**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. Warped, 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 wiggle, 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.

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**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 repair person.

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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, CONTACT 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 brown ones are invisible at night!
- POT HOLES especially when filled with water!
- Rumble strips on shoulders
- UNMARKED 'INVISIBLE' RAMPS
- LOW TRAFFIC SIGNS
Most 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.
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!

Unguh...

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!

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.

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

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

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!
Signal at turns!

Serious bike accidents can occur at intersections.

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

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

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

STAY ON RIGHT EDGE OF LEFT LANE

WALK BIKE ACROSS STREET

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

or, especially at busy intersections, like a PEDESTRIAN.

STILL WALKING BIKE

MOUNT BIKE TO RIDE OFF
Even if you're in a bike lane, the car beside you might suddenly make a right turn without signaling. So watch out!!

"Wait behind the car."

"I'd better wait behind the car."

"Yeehaw!!"

"Wait your turn at intersections! Whether you are turning right...

"Don't pass a car on the right!!"
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 oncoming 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!!

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 RAMPS FOR BICYCLES AND WHEELCHAIRS.
DON'T RIDE ON BUSINESS DISTRICT SIDEWALKS!

EEEK!!

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

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

Where'd he come from?!!

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! Squeak Blonk!

**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 NOON

DON'T SWERVE!!

SIGNAL AT TURN

STOP

I ride dangerously.

TRAFFIC

RIDING WITH

OBEY ALL TRAFFIC SIGNS
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!

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.

Watch out!!
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!
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!
THANK YOU, IT'S BEEN A PLEASURE HELPING YOU BECOME A SAFER CYCLIST.

For more information, go to www.cpsc.gov or call our hotline at (800) 638-2772 to report an unsafe consumer product or product-related injury.

... AND MAY THE WIND ALWAYS BE AT YOUR BACK