Danville Metropolitan **Bicycle Map**



Same Roads, Same Rules, Same Rights



Use a white front light and red







Ride in the direction of traffic.



parked cars.

Avoid the door zone - stay 5 feet away from



Watch the road. Avoid steel grates and utility overs, especially when wet.

At intersections merge in front of, or behind,



Be Seen and Avoid Injury

Protect Your Head: Wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.



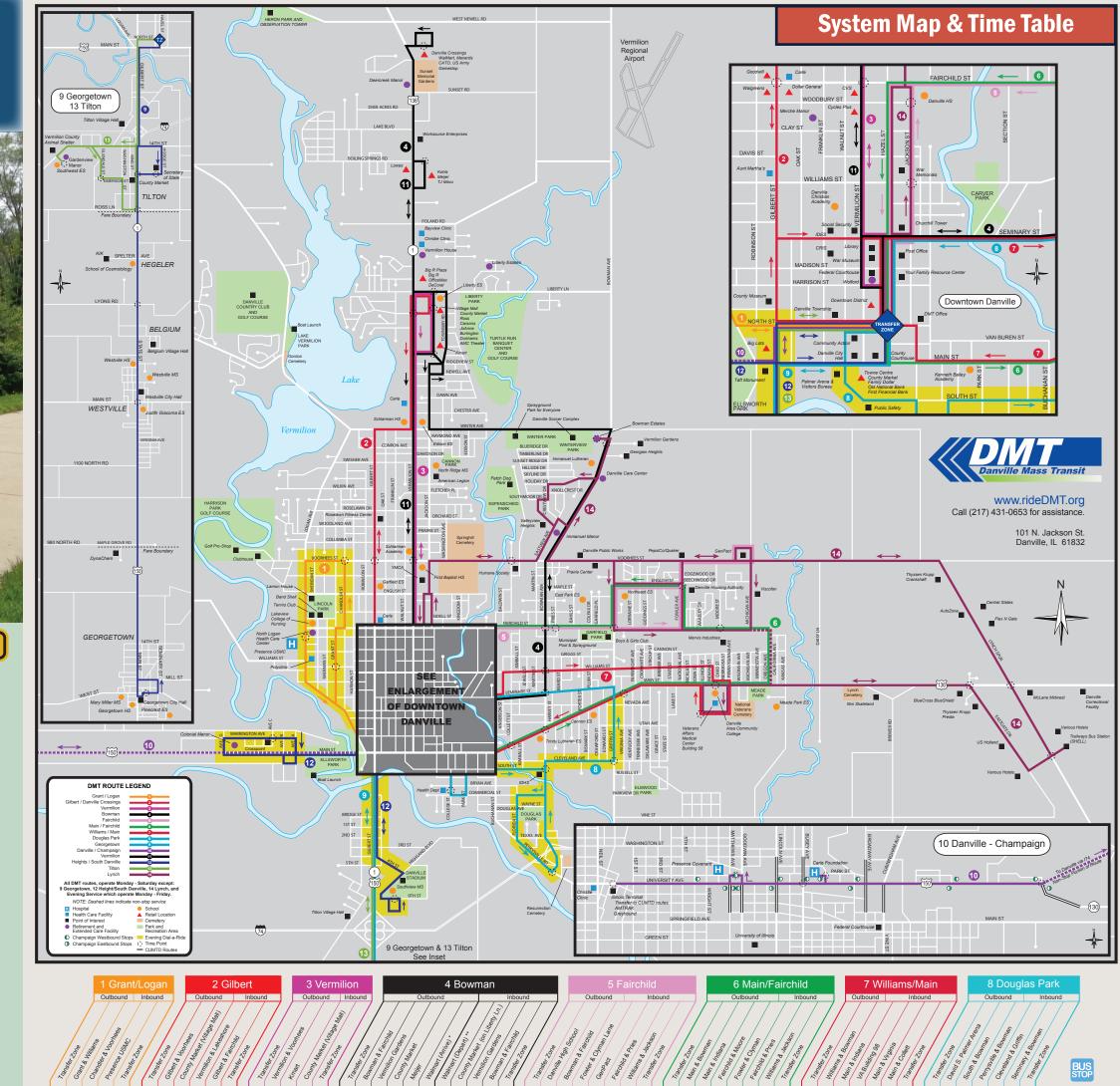


To make sure your helmet fits correctly, put it on and use the "eyes, ears, mouth" test. **Eyes:** When you look up, you should see the front rim. If not, your helmet won't protect your forehead. **Ears:** The side straps should come to a "V" just below each ear. Mouth: When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust its buckles or get a new one that fits.

See. Be Seen. Be Heard. Wear bright, reflective clothing and use lights, reflectors, a bell, and a mirror. Avoid using earbuds or headphones. They make it hard to hear what's going on around you. If you must, wear only one earbud.



Board the bus.



Saturday 7:45 7:47 7:50 7:55 OR 8:00 8:03 8:06 2:15 2:19 2:23 2:26 2:28 2:34 2:37 2:41 4:45 4:49 4:52 4:57 5:01 5:05 5:09 4:45 4:47 4:50 4:53 4:57 5:00 5:04 6:09 4:45 4:47 4:50 4:53 4:57 5:00 6:04 6:05 6:09 6:05 6:00 6:05 6:09 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6:00 6:05 6 | Set | Series | Set | S | 150 | 124 | 124 | 125 | 136 | 145 | 145 | 145 | 127 | 131 | 151 | 151 | 127 | 131 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 | 151 to arrange a pickup at any bus stop in the service area 4:15 4:19 4:23 4:26 4:28 4:34 4:37 