

# be seen be alert be predictable

These three rules make up the backbone of every bicycle safety code. Together with a knowledge of the law and a reasonable skill in bicycle handling, these rules give the cyclist the tools he needs to maintain maximum safety in all situations.

## Be Seen

Many automobile-bicycle accidents where the motorist is at fault result from the driver not having seen the cyclist. A cyclist planning to be safe, then, *should* also plan to be SEEN. Wearing colorful clothing and having and *using* proper lighting equipment when necessary are the basics of the rule. Reflectors or lights which move (leg lights and reflectors on spokes and pedals) are especially effective.

For riding in traffic two other precautions are highly advisable: one is a colorful vest of the sort worn by road construction workers, and the other is a colorful crash helmet. This provides the dual advantage of being visible at the highest point on the cyclist and protecting an important part of the cyclist's body.

## Be Alert

One of the real joys of cycling is that it allows the unrestricted use of all the rider's senses to experience his surroundings. Using these faculties effectively is of utmost importance for safe riding. Learning to anticipate hazardous conditions comes with experience, but there are certain things which the less experienced cyclist can look for to help him get the jump on an otherwise dangerous situation.

**The Open Car Door.** Keep an eye peeled for occupants of parked cars. Watch for any motion, for instance a dropping of the left shoulder or a tilt of the head, which might indicate a move to open the door.

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**Road Hazards.** Bicycle tires are thin and can be deflected by relatively small irregularities in road surfaces. A rock, a twig, or a discontinuity in the pavement can cause an unexpected and painful spill. In traffic an accident like this is compounded by the possibility of falling in front of a moving vehicle. Storm drains can be even more dangerous. Try to see obstructions ahead of time to avoid a sudden swerve into traffic. Keep both hands on the handlebars whenever possible. This gives the rider a maximum of stability if an unseen object does deflect the wheel.

Being on a constant vigil for hazards may seem an oppressive chore to many, but learning to be aware actually builds the confidence that frees the cyclist to ride safely in areas that must be shared with city traffic.

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- Obey the law.
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- Do not stunt ride; keep both hands on the handlebars.
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- Do not ride double.
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The above rules are common because they are important ones. If cyclists consistently apply them, motorists will know what to expect and can drive more safely as a result.

Probably the best way to promote bike safety in general is to *ride your bike*. The more bicycles that are in use the more they will be noticed and watched by motorists. To learn to share the road with ~~others~~, all drivers must be exposed to them IN QUANTITY!! The beauty and efficiency of the bicycle as a unit of transportation is unsurpassed. All that remains is for you to use it fully.

