BETWEEN THE LINES (ROAD SAFETY)

A commute is daily or regular travel. It is not mode specific. You can do it by foot, bike, bus, train, boat, etc. Because it is regular, over time you can make decisions and organize it as you would like. For the bike commuter, the commute is the best part of the day. For the car commuter, the commute is often the worst part of the day.

Ten Tips for Bike Commuting:

1. Select a bike you are comfortable riding; it also needs to be in good working order.
   [Tip: A good bike shop is a good resource for this.]
2. Plan your route; you will probably have to balance safety, convenience and aesthetics, you may want several routes for different moods.
3. Test your route on a day off when you are not under pressure; not only do you learn the route; you test your equipment and learn about how long the ride takes.
4. Select light, bright colored cycling clothes; you can't make yourself too visible.
5. Plan your work attire; store a wardrobe at the office or carry cloths rolled in a towel to reduce wrinkling.
   [Tip: some people deliver a week's worth of clothing to their office once a week.]
6. Get bike panniers or a rucksack; for clothing, papers and snacks -- longer rides favor panniers.
7. Buy a lock; learn where to park and how to use the lock for maximum effectiveness.
8. Lights for winter or night riding; there are a variety on the market, choose the one that matches your situation -- don't forget an array of reflectors as well.
9. Dress appropriately for the activity and conditions. Foul weather gear for foul weather; it is best if it is designed for cycling.
10. Wear a helmet; even with good training on how to ride like a vehicle, and riding defensively, accidents occasionally happen; studies show that helmets can reduce the severity of the injury.

REALIGNING THE WORLD OF CYCLING (SYSTEMATICALLY & MERCILESSLY)

The Bicycle and What So Great About it.

As Homosapiens (so-called humans) we've invented a lot of things. Most of these inventions are stupid pointless, some of them are convenient and make our live easier a few example of the materials like tooth brush, toilet brushes, blender, pencils or pens, cheese graters etc. A lot of them are fun too such as board games, video games, PC games or head games. And every so often, a 'Truly Great Inventions' example likes The Beer, The Printing Press, Irrigation and etc come along that changes our culture and the very way we live on this beautiful planet (blue, green and some mixed brown with white color on it). :P

Of all the 'Truly Great Inventions, which one is the greatest? Well, there's no way to tell, as it's all really just a matter of opinion. But we can narrow it down. There's simple litmus test you can use to tell a truly great invention from a regular invention. And that litmus test is a Bicycle.

A bicycle have been "Keep It Real" longer than almost any other group of things/stuff in the planet earth ever invented and these simple machine with two in-line wheel set on it done so by shunning frivolous modern conveniences.

Just a few example of the things/stuff include:

Electricity, Zippers, Telephones, Computers, Automobiles, Plastic Surgery and Lady Gaga or Yuna albums.

It might seem crazy to live a life without these things, but if you really think about it, Yes! you CAN live without all of them seriously. People managed for millennia without electricity and they were just fine. (apart from all the darkness and cholera). Also, zippers are just dangerous buttons, telephones are satanic devices for spreading gossips that vibrate seductively in your pocket (anything that vibrates is evil) and if you do not know about it... now you know ;) hihi.

Automobiles are simply buggies that are too stupid to avoid collisions themselves if the driver fall asleep, and the rest of the items on that list are just things people use to try to get other people to have sex with. :P

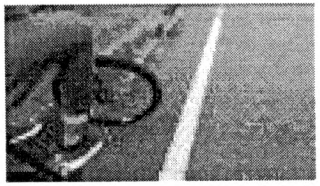
Like a computer (that am using it right now :D) or a guitar or a motorcycle, a bicycle is also an invention you can misuse through ignorance. You can miss out on its full potential (Think using a computer only for playing solitaire and looking for/at porn. I mean, you can do both of those things but you should do other stuff too) seriously. You can annoy others and look like complete idiot (think the guy with a Fender and a Marshall stack who has no idea how to play).