4:4 5:15 5:19 5:23 5:26 5:28 5:34 5:37 5:4 6:15 6:19 6:23 6:26 6:28 6:34 6:37 6:4 Riders may be taken to the Transfer Zone or to any other stop in the service area Availability may be limited. Stops served: 1 Grant/Logan, 8 Douglas Park(all stops south of Ma St.), 12 Heights/South Danville.

6:45 6:49 6:53 6:56 6:58 7:04 7:07 7:1 | 7.15 | 7.20 | 7.23 | 7.27 | 7.33 | 7.45 | 7.53 | 7.57 | 8.02 | 8.11 | 5.45 | 5.47 | 5.52 | 6.01 | 6.12 | 6.14 | 6.20 | 6.31 | 6.33 | 6.36 | 6.40 | 6.41 | 6.49 | 6.57 | 7.05 | 7.12 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 7.15 | 1220 | 225 | 256 | 3:00 | 3:07 | 3:22 | 3:25 | 3:26 | 3:30 | 4:09 | 4:20 | 4:55 | 4:56 | 5:00 | 5:07 | 5:22 | 5:25 | 5:26 | 5:30 | 6:05 | 5:20 | 5:55 | 5:56 | 6:00 | 6:07 | 6:22 | 6:25 | 6:26 | 6:30 | 7:05 | 6:20 | 6:55 | 6:58 | 7:00 | 7:07 | 7:22 | 7:55 | 7:26 | 7:30 | 8:05 | 4:09 | 4:25 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26 | 6:26

How to Load Your Bike
Make sure there are no loose items such as water
bottles or air pumps attached to the bike.
Wait until the bus comes to a complete stop.
When the driver opens the door, let him or her
know you will be wright he bike refer. The driver
 10:20 | 10:55 | 10:58 | 11:00 | 11:07 | 11:22 | 11:25 | 11:26 | 11:30 | 12:05

 12:20 | 12:55 | 12:58 | 10:0 | 10:7 | 1:22 | 11:25 | 11:26 | 13:0 | 2:05

 2:20 | 2:55 | 2:58 | 3:00 | 3:07 | 3:22 | 3:25 | 3:26 | 3:30 | 4:05

 4:20 | 4:55 | 4:58 | 5:00 | 5:07 | 5:22 | 5:25 | 5:26 | 5:30 | 6:05
 when the universeptes the doub, te finith of the know you will be using the bike rack. The driver will set the parking brake and indicate when it is safe to step in front of the bus.

