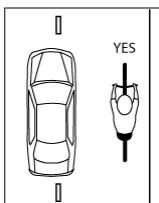


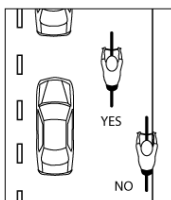
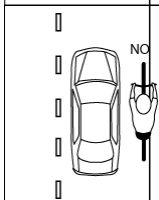
## Lane positioning

Always ride on the right, with the traffic flow. You'll be more visible to cars and safer, especially at intersections. And—it's the law.

Be predictable—ride in a straight line. Learn how to look behind you without swerving.

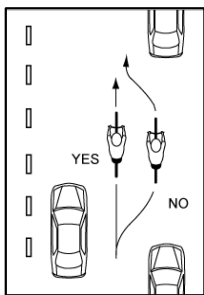


Don't hug the road edge—leave some room to avoid hazards. Don't allow cars to squeeze by dangerously in narrow lanes—force the passing situation that it is. In very wide lanes (below), move out a bit further to remain visible to cars.



Ride in a straight line. Avoid dodging between parked cars.

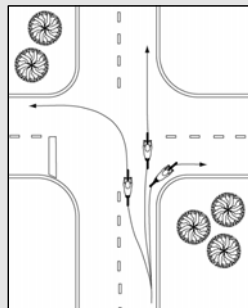
Also, look inside parked cars before passing. Especially if you see a driver or can't see, avoid the "door zone"—the 4 feet along parked cars where doors may suddenly open.



*Some of the illustrations herein are copyrighted by WordSpace Press, and may not be used without the written permission of WordSpace Press (www.wordspacepress.com, 773/292-0932).*

## Intersection positioning

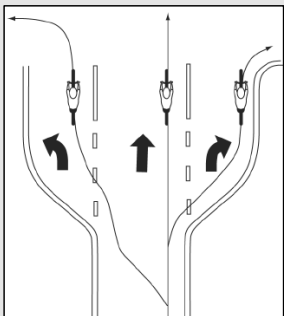
Avoid you or a car cutting the other off. At intersections without turn lanes:



1) when clear, merge into the left part of the lane to turn left; 2) to go straight, move out a bit into the lane—to prevent right turn cutoffs; 3) stay right for a right turn.

You may also make a "pedestrian-style" left turn. Go straight through the intersection, stop, turn your bike left 90 degrees, then proceed as if you were coming from the right.

If there are any turn lanes, ride in the right-most lane going to your destination.



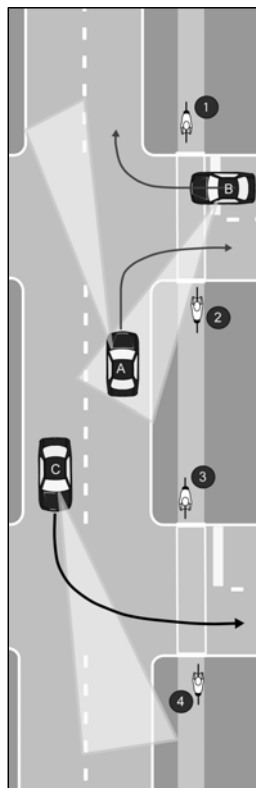
## Trail Etiquette



Keep right, pass on the left. Announce intentions to pass. Move off trail when stopped. Yield to other users as shown on left.

## Sidepath bicycling

Be aware of the intersection conflicts and visibility problems that often make biking on sidepaths (trails along roads) and sidewalks less safe than on-road cycling! This is true especially on roads with lots of side streets, commercial entrances, and other driveways.



Many right-turning cars (Car B) stop past the stopline or only look to their left. Bike 2 might be seen, but Bike 1 is much less likely to be seen.

Even if Bikes 1 & 2 are seen by right-turning Car A, who has the right-of-way is not always understood. Try to make eye contact, and be defensive.

To turn left, Car C looks ahead on the road for a gap in traffic, then accelerates during the turn. Again, the bike going in the same direction as the adjacent cars (Bike 4) *might* be seen, but you're less visible against the flow (Bike 3). Anticipate when Car C will turn and assume you have not been seen.

In each case above, cyclists biking legally on the right side of the road are within the view areas of the turning motorists.

## Other

**Status on roads**—By state law, bicyclists are granted all the rights on the road and are subject to all the rules for car drivers. Traffic laws apply to cyclists—ignoring them hurts our public perception! Cyclists fare best when we act and are treated like other vehicles on the road. For example, wait for and take your turn when you have the right-of-way.

**Riding Side-by-Side**—Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded.

**Wear a helmet**—your brain is worth protecting! Adjust for a level, snug fit:

- 1) EYES—should see helmet edge when you look up
- 2) EARS—straps should form a "Y" just under your ears
- 3) MOUTH—straps loose enough for a finger between buckle and jaw, but tight enough that the helmet pulls down on top your head when you open your mouth wide



**See, be seen and be heard.** Use lights at night or in poor visibility. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing, and a bell.

**Be predictable**—signal your intentions. Also use eye contact to communicate with drivers.

