

Thursday, January 26, 2023
8:30 a.m. – 9:30 a.m.



Call-In Option

Call-In # (877) 853-5257
Meeting ID: 7447100343
Code: 82243742

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, including auxiliary aids, translation requests, or other accommodations, or to be able to access this agenda and documents in the agenda packet, please contact the Tulare County Association of Governments ("TCAG") office at 559-623-0450 at least 3 days prior to the meeting. Any staff reports and supporting materials provided to the Board after the distribution of the agenda packet are available for public inspection at the TCAG office.

- 1) Welcome & Introductions
- 2) Public Comments
This portion of the meeting is reserved for persons wishing to address the TCAG Active Transportation Advisory Committee on items within its purview but not on this agenda. Unscheduled comments are limited to 3 minutes. Note: Prior to the action by the Committee on any item on this agenda, the public may comment on that item.
- 3) Action: Approval of Meeting Minutes for December 15, 2022 (Attached)
- 4) Information: League Cycling Instructor Seminar Schedule and Outline of the Curriculum (Attached)
- 5) Action: Selection of a subcommittee to select League Cycling Instructor candidates
- 6) Direction: Marketing the League Cycling Instructor Scholarship Opportunity
- 7) Information: Project Implementation Status Update
- 8) Information: ATP Program Update
- 9) Information: Tulare County Public Health Bicycle and Pedestrian Fatality Update
- 10) Information: Caltrans District 6 Update
- 11) Information: CHP Update
- 12) Information: Active Transportation Outreach Update
- 13) Other Business
- 14) Adjourn

TCAG Active Transportation Advisory Committee (ATAC) Meetings are scheduled monthly on the fourth

Thursday of every month at 8:30 a.m. **The next scheduled ATAC meeting is on Thursday, February 23, 2023 at 8:30 a.m. at the TCAG office Sequoia Conference Room.**

**Tulare County Association of Governments (TCAG)
Active Transportation Advisory Committee Members**

Eddie Wendt	City of Exeter
Curtis Cannon or Neyba Amezcua*	City of Lindsay
Kevin Gross	City of Farmersville
Jason Ridenour	City of Porterville
Frank Senteno or Diego Corvera*	City of Visalia
Jan Bowen or Mario Anaya	City of Tulare
Rebecca Griswold	City of Woodlake
Ismael Hernandez	City of Dinuba
Michael J. Winton	County of Tulare
Jose Ruiz-Salas or Sharon Minnick*	County of Tulare-Public Health
Michael Winton	County of Tulare-Resource Management Agency
Gracie Johnson	County of Tulare-Sheriff
Steve Beal	California Highway Patrol
Michael Young	Interest Group #1 and ATAC Vice Chair
Jenn Garvin	Interest Group #2
Elaine Garrett or Bryan Patterson*	Interest Group #3
<i>Vacant</i>	Interest Group #4
<i>Vacant</i>	Interest Group #5
<i>Vacant</i>	Interest Group #6
Russ Dahler	Citizens' Oversight Committee (At Large #1)
Mark Wall	At Large #2 and ATAC Chair
Edgar Hernandez or Scott Lau	Caltrans, District 6

* Agency rotates alternate

TCAG STAFF

Ted Smalley, Executive Director
Ben Kimball, Deputy Executive Director
Ben Giuliani, Executive Officer- LAFCO
Leslie Davis, TCAG Fiscal Manager
Roberto Brady, Principal Regional Planner
Derek Winning, Principal Regional Planner
Gabriel Gutierrez, Principal Regional Planner
Kasia Poleszczuk, Senior Regional Planner
Steven Ingoldsby, Senior Regional Planner
Maria Garza, Associate Regional Planner-EH
Jennifer Miller, Associate Regional Planner-EH
Giancarlo Bruno, Regional Planner
Sheela Bhongir, Regional Planner
Michele Boling, TCAG Accountant III
Brideget Moore, TCAG Staff Services Analyst III
Amie Kane, TCAG Administrative Clerk II
Servando Quintanilla, TCAG Staff Analyst I
Holly Gallo, TCAG Administrative Clerk I
Wendy Aguilera, TCAG Administrator Clerk II
Richard Tree, TCRTA Executive Director

