



BikeSafe Writing Prompt Packet

for Middle School Curricula

www.iBikeSafe.org



v4.1 - 02/09/2017



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE

The BikeSafe Program is sponsored by:





Table of Contents



School and State Standards	3
-----------------------------------	----------



Prompt 1: Preventing Head Injuries	4
Article 1	5
Article 2	5
Article 3	6



Prompt 2: Sharing the Road	7
Article 1	8
Article 2	9



Prompt 3: A Tale of Two Paths	10
Article 1	11
Article 2	11
Article 3	12



Prompt 4: It Takes a Village	13
Article 1	14
Article 2	14
Article 3	15



School and State Standards

These writing prompts have been developed as Florida statewide teaching tools but satisfy Common Core standards used in many states. The prompts contained in this packet meet the Florida and Common Core standards listed below as of the date on this packet*:

The following prompts meet Florida Standards LAFS.6.W.1.1, LAFS.7.W.1.1, LAFS.8.W.1.1 and CCSS ELA/Literacy Standard W.6.1 (A, B, C), W.7.1 (A, B, C), W.8.1 (A, B, C):

- Prompt 1 - Preventing Head Injuries
- Prompt 3 - A Tale of Two Paths
- Prompt 4 - It Takes a Village

The following prompts meet Florida Standards LAFS.6.W.1.2, LAFS.7.W.1.2, LAFS.8.W.1.2 and CCSS ELA/Literacy Standard W.6.2 (A, B, D), W.7.2 (A, B, D), W.8.2 (A, B, D):

- Prompt 2 - Sharing the Road

We encourage the use of these educational materials regardless of state. If you so choose to use them outside of the State of Florida or in a state that has not adopted the Common Core Standards, please note that these prompts may not satisfy the specific educational standards in your area. Some cycling laws referenced in these prompts are specific to the State of Florida. In addition, the content herein may not be accurate outside of the United States of America and should be verified before use.

If your state uses a unique set of standards other than Common Core, you can verify standards through your state's Department of Education for this information.

The views and opinions expressed in the articles contained in this packet are those of the articles' authors and do not reflect the position or policies of the BikeSafe Program, the University of Miami, or any associated agency or institution. This packet is provided as a free resource and contains no warranty of any kind.

For questions and comments about these prompts and their application, please contact the BikeSafe Program at:

Telephone: (305) 243-0349 - 9:00am-4:30pm, Monday through Friday
Email: info@ibikesafe.org
Mailing Address: Kidz Neuroscience Center | BikeSafe Program
Dominion Tower
1400 NW 10th Avenue
Locator code: (R-48)
Miami, Florida 33136

**This document packet last updated 08/25/2017*



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE



The BikeSafe Program is sponsored by:



1

Preventing Head Injuries



Ben, who had just turned 11 years old, was riding to school without a helmet when a crossing guard stopped him. The guard informed Ben that cyclists his age have to wear a helmet by law; but - more importantly - a helmet would help to protect his head from injury in a fall or crash.

Ben remembered the last time he fell off his bike. He was not wearing a helmet and scraped his forehead on the sidewalk; he was later taken to the hospital for a concussion and stitches. Ben learned that he should always wear a helmet when riding his bike.

Depending where you live, wearing a helmet may be mandatory when cycling. These laws vary from state to state. In the state of Florida, helmet use has been mandated since 1997 for riders under 16 years of age.



Write an argumentative essay in which you answer the question "Do you believe that wearing a helmet while riding should be required by law?" Use the information from the passages on the following pages in your essay.

You have _____ minutes to read, plan, write, revise, and edit your response. Manage your time carefully.

Be sure to:

- include a claim;
- address counterclaims;
- use evidence from multiple sources; and
- avoid relying on one source.

Image and content sources:
<https://www.flickr.com/photos/mzn37/284171752/>
<http://pixabay.com/en/boy-bike-country-ride-child-15059/>
<http://www.helmets.org/mandator.htm>
http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0316/Sections/0316.2065.htm
 The story above is fictional. Any resemblance to real persons, living or dead, is purely coincidental.



