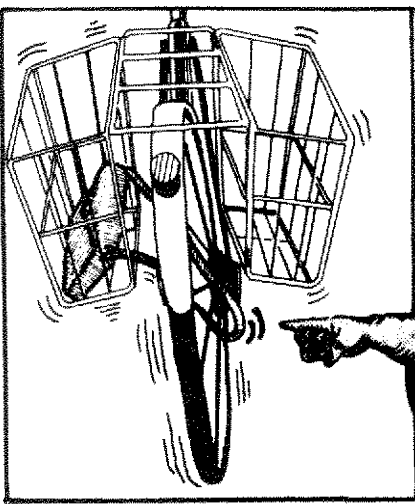
When your seat height, is PROPERLY adjusted, the handlebar will be slightly LOWER than the seat.

"DON'T CARRY ANYTHING THAT MAY HAMPER YOUR CONTROL OF YOUR BIKE!"
Plan ahead and use a BACK-PACK !!

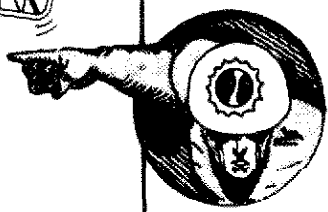


Front baskets have a center of gravity that's way too high.... which makes for awkward steering. REAR BASKETS AND RACKS work better!



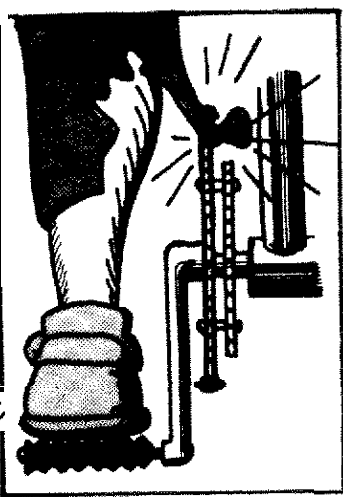


WATCH OUT for objects that may **DANGLE**, like a purse strap or chain.... they will **CATCH** in your wheels !!

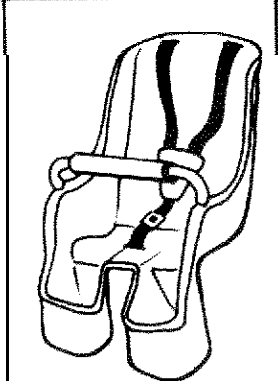
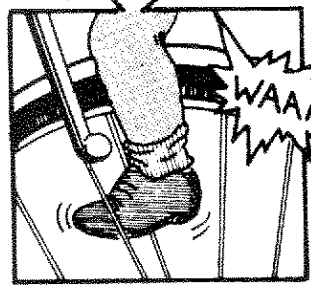
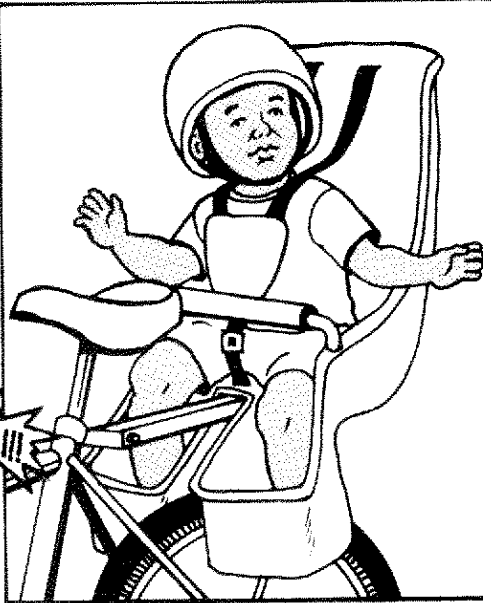
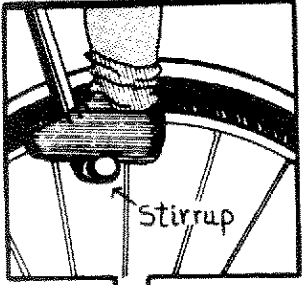


This goes for **PANT CUFFS** as well!

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 these mighty pant clips.

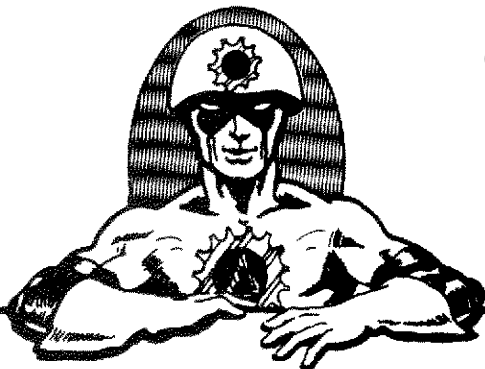


And for you parents... or rather - more importantly - for your children. make **SURE** their feet will not be caught in the wheels. Baby seats with only **STIRRUPS** to support the baby's feet are **DANGEROUS** !

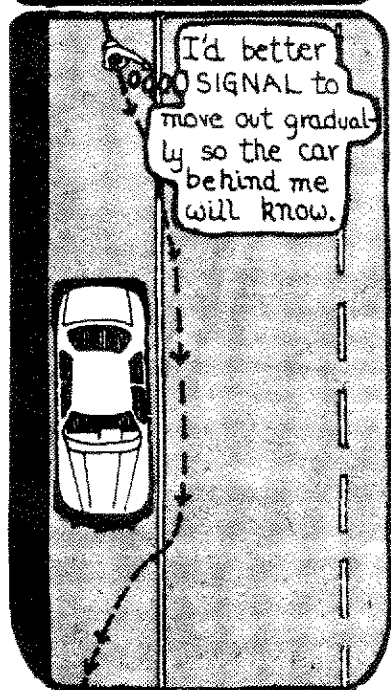
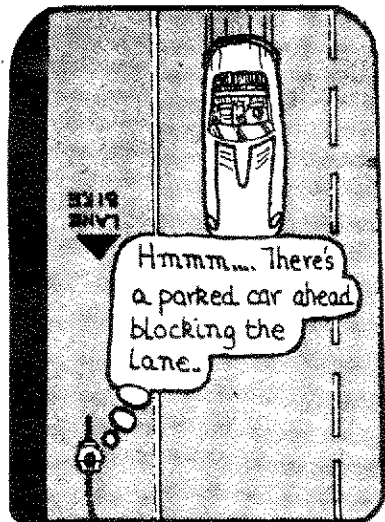


Child seats have been known to fall off Moving bikes with child **ATTACHED!**
FASTEN SEATS SECURELY!!

THINK AHEAD..



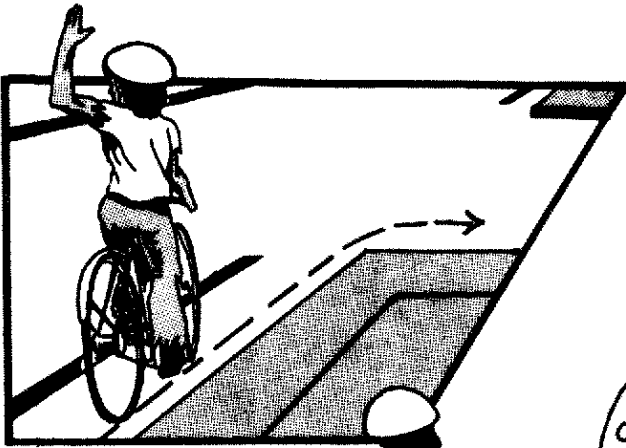
THE KEY CONCEPT TO SAFE BICYCLING
- BE PREDICTABLE - AND SIGNAL
YOUR MOVES!! COMMUNICATE.



...SIGNAL...



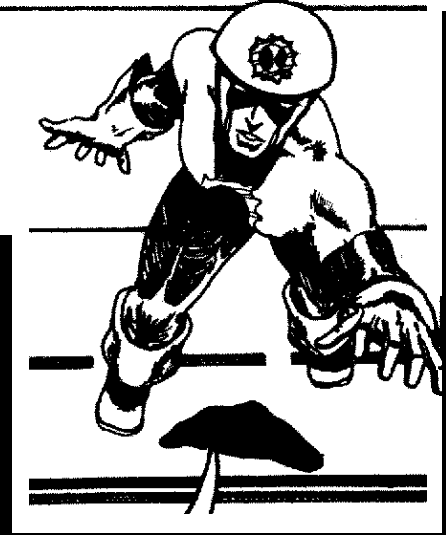
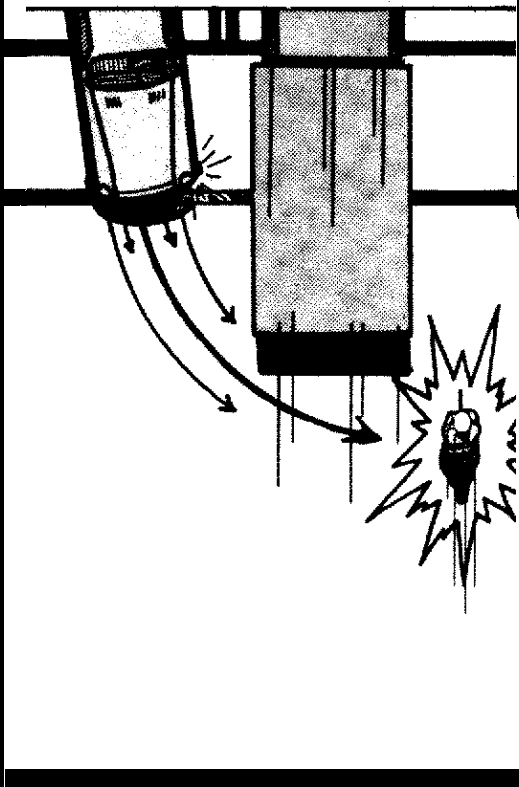
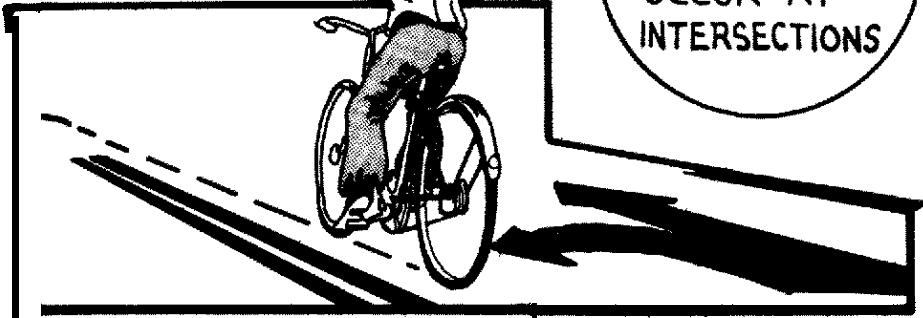
...LOOK, ESTABLISH EYE CONTACT, THEN MOVE **GRADUALLY** INTO TRAFFIC TO PASS THE PARKED CAR.



