



SPROCKET MAN



Steve Meyers

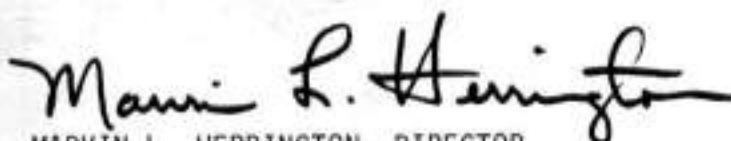
Dear Bicyclist:

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!



MARVIN L. HERRINGTON, DIRECTOR
STANFORD DEPARTMENT OF PUBLIC SAFETY

CREDITS & ACCOLADES:

Urban Bikeway Design Collaborative

WRITER, DIRECTOR, LAYOUT JOHN S. TROTA
COORDINATOR, LAYOUT JULIA A. MOLANDER
ILLUSTRATOR, LETTERING LOUIS H. SAEKOW
RESEARCHER CECILE HEROLD
TECHNICAL ADVISOR ROBERT SHANTEAU

STANFORD DEPT. OF PUBLIC SAFETY

TRAINING OFFICER, ANTHONY NAVARRA

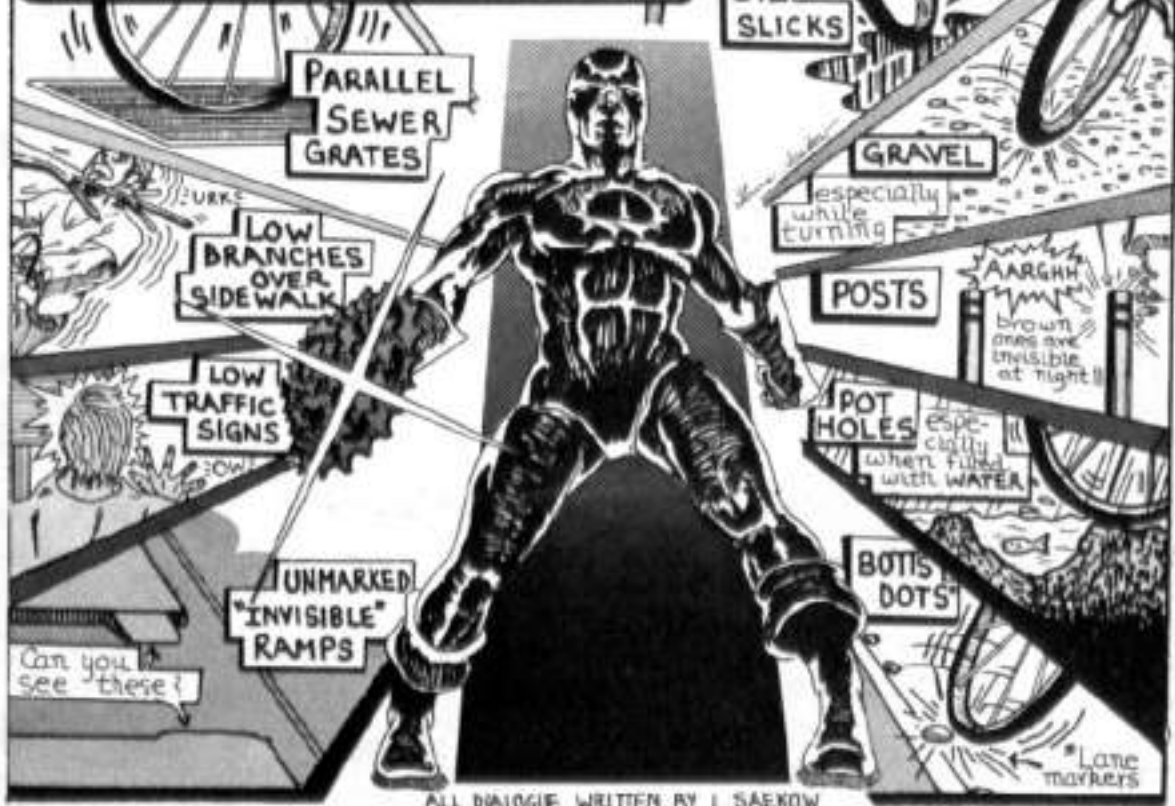
The sheer **NUMBER** of bikes in use around Stanford alone gives evidence to the fact that the days when bikes were merely **TOYS** for kids are **BYGONE**... and that the **ANARCHY** which rules the cyclist can be afforded **NO LONGER**...

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

GRAVEL

especially while turning

POSTS

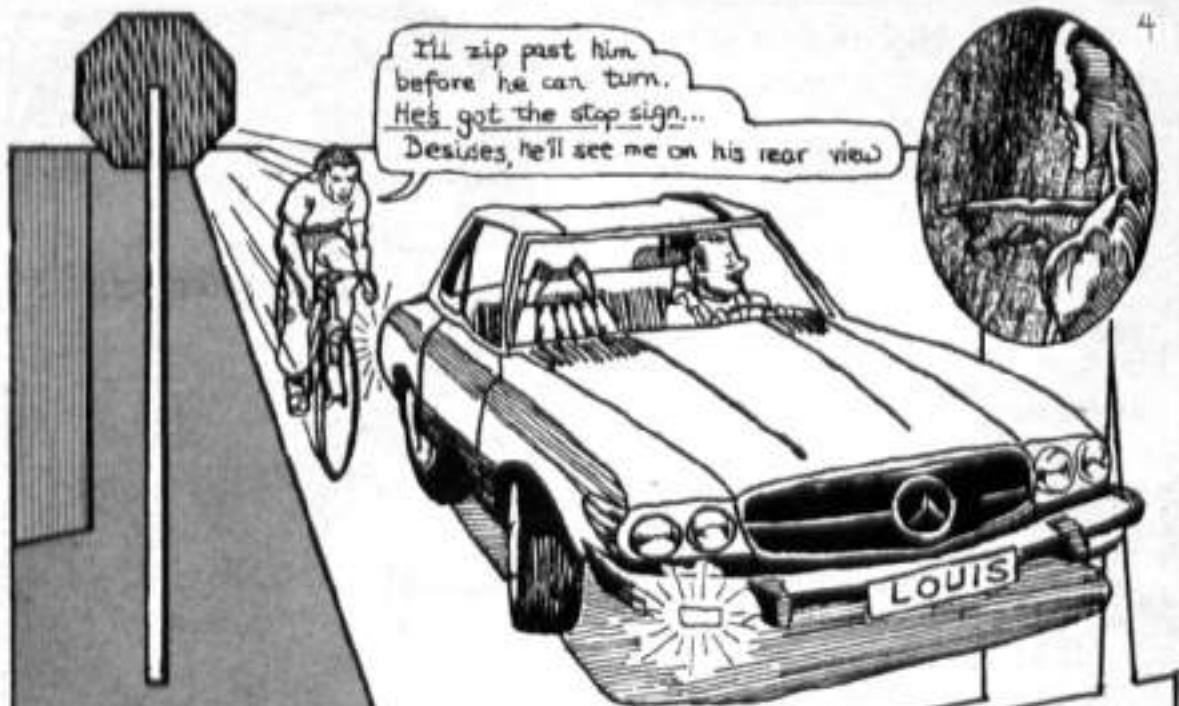
AARGH
brown ones are invisible at night!