Prompt 1 - Preventing Head Injuries Articles 1 and 2

Florida Law

Source: <http://floridacyclinglaw.com/blog/archives/state-bicycle-helmet-law>

In Florida, §316.2065(3) (d), Florida Statutes, requires all bicyclists under the age of 16 to wear a helmet. The law states:

“A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the passenger’s head by a strap, and that meets the standards of the American National Standards Institute (ANSI Z 90.4 bicycle helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Bicycling), or any other nationally recognized standards for bicycle helmets adopted by the department.”

As used in this subsection, the term “passenger” includes a child who is riding in a trailer or semitrailer attached to a bicycle. In addition, law enforcement officers in Florida may issue citations and fines for cyclists who fail to comply with the above bicycle law, although the ticket and fine can be dismissed if the rider later shows proof of the purchase of a helmet.

Why Should Children Wear Bicycle Helmets?

By: Eric Cedric

Source: http://www.trails.com/facts_12229_should-children-wear-bicycle-helmets.html

Article amended for readability and content

Learning how to ride a bicycle is a rite of passage for young people. Yet, many of our children do not wear helmets when cycling. Currently there are 14 states that have helmet laws for children, making their use required. There are many other reasons for young people to wear helmets while bicycling as well.

Injuries and Deaths

Compared to adults, children and young cyclists are more likely to die from head injuries in a wreck with a motor vehicle, according to the Children’s Safety Network. In 2000, 62.6 percent of cycling deaths were caused by head injuries in children up to 19 years of age.

Financial Costs

Injuries caused by cyclists not wearing helmets are costly. Between 1999 and 2002, \$1.03 billion was spent as a result of fatal bicycle injuries in youth up to 19 years old; nonfatal injuries accounted for \$3.6 billion. Helmet use will lower medical costs.

More than Half

In 2005, youth under the age of 15 were 53 percent of all the bicycle injuries that led people to go to the hospital. It makes sense for children to wear helmets while bicycling, as they are more likely to be in a wreck while riding.

Prevention

By wearing helmets, 80 percent of fatal bike injuries or 75 percent of disabling injuries could be prevented.



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE



The BikeSafe Program is sponsored by:





Prompt 1 - Preventing Head Injuries Article 3

The Stranger's Staff Debates Bike Helmets

Source: <http://www.thestranger.com/seattle/the-strangers-staff-argues-over-whether-you-should-wear-a-bike-helmet/Content?oid=21277342>
Article amended for readability and content

E. KIKER: Used to ride without a helmet

I wear a helmet because as a kid who loved to ride bikes, I got three concussions. Each time, I was helmet-free, and each time, I really regretted it. These were the carefree 1980s, when helmets were not as common as they are now, but we did have them: I just did not wear them. By the third concussion, when I was 13 years old, I realized with what sense I had left that a helmet was just a really smart decision.

I've fallen off my bike a few more times since then, but I have not had another head injury—knock on wood.

NKO: Survived a severe brain injury

Having suffered a severe brain injury as a result of a bike accident (without a helmet), I'm still not sure a helmet would have saved my life—though the hospital certainly did. I was found on the street outside the downtown Central Library and woke up 12 days later with 10 years of dreadlocks missing and stitch all across my head. Good thing the hospital doctors are better surgeons than they are barbers.

I suffered two years of severe depression after that accident. To me, the statistics are not that convincing that helmets help. However, until we adopt European attitudes toward cycling (fully separated lanes, patience); I'm a supporter for helmets. It's a war out there. It seems like every time I ride in the city, someone physically threatens me with a car—it's scary.

E. SANDERS: Has crashed without being hit by anything at all

When I was a bike messenger in downtown Seattle a bunch of years ago, no one with any experience thought accidents could be avoided. The old-timers warned the newly hired: It's not skill, it's about odds. The longer you ride, they said, the more certain it is you'll slip on a hill, or get doored, or find yourself pinned between two Metro buses with no way out. None of these possibilities involve other people's actions. The world is full of chance, bad luck, and human error—including the errors of experienced riders on clear streets. I know because it happened to me earlier this year.