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...

END UP ON RIGHT SIDE
OF RIGHT LANE.

LOOK OUT FOR
ONCOMING CARS!

STAY ON
RIGHT EDGE
OF LEFT LANE

LOOK BACK, SIGNAL,
AND MOVE **QUICKLY** INTO
LEFT LANE (DON'T JUST DRIFT
INTO IT!)

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

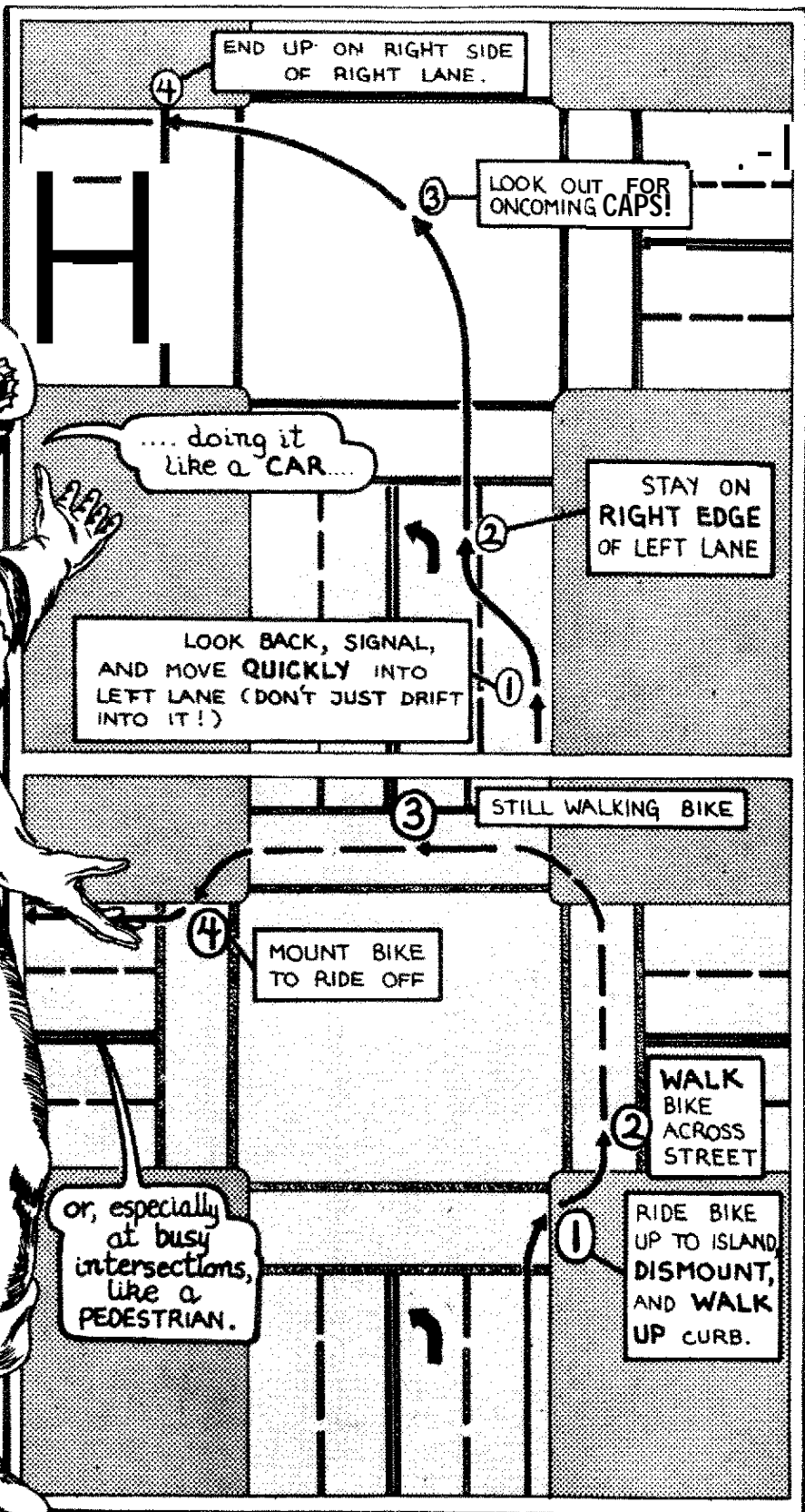
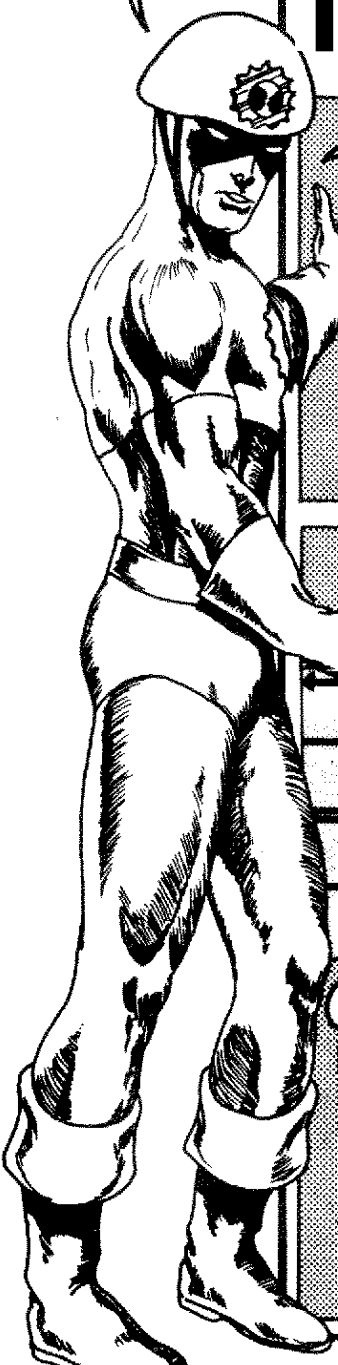
STILL WALKING BIKE

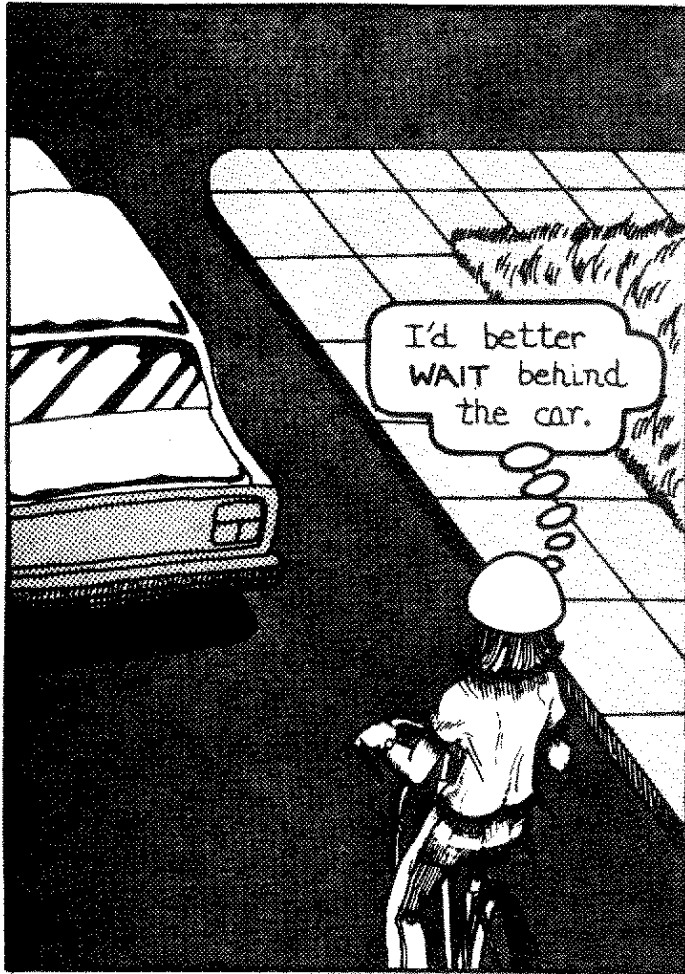
MOUNT BIKE
TO RIDE OFF

WALK
BIKE
ACROSS
STREET

RIDE BIKE
UP TO ISLAND
DISMOUNT,
AND WALK
UP CURB.

or, especially
at busy
intersections,
like a
PEDESTRIAN.





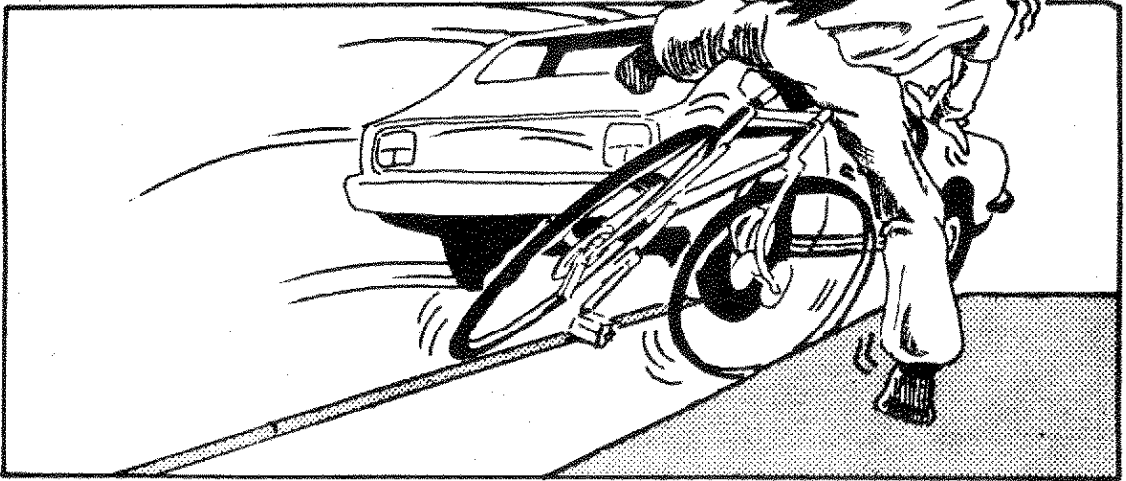
I'd better
WAIT behind
the car.