POT HOLES especially when filled with water

BOTTLE DOTS

Lane markers

Can you see these?



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 be-

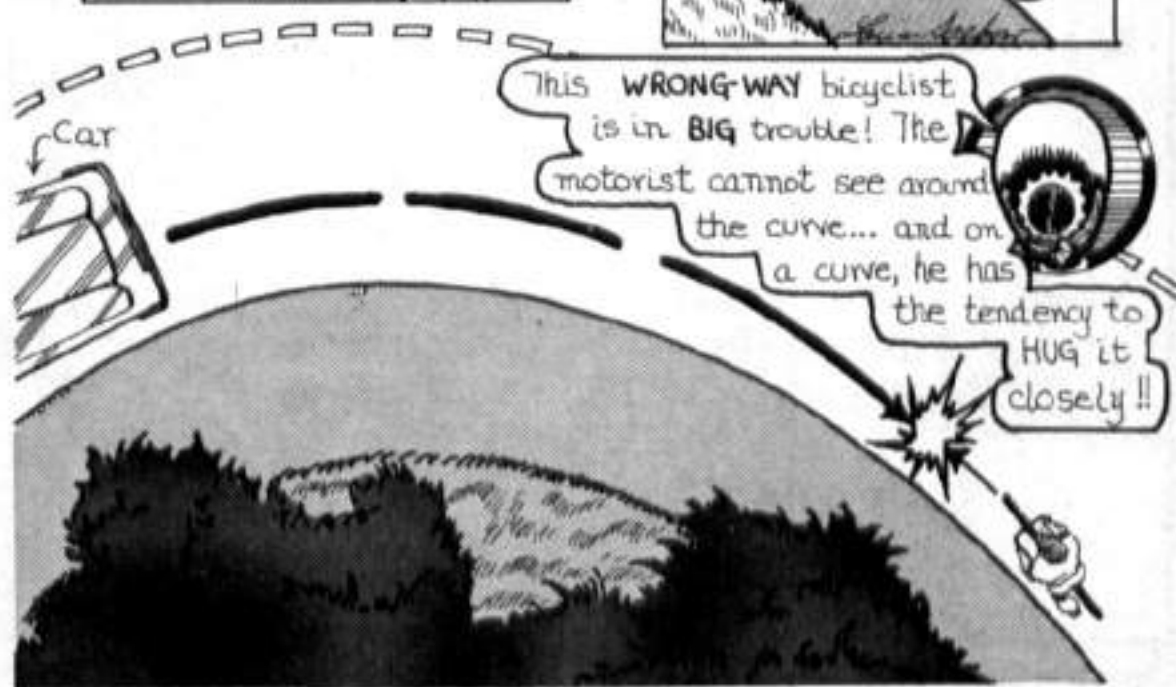
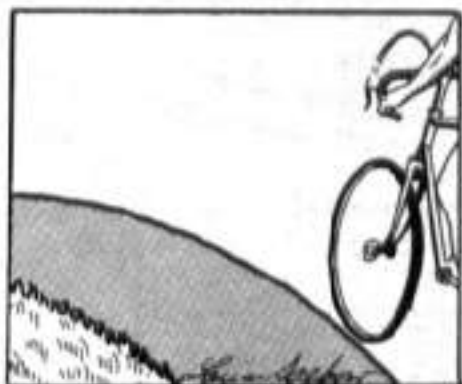
cause, when you're on their **RIGHT**, you are in an **UN-EXPECTED POSITION!!!**

YIPE!!

He didn't see me!

Boy o' Boy, what a dream of a car!







WATCH
OUT
FOR
THE
PEDESTRIAN!

Remember: PEDS HAVE THE RIGHT OF WAY.

6

Today... the
pedestrian.
Tomorrow....
the world!

Play the GOLDEN RULE
bit.... After all, no
matter how much
you like to ride a
bike, you've got
to walk some-
time.
Besides, the ped
you hit may be
the venge-
ful
type....
with the memory
of an elephant.



Two speci-
fic instances
where the ped
should not ex-
ercise his right of
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.



What
should I
do??



I will
stay very,
VERY still....

The answer
to the ques-
tion posed
above is:

The ped should let the bicy-
clist 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.



PASS A PEDESTRIAN ON

HIS
LEFT...

