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Gazette
Rockville, Md.
NOV 2 1994

On Town

Shock Trauma Center offers bicycle safety tips

The University of Maryland Shock Trauma Center is promoting a statewide campaign to heighten public awareness about the life saving benefits of wearing a helmet while riding a motorcycle or bicycle.

Teams of neurotrauma nurses

are encouraging riders to wear a helmet and practice responsible riding techniques to help prevent unnecessary traumatic injuries.

"Nationally, head injuries cause 75 percent of the 1,000 annual deaths from bicycle crashes. These injuries and deaths are

very preventable," says Dr. Howard M. Eisenberg, medical director and head of the Shock Trauma Division of Neurosurgery.

Since enactment of Maryland's motorcycle helmet law in 1993, motorcyclist deaths have dropped. Un-helmeted riders are twice as likely to sustain head injury as those who wear helmets.

Long-term hospitalization for head injury care costs \$146,000 to \$460,000 per patient per year, according to a report prepared by a team of research doctors at the Shock Trauma Center.

The trauma center offers the

following guidelines for evaluating bicycle safety:

- ▶ Is the saddle tight and at the proper height?
- ▶ Are reflectors clean, unbroken and positioned to pick up headlight beams?
- ▶ Are tires firm, properly inflated and free of cuts and cracks?
- ▶ Are pedals wearing out? Do they have reflectors?
- ▶ Is the front wheel properly seated and tightly bolted in the fork?
- ▶ Are handlebars tight and set at the right height for the user?
- ▶ Are any spokes bent or broken?

ken?

- ▶ Are tire valves straight and free of leaks?
- ▶ Are headlights and taillights bright enough to be seen at night from 500 feet away? Check you state and local regulations for mandatory use.
- ▶ Does the bike have a horn or bell that sounds loudly and clearly?
- ▶ Is the chain snug, without broken or damaged links?
- ▶ Do brakes, whether coast or hand, stop the bike quick and smoothly? With hand brake check the shoes to make sure they grip the rims.



NO



NO



YES

Dress For Safety

At what distance are you visible to a motorist at night? These distances assume that it's a clear night with no opposing headlights, a clean windshield on the vehicle, new, clean headlights on the vehicle driven by a young, sober adult:

If you wear dark colored clothing:	55 feet
Red clothing:	80 feet
Yellow clothing:	120 feet
White clothing:	150 feet
Reflective-trimmed clothing:	500 feet

THE FOLLOWING ARE SOME RULES FOR NIGHT BICYCLING:

1. Be thoroughly familiar with the controls of the bike.
2. Use the bicycle only when necessary.
3. SLOW DOWN!! Debris and holes are much harder to see at night.
4. Ride only on familiar streets. Use well-lighted roads.
5. Wear light colored clothing. White is best.
6. Never assume a motorist or pedestrian can see you.
7. Wear a helmet with a reflective band and gloves to reduce injuries should an accident occur.

If you follow these recommendations, you will be a lot safer when you ride at night - and your chances of becoming a statistic will be greatly decreased.

Resource: Arizona Bicycling
Bikeways, Ohio D.O.T.
The Consumer Product Safety Commission
MD Bicycle Accident Report, 1988

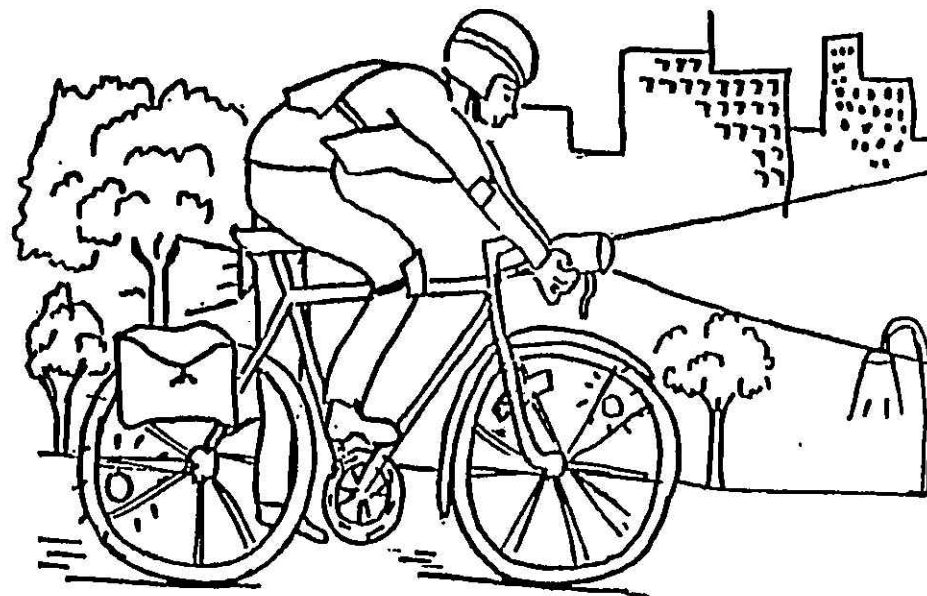
Safety is a team effort!