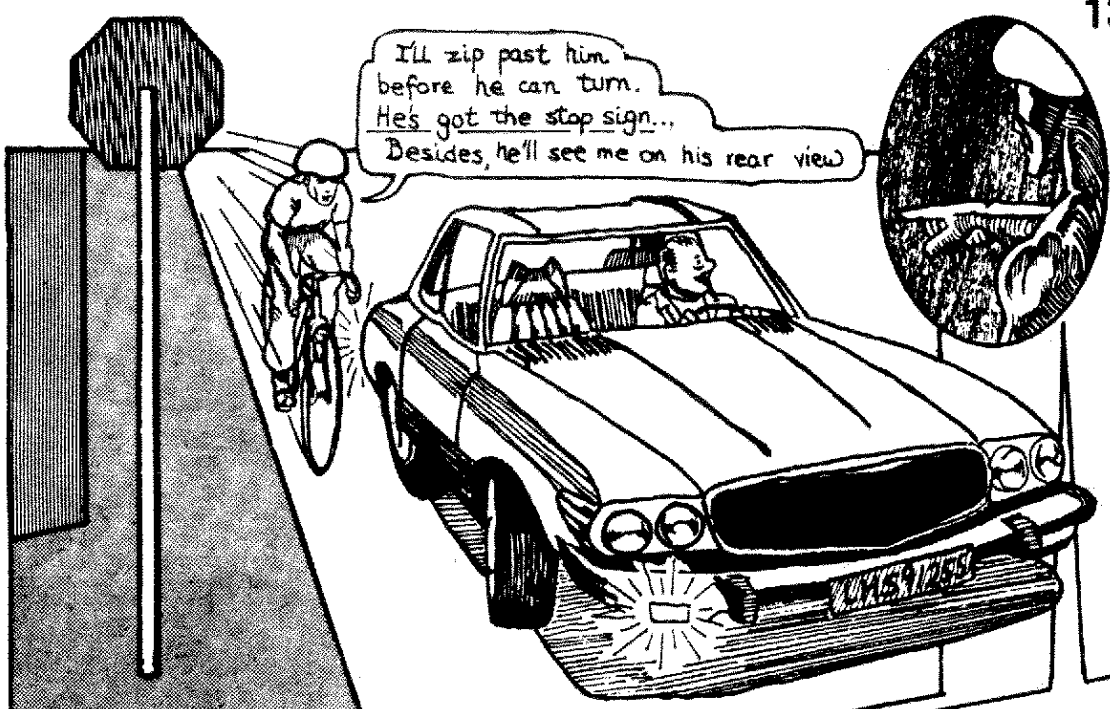
WAIT YOUR TURN
AT INTERSECTIONS!
Whether you are
going straight or
turning right...
**DON'T PASS A
CAR ON THE
RIGHT !!**



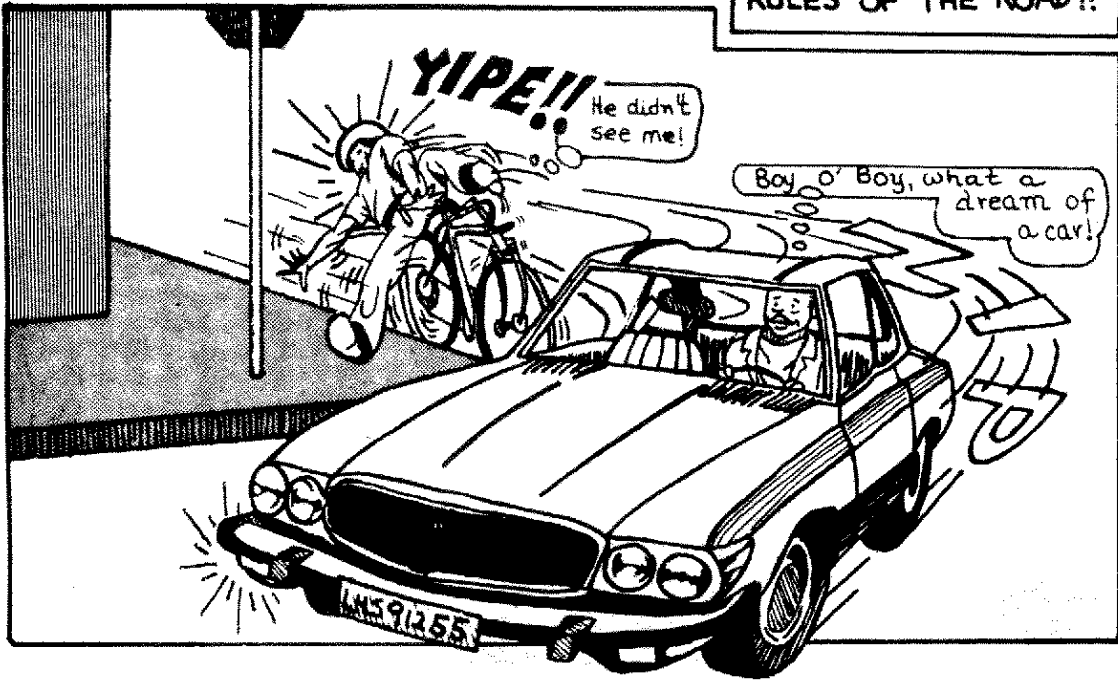
Even if you're in a bike lane,
the car beside you might
SUDDENLY make a right turn
WITHOUT SIGNALING.
SO WATCH OUT !!

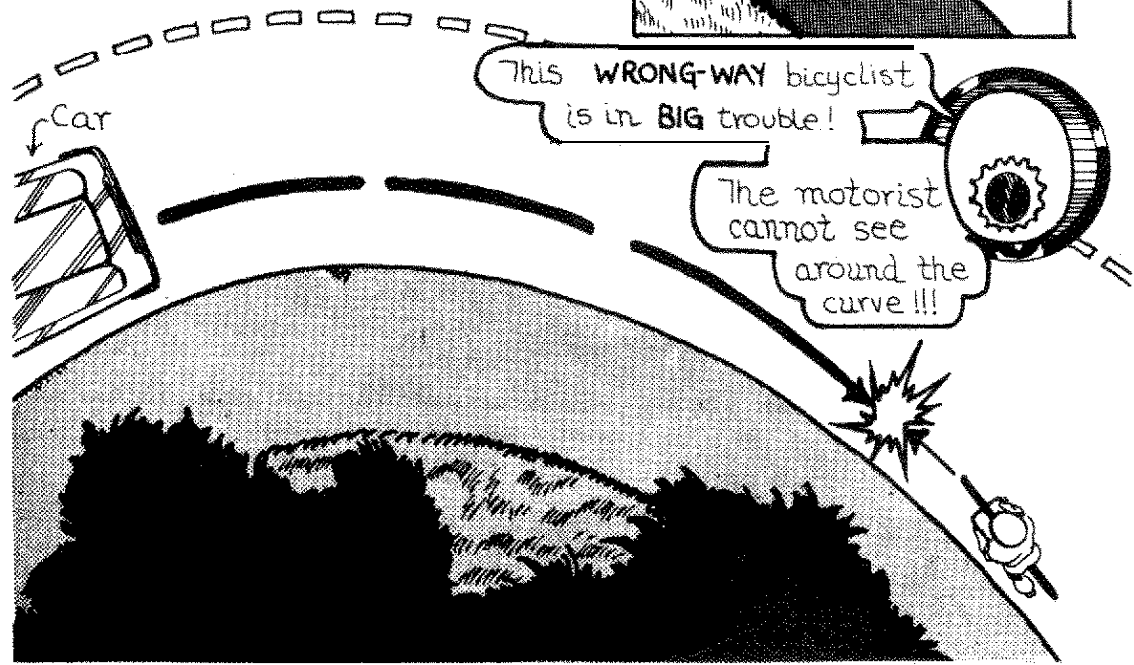
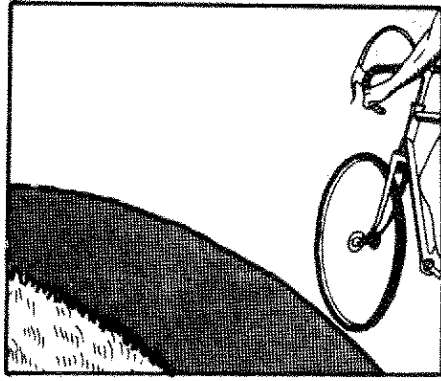
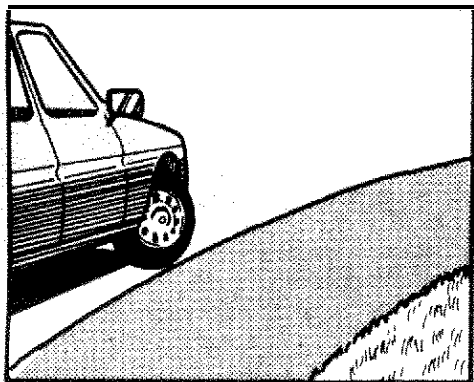
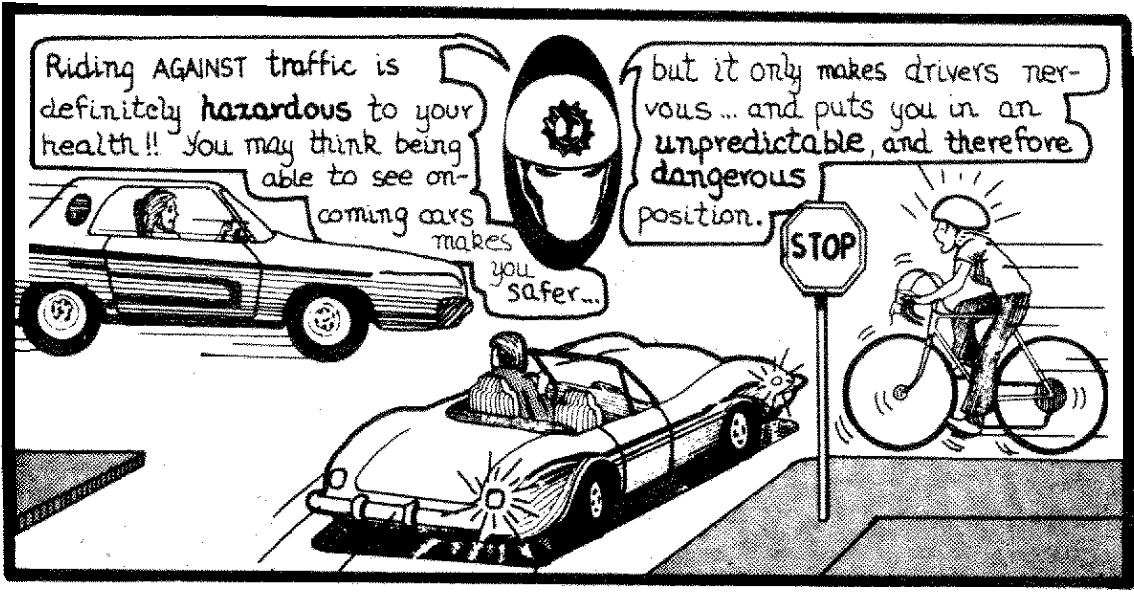
YEEHAWPS!