A
N
D



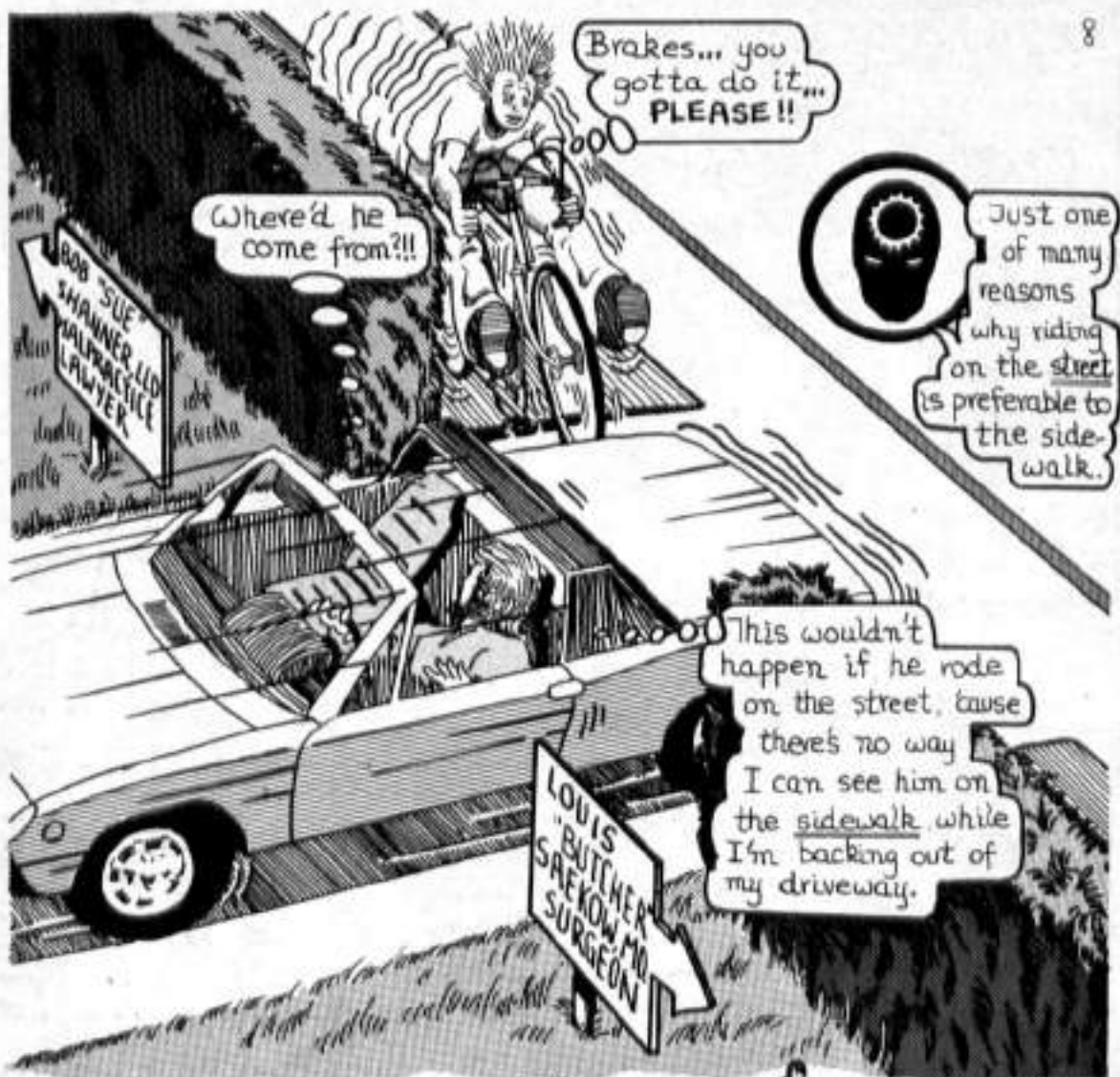
SAY IT!



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.

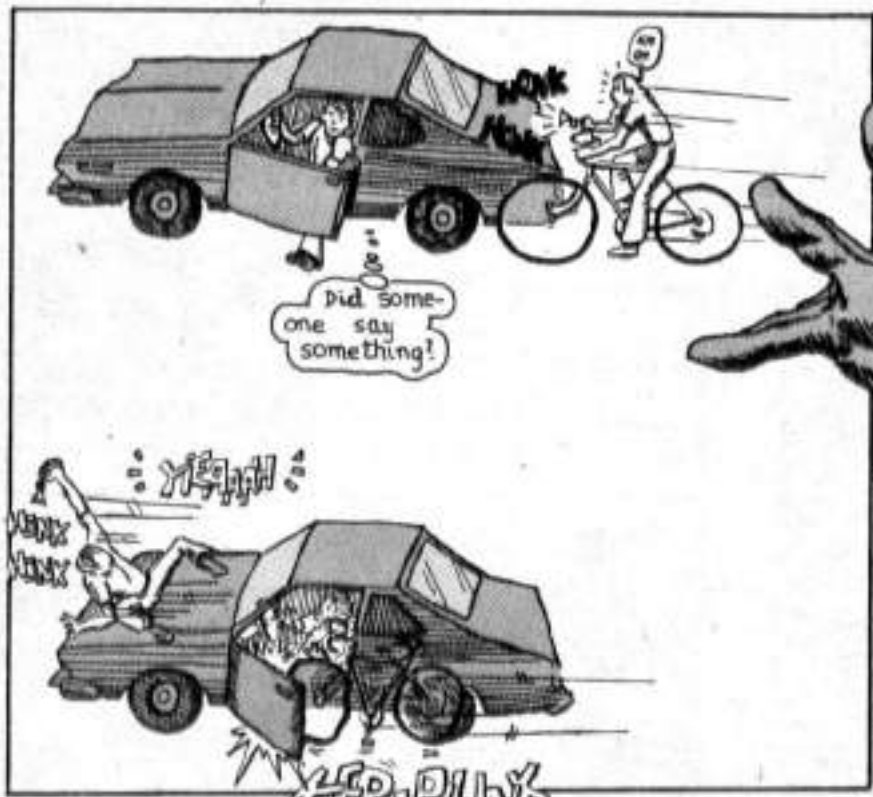


This wouldn't happen if he rode on the street, cause there's no way I can see him on the sidewalk while I'm backing out of my driveway.

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'll be. Hence, you become predictable to the motorist.

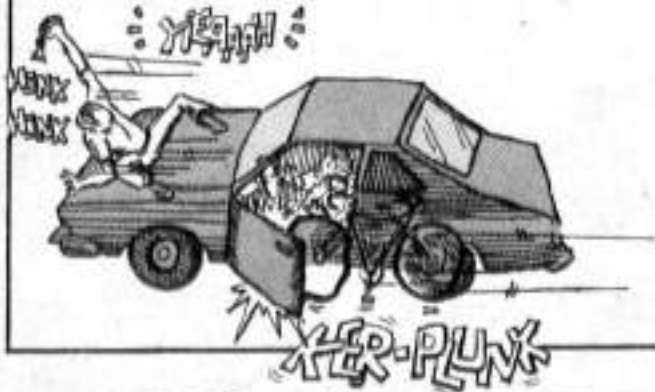
Hmm... There's a bike coming behind me.



Did someone say something?



WATCH OUT FOR OPENING CAR DOORS!!



HER-PLUNK!