WDBXFCK.

Life is like riding a bicycle - in order to keep your balance, you must keep moving.

~Albert Einstein

PREFACE...

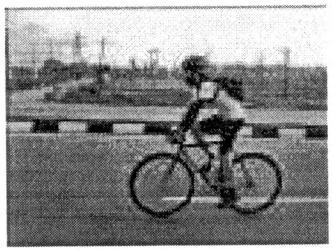


Who doesn't remember the thrill of learning to ride a bike? Wheels spinning, spokes flashing, no guiding hand at the back - that the first rush of freedom. As kids bikes are also one of our first opportunities for independence; as adults they still ring both these bells - whether its freedom timetables and traffic jams. The thrill of conquering a mountain or do a trick, a time for contemplation or chance to be more engaged with yourself, friends and neighborhood or someone else. Is it any wonder then that the humble bicycle can engender so much passion and sheer enjoyment in so many people? It's not only diversity of bike riders that fascinates us, but the myriad ways they find to express their passions.

XEJUMP3BELASX--WDBXFCK.



Salam dan Selamat buat saudara, rakan dan pengayuh tegar, seperti yang kamu semua tahu dan sedia maklum tahu, sejarah dunia berlaku setiap hari dalam kehidupan kita dan dalam setiap yang terjadi mesti ada pencetus atau motif yang menyumbang kepada perkara tersebut terjadi. Ape yang terhidang untuk bacaan kalian adalah luahan hati, pendapat, pandangan, pegangan, kepercayaan dan perjuangan serta pengalaman untuk kritikkan serta teguran di ambil kira dan di kongsi bersama. Ape yang aku mau ialah sebuah perbincangan dan muzakarah, yang akan mencari dan meninbulkan lebih banyak persamaan dari perbezaan, hingga kita semua dapat bersatu. Ketepikankan soal bangsa, harta, kepentingan, glamor... Ape yang aku cuba sampaikan kepada kamu semua ialah tentang *"HIDUP DENGAN BASIKAL"* atau *"BASIKAL SEBAGAI BUDAYA"* atau *"MERAKYATKAN BASIKAL SEBAGAI PENGANGKUTAN ASASI PENDUDUK MALAYSIA"* ...aku ada kepercayaan serta pegangan dan kepercayaan aku mencorak kearah kebaikan dan sepakat bersama menjaga bumi, sama-sama berbudi kepada bumi. Kalau bukan kita, siapa lagi? ...jepun tawan tanah melayu dengan basikal! ...ape bezanya kita kayuh basikal sekarang, tawan jalan disetiap negeri dengan basikal ...bermulanye hidup aku sebagai pengayuh sepedar yang tegar. Wasalam... **DZUL--WDBXFCK.**



I RIDE A BIKE COZ I LOVE TO RIDE A BICYCLE. IT'S A SIMPLE MACHINE/TRANSPORTATION WITHOUT USING ENGINE POWER AND FUEL AND I LOVE TO PUT A FUN BETWEEN MY LEGS. BEFORE THIS, I CAN'T SEE WHAT I CAN GET WITH CYCLING THESE TWO WHEELS AND AFTER ALL, THERE'S A LOT BENEFIT WHEN YOU CYCLING AND RIDING USING A BICYCLE. BUT NOW, I'M NOT FULLY AGGRESSIVELY ON RIDING LIKE BEFORE. BUT I STILL DO ANYTHING ABOUT A RIDING LIFESTYLE. LONG DISTANCE RIDE IS A JOY FOR LIVING. I'VE BEEN TO MANY PLACE AND SOMEWHERE THAT I'VE NEVER BEEN YET. FROM A PERSON OF VIEW, I LOVE ON WHAT I HAD SEEING WHILE ON TRAVELLING. YOU'RE EXPOSED TO SOMETHING LIKE SURVIVING WITH YOUR LEGS, MENTALITY, YOUR ONLY COUNTING BIKE AND OF COURSE MOTHERGOD OF NATURE. MY BICYCLE IS JUST LIKE A GIRLFRIEND TO ME AND YES, THERE'S NO KIND OF SEXISCM ELEMENT ON IT. IT DEPENDS TO ANYONE HOW THEY EXPRESS IT. BY END OF THIS YEAR,I AM TRULY CAN'T WAIT TO CIRCLE AROUND THIS COUNTRY ALONGWITH FRIENDS THAT WOULD LIKE TO SPREAD OUR WORDS ABOUT SAFETY AWARENESS. SO, RIDE SAFE WILL YA.