I was riding down a side street in the University District, not one moving car on the road, and while going over some bumps in the pavement, one of my hands slipped off my handlebars. It seems like a small thing, but it set off a flood of error and overcorrection that ended with me going over my handlebars and landing on a parked car. This was no one's fault but my own, and it hurt like crazy. Every part of my body hit car or concrete, but the only part of my body that didn't hurt or bruise later was my head. I'd had a helmet. I'm a safe rider, but this was not the first time I'd crashed.

While doing the Seattle to Portland Bicycle Classic, I was once in a group of cyclists—a safe place to be, according to some studies—when a rider in front of me fell. Unable to stop in time, I went over his bike and then over my handlebars. When I was a messenger, a slippery sewer grate got me one day. There is no urban planning solution that would have prevented all of these accidents.

Maybe to some people, there would be no human error and the entire world would be like one of those kiddie playgrounds where the soft ground is so bouncy that it does not hurt when you fall. Sorry, that's not the world in which we live.

I wear a helmet for the same reason a climber uses a rope, a sailor wears a life vest, and a cold-water surfer puts on a wet suit: There are limits to what the human body can survive.

2

Sharing the Road



Did you know that - in most cities and states - cyclists must follow the same laws and traffic rules as motor vehicle drivers when sharing the roadway?

These laws make sure all road users act predictably when turning, stopping, accelerating, or changing lanes. Pavement markings and street signs guide all road users and help to keep them safe. If we know where everyone else is going, we can avoid accidents.

Unfortunately, not everyone follows these rules. Many bicyclists are injured every year, either because a motorist or bicyclist did not follow the traffic laws, creating an unpredictable hazard, or because an unsafe road misled users.



Write an explanatory essay about how a person can be safer when riding their bicycle. Your essay must be based on ideas and information that can be found in the "Bike Safety" and the "Biking 101" passage set found on the following pages.

You have _____ minutes to read, plan, write, revise, and edit your response. Manage your time carefully.

Be sure to:

- read the passages;
- plan your response;
- write your response; and
- revise and edit your response.

Image and content sources:
http://upload.wikimedia.org/wikipedia/commons/thumb/0/05/Share_the_road.jpg/1280px-Share_the_road.jpg
<https://www.flickr.com/photos/sfbike/7537960096/>
<http://bicyclesafe.com/>
<http://www.mva.maryland.gov/safety/mhsoi/program-bicycle-safety.htm>
<http://www.dmvflorida.org/2004-crash-data.shtml>
http://upload.wikimedia.org/wikipedia/commons/4/4b/Pennsylvania_Avenue_Bike_Lanes.jpg



Prompt 2 - Sharing the Road

Article 1

Bike Safety

Reviewed by:

Steven Dowshen, MD

Source:

http://kidshealth.org/kid/watch/out/bike_safety.html#

Article amended for readability and content

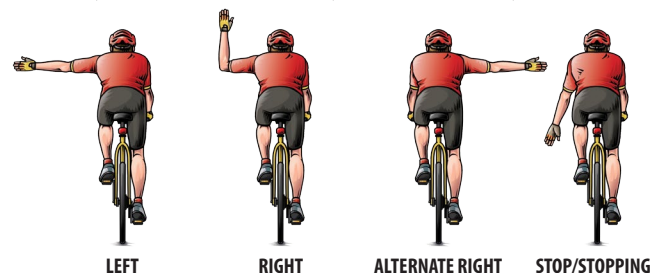
Bike riding is a lot of fun, but accidents happen. Every year, about 300,000 kids go to the emergency room because of bike injuries, and at least 10,000 kids have injuries that require a few days in the hospital. Some of these injuries result in death from head injuries. A head injury can mean brain injury. That's why it's so important to wear your bike helmet. Wearing one doesn't mean you can be reckless, but a helmet will provide some protection for your face, head, and brain in case you fall down.

Bike helmets are so important that the U.S. government has created safety standards for them. Your helmet should have a sticker that says it meets standards set by the Consumer Product Safety Commission (CPSC). Wear a bike helmet every time you ride, even if you are going for a short ride.