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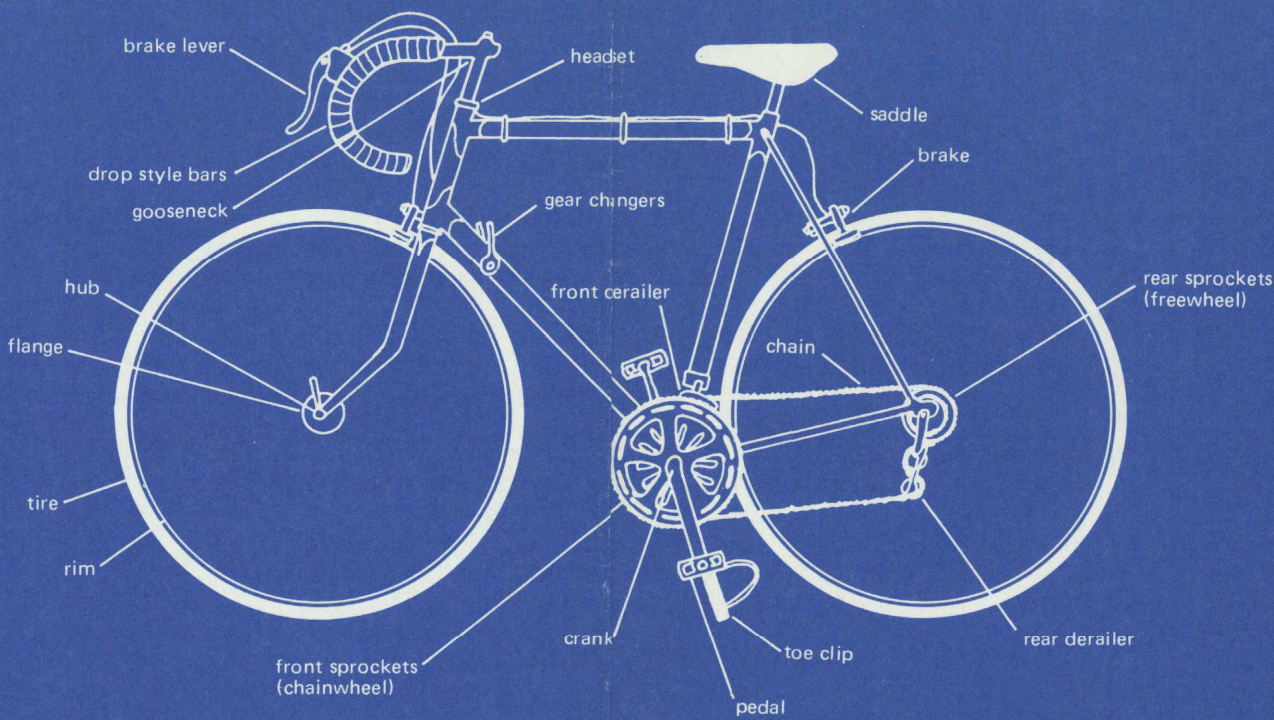
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## MAIL IT OR BRING IT BY:

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**400 SW 6th fourth floor**  
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Put your name on it with an address or phone number so if there is a question we can get it resolved.



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Is the chain oiled? A light coat of oil should be used once a week; more often in the rain.

Do the pedals and crank turn smoothly? These should be greased once a year.

Toe clips are effective for holding the feet in place on the pedals. They are effective even with loose straps, so there is no danger of the feet getting caught.

### Gear Changers

Poorly adjusted gear changers can also lead to jerky operation, as well as other safety problems. However, most changers are easily adjusted by a number of screws.

### Headset

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## HOW TO DEAL WITH OBNOXIOUS DOGS

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Don't kick at the dog. If he grabs your foot you can be pulled over and injured in the fall if not by the dog itself.

If you cannot obviously outrun the dog, stop the bicycle. According to Multnomah County Animal Control, dogs are mostly attracted by the spinning wheels.

Keep the bicycle between yourself and the dog. Most dogs are not vicious, but it's best to be safe about it. Move away in this position, keeping an eye on the dog.

### The Dog's Owner

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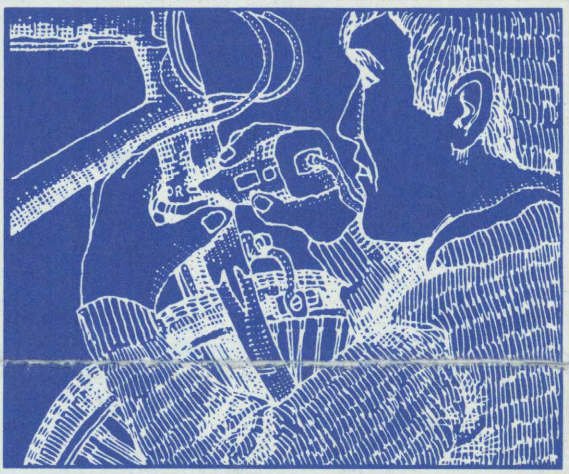
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# STOP THE BICYCLE RIP-OFF!



## ENGRAVE IT AND SAVE IT.

There's going to be a Bicycle Mark-In! Call to find when and where, or, if you prefer, have your own. Round up 10 or more neighbors with bikes, call us, and together we will arrange a time.



