Dear Bicyclist:

I would like to take this opportunity to welcome you as a bicyclist to the Stanford University Campus. More and more Stanford students are finding the bicycle to be a popular method of transportation on our campus.

Unfortunately, with the increase of bicycles on the campus roadways, there has been an increase in both bicycle injuries and thefts. In many cases, both problems could have been avoided if simple bicycle safety and security rules had been followed.

It is the intention of this booklet to provide an amusing and informative collection of drawings, facts and tips regarding the operation of your bicycle.

Happy biking!

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The sheer NUMBER of bikes in use around Stanford alone gives evidence to the fact that the days when bikes were merely TOYS for kids are BYGONE.... and that the ANARCHY which rules the cyclist can be afford-ed NO LONGER...

So here are a few tips on basic SURVIVAL skills, good locking systems, and SAFE riding etiquette.

To start off, here are some HAZARDS that you should be especially aware of...

They are, by no means, the only dangers that the bicyclist has to face. Plenty more will confront you as you turn these pages. And as you do so, keep them in mind, because you WILL face them quite often.... Oh, should you encounter a particularly hazardous situation, write the OFFICE OF RISK MANAGEMENT, STANFORD, & tell 'em about it.

- OIL SLICKS
- PARALLEL SEWER GRATES
- LOW BRANCHES OVER SIDEWALK
- LOW TRAFFIC SIGNS
- UNMARKED "INVISIBLE" RAMPS
- POSTS
- POT HOLES
- BOTHS DOTS
- GRAVEL, especially while turning
- AARGH! brown ones are invisible at night
- Can you see these?

ALL DIALOGUE WRITEN BY L. SAEKOW
I'll zip past him before he can turn. He's got the stop sign... besides, he'll see me on his rear view.

He's wrong on both counts....

First, all traffic signs — especially STOP signs — apply to the bicyclist. Your status, according to the California Vehicle Code, is as follows:

Every person riding a bicycle upon a roadway has all the rights and is subject to all the duties applicable to the driver of a vehicle.

Too many accidents are caused by reckless bicyclists who totally disregard the all-important STOP signs.

Second, right-turning cars will not see you because, when you're on their right, you are in an unexpected position!!!

Boy, oh boy, what a dream of a car!
WRONG-WAY RIDING 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... and on a curve, he has the tendency to HUG it closely!!

Car
Play the Golden Rule bit.... After all, no matter how much you like to ride a bike, you've got to walk sometime. Besides, the person you hit may be the vengeful type..... with the memory of an elephant.

Two specific instances where the ped should not exercise his right of way.......
To your left... the gentleman in the middle has the right idea. It's much easier for the ped to freeze than the bicyclists.

The answer to the question posed above is:

The ped should let the bicyclist go straight thru while he either stops or maneuvers around the bike. Oh... a quickie suggestion to the ped: Leave the sidewalk ramps to the bike.

What should I do??
PASS A PEDESTRIAN ON HIS LEFT... AND SAY IT!

PASSING ON YOUR LEFT!

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

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

The BIGGIE: when coming head-on towards a bike... or a pedestrian... go to your RIGHT!

ALWAYS USE THE BIKE LANE IN PREFERENCE OVER THE SIDEWALK. Not only will you avoid bicyclist-pedestrian conflicts, but you'll be where you should be... on the bike lane.
Brakes... you gotta do it... PLEASE!!

Where'd he come from?!!

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.

Cars coming out of a driveway will almost always stop at the end of the sidewalk so that the driver can see oncoming cars... and bicycles.

Riding on the street, rather than the sidewalk, is generally SAFER because you are then in a position where all other traffic will be. Hence, you become predictable to the motorist.

Hmmm... There's a bike coming behind me.
WATCH OUT FOR OPENING CAR DOORS!!

DON'T WASTE YOUR TIME FIDDLELING A HORN OR BELL. GO FOR YOUR BRAKES AND... SCREAM!!! Move left but... Don't swing into traffic!!

Therefore... 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.

WHOA...!?!
THINK AHEAD...

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

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.

