

2019 CTC Ride Scheduling Meeting Minutes

Location/date and time: The 2019 ride scheduling meeting was held on Feb. 26, from 6:30 to 8:30 p.m., at the Wickliffe library.

Attendance: See names below – 27 in attendance.

Facilitator/Secretary: George Kinnard

- Weekend Rides
 - The draft 2019 weekend ride schedule was amended as follows:
 - The Bikes Aboard signature ride was moved from 29-SEP to 08-SEP
 - The 08-SEP ride, Girdled Rd Park, was moved to 15-Sep
 - And the 15-SEP ride, Pedal to Punderson, was moved to 29-SEP.
 - “Ferrante Winery” ride was renamed “Winery” to generalize it – Note: the winery venue for 2019 is to be *Laurello Vineyards* instead of Ferrante.
 - ***Dan Szucs volunteered to coordinate with CTC and Laurello.***
 - ***The club will need to revise the routes*** – Nan Horvath plans to help Dan and Anita Szucs with a new map.
 - Other items of interest:
 - In 2018 the group requested a Sunday ride survey be done. It was not. ***Ron Boetger intends to restart it for 2019. Bob Willis has access to survey software.***
 - Bill Cashel intends to organize a New member/Inexperienced member ride for Saturday, the 11th or 18th of May.
 - He’ll need 3-5 club members for ride leaders and sweeps.
 - He plans to consider the 2018 Eddy’s New Member Ride routes. ***George Kinnard to provide them to Bill.***
 - Josh, et al, of Eddy’s Bike Shop stated they have many routes from the bike shop that could be considered, as well.
 - Kurt Bickel expressed concern that the Paradise Bay Signature ride is on July 7, only 3 days after Independence Day holiday, a heavy travel time. ***The group decided to leave the ride on July 7 for the time being.***
 - Bill Cashel raised a concern that Sunday rides should only be for members since non-members would be riding without signing a waiver. That opens up the club to lawsuits due to no insurance for the non-members. George Kinnard said the Leadership Council debated this a few years ago and decided it was OK for non-members to ride without a waiver → after the meeting George found references in meeting minutes that Chuck Radgowski had intended to check with an LAB lawyer about that, but there was no follow-up recorded in subsequent LC meeting minutes. ***This is a question for the LC (and Chuck Radgowski?) to address.***
 - Josh Hayden of Eddy’s Bike Shop conducts shop-rides after the store closes on Saturday (as well as during the week) – all pace levels. Eddy’s would be happy to partner with CTC (Josh, Zac, and Mango are club members). ***The group referred this to the LC for discussion.***
 - Pop-up rides:

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- Nan Horvath said pop-up rides are not scheduled in advance (hence the name) because they are dependent on ride leader availability and the weather. Her rides are social only. She intends to continue them.
- If a ride leader leads a pop-up ride, club insurance covers it.
- Pop-up rides can be posted on Face Book. Depending on the availability of IT support, pop-up rides can also be posted on the club website as an event where riders can register (which Nan prefers).
 - Ron Boetger proposed a Presque Isle ride and beach party, probably on a Saturday. *He will be the organizer if he decides to go forward with it.*
 - George Kinnard raised the idea of a Vintage Bike ride, where owners of bikes at least 25 years old would ride (e.g., for coffee). *If this ride goes forward, George and the CTC member who suggested it would organize it.* Nan Horvath suggested that Duane Mierjewski be contacted about such a ride.
- Weekday Rides
 - Concord – Laura Schaffer intends to lead an Alt-C ride. Nan Horvath will continue to be the Tuesday Concord social ride leader. Laura and Nan intend to work out how to split the group. Laura intends to work on routes with help from Nan.
 - Middlefield - Starting in June, Kurt Bickel and Jim Pintchuk plan to start a Middlefield ride, initially C only, starting from Great Lakes Outdoors Supply parking lot. Middlefield might have gravel rides, too.
 - There are 5 ride leader openings:
 - Chagrin Falls: A, B
 - Concord: C
 - North Chagrin – Wednesday: A, BThe group felt that giving club members an incentive to be a ride leader could help fill open positions. The group believed the best incentive would be free membership for a ride leader. Old timers reported this was done for one year, several years ago. ***This will require LC approval.***
 - Sweeps, Ride Leader Assistants (Kurt Bickel) – Kurt proposed the club be more formal about having extra ride leaders and sweeps on rides because it's not uncommon to have to split a group due to having 15 or more riders. The group agreed that could be a best practice but decided to table it until the club solves its shortage of ride leaders.
 - Eddy's bike shop club members have weekday shop-rides (e.g., Tuesday's Taco Ride) and would like to lead rides for CTC. ***The group referred this to the LC for discussion.***
- Ride Leader Topics
 - Chuck Radgowski provided an OCBC based "bicycling quiz" that he'd like ride leaders to take for their own benefit. He reviewed one of the questions at the meeting as an example – answers might surprise ride leaders. ***See below for the PDF attachment.*** Mango told the group that Cleveland Metropark