Bring your, or your parents', Oregon Driver's License Number.  
A Free Service Sponsored by the Portland

**CRIME PREVENTION BUREAU • 248-4126**

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### Bicycle Laws

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  - Not ride more than two abreast;
  - Exercise due care when passing a standing vehicle or one proceeding in the same direction; and
  - Ride as near to the right side of the road as is practicable except when on a one-way street within a city.
- When riding on a one-way street, bicyclists must ride as near to the right or the left side of the road as practicable.
- Where a bicycle lane or path adjacent to a road has been provided, bicyclists must use the lane or path *IF* the local authority having jurisdiction over the road, after a public hearing, determines that the lane or path is suitable for safe bicycle use at reasonable rates of speed.
- Bicyclists must ride astride a permanent and regular seat attached to the bicycle. It is illegal to have more people on the bicycle than the number for which it is designed or safely equipped.
- Carrying any package, bundle, or article which prevents keeping full control of the bicycle is illegal. At least one hand must be kept on the handlebars at all times.
- When riding a bicycle on a sidewalk bicyclists must give an audible warning before overtaking a pedestrian. Bicyclists must yield the right-of-way to all pedestrians.

### Intersections

Bicyclists must yield the right-of-way to other vehicles at intersections unless the driver of the other vehicle faces a stop sign, or unless the driver of the other vehicle approaching from the opposite direction is turning left.

Extreme caution is urged at intersections since the law seems to grant cyclists *less* right-of-way protection than motor vehicles are allowed. Furthermore, motorists sometimes:

- fail to *see* bicyclists approaching, and
- underestimate the speed and stopping ability of bicycles.

### Bicycle Equipment

- In general, from sunset to sunrise and whenever visibility is poor, the bicycle or its rider must be equipped with a lamp showing a white light visible from at least 500 feet in front of the bicycle, and a red reflector of light mounted so as to be visible from all distances up to 600 feet to the rear when directly in front of the low beams of a motor vehicle. Most well made lights and reflectors sold in bike shops meet these criteria. Remember to replace weak batteries in lights.
- Every bicycle must be equipped with a brake that enables the operator to make the braked wheels skid on dry, clean, level pavement. Most brakes on a 10-speed bicycle are adequate *if* the wheels are kept "true" and *if* the brake pads are adjusted properly. See any good bicycle maintenance book for directions, or have a bike shop complete a maintenance and safety check on your bike.
- It is illegal to install or use sirens or whistles on bicycles.