John T. Overstreet, Jr.
John T. Overstreet, Jr.
Chairman, Safety Awareness
BALTIMORE BICYCLING CLUB

Jan. 1990

If you need more information, please contact: Public
Affairs Division, Maryland Dept. of Transportation, PO Box
8755, BWI Airport, Maryland 21240-0755 (Phone: 301-859-
7310)

BIKERS ILLUMINATE



LET'S KEEP MARYLAND'S NIGHT ACCIDENTS DOWN

Bicyclists, Illuminate Your Bicycle

With excellent weather, people are riding bicycles for recreation and commuting to work after sunset. The majority of night bicycle accidents occur during the summer months. In Maryland it's March through November. In 1988 the state reported nearly 1,400 bicycle-vehicle accidents, some 200 occurred during dawn, dusk and and night. Poor weather conditions such as rain and fog were also contributing factors. Nearly 30% of Maryland's bicycle-vehicle accident fatalities were night accidents. An unknown number of personal injury accidents resulted from hitting unseen obstructions in the roadway. The tragedy is that most of these accidents are unnecessary. Many bicyclists without lights are challenging the motorist for space on the road under diminished lighting conditions. Although there are fewer bikers on the road during these times (about 5%), they are 15-20 times more likely to have bicycle-vehicle accidents than daytime riders. Most of the accidents involved a bicyclist riding without lights. The fact is that many bicyclists are barely visible to the motorist, thus many are hit and run type accidents. Most take place on lighted streets; unfortunately, motor vehicle type accidents are only a small portion of the night bicycle accident picture.

Knowing the basic nighttime bicycle safety practices and putting them to use could keep almost all these accidents and fatalities to a minimum. How and where you ride, as well as the way you equip your bicycle and yourself are the principal ingredients of nighttime bicycle safety.

Your riding practices, such as how steady you ride, whether you signal and check for other vehicles before changing lanes or lane position, whether you obey traffic signals and signs, etc., contribute to both day and nighttime safety. Safe riding practices are particularly important at night because of reduced ability to see and be seen. This means that predictability of other road users becomes even more important than in the daytime.

Because most bicycles are equipped with reflectors by order of the CPSC, many people think this is the only illumination they need for night riding. Reflectors are no substitute for lights.

Bicycle riding in low light or nighttime conditions should not rely on any single safety device for visibility. In Maryland, night and, by inference, low light and weather conditions, riding is prohibited unless the bicycle is outfitted with proper lights and reflectors. Specifically, the bicycle must be equipped with a white headlight, a red taillight and red rear reflector. These devices should shine brightly and be visible from 500 feet.

Lights can be either generator or battery powered and should do two things for you: (1) help you see where you are going, and (2) help others see you. You should have both a headlight and a taillight, since taillights are essential if you wish to be identified as a vehicle. A belt beacon is a flashing yellow strobe light which can be fastened to either your bike or your body. This is an excellent supplement to the taillight and reflector and greatly enhances your visibility from the rear.

All clothing should be light in color; sewing reflective tape to your clothing is recommended as well. Pedal and spoke reflectors are highly effective because they quickly identify your vehicle as a bicycle. Many bicyclists all wear the "Slow Moving Vehicle" symbol (fanny bumper). This bright orange reflective device facilitates recognition of the bicyclists as a slow moving member of the traffic flow, and the reflective border shows up clearly at night. Making yourself visible to other vehicles cannot really be overdone - and its importance cannot be stressed enough.

The Consumer Product Safety Commission (CPSC) recommend that children be prohibited from riding at night and encourage all bicyclists to avoid riding on dark, narrow roadways (the likely location of night accidents-which account for over 25% of all night bicycle fatalities).

Finally, protect your investment. Lock your bike with a good lock to a stationary object. Bicycles theft is very common. As added protection, register you bike with the police. This will help them return it to you if it is stolen. Inspect and repair your bike. Do not let a breakdown spoil your day.

THINK BICYCLE SAFETY***HAPPY CYCLING

John T. Overstreet, Jr.
John T. Overstreet, Jr.
Chairman, Safety Awareness
Baltimore Bicycling Club

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PUBLIC AFFAIRS DIVISION
Maryland Department of Transportation
P.O. Box 8755
BWI Airport, MD 21240 (301) 859-7310

January, 1991



SHARE
THE ROAD
IN
MARYLAND



**Bicycles &
Other Vehicles**

Must Obey The Rules Of The Road

There are nearly 120 million bicycles on United States roads today. They're here to stay since more people are using bikes for work, shopping and recreation. Unfortunately, there is also an increase in accidents. More than 1,000 bicyclists were killed country-wide in 1989: 320 were between the ages of 2 and 14; 220 between 15 and 24; and 280 between 25 and 44. Over 19,600 were injured on bicycles: 14,600 between ages 2 and 14; and 25,500 between 15 and 24. It is estimated that this is only approximately 15% of the total bicycle injuries. Maryland has estimated 15,000 bicyclist injuries as the result of crashes.

Over the last two years there has been an average of 1,500 bicycle accidents and 12 fatalities reported in Maryland. An accident can mean much more than bodily harm: damage and/or loss of a bike, time away from friends, no sports until bones and body heal and no vacation. Lost school time will have to be made up also.

Below are listed ways bicyclists may avoid; moving vehicle accidents. All bike drivers should learn the language of the road—STOP, LOOK AND LISTEN. Drive defensively! It's traffic sense.

1. Do not "run" traffic signals or signs. This is the leading cause of accidents and bicycle fatalities in Maryland.
2. Stop and look in all directions before entering a street from driveways, a curb or another street.
3. Be particularly careful when passing to the right of a car or truck. The vehicle might turn right or stop.
4. Do not weave in and out of traffic or between parked cars. Ride in a straight line.
5. Drive on the right with the flow of traffic. Never go against traffic.
6. Wear a helmet and bright colored clothing.
7. Learn to read traffic in order to sense it change.
8. Use hand signals to communicate with other vehicle operators. Just because you make the sign does not give you the right-of-way to make the turn. Always look before turning left, then make your turn with caution. Sometimes it is safer to walk your bike across an intersection.
9. Be aware that motor vehicle drivers are sometimes unable to see a bicyclist.