PIDOT--WDBXFCK.

The League of American Bicyclists (LAB) urged that the debate raging over the tactics of Critical Mass not be allowed to obscure the real issues and underlying concerns of bicyclists – roads built and maintained for shared use, and education for motorists and bicyclists to support such shared use. "It's unfortunate that it took anarchy and breaking the law to get front page coverage," said Jody Newman, executive director of the LAB, "but there are very legitimate concerns that need to be brought to the attention of the press and policy makers. It is important that we not lose sight of the important underlying issues. It will be to the advantage of motorists as well as cyclists if it is safer and easier for people to bike to work, to the store and for errands." "Now that Critical Mass has captured people's attention, let's work to implement some win/win solutions," Newman concluded.

The irony is, the CM that had started nearly five years earlier out of frustration of not being heard on issues like unsafe streets, lack of bicycle parking, road rage towards cyclist, etc. still wasn't being heard—until the confrontation. Nothing else in the history of S.F. has focused so much attention on bicycle advocacy.

Shortly after the July confrontation the City agreed to an "alternative transportation summit". Though a year later, a full blown alternative transportation summit still is being planned, there has been other progress. The Mayor's strident anti-bicyclist rhetoric has been tempered and his support of bicycle projects has noticeably increased. In an amicable meeting, November 1997, the Mayor expressed his support, in general, for the SFBC bicycle agenda, and commented this seems "more like a press conference than a summit." SFBC's agenda includes installation of a half dozen critical bike lanes; a bike station downtown; a share-the-road campaign including "Bikes Belong" stencils on every single bike route in the city; traffic calming; and dedicated funding for the city's Bicycle Program. Dave Snyder writes, "If 1997 marked the year that bicyclists got political recognition... 1998 will be known as the year of implementation." (TT, #46) While there seems to be progress, the SF bicycle community still has challenges ahead; the city's Parking and Traffic Commission recently voted against implementing the bike route network.

Traffic jams are not unique to 6 p.m. on the last Friday of the month. Politicians and citizens are going to have to look beyond CM for the causes of traffic jams and their commuting woes. Perhaps they should look to CM for the solutions.

http://critical-mass.info/

CRITICAL MASS.

CRITICAL MASS.

In its simplest form Critical Mass ("the mass" or CM) is once a month, traditionally on the last Friday, at 6 p.m., just after rush hour. The group bikes together on public streets, to show numbers and build camaraderie. The ride is timed to permit people to bike home from work together. Participants include parents, grandparents, kids, students, professionals, commuters, recreational cyclists, etc. Route maps may be distributed but other than that there are no leaders, support vehicles, arranged rest stops or set agenda. Reasons for participating range from purely social to highly political (deep felt resentment and frustration about not being heard on issues like unsafe streets, lack of traffic calming and bicycle parking, road-rage towards cyclist, air pollution, etc.) For most it is probably a combination of reasons. CM started September 1992 in San Francisco and has since been replicated in dozens of cities across the United States, Canada, Europe, and around the world.

A lot is made of the additional congestion that is caused by the mass. "Congestion is not our intention. The ride is benign," says Dave Snyder, executive director of San Francisco Bicycle Coalition (SFBC). "The cause of congestion is not bikes; it's too many cars squeezing into our compact city. During Critical Mass, a few people in cars experience slight delays, while many more people on bikes experience free-flowing, safe streets, for a change. If we really wanted to mess things up we'd leave at 5:00 p.m."