Office Address

Tulare County Association of Governments
210 N. Church, Suite B
Visalia, CA 93291
P: (559) 623-0450
F: (559) 733-6720
www.tcmeasurer.com
www.tularecog.org

Tulare County Association of Governments
Active Transportation Advisory Committee
December 15, 2022

ATTENDANCE LIST

Neyba Amezcua (-) Curtis Cannon (-)	City of Lindsay
Kevin Gross (-)	City of Farmersville
Eddie Wendt (-)	City of Exeter
Jason Ridenour (P) Luisa Zavala (-)	City of Porterville
Diego Corvera (-) Frank Senteno (-)	City of Visalia
Jan Bowen (-) Mario Anaya (-)	City of Tulare
Rebecca Griswold(P)	City of Woodlake
Ismael Hernandez (-)	City of Dinuba
Jose Ruiz-Salas (-) Sharon Minnick (-)	County of Tulare – Public Health
Michael Winton (-)	County of Tulare – Resource Management Agency
Gracie Johnson (-)	County of Tulare – Sheriff
Steve Beal (-)	California Highway Patrol
Russ Dahler (P)	Citizens' Oversight Committee (At Large #1)
Mark Wall (P)	At Large #2 and ATAC Chair
Pedro Ramirez (-) Alec Kimmel (-) Edgar Hernandez (P) Scott Lau (P) David Deel (P)	Caltrans, District 6
Richard Tree (-)	Tulare County Regional Transit Agency (TCRTA)
Michael Young (-)	Interest Group #1 (Adventure Sports store)
Jenn Garvin (-)	Interest Group #2 (Porterville Unified School District CAPS)
Bryan Patterson (P) Elaine Garrett (P)	Interest Group #3 (Southern Sierra Cyclists)

TCAG Staff: Sheela Bhongir, Servando Quintanilla, Derrek Winning, Brideget Moore and Gabriel Gutierrez.

SUMMARY MEETING MINUTES

1. Welcome & Introductions

Meeting started at 8:32AM by Chair Mark Wall with introductions starting with Members located in the South most part of the County to the North most part of the County. Member Ridenour (City of Porterville) announced himself, followed by Member Minnick (Public Health Agency for the County of Tulare), Member Dahler (representing the Citizens' Oversight Committee), Member Hernandez and Lau (Caltrans District 6), Member Garrett and Patterson

representing Interest Group #3 (Southern Sierra Cyclists). Member Griswold (City of Woodlake) joined late followed by Member Deel from Caltrans District 6.

TCAG Staff present in-person were Quintanilla, Moore and Bhongir. TCAG Staff present online were Winning and Gutierrez.

2. Public Comments

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Public comments open and closed at 8:35.

3. Action: Approval of Meeting Minutes for October 27, 2022

Member Dahler (At Large Member #1) made a motion to approve the minutes seconded by Member Garret (Interest Group #3). Motion passed unanimously.

4. Discussion: Bicycle and Pedestrian Safety Education

Chair wall discussed about the League of American Bicyclists organization and their League Cycling Instructor (LCI) seminar. A prerequisite to the League Cycling Instructor course is the Smart Cycling class. Eight participants have already completed that class and some of them are ready to take the LCI seminar. The Fresno Bicycle Coalition conducted the Smart Cycling Class held on November 19th and 20th. The Fresno Bicycle Coalition plans to help with the process of organizing a LCI seminar and they have a few participants who might come from Fresno to attend the seminar. Chair Wall further discussed meeting with TCAG staff on see how this training could be integrated with TCAG outreach. Staff Winning shared that TCAG Staff is on board and likely able to sponsor a minimum of five scholarships. A staff report would need to be done explaining how this could integrate with TCAG activities. Staff Winning said the Overall Work Plan for TCAG would have to be amended and approved by the TCAG board.

Staff Bhongir added on saying this training could supplement existing efforts. Additionally having Spanish speaking instructors and younger aged instructors would help with attracting a wide variety of instructors.

Chair Wall shared a goal to develop bicycle advisory clubs in high schools. He provided additional options for what students could do with the Smart Cycling class such as teaching adults who don't know how to ride. He further mentioned opportunities with Parks and Rec programs in the area.

Staff Winning acknowledge that there are some potential candidates such as former teachers and coaches, but the partnership would need to be explained in the staff report and presented to the TCAG Board.