10. Keep out of the blind spot of a driver (the right front door to the back bumper.)
11. Pass all slow moving vehicles on the left.
12. Maintain control when traveling downhill. Ride within your ability.
13. Watch out for parked cars with people in them. They may open the door in front of you or pull out from their parking spot into your path.
14. Pull completely off the road when you stop to rest, fix your bike, or talk.
15. It is best not to bicycle at night. However, if you do, use one light up front and one in the rear. Do not depend on reflectors. Wear light colored clothing and retro-reflective material so that you can be seen more easily.
16. Be alert to the changing environment. Note changes in weather and approaching night time.
17. Expect the unexpected.
18. Pedal single file. It's the best way to go.
19. Do not enter an intersection controlled by a signal light when it is yellow. Wait for a green.
20. Make eye contact with vehicle drivers to be sure they are aware of your presence.
21. Walk your bike on the cross walks. When you cross the road on the crosswalks, check for motorists and pedestrians on the roadway before entering.
22. Keep out of shopping center parking lots. They aren't playgrounds and should not be used as shortcuts.

Be alert for road obstructions or hazards as you ride: potholes, glass, debris, storm grates, leaves, road construction sites, gravel, pavement marking and joints, wet streets, shady areas, people mowing lawns. Cross railroad tracks at a 90 degree angle.

Pass dogs with caution.

USE COMMON SENSE! Most rules of the road are based on it. You can save lives and reduce injuries if you yield to vehicles even when you have the right-of-way. Remember, cars cannot stop on a dime, and bikers have little protection. They don't have a chance in a collision, no matter whose fault it is.

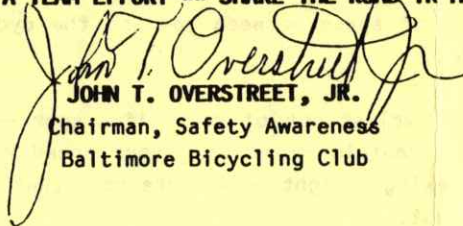
If you must use your horn to warn a cyclist, do it gently. A loud blast from a horn can startle a bicyclist, causing them to swerve into oncoming traffic or lose control. Motorists should keep an eye out for bikers near the curb; be careful not to pull alongside or in front of the bike and turn directly in front of them. If you come up on a biker close to the spot where you're turning, slow up, allow the biker to clear the area before completing your turn. Always signal your intention to turn at least 100 feet in advance.

Because of their low profile, cyclists are often overlooked in traffic situations; look carefully before turning, merging or changing lanes. Yield right-of-way to bike riders whenever it's appropriate and respect their right to the road as you would other drivers.

On making left turns, scan opposite traffic for an opening and actively look for bicyclists near the curb. Realize that bikers seem to be moving slower than they really are. If there's even a chance you'll crowd a biker, wait till he or she gets through an intersection before making your turn. Bicyclists sometimes ride irresponsibly; be prepared to take **CORRECTIVE ACTION** to avoid an accident.

Be courteous even if it slows you down. The next time, it could be you on the bicycle. Remember, no one wins in an accident, so share the road.

SAFETY IS A TEAM EFFORT ** SHARE THE ROAD IN MARYLAND


JOHN T. OVERSTREET, JR.
Chairman, Safety Awareness
Baltimore Bicycling Club

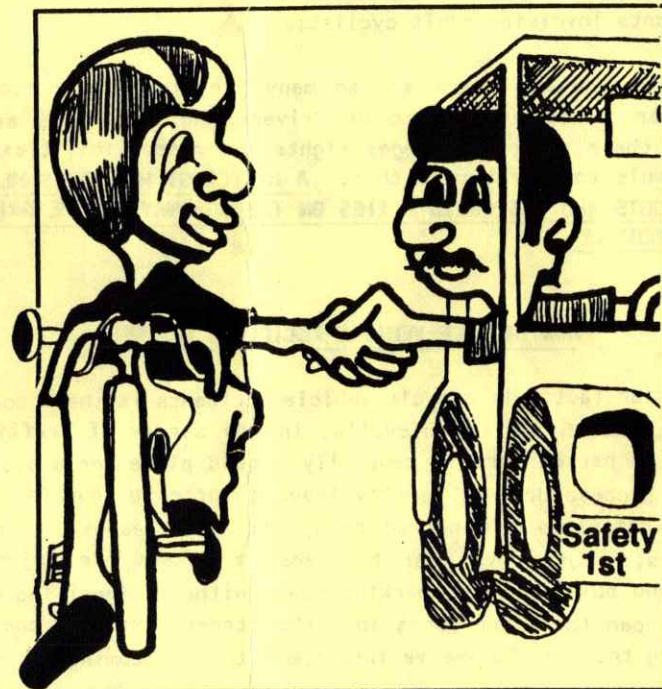
**** If you need more information, please contact:**

MARYLAND DEPARTMENT OF PUBLIC TRANSPORTATION
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November, 1988

BICYCLE SAFETY IS FOR MOTORISTS, TOO!