When instructed by the driver, pull down the bike rack mounted on the front of the bus by squeezing the handle and lowering the rack. Load your bike using the slots closest to the bus first. 7:45 7:50 7:56 8:01 8:08 7:49 7:57 8:03 8:0 8:45 8:50 8:56 9:01 9:08 8:49 8:57 9:03 9:0 Westbound C/U Stops:
University/IL 130
University/Cottage Grove
University/Race
University/Code
University/Code
University/Code
University/Code
University/Sixth
University/Code
University/Sixth
University/Codage Grove
University/Code
Univ Saturday
7.45 7.50 7.56 8.01 8.08 7.49 7.57 8.03 8.00
8.45 8.50 8.56 9.01 9.08 8.49 8.57 9.03 9.00
9.45 9.50 9.56 10.01 10.08 9.49 9.57 10.03 10.00
10.45 10.56 11.56 11.01 11.08 10.49 10.57 11.03 11.00 FARE INFORMATION 1145 11:50111:56 11:201112:08 11:49 11:57 12:0312:09 12:45 12:50 12:56 1:01 1:08 12:49 12:57 1:03 1:09 14:45 1:50 1:56 2:01 2:08 1:49 1:57 2:03 2:09 2:45 2:50 2:56 3:01 3:08 2:49 2:57 3:03 3:09 3:45 3:50 3:56 4:01 4:08 3:49 3:57 4:03 4:09 4:45 4:50 4:56 5:01 5:08 4:49 4:57 5:03 5:09 5:45 5:50 5:56 6:01 6:08 6:08 6:57 7:03 6:09 Secure the bicycle by raising the support arm to the top of the front tire of your bike. Danville Mass Transit operates service without regard to rac Never go near the traffic side of the bus, as other vehicles passing the bus may not be able to see color, or national origin in compliance with Title VI of the Civil Rights Act. For information on Title VI, including how to file a

How to Unload Your Bike
As the bus approaches the stop, tell the driver that you need to unload your bicycle. Exit the bus using the front door.

Tips for Riders
Please arrive at your bus stop several minutes before the scheduled time. Signal the operator as the bus approaches. Have your fare and ID card ready when boarding and, if needed, request transfer when you for the properties of the properties of

sing the front door.
Walt until the driver sets the parking brake and indicates it is safe to step in front of the bus.
Unlock your blike from the front of the bus by removing and lowering the support arm from the tire.

Lift your blike out of the rack and place it on the sidewalk.
If no one is waiting to load a bike, or if there are no other blikes in the rack, return the rack to its upright position until it locks in place.

Uniform the front off the bus.

Any original position until it locks in place.

Any rider wishing to make a compliment or complaint should call (217) 431-0653 or visit the DMT offices. upright position until it locks in place.
Inform the driver that you are finished unloading and step back to the sidewalk.

Any rider wishing to make a compliment or complaint should call (217) 431-0653 or visit the DMT offices.

DMT reserves the right to suspend or refuse service to individuals who fail to comply with the rules.

3:45 3:53 3:57 4:02 4:11

To schedule paratransit rides, certified riders should call (217) 443-2287 at least 1 day in advance. For rides taken after 7:45 pm call (217) 431-0653. Available now! Purchase your SmartCard for \$2.50, load the card with cash to use anytime you boa the bus. Can be reloaded over and over. SmartCard can be used to pay ANY fare, just by telling you driver where you need to go. Convenient, fast, easy to use to pay <u>any</u> fare, <u>any</u>where, for <u>any</u>one!!!