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

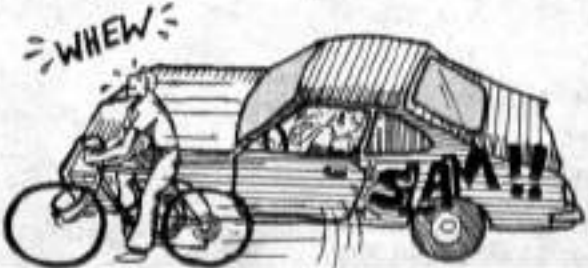


WATCH OUT!!



WHA...?

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.



WHEW!

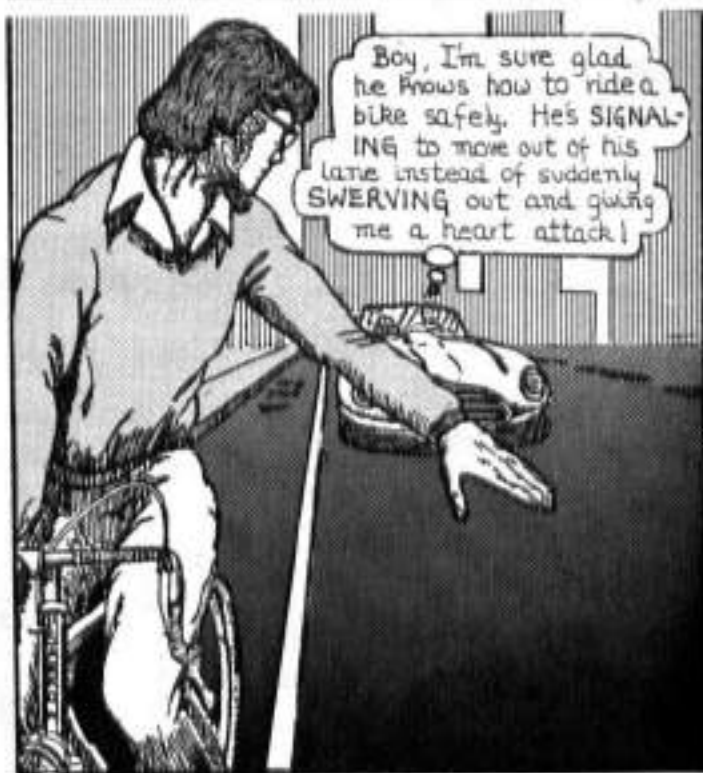
SAM!!

L. Fisher

THINK AHEAD..



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



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

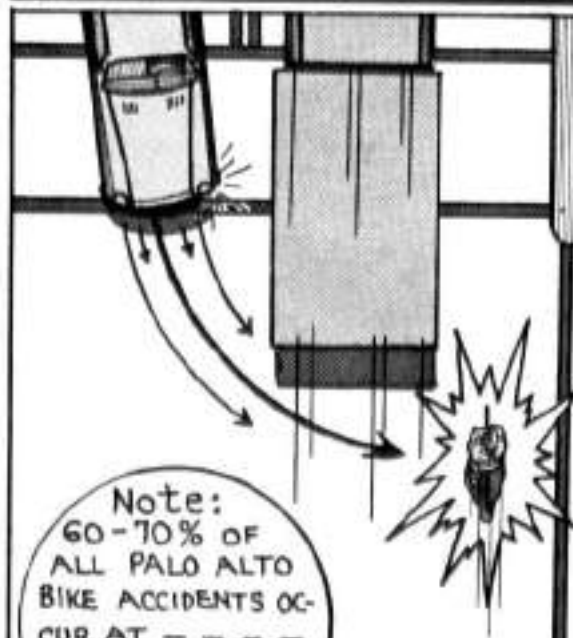


SIGNAL AT TURNS!

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....



Note:
60-70% OF
ALL PALO ALTO
BIKE ACCIDENTS OC-
CUR AT ---
INTERSECTIONS
!!!!!!

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

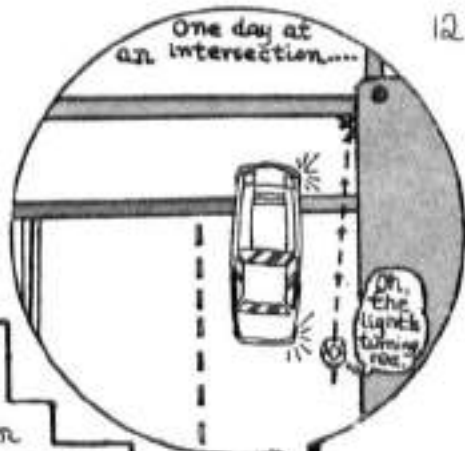
And if there's no car behind you to prevent **him** from turning, you are... in all likelihood... going to get it !!

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.



Temporarily 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.

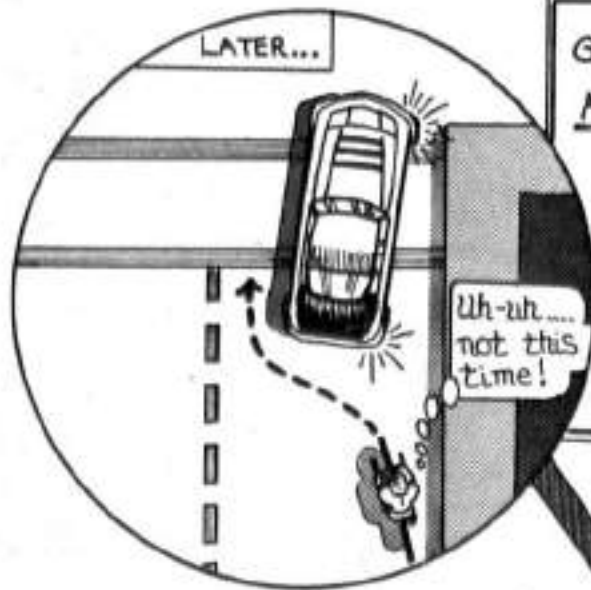
Besides, why are you, the cyclist, in the **RIGHT-TURN** lane if you're going straight ahead?

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



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

Ah... here we GO!!