Member Minnick chimed in and said that her son attends Mission Oak Elementary and there has been some recent incidents near the school. Staff Bhongir added to the conversation saying she has observed cyclists riding the wrong way and not dark colored clothing while riding at night.

5. Information: Project Implementation Status Update

This item is reserved for agencies to share updates on an upcoming project. Caltrans reported they do not have any updates at this time. Member Ridenour from the City of Potterville shared an update about the environmental phases of the Butterfield Stage Corridor project. He further shared that their Santa Fe Clean California grant is currently in the design phase. Member Ridenour has also been working with the Tule River Tribe and will have more updates next

month. Member Griswold shared the City of Woodlake is also in the design phase of their Clean California grant. The City of Woodlake recently completed a roundabout project.

6. Information: ATP Program Update

Staff Gutierrez reported that the results of the statewide component and that those projects have been approved at the CTC meeting. He shared that there are 10 projects under the MPO component being compiled for review in early January. Tulare County had the second highest overall average score in the state component.

7. Information: Tulare County Public Health Bicycle and Pedestrian Fatality Update

Member Minnick shared that the year is looking grim with 27 fatalities this year. That is twice as many as last year. She noted some of the problematic pedestrian behaviors and cited a previous study by a graduate student who studied the interaction between cyclists and pedestrians. Chair Wall inquired about the details of SWITRS (The Statewide Integrated Traffic Records System). Member Patterson (representing Interest Group #3) discussed post pandemic driving behaviors. In response to Chair Wall's inquiry of SWITRS, Staff Winning shared that TCAG uses that data on corridor studies and wants to explore how to use it more so for ATP planning. Furthermore, TCAG has a contract with Street Light a big data company that provides estimates of the volumes of facilities. He can provide a presentation to the ATAC committee sharing more. Lastly, Chair Wall inquired about the "Love to Ride" platform which was presented during a previous ATAC meeting. Staff Winning shared that platform is more a community-based information gathering site versus an accident/fatality database.

8. Information: Caltrans District 6 Update CHP Update

Member Hernandez shared there has been a change in staff for the Clean California Grant and he will share a link with the ATAC group.

9. Information: CHP Update

Member Beal was not present to share to report.

10. Information: Active Transportation Outreach Update

Staff Moore updated the committee on the bike ride event that is being organized in conjunction with Visalia Cyclery and Trips for Kids. She further shared that the Art Contest closed and winners were selected. Lastly, a car seat safety check is scheduled for Saturday 12/17.

11. Other Business

Member At Large #1 Dahler inquired about the Central Valley bicycle route in Shasta. Chair Wall briefed Member Dahler about the bicycle route.

12. Adjourn

Member Minnick and Dahler moved to adjourn the meeting around 9:32AM The next meeting is scheduled for Thursday, January 26, at the TCAG office.



League Cycling Instructor Certification Seminar

--Draft Agenda --

Day 1: Friday (9/30) 5pm/4:00 (*start times / hours:minutes to this session*)

Class will start promptly at 5pm. Candidates are welcome to eat during the first hour of the Friday evening session (during the sign-in period).

Times below may be adjusted according to conditions (weather and otherwise) but provide a general outline of your weekend.

1. Sign-In 5:00pm / 0:30
2. Introductions 5:30pm / 0:45
 - a. Where we are going/Objectives of the Seminar
 - b. Trainer and Attendees, interview methods/ice breakers
 - c. Review of Smart Cycling
 - d. Review of Pre-Test (time permitting)
3. Basic Teaching Skills I 6:15pm / 1:00
 - a. How We Learn
 - b. What We Bring to the Classroom
 - c. Essentials of Communication
 - d. Listening Skills
4. Break 7:15pm / 0:15
5. Basic Teaching Skills II 7:30pm / 1:15
 - a. Teaching Strategies
 - b. Classroom Preparation
 - c. Effective Questioning Techniques
 - d. Constructive Criticism
 - e. Dealing with Difficult Students
6. Student Presentation Time Assignments 8:45pm / 0:15
7. Break for the Evening 9:00pm Coach will be available to advise participants until 9:30 pm