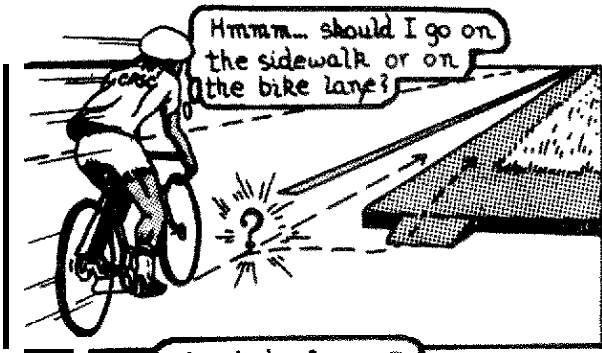




When bicycles are ridden as vehicles, they are subject to the state vehicle codes Under those laws, your status as bicyclist* is : "EVERY PERSON RIDING A BICYCLE UPON A ROADWAY HAS ALL THE RIGHTS AND DUTIES APPLICABLE TO THE DRIVER OF A VEHICLE." So STOP at all stop signs and stop lights AND OBEY THE RULES OF THE ROAD!!

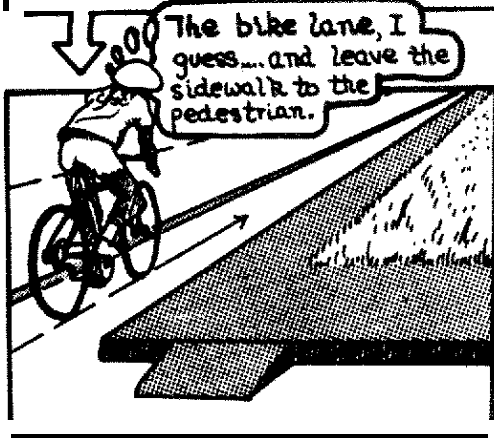






Hmmm... should I go on the sidewalk or on the bike lane?

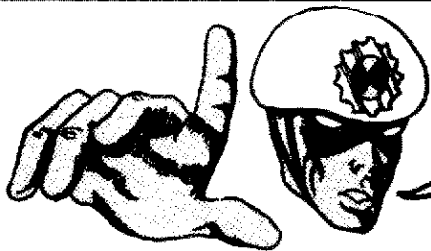
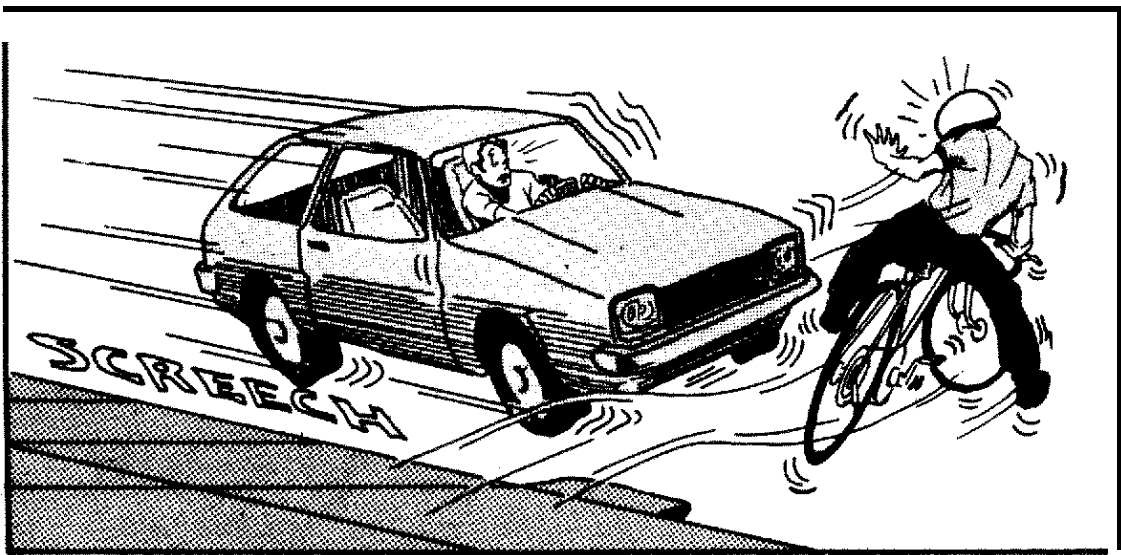
Use the **BIKE LANE** and street instead of the sidewalk and avoid pedestrian-bicyclist **CONFLICTS !!**



The bike lane, I guess... and leave the sidewalk to the pedestrian.



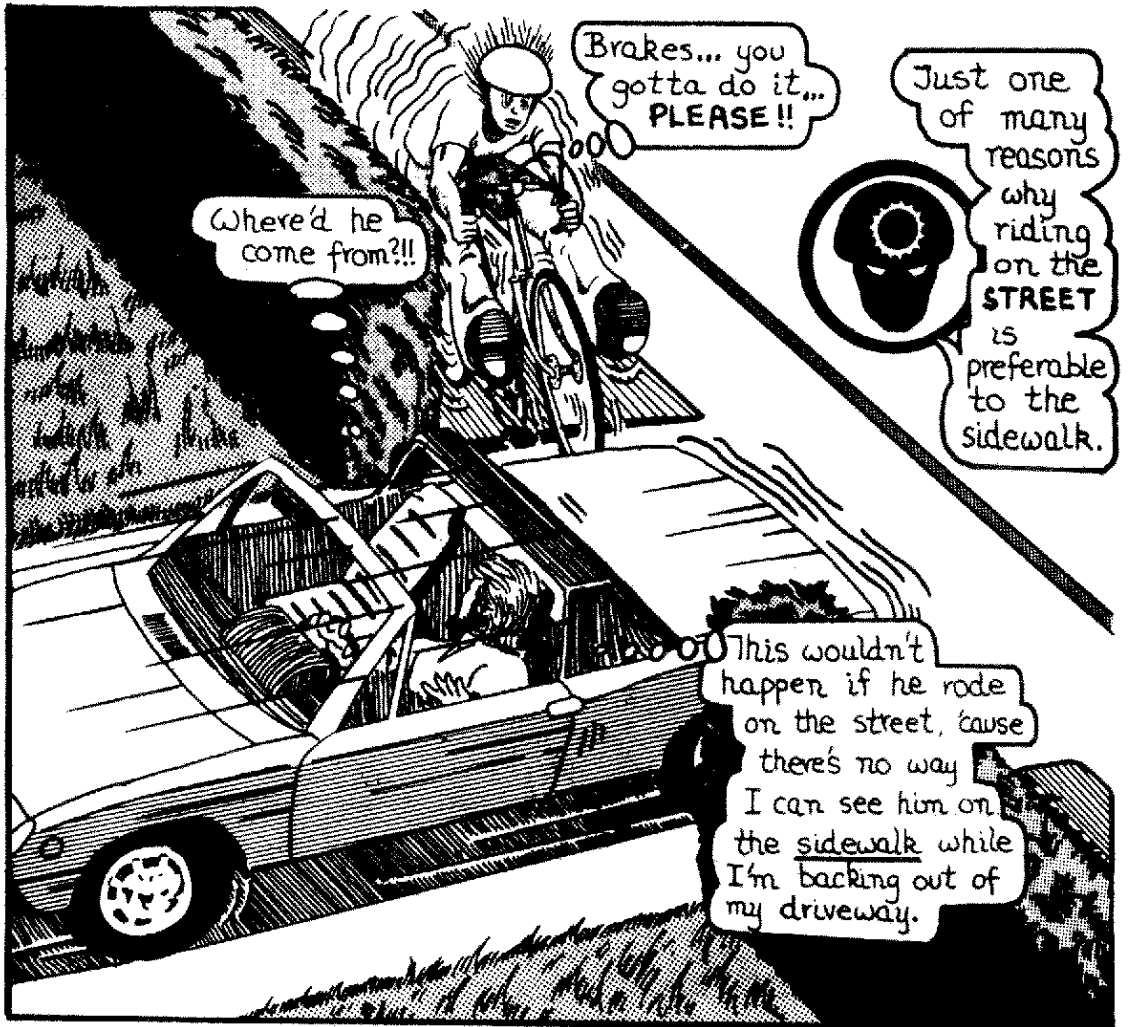
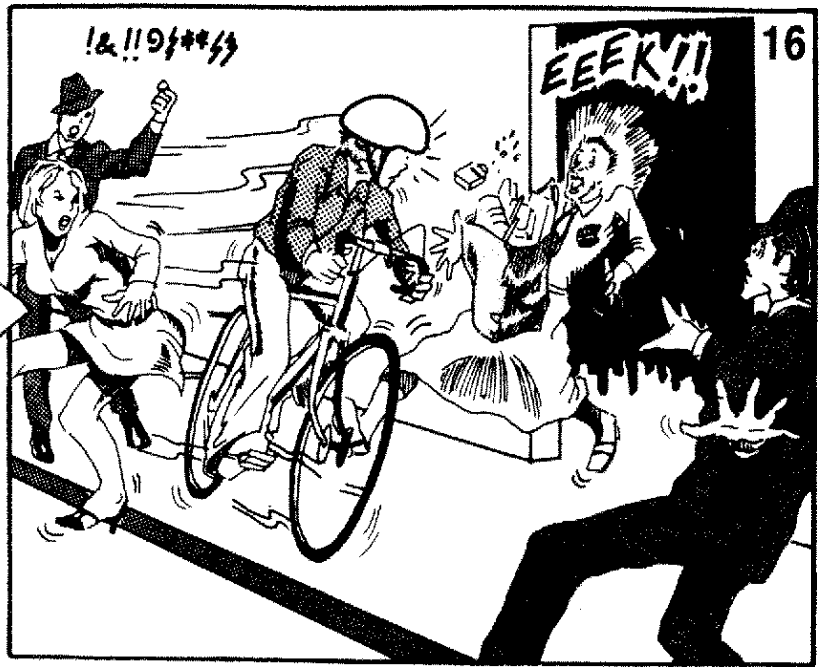
If you have to use the sidewalk, **DON'T FLY DOWN THE BIKE RAMP INTO TRAFFIC !!** Cars don't expect vehicles (including bikes) to come from anywhere but a street. **SO WATCH OUT !!**