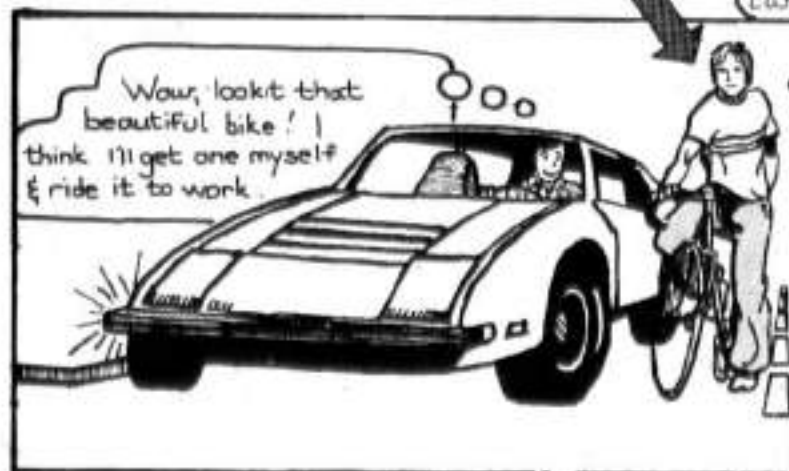
LATER...

Uh-uh.... not this time!

GOING STRAIGHT AHEAD?

Then wait to the LEFT of right-turning cars!

ah, it is in these phenomena of edification through ex-perience that the artist derives veritable remuneration for his travail.... Oh, you say the MCATS are OVER?



Wow, lookit 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!

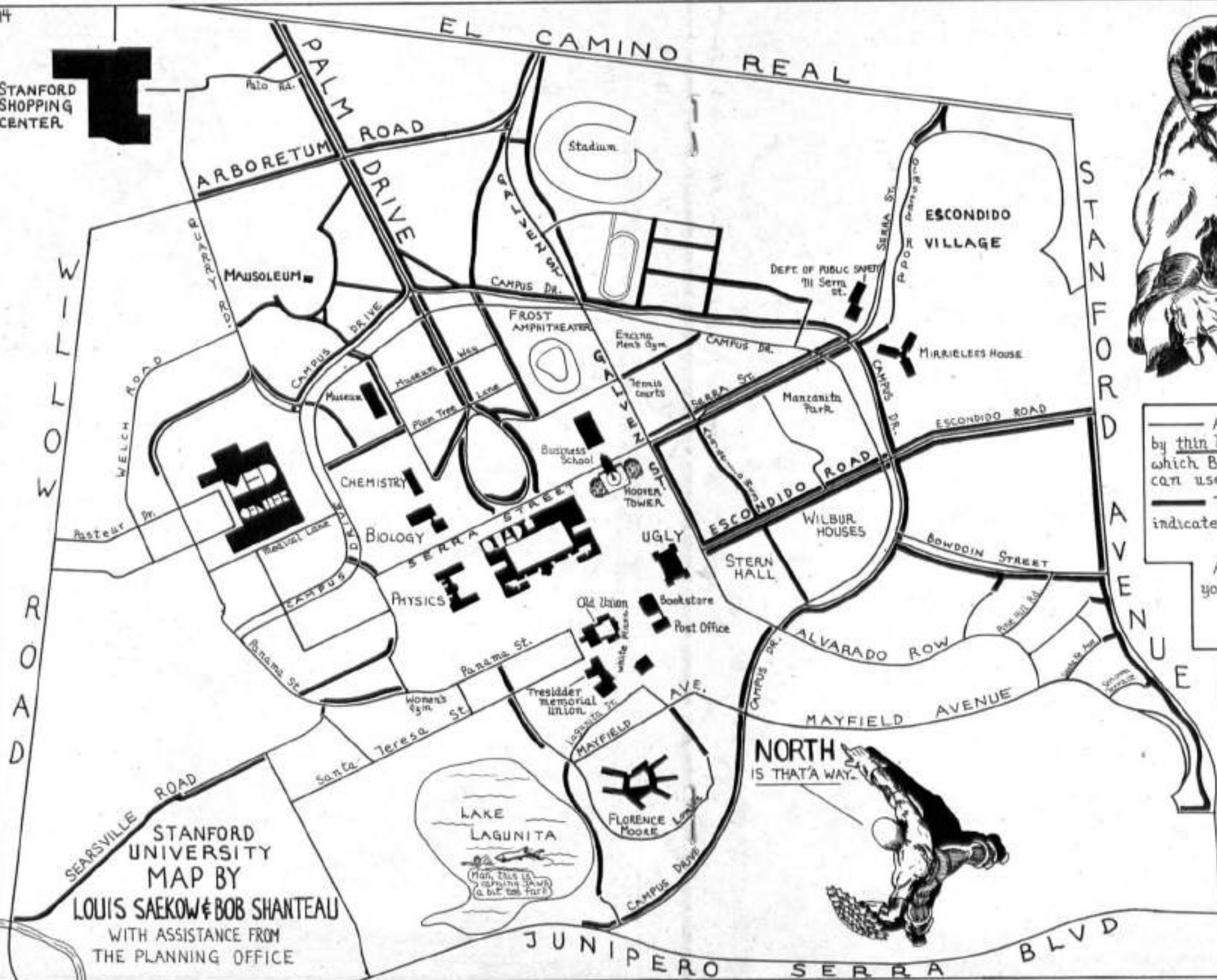


He's having more fun riding his bike than I'm having driving this car. This settles it... I'm going to get myself a bike. In fact, I just might trade this car in.....

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

Paul Selzer

STANFORD SHOPPING CENTER



— 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.

NORTH IS THAT A WAY.

