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Cycling through a city scares many people. Maybe it's the lack of a safe Kul de Sac, or maybe it's just the idea of machines crushing you in pulp. Urban cycling looks terrible, but not as complicated or dangerous as it seems. I've been a cyclist for the majority of my life, and have lived in cities ranging from bike-friendly to me going to run you off the road for the past 15 years. Being in a city means higher congestion of both people and cars and feels that things can go horribly wrong at any moment. My first few rides in Los Angeles to car-centric notoriety were a bit scary, but once I learned the basics of how drivers in the city tend to behave, I find it more pleasant and predictable than that scary. It's the same for every city. When you are comfortable, you forget about the risks and just enjoy yourself. You know yourDo state rules you need to wear a helmet in your state? Are you allowed on the sidewalk? Is it legally passing a car on the left when you are safe on a bike? Like driving, each state has a different set of rules for cyclists, so it's worth brushing onto the basics. To do this, the American Cyclists League has a handy guide that breaks the rules of each state. This has not been updated since 2012, but it's a good place to start before you hit the streets. There are one basic principles though: follow the right road rules as you do in a car. Don't run the lights, don't cut people and make sure you're in the right lane when you're spinning. Many states also ban cycling on sidewalks, so don't pop on the sidewalk unless you have to (it's also just bad form, since where people walk and bike there's no place). Ride on the right side of the lane (in the bike lane if there is one), with traffic flow. If you ever feel unsafe, most states allow you to have a full lane of traffic if needed. Suppose not every driver sees you (and other tips for death) like anything, cycling safety is all about being aware of the world around you. Case in point, my general assumption when cycling is that cars won't see me, nor will they change their course for me. Because most bike lanes are on the right side of the road, I assume every single car next to me or in front of me is potentially becoming right, and never riding anywhere near their blind spot or so fast that I can't stop immediately. It's also for parked cars that open their doors to a bike lane. If you see a head in a parked car, assuming the door can open at any moment. Basically, just never assume anything from drivers when you are on a bike. Don't assume that they will stop for you, that they will see you, or that they expect you to do anything but comply with the rules of the road. While assuming invisibility is a good place to start, let's run through a basic help category to keep yourself safe:Don't wear headphones: Just wear this Don't. I keep headphones available when I ride a bike. Or car-free roads, but if we're in traffic, don't wear headphones. Put lights on your bike: If you ride at night, you need lights for both the front and back of your bike. This is especially useful in the winter months when sunset tends to creep on you. I like Knog lights because they are easy to clip on and rechargeable over USB. Make sure you remove those lights before you lock your bike outside. They're an easy target for thieves to ride the right city bike: beach cruisers and mountain bikes may make you feel safer because they tend to have giant tanks that can squash through anything (which is fun in their own right), but they're not actually great for navigating the town. Road bikes or commuter bikes are usually a better choice. I prefer road bikes myself, but cheap, commuter bikes like these ones by Spotlight Cycling magazine are great alternatives for people who don't want to give up a lot of cash. These bikes tend to be speed-only, which reduces your maintenance and ease of cycling again because you don't have to worry about change. That said, the lack of gear will make them a bit of a troublemaker for anywhere with a lot of hills. Cycling that fits: Always travel over yourself because you decide to get a pair of half-size bigger shoes? That's what happens when you're on a bike that's not appropriate, except you're going 30 mph. When the bike doesn't fit you, it's not only uncomfortable, but it's also indiscriminate and hard to ride that leads to accidents. This guide can help you discover your measurements, but if you're new to cycling, it's worth going to a bike shop for professional connections so you know both the size of your frame and how high your saddle should be. Treating the bike lane like a lane, not a safe zone: people tend to think bike lanes have some kind of magical obstacle that you can safely ride on, they're not. They're just a bug lane on the road, and cars sometimes merge with it and cut you off and people open the doors from parked cars to the lane just because you're in a bike lane doesn't mean you're behind a protective barrier, it's a line, and drivers see it as such training. Practicing on side streets: It's just like cycling is a bogus claim. If you don't ride in a long time, the first ride will