Day 2: Saturday, (10/1) 8am - 9:30pm



1. **Sign-In 8:00am / 0:15**
2. **Student Teaching I (Paired Presentations) 8:15am / 2:00**
3. **Break-Road Ride Preparation 10:15am 0:15**
4. **Road Ride 10:30am / 1:30**
 - a. Map of Route (approximately 6 miles)
 - b. Group Riding Skills
 - c. Road Test Scorecard, Grading System
 - d. Expectations of Road Ride
 - e. Ride and Watch
 - f. Debrief
5. **Lunch 12:00 noon / 1:00**
6. **Prepare for Parking Lot Drills 1:00pm / 0:15**
7. **Handling Drills 1:15pm / 1:00**
 - a. Mounting/Dismounting
 - b. Starting/Stopping
 - c. Holding Your Line
 - d. Scanning/Signaling
8. **Avoidance Drills 2:15pm / 1:30**
 - a. Swerving
 - b. Rock Dodge
 - c. Emergency Stop
 - d. Instant Turn
9. **Break 3:45pm / 0:15**
10. **Student Teaching II (Individual Presentations) 4:00pm / 1:30**
 - a. Presentation
 - b. Critique
11. **Dinner Break 5:30pm / 1:00**
12. **Student Teaching III (Individual Presentations) 6:30 pm / 1:30**
 - a. Presentation
 - b. Critique
13. **Preparation for Night Ride 8:00pm / 0:15**



14. Night Ride 8:15pm / 1:00

- a. Reflectors
- b. Equipment
- c. Lighting Systems

15. Break For Evening 9:15pm Coach will be available to advise participants until 9:45 pm

Day 3: Sunday, (10/2), 8am - 3:00pm

- 1. Sign-In 8:00am / :15**
- 2. Working with the League 8:15am / 0:45**
- 3. League Curricula - Modules 9:00am / 0:45**
 - a. Smart Cycling (formerly TS101)
 - b. Commuting
 - c. Motorists
 - d. Kids
 - e. Group Riding Skills
- 4. Children - A Special Case 9:45am / 0:15**
- 5. Break 10:00am / 0:15**
- 6. Road Ride Exam 10:15am / 1:45 (same route as Saturday)**
- 7. Lunch 12:00 / 0:30 (with Road Ride De-Brief)**
- 8. Marketing Your Classes 12:30pm / 1:00**
- 9. Seminar Agreements/Feedback 1:30pm / 1:15**
- 10. Goodbye and Good Luck - Photo Opportunity 2:45pm**
- 11. Finish 3:00pm**



Tulare County Association of Governments(TCAG)

League Cycling Instructor Scholarship Request Form

League Certified Cycling (LCI) Instructor Seminar at 210 N Church Street Suite B Visalia, CA

--April 28 to 30?--

Address to Sheela Bhongir, Regional Planner at TCAG

sbhongir@tularecag.ca.gov 559-623-0457 (office)

Name (First, Last):

Address:

Phone Number:

Email:

Are you affiliated with a local organization, club, or store?

If yes, list the name of the organization, club, or store:

Have you completed the Smart Cycling Complete Course (formerly Traffic Skills 101)?

The *Complete Course* consists of classroom instruction *and* on-bike handling skills. Students are tested.

Students may substitute the classroom instruction portion with the online course at bikeed.org. The on-bike portion must be completed with a current LCI.

Yes No

Date of completion:

Name of League Cycling Instructor:



Why are you seeking to be certified as an LCI?

How will you commit to serving your community through teaching bike safety education in the following year? i.e. teach adult bike education classes, teach youth, teach motorists how to share the road, etc.

Upon LCI certification, would you be willing to assist TCAG with the following outreach events and activities?

Bike rodeos and/or classes for the following groups:

Elementary age students

Middle school age students

High school students

Parents

Rescue Mission individuals

Creating digital media/content

Manning booths at TCAG outreach events



How many classes do you commit to teach next year?

What region, city, or neighborhood will you serve?

We strive to understand the demographics of LCI candidates in order to ensure that bike safety education is reaching all communities. Please help us understand you and your background by answering the following demographic questions.

Gender

☐ Female
☐ Male
☐ Gender non-conforming
☐ Prefer not to Answer

Ethnic Identity

☐ African American
☐ American Indian/Alaskan Native
☐ Asian
☐ Caucasian
☐ Hispanic/Latino
☐ Native Hawaiian/Pacific Islander
☐ Prefer not to Answer
☐ Other

List Other: _____

Age _____

Are you comfortable instructing a Smart Cycling class in a language other than English?