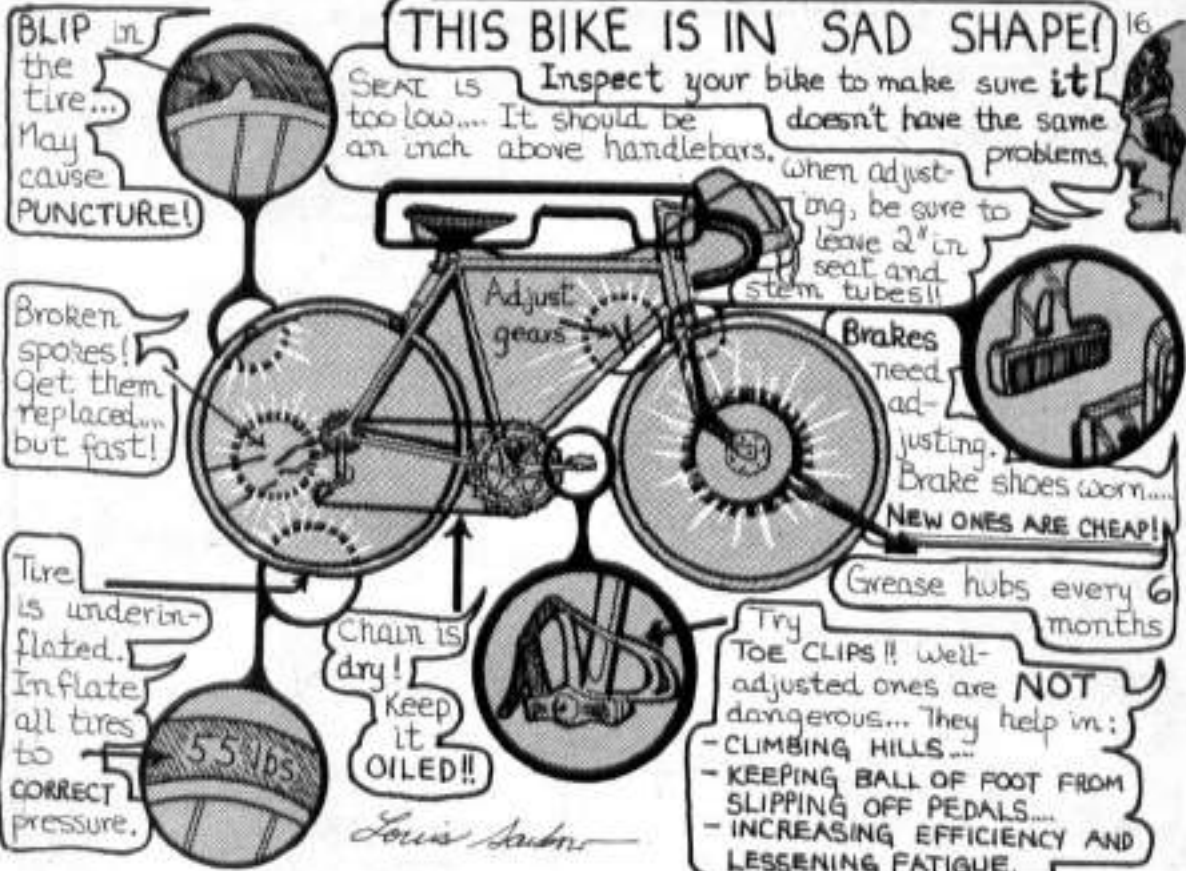


STANFORD UNIVERSITY
 MAP BY
 LOUIS SAEKOW & BOB SHANTEAU
 WITH ASSISTANCE FROM
 THE PLANNING OFFICE

LAKE LAGUNITA

Man, this is a pretty good a bit too far!

THIS BIKE IS IN SAD SHAPE!



Louis Rubin

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?

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 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



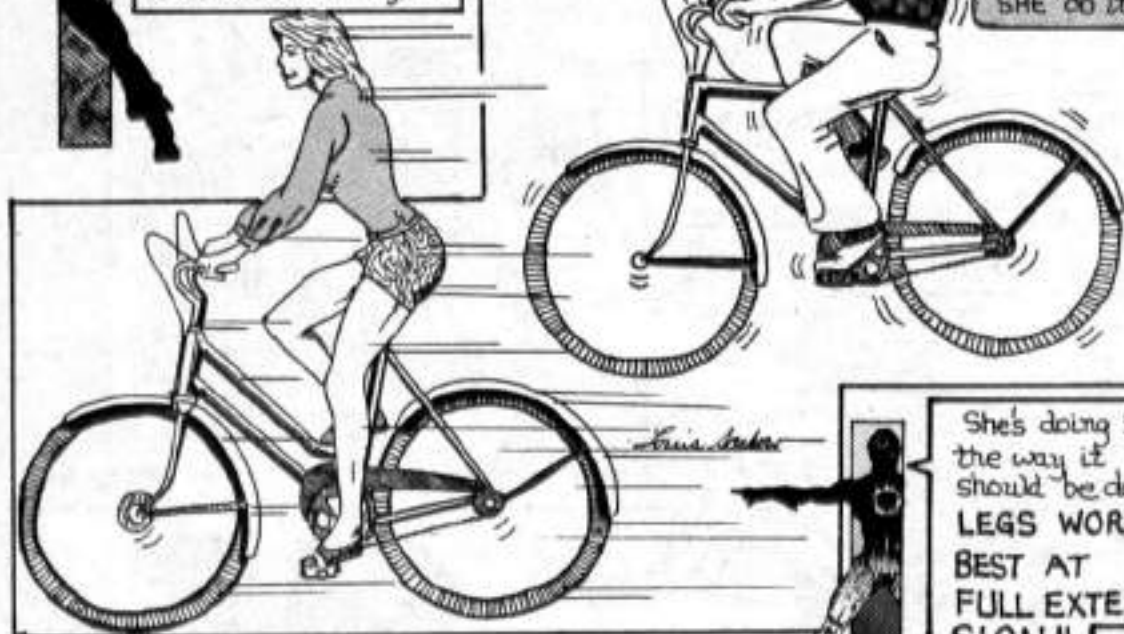
Take your bike to a bike shop at least once
 a year for a tune-up and safety check.

