



SMART CYCLING

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GENERAL INSTRUCTIONS

Mark your answers on the answer sheet provided. Please do not make any marks on the test.

DEFINITIONS

- A two-lane road is a road with one lane of traffic moving in each direction.
- A multi-lane road is a road with two or more lanes of traffic moving in each direction.
- A one-way street is one that carries traffic in one direction only.
- A narrow lane is a lane too narrow to be safely shared by a bicyclist and a motor vehicle side by side.
- A wide lane is a lane wide enough to be safely shared by a bicyclist and a motor vehicle side by side, assuming the pavement is smooth and free of debris.
- A very wide lane is a lane with more than enough width to be safely shared by a bicyclist and motor vehicle side by side.

ASSUMPTIONS

- Unless specifically stated otherwise, assume that for these test questions:
- The road or street is two-way and two-lane
- Lanes are wide, and the pavement is smooth, dry and free of debris, potholes or other hazards
- The situation described occurs in daylight
- The road or street is straight and level (flat)

THIS EXAMINATION CONSISTS OF THIRTY (30) MULTIPLE CHOICE QUESTIONS

1. THE FIRST AND MOST IMPORTANT CONSIDERATION WHEN FITTING A STANDARD FRAME BIKE TO A RIDER IS:

- a. Bicycle weight
- b. Wheel diameter
- c. Crank length
- d. Frame measurement (stand-over height)

2. WHY SHOULD A BICYCLIST PERFORM AN ABC QUICK CHECK BEFORE EACH RIDE?

- a. To eliminate the need for a complete overhaul
- b. To catch small problems before they become serious and possibly cause a crash
- c. To deter thieves
- d. To eliminate the need to carry a tire pump

3. WHICH OF THESE STATEMENTS IS FALSE?

- a. Mountain bikes with wide, low-pressure tires are suited for rough, unpaved terrain
- b. Narrow tires are more efficient than wider tires on paved roads
- c. Worn tires can cause crashes
- d. The inflation rating printed on the tire is not important and has no relationship to flats or other tire problems



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4. BRAKES SHOULD BE ADJUSTED SO THAT:

- a. Less than 1/8" of rubber shows
- b. They squeal loudly
- c. There is a thumb's width gap between the lever and the handlebars
- d. The rear brake is tighter than the front brake

5. FOR THE EFFICIENT AND COMFORTABLE RIDING OF MOST BICYCLES, SADDLE HEIGHT IS PROPERLY ADJUSTED FOR THE RIDER IF:

- a. Both feet can be placed flat on the ground while the rider is sitting on the saddle
- b. The handlebars are three inches higher than the saddle
- c. The rider's knee is slightly bent when the rider is seated with a foot on the pedal at the pedal's lowest position
- d. The seat is positioned 3 inches above the top-tube of the frame

6. A PROPERLY FIT HELMET FITS SNUGLY ON THE HEAD AND IS WORN:

- a. Tilted back to protect the back of the head, with the chin strap loose
- b. Level, with the chin strap loose
- c. Tilted back to protect the back of the head, with the chin strap tight
- d. Level, with both the ear straps and the chin strap tight

7. SELECT FROM THIS LIST BELOW A GEAR COMBINATION TO RIDE A BICYCLE UP A STEEP HILL:

- a. Small chainring and large cassette cog
- b. Large chainring and large cassette cog
- c. Small chainring and small cassette cog
- d. Large chainring and small cassette cog

8. IF THE REAR WHEEL STARTS TO SKID WHEN STOPPING, A RIDER SHOULD:

- a. Use both brakes and move more weight over the rear wheel and help stop the skid
- b. Apply the front brake harder, moving more weight toward the front wheel, and applying more pressure to the handlebar and stem.
- c. Apply the rear brake harder than the front brake and engage the anti-lock braking system
- d. Ease up on the rear brake and turn into the direction of the skid