☐ Yes ☐ No

If yes, what language(s)? _____

Is there anything else you would like us to know about your interest in becoming a League Cycling Instructor?

The awarded scholarship is for the seminar registration fee only (\$500). Candidates are responsible for their membership to the League of American Bicyclists (\$40). Candidates will also be expected to maintain their League membership annually (\$40) and their annual LCI renewal fee (\$25).

STARTING & STOPPING



Starting: Have students begin by standing over the bicycle with both feet on the ground.

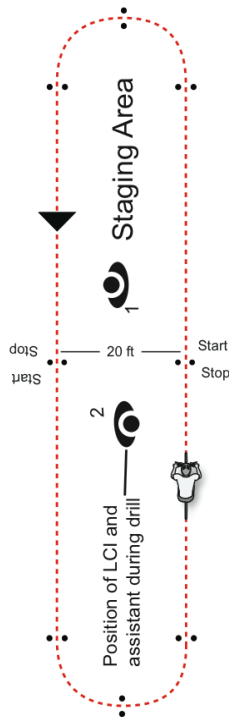
With the bike in starting gear, foot in power pedal position, stand up and push down. Get second foot on the pedal as it reaches the top. Keep the pedals turning and increase speed to a comfortable pace.

Stopping: Have riders brake to a stop in the middle of each leg, using both brakes and turning handlebars away from the dismount side as the bike comes to a complete stop and they get off of the saddle and put one foot down.

Instruct students to return to the staging area after three repetitions of each complete drill. The staging area is in the middle of one end of the layout.

Option: Have riders find "starting gear" by making three starts in different gears.

1



QUICK STOP



Setup: Balls are placed in pairs, 18 inches apart and spaced 4 ft, 2 ft and 4 ft apart along the chute as shown.

Riders will make three different braking passes through the chute, maintaining the same speed for each and will begin braking at the first pair of balls. There is no target stop line, but each successive pass should result in a shorter stopping distance.

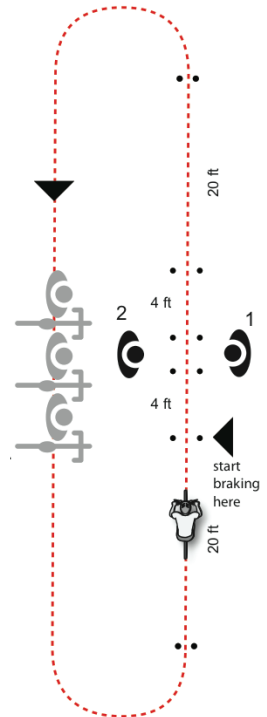
Instruct students to begin braking when the front wheel reaches the first pair of balls.

Have students come to a complete stop, with one foot flat on the ground.

Instructor stands in a position to support the riders as they come to a stop. Assistant stands on the other side for the same reason.

For more advanced riders: Instruct them to begin braking when you give a signal while they are somewhere within the chute.

5



SCANNING



Setup: Use the same course as Starting & Stopping or Straight Line Gears.

Instruct each student to scan twice on each leg and call out the number of arms the instructor is holding up (zero, one or two).

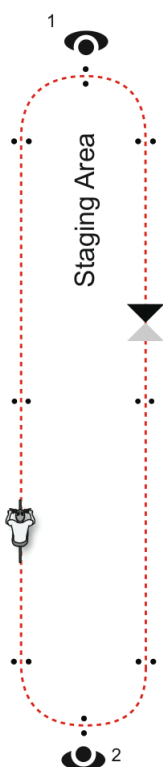
Go around three times, counterclockwise, scanning to the left and return to the staging area. Then go around three times, clockwise, scanning to the right.

Have all students complete at least three repetitions to each side.

If no assistant is available, perform the scans on just one leg of the course and reverse the flow after all have completed at least three scans to one side.

Instructors should stand approximately where the driver of an overtaking automobile would be (as indicated on the diagram).

3



AVOIDANCE WEAVE



Setup: Place 8 balls on a straight line 9-10 feet apart. Place a second ball 18 inches to the side of each ball, alternating sides except for the second ball (See diagram).