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!!**

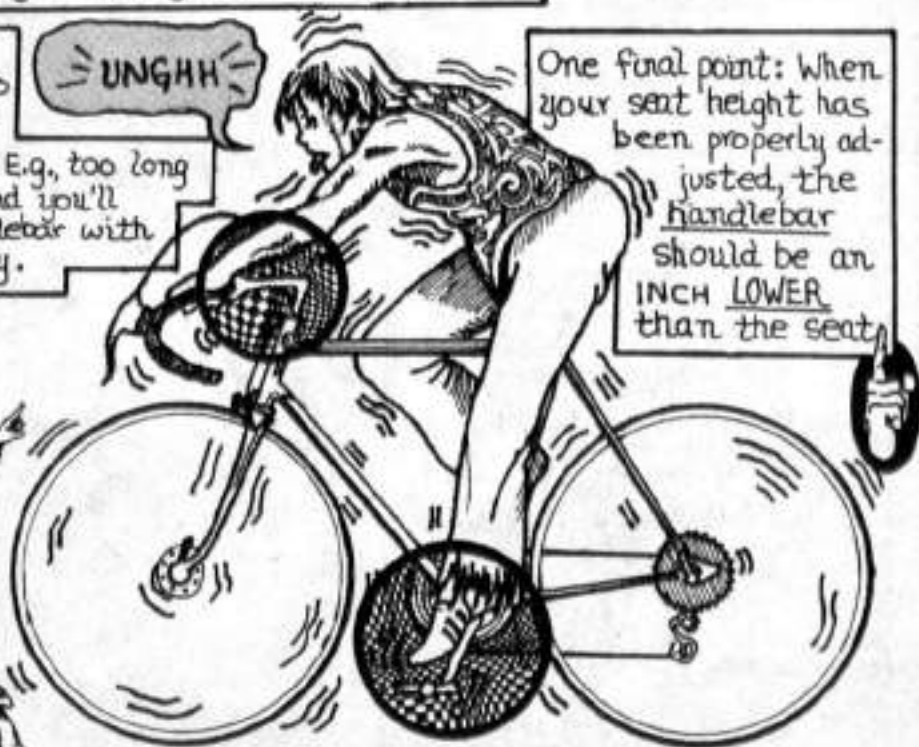
NEVER RIDE A BIKE THAT'S TOO BIG FOR YOU !!! You simply have TOO LITTLE

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.

≡ UNGHH ≡

One final point: When your seat height has been properly adjusted, the handlebar should be an INCH LOWER than the seat.





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.





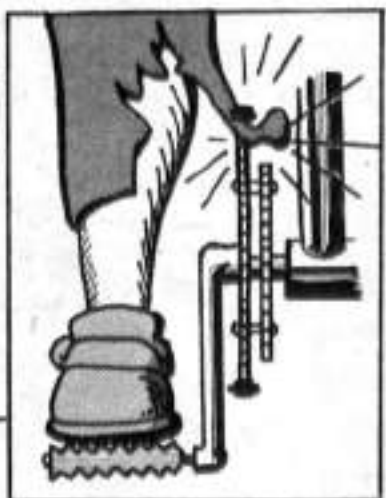
WATCH OUT for objects that may **CATCH**.... First, the old purse-strap-in-wheel trick. Yes, I've seen it many times before---and I hope not to see **it** or its variations any more.

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

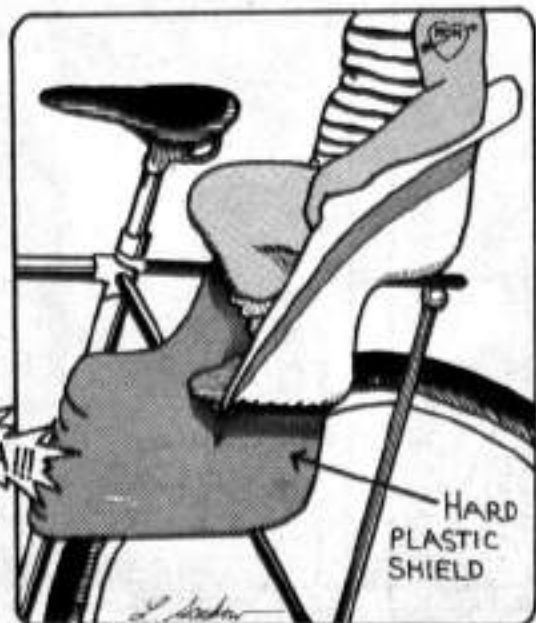
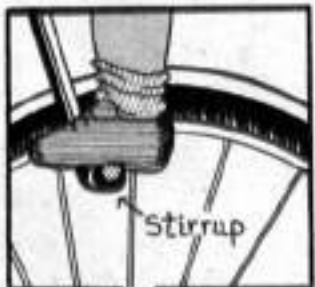
... and this goes for **pant cuffs** as well.



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** his 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 DELUX 6
5. MONTGOMERY WARD'S CAT. # 82657 OR CAT. # 82656.

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



at. Fisher



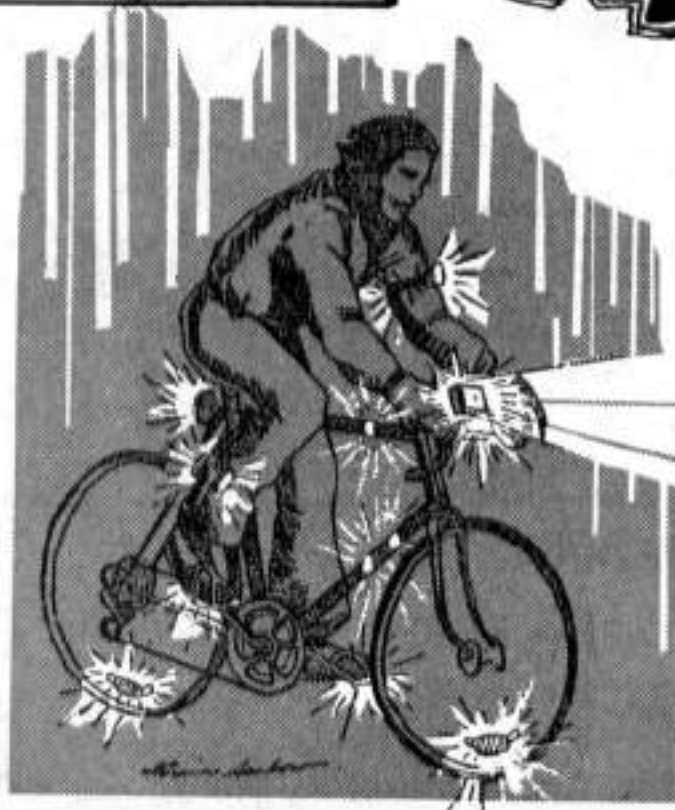
RAIN is a PAIN!

- Handbrakes **DO NOT** work in rain. Be safe—start slowing down **3X** as far away as usual.
- Ride slower than normal.
- Wear a light.
- Use "wet stop" brake pads in rainy season.





THE
ONLY
BIKE FATALITY
1972-73
OCCURRED
AT NIGHT
NEITHER RIDER
SAW THE OTHER



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?



no. 10/10/75

MAIN CAUSES OF BIKE ACCIDENTS AT STANFORD....

