5th Edition

OREGON BICYCLING MANUAL

OREGON PEDESTRIAN & BICYCLE PROGRAM

This manual was prepared and published by the Public Transportation and Transportation Safety Divisions at Oregon Department of Transportation (ODOT).

Visit us at our web site: ***www.oregonwalkbike.org***

Questions? Comments? Concerns? Contact AskODOT!

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This manual provides guidance for people bicycling and driving on roads in Oregon. This manual summarizes Oregon State laws, also called Oregon Revised Statutes (ORS). Cities and counties may have their own rules that provide additional guidance beyond state laws, though they will not conflict with state laws. State and local laws take precedence over the information in this manual. Complete Oregon Vehicle Code and statutes relating to bicycling are found at ***https://www.oregonlegislature.gov/bills_laws/pages/ors.aspx***. Most of the statutes relating to bicycling are found in Chapter 814 of the *Oregon Revised Statutes.*

The online version of this manual, in English or Spanish, is available for download or order at: ***www.oregonwalkbike.org*** under *"Publications."* Additional copies of this manual are also available at your local DMV office. For parents and others teaching children safe riding habits, ODOT publishes a variety of booklets and activity sheets for children that can be downloaded or ordered online at: ***www.oregonwalkbike.org*** under *"Publications."*

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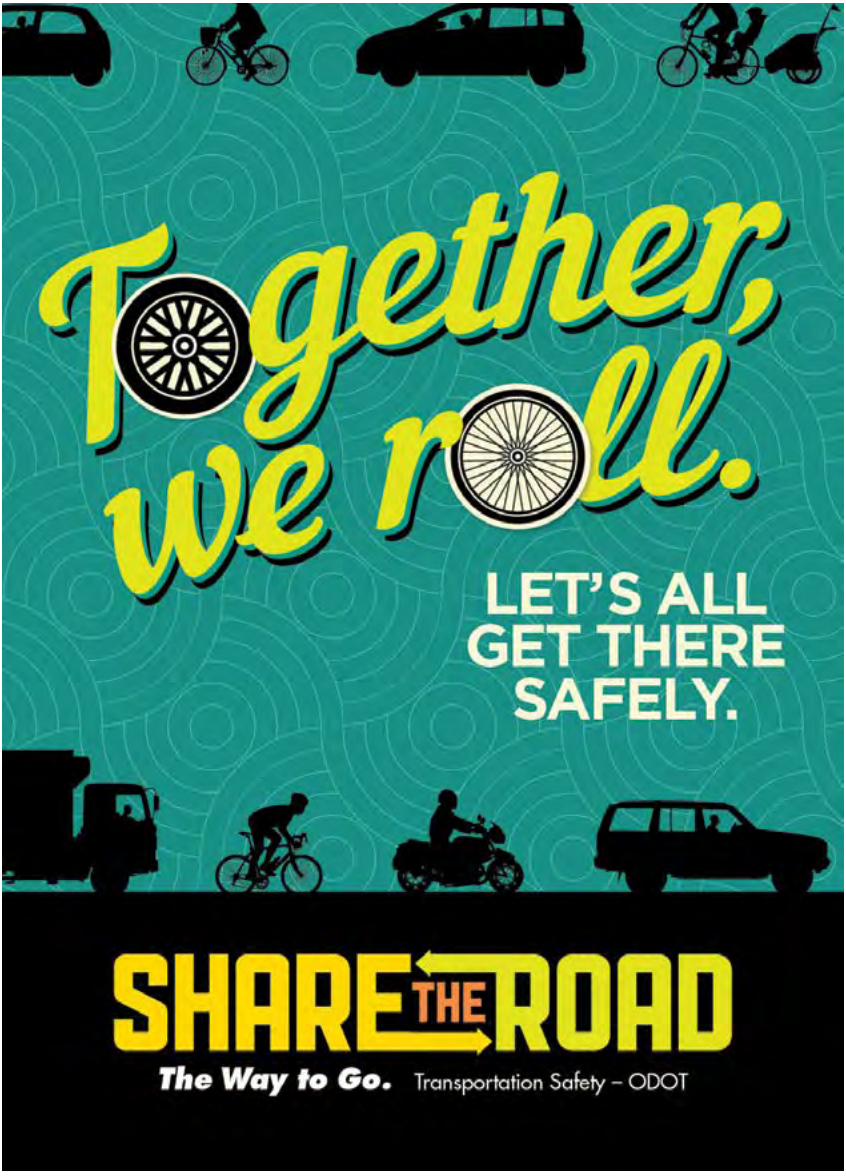
Together, we roll.
LET'S ALL GET THERE SAFELY.
SHARE THE ROAD
The Way to Go.
Transportation Safety – ODOT

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Oregon Department of Transportation

Bicycling in Oregon

People ride a bicycle for many reasons. People depend on bicycles for physical and mental health, community connectedness and reliable transportation. Bicycling in Oregon takes place in quiet neighborhoods, on busy streets, along scenic travel destinations, through high and low elevations and everywhere in between.

