



- Use a white front light and red tail light at night.**  
Use una luz delantera blanca y una luz trasera roja durante la noche.
- Yield to pedestrians.**  
Ceda el paso a los peatones.
- Stop at red lights and stop signs.**  
Deténgase en las luces rojas del semáforo y las señales de pare.
- Ride in the direction of traffic.**  
Circule en el sentido del tránsito cuando ande en bicicleta.
- Avoid the door zone - stay 5 feet away from parked cars.**  
Evite la zona de la puerta - Quédese 5 pies (1.5 metros) alejado de carros estacionados.
- Watch the road. Avoid steel grates and utility covers, especially when wet.**  
Tenga cuidado en la vía. Evite las rejillas de acero y las tapas de los servicios públicos, especialmente cuando están mojados.
- At intersections merge in front of, or behind, turning cars taking the full lane - don't hug the curb.**  
En las intersecciones, cruce por delante o detrás de vehículos que estén girando, tomando toda la vía sin acercarse a la acera.

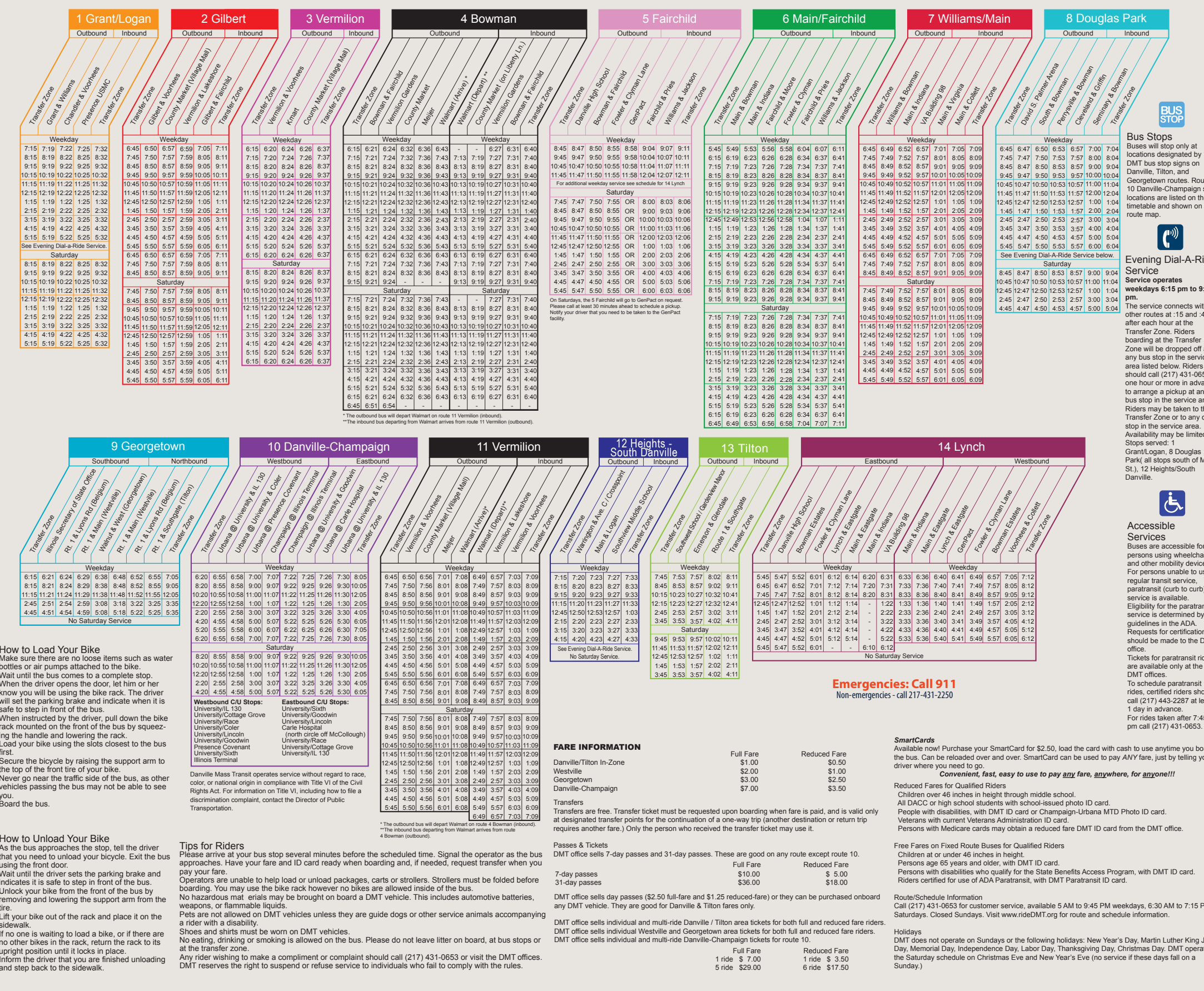
**Protect Your Head:** Wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.

