

**Be Smart** Always wear an approved bicycle helmet that meets current crash safety standards, and make sure it's properly fitted. Road rash and broken bones heal; brain damage is often permanent. Consider your future with a head injury. Wearing a bicycle helmet is common sense.

**Be Thorough** Check and maintain your bicycle regularly. Keep it clean, and make sure all nuts and bolts are tight. **Your brakes must work.** If you prefer not to do your own bicycle maintenance, most bicycle retailers offer checkups for a modest fee.

**Be Seen** Brightly-colored clothing and helmets help make you more visible. Reflective clothing makes you easier to see at night. If you choose to ride at night, remember that a headlight, taillight, and reflectors are vital to your safety and are required by law in California and most states.

**Be Safe** The most important part of safe bicycling is **predictability**. When you are on a bicycle, you are part of vehicular traffic and **must obey the same laws**. Ride your bicycle with traffic, not against it. Riding on the left-hand side of the road, which is illegal, is a common cause of crashes; it puts you in an unexpected position for motorists, pedestrians, and other cyclists. Always scan your environment when approaching intersections, and obey stop signs and traffic signals.

#### **Be Aware**

Motorists often find it difficult to see bicyclists. **Never assume that they see you.** Try to be visible by communicating with **hand signals** and establishing eye contact. If you are in doubt about a motorist's intentions, be prepared to yield in the event that the motorist does not see you. Control your speed, and watch for approaching vehicles turning left into your path. Scan the road for hazards such as potholes and drainage grates. Identify hazards in time to avoid them without swerving into traffic.

### **ABC Quick Check**

1. A is for air
  - Inflate tires to rated pressure as listed on the sidewall of the tire
  - Use a pressure gauge to insure proper pressure
  - Check for damage to tire tread and sidewall; replace if damaged
2. B is for brakes
  - Inspect pads for wear; replace if there is less than ¼" of pad left
  - Check pad adjustment; make sure they do not rub tire or dive into spokes
  - Check brake level travel; at least 1" between bar and lever when applied
3. C is for cranks, chain and cassette
  - Make sure that your crank bolts are tight; lube the threads only, nothing else
  - Check your chain for wear; 12 links should measure no more than 12 1/8 inches
  - If your chain skips on your cassette, you might need a new one or just an adjustment
4. Quick is for quick releases
  - Hubs need to be tight in the frame; your quick release should engage at 90°
  - Your hub quick release should point back to insure that nothing catches on it
  - Inspect brake quick releases to insure that they have been re-engaged
5. Check is for check it over
  - Take a quick ride to check if derailleurs and brakes are working properly
  - Inspect the bike for loose or broken parts; tighten, replace or fix them
  - **Pay extra attention to your bike during the first few miles of the ride**

## Group Riding

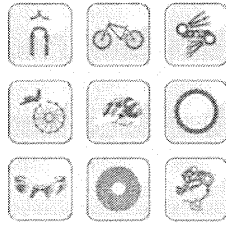
1. Be predictable
  - In a group, your actions affect those around you, not just yourself
  - Riders expect you to continue straight and at a constant speed
  - Signal your intention to turn or slow down before you do so
2. Use signals
  - Use hand signals to indicate turns and point out hazards to others
  - Left or right arm straight out to indicate left or right turn
  - Left arm out and down with palm to the rear to indicate stopping
3. Give warnings
  - Ride leaders should call out right turns, left turns and stops in addition to signaling
  - Announce turns before the intersections to give riders a chance to position themselves
  - Try to avoid sudden stops or turns except for emergencies
4. Change positions correctly
  - Slower moving traffic stays to the right; faster traffic to the left
  - Pass slower moving vehicles on the left; announce your intention to do so
  - Announce passes on the right clearly as this is not a usual maneuver
5. Announce hazards
  - Most cyclists do not have a full view of the road while riding in a group
  - Announce potholes and other hazards so others can avoid them
  - **Call out** the hazard and direction of hazard, either left or right
6. Watch for traffic from the rear
  - The last rider should frequently check for overtaking cars
  - Announce "car back" clearly and loudly
  - It is also helpful to announce "car up" on narrow roads or when riding two abreast
7. Watch out at intersections
  - Leader should announce slowing or stopping at intersections if necessary
  - **Cyclists should not follow others** through intersections **without scanning**
  - Each cyclist is responsible for checking cross traffic; if you must stop, signal
8. Leave room for cars
  - On narrow road or during climbs, leave space between every three or four riders
  - Motorists will utilize the shorter passing intervals to pass the group
  - Good relations with motorists is the responsibility of every cyclist
9. Stop off road
  - When stopping for mechanicals or regrouping, **always move clear off the road**
  - Only if conditions permit should you move back onto the road as a group
  - Always yield to traffic in the roadway
10. Ride single and double file at appropriate times
  - It is illegal in some areas to ride more than two abreast
  - Ride single file between intersections; double up when the group stops
  - **When taking the lane, double up and take the whole lane**