You have a right to ride your bicycle on Oregon's roads, streets and highways. In Oregon, a bicycle is legally considered to be a vehicle. When riding your bicycle on a road, you have the same rights and duties as people who are driving cars. With a few exceptions, the rules of the road for people driving apply to you. Consult the ***Oregon Driver Manual*** to become familiar with these rules.

Whether you are just learning to ride a bicycle, celebrating hundreds of road miles, or want a quick review on the rules of the road, this manual is for you. Having information about your rights and responsibilities while bicycling in Oregon is an essential tool.

How Oregon Law Defines a "Bicycle"

Oregon law defines a "bicycle" as a vehicle which is designed to be operated on the ground on no more than three wheels. The wheels must measure at least 14" in diameter. The vehicle must have a seat for the rider and be propelled exclusively by human power.

A bicycle is a human-powered vehicle.

E-Bikes and E-Scooters

"Electric assist bicycles" - also called "e-bikes" - are bicycles that are operated by pedaling, but get an extra boost from an electric motor. Electric assist bicycles are considered a bicycle in the Oregon Vehicle Code, but there are a few different rules that apply to electric assist and e-bikes. The minimum age to operate an e-bike is 16. People riding e-bikes may ride in bicycle lanes and on paths, but not on sidewalks. If there is

not a bicycle lane, you can ride an e-bike or e-scooter in the lane with traffic. Cities, counties, and land owners often have their own rules about where e-bikes are allowed (especially in parks and on trails). Check the rules for your area before purchasing or using an e-bike.

Electric scooters, or "e-scooters", are subject to the same rules as e-bikes, except people of all ages must wear a helmet while riding an e-scooter and travel at a max speed of 15 miles per hour.

Information on pocket bikes, mini-motorbikes, motor-assisted scooters, mopeds, segways and similar motorized vehicles that do not qualify as e-bikes is available at: ***www.oregonwalkbike.org*** under *"Oregon Laws and Regulations."*

Skateboards, Non-Motorized Scooters, and Skates

Skateboards, non-motorized scooters and skates are allowed in bicycle lanes in Oregon. Skateboards, non-motorized scooters and skates can be used on sidewalks in Oregon unless prohibited by local rules. When riding on the sidewalk, be considerate of people who are walking and let people know when you are approaching to pass them.

Mobility Devices

People who use mobility devices such as wheelchairs or motor assisted scooters are also allowed to use bicycle lanes and paths under Oregon law. These devices may move slower than bicycles, so be considerate when sharing the bicycle lane and passing.

Getting Started

Start with a bicycle in good working condition that is the right size for you. Adjust the bike seat and handlebars for greatest comfort. Your local bicycle shop, friend who rides, or online video tutorials can help guide you through the process to select a bicycle that works for you and the type of riding you want to do.

Plan Accordingly

Plan your route ahead of time. If you are trying a new way of traveling to/from work or school, consider trying it out on the weekend when there is no pressure. This way you can see how long it takes and what supplies you need. If you are commuting to work, consider leaving some basic supplies (shoes, etc.) at work so that you don't have to carry as much with you. Remember to bring water and flat changing supplies just in case you need them.

Secure luggage racks, panniers, saddle bags and other accessories before you ride. Make sure that your pant legs and/or shoelaces will not get caught in your chain. Fenders will keep you dry and clean and make riding in wet weather more enjoyable.

Weather and Road Conditions

Use your favorite app or tune into weather reports before you travel. Dress appropriately for the weather. Visit ***tripcheck.com*** to get real-time traffic information from ODOT TripCheck.

The "ABC Quick Check"

Before every ride, perform an ABC Quick Check to ensure your bicycle is in good working condition:

- **A**ir
  - » Tubes should be inflated with the right amount of air. Look for markings on the side of the tire indicating target pounds-force per square inch or PSI to inflate your tires up to.
  - » Inspect tires to ensure they are in good condition without punctures, holes, or sharp debris.
- **B**rakes
  - » Front and rear brakes should be in good condition and responsive enough to bring you to a stop in wet and dry conditions.
  - » The brake levers should be easy to reach. Try to push your bicycle forward and make sure that when you squeeze the levers, your bicycle stops.
- **C**ranks and Chain
  - » Ensure cranks and chain are clean and moving smoothly, not loose or stuck.
  - » Turn the pedals to check for smooth chain movement and noises.
- **Quick** Release
  - » If your bicycle has "quick release" wheels or seat, the quick release should be tightened with the lever pushed in flat. When you push the lever down, it should be pushed hard enough that it leaves a temporary impression on your hand.
- **Check** it Over
  - » Take a slow, short test ride to feel and listen for any issues.