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rangers will begin to strictly enforce their best practices for bike riders and drivers starting in 2019 – warnings will be given initially to get the word out, then tickets!

- Ride Leader expectations and obligations
 - The Leadership Council would like ride leaders to report headcounts. The group agreed the best way is to take a photo at the start and later post it, but not all ride leaders have smart phones. Posting ride photos on Face Book or the CTC website is a great way to attract new members (as well as old).
 - Knowing the weather conditions at the time of the ride is also useful to help understand causes of low ridership.
 - There is no need to keep a signed ride waiver if no accident occurred.
 - Becky intends to provide ride leaders with a very easy way to send an email to membership to alert members that a ride has been cancelled.
 - BTW, the club relies on ride leaders to use their good judgment when cancelling a ride, e.g., due to bad weather. The “bad” conditions for one group may not be bad for another group, e.g., Social riders might cancel where As and Bs may not.
 - It is a best practice for a ride leader to go to the ride start when a ride has been cancelled. The ride leader can then alert riders who did not get the message in time.
 - ***George Kinnard will resend the Ride Leaders the draft “Group Riding Rules and Responsibilities” document to obtain their input.***
- Who changes evening ride pages?
 - Ride leaders should make the changes. ***Becky Johnson intends to conduct ride leader training.***
 - In a related discussion, ***GPS routes should be entered into the club’s Ride With GPS account.*** Bob Spivak is upgrading many of the routes out of Concord.
- Budgets – ride leaders did not plan to spend more than last year, which is acceptable.
- The waiver for non-members is on the website under “Rides Info.”
- The insurance accident reporting form – cannot be found on the website. ***IT needs to get it and link it.***
- A Wild Apricot member’s app is available to provide ride leaders with member’s emergency and contact phone nos., as well as the name of the member’s emergency contact. ***It can be downloaded from the Apple App Store or the Google Play Store.***
- George Kinnard provided CTC Business cards to those who wanted them. Ron Boetger stated he could provide “crash cards” to those who want them.
- Misc
 - Ideas for increasing younger membership
 - Josh Hayden told the group that the best way to attract new members is to conduct off-road rides. By a large margin, new riders do not want to ride on roads. They like gravel roads and hard pack dirt trails.

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Both Josh and Bill Gibson (Blue Sky LBS) have many gravel routes. A gravel related online resource is www.gravelmaps.com.

- Bill Cashel reminded the group that CTC members have informally conducted off-road rides at Chapin Forest for several years.
- Mike DiDomenico suggested the club promote social rides as a means to attract new riders. He believes there is a perception that our club rides fast and races. We should show the public photos that...“look like you.” The club should promote fun rides as places to make friends.