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.



A diagram of a person riding a blue bicycle, illustrating various safety features. The rider is wearing a white long-sleeved shirt, light blue pants, a white helmet, and a white backpack. The bicycle is equipped with several safety features, each labeled with a line pointing to it: 'Bright/light colored clothing' points to the rider's shirt; 'Helmet' points to the rider's headgear; 'Bell or horn' points to a bell on the handlebar; 'Mirror' points to a mirror mounted on the handlebar; 'Headlight' points to a light on the front fork; 'Fenders' points to the front fender; 'Wheel reflectors' points to reflectors on the front wheel spokes; 'U-lock' points to a red U-lock on the frame; 'Pedal reflectors' points to reflectors on the pedals; 'Reflective ankle strap or pant clip' points to a reflective strip on the rider's pants; 'Panniers' points to a black bag on the rear rack; 'Rear rack' points to the rack itself; 'Rear light' points to a light on the rear rack; 'Reflectors' points to reflectors on the rear wheel spokes; and 'Rear light' points to a light on the rear wheel hub.



**Keep to the right.**  
Yield to pedestrians and slower moving traffic except when passing. Slow down when there are lots of users on paths or trails.

**Use your path.**  
Don't bike on designated walking or running paths.

**Be careful at crossings.**  
**Look both ways.**  
Cyclists: yield to through traffic at intersections. Remember, pedestrians have the right of way.  
Pedestrians: exercise caution. Be aware that cyclists and skaters 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 on the left.

*"Passing on your left."*

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. LIB relies heavily on dues from bicyclists like you. Check out the website and look through the latest newsletter. Support LIB's efforts by becoming a member at [BikeLIB.org/join](http://BikeLIB.org/join).

The DATS is the Metropolitan Planning Organization (MPO) for the Danville Metropolitan Area. MPOs are established by the federal government to ensure that infrastructure investments are analyzed from the perspective of the whole metropolitan area. DATS provides leadership and support to local jurisdictions in transportation planning. Find out more at [www.dats-il.com](http://www.dats-il.com). This map was produced collaboratively by NIU Geospatial 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 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 following number: 217-431-2321.

**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 lights, and yielding to pedestrians in crosswalks.



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

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 communicating your intentions.



**Confirm your presence with motorists --**  
Eye contact may be misleading (inattention blindness); a wave is better. If you are unsure if a motorist sees you, use extra caution before proceeding.

**MAY USE  
FULL LANE**

encourage bicyclists to ride toward the center of the lane.

Motorists should change lanes to pass and give a minimum of 3 feet of passing clearance (do not sound your horn).

Bicyclists are required to **signal turns and lane changes** just like motorists.



A vertical diagram of a two-lane road with a dashed yellow center line. A red car is in the left lane, passing a blue cyclist who is in the right lane. A white arrow above the car points right, indicating the direction of travel. The cyclist is also moving right. The car is positioned to the left of the cyclist, showing a safe passing distance.

**Trail Etiquette**

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.