Adapted from the League of American Bicyclists ***https://bikeleague.org/content/basic-bike-check***

Bicycling with kids demands more attention and communication.

Bicycling with Kids

Bicycling with kids can be a fun way to spend time together, get exercise, and get to school or other destinations. Riding with kids, especially small ones using their own bicycles, demands more attention and communication. Remember the ABC Quick Check for kids' bikes too and plan out where to ride. There are routes and paths that make family and group riding easier. For more information on bicycling with babies, with toddlers, and when pregnant, check out the Portland Family Biking Guide: ***https://tinyurl.com/familybiking***

Bicycling with Cargo

Bicycles can help transport your everyday items and larger hauls. The key is having the right gear for the size and weight of what you're carrying. Carrying cargo impacts your balance and ability to start, stop, and steer; so take time to practice and adjust to the load. Keep the load balanced, secure and out of the way of your steering, pedaling, and any moving parts of your bicycle. There are a variety of bags, racks, trailers, straps and baskets available for sale or rent at bicycle shops and other retailers that can help you carry groceries and other cargo on any bike. Specialized cargo bicycles and cargo e-bicycles can help you carry multiple kids or larger, heavier loads.

Plan ahead and remember to share the road (or path) when riding with others.

Bicycling with Groups

You and a companion may ride side by side on the road if you don't impede the flow of other traffic. If other traffic doesn't have enough room to pass you safely, transition to riding single file. On rural roads, breaking into smaller groups can make it easier for vehicles to pass. It can be helpful to plan ahead and decide with your friend who will ride ahead and who will ride behind when you transition to single file riding. When riding as a group, everyone is considered to be a separate "vehicle." This means that if you come to a stop sign or an intersection with a 4-way stop, each person riding must stop or yield separately. This might mean that the group has to pause or slow down to meet back up. The person in the front should communicate to the other riders if there are obstacles to avoid in front of them.

Bicycles and Transit

You can link bicycle trips with transit to go even further. Many transit providers in Oregon have bike racks on the front of their buses so you can take your bicycle with you, but keep in mind that these racks usually only fit two or three bicycles. You can also bring most bicycles on Amtrak Cascades trains. Check for price and availability when you book your ticket. Some bus stops and transit centers also offer secure bicycle parking so you can leave your bicycle safely secured at the station. Many transit providers cannot accommodate cargo bikes, adult tricycles, tandems, or bicycles with trailers on buses and trains. Check with your local transit provider.

People driving buses often have to pull across or into bicycle lanes at bus stops. The bus driver should yield to people in the bicycle lane before pulling over to the stop. If a bus is stopped in the bicycle lane, you can move into the traffic lane to the left to pass the bus when there is a gap in traffic. If there is a bus pullout, you can ride past the bus in the bicycle lane. When the bus is leaving a stop and turns on its blinker, vehicles (including bicycles) should yield to the bus.

Most buses in Oregon have racks that can fit two or three bicycles.

Required Safety Equipment

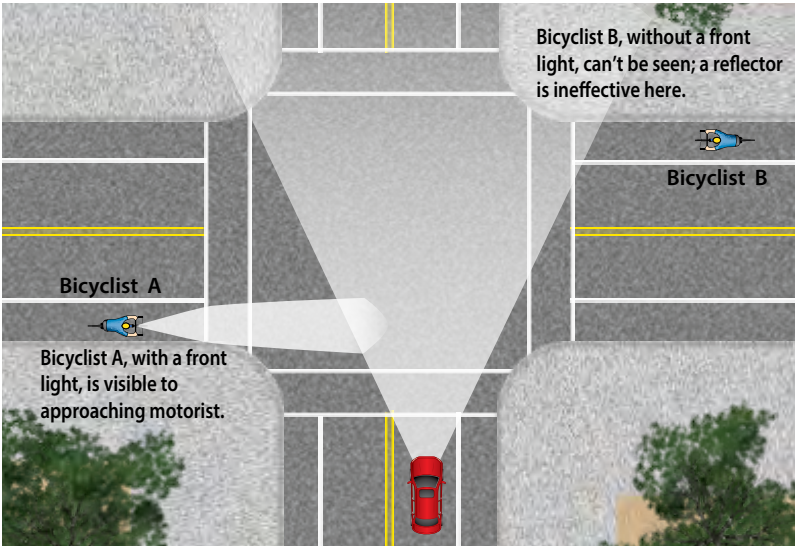
Helmets

Oregon law requires all bicycle riders under the age of sixteen to wear an approved helmet while riding on a public path or roadway. However, it is recommended that all people wear a helmet when riding bicycles to help prevent or lessen the severity of a potential head or brain injury. Even very careful riders can fall or be involved in a crash.