A suggestion to the **PEDESTRIAN: LEAVE THE BIKE RAMP FOR BICYCLES AND WHEELCHAIRS.**



**DON'T RIDE
ON BUSINESS
DISTRICT
SIDEWALKS!**



Where'd he
come from?!!

Brakes... you
gotta do it...
PLEASE!!

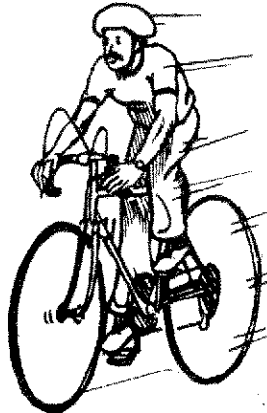
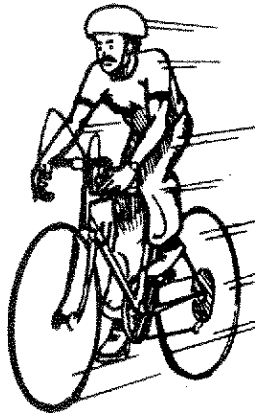
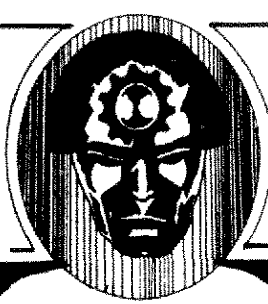
Just one
of many
reasons
why
riding
on the
STREET
is
preferable
to the
sidewalk.



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.

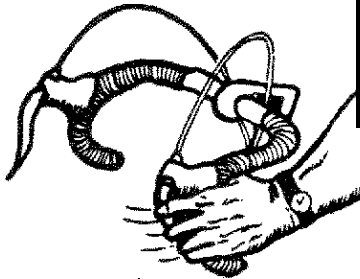
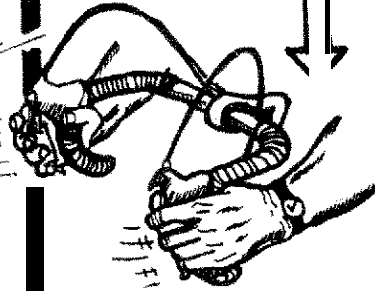
BRAKE

SAFELY...
BY USING...

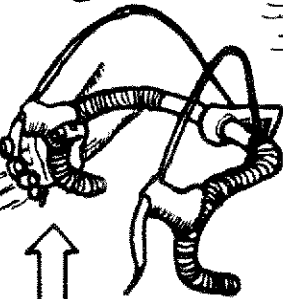
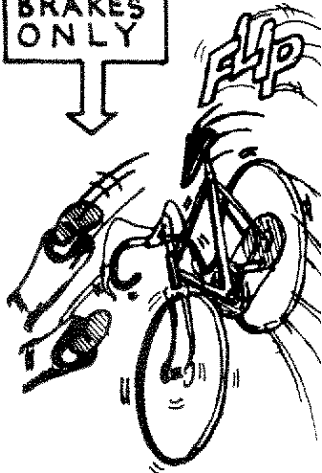


**BOTH
BRAKES**

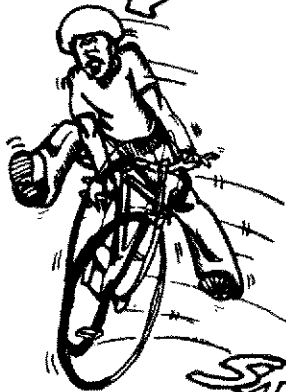
FOR QUICK
SMOOTH
STOPS!!



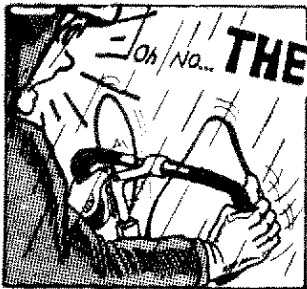
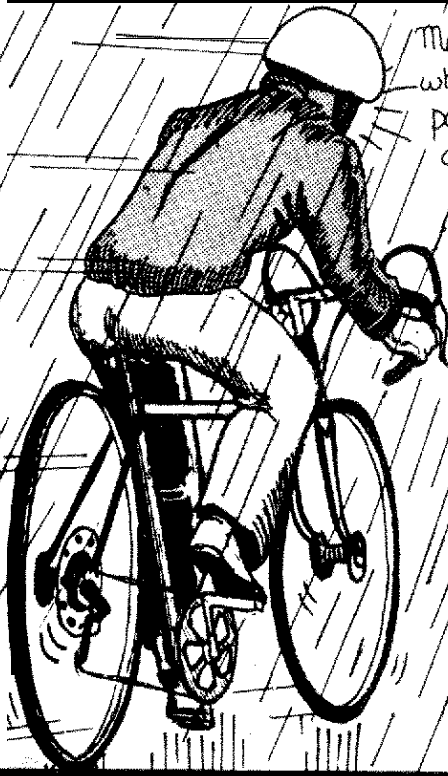
FRONT
BRAKES
ONLY



REAR
BRAKES
ONLY



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



Oh No...

THE BRAKES DON'T HOLD
ARRGH!



SQUEEK
BONK!

RAIN IS A PAIN!

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



Remember, above all.....

BE PREDICTABLE

in your riding!! Make your intention known!



LIGHTS AT



I live dangerously.....



RIDE WITH TRAFFIC

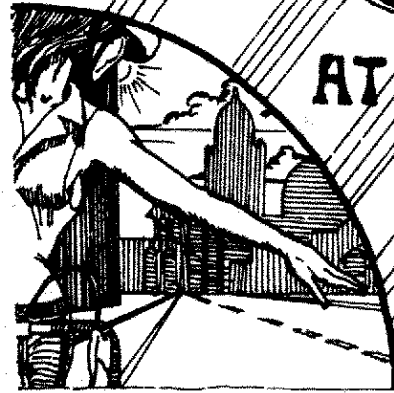
DON'T SWERVE!!

SIGNAL

AT

TURN

OBEY ALL

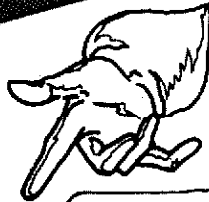
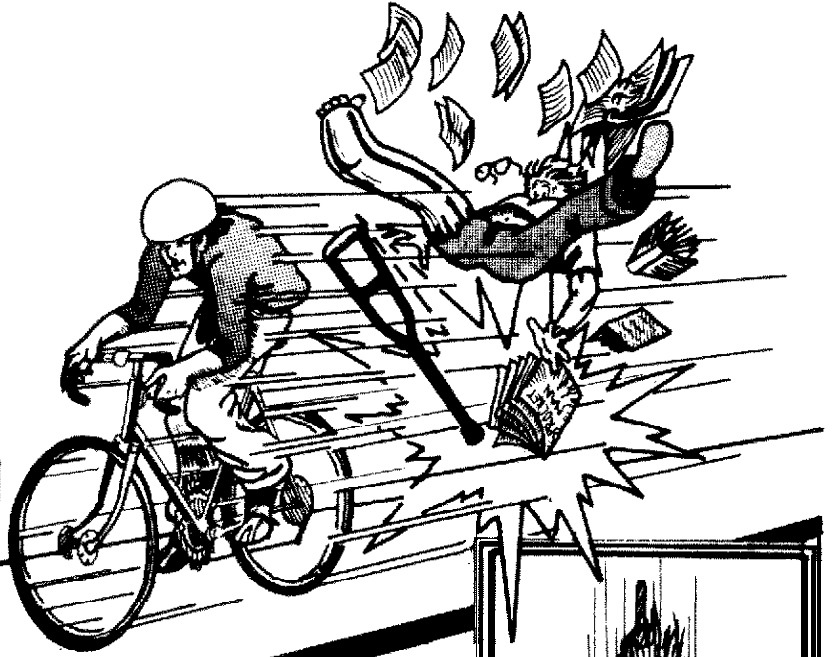


TRAFFIC SIGNAL



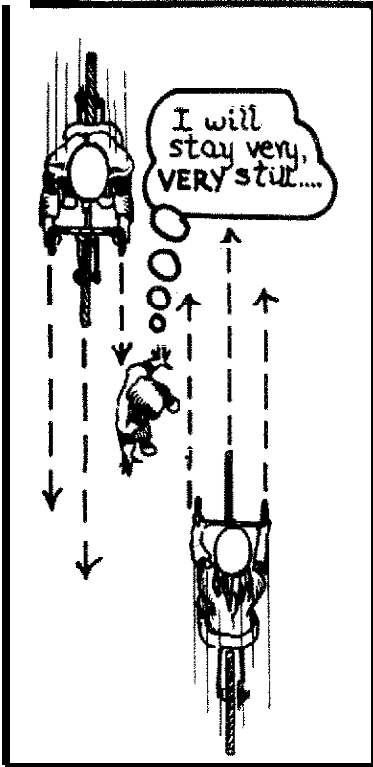
Play : GOLDEN RULE bit.... No matter how much you like to ride a bike, YOU'VE got to walk SOMETIME....