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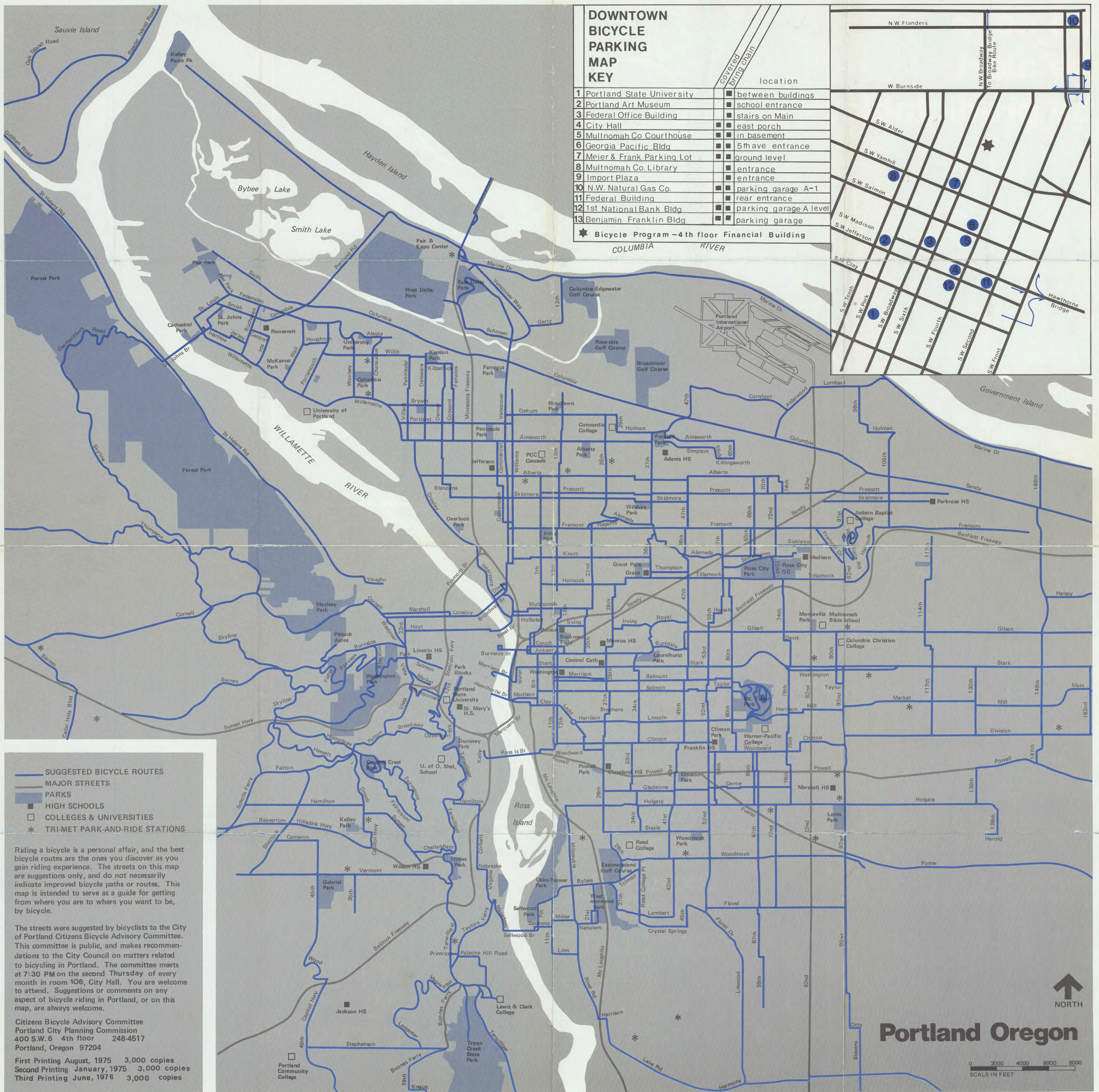
## KNOW YOUR RIGHTS AND OBLIGATIONS