"Safety Is A Team Effort" **COOPERATION IS THE KEY**



We Share The Road In Maryland

During recent years, more bicycles than automobiles have been sold in the United States. Most of the twelve million bicycles sold annually have been purchased for adult use. An estimated 112 million people are riding bicycles for **FUN, EXERCISE AND TRANSPORTATION.**

Bicyclists represent one percent of the traffic using the roadways, yet they represent 1.6 percent of highway fatalities. Maryland reported that 10 bicyclists were killed in 1988, and 1,500 were injured as a result of vehicle-bicycle accidents. Many of these accidents occurred at night. Fifty percent occur within half a mile of the cyclist's home and within 2 1/2 miles of the motorist's home. Accidents occur at intersections more than any other location. Left-turning vehicles cause the greatest number of accidents involving adult cyclists.

One reason why there are so many bicycle-vehicle accidents every year is because a lot of drivers and bicyclists are not aware of their respective legal rights and responsibilities. The primary rule to remember is this: **A BICYCLIST HAS THE SAME BASIC LEGAL RIGHTS AND RESPONSIBILITIES ON THE ROADWAY AS THE DRIVER OF A MOTOR VEHICLE.**

HOW BICYCLE-VEHICLE ACCIDENTS OCCUR

A major factor in bicycle-vehicle accidents is the motorist's failure to watch for the bicyclist in the stream of traffic. A street with parked cars is generally a good place for a bicyclist to ride, because drivers usually leave a three to four foot space between themselves and parked cars; and that leaves a lane for bicyclists. But every year hundreds of bikers are injured by drivers who pull out of a parking space without signalling or who suddenly open their car doors into the street, striking the biker or causing the bike to swerve into the path of oncoming traffic.

Under-estimating the cyclist -- speeding up to pass, cutting them off at corners and exiting driveways in front of the cyclist without seeing the cyclist or yielding the right of way are all major causes of injury and death to bicyclists.

Many times a motorist will turn left in front of a bicycle rider; often turns are made without the use of the motorist's turn signals. When you want to pass a cyclist and move in front of them, don't cut them off. Leave a wide area behind you before returning to the lane.

BICYCLE ROAD HAZARDS

Some hazards to bike drivers that may not be hazardous to vehicle operators include: dogs and other animals, storm grates, railroad tracks, manhole covers, gravel, debris, pavement markings, glass, leaves, broken pavement, potholes, rough roadway, soft shoulders and uneven pavement joints.

HOW TO AVOID BICYCLE ACCIDENTS

When driving through residential areas, extend your "viewing" habits beyond the curb to the sidewalks and into front yards; parked cars may hide bicyclists who are about to enter or cross the street.

Hand signals are a means of communication. Be aware that hand signals are the only way bicyclists have for communicating their turns. Motorists should use turning lights to communicate their intention to the bicyclist when the vehicle is about to make a turn.

Motorists generally split the difference, space-wise, and steer a middle course between oncoming cars and parked cars when cars are parked on the right. If a bicyclist is riding on your right, don't drive between traffic and the cyclist; pass them one at a time. Slow down, let the car go by; then move slightly left allowing plenty of space between you and the cyclist. Allow at least three feet.

Keep the bicyclist out of your blind spot -- the right rear quarter of your vehicle -- varying your speed within reasonable limits. When making a right turn, take care that a cyclist is not in that blind spot.

The motorist should always check the outside rear-view mirror carefully before opening a door into the street; make a conscious effort to watch for bike riders near the line of parked vehicles, as well as in with moving traffic. Always put on the appropriate turn signal and double check the rear mirror before pulling out of a parking space.

Always be alert for wrong-way cyclists, as not all cyclists ride responsibly. Be prepared to take corrective action to avoid an accident.

Twist saddle to make sure that it is not loose and is level. It should be approximately level in position.

Check the bottom bracket and pedals to make sure they move freely but are not too loose.

Check chain for broken links as you rotate it over the sprocket. Be sure derailleurs shift smoothly as you move the chain over the sprocket.

Lubricate chain and all bearings regularly and keep the bicycle clean.

Bounce the bike lightly and listen for rattles. These could be from loose nuts or parts that you missed in your inspection.

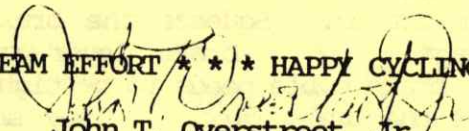
Add a rear view mirror and water bottle to your bicycle equipment. They help reduce stress. Drink before you get thirsty.

Check your clothing before you get on a bike. Loose shoe laces or other articles of clothing could get caught in moving parts. These too could cause an accident.

COURTESY

Nearly one half of the accidents that happen never would have if vehicle operators and bicyclists were more responsible. Highway safety requires a commitment by each bicycle driver and motorist to be alert, careful, considerate and courteous.

SAFETY IS A TEAM EFFORT * * * HAPPY CYCLING IN MARYLAND


John T. Overstreet, Jr.
CHAIRMAN, SAFETY AWARENESS
BALTIMORE BICYCLING CLUB

If you need more information, please contact--

Public Affairs Division
Maryland Department of Transportation
P.O. Box 8755
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JULY 1990

Happy Cycling In Maryland!



3-C's of Safe Cycling

CARE

COURTESY

COMMUNICATION

THE THREE C'S OF SAFE CYCLING Safety Tips for Two Wheeled Travelers

Every year Maryland State Police report there's more than 1,200 bicycle-vehicle accidents for which come an average of 10 fatalities. Reported accidents make up only about 20% of the total bicycle accidents that take place in the state. Most bicycle accidents occur among bikers themselves and Maryland incurs an average of 15,000 such accidents each year. About 10,000 will require some medical attention. Were you one of them? An average medical bill is about \$328 for a minor injury; broken bones and head injuries are more costly to repair.