When you buy a new helmet look for the label or sticker indicating it meets the federal Consumer Product Safety Commission (CPSC) safety standard. Bicycle helmets that meet the CPSC standard will provide protection against head injury for their useful life (usually 3-5 years) when used properly. Helmets should be handled and stored with care. Be sure not to drop it when not in use. If you crash or fall, inspect your helmet; if there are signs of damage, replace it, because it may no longer protect you. Proper and comfortable helmet fit is important too. For a detailed brochure on how to fit a helmet visit: ***www.oregon.gov/ODOT/Safety/Documents/PerfectlyFitted.pdf***

Headlights and Taillights

Lights are required by law when riding after dark. Just like a car must have headlights and taillights, you or your bicycle must have a white light on the front that is visible at least 500 feet away, and a red light or reflector visible at least 600 feet to the rear. Front white reflectors are not visible to motorists entering from a side street and do not meet legal lighting requirements. A red light on the back of your bicycle is more visible than reflectors. Using these items in night and daylight hours, especially in overcast, rainy or foggy weather can help you be more visible. More powerful lights will make you even more visible to others and help



Effectiveness of bike lights.

you to see road hazards, but should be pointed down slightly to avoid blinding other riders. Keep extra batteries or a charger for longer rides.

Additional Safety Equipment

You can also wear lights and reflective gear on your helmet, chest, back, arms, and legs. Wearing bright and light colored clothes like neon yellow and lime green can help make you more visible to other road users by keeping you from blending in with the roadway and surroundings that are usually dark.

Wearing reflective gear.

Bicycle bells can be a great communication tool. You can use your bell when passing people biking or walking. Slow down when passing so you don't startle people who may not be able to hear your bell. Most often, they will then expect you to pass them on the left.

Mirrors can help increase awareness of your surroundings. Use the mirror only as an aid – look over your shoulder to make sure adjacent lanes are clear before turning or changing lanes.

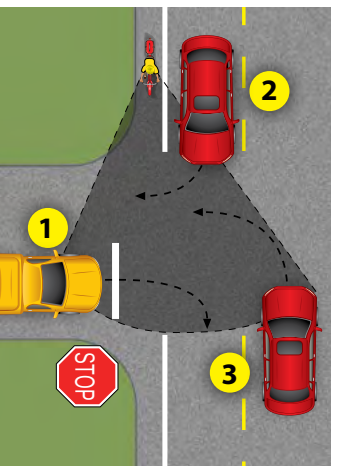
A sturdy bicycle lock will help keep your bicycle safe if you need to leave it unattended. You should securely lock your bicycle even when leaving it for a very short amount of time. For the best security, use a U-lock, folding lock, or a heavy chain lock to secure the triangle shaped part of the bicycle frame and front or back wheel to a bicycle rack. Cable locks can provide additional security for quick release wheels and seats, but are easy to cut and less secure.

Defensive Riding Strategies

Bicycling safely and responsibly means you can have more fun, feel more comfortable and get where you need to go. Even when you follow all the rules, things can go wrong and crashes can happen, with or without other vehicles involved. You can continue to maximize your safety by using defensive riding strategies. Being familiar with your riding environment, bicycle equipment and traffic safety rules can help increase your comfort when riding.

If you are new to bicycling, practice riding while looking ahead, to the sides and over your shoulder (this is needed to check for traffic before turning). Practice in an area away from cars.

Keep an eye on the road ahead. Avoid running over potholes, gravel, broken glass, drainage grates, puddles you can't see through, large tree branches or other unsafe road conditions. If the object must be avoided and you are unable to quickly stop ahead of it, first look over your shoulder to scan where there may be cars or other people bicycling and walking before moving away from your path. If necessary, use a hand signal before moving over. Report unsafe road conditions to local authorities as soon as possible.



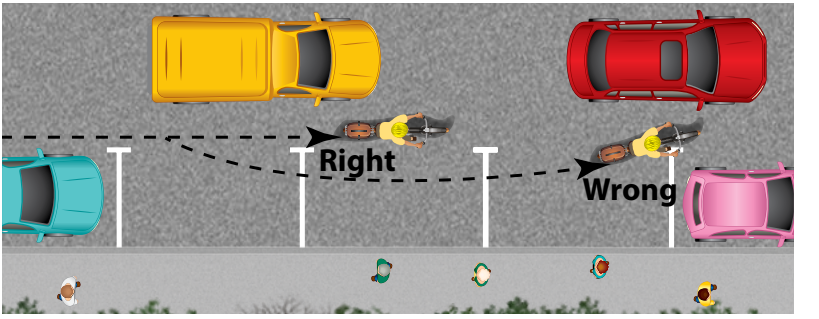
Scan the road around you.

Avoid distractions and using devices that could impact your ability to notice critical cues on the road, listen for vehicles, or maintain control of your bicycle. Distracted driving laws apply when you're riding a bicycle.