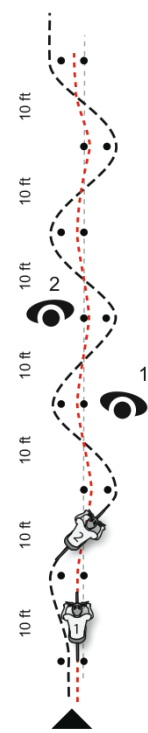
Remind students that the first few passes will be made by going between the pairs of balls, which means that their tires need only move laterally the width of a tennis ball.

The second set of three passes will require riding around the outermost ball of each pair. The tires must now travel 3 feet laterally for every 10 feet along the length of the course.

Instructor stands in a position to give encouragement and remind riders to look up, turn early and lean their bicycles.

This is a fun exercise and most students will want to continue riding it, so make sure you maintain your time discipline.

7



QUICK STOP



Why:

The ability to stop quickly and in control of the bike will provide a rider with confidence and will allow them to avoid crashing into something that appears suddenly in front of them.

Explanation:

The quickest stop a cyclist can make involves the proper application of both front and rear brakes and a shifting of the rider's weight toward the rear of the bike. Front brakes should be applied 3 times as hard as the rear brakes.

You will make three different passes through the chute, maintaining the same speed and should begin braking at the first pair of balls. There is no target stop line.

On your first pass, you will apply only the rear brake showing that the rear brake alone is not very effective. On the second pass apply both brakes. The third pass is with both brakes and a weight shift to the rear. Even with just the rear brake, there should be no skidding as a skid reduces braking friction and reduces control.

Shifting the weight over the back wheel allows the rear brake to work more efficiently, and allows the front brake to be applied harder without lifting the back wheel and potentially going over the handlebars.

Demonstration:

For the final demonstration pass, two assistants should be positioned to help the rider avoid falling.

Evaluation:

Both brakes; Weight shift; Step down

5

STARTING & STOPPING



Why:

Starting and stopping smoothly and without wobbling, helps you maintain control of your bike in traffic; and presents an appearance of competence to others. Use of an appropriate starting gear provides smooth, rapid acceleration across intersections in complete control of the bicycle.

Explanation:

The weight of your body, applied to the raised power pedal, can accelerate the bicycle smoothly while at the same time allowing you to raise your body onto the saddle. By placing the second foot on the pedal as it reaches the top of the circle and continuing the rotation you maintain momentum through an intersection.

Use both brakes to stop, with more pressure on the front brake, but not enough to cause the back wheel to skid (have your students hold up the hand that activates the back brake). Stop on an imaginary line between the markers in the middle of the straightaway. As the bike comes to a stop, slide off the saddle and remove one foot from the pedal and put it flat on the ground. Turning the handlebars slightly away from the side you are stepping down on will cause the bicycle to lean to that side.

Demonstration:

Demonstrate the start and stop exercise using the handling skills oval.

Evaluation:

Off the saddle; Pedal position; Stand up; Don't pause; Both brakes; Full stop; One foot down; Off the saddle

1

AVOIDANCE WEAVE



Why:

We do this exercise to get you thinking about looking up and ahead to see what is coming, to anticipate obstacles and to use control of the bicycle to avoid multiple obstacles in sequence.

Explanation:

You will make at least two passes between the markers and two passes outside the wide side of the markers. The key to successfully performing the second part of this drill is to turn early, shift your weight between the gates and be leaning over the ball as you pass it.

Demonstration:

The instructor should demonstrate the sequence of passes. Have the students stand near one end of the chute so they can see the sequence and the required maneuvers.

Evaluation:

Head up; Body lean; Anticipation

7

SCANNING



Why:

Scanning for traffic behind is critical when swerving around a hazard in your path or maneuvering to change lanes or make a left turn. We learn to scan over both our left and right shoulders as there are situations when overtaking traffic may be on our right side in the lane we wish to occupy. Maintaining a straight line while scanning allows us to be predictable and appear professional -- increasing our safety.

Explanation:

Your bicycle will tend to veer off course when you turn your head to scan to the rear, reducing predictability and rider safety. Learning to avoid this tendency is the purpose of this drill

Three ways to scan: a brief turn of the head; a tilt of the head, putting the chin in the shoulder and looking behind; and taking the scan-side hand off of the handlebars and turning the upper body to look behind.

