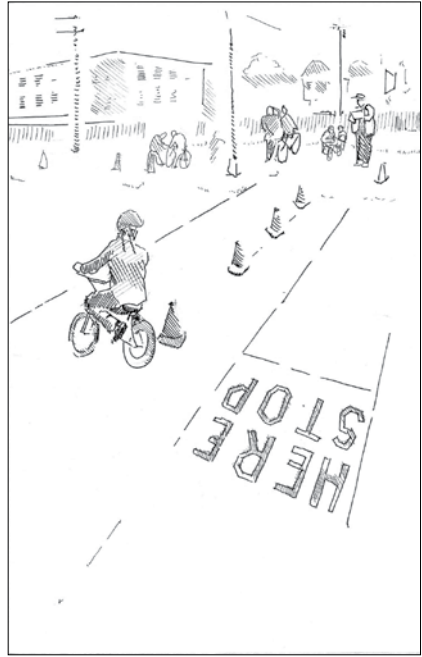


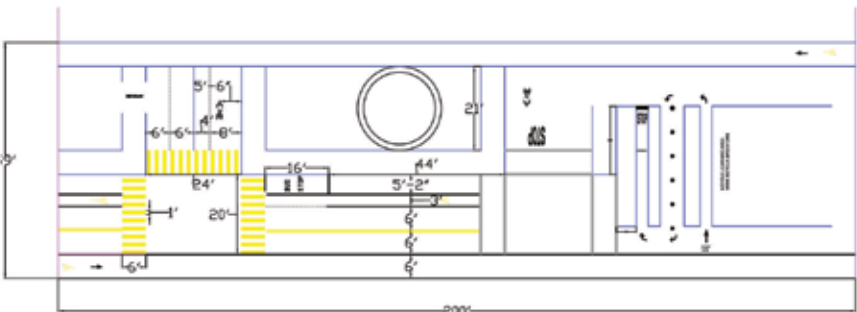
The Waller Street Bicycle Learning Area

The City also has a Bicycle Learning Area on a closed block of Waller Street west of Stanyan Street. The Learning Area is designed for use by individuals, organized groups, and the City-sponsored bicycle safety classes noted above. The Learning Area is set up to use with the MiniCity as well. You can practice safety skills there without having to worry about traffic or pedestrians. For more information and an instructional brochure, call 585-BIKE or go to www.bicycle.sfgov.org, or visit any Stanyan Street Bike Shop.

THE WALLER STREET BICYCLE LEARNING AREA is designed to be used both as a self-service practice and training area for adult bicyclists who wish to prepare themselves for the skills necessary to ride on city streets, and as a child bicycle safety instructional facility where parents and/or trained cycling instructors may teach children the “rules of the road” and specific bicycle safety lessons.



Bicycle Safety and Education Programs



The layout of the Bicycle Learning Area includes skills stations and mini streets.

The Learning Area is organized around THREE BASIC BICYCLE SAFETY PRINCIPLES:

1. Bicyclists must be visible to others using our streets.
2. Bicyclists' behavior must be predictable.
3. Bicyclists must communicate with all other types of street users.

Defensive cycling is key to safe bicycling in urban areas. Be prepared for conflicts and practice behaviors and skills which minimize or avoid these conflicts.

The drill stations and mock streets within the Learning Area are designed to build both the physical skills necessary to ride on city streets, and the awareness of and correct bicyclist positioning on different types of streets and travel lanes.

Bicyclists should always be in control of their bicycle and responsible for their actions.

STATION 1: LOOK OVER YOUR LEFT SHOULDER

This drill is a fundamental of urban cycling. The rider must be able to look back over her/his left shoulder (which is closest to the path of motor-vehicles) and check for traffic approaching from behind. This must be done while maintaining a straight path of travel. The rider does not want to veer into moving traffic or into parked cars while making a shoulder check.

STATION 2: WEAVE / ROCK DODGE

Station 2 is designed to help the rider develop or assess the fine motor skills necessary to steer the bicycle in tricky situations. It can be used both to develop simple steering skills, and then later to develop emergency maneuvers, such as the "rock dodge," which can be used to avoid potholes or debris in the path of the bicycle.

The rider begins by riding around the marked spots on the ground in a series of "S" patterns. For the "rock dodge" the rider practices a more instantaneous "flick" of the handle bars that allows the bikes' tires to avoid the spot, while the rider's body maintains more of a straight path of travel. This second maneuver requires more comfort and skill on the bicycle and should only be added after a rider can easily navigate the Station and has increased the speed with which they can do so.

STATION 3: BRAKING AND STOPPING

Controlled braking and stopping are very important to safe bicycling. This Station is designed to teach the rider how to brake in a controlled manner, and stop at a designated spot without skidding, losing balance, or otherwise losing control of the bicycle.

The rider pedals from the start line to the line that says "BRAKE." At this line, the rider begins to apply the brakes. Hand

brakes should both be applied evenly and equally. Foot, or “coaster,” brakes should be applied evenly while the pedals are in the “3 and 9 o’clock” position with both pedal cranks parallel to the ground. This gives the rider the most control of the brakes and allows for even downward pressure on the pedal used for braking.

Note: Riders should practice braking without skidding! A skid does not give the rider control...and needlessly wears out tires.

STATION 4: CHAOS CIRCLE

The circle is designed to teach children the need for basic traffic rules, and to further develop handling skills. Groups of more than 6 riders should be sent to ride inside the circle with a single rule: “Stay in the circle.” Riders will experience conflicts, near collisions, and frustration. After letting them ride for only a moment or two, an instructor should stop the group and ask what was happening and why. The riders will already see the need for rules and some kind of order. This is an opening to explain why we have traffic laws and “rules of the road.” Beginning with the simplest of rules, using the correct side of the street. Ask them to imagine the mayhem if all street users drove, rode, and walked in the way they had just been doing in the circle, with no other rules.

Children can then be instructed to ride within the circle, with some rules: ride clockwise; ride two abreast; etc.

Riders can also practice riding in a controlled space by doing a “lap” around the inner circle in each direction without touching the inner or outer circle.

STATION 5: MOCK STREETS

The miniature streets are designed to provide a training ground for practicing riding on the types of streets riders will encounter while riding in the city. It is suggested that novice bicyclists choose streets with slower more calm traffic until they develop the skills and experience to negotiate streets with heavier traffic and multi-lane streets with more complex situations and traffic patterns. When in doubt, take the safer or less-traveled route.