# TYPES OF BIKEWAYS

BIKE ROUTES



- Cars and bicycles share the lane.
- Many bike routes have signs showing the direction and distance to the destinations (e.g. Downtown, the Riverfront).
- Bike routes are usually on streets that aren't suitable for bike lanes but are relatively good for biking.



- Cars and bicycles share the street.
- Usually established on streets with moderate traffic, which are not suitable for bike lanes due to space or access issues.
- Special pavement markings direct bicyclist to ride away from parked cars or near the center of narrow lanes. Markings and signals also encourage cars to share the lane with bicyclist.



- Designated space on each side of the street reserved for bicycle use.
- Usually established on streets with moderate/heavy traffic.
- Special pavement markings and signs identify the lanes.

### MULTI-USE PATHS



 Paved paths separated from the road, for bicyclist, walkers, runners, and in-line skaters (e.g. the Pigeon Creek Greenway).

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# Bike Smart



# On-Road Bicycling Safety Tips



Evansville Metropolitan Planning Organization

# **SMART CYCLING BASICS**

Cycling safety on city streets requires an understanding of traffic rules; lane positioning, turning, passing; trouble situations; and the condition of your bicycle. This pamphlet shares some of the keys to staying safe while cycling on streets. Please visit www.evansvillempo.com and navigate to the bicycle and pedestrian page, for more information. Here are some basics for bicycling safely:

### RIDING PREDICTABLY

Being predictable is the key to safe bicycling on city streets. Most bicyclists, and motorists, get into collisions due to their defiance of traffic rules and by operating unpredictably. If you act like the operator of a vehicle — signaling turns, turning from proper lanes, and stopping at red lights — drivers can predict your actions.

### TRAFFIC RULES FOR BIKES

If you follow traffic rules, motorists will come to respect bicyclists as drivers of vehicles, which the law says bicyclists are.

- Obey traffic controls: Stop at stop signs and red lights. This will give you street credibility.
- Ride "with" traffic. Riding over the center of shared lane markings ("sharrows") on streets with parked cars should keep you away from open car doors and passing traffic.
- Give right-of-way to pedestrians and other vehicles as motorists do. If you don't know the protocol for this, ask a licensed driver.
- Sidewalk riding is illegal in business districts; in other areas yield to pedestrians or walk.

## **CONTROLLING YOUR BIKE**

Most bike accidents don't involve cars. Control your handlebars and be alert for danger at all times. Never ride your bike while intoxicated.

# TRAFFIC SKILLS

Those who are not comfortable riding a bike in traffic but would like to try should gain skills away from busy roads, then begin riding busier roads during slow hours, such as Saturday and Sunday mornings.



Looking back: To ride in traffic you must know how to look back over your shoulder while moving. You should always turn your head to look before

moving right or left in traffic. Practice dropping your chin to your shoulder, turning your head to look behind you while holding your arms and handlebars steady, riding a straight line. If you have difficulty riding straight while looking back, try dropping your left hand to your thigh while turning your head. Keep your eyes 20 to 30 feet in front of you, then up at traffic, and back down. This *scanning technique* will help you see road hazards and traffic simultaneously.

Braking: Keep your hands near or over your brake levers. When you brake, squeeze both brakes at the same time. If your back wheel begins to skid, ease up on the front brake. Learn to shift without looking down, and keep pedaling while shifting. Use hand signals to communicate your intentions. Bicycle hand signals as seen from behind:







left turn

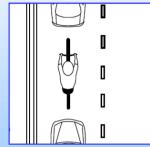
right turn slow or stop

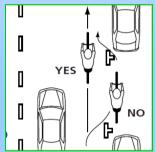
If you have to move unexpectedly, try to warn drivers by pointing to where you are going. Making eye contact and waving to alert drivers of your intentions is also helpful, particularly at intersections.



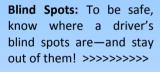
Always ride with traffic! Stay right if you are going slow compared to other traffic. Riding closer to traffic makes you more visible and keeps cars from passing you and then turning in front of you.

Riding in the middle: It is safest to ride in the middle of the lane when you're moving at the speed of traffic; when the lane is too narrow for cars to pass you safely; or when avoiding road hazards. >>>>>>

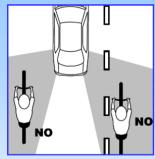


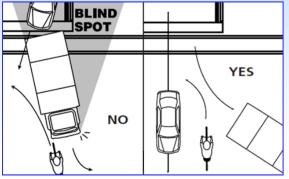


Parked cars: Don't weave in and out of parked cars, you will confuse drivers. Ride at least four feet away so you can avoid an opened door. Brake and yell if a door opens, but swerve only if you have plenty of space to do so.