### RIDE DEFENSIVELY

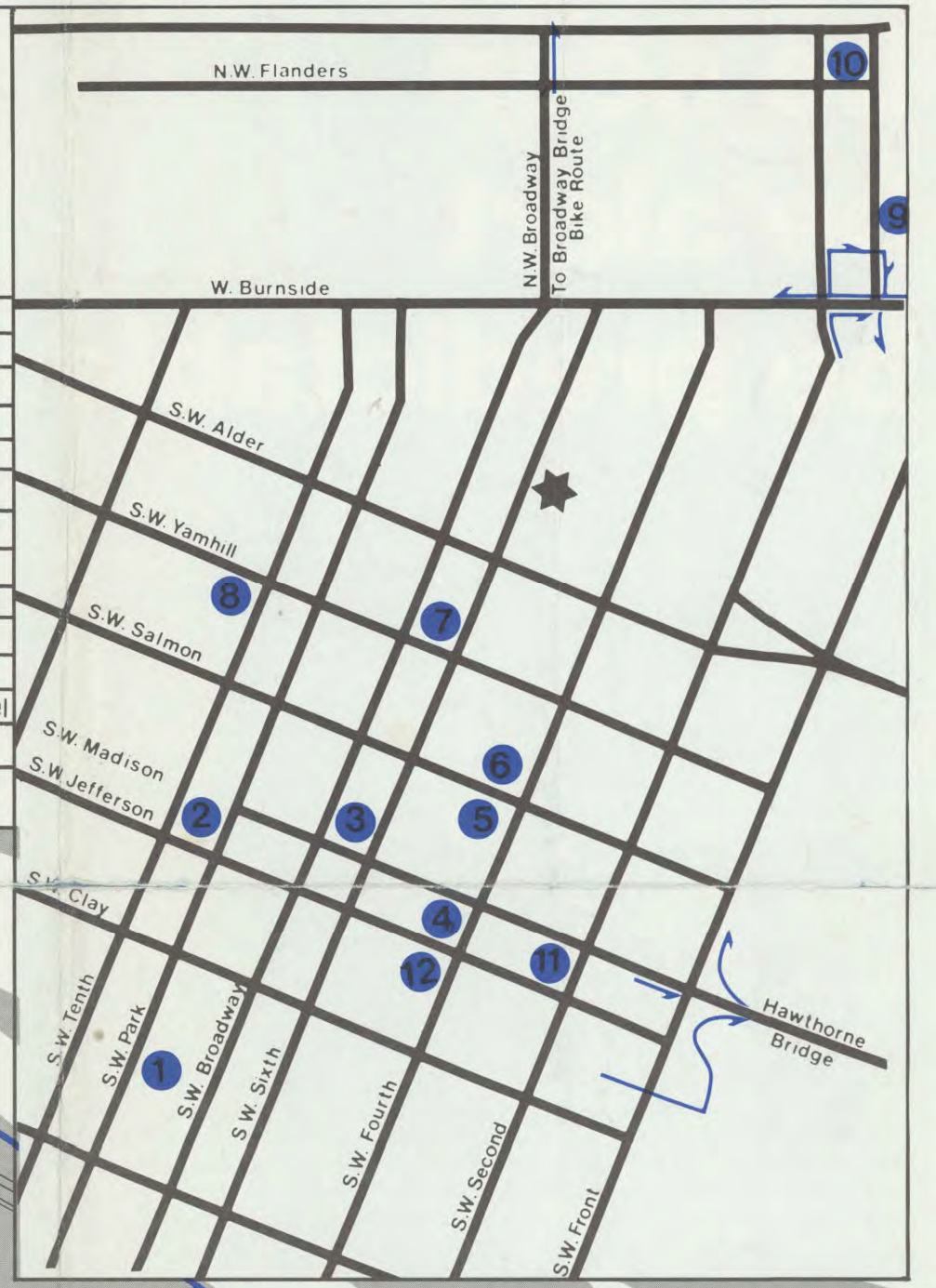
This information based on Senate Bill 1, passed by the Oregon Legislature's 1975 session. These bicycle laws will take effect July 1, 1975, as ORS 487.120.

# from here to there by bicycle





DOWNTOWN BICYCLE PARKING MAP KEY			location
1	Portland State University	■	between buildings
2	Portland Art Museum	■	school entrance
3	Federal Office Building	■	stairs on Main
4	City Hall	■	east porch
5	Multnomah Co Courthouse	■	in basement
6	Georgia Pacific Bldg	■	5th ave entrance
7	Meier & Frank Parking Lot	■	ground level
8	Multnomah Co. Library	■	entrance
9	Import Plaza	■	entrance
10	N.W. Natural Gas Co.	■	parking garage A-1
11	Federal Building	■	rear entrance
12	1st National Bank Bldg	■	parking garage A level
13	Benjamin Franklin Bldg	■	parking garage
★ Bicycle Program - 4th floor Financial Building			



- SUGGESTED BICYCLE ROUTES
- MAJOR STREETS
- PARKS
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Citizens Bicycle Advisory Committee  
Portland City Planning Commission  
400 S.W. 6 4th floor 248-4517  
Portland, Oregon 97204