There doesn't seem to be a question that these rides have an impact, but it is hotly debated in letters to the editors of major newspapers and within the bike community whether the Mass is positive or negative. Have the bicycle communities that were frustrated about not being heard before instituting critical mass, been better heard since starting the program? Yes, but the most noticeable noise has been negative press (is there any other kind?). Is there anything positive to balance this? Yes again, but often this is not as well covered.

The lightening rod for much of the debate is San Francisco's July 1997, Critical Mass. Anne Ng reports (SC, Sept-Oct 97) that even before the controversial ride, the San Jose Mercury put the bike community's controversy with S.F. Mayor Brown on the front page four times in eight days. The Mayor's comments maligned the participants and called for a crack down on CM, but did not address the issues. Over the next three weeks the Mercury carried eight news stories, one opinion piece, two non-disparaging editorials cartoons and thirteen letters to the editor.

Even in the case of the SF Critical Mass, which included a confrontation with police, reports indicate that there were five thousand participants (TT, #42), of which a few percent were involved in the confrontation. According to Capt. Dennis Martel, SF Police, 110 people were arrested. Most arrests were for failure to disperse and traffic citations. Follow-up reports say that the "failure to disperse" was caused because police hemmed groups in and prevented them from dispersing. There were a few, isolated, cases of assaults, Martel says (TT, #42). All of the charges against pedestrians and bicyclists were subsequently dropped. No motorist who committed illegal acts out of resentment and frustration was cited.

WILD DOGS are the sons and daughters of *Massa Kritikal*.

Wild Dogs Brigade is generally a spontaneous flock of wild, crazy, unruly, and passionate cyclists from different backgrounds and ideas. We came from different views in life, from different tastes in music and food and everything the world has to offer. But we are here, together as a family, to share our passions in cycling, creating blasts of excitements and everything in between :)

Currently, Wild Dogs Brigade have been spreading its love in two towns; the clans in Johor Bharu and in Kuala Lumpur. We are expecting more brigades and chapters in every state and maybe across the stretched universe, hence expecting more sisters and brothers to come together with us and share our passions.

We Dogs, with hands cheeeesily wide open and eyelashes annoyingly batting, welcome you lads and lasses to come join us and be part of our family :) Don't bother with the types of bicycle you are riding because there is no such thing as putting races and categories on bikes or every other things in life. Let us all just get together, ride around town together, share stories with each other, educate each other, chill and maybe tengok bola sama-sama :)

Making outlandish generalizations about a way of riding a bike is ridiculous! Find another war that's worth fighting for.
--WxDx Brigade manifesto.

It's great if you ride your bicycles to work and it's fine not to do so and have chill rides on the weekends with your family or your friends. Really, if you even have the slightest love towards bicycles, then we love you :) The main purpose of us creating this group is generally for all of us to share the joy that bicycles can bring in our lives. It can be your commuter or it can be your evening leisure. It can be your favorite sport or it can be a statement in your life, even. Whatever it is, come share your love with us.

If you have anything at all to share; information's of any sorts, photos, scene reports, news, reviews, suggestions, good music and books, and literally anything related to wheels-without engines at all, feel free to come drop by for a minute here :)

Ride safe, people. Power to efficiency!
WDBXFCK

Do You Need A Bike Helmet?

It is common to see people involved in sports wearing head protection. Football players wear helmets. Rock climbers wear helmets. River rafters wear helmets. Hockey players wear helmets. And for good reason--each sport presents a risk of head injury. Bicycling presents a similar hazard and requires similar precautions. Though the overall numbers and risk are not high, about 75% of all bicyclist deaths each year result from head injuries. More cyclists are permanently impaired by riding their heads into curbs, poles and the pavement. Scrapes and broken bones heal, but scrambled brains may not.