Wearing bright clothes and putting reflectors on your bike can also help you stay safe. It helps other people on the road see you. And if they see you, that means they're less likely to run into you. Daytime riding is the safest so try to avoid riding your bike after dusk. You'll also want to make sure that nothing will get caught in your bike chain, such as loose pant legs, backpack straps, or shoelaces. Avoid wearing headphones because the music can distract you from noises around you.

You need to check with your mom and dad about where you're allowed to ride your bike. You need to know how far you're allowed to go and whether you should ride on the sidewalk or in the street. Kids younger than 10 years should ride on the sidewalk and avoid the street. Only move to the street if your parents say that it is safe, and you feel comfortable doing so as well. No matter where you ride, you need to keep an eye out for cars, trucks, and pedestrians. Even if you're just riding on sidewalk, a car may pull out of its driveway into the path of your bike. If you're crossing a busy road, it's best to walk your bike across the street.

It will also help to learn cycling hand signals. These are like turn signals and brake lights for cyclists. It helps cars and trucks know what you will do next, so they don't run into you.



Source: <http://blog.rightturn.com/wp-content/uploads/2013/05/Bicycle-hand-signals.jpg>

Follow these good-practice tips the next time you are riding:

1. Always ride with your hands on the handlebars.
2. Always stop and check for traffic in both directions when leaving your driveway, an alley, or a curb.
3. Cross at intersections. When you pull out between parked cars, drivers can't see you coming.
4. Walk your bike across busy intersections using the crosswalk and following traffic signals.
5. Ride on the right, so you travel in the same direction as cars do. Never ride against traffic.
6. Use bike lanes or designated bike routes wherever you can.
7. Don't ride too close to parked cars. Doors can open suddenly.
8. Stop at all stop signs and obey red lights just as cars do.
9. Ride single-file with friends.
10. When passing other cyclists or people on the street, always pass to their left side, and call out "On your left!" so they know that you are coming.

Note that the list above is a general guide. Consult the state and local laws in your area before riding.



Prompt 2 - Sharing the Road

Article 2

Biking 101

Source: <http://www.bikehuntsville.com/biking-101>
Article amended for readability and content

Bicycling is a time-tested activity that appeals to people of all ages, backgrounds, and interests. With the right skills, anyone can experience the joy and freedom a bicycle can bring. Follow these tips to ensure a fun and safe bike ride:

Obey the law. When riding on the road, a bicyclist has the same rights and responsibilities as the driver of a motor vehicle. Ride lawfully and predictably. Announce yourself and your intentions before passing others (e.g. "Passing on your left!"). One way a cyclist can earn greater respect on the road is to obey stop signs and traffic signals. Watch out for pedestrians on sidewalks and on roads that do not have sidewalks. If a cyclist is riding on the sidewalk, they need to be careful of pedestrians and motor vehicles.

Be predictable. Drive your bicycle in a smooth and predictable manner. Watch your speed. Look ahead to allow time to calmly avoid obstacles. Avoid abrupt maneuvers whenever possible. When entering a roadway from a driveway, alley, or curb, look and yield to oncoming traffic.

Protect yourself. Florida law says that everyone under the age of 16 is required to wear a helmet when riding a bicycle, but helmets are important safety equipment for cyclists of all ages. Be sure to replace your helmet every few years to ensure the fit is tight but comfortable, and that the padding is thick.

Wear the proper attire. Wear protective, reflective, and bright clothing. Clothing made specifically for cyclists can offer many benefits as well, like moisture-wicking material, a longer tail that can be tucked in, bright colors, and reflective elements. Bike gloves provide extra shock protection for your hands, and grip fabric can help secure your hands on the handlebars. Bike shorts also provide added comfort. Finally, shoes with stiff soles can help keep feet happy during the ride.

Be sure you can be seen. If you're riding at night, use bright and flashing lights on your bicycle and ride with extra caution.

Remember your ABCs. Perform an ABC Quick Check before each bicycle ride. Check the following:

- **Air pressure:**
Spin your wheels and check that your tires are not too worn to ride.
- **Brakes:**
Ensure brake pads are clean, straight, and in proper contact with the rims.
- **Cranks, chains, and cogs:**
Try to wiggle the crank arms and be sure there is no movement. Spin the pedals and cranks to see if the chain is gliding smoothly. Clean the chain of any dirt or residue.
- **Rear wheel:**
Make sure the gear levers and derailleurs work to shift the chain between gears.
- **Quick Release:**
Your bike likely has quick release levers that hold the wheels to the bicycle, on the brakes, or on the seat post. The wheels should be clamped securely. Should you need to adjust the quick release, hold the lever in the open position while tightening the adjusting nut. Tighten the adjusting nut until the lever requires a secure force to flip into the closed position.