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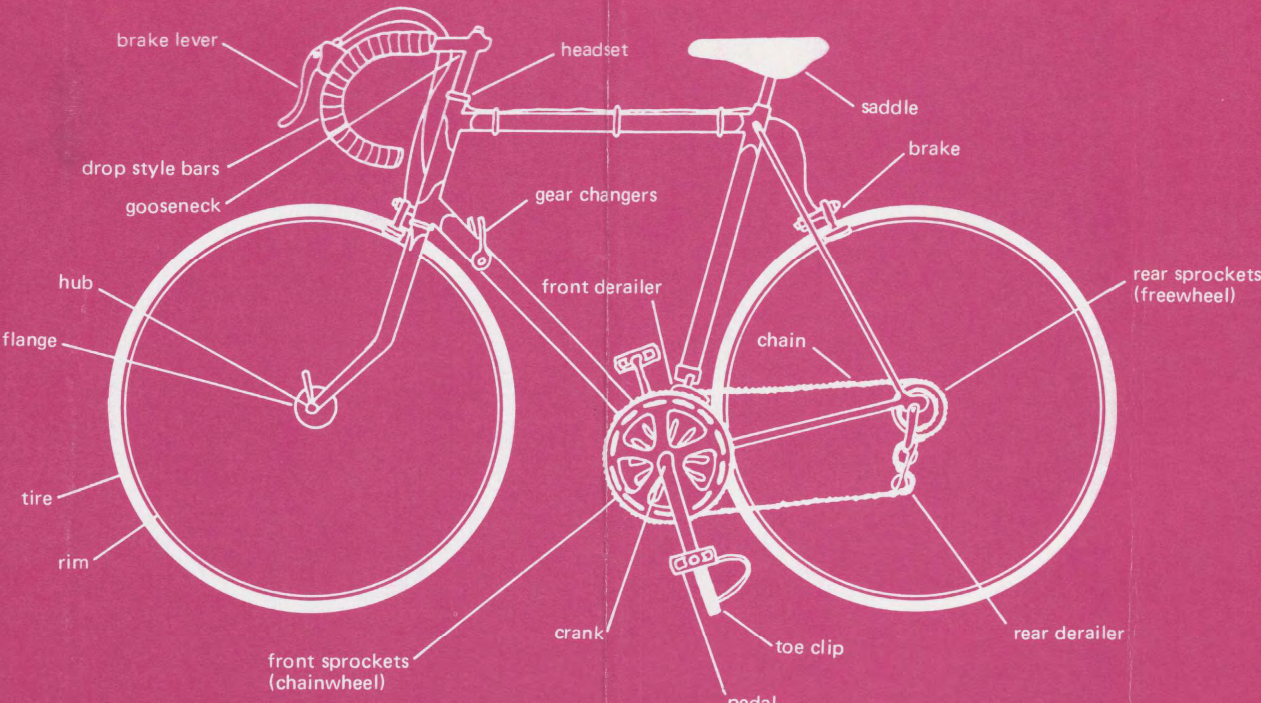
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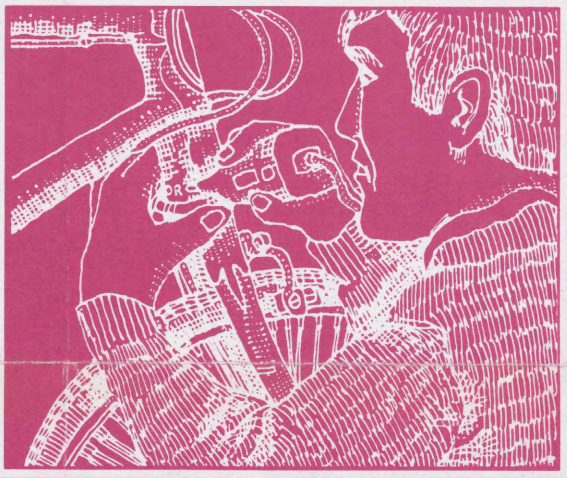
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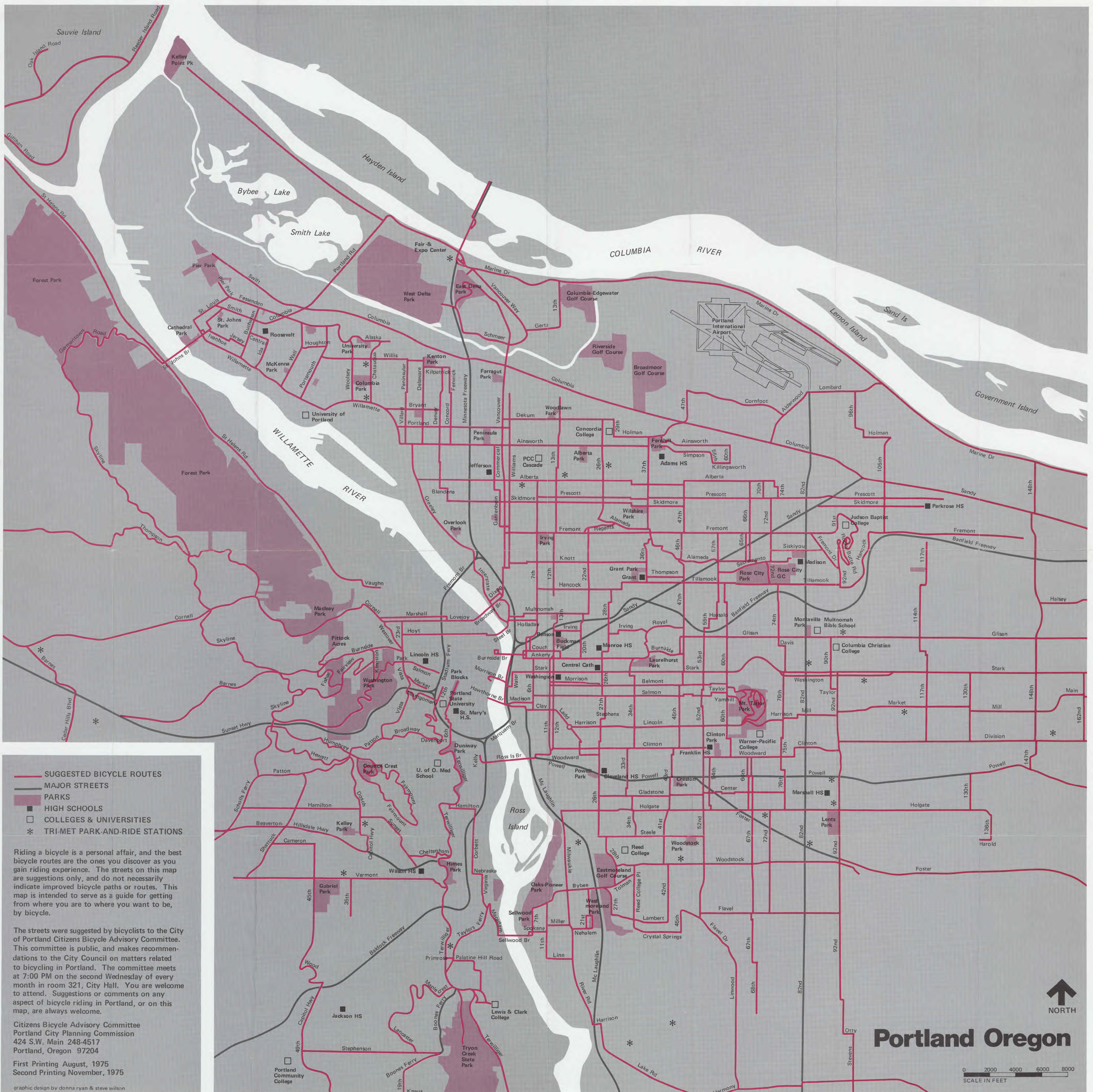
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424 S.W. Main 248-4517  
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First Printing August, 1975  
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graphic design by donna ryan & steve wilson

# Portland Oregon

0 2000 4000 6000 8000  
SCALE IN FEET





**from  
here  
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- \* TRI-MET PARK-AND-RIDE STATIONS

Riding a bicycle is a personal affair, and the best bicycle routes are the ones you discover as you gain riding experience. The streets on this map are suggestions only, and do not necessarily indicate improved bicycle paths or routes. This map is intended to serve as a guide for getting from where you are to where you want to be, by bicycle.

The streets were suggested by the City of Portland Citizens Bicycle Advisory Committee. This committee is public, and makes recommendations to the City Council on matters related to bicycling in Portland. The committee meets at 7:00 PM on the second Wednesday of every month in room 321, City Hall. You are welcome to attend. Suggestions or comments on any aspect of bicycle riding in Portland, or on this map, are always welcome.

Citizens Bicycle Advisory Committee  
Portland City Planning Commission  
424 S.W. Main  
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