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

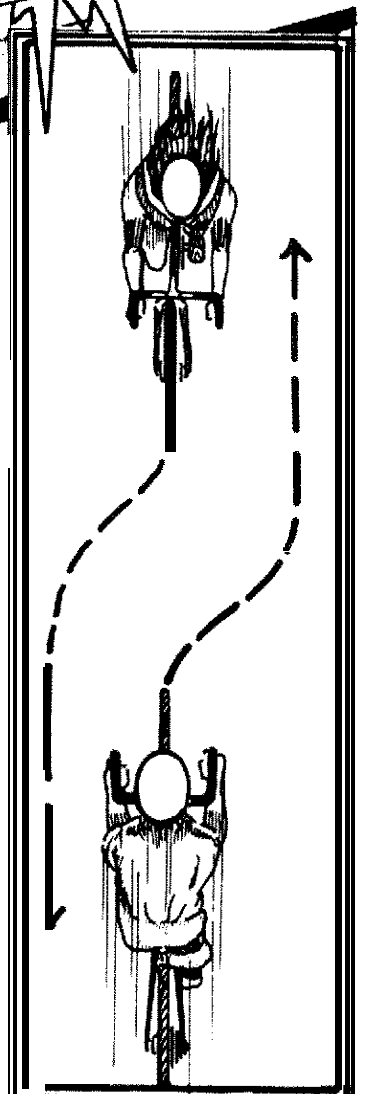


However, sometimes it's much easier for the ped. to FREEZE than the bicyclists. The ped should let the bikes go straight through while he either stops or maneuvers around the bike.

When coming HEAD-ON towards a pedestrian or another cyclist, GO TO YOUR RIGHT !!



I will stay very, VERY still....

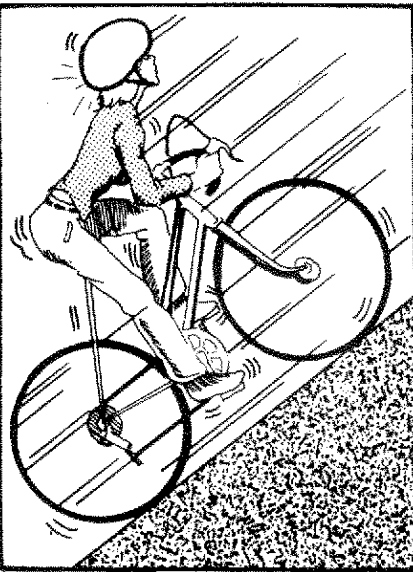
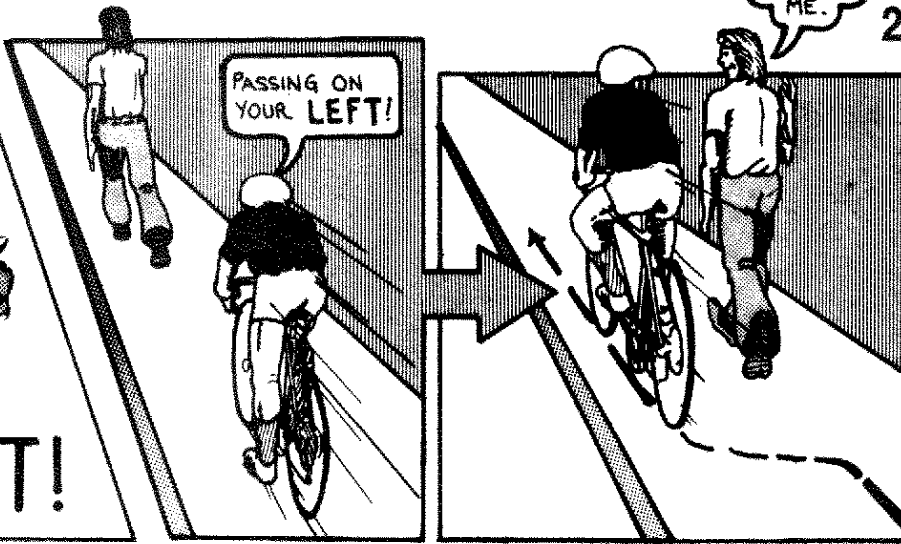


PASS A PEDESTRIAN ON

HIS
LEFT...

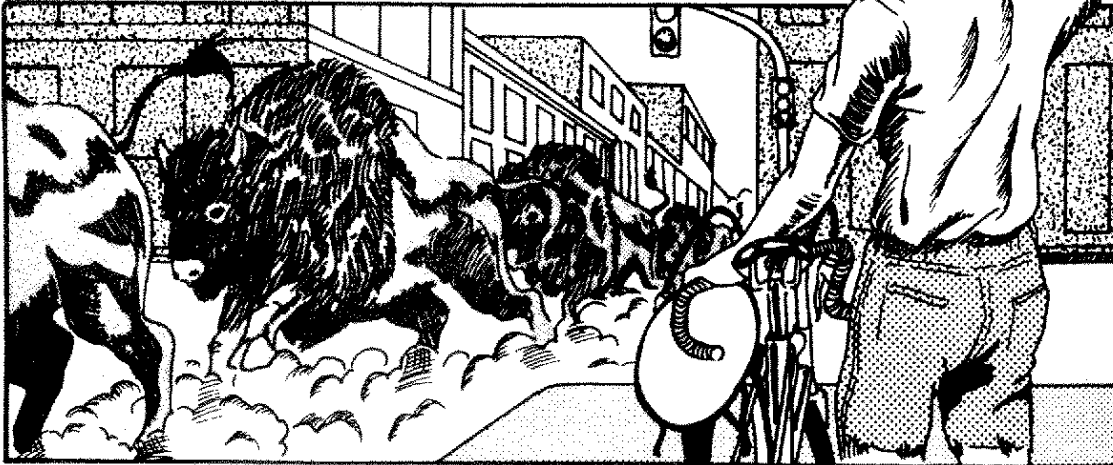
A
N
D

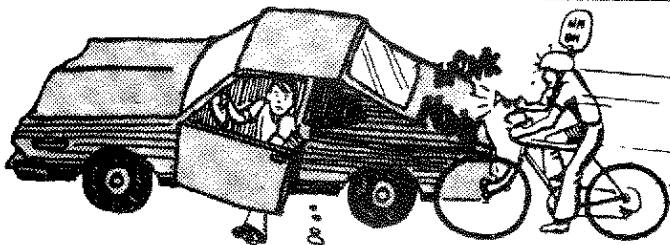
SAY IT!



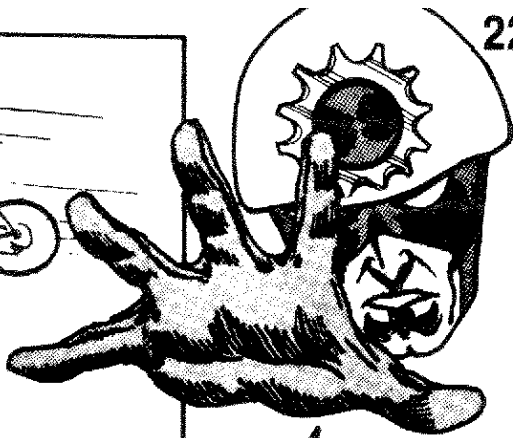
Be a pedestrian:
WALK YOUR BIKE

- when you're tired
- when a hill's too steep
- when an intersection is too complicated
- when the buffalo come to town.

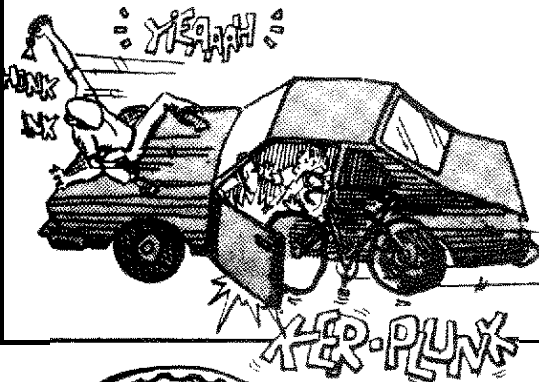




did someone say something?



WATCH OUT FOR OPENING CAR DOORS!!

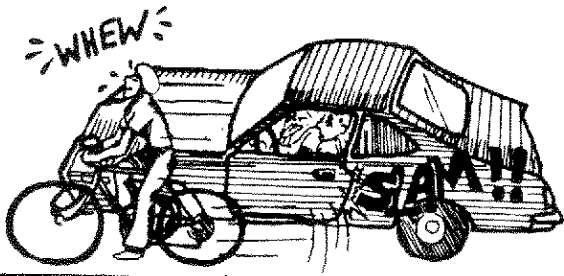


DON'T WASTE YOUR TIME FIDDLING A HORN OR BELL. GO FOR YOUR BRAKES AND.... SCREAM!!! MOVE LEFT BUT... DON'T SWING INTO TRAFFIC!!

WATCH OUT!!

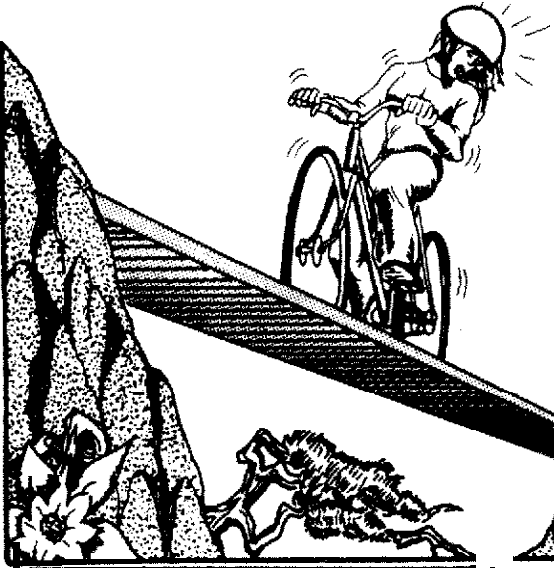


DON'T RIDE TOO CLOSE TO PARKED CARS.....
- KEEP AN EYE OUT FOR DRIVER'S HEAD AS YOU APPROACH.....
WATCH OUT FOR DOUBLE-PARKING CARS 'CAUSE PASSENGERS MAY JUMP OUT ON YOUR LEFT.