Accessible

regular transit service, paratransit (curb to curb) service is available. Eligibility for the paratran service is determined by guidelines in the ADA. Requests for certification

should be made to the DMT office.

Tickets for paratransit rides

are available only at the DMT offices.

Services

Reduced Fares for Qualified Riders
Children over 46 inches in height through middle school.
All DACC or high school students with school-issued photo ID card.
People with disabilities, with DMT ID card or Champaign-Urbana MTD Photo ID card.
Veterans with current Veterans Administration ID card.
Persons with Medicare cards may obtain a reduced fare DMT ID card from the DMT office.

Children at or under 46 inches in height.

Persons age 65 years and older, with DMT ID card.

Persons dividualities to qualify for the State Benefits Access Program, with DMT ID card.

Riders certified for use of ADA Paratransit, with DMT Paratransit ID card. Call (217) 431-0653 for customer service, available 5 AM to 9:45 PM weekdays, 6:30 AM to 7:15 PM Saturdays. Closed Sundays. Visit www.rideDMT.org for route and schedule information.

Ilinois Bicycle Laws

Paraphrased from Illinois Vehicle Code 625 ILCS 5/

LIB urges motorists to pay attention, be alert for bikes and share the road. We urge Yield to pedestrians and slower bicyclists to be predictable and observe traffic laws - your actions affect public opinion. moving traffic except when passing. Slow down when there are lots of **Bicyclist Rights:** Bicyclists have all the rights and responsibilities of vehicle drivers with certain exceptions. [5/11-1502] Lane Positioning: Bicycles traveling slower than normal speed of traffic must ride as close to the right side of the road as practicable and safe. Exceptions include passing; preparing for a left turn; avoiding fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, and surface hazards; when the lane is too narrow for a bicycle and a vehicle to travel safely side by side within the lane; or approaching a place where a right turn is authorized. When riding o n a one-way street 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] Cyclists: yield to through traffic **Left Turns:** Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn. [5/11-1510] pedestrians have the right of way. **Riding Two Abreast:** Two bicyclists may ride side by side as long as the normal and reasonable movement of traffic is not impeded. Riding more than two abreast is Be aware that cyclists and skaters prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1] **Hand Signals:** Bicyclists are required to use hand signals not less than 100 feet before turning though they need not be continuous if the hand is needed for safe operation and control. [5/11-1511]

hazard. [5/11-1002(a,b)]

Biking on a Path

Use your path.

Don't bike on designated

walking or running paths.

Keep to the right.

users on paths or trails.

Be careful at crossings.

at intersections. Remember,

Pedestrians: exercise caution.

require lots of room to stop.

Warn others when passing.

Sound your bell or horn or call out

when approaching pedestrians

or slower cyclists. Then pass safely

Look both ways.

on the left.

BikeLib.org

About This Map

Metropolitan Area. MPOs are established by the federal government to ensure that

produced collaboratively by NIU Geovisual Mapping Laboratory/Amanda Carew and

Phil Young and the DATS staff, and received input from the City of Danville, Vermilion

County, Blount Township, and other members of the DATS Technical Committee. This

Communicate

State Law (625 ILCS 5/11-1502) requires cyclists to obey all the

same traffic laws as motorists. This means stopping at stop signs and stop

Use hand signals so that drivers know where you're going. Signal all your

turns, lane changes, and stops ahead of time. Before turning, look over

Plan early and anticipate your actions and what others are doing around

you. Look ahead, know where to go, and move into position early while

proceeding.

Bikes May Use Full Lane (BMUFL) signs

and Sharrows (shared lane) markings

Trail Etiquette

Acknowledgments

DATS would like to give special thanks to Champaign County Bikes for the provision of

their bicycling graphics and allowing us to use those graphics and text on this map

document. We also thank Adam Aull and the Kickapoo Mountain Bike Club for their

Laboratory/Amanda Carew and Phil Young for their production of this map document

mountain bike trail data. Additional thanks go to the NIU Geovisual Mapping

encourage bicyclists to ride toward

the center of the lane.

