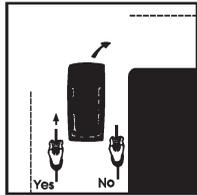


d. **Avoid riding on sidewalks**  
Not only is it illegal, it is also dangerous. Cars can come out of laneways and pedestrians are unpredictable.

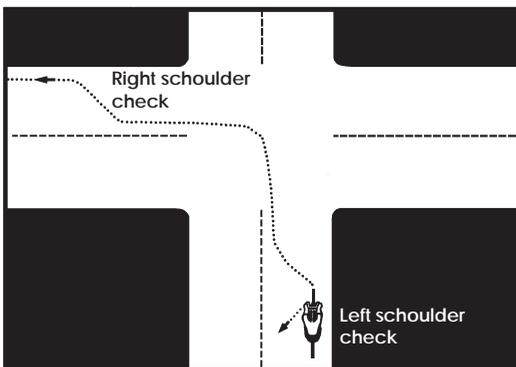


e. **Avoid getting stuck on the wrong side of a commuter bus or being in a right-turn-only lane when you plan to proceed straight through.**



**Some Important Do's**

- a. Behave as though you're operating a vehicle. **YOU ARE.**
- b. Obey all traffic signs; they are designed to keep all traffic moving as safely as possible. Doing so will earn the respect of motorists for all cyclists.
- c. Keep your eyes on the road **AND** on traffic around you. Ignore all distractions. Use "shoulder checks" and hand signals to let others know what you intend to do.
- d. Learn to make left turns correctly.
- e. Be cautious without being timid; be assertive without being belligerent.



The Canadian Cycling Association publishes and distributes other documents dealing with various topics on cycling. For further information, please contact:

Canadian Cycling Association  
702-2197 Riverside Drive  
Ottawa, ON K1H 7X3  
Phone: 613-248-1353  
Fax: 613-248-9311  
general@canadian-cycling.com



**And Above All:**

Enjoy cycling. Go for some "hard rides" once in a while; they help to improve your level of fitness and thus make cycling more fun. Improved fitness will enhance your commuting; you will arrive more relaxed, without having worked up a sweat, and at the same time benefit from an extra margin of safety in traffic.

This pamphlet, obviously, can't teach you everything there is to know about defensive and skillful cycling. Cycling clubs in various locations are teaching skills training courses.

For more detailed information, read:

"Effective Cycling" by John Forrester, M.I.T. Press, 1984  
"Complete Book of Bicycle Commuting" by John Allen, Rodale Press, 1981.

For further information on clubs, etc., contact your provincial association:



For cycling information in this area, contact:

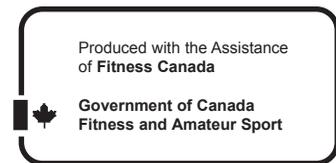


Published by the Canadian Cycling Association

Dépliant disponible en français

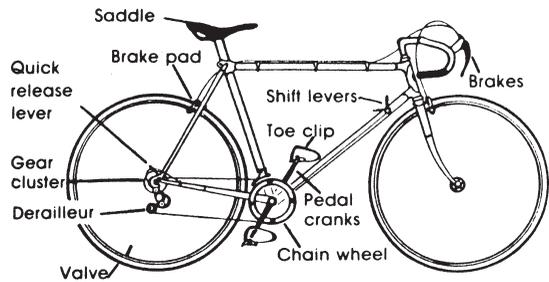
# Roads Are For Sharing

## The Cyclist



## Ride a Safe Bicycle

An outline of a basic 10 speed bicycle



Most cyclists today also drive but would never consider getting into an unsafe car. Your bicycle is also a vehicle and should be kept in good working order – your health and well-being are at stake! Plan to do a thorough check of your bicycle on a regular basis, paying special attention to the following:

### a. Brakes:

You should be able to apply full force to your brakes without levers touching the handlebars. The levers should be tightly mounted on the bars.

### b. Derailleur:

Check the operation of all gears.

### c. Wheels:

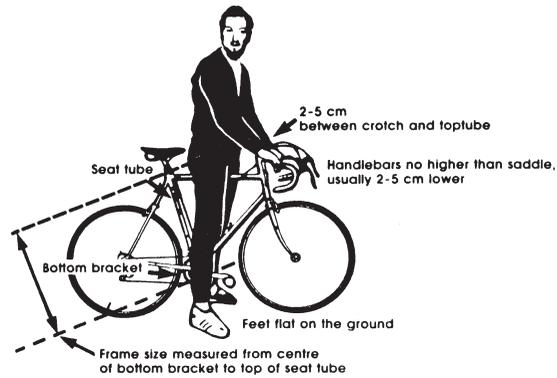
Make sure the wheels are tightly mounted in the frame and the forks are reasonably straight. Rims should be free from dents as this affects braking. Check tire pressure frequently.

### d. Loose Parts:

Check the entire bicycle for loose parts: handlebar bolt, handlebar stem, seat post bolt, water bottle cage, wheels, spokes, pedals, etc.