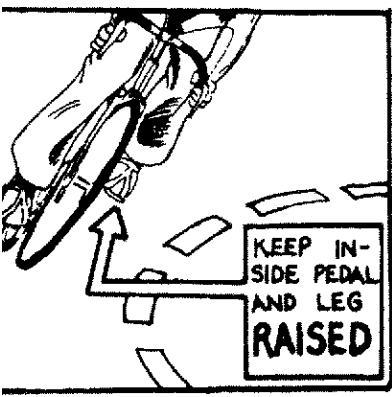
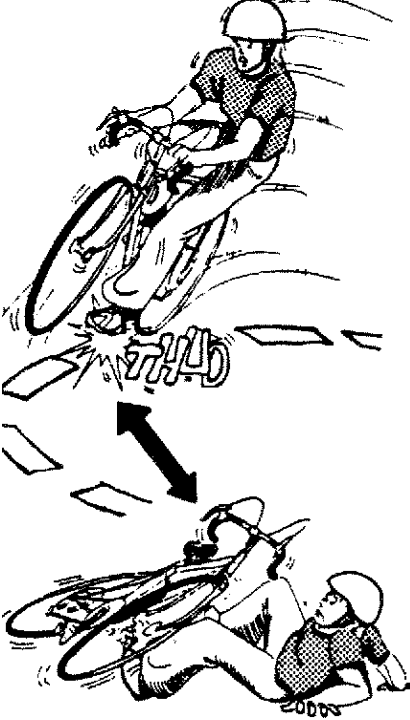
PRACTICE RIDING YOUR BIKE !!

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!

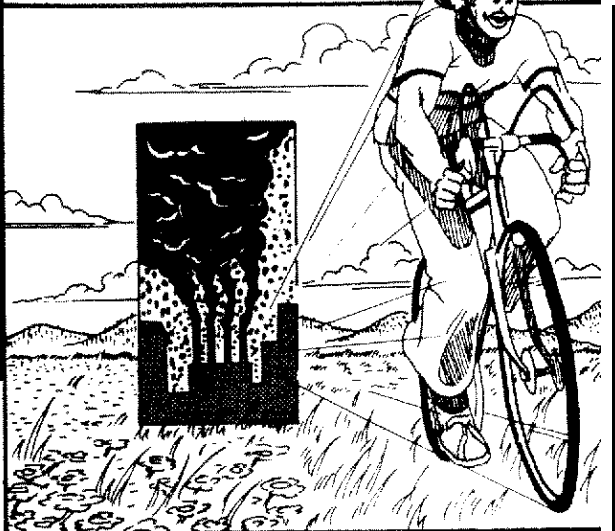


Around **CORNERS**, keep your **INSIDE** pedal and leg raised or you'll take a spill!

RIDE CREATIVELY. Try back roads where few cars (and bikes) roam. You'll see a lot more and breathe a lot **LESS** pollution!



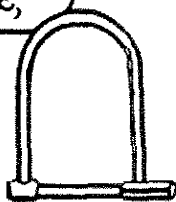
KEEP INSIDE PEDAL AND LEG RAISED



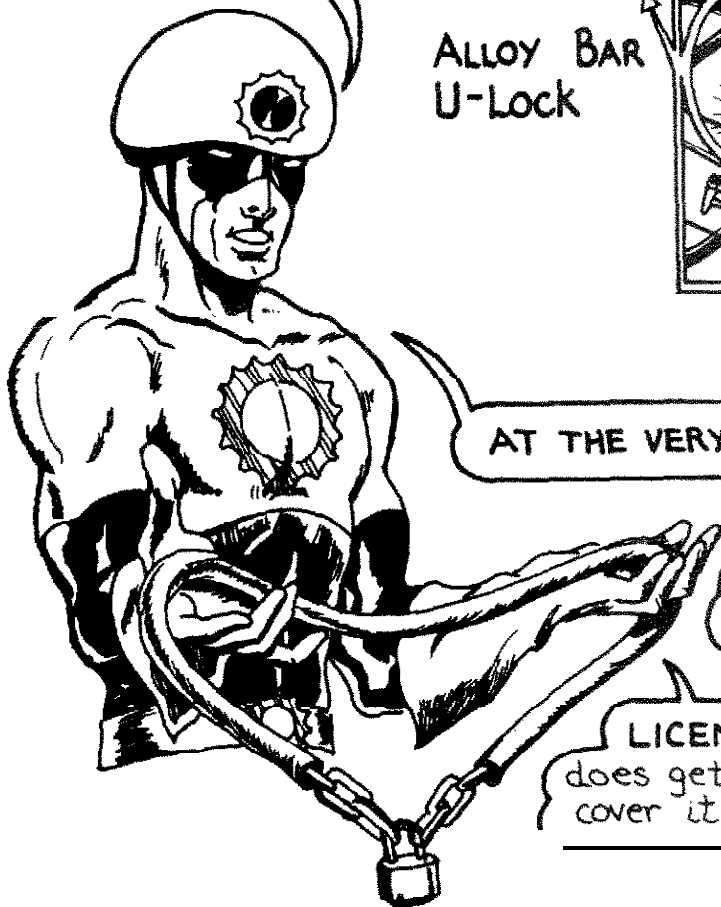
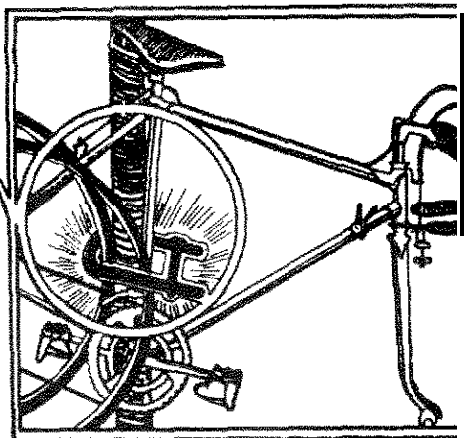
NO LOCKING SYSTEM IS FOOL-PROOF !!



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



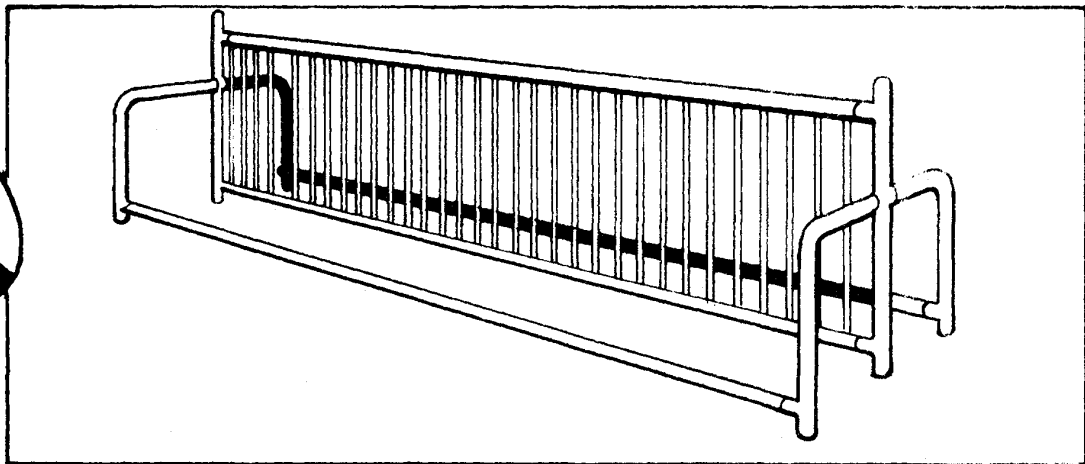
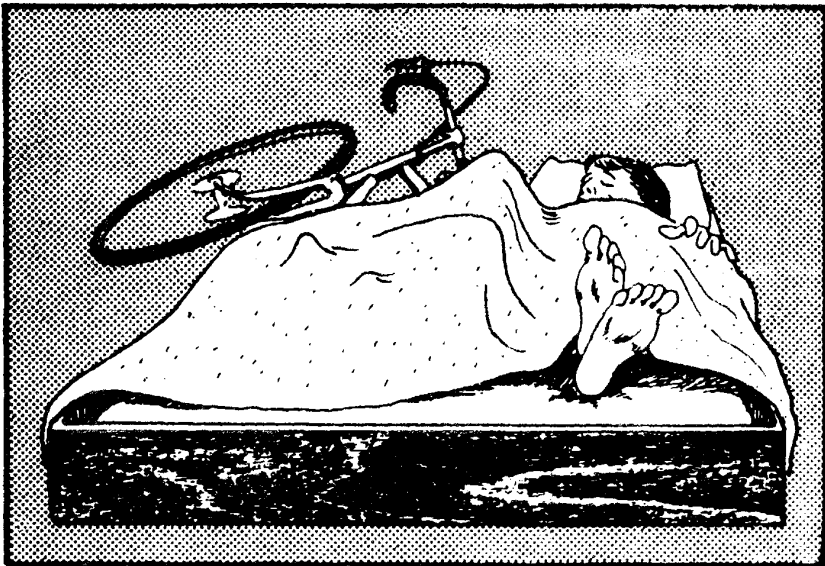
AT THE VERY LEAST, use a heavy chain ($5/16$ " alloy) or cable and a good padlock. **NEVER** use a flimsy combination lock and chain !!

LICENSE your bike! If it does get stolen, you can recover it much more easily.

WHENEVER POSSIBLE,
TAKE YOUR BIKE
WITH YOU !!