Motorists should change lanes to pass and give a minimum

Bicyclists are required to **signal turns and lane changes**

of 3 feet of passing clearance (do not sound your horn).

Keep right, pass on the left. Announce intentions to

pass. Move off the trail when stopped. Bicyclists

should yield to other users as shown on this sign.

Confirm your presence with motorists --

motorist sees you, use extra caution before

Eye contact may be misleading (inattentional

blindness); a wave is better. If you are unsure if a

your shoulder for any traffic. Check and only move when it's safe.

lights, and yielding to pedestrians in crosswalks.

communicating your intentions.

MAY USE

FULL LANE

just like motorists.

map is intended to encourage bicycling throughout the Danville area as a healthy

and enjoyable form of recreation. Additional copies can be requested at the

metropolitan area. DATS provides leadership and support to local jurisdictions in

The DATS is the Metropolitan Planning Organization (MPO) for the Danville

infrastructure investments are analyzed from the perspective of the whole

transportation planning. Find out more at www.dats-il.com. This map was

The League of Illinois Bicyclists (LIB) is the statewide

access, education, and safety. Staff and volunteers

work on issues including promotion of bike-friendly

roads, more trails and funding, education of cyclists

heavily on dues from bicyclists like you. Check out the

Support LIB's efforts by becoming a member at BikeLIB.org/join.

and motorists, and favorable legislation. LIB relies

website and look through the latest newsletter.

following number: 217-431-2321.

advocacy group for Illinois cyclists, promoting bicycle

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] Pedestrians and bicyclists using crosswalks should not enter the path of a moving vehicle so closely to be an immediate

"Dead Red" Stoplight: (Except for Chicago) A bicyclist, stopped at a red light which fails to change to green within 2 minutes, may proceed after yielding the right of way to oncoming traffic facing a green signal, as if at a stop sign. [5/11-306(c)3.5] 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. [5/11-1507]

Cars Passing Bikes: Motorists 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)]

Two or More on a Bike: Bicycles shall not be used to carry more persons at one time than the number for which it is designed and equipped, except that an adult rider may carry a child securely attached to his person in a backpack or sling. [5/11-1503] **Carrying Articles:** No bicyclist shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bike. At least one hand shall be kept on the handlebars at all times. [5/11-1506]

Clinging to Vehicles: No person riding upon any bicycle shall attach the same or himself to any vehicle upon a roadway. [5/11-1504]

Harassment: A motorist shall not, in a reckless manner, drive unnecessarily close to, toward, or near a bicyclist. Depending on whether great bodily harm results, this is a Class A misdemeanor or a Class 3 Felony. [5/11-703(e,f)]

Sidepath & Road Bicycling

When biking on roads, paths, trails or sidewalks along roads, be aware of conflicts at intersections, business entrances, and driveways. Look each way before crossing and assume you have not been seen. 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 because they are moving opposite traffic flow.

Car A: Be alert for motorists who stop past the stopline or ar B: Watch for cars that may cross your path to turn in front of you (Right Hook).

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

In each case above, bicyclists on the right side of the road are cycling where turning motorists are looking. This is one crashes. Many experienced reason why many bicyclists prefer riding on the road. Smart bicyclists find that using a cyclists ride in the right wheel track or closer to the center of the lane to be conspicuous and control the lane when

In general, control the right-most lane going to your destination by moving toward the center of the lane.

t intersections without turn lanes: To go straight or turn right, move toward the center of the lane

To turn left, signal and move into the left part of the lane.

At intersections with turn lanes:

To go straight, maintain your position. To turn, signal and merge into the left or right lane, controlling your lane. 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, obeying all

Always ride in the direction of traffic. Signal before turning. Watch for turning vehicles cutting across the bike lane and drivers in parked vehicles pulling out or opening their door into your path (dooring).