3

A Tale of Two Paths



Stephanie loves flying through the Old Mill dirt trail early in the morning. In the fall, orange, yellow, and red leaves turn into a blur as she speeds around each bend of the trail. Her favorite part of the trail is the climb up the rocky hillside, which leads into the only park in town.

Brandon is a good friend of Stephanie. He enjoys bicycling to the park as well - but he prefers to ride his city bike on the serene, paved bicycle trail that leads straight to the park's main entrance.

Sometimes, Stephanie's ride on the trail can take 15 minutes longer than Brandon's trip, even though Brandon rides quite leisurely. However, they both live within a block, in the same town.



There are many different styles of bicycle riding. Write an argumentative essay in which you explain and support your opinion about the kind of place that you would like to ride the most. Use the locations described in the following articles to help you imagine your favorite cycling location.

You have _____ minutes to read, plan, write, revise, and edit your response. Manage your time carefully.

Be sure to:

- include a claim;
- address counterclaims;
- use evidence from multiple sources; and
- avoid relying on one source.

Images and content sources:

<http://upload.wikimedia.org/wikipedia/commons/3/39/Mountain-biker-climbs.jpg>
http://upload.wikimedia.org/wikipedia/commons/4/41/Left_side_of_Flying_Pigeon.jpg
http://upload.wikimedia.org/wikipedia/commons/4/4b/Tuckerman_trail.JPG
http://upload.wikimedia.org/wikipedia/commons/4/4b/Pennsylvania_Avenue_Bike_Lanes.jpg
The story above is fictional. Any resemblance to real persons, living or dead, is purely coincidental.



Prompt 3 - A Tale of Two Paths

Articles 1 and 2

Top 3 Cycling Cities in the US

By: Ryan Van Duzer

Source: <http://www.travelchannel.com/interests/outdoors-and-adventure/articles/top-10-cycling-cities-in-us>

Article amended for readability and content

1. Boulder, Colorado

This picturesque mountain town at the base of the Rockies is a cyclist's paradise. Boulder has hundreds of miles of bike paths, nearby access to world-class mountain biking trails such as Walker Ranch and over 300 days of sunshine a year. The city's bike share program, Boulder B-cycle, offers 24-hour bike access at any B-station; just swipe your card, grab a bike and take a ride through town.

2. Portland, Oregon

Portland has long been the king of cycling in the US and has inspired cities all across the nation to follow in its footsteps. In fact, no other city in the United States has more cyclists per capita ... or more coffee shops. Sip and go, exploring town on bike; shops like Clever Cycles, Veloce Bicycles and Fat Tire Farm (for mountain bikes) are just a few bike rental store options. There's more than just city riding, too; take your fat tires for a jaunt into Forest Park, the nation's largest urban preserve, and jump on the mountain bike trails.

3. New York City

It may seem overwhelming to jump into the mayhem of NYC traffic, but the Big Apple has made it a priority to accommodate the 2-wheeled traveler with hundreds of miles of bike lanes. On Memorial Day 2013, the city unveiled the country's largest bike share program, with over 6,000 bikes and 330 stations. If you're looking to avoid cars altogether, take a spin down the Hudson River Greenway, a protected pedestrian path that runs 11 miles from Battery Park to the southern tip of Manhattan.

Top 3 Places to Mountain Bike

By: Beth Puliti

Source: http://mountainbike.about.com/od/biketrailresources/tp/Top_5_Places_to_MTB.htm

Article amended for readability and content

1. Moab, Utah

There's a reason everyone talks about Moab. Touted as having "the greatest mountain biking on the planet," Moab's variety of trails and terrain means mountain bikers of all levels will have a fantastic time. Moab's Slickrock trail welcomes more than 100,000 visitors per year. But it's not the only trail in town. Countless more offer a more challenging ride. No matter what trail you choose, you'll be riding in the desert. So, plan accordingly.