Attendance:

Leadership Council: Kurt Bickel, Ron Boetger, Travis Penick, Rick Wiltse

Ride Leaders: Frank Zoretic, George Kinnard, Al Mihok, Laura Schafer, Nan Horvath, Ron Boetger, Mike Schmidt, Bob Willis

Members: Tom Taylor, Bob Spivak, Mike Capek, Mike DiDomenico, Matt Sobel, Loree Vick, Kathy Swope, Chuck Radgowski, Josh Hayden/Zac/Mango, Dan Szucs, Anita Szucs, Bruce Horvath, and Ron Werner.

Expired-members: Aaron (Eddy's LBS)

2019 WEEKEND RIDE SCHEDULE - FINAL (see Page 2 for ride start locations)

No.	Date	Time	Start Location – Description	Miles
1	7-Apr	9:00 AM	Burton – Tour De Maple	31, 51
2	14-Apr	9:00 AM	Gurney School – Geauga Lake Loop	32, 45
3	21-Apr	9:00 AM	Helen Hazen Wyman Park – Painesville, Madison, Geneva	29, 46
4	28-Apr	9:00 AM	North Chagrin – Chardon Pancake Ride – A/B/C Groups	40
4	28-Apr	10:00 AM	Ravenna Road / Greenway Corridor – Chardon Pancake Ride – Social Group	18
5	5-May	9:00 AM	Metzenbaum Park / Chesterland – Spring Fling / Russell, Burton	22, 41
6	12-May	8:30 AM	Chardon – Footing it to Footville / Windsor, Thompson	35, 52
7	19-May	8:30 AM	Chagrin Falls – Tremont / Christmas Story House	51
8	26-May	8:30 AM	Gurney School – Burton, Middlefield, Garrettsville (Amish Country Ride)	26, 41, 61
9	2-Jun	8:30 AM	Lakeshore Reservation – Madison, Geneva, Ashtabula	25, 36, 57
10	9-Jun	6:30 AM	(ANNUAL EVENT) 43rd CTC Sunday In June – Century Village / Burton OH	26, 40, 50, 62, 102
11	16-Jun	8:30 AM	Chagrin Falls – Hurry to Hudson/Twinsburg, Hudson, Aurora	23, 48, 60
12	23-Jun	8:30 AM	Lakeland College – Tour of Geauga County	34, 44, 57
13	30-Jun	8:30 AM	Chardon – Welshfield Inn Ride / Stop For Lunch	23, 50, 62
14	7-Jul	8:30 AM	(SIGNATURE RIDE) Austinburg - Greenway Trail - Lunch Ride	25, 35, 65
15	14-Jul	8:30 AM	Burton – Mesopotamia, Mosquito Lake, Jamestown PA (Across State Lines)	32, 50, 90
16	21-Jul	7:30 AM	North Chagrin – Emerald Necklace (near) Century or Metric Century	62, 94
17	28-Jul	8:30 AM	Chardon – Thompson, Harpersfield Bridge	27, 51
18	4-Aug	8:30 AM	(SIGNATURE RIDE) Club Picnic / Photo Day – Lake Erie Bluffs	TBD
19	11-Aug	8:30 AM	Burton – Garrettsville, Mantua, Ravenna Arsenal	25, 51, 77
20	18-Aug	8:30 AM	Burton - SIJ Routes - Ride the SIJ Routes from June!	40, 50, 62
21	25-Aug	8:30 AM	North Chagrin – Chagrin Falls, Bedford, Brecksville (Chagrin River Valley)	27, 48, 70
22	1-Sep	8:30 AM	Painesville Township Park – Burrito Ride	39, 54, 75
23	8-Sep	9:00 AM	(SIGNATURE RIDE) Bikes Aboard / Independence / Tow Path (Board Train @ 8:50 AM)	Various
24	15-Sep	9:00 AM	Girdled Road Park / South Entrance – Chardon, Chesterland	32, 48, 53
25	09-21 Saturday	7:00 AM	TASSLE Lakewood to Sandusky and back	50, 100
26	22-Sep	9:00 AM	Winery – Covered Bridge Ride, Long (2019 winery venue is Laurello Vineyards)	TBD
26	22-Sep	10:30 AM	Winery – Covered Bridge Ride, Short (2019 winery venue is Laurello Vineyards)	TBD
27	29-Sep	8:30 AM	Chardon – Pedal to Punderson / Punderson Park, Hiram, Burton	25, 52
28	6-Oct	9:00 AM	North Chagrin – Eddy's Fruit Farm Ride / Chardon, Chesterland	27, 30, 37, 43
29	13-Oct	9:00 AM	Concord Woods – Tour de Thompson / Thompson	27, 45
30	20-Oct	9:00 AM	Gurney School – Fall Color Ride	36, 42
31	27-Oct	9:00 AM	North Chagrin – Shaker Square	30