Much of this tragedy is preventable. The premier intervention is to learn safe bicycling technique, understand motorist behavior and bicycling defensively. There is no substitute for good bicycling! The next simple precaution of wearing a bicycle helmet may prevent severe injury or save a life--yours.

Many serious bicycle accidents happen on 'quiet' residential streets, in parking lots and on bike paths. A large number (90%) of bicycle accidents don't even involve automobiles. Accidents also aren't a scourge of just beginner riders, or just experienced riders, or just young riders, or just older riders. Every bicyclist is wise to wear a helmet, regardless of age, and whether riding across the street or across the continent.

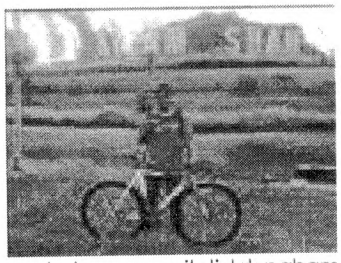
There are other benefits. Most helmets are brightly colored so drivers can see you better and will take you more seriously. A helmet also provides protection from weather, including sun, rain and hailstones. But the main reason to wear a helmet is to protect your brains from damage in an unexpected impact.

Compared to the lifetime cost of a head injury the cost of a bike helmet is cheap. Think about tomorrow, buy and wear a helmet today.

Shred, Skid & Destroy bicycle mang!
Well, that's how it goes, if something fucked-up
Stand up & build it back ...then destroy again.
Experiences & Skill worth for lifetime. Remember that.
--WxDx Brigade manifesto.

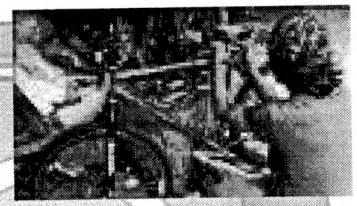
What to Look For.

In the US markets look for and buy only helmets that have a sticker inside saying they meet the CPSC standard. Don't trust what a salesperson or store promotional materials or images might tell you. The Snell B-95 and N-94 standards are even better. In Europe, manufactures design to the CEN standard. This is slightly lower than the CPSC standard. Multisport helmets (i.e. skating and cycling) should carry stickers certifying each sport.



Aku pen boleh digelarkan pengayuh basikal sepenuh masa. Sebab sebab yang membuatkan aku tidak mungkin berhenti mengayuh kerana setiap yang aku dpt semasa aku mengayuh aku mempelajari byk bende tentang displin,masyarakat sekeliling. Kenapa aku memilih basikalk ? Kerana basikal adalah salah satu kemudahan pengangkutan yang digunakan di negara luar untuk mengelakkan kesesakan lalulintas. Aku sayang basikal aku. Kalini tujuan aku untuk menyebarkan kepada semua dan di kongsi bersama dgn masyarakat yang masih tidak paham kenapa dan mengapa . **PEN--WDBXFCK.**