2. Fruita, Colorado

Located in western Colorado's high desert, Fruita offers hundreds of miles of trails that will please just about anyone looking for a thrill. Ride the Book Cliffs area for wide-open views of the Grand Valley basin. Got some endurance? At 2,000 vertical feet above the basin, The Edge Loop—a designated International Mountain Bicycling Association Epic trail—offers narrow and twisting bike trails. Those looking for smaller scale riding can survey the natural beauty of Fruita's landscape while taking a spin on the 18 Road Trails.

3. Asheville, North Carolina

Nestled between the Blue Ridge and Appalachian mountains, the energetic town of Asheville offers as much excitement as its natural surroundings. Look no further than the Pisgah Mountains for supreme mountain biking. Here, the trails weave past waterfalls and opens up to meadows. Just a short distance southeast, more trails—hundreds of miles of them, actually—exist in DuPont State Forest.



Prompt 3 - A Tale of Two Paths

Article 3

Biking for your Kicks on Bicycle Route 66

Source: <http://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/bicycle-route-66/>
Article amended for readability and content

For over 50 years, motorists traveled the legendary U.S. Route 66 – popularly known as Route 66 or the Mother Road – from Chicago, Illinois to the Santa Monica Pier in Los Angeles, California. Now it's the cyclists' turn.

In view of the strong association between the historic roadway and America's love affair with the automobile, it is perhaps ironic that hundreds of travelers will now gain independence from the motor vehicle by traveling Bicycle Route 66 under their own steam. While the cafes and grocery stores along the way remain important fuel stops for them, traveling cyclists can enjoy a certain satisfaction as they whiz past the many gas stations found in the towns and cities they visit.

Over the years Route 66 was in service there were multiple different versions of its path. Some of them exist today as Historic Route 66 and have signs showing this. In many places Historic Route 66 was replaced by highways. Bicycle Route 66 travels west on bike paths, county roads and state, federal and interstate highways but does not always follow Historic Route 66. Different paths were chosen based on present-day conditions.

Right from the start in Chicago, Illinois, Bicycle Route 66 moves away from Historic Route 66 due to heavy traffic. Much of the route in Illinois is through prairie landscape and rolling hills. In Madison County, the route takes advantage of a number of county-maintained trails to the Mississippi River crossing on the historic Chain of Rocks Bridge into St. Louis, Missouri.

Once the route reaches the Oklahoma border, the flat to rolling landscape will encompass a variety of different prairie types until it reaches the Great Plains of the Texas panhandle.

Amarillo, Texas is the last large city on the route before you reach the midpoint of Historic Route 66 in Adrian, Texas. Up to this point in the route, services of most types are regularly available and there are no extended sections without people and businesses. However, the availability of bike shops decreases as the route heads west.

Much of Bicycle Route 66 across New Mexico is either on or roughly paralleling I-40 and/or I-25. West of Albuquerque to Chambers, Arizona and again past Flagstaff, Arizona, Bicycle Route 66 passes through several Native American lands known as Pueblos, Nations and Reservations. These are sovereign lands with their own cultural flavor.

Gallup, New Mexico is home to the Brickyard Bike Park. The bike park, coupled with a 15-year-long effort to build trails outside of town and recast the city as a mountain-biking mecca, has earned Gallup an award by the government as the Adventure Capital of New Mexico. Bicycle Route 66 breaks from following Historic Route 66 to head south through the Petrified Forest National Park and it's haunting beauty, archeological sites and unique geological formations including, not surprisingly, petrified trees.

In Flagstaff, Arizona you'll see your first bike shop since Albuquerque.

The entry into California drops cyclists into a long, desert stretch with very limited services from Needles to Barstow. This region is subject to violent thunderstorms and downpours in the summer monsoon and winter storm seasons. The weather pattern can result in flash flooding that closes the former Route 66 now known as the National Trails Highway (NTH) and thus Bicycle Route 66.