If bikers and vehicle operators used the three C's, accidents could be reduced by eighty percent or more.

COMMUNICATION

Communicating with fellow travelers on the road (motorist, other bicyclists, joggers and pedestrians) and alerting them of your intentions to maneuver would reduce bicycle-motor vehicle and other bicycle-related accidents by 20%. All bike drivers should use the language of the road. STOP, LOOK and LISTEN is a part of communication. Alert fellow bikes and pedestrians that you are to their rear and about to pass them or coming toward you. Say, "On your left" before you pass.

Drive defensively. A bicycle is only as safe as the person driving it! Develop safe bicycling habits.

Always drive on the right with the flow of traffic. Single file is best.

Be predictable; make no sudden swerves. Don't force the motorist to guess what you're up to. Always signal your intentions; use hand signals when you plan to make right or left turns or to stop. Then double check to see if it's safe to make that turn or maneuver.

Listen to the traffic as a cue to what's happening around you. Wear bright colored clothing to help you stand out during the day.

Wearing a helmet and gloves is the best protection in the case of an accident. (It also makes you look more professional.)

When possible, make eye contact with motorists to be sure they are aware of your presence. Avoid their blind spot (from the right front door to the back bumper and left rear quarter).

Don't drive so close to the biker or vehicle ahead of you so that your front wheel might touch his rear wheel (you may fall), or the vehicle may stop too quickly for you to react.

Use lights, light-colored clothing and reflective material when you ride at night or in low visibility conditions such as rain, fog or haze. Reflectors don't show that a pothole may be in your path. If you are in an accident and have no lights, you are the one breaking the law.

CARE

Mechanical failures cause from 10 to 15% of all bicycle accidents, brakes don't work; parts of the bicycle are loose (handlebars, pedals, saddle); spokes are broken loose; and tire pressure is low. Also ill-fitting bicycles—one that is either too small or too large for the rider—are another cause. Before they cause an accident, spotting problems is best done by inspecting your bike before taking that ride. As you know, no one wins in an accident, especially you.

Routinely check tires for cuts and proper tire pressure. You may have run over glass or other sharp material that you didn't see on your most recent ride. If the tire pressure is too low and you are forced to make a quick stop, the tire could slip and come off, causing you to fall.

Check your brakes. Squeeze the brake levers for adequate leverage. If a brake lever can touch the handlebars then brake cable needs to be tightened. Check the position of the brake blocks. They should be 1/8" from the rim as you ride. If they are worn, replace them.

Spin each wheel to make sure it is true centered and nothing is catching in the spokes. Check for loose or broken spokes; tighten or replace as needed, or the wheel will become untrue and rub against the side of the frame or brake blocks.

Twist handlebars up, down and sideways to be sure that they aren't loose. Handlebars have been known to come off when bikers are riding, hit a curb or a pothole causing the rider to fall. Make sure handlebars are plugged; otherwise, you could pierce your body if you fell on them.

Bicycle Helmet Fit

Your helmet should fit well and feel comfortable. Always fasten the strap. A helmet should sit on top of your head in a level position and should not rock back and forth or from side to side.



NO



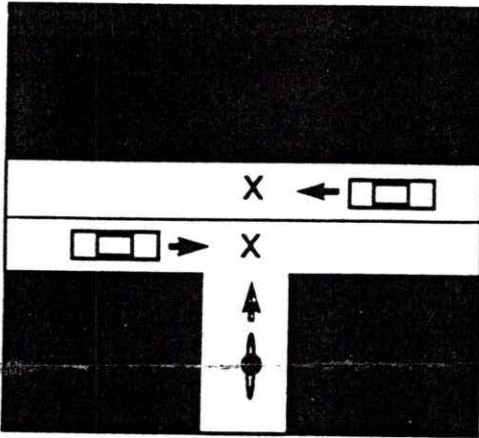
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YES

Common Child Cyclist Injury Situations

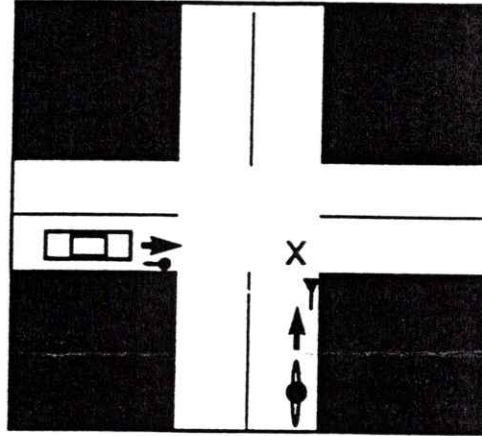
Cyclist exits driveway or alley and fails to yield.



Type 1: Ride Out

Young cyclists commonly ride out into the street from a driveway or alley without looking for or yielding to traffic.

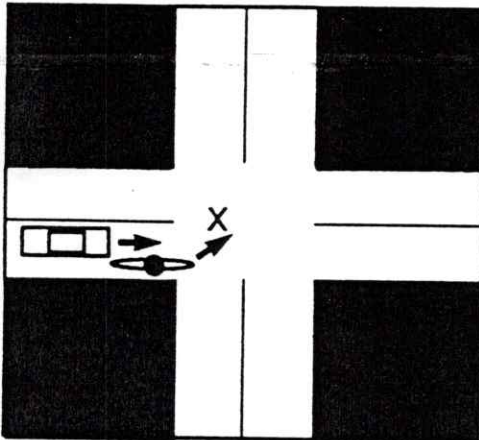
Cyclist or motorist fails to obey stop or yield sign.