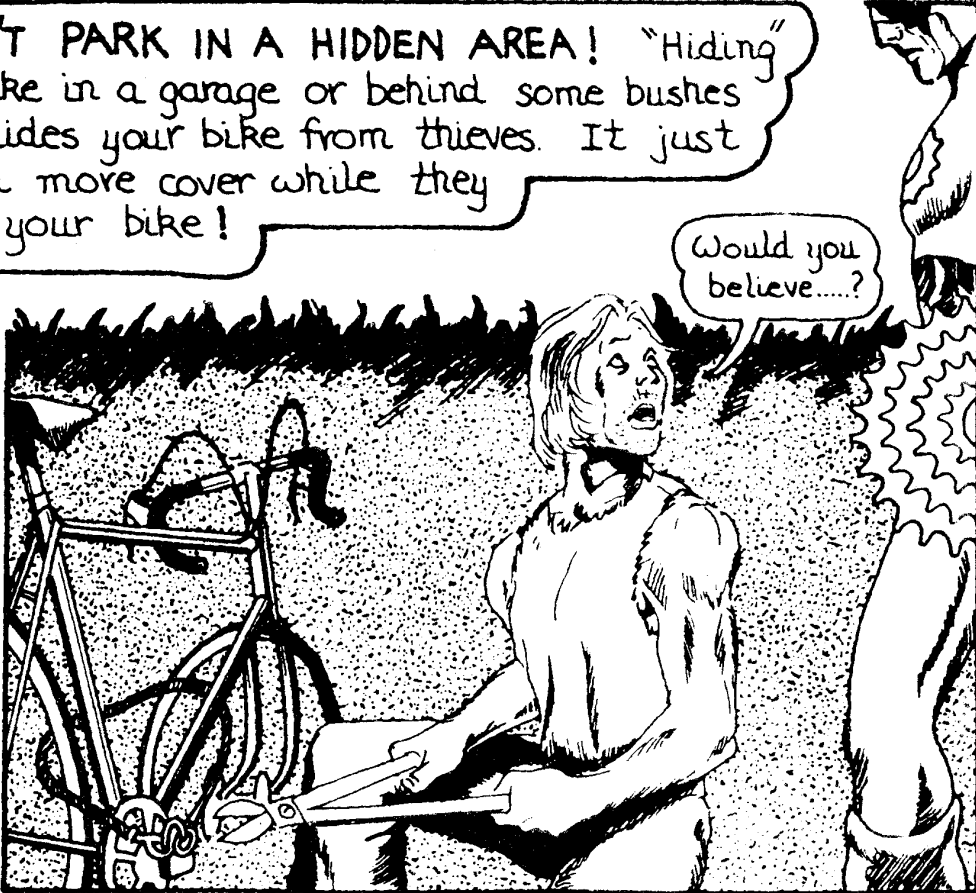
Otherwise, park
in a **HIGHLY**
VISIBLE location.

Use **LOCKERS**
and/or **FRAME**
RACKS, if available

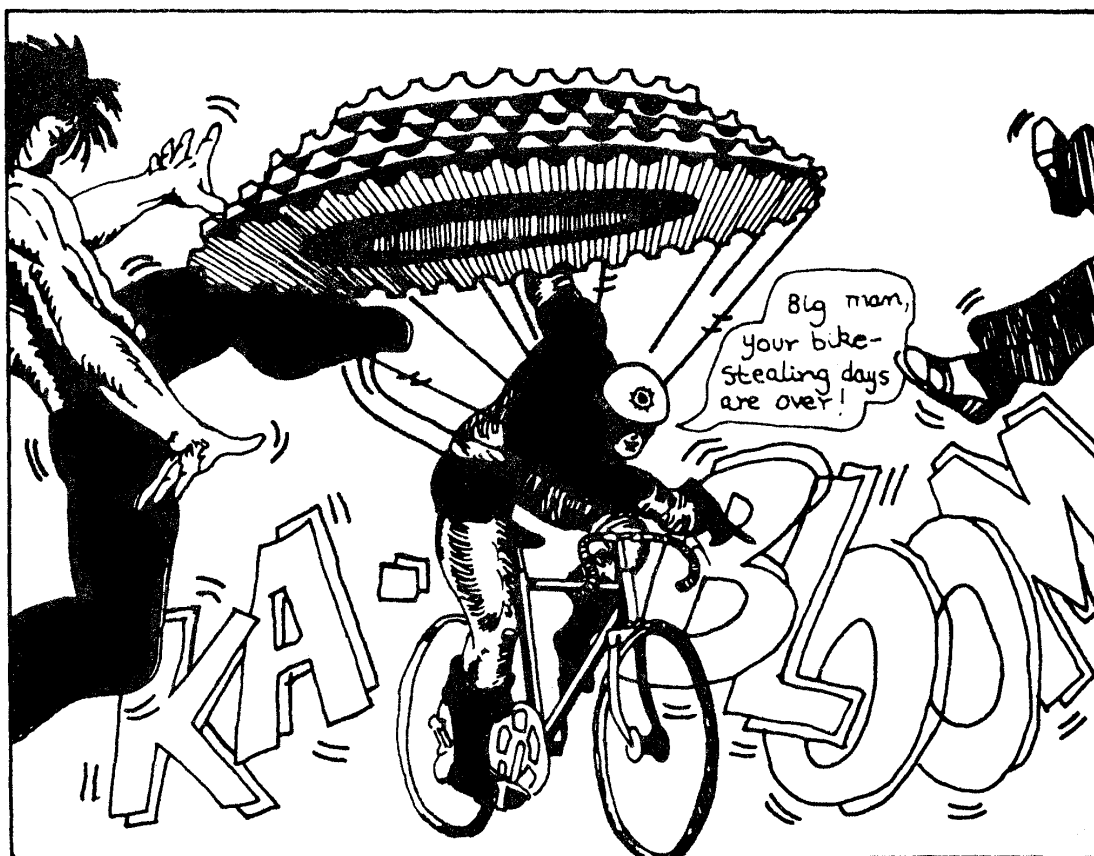
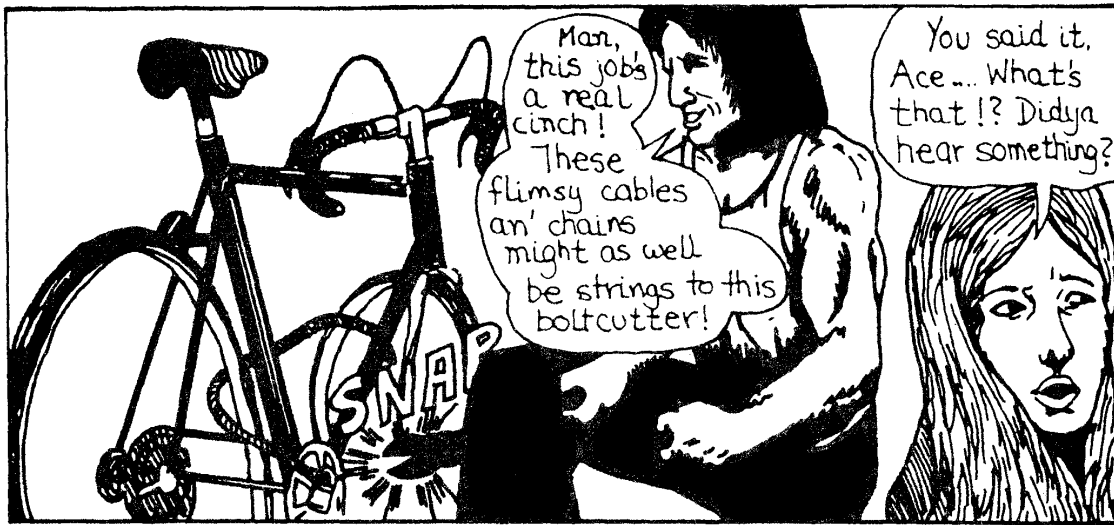


DON'T PARK IN A HIDDEN AREA! "Hiding"
your bike in a garage or behind some bushes
never hides your bike from thieves. It just
gives them more cover while they
STEAL your bike!

And **DON'T**
PARK NEAR
DOORS OR IN
OPEN PLAZAS
where people
might fall
over your
bike!



Would you
believe.....?



THANK YOU, IT'S BEEN A PLEASURE HELPING YOU BECOME A SAFER CYCLIST. AND NOW I'D LIKE TO THANK THE PEOPLE WHO MADE ME POSSIBLE

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, or visit the website **www.cpsc.gov**

And now . . .

FOR MORE INFORMATION

American Automobile Association (AAA)

www.aaa.com

Check your telephone directory for the AAA chapter nearest you. Various bicycle safety publications are available.

National Center for Bicycling and Walking

1506 21st Street NW, Suite 200, Washington D.C. 20036

Phone: 202-463-6622, Fax 202-463-6625

E-mail: info@bikefed.org

The National Center for Bicycling and Walking (founded as the Bicycle Federation of America) has been working for more bicycle-friendly and walkable communities. The NCBW offers information support, training, consultation services and resources to public agencies, non-governmental organizations and advocates, maintains the Internet Support Center and organizes the biennial Pro Bike/Pro Walk Conference and other special meetings.

League of American Wheelmen (LAW)

190 West Ostend Street, Suite 120, Baltimore, MD 21230

(410) 539-3399

Naitonal cyclist's membership organization with information on advocacy, education, and organized cycling events. Contact for information about bicycle clubs in your area.

Bicycle Helmet Safety Institute

4611 Seventh Street South, Arlington, VA 22204-1419 USA

Voice and voicemail: 703-486-0100, Fax: 703-486-0576

E-mail: info@helmets.org

League of American Bicyclists

1612 K Street NW, Suite 401, Washington, DC 20006-2082

Phone: 202-822-1333, Fax: 202-822-1334

E-mail: bikeleague@bikeleague.org

National Safe Kids Campaign

www.safekids.org

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

To report a product hazard or a product related injury, write to the U.S. Consumer Product Safety Commission, Washington, D.C. 20207. In the United States, call the toll free hotline: 800-638-CPSC (2772). A teletypewriter for the deaf is available on the following numbers: National (including Alaska and Hawaii) 800-638-8270. CPSC news release, Public Calendar and other information can be obtained via the **Internet** from the agency's Web Site: <http://www.cpsc.gov> Agency staff may be contacted by e-mail: **E-mail Address: info@cpsc.gov**.

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The U.S. Consumer Product Safety Commission (CPSC) is an independent regulatory agency charged with reducing unreasonable risks of injury associated with consumer products. CPSC is headed by three Commissioners appointed by the President with the advice and consent of the Senate.



PRODUCT SAFETY, IT'S NO ACCIDENT.