## Be Properly Outfitted

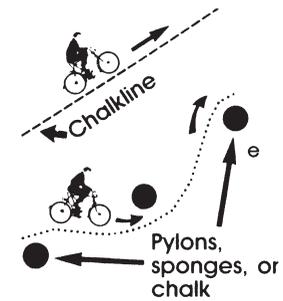
- Be **visible**. Wear brightly coloured clothing: yellow, white and orange are most visible.
- Wear comfortable non-restrictive clothing, but ensure it does not flap as you ride. Pant legs should be tied up.
- A helmet is a good idea.
- Shoes should have stiff inner soles for maximum comfort.
- Soles should be corrugated to prevent slipping; toe clips also help in this regard.
- Fastening a load securely on a bicycle luggage rack is much safer than carrying it on your back.
- You need lights and reflectors to ride in the dark. Be prepared for this at all times; you never know when you'll be delayed.
- Exceed the minimum legal requirements. **Make yourself really visible!**



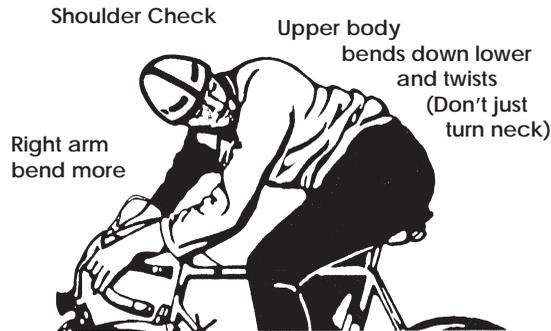
## Be In Control of the Bicycle

- Ensure you have the correct bicycle size.
- Ensure that the seat and handlebars are properly adjusted.
- Be thoroughly familiar with all operating controls (ie: gears and brakes). Their operation needs to be second nature so you can concentrate fully on traffic and road hazards.

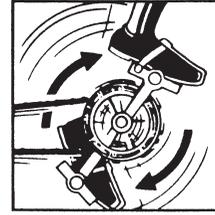
### Empty parking lot



- Practice straight line riding - this is how you ride in traffic. Practice "slaloms" so that you really get the feel of the bicycle. Look 10 metres ahead of you.
- Practice "shoulder checks" without weaving. HINT: When you turn to look let your shoulders turn with your head. This will let motorists know you've seen them.



## Peddalling Rhythm and Gear Shifting



- Use lower gears and practice "spinning faster".
- Try to maintain a "cadence" of at least 75 revolutions per minute.

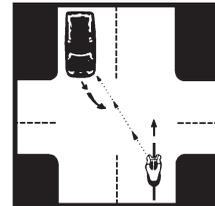
- When approaching a hill, shift into a lower gear **before** the going gets too tough. That way you'll lose less speed.



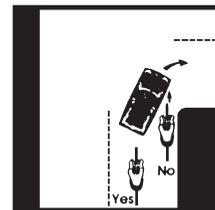
- If your bicycle has a derailleur gear, you should shift down as well, when slowing down or preparing to stop in order to maintain your cadence.

## What to Watch Out For While Riding

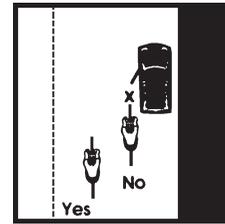
- rocks
  - potholes or loose pavement
  - glass
  - sewer grates
  - puddles (they could hide a pothole)
  - train and streetcar tracks
  - leaves
  - gravel or sand
  - slippery pavement at the start of a rainfall
  - cracks in road surface



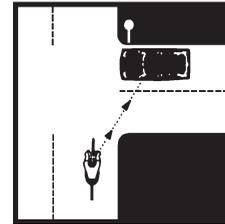
- Cars Turning Left**  
 Motorists are often not looking out for cyclists and cars approaching from the opposite direction may turn left in front of you.



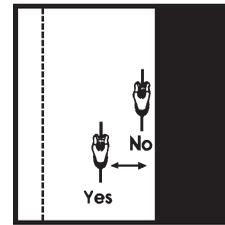
- Cars Turning Right**  
 Prevent putting yourself in a position where cars can cut you off. Stay on the right edge of the traffic flow, a few feet from the curb so you are visible.



- Opening Doors of Parked Cars**  
 Stay a door's width away.

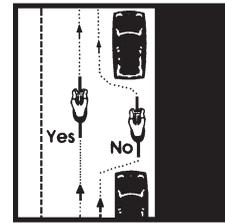


- Cars Coming Out of Side Streets**  
 Even though you may have the right-of-way, the motorist may not have seen you. Try to establish "eye contact" with the motorist.

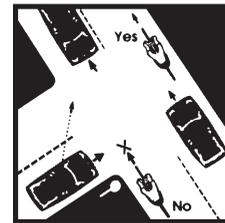


## Situations to Avoid:

- Avoid riding near the extreme edge of the pavement.**  
 You could ride off the road and hit the soft shoulder. You need room to move around road hazards. You will be more visible to the motorist. You should allow one metre between yourself and the shoulder



- Avoid dodging around parked cars.**  
 Motorists don't expect to see you darting in and out from between parked cars. Surprises can cause accidents.



- Never ride on the wrong side of the road against traffic.**  
 Motorists don't expect to see you riding towards them. You are operating a vehicle: ride with the traffic; this is far safer.