Type 2: Signed Intersection

Young cyclists ride past stop or yield signs without stopping or yielding to traffic. A motorist will often stop or yield and not notice the cyclist.

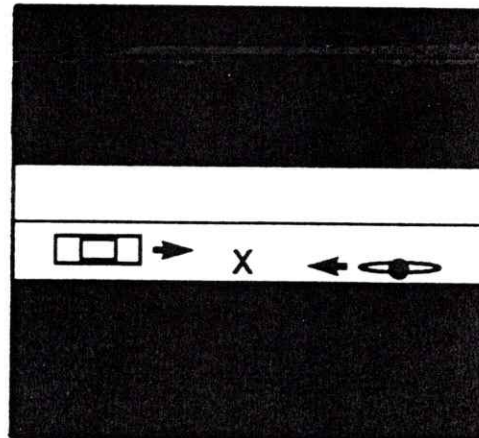
Cyclist turns left in front of a passing car.



Type 3: Left Swerve

A young cyclist riding with traffic swerves left (perhaps to make a turn) without looking behind for passing vehicles. The cyclist mistakenly believes vehicles will see him/her turning.

Cyclist rides against traffic and is hit by oncoming car.



Type 4: Wrong Way Riding

A young cyclist rides against traffic and is hit by an oncoming vehicle. These head-on collisions have twice the force of other collisions.

BALTIMORE BICYCLING CLUB



January, 1991 Safety Awareness Report

January

- 9 Westinghouse, BWI - Fitness Fair; two men joined the Baltimore Bicycling Club and I sold one Baltimore Bicycling Club Tour book
- 12 Beltsville - met with the College Park Area Bicycle Coalition along with Bob Moore, Bob Carson and LAW's Anne R. Markham. Theme: "What the Coalition Wants and Expects From our State Representation During the 1991 Session." The group hopes to bring MABO back to life.
- 14 Washington, D.C. - Transportation Research Board Conference at the Sheraton Hotel. I attended the Pedestrian Committee Workshop and Bicycling and Bicycle Facilities. Tom Weeks made a report on the National bicycling and walking study. I gave a copy of the Baltimore County Bicycle Accident Report and offered to work with the group on the project. I passed out bicycle brochures and bookmarks. Anne Markham was at the meeting.
- 18 Baltimore, LAW Headquarters - met with Anne Markham on updating the Southgate Bicycle Safety Program. The safety program will now be called the Bicycle Clinic of Maryland and all the brochures were updated.
- 23 Glen Burnie, George Cromwell Elementary School - gave a safety talk at the request of the P.T.A. A preschool group from Peace Lutheran Church was there. Each class received workbooks and bookmarks (2 units, 334 students)
- 26 Arnold - met with the Rockville bike shop manager. He requested copies and information on all bicycling events in Maryland. He wants to promote bicycling in Maryland at the national level through bicycle manufacturers.
- 28 Annapolis, Naval Academy - gave a safety talk to the Engineering Department. One of the engineers was involved in a bicycle/vehicle accident. All participants viewed "Bicycling Safely on the Road." (30)
- 28 Annapolis - I attended the Annapolis Bicycling Club meeting where I attempted to get club members to help me develop a bicycle tour of Annapolis.
- 29 College Park, REI - met with the manager to set up a bicycle skill fair in their parking lot for April 21 from 1 to 2:30 p.m.

February

- 9 Columbia Mall - Bicycle safety booth
- 11 Baltimore - meeting at LAW headquarters
- 23 Baltimore, Quality Inn - Rider development clinic

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January Safety Awareness
February 11, 1991

February

25 Beltsville - College Park Bicycle Coalition meeting

Miscellaneous

I called the Rochester Bicycle Club about the cost and availability of a video "Elephants Never Forget." I requested five copies; it took three phone calls to get the information I needed.

I called Oregon's Bicycle Coordinator about the video "Rules of the Road." Barbara Stripp and I are working on a new approach to market traffic signs to students.

Received a call from REI in Seattle requesting BBC Tour Books for two of its shops.

The Maryland 4-H requested that I set up a bicycle safety program as part of its summer roundup at the state fairgrounds in Timonium in July.

I received a request from a Cub Scout Pack for a bike rodeo in Arnold by the B&A Trail in March. Also, a community in Millersville requested a bike clinic for their community because a boy got hit by a vehicle there last week.

The Anne Arundel County Sun wrote an article and printed four pictures taken at the Cromwell Elementary School safety talk - one of our pictures was on the front page in color.

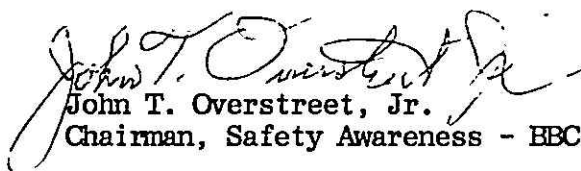
I received a request from a Silver Spring P.T.A. for help in setting up a bicycle rodeo. I suggested a bicycle skills fair, giving a safety talk to the students followed by a bicycle inspection and rodeo.

The Naval Academy requested a safety talk in April. In Severn, Quarterfield Elementary School requested a safety talk in March for their first grade classes.

I received a call from a BBC member who was hit while riding on York Road after leaving a club ride. He wanted legal advice.

I missed an injury prevention workshop that the state wanted me to attend because the letters took two months to get to me from the Club's mailbox. Thus, we all lost, as the state wanted to promote bicyclists' wearing helmets at this meeting.