START LOCATIONS: Page 2

Burton: Berkshire (Burton) High School, 1 block north of town square, park on north side

Chagrin Falls: Parking lot on W. Washington in Chagrin Falls, west of N. Franklin, just south of the falls.

Chardon: Rt. 6, Chardon Plaza, parking lot across from McDonalds. Next to Sheetz' gas station

Concord Woods: I-90 to Rt. 44. South to Auburn Rd and turn left. Go under bridge and up the hill to Spear Rd. (flashing light) and turn right. Concord Woods Park is at the end of street.

Ferrante Winery: Route 307 between Route 528 and Route 534 in Harpersfield

Girdled Road Park / South Entrance: I-90 to Rt. 44. Go 1.5 miles south to Girdled Road and turn left (east). Go 2.5 miles to Rt. 608 and turn right (south). Go 2 miles to Radcliffe Road and turn left. Go 0.3 miles to park

Gurney School: Bell Street, 0.5 miles west of Rt. 306 in South Russell (small sign at entrance)

Helen Hazen Wyman Park: On Route 86, 1/2 mile south of Rt. 84 in Painesville.

Lakeland College: West parking lot of Lakeland College, just south of I-90 on Rt. 306 / Reynolds Road

Lakeshore Reservation: Route 20 to Antioch Road in Perry. North on Antioch Road to Lockwood Rd and park entrance. Enter the park and then turn left into the west side parking area.

Mentor Headlands State Park: Route 44 / Heisley Road North to park entrance. Park in far east end lot.

Metzenbaum Park/Chesterland: Cedar Road, 1 mile west of Rt. 306 to Bessie Benner Metzenbaum Park.

North Chagrin Reservation: Sanctuary Marsh Nature Center parking lot. Enter park from Rt. 91, south of Rt. 6

Painesville Township Park: Rt. 2 east past Mentor. Take Fairport Nursery Road/OH 535 exit, turn left. Go 1.1 Miles then turn right on Hardy Road Go 0.75 miles to park (on left).

Ravenna Road / Greenway Corridor: Parking lot on Ravenna Road just south of Rt. 608 in Concord Township.

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Bicycle Safety Quiz

Parts of this Quiz have not been evaluated yet. The score below is not final.

You got 21 of 23 possible points.

Your score: 91%

Thanks for taking this quiz. If you would like more information, we hope you'll attend one of our [Traffic Skills](#) classes, or join us for a [Saturday Social](#) ride.

Question Results

Question Results

Q: n/a



Answers	Correct Answer	User Answer
n/a	<input checked="" type="checkbox"/>	n/a
n/a	<input checked="" type="checkbox"/>	
n/a	<input checked="" type="checkbox"/>	n/a
n/a	<input type="checkbox"/>	
n/a	<input type="checkbox"/>	
n/a	<input type="checkbox"/>	
n/a	<input type="checkbox"/>	
n/a	<input type="checkbox"/>	
n/a	<input checked="" type="checkbox"/>	n/a

Q: OPTIONAL: If you have some safe cycling training or experience that was not listed in the last question, please tell us about it below.