ACCORDING TO ACCIDENTS REPORTED, SEPT. '72-JUNE '75



REPORT ALL ACCIDENTS TO: STANFORD DEPT. OF PUBLIC SAFETY, 711 SERRA ST. (497-1911)..... Maybe further accidents can be PREVENTED!!

HIGH SECURITY ²⁴

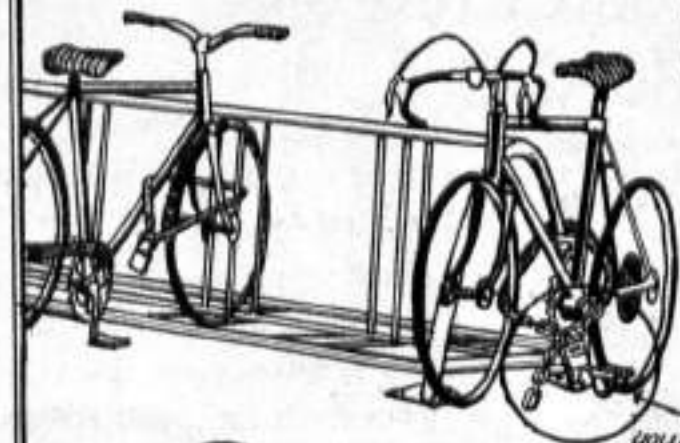
We recommend:

CHAIN - Campbell 5/16" alloy

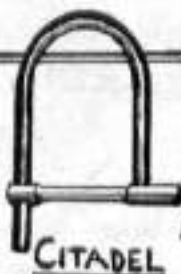
LOCK - Master #1
- American HT15
- American KC40



Be sure to keep your lock well off the ground



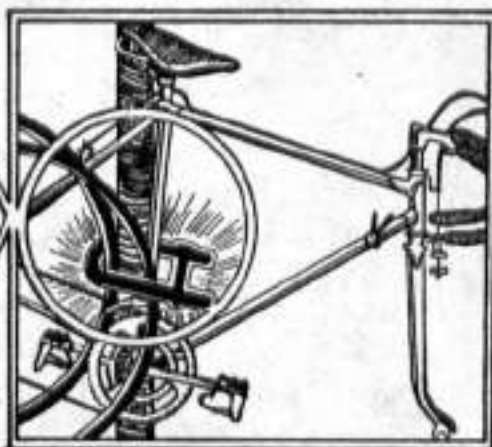
ALWAYS LOCK BOTH WHEELS AND THE FRAME TO A SOLID STATIONARY OBJECT!



CITADEL



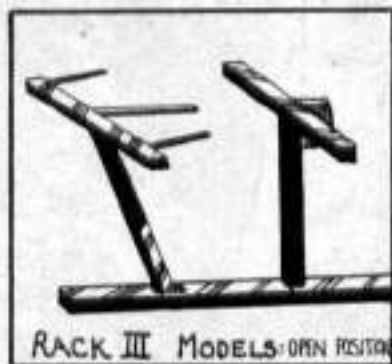
KRYPTONITE



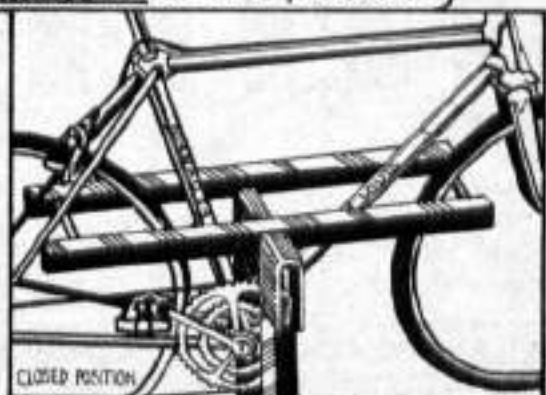
The Ultimate in bike security is, of course, to stay on your bike..... Okay, so that's not so funny, but.....

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.



RACK III MODELS - OPEN POSITION



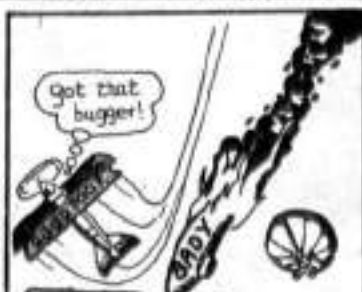
CLOSED POSITION



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.)

*711 Serra St. (497-3444)



Throughout this book, I have ever been in the limelight. But now, it is time to destroy the illusion of my reality and recognize that I am but the brain-child of some artist whose mental stability has yet to be ascertained, and time for...

ACKNOWLEDGEMENTS:

THIS PUBLICATION IS THE RESULT OF A JOINT EFFORT BETWEEN THE STANFORD DEPARTMENT OF PUBLIC SAFETY AND THE URBAN BIKEWAY DESIGN COLLABORATIVE.



SPECIAL THANKS TO:

VINCE DARAGO, the original Sprocketman
MARVIN HERRINGTON, director, Stanford Dept. of Public Safety
WILLIAM WULLSCHLEGER, capt., Stanford Dept. of Public Safety
WALLER PRESS, printers
DON CAMPBELL of HONEYWELL AND TODD, cover printing
DENNIS PLUMB, cover separations
MIKE BARRY, pinch-hitting artist
ALAN WACHTEL
BOB FITZGERALD
ALICE B. TOECLIPS (??)
FEDERAL WORK-STUDY PROGRAM
U.S. DEPT. OF TRANSPORTATION
CALIFORNIA OFFICE OF TRAFFIC SAFETY
URBAN SCIENTIFIC AND EDUCATIONAL RESEARCH, Inc.

Comments (keep bad ones to yourself), write to:
LIBDC, WEST COAST
P.O. Box 2983
STANFORD, CA 94305

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 Sloan

Bay Area Bikeways - by Tom Standing

Stanford Area Bicycle Trip Guidebook - Peter Stonestrom

Guide to Bicycles & Bicycling - Fred deLong



Some people will never learn, no matter what comic-book they read!

Heh, heh... That's a whole 'nother points to getting that sorry-looking old man!



Remember, above all.....

BE PREDICTABLE

in your riding !! Make your intention known!



LIGHTS AT



NIGHT

I live dangerously.....



RIDE WITH TRAFFIC

SIGNAL

DON'T

SWERVE !!

AT



TRAFFIC

OBEY ALL TRAFFIC SIGNALS



SAEKO