I purchased two books on developing greenways in the U.S. and loaned them to a horticulture teacher, suggesting we develop a greenways near schools and in wooded areas. Bicyclists riding and walkers often use bike trails that are used as a dumping ground by themselves as well as others. I talked to a few people that walk through the area. They feel that a greenway is a great idea.


John T. Overstreet, Jr.
Chairman, Safety Awareness - BBC



LOCAL AND FAMILY HEALTH ADMINISTRATION
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 225-
C. Devadason, M.D., D.P.H. Alan Baker, M.A.
Director Deputy Director

November 19, 1990

John Overstreet
Baltimore Bicycling Club
P.O. Box 5906
Baltimore, Maryland 21208

Dear Mr. Overstreet

On behalf of the Conference Planning Committee, we wish to thank you for speaking at the 1990 Governor's Conference on Injury Prevention in Maryland. Your presentation was greatly appreciated and it did contribute to the overall success of our conference.

If you are interested in receiving feedback from evaluations of your session, please contact our office at 225-5780. Again, thank you for your willingness to participate in the conference and your support of injury prevention in Maryland. We look forward to working together in the future.

Sincerely,

Ellen R. Schmidt

Ellen R. Schmidt, Director
Maryland Injury Prevention
and Control Program

Judith M. Lavelle
Judith M. Lavelle
Conference Coordinator

ERS:JML:mob

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Henry Westray, Jr.

Genie Wessell
Nollie P. Wood

Mary Frances Dunham
520 East 86th Street
New York, NY 10028

January 21, 1991

Dear John,

I am late in thanking you for your latest report (Volume 5) that you sent. I am still catching up with work and letters that accumulated while we were in India. This last report is particularly useful for the education chapter that I am supposed to be writing for Transportation Alternatives' "Bicycle Blueprint" project -- a pamphlet of some 21 chapters covering NYC cyclists' dreams and needs in NYC. If there is to be an Appendix, I will mention your reports and I will give you credit in footnotes for any mention that I make of your work in the chapter itself. The text must be specific to NYC and as brief as possible, so I can't say too much about what is going on in the rest of the country, but I would like to say at least a little in order to show that even although NYC lags in bicycle education, there are models and resources in existence elsewhere that can be helpful.

I like the "Tikes on Bikes" article in spirit and in content -- essentials in a few readable paragraphs.

Do you have a graph or statement of a reduction in bicycle related accidents in a particular community (can be smaller than a county; ? a township, perhaps, or school neighborhood ?) from the time that an on-going bicycle education program was started there? The community's total population and the numbers using bicycles need also to be shown because cyclists may have increased or decreased in numbers in that community during the period in question. I suppose population density is a factor to consider as well. It seems from your report that in Baltimore County the accidents reported increased, but maybe because too little bike education is given in spite of all the talks, clinics, etc. that you did there and it is probably too soon to see a real profile. Also the total county population may have increased, raising the potential for accidents. Please do not research this question if the facts are not at hand. I think it will be a long time before the "Blueprint" will be going to press and I am also making the same enquiry from NY State government people and Lois Chapin (NYS 4-H, etc.).

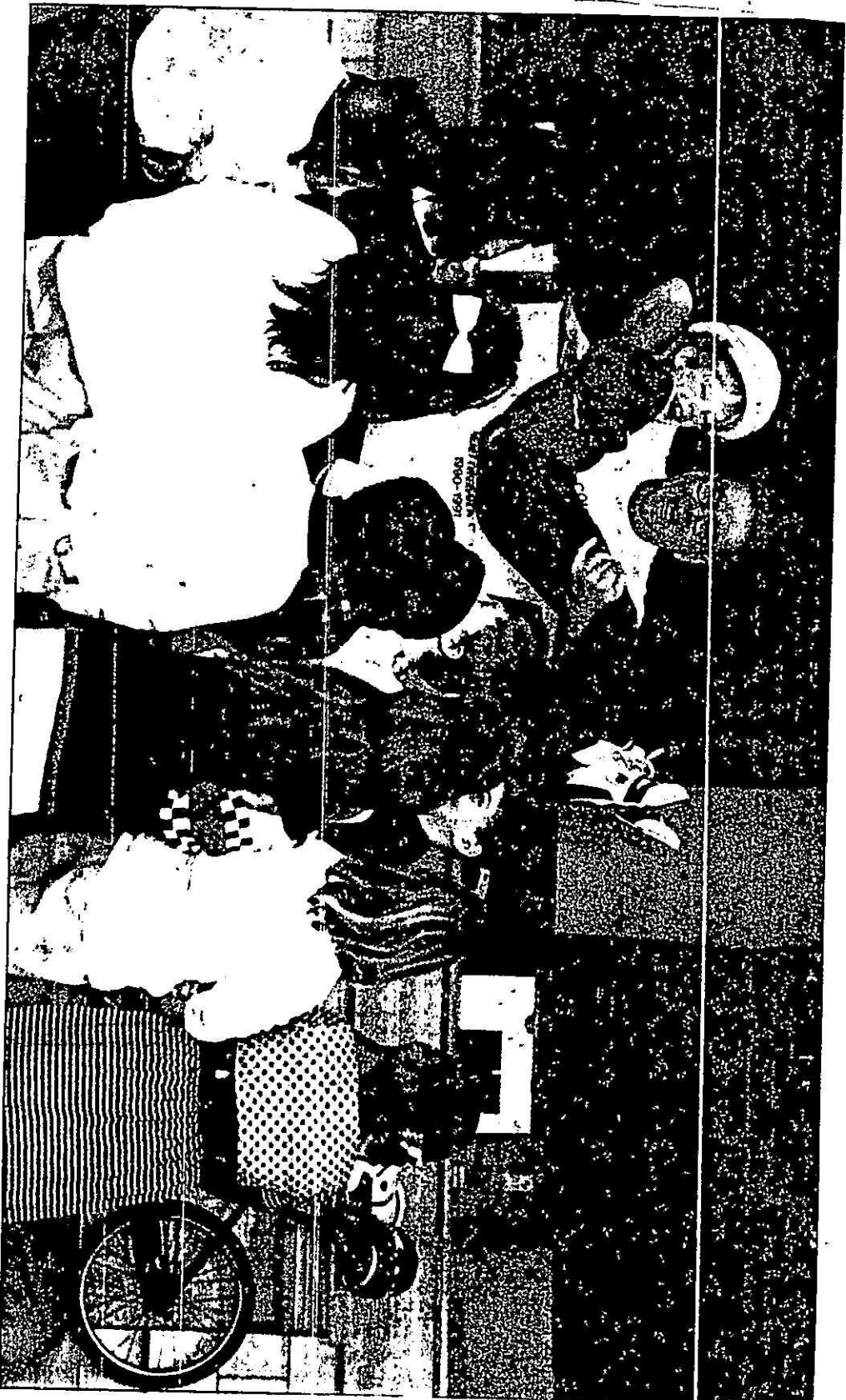
Thank you again for the report which will be shared by other members of Transportation Alternatives and the NYC DOT Bicycle Coordinator, John Benfatti.