Score: 0 of 0 possible points

Q: Please enter the location where you are taking this quiz (OCBC, rec center, school, LMM shelter). If you're taking this on-line from another location, please include your home ZIP code.



Score: 0 of 0 possible points

Question Results

Q: OPTIONAL: Please provide your name and email (separated by a comma) in the space below. The results of this quiz will help us gauge how we are doing. If you provide your name and email, we can track how useful this quiz is, but we WILL NOT share any of your info with anyone, or even send you any email ourselves, EXCEPT about this quiz. If you DO want to get ocbc's Members' Updates, News, or Volunteering Info, (or change your existing subscription) please also fill in our request Email form elsewhere on our website.



Score: 0 of 0 possible points

Q: Wearing a helmet is the most important thing a cyclist can do to avoid injuries.



Correct Answer User Answer

False False A helmet will only protect your head in case you crash, so to avoid injuries, the MOST important thing you can do is to reduce your chances of crashing in the first place -- by making sure your bike is safe, that you know how to ride safely and legally, and you know all the hazards. If you do crash, wearing a properly-fitting helmet reduces your chance of brain injury greatly, some say by 80%. Brain injuries are serious, so it is certainly a good idea to wear a helmet.

Q: When riding in the street, it is safest to stay on the left side of the roadway, facing traffic.



Correct Answer User Answer

False False Never. Where there is no sidewalk, WALKING on the left is safer so you can see approaching traffic, but, since on a bike you can't move out of the road safely anyway, the combined approach speed with oncoming traffic reduces reaction time so much that there is NO safety benefit of doing this. Not being able to see traffic signals and not being noticed by others at intersections are bonus dangers.

Q: Avoiding uneven and slippery road surfaces will prevent most crashes.



Correct Answer User Answer

True True "Diversion hazards" and loss of traction when turning may be the cause of most bike crashes.

Question Results

Q: A new bike is always safer to ride than an old one.



Correct Answer **User Answer**

False False Unless you have done a mechanical safety check, no bike can be deemed "safe."

Q: Keeping the seat low makes it easier to pedal.



Correct Answer **User Answer**

False False Riding for long with the seat too low is tiring, and can cause knee problems. For anything more than the most casual riding, the knee should be just slightly bent when the pedal is all the way down. Since this makes it hard to reach the ground, when stopping it helps to get off the seat and stand over the bike's top tube.

Q: Reliable steering is the most important mechanical function on a bike.



Correct Answer **User Answer**

True True Good steering is the most important function of your bike because you can't balance a bike that doesn't steer properly. Check that the front tire is inflated enough every time you ride. If you are not sure of the bike's condition, also check the front wheel's axle nuts or quick release security, tire condition, and spoke tension; and that the handlebar binder and stem bolt are tight.

Q: Low air pressure in a bike's tires might cause a flat, but is not a safety issue.



Correct Answer **User Answer**

False False Low tire pressure can cause a blowout from a cut valve stem, or a pinch flat if a hole is pinched in the tube by hitting a pothole or road crack sharply. This sudden loss of air in the front tire will probably cause a crash, and low front tire pressure can cause unpredictable steering.

Question Results

Q: Squeezing the brake levers hard before every ride is an easy way to detect dangerous cable problems.



Correct Answer **User Answer**

True True You should squeeze both brakes as hard as you can before every ride and check that the levers do not touch the handlebars. This will ensure that the cables are connected and the housing is seated, and can also reveal if cable strands are breaking. This will also tell you if you need to adjust your barrel adjusters to reduce cable travel to compensate for brake pad wear.

Q: The back brake stops a bike faster than the front brake.



Correct Answer **User Answer**

False False The front brake stops a bike faster than the rear, but requires more careful use to avoid crashing.

Q: Most cycling fatalities result from collisions with motor vehicles.