## Bicycle Related Injuries

Each year, more than 500,000 people in the US are treated in emergency departments, and more than 700 people die as a result of bicycle-related injuries. Children are at particularly high risk for bicycle-related injuries. **In 2001, children 15 years and younger accounted for 59% of all bicycle-related injuries seen in US emergency departments.**

No matter how good conditions are for bicycling in your community, bicyclists and motorists need to know how to safely interact with each other on the roads, and both bicyclists and motorists need to know how to safely handle their respective vehicles. **It's important to ride with traffic- in fact, it's illegal to ride against it.**

## **Bike Safety Procedure Review and Release Form**



*The following procedures will be addressed during a safety training, prior to any club member's first club ride.*

**Helmet Safety** – Mr. Raudman will check and adjust each individual's helmet to fit correctly.

**A Bicycle Safety Inspection** will be performed by a local bike shop including brake, wheel, tire/tire pressure, axle, and headset safety checks before any club member rides on a club ride.

**For mechanical spot repairs Mr. Raudman is unable to perform**, Bikes ETC. and The Bike Shop have offered to do free safety inspections and will recommend repairs (not including parts) on U Prep Student/Parent bicycles. If repairs are needed charges for repairs will be determined by each bike shop/dealer and are the responsibility of the club member/parent/guardian of the club member.

**Club Member reviewed riding procedures with Mr. Raudman.** Procedures included and were not limited to proper signaling and stopping exercises, review of applicable traffic laws and helmet safety. Procedures will be effectively demonstrated by members before we first ride on a roadway. We also discussed proper trail riding etiquette which included hazard, pedestrian, vehicle and passing signals. Procedures will be continually practiced and adhered to on our initial and subsequent rides.

**Group riding protocols** were reviewed and demonstrated including single file and two abreast riding (taking the lane).

### **Various restrictions and procedures were explained to the club members including:**

Students are not allowed to go past the lead adult without permission (which will rarely be given, and with limitations of staying within visual range/100 feet)

Students will not cross intersections or ride on roadways unless they are accompanied by an adult and are with the whole group or group leader.

Students are not allowed to ride off the roadway or on dirt trails without permission.

Students are not allowed to ride with less than two bike lengths between one another.

Students are not allowed to ride without a helmet.

Students are not allowed to ride if their bicycle is not in good condition (has functional steering, tires/traction and braking).

Students have to obey instructions on how we will ride (single file or two abreast) and will be expected to maintain the given position until instructions are given otherwise.

**Crash protocol was discussed.** Crash protocol will depend on severity of the accident. In all cases student riders will be called to the scene of the accident (parent riders will have walkie talkies or cell phones) and will wait for instructions.

In the case of severe accidents, the club member will be immobilized and supervising adults will call for help (Mr. Raudman and accompanying U Prep Staff will carry cell phones at all times during a ride).