Share the road



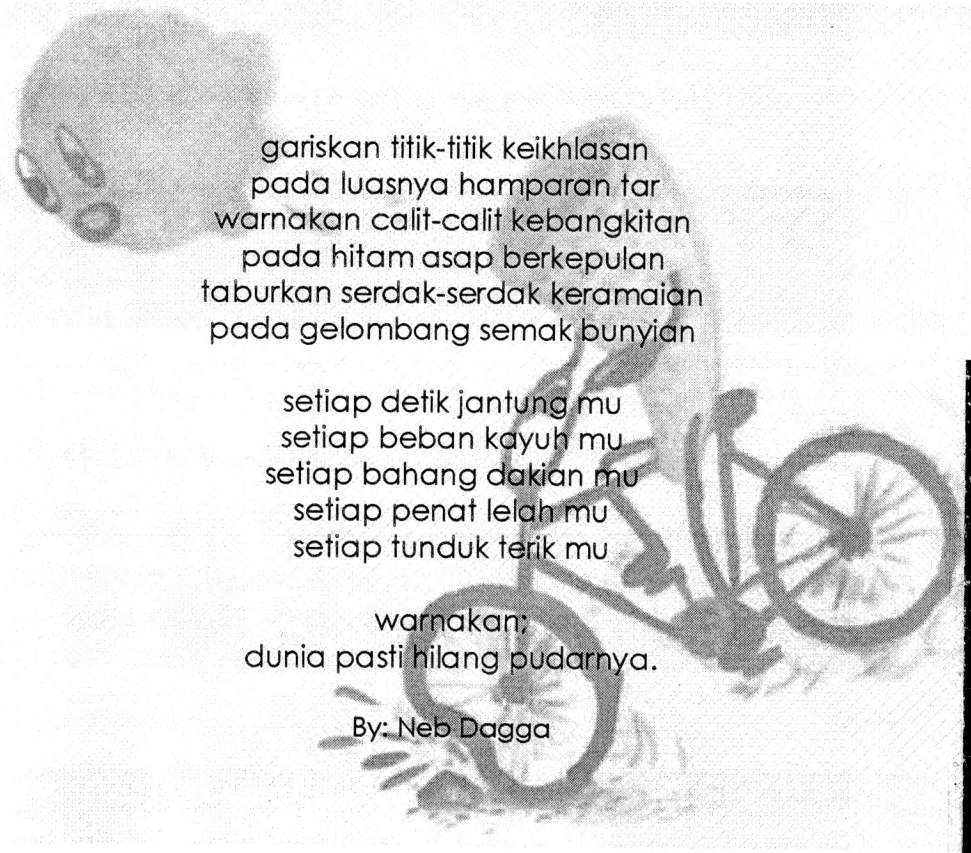
Basikal basikal basikal.. i love BASIKAL and i love my BASIKAL. "weh, beli la basikal..senang kau ni gi mane mane" mase tu aku hanya duduk sambil tgk kawan2 aku yang sedang seronok dgn basikal masing2. dan aku mula berfikir then terbuka hati ni nak beli basikal.. yes i will get one. Lepas tu, gaji pertama aku terus beli basikal..tak fikir banyak and when i get a new bike.. im happy to ride my new bike dgn pakaian kerja.. hahahaha! start on that day.. kemana saja aku berbasikal and secara tidak langsung baru ku sedar basikal amat berguna kat diri aku ni sampai la sekarang. Aku tak taw mcm mana nak luahkan perasaan untuk di kongsi bersama bila kau sedang berbasikal.. tapi aku yakin bile kau berbasikal untuk kegunaan harian kau or ape saja, maybe kau akan rasa sama macam mana aku rasa. Ape pun guys I'll just keep riding and i hope u do the same way.. BIKE LOVE BIKE ANYWHERE cheers and PEACE FOR EVERYONE. **-JIL--WDBXFCK.**

Think of bicycles as rideable art that can just about save the world.
~Grant Peterson

sever and can be life threatening -- they are the most common cause of death for bicyclists. Given the grave potential consequences and the cost of prevention, helmets are excellent value. The highest rate of bike-related head injuries is among boys 10-14, but helmets are a good idea for cyclist of all ages and genders. To work properly helmets need to fit properly!

Probably the most common, unintended, part of the body to impact the ground is the palm of the hand. To reduce these injuries, leather palmed cycling gloves are available, but to a lesser extent in kid sizes.

Beyond this, because of the injury patterns for bicycle accidents, there is not a lot of emphasis on other protective gear for bicycling. The exceptions are for people doing BMX racing, stunt riding or off-road trials riding in rocky or brushy country.



gariskan titik-titik keikhlasan
pada luasnya hamparan tar
warnakan calit-calit kebangkitan
pada hitam asap berkepulan
taburkan serdak-serdak keramaian
pada gelombang semak bunyian

setiap detik jantung mu
setiap beban kayuh mu
setiap bahang dakian mu
setiap penat lelah mu
setiap tunduk terik mu

warnakan;
dunia pasti hilang pudarnya.

