

Decatur Area Bicycle Map



Free Distribution and Copying of this Map is Permitted
League of Illinois Bicyclists

Cover Photograph by John Flick

About This Map

This map was produced collaboratively by the League of Illinois Bicyclists with input from the Decatur Bicycle Club and other local cyclists. It is intended to encourage bicycling as a healthy and enjoyable form of recreation and an energy-efficient, economical, and non-polluting form of transportation.

The map identifies off-road trails and suggests on-road routes for bicycle travel throughout the Decatur area. The roads shown in the network are rated using three relative levels of cyclist comfort. These ratings are to be used by adult cyclists who have at least a moderate level of traffic tolerance. (Other cyclists may choose other routes appropriate for their abilities.)

As much as possible, roads with lower traffic volume and speed, ample width, and fewer stop signs are identified as preferred routes. Intersections with stoplights were preferred for crossing the busiest streets (circled intersections indicate difficult, unsignalized crossings). Though many of the streets are less than ideal, local cyclists judged them as the best available in an area.

Map users are encouraged to read the safety tips on this page to become more skillful, confident and safer bicyclists.

LIB would like to thank the Decatur Urbanized Area Transportation Study and its constituent agencies, Decatur Bicycle Club, and our advertisers for their financial support of this effort. Additional thanks also goes to the City of Aurora, IL for the use of their map design template.

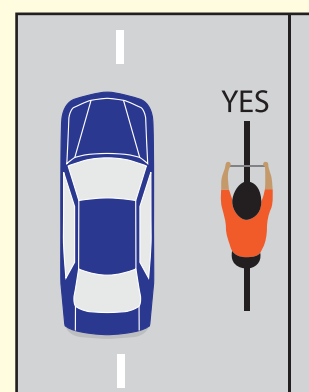
NOTICE AND DISCLAIMER: Illinois traffic laws (625 ILCS 5/11-1502) apply to persons riding bicycles. Bicyclists shall be subject to all duties applicable to drivers of a motor vehicle.

This Map is published as an aid to bicyclists by the League of Illinois Bicyclists and is not intended to be a substitute for a person's use of reasonable care. This League of Illinois Bicyclists makes no express or implied warranty as to the safety or condition of the roads indicated to bicyclists for shared bicycle/motor vehicle use. The unpredictable change of traffic, road, and weather conditions will require the bicyclist to constantly review all routes for suitability. Thus bicyclists using this Map ASSUME ALL RISKS AND RESPONSIBILITIES for their own safety when cycling on the routes indicated on this map.

Lane Positioning

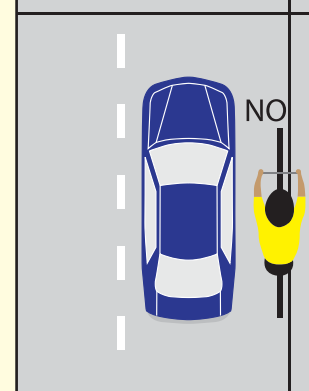
Always ride on the right with the traffic flow. You'll be more visible to cars and safer, especially at intersections. And - it's the law.

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



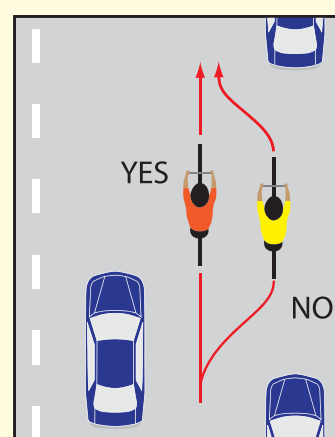
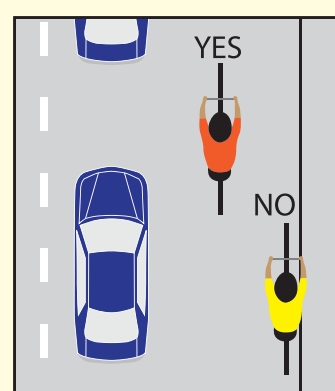
Ride far enough from the road edge to avoid hazards. Don't allow vehicles (left) to dangerously squeeze by in narrow lanes - force them to pass using the other lane.

In very wide lanes (below), move to the left a bit further to remain visible to vehicles.



Ride in a straight line. Avoid dodging between parked cars (right).

Be aware of people in parked cars who might open a door in your path.



Same Roads, Same Rules, Same Rights

Other Information

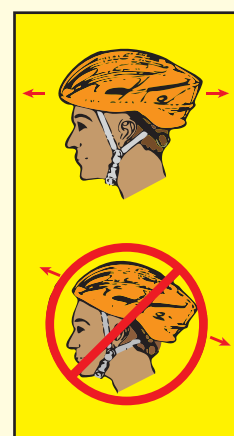
Status on Roads - By state law, bicyclists are granted all the rights on the road and are subject to all the rules for motorists. Traffic laws apply to cyclists - ignoring them hurts our public perception! Cyclists fare best when we act and are treated like other vehicles on the road.