Ride the oval three times in each direction (counter clockwise for left scans and clockwise for right). Scan twice on each straightaway and call out the number of hands the instructor is holding up. You will be evaluated on your ability to scan to the rear (two eyes on the instructor), accurately identify the number of arms and return your view forward while riding a straight line.

Demonstration:

Demonstrate the Scan drill one time around the oval.

Evaluation:

Two eyes; Number of arms; Straight line

3

ROCK DODGE



Setup:

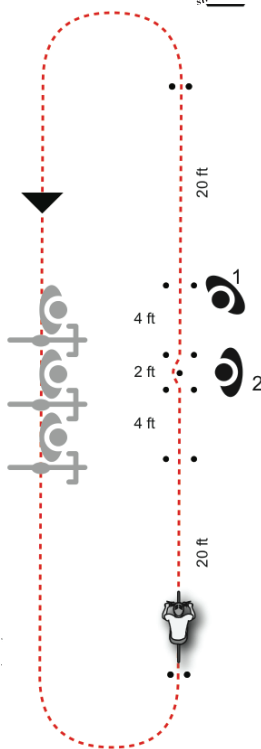
Using the same layout as the Quick Stop, turn a 1/2 tennis ball inside out to make the "rock" and place it in the very center as shown. Mark the positions of all the balls with chalk for quick replacement.

We teach turning left first and then back to the right. If done properly the front wheel should pass to the left of the "rock" and the rear wheel will pass to the right.

Remind students that they will not lose points if the back wheel hits the "rock."

Instructor stands in a position to see the front wheel. Assistant stands where they can replace the "rock" quickly. Have extra rocks in hand.

Start with balls 18 inches apart and reduce the width if riders are "steering" around the rock instead of "dodging" it. Announce that you are going to make the "dodge" action easier.



6

STRAIGHT LINE/SHIFTING



Setup:

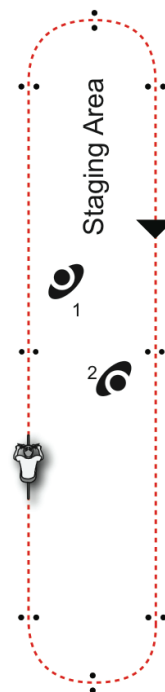
Use the same oval course as Scanning or Starting & Stopping.

Have the group ride the course in the opposite direction from the last drill, shifting into a higher gear for the straightaways and a lower gear around the curves.

Instructor and assistant should be encouraging students to lean the bicycle to complete the turn within the 20-foot curve.

Each student should go through the entire loop three times and return to the staging area.

Remind students that they need to look beyond the oval to stay in a straight line.



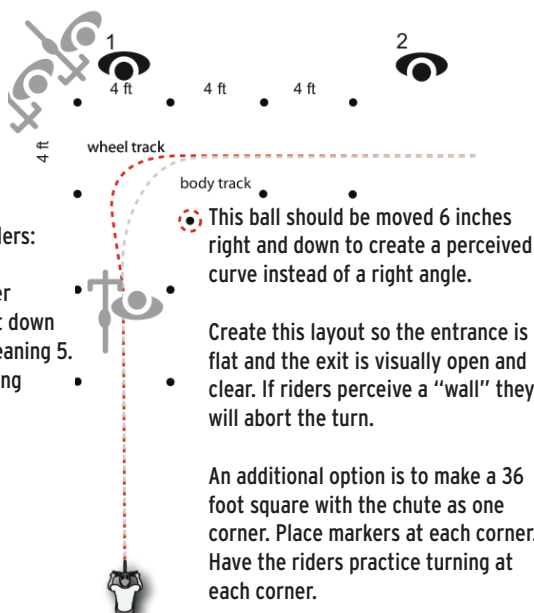
2

QUICK TURN



Point out to students that this is the space that they would have if they were sharing a wide lane or riding in a bike lane. Have them begin the counter-steer at the second set of balls.

Most riders fail by straightening up before they have completed the turn. A few riders may jerk the handlebars back too sharply and go over the handlebars.