By: Neb Dagga

good bicycle helmet must be able to absorb impact energy just as motorcycle helmets do to prevent brain injury. Most of the best helmets have three elements: a shell, a liner and straps and buckle.

Shell: A full-cover hard shell spreads the impact energy in a collision with a sharp or pointed object. The shell can have some vents and still be strong enough. Fiberglass, Lexan and ABS plastic are all good shell materials. The shell should not have any sharp snag points.

Helmets which pass the recognized impact tests are also available with soft shells and no shells. Soft shell helmets are almost as light as no shell helmets and more durable. No shell helmets are generally the lightest weight. Most come with a nylon cover. It is necessary to keep this cover on for the helmet to work properly.

Liner: A good helmet must have a stiff polystyrene (Styrofoam) or related liner. This is non-springy foam that absorbs shock and doesn't bounce back at your head. All top rated bicycle helmets use expanded polystyrene (EPS) -- a slightly harder version of the familiar white ice-chest foam and the packing material used to protect stereo equipment during shipping. Spongy foam can be added for comfort, but it absorbs very little shock in a life-threatening crash. The stiffer polystyrene must be included in the construction to absorb the energy of a blunt impact. Note: The density and thickness of the liner are critical factor in the amount of energy it will be able to absorb.

Strap & Buckle: The helmet must stay on your head even if you hit hard surfaces more than once--a car, perhaps, and then a curb. The helmet needs a strong strap and fastener.

To work properly a bicycle helmet must fit properly and be cared for properly:

The helmet should sit level on the head, covering the forehead in front.
The chin strap splitter should lie right under the ears.
All straps should lie flat, not be twisted.
The chin straps should be tight enough to allow only one finger between the strap and neck -- without choking.
The helmet shouldn't rock from side to side.
The helmet should rock slightly forwards and backwards. If it can lift up off the forehead or come down over the eyebrows it needs further adjustment.
Trim loose ends of overlapping straps or tack down with duct tape or rubber bands.
Add-on stickers and paint are cute but can affect the strength of the shell and may void the warranty.
Now you have to wear it. A helmet on the handlebars does nobody any good.

BETWEEN THE LINES (ROAD SAFETY)

Bicycling is fun, it helps us keep fit, and it gives us mobility. It also helps kids develop judgment and self-confidence, safe practices and lifelong skills. The most import part of having fun cycling is to learn to do it safely. The attitudes parents instill in their child now will help to determine how he or she will ride for years to come. If parents work at it from the beginning, if they teach their child as if his or her life depends on these lessons -- which it does -- then they will feel more confident when their kids rides down the road.

The basic sets of rules for beginning bicyclist are:

1. No playing in the road.
2. No riding on busy streets.
3. Stop and look before entering a roadway to cross or for any other reason.
4. Bicycle ride with traffic regardless of whether it is on the road, on the shoulder or on a sidewalk. [In situations where the infrastructure or other factors force you to ride toward traffic, adjacent to it, it is EXTREMELY IMPORTANT that you approach every intersection (road, alley, driveway, parking lot access, etc) with extreme caution and prepared to stop instantly.]
5. Stop for all stop signs and obey all other traffic signs and signals.
6. Make your own decisions (don't do something just because a friend told you so.)
7. Keep at least one hand on the handlebars at all times -- two is better.
8. No riding at night – even in broad daylight bright cloths are good.
9. Even if you are doing everything else safely and right (please do), it is a good idea, and sometime the law, to wear a bicycle helmet. Bicycle gloves are a second good piece of personal protective equipment.