Sincerely,

Mary Frances
Mary Frances Dunham

The Anne Arundel County Sun

TUESDAY, JANUARY 29, 1991



Safe now

George Cromwell Elementary fourth-grader Tom Fisher was safer after being hoisted into the arms of bicycle-safety instructor John T. Overstreet Jr. Using a "human bike," Overstreet was showing the Ferndale-area schoolchildren the proper method of getting into a bicycle seat. Please see more photos on Page 9.

THE ANNE ARUNDEL COUNTY SUN — DENISE SANCHEZ

with an automatic pool cover. The new law deletes a former provision allowing a pool cover to be used in lieu of a fence.

The Montgomery County SAFE KIDS Coalition testified in support of the legislation during a public hearing on the bill, and provided additional information at the county council's workgroup session which drafted the final bill. Coalition member Kathy Wood noted that the positive experiences of working with the county council included organizing the coalition into action on a local policy issue, and increasing the coalition's understanding of the political process within their local government.

On Dec. 4, the County Council of Montgomery County, MD held a hearing on mandatory bike helmet legislation. The legislation, which was introduced in October, requires children under age 16 to wear ANSI/Snell approved bicycle helmets when riding or being carried on a bicycle on a public street, right-of-way, or bicycle path in the county. The legislation is similar to the bicycle helmet law passed in neighboring Howard County, MD last summer.

The Montgomery County SAFE KIDS

Coalition, along with SAFE KIDS Public Policy Director William C. Kamela, testified in support of the legislation. They also wrote letters and paid personal visits to council members to express SAFE KIDS' support for the legislation. After the Council returns from its holiday recess, the bike helmet bill will be assigned to a committee, and a work session will be held to perfect the legislation.

Pennsylvania Bike Helmet Legislation Dies In Final Hours of Session. The bill would have prohibited all children age five and under from riding as passengers on bicycles without a helmet meeting the standards of the ANSI or the Snell Memorial Foundation.

The measure passed the Pennsylvania State Senate in October, but the House was unable to finish work on the bill before the legislature adjourned in December.

The bill's sponsor, Sen. Earl Baker, expressed his appreciation to the Pennsylvania SAFE KIDS coalitions who worked hard advocating for passage of the bill. Baker will reintroduce the legislation again in the upcoming 1991 session, and SAFE KIDS will continue to work for enactment of the bill.

SAFE KIDS Mandatory Bike Helmet

Legislation Chart Now Available. There has been a substantial increase in states and localities (nine to date) that have introduced or enacted mandatory bike helmet legislation since California first enacted a bike helmet bill in 1986.

As result, SAFE KIDS has published a chart of bike helmet legislation introduced or enacted throughout the country. The chart provides an at-a-glance look at the key provisions of each bill, and will be updated quarterly to keep pace with state and local legislative activity. Copies of the chart may be obtained by contacting the National SAFE KIDS Campaign Public Policy Department at 202/939-4993.

Child Care Bill Becomes Law. The long-awaited child care bill, P.L. 101-508, was passed by Congress and signed into law by the President toward the close of the 101st Congress.

Although the bill authorizes \$750 million for federal fiscal year 1991, the program received only \$732 million in FY 1991 appropriations. The authorizations level for FY 1992 is \$825 million, \$925 million for FY 1993, and such sums as necessary for FY 1994 and 1995.

Important to childhood injury prevention professionals are the bill's required quality assurance standards for states. States will be required to establish standards which must focus on the prevention and control of infectious diseases; building a safe physical premise safety; minimum health; and safety training appropriate to the provider setting. Each child care provider receiving funds must meet these standards in addition to state licensing requirements.

continued on next page



Testifying in favor of mandatory bike helmet legislation before the Montgomery County Council are: John Overstreet of the Baltimore Bicycle Club, Kathy Wood of Montgomery County SAFE KIDS, and SAFE KIDS Public Policy Director William C. Kamela.