Once out of the desert, services improve and traffic increases as the route becomes urban through the suburbs of Los Angeles. While there are several plaques in the area denoting the end of Historic Route 66, the terminus of Bicycle Route 66 is on the Santa Monica Pier at the sign located where the road meets the pier.

4

It Takes a Village



Cycling doesn't just happen in the United States. From the popular bike race, the Tour de France, to cyclists who get around on one of the 500 million Flying Pigeon bikes that have been made and ridden in China, there are cyclists all over the world. There are almost as many styles of bikes as there are people riding them.

However, just because people ride bicycles everywhere, it does not mean that the experience is the same in each location. Each part of the world, sometimes even individual neighborhoods, has their own unique bicycle culture.

The following articles describe some of the differences in bike culture around the world and throughout history. Sometimes the biking culture of an area is determined completely by the cyclists; sometimes the culture is impacted by other traffic in the area as well.



Write an argumentative essay in which you explain and support your opinion about the kind of things that need to happen for a place to have a good bicycle culture. Use the descriptions of the bicycle culture in different times and places found in the following articles to help.

You have _____ minutes to read, plan, write, revise, and edit your response. Manage your time carefully.

Be sure to:

- include a claim;
- address counterclaims;
- use evidence from multiple sources; and
- avoid relying on one source.

Image and content sources:

http://en.wikipedia.org/wiki/Bicycle-friendly#/media/File:Cyclists_at_Hyde_Park_comer_roundabout_in_London.jpg
http://upload.wikimedia.org/wikipedia/commons/8/82/TDF06_%28stage13%29_Aduze_edit.jpg
http://en.wikipedia.org/wiki/Bicycle_commuting#/media/File:Urban_cycling_III.jpg
<http://commons.wikimedia.org/wiki/File:FoothillExpy-bicycling.png>
<http://en.wikipedia.org/wiki/Bicycle-friendly>
http://commons.wikimedia.org/wiki/File:Bicycle_traffic_lane,Suzhou,China.jpg
http://commons.wikimedia.org/wiki/File:Fading_Bicycle_culture_in_China_1999.jpg



Prompt 4 - It Takes a Village Articles 1 and 2

How Miami is Climbing the List of Top Bike-Friendly Cities

By: Arianna Prothero
Source: <http://wlrn.org/post/how-miami-climbing-list-top-bike-friendly-cities>
Article amended for readability and content

Miami recently jumped ten spots on Bicycling magazine's list of the country's top, bike-friendly cities. It's the fastest rising city on the list. But just a few years ago, Miami was put on a list of the worst cities to bike in according to Bicycling magazine senior editor Emily Furia. "In 2008 we reported that the city of Miami had no finished bike lanes," Furia said. "And the only one under construction at the time was less than a mile long."

But one year after Miami was put on the "worst list" Furia came here for an event. "I couldn't believe how much it had changed," she said. "When we got there, we learned that the cycling scene and infrastructure had improved greatly largely due to the work of former Mayor Manny Diaz who had hired the city's first bicycle coordinator." That bicycle coordinator is Collin Worth. He's basically a cycling advocate embedded in City Hall. Worth is the guy who reviews county and state infrastructure projects to make sure they include bicycles. Hiring Worth helped Miami get off the list of worst cities in 2010 and break into the top 50. "The city has an ego," Worth explained. "We don't want to be the worst at anything. We want to be the best. So, I think it really pushed them to do a little more." And Miami has done more. The city now has a little over 13 miles of bike lanes. An additional 16 are in the design stages. The city is also building an off-road bike path along the river.

But in other aspects, Miami's bike culture still lags. Bicycle Coordinator Collin Worth points to aggressive drivers, "There's not a culture of respect yet." The Alliance for Biking and Walking recently reported Miami has one of the highest rates of pedestrian and cyclist deaths. Miami was 44th out of the 51 largest US cities. With studies like that, Worth is not sure Miami will ever make the number one spot on the list of best bicycling cities. "We still have a long way to go," he said. "And I want to be higher on that list." Worth isn't aiming to be number one. He said he just wants Miami to be a place where people feel they can ride their bikes safely.