Remind the riders:

1. No brakes
2. Countersteer
3. Outside foot down
4. Shoulders leaning 5.
- Look up and long

8

SCAN, SIGNAL, TURN



Setup:

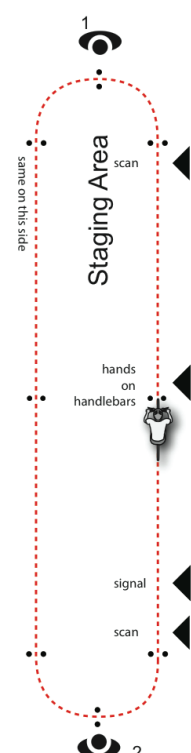
Use the same course as Starting & Stopping or Scanning.

Instruct students to scan early, signal for a count of two, return hands to the handlebars upon reaching the mid-point then scan one more time before beginning the turn.

Most states require a signal 100 ft before a turn. This layout gives students practice judging the distance.

After each student has been around three times signaling a left turn, and are back in the staging area, have the group reverse directions and scan and signal a right turn.

Make sure the students remember to scan and signal early and have signal both hands on the handlebars during the turn.



4

STRAIGHT LINE/SHIFTING



Why:

Learning to ride in a straight line gives you control and makes you predictable and safer in traffic. Getting used to shifting frequently allows you to maintain your efficiency and control of the bike in a varying traffic or terrain. The mechanical advantage provided by the gears is one reason the bicycle is such an amazing tool.

Explanation:

Your bicycle will tend to go where you are looking so you should be looking well ahead. That means practice looking at least a block ahead. Let your peripheral vision guide you between the markers.

Down shifting into turns and stops and up shifting for straightaways allows a rider to remain in control without over-exerting. Shift one or two gears down as you enter the curve and one or two gears up as you return to the straight sections of the oval. Shifting also allows you to keep a high cadence to take the pressure off of your joints and muscles.

Demonstration:

Demonstrate the straight line and shifting drill with one pass around the oval.

Evaluation:

Looking up; Shifting

2

ROCK DODGE



Why:

The ability to dodge an obstacle allows you to avoid hazards without swerving into traffic or hitting another cyclist riding beside you.

Explanation:

You will make three passes through the chute. Aim at the rock and twitch the handlebars to the left and then the right to move your front wheel around the "rock" and back to the line of travel. This maneuver is best done at a rapid pace.

Practice your rapid "twitch" movement as you come around the course to the final straightaway and the chute, always remembering to bring the handlebars back the other way quickly enough that your bicycle and your head never deviate from the straight line. Only the front wheel makes the radical movement around the rock such that the back wheel may, or may not, touch the rock -- a much less serious situation than hitting it with the front wheel.

Demonstration:

The instructor should demonstrate the rock dodge.

Evaluation:

Left first; Front wheel misses; Controlled recovery

6

SCAN, SIGNAL, TURN



Why:

Control of a bicycle in traffic is the basic crash prevention skill. This drill brings the three previous drills together and lets you practice the entire range of bicycle handling skills.

Explanation:

Being able to control your bicycle during simple maneuvers will help you avoid a majority of the crashes that cyclists encounter.

One of the most important actions that cyclists perform in traffic is communicate with other road users. Being able to scan and take a hand off the handlebars to signal is a big step towards control.

Demonstration:

Demonstrate the entire scan, signal, hands back on the handlebars by the middle of the leg and one more scan before the turn.

Evaluation:

Both eyes; Arm extended; Count of two; Scan again

4

QUICK TURN



Why:

This drill is used to avoid a moving object that crosses your path. This could be an overtaking motorist passing and executing a "right hook" or an oncoming motorist making a "left cross" in front of you.

Explanation:

It is quicker to turn than to stop from speeds of 10 or more mph.

In a routine turn, we usually lean in the direction we wish to turn. To turn more quickly, we force a lean in the proper direction with a counter steer. By counter steering briefly (turning the handlebar left in this case) a lean to the right is forced. If you quickly turn the handlebar back to the right as soon as the lean is initiated, a much quicker right turn will follow.

Demonstration:

The instructor should demonstrate the turn twice, once slowly and once at speed. Each of the five points should be mentioned as the drill is demonstrated.

Evaluation:

No brakes; Countersteer; Pedal up; Lean; Look up

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