feel weird. Stick to the side streets without many cars to practice until you're comfortable. If you are commuting, there is no shame in avoiding the big roads until you are ready. Use Google Maps: Google Maps has a bike direction, and they're fantastic. If you don't know how to get around, draw up your path on Google Maps first. It will guide you along the streets and bike-friendly paths so you can avoid accidentally on some four-lane roads with no room on the side. Heck, you can even break without headphone rule and turn directions if you need to (but seriously also to music or podcasts or anything Don't listen). Be Dick N: Drivers hate cyclists. This is it hows it just going . So don't get out of your way to upset them. Follow the rules, remember that they are in gigantic pieces of metal that can crush you in an instant, and always assume they're out to get you. It's hard to accept, but it keeps you safer otherwise, just be cold, shake the honking horns and middle fingers and enjoy yourself. It may seem like common sense if you bike a lot, but I still see people act like idiots every day. Unquestionably, it is you who are the losers. Keep the basic repair kit with you all the time (and know how to use it) If you want to ride more than you wish to walk your bike home, you want a repair kit. This typically only includes a patch kit to repair the tires, but the good one involves more than that. Sweethome has a fantastic guide to what you need in the repair kit. Each kit and need is a little different, but here are the basics of what you want to own:tire levers for tire levers off the edge of the wheel. A patch kit for, you guess, you patch holes in a tube. I also usually stuff \$10-\$20 worth of cash into patch kits for emergencies or even to repair your tire in a pinch. hand pump to pump those pipes . Spare tube, personally, I prefer to just place the tube completely when I'm on the road and patch it after the comfort of my own home. Wrenches or multiple tools, depending on your bike, you may need wrenches or a few tools to remove the wheel. Same. You can pack all that into a seat bag that fits under your saddle if you want, carrying tools in your backpack or shoulder bag, or riding it all on your bike with panniers. If you plan on leaving your bike locked outside, I recommend skip seat bags or panniers, as they are definitely stolen. You should also know how to use this tool, so if you never replace a tube on a bike tire, do so once before you hit the road. It's an easy process, but it's much easier to learn how to do it for the first time when sitting in your living room than it is on the side of the road. Remember, this is a basic kit. If you're ventilated on longer rides, you'll need more things to do more complex roadside repairs, but that's plenty to commute around town. Keep your BikeBefore hit the road, you should always check your bike's bike fast ten safety check points to make sure you busted barrels into traffic because of a set of brakes. It's really nothing more than giving your bike a load over to make sure the brakes work, shifts work, and things still function. If you ride every day, this is not as necessary, but if you only ride on weekends, it's worth checking out. Always check your tire pressure before you hit the road. If it's low (you'll find the recommended PSI on your tire side wall), pump it before you leave home. Otherwise, regular maintenance just means casual doing it to Tone up. If everything feels funky when you ride, your bike needs This usually means just a small half-spin of screws somewhere. If you want to do your repairs and settings, YouTube has everything you need, but for those who prefer paper, Zinn & the Art of Bike Maintenance is a fantastic book to keep around. Before you head for cycling all over town or around the park, make sure it's safe and... Read more Lock your bike properly stolen bikes all the time. It's just one of those things that needs to happen. If you want to commute around, hit up restaurants, and basically use your bike like a car, then you really need to lock your bike properly. The best type of bike lock is a U-lock like this. Don't use hybrid locks or cable locks because it's easy to cut or break. Lock U lock through the frame and rear wheel (the most expensive of the two wheels) and practice common sense for where you lock it up. If you're using those vaguely shared shoulder racks stuck on college campus, make sure you lock your bike properly. Avoid locking it into anything that seems easy to remove (like a signpost installed in the dirt) or in low-traffic areas. The more people around your bike, the better. Make sure you get rid of any accessories like saddle bags or lights before you leave your bike too. As with any hobby, there are dozens of other things to think and learn. But all of these things depend on what kind of cycling you want to do. As you get used to cycling around in the city, the prospect of long contemplative road rides in the mountains, crushing brown pow on mountain bikes, or dirty cross races may become surprisingly attractive. Photo via Getty Images. Remixed by Tara Jacoby. Jacoby.

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