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

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

The self-evidence of the pictures to the left is presumed... as current theories on the Stanford intelligence dictates.

BICYCLISTS... MAKE YOUR TURNS AS A VEHICLE WOULD --- FROM THE PROPER LANE! Again, you will be safer because you are behaving in ACCORD with the rest of the traffic.....

One point to remember when going straight thru an intersection.... NEVER follow a truck or big car closely because you'll then be hidden from view to a vehicle making a left turn from the opposite direction.

And if there's no car behind you to prevent him from turning, you are... in all likelihood... going to get it!!

Note: 60-70% of all Palo Alto bike accidents occur at INTERSECTIONS !!!!!!!

Remember, the motorist will cut quite closely behind the truck.
The situation below should **CONVINCINGLY** illustrate the folly of going all the way to the curb when stopping at an intersection. Tempting as the notion may be to put your foot down on the curb, you will be putting yourself in an **UNPREDICTABLE** position. Right-turning cars can easily not see you since they are looking the **OTHER** way for oncoming traffic.

Besides, why are you, the cyclist, in the **RIGHT-TURN** lane if you're going straight ahead?

*C'mon, light, turn green so I can make my right turn with this DYN-O-MITE car.*

**YES!!**

How come I always forget cars CAN'T see me when I'm on their RIGHT?

*C'mon, light, turn green so I can make my right turn with this DYN-O-MITE car.*

**Ah... here we go!!**
LATER...

GOING STRAIGHT AHEAD?
Then wait to the LEFT of right-turning cars!

Uh-uh... not this time!

Ah, it is in these phenomena of codification through experience that the artist derives veritable remuneration for his travail... Oh you say the MEATS are OVER?

Wow, look at that beautiful bike! I think I'll get one myself & ride it to work.

This time, I'm not going to be a fool, I'll stop out here where cars can see me!

This is more like it! Sure beats getting run over!

He's having more fun riding his bike than I'm having driving this car. This settles it... I'm going to get myself a bike. In fact, I just might trade this car in...
All the streets marked by thin lines are those on which BOTH cars and bicycles can use.

These THICK lines indicate BIKE PATHS.

As you can see, then, you can go almost anywhere on or near campus on your trusty bike.
THIS BIKE IS IN SAD SHAPE!

Inspect your bike to make sure it doesn't have the same problems. Seat is too low... It should be an inch above handlebars when adjusting, be sure to leave 2" in seat and stem tubes!

Brakes need adjusting. Brake shoes worn... NEW ONES ARE CHEAP!

Grease hubs every 6 months.

Try TOE CLIPS!! Well-adjusted ones are NOT dangerous... They help in:
- CLIMBING HILLS...
- KEEPING BALL OF FOOT FROM SLIPPING OFF PEDALS...
- INCREASING EFFICIENCY AND LESSENING FATIGUE.

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?
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.

CHECKING YOUR BICYCLE

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 fall 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, get help.

Take your bike to a bike shop at least once a year for a tune-up and safety check.
USE FULL LEG EXTENSION!!

TRY WALKING LIKE THAT... LOW EFFICIENCY, EH?

PANT PANT

There's gotta be an easier way to ride!! How does SHE do it?

She's doing it the way it should be done! 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.

Remember, this not only applies to seat height, but to goose-neck length as well. E.g., too long of the latter and you'll reach your handlebar with great difficulty.

One final point: When your seat height has been properly adjusted, the handlebar should be an inch lower than the seat.
The message of this picture is not just: "Don't carry too many things in your hand." It's: **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** have a much lower center of gravity—and they don't get in the way of proper steering.

USE THESE!!
WATCH OUT for objects that may CATCH.... First, the old purse-strap-in-wheel trick. Yes, I've seen it many times before—and I hope not to see it or its variations any more.

So don't let anything dangle around while riding....

... and this goes for pant cuffs as well.

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

And for you PARENTS... or rather—more importantly—for the child, make SURE it's feet will not be caught in the wheels. Baby seats with only STIRRUPS to support the baby's feet are DANGEROUS!