Big vehicles coming at you can hide other cars. Slow down and don't proceed until they clear your line of sight (see below).





Helmet Safety - Reasons to Wear a Helmet:

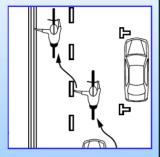
75% of all bike related injuries and deaths are caused by head injuries. Helmets protect in over 80% of head injury incidents.

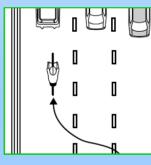


Visibility: You are easier to see, especially if your helmet has reflective material on it.

Crossing lanes before a turn: When turning left on a multilane road where traffic isn't much faster than you, merge one lane at a time.

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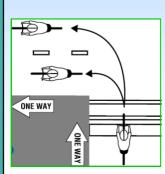


Crossing lanes before a turn: When turning left on a multilane road where traffic is much faster than you, wait for a gap and move across all lanes at once.

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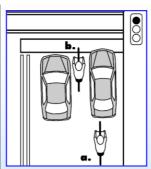
Turning left with no left-turn lane: Ride about four feet from the center stripe, so a car behind you can't pass you until you've completed the turn. If you're unsure if a car ahead is or isn't going to turn left, stay behind the vehicle until it clears the intersection.





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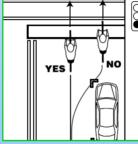
When turning left from one one-way street to another: You can turn into the left or right side of the street. If a left turn on a red light is permitted, you can turn after stopping and yielding to vehicles on the cross street.



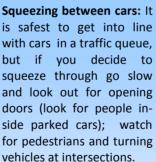
Cars stopped in both lanes:

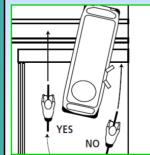
a) It is safest to stop in the middle of the right lane in this situation. b) If the right-lane car is turning right and you're sure of your skills, stop on the left side of the right lane, where drivers on both sides can see you.

While riding your bike, how should you deal with dogs, pedestrians, loose or oily surfaces, weather conditions, railroad tracks, and harassment? This pamphlet is only a primer for transportation cycling. For more useful information please visit the Evansville MPO website and click on the bicycle and pedestrian link.



Don't veer to the curb or crosswalk as you go through the intersection. You're more visible and predictable to all drivers if you stay away from the curb. And you won't have to move back over when you get across the intersection.





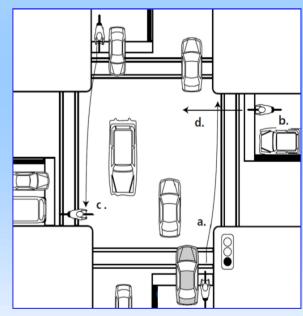
Passing City buses: Don't pass buses on the right when the bus is nearing or stopped at a bus stop. When passing a stopped bus on the left, look around carefully and pass wide of the bus. Don't try passing a bus to turn right in front of it.

Visibility is critical to safe bicycling. Wear reflective or bright clothes for maximum visibility, and equip your bike with front and rear lights for riding in dark conditions.

Never pass a moving vehicle on the right where a car can turn right; the "right-hook" collision, where a bicyclist is struck by a right-turning car, is a common type of accident which a savvy cyclist can usually avoid.

Crossing an Intersection—the box left turn: Use the box left turn if you can't merge left before reaching the intersection. Here's how (see diagram below):

- a) Stay in the right lane and ride across the intersection on the left side of the crosswalk.
- b) Just before the opposite corner, check whether there's room for you in the traffic lane to the right of the crosswalk, behind the stop line. If there is, go there and align yourself with traffic.
- c) If there's no room behind the stop line, stop on the intersection side of the crosswalk and align yourself with traffic.
- d) When the traffic light changes, move with traffic.



Young children, typically under the age of nine, are not able to identify and adjust to many dangerous traffic situations, and therefore should not be allowed to ride in the street unsupervised. Children who are permitted to ride in the street without supervision should have the necessary skills to follow the "rules of the road." Refer to our pamphlet entitled "Safe Biking" for more tips on bicycle safety for young children.