Never ride while under the influence of alcohol or drugs. Driving under the Influence of Intoxicants (DUII) laws apply when you're riding a bicycle.

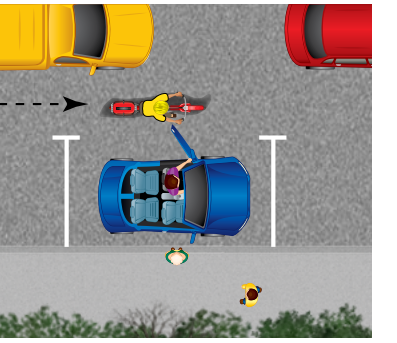
Ride cautiously and expect something might happen ahead. People driving and using their phones, or waiting at stop signs, driveways and parking spaces may suddenly pull out in front of you because they aren't looking, are distracted and make errors. Also look out for cars that may turn right, and cars across the street that may turn left in front of you.

Be prepared to stop suddenly or to take other evasive action. A great strategy is to simply have a finger or two sitting on your brakes at all times in case you need them.



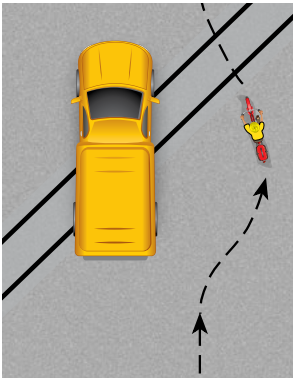
Don't weave in and out of parked cars.

Ride far enough away from parked cars that you don't risk being hit by an opening car door. Ride in a straight line and don't weave in and out of parked cars – you may disappear from motorists' sight and get squeezed when you need to merge back into traffic. In general, remember that people driving cars cannot know when you might weave in or out. When you ride in a straight line, you are more predictable and motorists can drive around you safely.



Avoid open car doors.

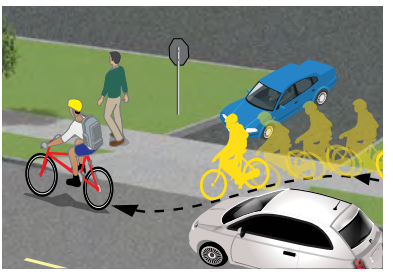
Cross railroad tracks carefully. Watch for uneven pavement and grooves that could catch a wheel. Keep control of your bicycle. One way is to rise up from your bike seat and bend your arms and legs so your body acts like a shock absorber. If the tracks cross the road at a sharp angle, change your course so you cross them at closer to a right angle. Avoid swerving suddenly; this can cause you to fall or to veer into traffic.



Crossing railroad tracks.

Enter the roadway cautiously, always yield to oncoming traffic. It is dangerous to alternate between the sidewalk and road, by hopping the curb or using driveway cuts. If you ride on the sidewalk, people driving cars may not see you, and may not have time to react and give you space if you suddenly enter the road.

At intersections, stay on the road. Don't ride in the crosswalk and suddenly swerve into the road again. A driver may lose sight of you, turn the corner and hit you.



Darting out onto the road can put you in the path of a moving car.

Rules of the Road

Now that you and your bicycle are properly equipped and you have learned some defensive riding skills, learning and following the rules of the road will help make your ride even more safe, fun and less stressful. You have the right to ride on the road in Oregon. Here are the most important things to keep in mind when you decide to ride with traffic.

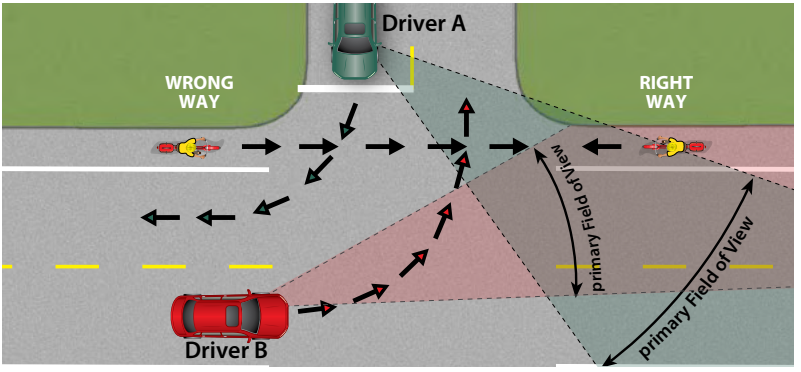
Ride with Traffic

Ride in a straight line in the same direction as the traffic next to you. People driving look for possible conflicts with traffic when they enter a road, turn, or change lanes. If you are riding in the same direction as traffic, people driving will more likely see and yield to you.