GOOD, SAFE SEATS ARE AVAILABLE. CONSUMER REPORT (July, 1975) recommends:

1. AMF AC-45
2. SEARS CAT.#48523
3. TROXEL 4
4. TROXEL DELUXE
5. MONTGOMERY WARD's CAT. # 82657 OR CAT. # 83656.

LATERAL SWAY is an important consideration. Use a STRONG, FIRM RACK to support the baby seat!!
BRAKE SAFELY....
BY USING...

BOTH BRAKES
FOR QUICK SMOOTH STOPS!!

FRONT BRAKES ONLY

REAR BRAKES ONLY

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

Jok no... THE BRAKES DON'T HOLD... ARRCH!
SQUEEAK!
BLONK!

RAIN is a PAIN!

6 Hand brakes DO NOT work in rain. Be safe—start slowing down 3X as far away as usual.
6 Ride slower than normal.
6 Wear a light.
6 Use "wet stop" brake pads in rainy season.
The only bike fatality 1972-73 occurred at night neither rider saw the other.

Be seen.

New California law requires:
White headlight
Red reflector on rear
White or yellow reflector on pedals
White or yellow and red reflectors on side
KEEP YOUR EYES ON THE ROAD!!!
(You'll live longer to see better sights...)

You like the size of these muscles eh?

MAIN CAUSES OF BIKE ACCIDENTS AT STANFORD...
ACCORDING TO ACCIDENTS REPORTED,
SEPT. '72 - JUNE '75

REPORT ALL ACCIDENTS TO: STANFORD DEPT. OF PUBLIC SAFETY, 777 SERRA ST.
(497-1911)........ Maybe further accidents can be PREVENTED!!
**High Security**

We recommend:

**Chain:** Campbell 5/16” alloy

**Lock:**
- Master #71
- American HT15
- American KC40

Be sure to keep your lock well off the ground.

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**Always lock both wheels and the frame to a solid stationary object!**

**Citadel**

**Kryptonite**

The ultimate in bike security is, of course, to stay on your bike.... Okay, so that's not so funny, but....

**Maximum Security**

Can be had with the Citadel and Kryptonite bike locks. Particularly for those with quick-release, it is best to remove your front wheel and lock it as well. The Rack III bike rack is one of the best around. Some will be installed around the Flo Mo dorms. All 3 security systems shown here are near-absolute in theft prevention.
All this talk on security obviously has much to do with theft.... The strip on your left has much to teach:

- First, always lock your bike properly, i.e., both wheels and frame to a solid stationary object.
- Second, lock your bike in a well-trafficked area.
- Third, license your bike with the Stanford Police Dept. Most of the stolen bikes recovered were licensed. (Of course, report all bike thefts to the police).
- Fourth, the highest theft areas are dorms (both outside and the lobbies) and the exterior of academic areas (classrooms, etc.).
- Fifth, Badyear and Goodpoor are inimical to each other. (Yes, they probably don't like each other either.)

* 111 Serra St. (491-3444)
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AND NOW... A QUICKIE BIBLIOGRAPHY

Bike Tripping and Anybody's Bike Book—by Tom Cuthbertson
Bicycle Activist's Handbook—by Stanford Law School, Environmental Law Society
Effective Cycling: A Handbook for Safe, Fast Bike Travel—by John Forrester
New Complete Book of Bicycling—by Eugene Sloane
Bay Area Bikelaws—by Tom Standing
Stanford Area Bicycle Trip Guidebook—Peter Stonestrom
Guide to Bicycles & Bicycling—Fred de Long

Some people will never learn, no matter what. comic-book thing, read me. Heh, heh... that's a whole comic book thing, read me.
Remember, above all......

BE PREDICTABLE
in your riding!! Make your intention known!

LIGHTS AT NIGHT
DON'T SWERVE!!

SIGNAL AT TURN

RIDE WITH TRAFFIC

STOP

TRAFFIC SIGNAL

I live dangerously.......

HELD

OBEY ALL

SAEKO
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!? Didja 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!

KA-BLOOM.