Correct Answer **User Answer**

True True While a collision with a motor vehicle is the cause of most FATAL bike crashes, it is only a small percentage of all crashes, and avoiding cars at all costs is not the best strategy. Many cyclists rightfully feel vulnerable around cars, but this often leads them to do things (like riding on the left, facing traffic) that actually INCREASE their chances of a collision with a car. Following traffic laws -- and watching out for others who don't -- is the best way to avoid collisions, on a bike OR in a car.

Question Results

Q: What is the MOST COMMON cause of bicycle crashes?



Answers **Correct Answer** **User Answer**

- | | | | |
|--|----------------------------------|----------------------------------|----------|
| Collision with a motor vehicle | <input type="radio"/> | <input type="radio"/> | |
| Collision with an animal | <input type="radio"/> | <input type="radio"/> | |
| Collision with another cyclist | <input type="radio"/> | <input type="radio"/> | |
| Collision with a fixed object (such as a tree) | <input type="radio"/> | <input type="radio"/> | |
| Loss of steering control (road surface) | <input checked="" type="radio"/> | <input checked="" type="radio"/> | Correct! |

Because balancing requires steering control, most cyclists' crashes are due to either diversion hazards -- from the front wheel being diverted by uneven surfaces close to the direction of travel (like railroad tracks, sewer grates, and pavement cracks) -- or loss of traction to the front wheel (even in the slight turns needed to maintain balance), as on wet leaves or paint lines, loose sand or gravel, ice, etc..

- | | | | |
|---|-----------------------|-----------------------|--|
| Loss of steering control (mechanical failure) | <input type="radio"/> | <input type="radio"/> | |
| Loss of braking control (road surface) | <input type="radio"/> | <input type="radio"/> | |
| Loss of braking control (mechanical failure) | <input type="radio"/> | <input type="radio"/> | |

Q: In some places it is illegal to ride on the sidewalk.



Correct Answer **User Answer**

True True Downtown Cleveland's business district is one such place: the danger to pedestrians may be the reason for this law, but staying off the sidewalk is generally safer for cyclists too.

Q: Before changing lanes or turning left, looking behind you is more important than signaling.



Correct Answer **User Answer**

True True You must yield to overtaking vehicles before moving sideways on the roadway. Turning left without checking for passing traffic is a common cause of cyclist-caused collisions. Also, it is not safe, or required by Ohio law, to signal if both hands are needed for control.

Question Results

Q: Cyclists must always ride far enough to the right to share the curb lane with cars.



Correct Answer **User Answer**

False False By law cyclists must ride "as far to the right as practicable." Sometimes it is not practicable, or safe, to share a curb lane with a car. Some of the reasons for this are listed in the 2006 revisions to the Ohio Revised Code. "Every person operating a bicycle on a roadway shall ride as near to the right side of the roadway as practicable, but may ride to the left of hazards, e.g., when fixed or moving objects are in the way; when there are surface hazards; when it is unsafe or otherwise impractical to do so - such as when the lane is too narrow for the bicycle and an overtaking vehicle to travel safely side by side; or when a slow moving vehicle is permitted to leave the curb lane, as described in 4511.25" ORC 4511.55

Q: When riding next to parked cars, cyclists must ALWAYS be prepared to swerve or stop if someone opens their door. By riding slowly



Correct Answer **User Answer**

False True As a rule, cyclists should not ride in the "door zone" of parallel-parked cars -- there is no safe way to avoid an opened door at normal cycling speeds. Sometimes it is convenient to ride close to parked cars (as when passing a line of stopped cars), but this should be done VERY SLOWLY and carefully.

Q: If you ride without lights at night you should stay on the sidewalk.



Correct Answer **User Answer**

True True It is illegal, and VERY dangerous to ride on the road without lights at night. It is dangerous to ride on the sidewalk without lights at night too, but probably not illegal, and safer than the road -- if you are prepared to stop quickly. This is one time when you SHOULD "ride as if you are invisible," because you are!