When riding in a bicycle lane, you should ride in the same direction as the arrow painted on the pavement in the bicycle lane. Most bicycle lanes are marked as one-way in the same direction as the closest traffic lane. The rare exceptions are:

- some one-way streets where a "contraflow" bicycle lane is specifically designed and marked to allow people on bicycles to ride in the opposite direction from cars, and
- where a specially designed and marked two-way bicycle lane is provided on one side of the street.

Riding in the road against traffic is against the law. Some people ride against traffic because they think that looking at on-coming traffic will help prevent crashes or being hit from behind. However, people bicycling are rarely hit from behind and wrong-way riding actually puts you at higher risk for a crash. Riding against traffic makes it difficult to see signs and traffic signals that could be critical for making decisions or avoiding conflicts. You also risk a head-on collision with people riding or driving in the right direction who may not have time or space to safely move around you.



Hazards of wrong-way riding: Driver A is looking for traffic on the left; Driver B is looking for traffic ahead; in both cases, a wrong-way bicyclist is not in the driver's main field of vision.

Ride to the Right or Take the Lane?

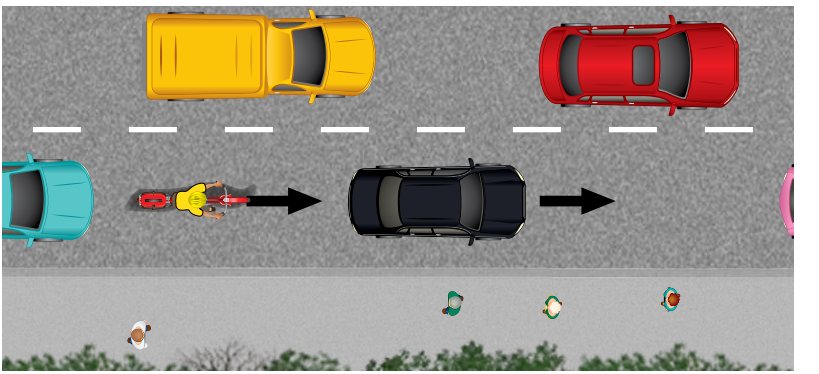
In most traffic and road conditions, the rules of the road require you to ride on the right side of the road. In some conditions it is best to ride closer to the center and "take the lane." In Oregon, if there is a bicycle lane on a street you are required to ride in it, except:

- When avoiding hazards
- When avoiding parked cars
- When a lane is too narrow for a bicycle and vehicle to travel safely side by side
- When making a left turn
- To avoid conflicts with right-turning cars.
- On a one-way street, you may ride on the left as long as you are riding with traffic.

Avoid road hazards.

When there is no bicycle lane, it is generally best to ride on the right side of the road, but this doesn't mean that you have to be right up against the curb or edge of the road. Riding too close to the curb or edge of the road can be dangerous if you hit the curb or hit the roadway edge and lose your balance, causing you to fall.

If there is no bicycle lane or shoulder and the vehicle travel lane is narrow, you should ride closer to the center of the traffic lane. Many times this means riding in the lane about where a passenger in a car would be sitting (slightly to the right of center). This will discourage people driving from passing you when there isn't room. If you're traveling at the same speed as traffic, positioning yourself closer to the center of a narrow lane will keep you out of people's blind spots and reduce conflicts with right-turning traffic.



Occupy more of the travel lane if it is narrow or if traffic is moving slowly.

On some streets a shared lane marking or "sharrow" is painted on the road to indicate that the lane is shared with people driving and people riding bicycles. The sharrow symbol also indicates to the person riding a bicycle where they should be positioned – usually in the center of the lane or just right of center. This makes you more visible to people driving and also helps you to avoid parked cars opening doors.

Passing Other Vehicles

Sharrows indicate where to ride.

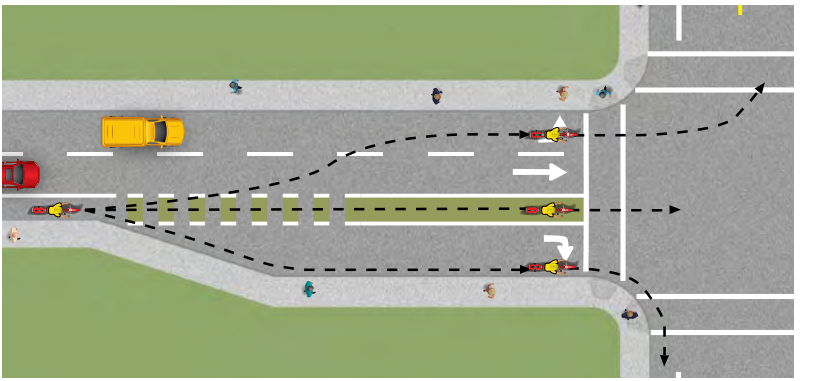
If you need to pass, pull into another lane only if it is clear and without conflicts ahead. If a car ahead of you is signaling a right turn, check to see if your left side is clear, shift over to pass, then move back into your original position. People riding bicycles are legally allowed to pass on the right if there is a bicycle lane, but people driving often forget to look before turning right, so it is best to ride defensively. Do not pass on the right unless the person driving slows down or stops and communicates they see you. Ride at a reasonable speed, and scan carefully for turning vehicles.