Bike 1: Ride 5 feet out from parked cars, even out of the bike lane, to avoid colliding with opening car doors. Cycle outside a lane that does not provide a safe distance from parked cars. Bike 2: Move out of the bike lane when necessary to avoid hazards such as stopped vehicles or debris.

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Bike 3: Make left turns from the left side of the trafficlane or left turn lane, not from the bike lane. To leave the bike lane you should look back, signal, and yield to traffic before Bike 4: Motorists preparing for a right turn should merge into the bike lane after yielding to bicyclists. Cyclists should

never pass a right-turning vehicle on its right, even if there is room to get by in the bike lane. **Bike 5:** To avoid a right hook collision, merge into the travel lane before the intersection in order to control the lane, crosses the intersection, and then return to the bike lane. Do not assume that cars will never enter bike lanes or that you must cycle inside a bike lane when you feel it is unsafe to do

Bicycling on Streets

Lane Positioning. Ride in a

straight line on the right far

enough from the edge to avoid

discourage motorists from passing

too closely within the same lane.

Ride at least 5 feet from parked

cars to avoid opening doors (see

below). In lanes wide enough to

share side by side with motorists,

move a bit farther left to remain

facilitate passing when doing so

does not compromise your safety,

as when a long stretch of a parking

lane is unoccupied. Do not weave

Never ride

against traffic.

Riding against traffic

is dangerous and

illegal. Motorists

and pedestrians

are not looking

for cyclists riding

the wrong way

down a street.

in and out of empty parking

spaces.

visible. Move a bit right to

hazards, to be visible, and to

Be predictable and onspicuous following all traffic regulations. Following traffic laws and communicating are keys to safe bicycling. Knowing and following the rules helps all road users properly anticipate and react to each other. Bright and reflective clothing, lights at night and a land position away from the edge of the street will make you more visib<mark>l</mark>e.

Don't ride on the sidewalk. It is illegal to ride on the sidewalk in business districts. While sidewalks may be appropriate for young children and bicyclist moving at pedestrian speed, motorists are less likely to see or yield to faster bicyclists on the sidewalk, increasing the risk of a crash.

Control the lane. Move toward the center when the lane is too narrow for motorists to pass safely (with at least 3 feet separation), at intersections or when moving at the same speed as other traffic Some roads too narrow to share side by side are marked with sharrows and **BIKES MAY USE FULL LANE**

Defensive Bicycling requires being vigilant and prepared to avoid the mistakes of others. Be alert scan the road, and expect the unexpected While many motorist-bicyclist crashes are the legal fault of the motorist, a well positioned and aware **Intersections.** At intersections

bicyclist can nonetheless anticipate and avoid many mirror helps them stay YES use the center of the rightmost better aware of the traffic lane going in your direction around them. following lane markings. If you

the side of a

can't change lanes to turn left, ride across the street to the other side and align yourself with traffic. The Door Zone Using the center of the lane (even is the area along when turning right) will control the lane, make you more visible parked car where an opening door and discourage motorists from attempting to turn in front of you. Never move to the right side of any vehicle that may turn right, especially trucks and buses.

can strike or startle a cyclist, resulting in serious injury or death. It's not Remember to signal your turns just striking the and lane changes. door that is the danger. A bicyclist may go over the door, bounce off the door or be thrown into

traffic by clipping the handlebar or by swerving to avoid the door. When riding on a street with a bike lane, ride at least five feet from parked cars. This is usually near

the left edge of the bike lane, but you may need to ride on the left line or outside of the bike lane.

Civility. In addition to following the rules of the road, cooperation and courtesy help to make our trips by walking, bicycling and motoring safer and more enjoyable for all. A friendly wave will show your appreciation for another road user's cooperation and

ncourage more of the same.

The Kickapoo Rail Trail will be a 24.5 mile multi-use recreational trail RAIL that runs from Urbana to Kickapoo State Park near Danville, Illinois. For more information, please visit KickapooRailTrail.org