History Reveals Sharing Roads Not a New Challenge

By: Brion O'Connor
Source: <http://www.bostonglobe.com/metro/regionals/north/2014/09/24/history-cycling-reveals-sharing-roads-not-new-challenge/CQ597LQRFXAba63U2sEU3J/story.html>
Article amended for readability and content

A city cyclist is charged with riding dangerously. Or a teenage cyclist — following the rules of the road — is struck while trying to avoid a large vehicle operated by a driver who had no goal of making room.

These examples, however, were not from recent headlines. The stories are actually from the late 1800s, before the invention of the automobile, according to Lorenz Finison. Finison's book focuses on the role of bicycles and tricycles in post-Civil War Boston, including a number of leading characters with North Shore roots.

"What happened? The Model T and the Model A happened," said Harris, a cyclist. "That was the end of the golden era of cycling. Even the bicycle shops that popped up, including one in Ipswich called Currier's Bike Shop in 1909, quickly turned over to automobile shops."

Cycling — as a movement — would remain less popular for the next 60 years.

There was an increase in cycling during World War II, but that was not by choice. "In the war period itself, there was a lot more cycling because of the restrictions on the purchase and use of automobiles, and gas rationing," Finison said. "Then, after the war, there were organizations like the American Youth Hostels that had many bicycling and camping tours that went on through the 1950s and early '60s. But then, [cycling] started to come up again in the 1960s and '70s, particularly after Earth Day. Earth Day was a huge motivator for adults to get cycling again."



UNIVERSITY OF MIAMI
MILLER SCHOOL
of MEDICINE



The BikeSafe Program is sponsored by:





Prompt 4 - It Takes a Village Article 3

Why is cycling so popular in the Netherlands?

By: Anna Holligan
Source: <http://www.bbc.com/news/magazine-23587916?print=true>
Article amended for readability and content

There are more bicycles than residents in the Netherlands. In cities like Amsterdam and The Hague, up to 70% of all journeys are made by bike.

The bike is an important part of everyday life rather than a symbol of a minority lifestyle, so Dutch people don't concern themselves with having the very latest model of bike or hi-tech gadgets. They regard their bikes as trusty friends in life's adventures. In that kind of relationship it is longevity that counts - so the older, the better.

Path to glory

To make cycling safer and more inviting, the Dutch have built a network of cycle paths. These are clearly marked, have smooth surfaces, separate signs and lights for those on two wheels, and are wide enough to allow side-by-side cycling and passing. In many cities the paths are completely separate from motorized traffic.

Sometimes, where space is limited and both must share, you can see signs showing an image of a cyclist with a car behind with the words 'Bike Street: Cars are guests'.

At intersections, too, it is those using bicycles that have priority. You can cycle around an intersection while cars (almost always) wait patiently for you to pass. The idea that "the bike is right" is such an unknown concept for tourists on bikes that many often find it difficult to navigate roads and junctions at first.

Early adopters

Even before they can walk, Dutch children are occupied in a world of cycling. As babies and toddlers they travel in special seats on "bakfiets" or cargo bikes. As the children grow up they take to their own bikes, something made easier and safer by the separate cycle lanes being wide enough for children to ride alongside an accompanying adult. And, as young people aren't allowed to drive unsupervised until they are 18, cycling offers Dutch teenagers an alternative form of freedom.

The state also plays a part in teaching too, with cycling lessons a part of the Dutch school curriculum. All schools have places to park bikes and at some schools 90% of students cycle to class.

Behind the bike sheds

In the university city of Groningen, the central train station has underground parking for 10,000 bikes. Bike parking facilities are common in the Netherlands - outside schools, office buildings and shops. In return you are expected to only lock up your bike in chosen spots - if you chain your bike in the wrong place, it may be removed.

At home, even people who live in apartments without special bike storage facilities can expect to be allowed to leave their bikes in a hallway.

The fact that everyone cycles, or knows someone who does, means that drivers are more sympathetic to cyclists when they have to share space on the roads. In turn, the cyclists are expected to respect and obey the rules of the road. When out on the road, Dutch cyclists feel powerful and protected, making the whole experience much more enjoyable.

There are dangers on the roads, but very rarely do they involve heavy vehicles, poorly designed junctions or dangerous drivers.