A rectangular sign with a black border. It features a green background on the left and a white background on the right. On the green background, there is a white silhouette of a person on a bicycle. On the white background, there is a green arrow pointing right, and below it, the text 'Yield to Bicyclists' in green. The sign is set against a dark background.

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 mountain bike trail data. Additional thanks go to the NIU Geospatial Mapping Laboratory/Amanda Carew and Phil Young for their production of this map document.

**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]

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

**"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. A third 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 C felony. [5/11-703(e,f)]

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 only look left.

**Car 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 turn motorists are looking. This is one reason why many bicyclists prefer riding on the road. Smart cyclists ride in the right wheel track or closer to the center of the lane to be conspicuous and control the lane when needed (BMUFL).


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

To turn left, signal and move into the left part of the lane.  
To go straight or turn right, move toward the center 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 signals.

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

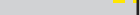
**Bike 1:** Ride 5 feet out from parked cars, even out of the bike lane, to avoid colliding with opening car doors. Cycle outside a lane that does not provide a safe distance from



**Bike 2:** Move out of the bike lane when necessary to avoid hazards such as stopped vehicles or debris.

**Bike 3:** Make left turns from the left side of the traffic lane or left turn lane, not from the bike lane. To leave the bike lane you should look back, signal, and yield to traffic before merging.

**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 seems to be room in the bike lane.

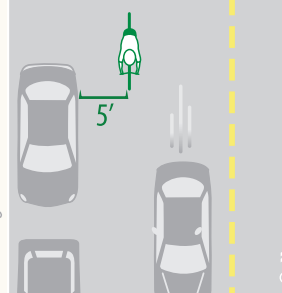


**Bike 5:** To avoid a right hook collision, merge into the travel lane before the intersection in order to control the lane, crosses the intersection, and then return to the bike lane. Do not assume that cars will never enter bike lanes or that you must cycle inside a bike lane when you feel it is unsafe to do so.

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


### Lane Positioning.

Ride in a straight line on the right far enough from the edge to avoid hazards, to be visible, and to 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 visible. Move a bit right to facilitate passing when doing so does not compromise your safety, as when a long stretch of a parking lane is unoccupied. Do not weave in and out of empty parking spaces.




### Be predictable and conspicuous 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 lane position away from the edge of the street will make you more visible.



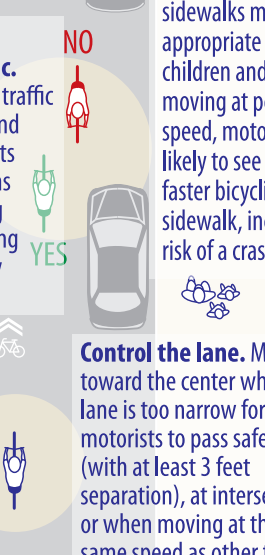
### Never ride against traffic.

Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.




### 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 bicyclists 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 signs.



**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 bicyclist can nonetheless anticipate and avoid many crashes. Many experienced bicyclists find that using a mirror helps them stay better aware of the traffic around them.

**The Door Zone** is the area along the side of a parked car where an opening door can strike or startle a cyclist, resulting in serious injury or death. It's not just striking the





and align yourself with traffic. Using the center of the lane (even when turning right) will control the lane, make you more visible 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. Remember to signal your turns and lane changes.

A diagram illustrating the 'Door Zone' for a parked car. A grey car is shown from the side. A green line extends from the rear door area, representing the path of a potential door swing. A yellow line extends from the front door area. A black car is shown driving in the lane to the right of the parked car. A green arrow points from the text 'The Door Zone' to the green line. A yellow arrow points from the text 'and align yourself with traffic' to the yellow line. A black arrow points from the text 'Remember to signal your turns and lane changes' to the black car.

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. **NO**



When riding on a street with a bike lane, ride at least five feet from parked

**YES**     cars. This is usually near the left edge of the bike lane, but you may need to

**Civility.** In addition to following the rules of the road, cooperation and courtesy help to make our trips by walking, bicycling and motorist safer.

and more enjoyable for all. A friendly wave will show your appreciation for another road user's cooperation and encourage more of the same.