9. THE OPTIMUM CADENCE FOR LONG-DISTANCE RIDING IS FROM:

- a. 25 – 50 rpm
- b. 50 – 70 rpm
- c. 70 – 90 rpm
- d. 90 – 125 rpm

10. STATISTICS SHOW THAT RIDING AGAINST TRAFFIC IS A MAJOR FACTOR CONTRIBUTING TO CAR/BIKE CRASHES. WHY?

- a. Bicyclists on the incorrect side of the road usually cannot see traffic control devices (stop signs, traffic lights)
- b. Motorists entering the roadway from another street or driveway do not expect wrong-way traffic and may not look in the bicyclist's direction
- c. Motorists approaching wrong-way bicyclists head-on often cannot react in time to avoid a collision
- d. All of the above



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11. SLOW-MOVING TRAFFIC STAYS TO THE RIGHT WHILE FASTER MOVING VEHICLES PASS ON THE LEFT. BICYCLISTS MUST OBEY THIS PRINCIPLE BECAUSE:

- a. Bicyclists have the same responsibilities as other vehicle operators
- b. Bicyclists are safest when their behavior is predictable so that other drivers know what to expect from them
- c. Disruption of traffic flow is minimized
- d. All of the above

12. YOU ARE RIDING IN A STRAIGHT LINE, THEN YOU DELIBERATELY TURN THE HANDLEBARS SLIGHTLY TO THE RIGHT. AS A RESULT YOU AND YOUR BICYCLE:

- a. Causes a collision
- b. Begins a right turn
- c. Begins to lean to the left
- d. Begins to lean to the right

13. TO MAKE A SAFE LANE CHANGE YOU SHOULD:

- a. Make a hand signal before scanning for traffic
- b. Communicate and negotiate with other drivers as necessary
- c. Not be moving more than 15 miles per hour slower than other traffic
- d. Expect others to yield to you

14. THE GENERAL PRINCIPLE FOR SELECTING A LANE IS:

- a. The lane which carries the least traffic
- b. The right-hand lane
- c. The lane which carries the slowest traffic
- d. The rightmost lane that serves your destination

15. YOU ARE APPROACHING A MULTI-LANE INTERSECTION WITH WIDE LANES AND A STRAIGHT TURN ONLY LANE. YOU ARE RIDING AS FAR TO THE RIGHT AS SAFE AND YOU INTEND TO GO STRAIGHT THROUGH. HOW SHOULD YOU HANDLE THIS INTERSECTION?

- a. By dismounting the bicycle and walking the bike like a pedestrian in the crosswalk
- b. By scanning, signaling, and moving into the right side of the rightmost straight through lane
- c. By staying as far to the right as possible
- d. By staying as far to the left as possible

16. BICYCLISTS WHO RIDE TOO CLOSE TO THE RIGHT-HAND SIDE OF THE ROAD:

- a. Are susceptible to a motorist turning right, cutting them off at an intersection
- b. Are susceptible to car doors being opened into their path of travel
- c. Are often not visible to cars pulling out of side streets or driveways
- d. All of the above

17. WHEN MAKING A LEFT TURN IN A NARROW LEFT-TURN ONLY LANE YOU SHOULD RIDE:

- a. At the left edge of the lane
- b. In the center of the lane
- c. In the right 1/3 of the lane
- d. Outside the right edge of the lane



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18. ON A MULTI-LANE URBAN ROAD WITH VERY WIDE LANES, BICYCLISTS SHOULD RIDE:

- a. As close as possible to the right edge of the roadway
- b. Near the center of the right lane
- c. 3 to 4 feet to the right of the motor vehicles in the right lane
- d. As close as possible to the left edge of the roadway

19. TO INCREASE YOUR VISIBILITY AND ENCOURAGE MOTORISTS TO PASS SAFELY, YOU SHOULD:

- a. Ride very straight, staying as close as possible to the curb or pavement edge
- b. Switch to the left side of the road and ride facing traffic until the overtaking motorist has passed
- c. Weave back and forth across the right lane to catch the motorist's attention
- d. Ride without swerving, at least 2-3 feet from the curb or pavement edge