Navigating Intersections

Most crashes with motor vehicles happen at road intersections and driveways, where people bicycling and driving cross paths. To avoid these crashes, ride with traffic and in a predictable manner. When you approach an intersection with several lanes, choose one that serves the direction you want to go in or the one with the arrow pointing where you want to go. If there is a straight through bicycle lane, use it only if you're going straight ahead. You may get cut off by turning cars if you're in the wrong lane.

If you can't make it across traffic to the correct lane, use the crosswalk.

At some intersections and busy driveways, green paint is used in the bicycle lane to indicate areas where people driving are likely to drive across the bicycle lane to turn or move into a turn lane. These markings remind people driving that this is a possible conflict zone and to watch for people bicycling. However, this green paint should also be a reminder for you while bicycling to be especially alert for potential conflicts.



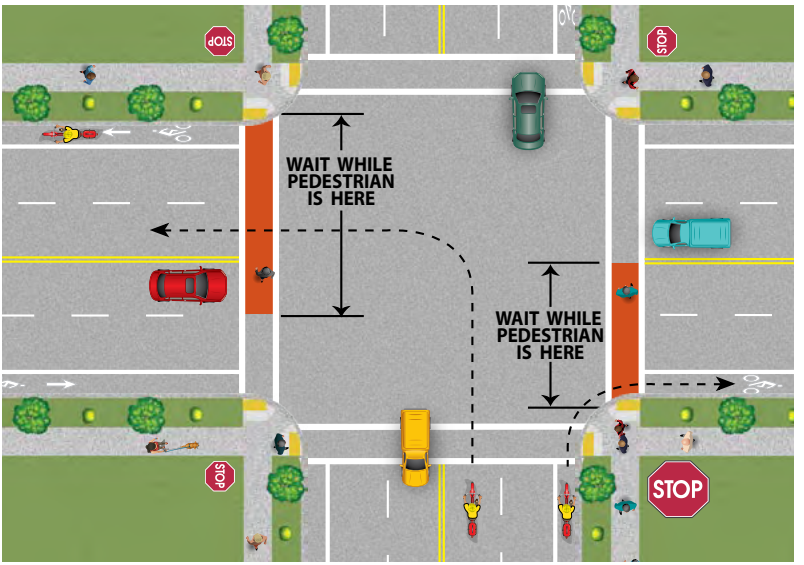
Choose the correct lane.

Crosswalks

You are legally allowed to ride your bicycle in a crosswalk, but you must slow down when approaching the intersection and enter the crosswalk at the speed of a person walking. This allows people driving enough time to see that you intend to cross and stop for you. Proceed slowly and yield to people walking.

When riding, you must stop for pedestrians at crosswalks. **A crosswalk exists at any public road intersection, whether marked or unmarked.** If a person is crossing in a crosswalk, as a vehicle you must stop and wait until the pedestrian has cleared your lane and the next lane before you may proceed. Do not pass stopped cars or other people on bicycles at a crosswalk or intersection – they may be stopped to let a person cross.

If you want to make a turn at a signal and a person is crossing the intersection, you must stop and wait until the person has cleared your lane and six feet of the next lane before turning.



At an intersection, you must wait until a crossing pedestrian has cleared your lane and the next lane.

Roundabouts

Roundabouts are intersections that are designed to allow vehicles to continuously flow through the intersection, but at safer slower speeds. Bicycle lanes are usually not striped through roundabouts, so you will have to decide if you want to move into the traffic lane and ride through the intersection as a vehicle or move onto the sidewalk and navigate the intersection as a pedestrian. There are usually bicycle ramps from the bicycle lane to the sidewalk at the approach to roundabouts to allow you to ride onto the sidewalk.

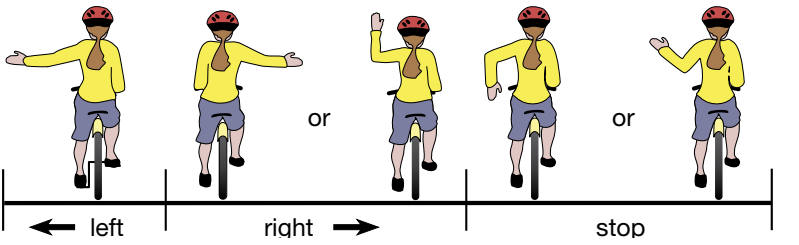
For more information on bicycling through roundabouts, visit: ***tinyurl.com/roundaboutbike***.