Question Results

Q: According to the most reliable statistics for adult cyclists, where do most daytime car-bike collisions happen?



Answers Correct Answer User Answer

Country roads, cyclist going downhill

Country roads, cyclist going uphill

Busy urban arterials, mid-block

Congested city streets, mid-block

Intersections Correct! Most car-bike collisions happen the same way most car-car collisions do: one party does not yield at an intersection. (Motorists and cyclists are equally at fault: each ~13% of the total causes of car-bike collisions).

Driveways

Parking lots

Bike paths

Bike lanes

Where bike paths cross roads

Q: Cyclists are subject to the same traffic laws as motorists.



Correct Answer User Answer

True True Cyclists must follow the same traffic laws as motorists, with a few differences: they must ride as far to the right as practicable, they can ride two abreast in one lane, and they have some specific equipment requirements. It IS possible to get a ticket for running a red light on a bike!

Q: If a cyclist is impeding traffic, they must immediately pull over to let vehicles pass.



Correct Answer User Answer

False False ANY road user impeding traffic must pull over to let vehicles pass -- but ONLY WHEN IT IS SAFE AND REASONABLE to do so. "No driver may operate a vehicle at such a slow speed so as to impede the normal flow of traffic except when necessary for safe operation or to comply with law. The capabilities of the vehicle and its operator must be considered when deciding if an infraction has been committed." ORC 4511.22

Question Results

Q: If a motorist with the right of way waves a cyclist on, the cyclist should proceed.



Correct Answer **User Answer**

False False A police officer is the only person who can direct traffic. If a motorist waves you on, you can go on, but YOU MUST check for yourself that it is legal -- and safe -- to do so (i.e. that there is not another vehicle at the intersection with right of way over you.)

Q: A cyclist not following traffic laws is legally liable in the event of a collision.



Correct Answer **User Answer**

True True This is true even for PARTIAL liability: if you are hit by a motorist who runs a red light, but you were riding on the wrong side of the street, or at night without lights, you can be cited, and you might not recover any damages.

Question Results

Q: Which THREE of the following would NOT help you reduce your chances of a cycling injury?



Answers Correct Answer User Answer

Answers Correct Answer User Answer

Wearing a helmet

Using both front and rear lights at night

Wearing gloves

Using a properly-calibrated speedometer A speedometer might save you from getting a speeding ticket, but looking down to focus on it can be a dangerous distraction, especially in traffic (with cars or other cyclists). Your actual perceptions are a better gauge of safe speed (but see the answer to "Eating and drinking" about impaired judgment).

Wearing safety glasses

Riding a bike with multiple gears, and changing them depending on conditions

Wearing brightly-colored clothes

Using special biking shoes and pedals Clip-in pedals or toe straps are not a safety aid, unless you have trouble keeping your feet on the pedals for some reason. They are good for more power and less fatigue, but may slightly increase the chances of injury in a fall as they take a bit of effort to remove your feet. Clip-in pedals are easier to get out of than (tightened) toe straps.

Wearing padded bike shorts

Eating and drinking

Knowing the details of the traffic-law code for the state you are in

Checking the mechanical functioning of your bike before every ride

Ensuring your tires are properly inflated

Ensuring your bike's chain is properly lubricated While chain lube will prevent corrosion and reduce maintenance costs, it has no effect on safety. The only chain-related causes of crashes are shifting the chain off the gears, or if it breaks suddenly. Lubing a chain that has years of rust may actually HASTEN its failure. Lack of lubrication eventually causes dangerous chain skipping; but this is rare, it develops slowly, and it is easily testable.

Question Results

Q: Optional: please let us know what you think of the questions on this quiz: too hard? too easy?
Thanks for taking this quiz!



This answer has not yet been scored.
Until the answer is scored, the total score will not be correct.

Q:Optional: please let us know what you think of the questions on this quiz: too hard? too easy?
Thanks for taking this quiz!

The answer to this question will be scored by hand.