20. THE SAFEST BEHAVIOR FOR BICYCLISTS ON A MULTI-USE TRAIL IS:

- a. Ride at a speed that is appropriate to the conditions, showing courtesy to other users
- b. Ride more than 15 MPH
- c. Ride on the left side of the trail
- d. Ride with headlights and tail lights at all times

21. YOU ARE APPROACHING A DOUBLE-PARKED CAR THAT IS TAKING UP MOST OF THE THROUGH LANE ON A TWO-LANE URBAN ROAD. YOU SHOULD:

- a. Squeeze past on the left, between the oncoming cars and the parked car
- b. Pass the parked car on the right, riding against the curb
- c. Scan behind, yield to overtaking and oncoming traffic, and pass on the left of the double-parked car, avoiding the "door zone"
- d. Ride on the sidewalk

22. WHICH OF THE FOLLOWING IS MOST LIKELY TO CAUSE A FALL WHEN ENCOUNTERED UNEXPECTEDLY BY A BICYCLIST ON THE ROAD?

- a. A patch of wet pavement
- b. A squirrel
- c. A longitudinal crack in the pavement parallel to the path of the bicyclist
- d. A patch of grass

23. WHEN RIDING IN A BIKE LANE:

- a. The bike lane should be treated as a regular travel lane
- b. The bicyclist always has the right-of-way
- c. The bicyclist is protected from all motor vehicles
- d. The rider must stay in the bike lane at all times

24. WHEN RIDING IN A GROUP OF BICYCLISTS, IT IS THE RESPONSIBILITY OF EACH RIDER TO:

- a. Point out hazards on the road surface
- b. Signal all turns well in advance
- c. Increase or decrease speed gradually
- d. All of the above



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25. WHICH OF THE FOLLOWING POSES THE GREATEST DANGER FOR BICYCLISTS WHO ARE PROPERLY POSITIONED AND VISIBLE ON A STRAIGHT, FLAT, OPEN ROADWAY:

- a. Not being able to hear the sound of approaching traffic
- b. Losing steering control when being passed by large trucks or buses
- c. Being struck by loose objects blown by the wind
- d. Having to lean into the wind

26. WHICH OF THE FOLLOWING CONDITIONS REQUIRES A RIDER TO TAKE EXTRA CAUTION?

- a. Riding over wet metal and painted surfaces
- b. Riding on a roadway with large vehicles that can deliver wind blasts
- c. Riding over drain grates
- d. All of the above

27. SMOOTH SHIFTING REQUIRES:

- a. At least 18 gears
- b. A pedaling cadence of at least 75 rpm
- c. Anticipating pronounced changes in terrain
- d. Shifting when the bike is stopped

28. WHICH OF THE FOLLOWING IS THE MOST IMPORTANT SAFETY PRECAUTION YOU CAN TAKE TO PREVENT A CRASH WITH A MOTOR VEHICLE?

- a. Never ride at night without a front white light and rear red reflector
- b. Never ride two abreast
- c. Never make a turn without giving a hand signal
- d. Never try to use a “bike-on-bus” device to put your bike on a bus, unless you have experience using this equipment

29. THE USE OF A BICYCLE HELMET, PROTECTIVE EYEWEAR AND GLOVES IS ADVISABLE TO:

- a. Increase your comfort
- b. Serve as a good role model for children and others
- c. Reduce the severity of some injuries sustained in a crash or fall
- d. All of the above

30. IF A GROUP OF 10 RIDERS IS PASSING THROUGH AN INTERSECTION WITH A FOUR-WAY STOP, EACH INDIVIDUAL BICYCLIST SHOULD:

- a. Say “clear” if there is no cross traffic
- b. Leave a gap for cars between every three or four bicycles
- c. Stop and yield to other traffic at the intersection, then take their turn according to the “first-come, first-served” traffic principle
- d. Hold up the palm of their hand to indicate to other road users that they must yield to the group