First we will contact the school office and report the accident and its severity, or in the case of extreme

emergency will call for emergency services and then will immediately report to the office so all appropriate parties will be notified. ***We will not leave a club member who is in a severe accident unattended by an adult trained in first aid at any time.***

In the case of minor injuries including cuts, scrapes and the like, the accident will be assessed by Mr. Raudman or other attending U Prep faculty on a case by case basis. Either a preliminary bandage(s) will be placed upon the wound after cleansing (with a small first aid kit a supervising U Prep staff member will carry at all times) and we will ride the student back to the school site, or if the wound is minor we may or may not bandage and will allow the student to choose whether or not they continue the ride or return back to the school site.

**In terms of weather** club rides will be weather dependent. Mr. Raudman will ride rain or shine if there are club members and at least one additional adult who wish to ride. The only cases when we will not ride are: during snow or hail, when Mr. Raudman is horribly sick or when there are no club members that wish to ride. *Mr. Raudman will bring equipment every day with the assumption we will ride.*

**Parents will make the call whether or not their student rides on any particular day.** If they do not like the weather conditions for the day, *they will be expected to not send their student to school with a bicycle* and will pick their student up at normal release time or make arrangements with the after school program.

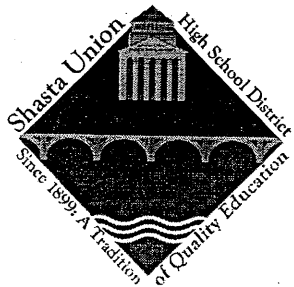
**Lastly, if students break any of the bike club rules** they may be dropped from the club due to safety concerns. Once again being part of the U Prep Mountain Biking Club is an earned privilege...not a right.

I \_\_\_\_\_ hereby acknowledge that I have completed Mr. Raudman's bicycle safety class and that I have read and understand all the above rules and requirements. Furthermore, I have had my bicycle checked by one of the above bicycle shops/dealers, it has passed the safety inspection and is safe to ride. I also understand the inherent risks associated with riding on and off road with the U Prep Mountain Bike Club and will not hold University Preparatory School, Shasta Union High School District or District/School employees responsible for any and all injuries or equipment failures that may occur during Club Rides.

Club Member Signature: \_\_\_\_\_ Date: \_\_\_\_\_

I \_\_\_\_\_ certify that I am the parent or guardian of the above club member and give my full consent for him/her to participate in accordance with the above conditions (procedures, requirements and rules). I will not hold the school or any of its staff/agents liable for physical or equipment damages while my son/daughter participates in University Preparatory Mountain Bike Club rides and/or functions.

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_



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2011-2012  
2011-2012 School Year

RE: Student Injuries and Insurance

Dear Parent:

Your child's school district **does not** provide medical insurance coverage for school accidents. This means that you are responsible for the medical bills if your child gets hurt during school activities. The accompanying student accident/health insurance plans are offered to help you pay those bills.

Many coverage options are available. The Student Health Care and High Option 24-Hour Accident plans are especially recommended for those students with no other insurance because they provide the most help when injuries occur. Student Health Care covers illness as well as injury, 24 hours a day. **We strongly recommend the high option plans for students participating in interscholastic sports.**

If your child does have other health coverage, student insurance may also be used to help pay those eligible charges not covered by other insurance (i.e. deductibles and co-payments). Also, the student insurance plans allow you to take your child to any doctor or hospital you choose.

Please read your brochure carefully. If you have any questions, please call the plan administrator, Myers-Stevens & Toohey & Co, Inc, at (800) 827-4695, or (949) 348-0656. Bilingual representatives are available for parents who need assistance in Spanish.

**In order to document your having been notified of this matter, please sign and complete the bottom of this form and send it back to the school with your child immediately.**

Sincerely,

Art Schmitt  
Chief Business Official

As parent/guardian of \_\_\_\_\_ I understand that the School District does not provide medical insurance for student injuries but does make voluntary student insurance available. I have received the information on this program.

☐ I will enroll my child in the program    ☐ I will not enroll my child in the program

Signed \_\_\_\_\_ Date \_\_\_\_\_