The specific safety issues for children change dramatically by age and the kind of environment they are riding in. In general terms the sequence is about like this:

1: Child first learns to bicycle at obstacle-free park, courts (basketball or tennis), parking lot or driveway. They are taught balance, steering and pedaling. They need to keep their speed commensurate with their skills. See Teaching / Learning to Bike

2: Next children start to leave the park, court or driveway, and use walkways, sidewalks and pavement (Brit). Here he or she starts to encounter pedestrians and hazards like cracks in the pavement, glass, debris, poles, benches, etc, and possibly other vehicles. Cyclists start to speed up. It needs to be reinforced that they need to keep control of the bike and THINK about avoiding hazards and obstacles. Most bicycle accidents don't involve motor vehicles. Most bike accidents, especially for kids, are falls, collisions with stationary objects, collisions with pedestrians or collisions with other bikes.

3: Child will then get to corner and want to cross the street, or child starts to ride into the road at some other point (i.e. end of a driveway). Child needs the discipline to ALWAYS stop and look both ways for moving vehicle, and wait for the light if appropriate. Child is poor at judging speed and "closing distance". They should wait for all vehicles to stop or to pass before crossing. Four lane roads are particularly treacherous because a vehicle in a near lane can block the view of a vehicle in lanes behind it. While accidents with cars are statistically small, procedures for entering the environment of motor vehicles merit extra scrutiny and practice for beginning cyclists.

4: Some kids will be lucky enough to have access to zero traffic cul-de-sacs and severely "traffic calmed" streets, but even in these situations the rules-of-the road should be introduced and followed and parents need to be weary because motorist can't be trusted to share the space.

5: Even while riding on the sidewalk and through crosswalks, it is SAFEST to ride WITH traffic. (This also reinforces patterns they will need when the transitions to riding in the street.) Riding with traffic, even on a sidewalk and crosswalk, is safest because drivers crossing the sidewalk or crosswalk, from a driveway, alley, parking lot or side street, will look hardest (in drive on the right countries) to the NEAR LEFT lanes and FAR RIGHT lanes. Hopefully they will see a bicyclist coming from the left on the sidewalk adjacent to the near left lane. Too often they won't see cyclists on the near right sidewalk when they are look off to the far right lane. If the driver plans to turn right they may hardly even look left. The problem is not so acute for pedestrians because they generally don't travel as fast and they can stop almost instantly if they see a car is not going to yield – but pedestrians approaching from the left are more at peril as well and get clobbered too often as well. [In drive on the left countries all the same holds true, but all the lefts and rights are reversed!] When riding on the sidewalk it is important to stop or be prepared to stop (depending upon the age and sightlines) at all driveways, alleys, and parking lot ramps, especially if you are riding "the wrong way."

6: The next progression for the child to begin to ride in the street. From the first moment and forever, they should ride with traffic. Before age ten children still need to be supervised when they bicycle. Few kids younger than ten can really understand traffic. They can be taught certain specific skills but they will have trouble understanding concepts like "right-of-way."

7: Sometimes soon, sometimes later, the young cyclist will get to an intersection. As a default and certainly where there is a stop sign, they need to stop, regardless of what is happening, scan both directions for traffic, wait for any cross traffic to clear and then proceed when safe. It is import that everyone makes their own decisions -- no follow the leader through intersections.

8: As young cyclists advance in skills and confidence the next behavior that gets them in trouble is turning without warning (or looking). Until kids are old enough to understand traffic they should be taught to walk across roads. To prepare them to make turns across lanes, they need to be taught to scan to the rear for traffic and signal before turning. An article that takes this to the next level is How Not To Get Hit By A Car by Michael Bluejay.

For ordinary bicycling learning safety is more important than equipment. Good safety knowledge can keep you safe on a bad bike, but lack of knowledge won't keep you safe on a good bike. Of course it is important that the bike fits, it has brakes, and everything be in good repair -- especially the brakes, so that slowing down and stopping can be controlled by you!

Helmets are the next most important piece of equipment. Bicycle helmets don't do anything to avoid crashes -- which are the real objective – but they can be important in reducing head injuries if one should occur. Head injuries have a high potential for being