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! Wear the helmet low in the front to protect the forehead.

Adjust for a 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 to fit a finger between buckle and jaw, but tight enough that helmet is pulled tightly on your head when your mouth is open wide.



Preventing Potential Accident Situations:

1) Motorist's Failure to Yield - As you approach an intersection, don't hug the curb. If you are going straight, ride where a car's right wheel would be if it were going straight. Put your hands on the brake levers and watch closely. Be prepared to maneuver.

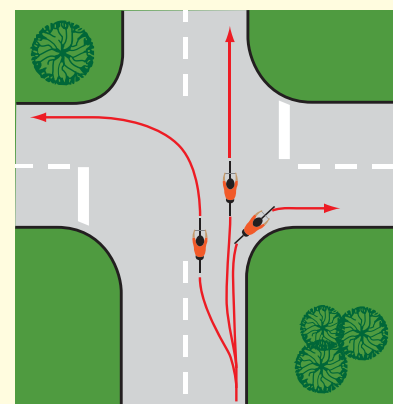
2) Cyclist's Failure to Yield - Wait for traffic to clear. Stop for traffic signals. Don't turn left unless you have checked for traffic and it is clear.

3) Wrong Way Riding - Ride with traffic, it's the law.

4) Being Hit from Behind - Become proficient at looking over your shoulder without swerving. Get a rear view mirror. Occasionally check traffic to the rear to help you blend better with the flow of cars, buses, trucks, and other bikes.

Intersection Positioning

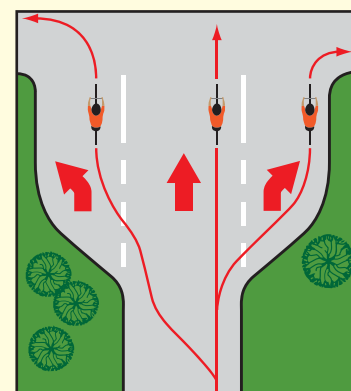
At intersections without turn lanes:



- 1) To turn left, merge into the left part of the lane.
- 2) To go straight, move slightly toward the center of the lane.
- 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.

Whether there are turn lanes or not, always use the right-most lane going to your destination.



What is LIB?

The League of Illinois Bicyclists (LIB) is the statewide advocacy group for Illinois cyclists, promoting bicycle access, education, and safety. Staff and volunteers work on issues including promotion of bike-friendly roads, more trails and funding, education of cyclists and motorists, and favorable legislation. Check out our website at BikeLIB.org for our latest newsletter and a wealth of resources including maps, safety info for cyclists, a video for motorists, and more.



LIB relies heavily on dues from bicyclists like you. Join over 1400 Illinois cyclists who support LIB by becoming a member at BikeLIB.org/join.

What is DBC?

The Decatur Bicycle Club (DBC) is a bike touring club serving Decatur and the Macon County area. Our feature event is the Bob Galloway Memorial Amish Country Bicycle Tour held each fall. Our rides are scheduled 7 days a week. They usually average 12-15 mph and are 8-30 miles round trip. We also have longer rides on weekends and sometimes arrange weekend-long cycling trips. Our ages range from 20's to 60's and families are welcome! We are interested in accommodating new members. We want to get to know YOU!



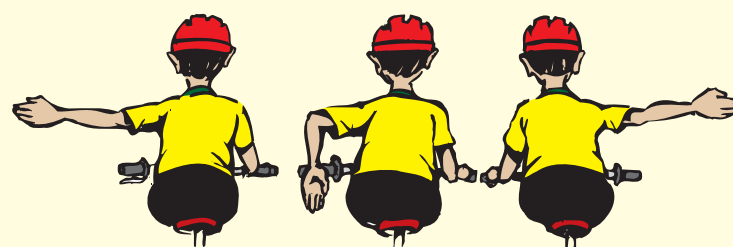
Visit online at DecaturBicycleClub.org.

5) Opening Car Doors - Never ride closer than 3' to a parked car.

6) Being Hit at Driveway or Intersection while on a Sidewalk - Avoid riding on sidewalks unless necessary.

7) Interactions at Intersections - Use hand signals and eye contact to signal your intentions to drivers.

LEFT SLOW/STOP RIGHT



See, Be Seen and Be Heard. Use lights at night or in poor visibility. A white headlight and rear red reflector are required. Flashing lights are very effective. Use bike reflectors, reflective clothing, and a bell.

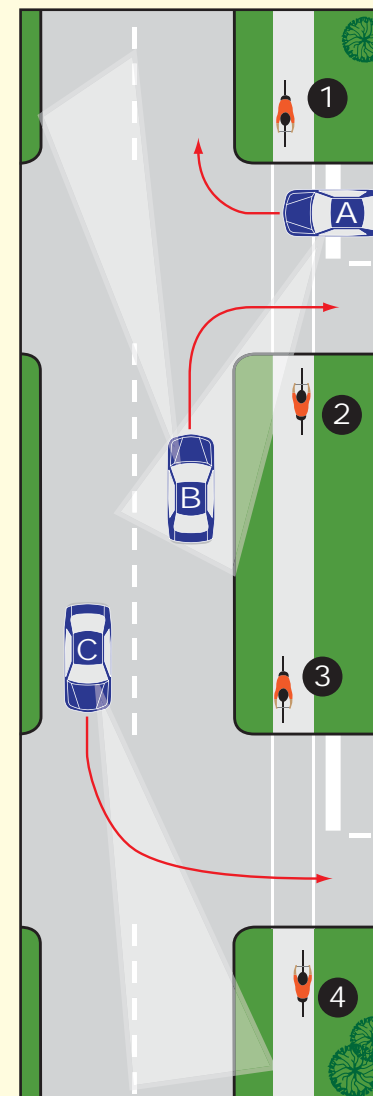
Trail Etiquette - Keep right, pass on the left. Announce intentions to pass. Move off trail when stopped. Yield to other users as shown on this sign.



Sidepath Bicycling

When biking on sidepaths (trails along roads) or sidewalks, be aware of conflicts at side streets, business entrances, and driveways. Look each way before crossing and assume you have not been seen. Try to make eye contact, and ride defensively.

This illustration shows where motorists look when turning. Bikes 2 and 4 might be seen. Bikes 1 and 3 are harder to see.



Car A: Be alert for cars that stop past the stopline or only look left.

Car B: Watch for cars which might cross your path to turn in front of you.

Car C: Anticipate when cars on the other side of the road will turn and cross your path.

In each case above, cyclists on the right side of the road are cycling where turning motorists are looking. This is one reason why many cyclists prefer riding on the road, especially on medium or low speed roads with lots of intersections.

BikeLIB.org

Locking Your Bike

Any bike, no matter how cheap or ugly, can be stolen. So it's important to lock it when you're more than arm's length away. Follow these tips to keep your bike safe:

- Get a U-lock and use it. It's more secure than a cable.
- Don't hang a U-lock from your handlebars while riding - it could jam your steering.
- Lock your frame and a wheel to an immovable object.
- Supplement your U-lock with a cable to reach the other wheel and to lock to big things.
- Lock your wheels even if they aren't quick release. They're still easy for a thief to remove.
- If you have a quick release seatpost, install a seat leash so it stays put.



DecaturBicycleClub.org

Illinois Bicycle Laws

(paraphrased from Illinois' Vehicle Code 625 ILCS) Bicyclist's Status- Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. [5/11-1502]

Lane Positioning - When riding on roadways and bicycle paths at less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of roadway except:

- 1) When overtaking and passing another bicycle or vehicle proceeding in the same direction; or
- 2) When preparing for a left turn; or
- 3) When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- 4) When approaching a place where a right turn is authorized.
- 5) When riding on a one-way highway with two or more marked traffic lanes, bicyclists may ride as near the left-hand curb or edge of the roadway as practicable. [5/11-1505]

Left Turns - Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn [5/11-1510]. For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane prior to the intersection [5/11-801]. For pedestrian-style left turns, cycle on the right side of the roadway, cross the intersecting roadway, and stop as much as practicable out of the way of motor traffic. Cyclist will then yield to traffic and proceed in the new direction, while obeying traffic control devices and/or police. [5/11-1510]

Riding Two Abreast - Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded. Riding more than two abreast



Photograph by R. Kanter

is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1]

Hand Signals - Signals shall be given from the left side as follows: Left turn - hand and arm extended horizontally. Right turn - hand and arm extended upward, except bicyclists may extend the right hand and arm horizontally and to the right side of the bicycle. Stop or decrease of speed - hand and arm extended downward. [5/11-806]

Use of Sidewalks - Where permitted, bicyclists must yield to pedestrians and give audible signals before passing pedestrians. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512].

Lights and Other Equipment on Bicycles - For night riding, a front lamp with a white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100 feet to 600 feet are required. A rear light visible from 500 feet may be used in addition to the red reflector. Equipment required on new bicycles includes pedal reflectors, side reflectors, and an essentially colorless front facing reflector. [5/11-1507]

Cars Passing Bikes - Motorist overtaking a bicycle shall leave a safe distance, but not less than 3 feet, when passing the bicycle and shall maintain that distance until safely past the overtaken bicycle. [5/11-703(d)]

Download a handy Illinois bike laws card at BikeLIB.org/safety-education/adults