Turning

Hand Signals

Signal before making a turn to warn traffic behind you. To signal a left turn, look behind you, then hold your left arm out. To signal a right turn, either hold your right arm out, or hold your left arm up, with a bent elbow. You don't have to keep your arm up or extended

through the turn – you may need both hands on the handlebars to steer your bicycle. Whenever stopping it is good to use the stop hand signal.



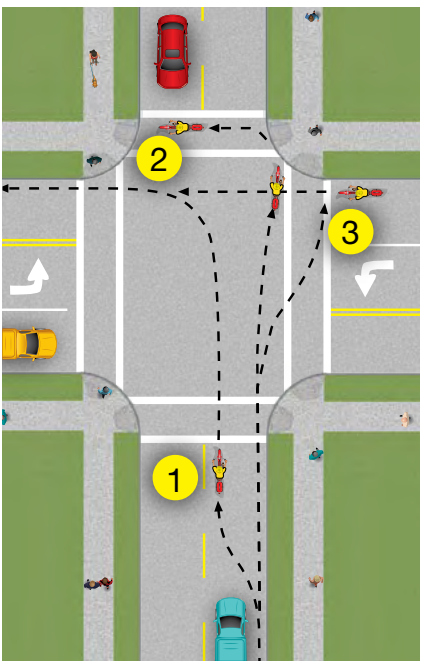
Bicyclist hand signals.

Left Turns

There are several ways to make a left turn on a bicycle:

As a Vehicle

As you approach the intersection, look over your left shoulder for traffic and, when clear, signal your turn, move over to the left side of the lane on a two-lane road (1), or into the left lane or the center turn lane when available. You should be positioned so cars going straight through can't pass you on the left. Yield to on-coming cars before turning. If you are riding in a bicycle lane, or on a road with several lanes, you need to look and signal each time you change lanes. Unless you



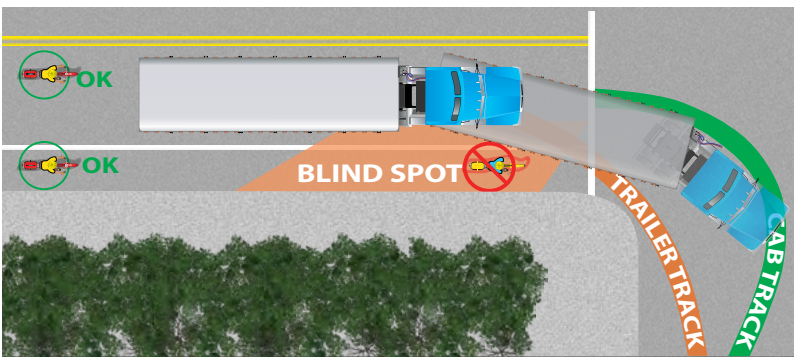
How to make a left turn.

are making a two-stage left turn as described in the next section, never make a left turn from the right side of the road, even if you are in a bicycle lane.

"Box-style" or Two-Stage Left (see also Bicycle Boxes,)
Proceed straight through the intersection on the right. Then stop, and either cross as a pedestrian in the crosswalk (2), or make a 90 degree left turn and proceed as if you were coming from the right (3). If there is a signal, wait for the green or WALK signal before crossing. Yield to people crossing in the crosswalk.

Avoiding Blind Spots and the Right Hook

A "right hook" crash occurs when a person driving turns right across the path of a person riding a bicycle straight past a driveway or through an intersection. While it is legal to pass a line of stopped cars on streets with a bicycle lane, it is advisable to stop behind the first vehicle, particularly if it's a large truck, with limited ability to see smaller vehicles around them. On streets without bicycle lanes, people bicycling should take the lane at intersections and proceed through the intersection as any other vehicle.



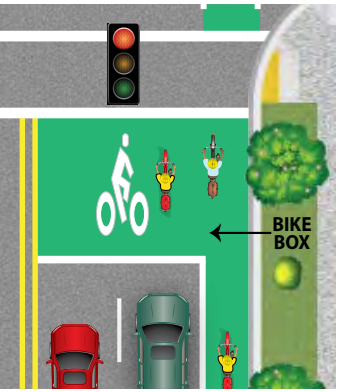
It is advisable to stop behind large trucks with limited peripheral visibility.

Using Bicycle Boxes

Bicycle boxes are a painted traffic control device used at some intersections with signals to provide an area for people riding bicycles to wait for a green light in front of any cars that are also waiting. Bicycle boxes help make people on bicycles more visible at intersections and also can help reduce traffic delays. There are two styles of bicycle boxes in use in Oregon.

Right Hook Style

This bicycle box is placed between the crosswalk and a stop bar—a thick solid white line indicating where motor vehicles should stop. Bicycle boxes, usually painted green, indicate that people riding bicycles have priority by allowing them to go to the head of the line and, once the light turns green, to get through the intersection before cars proceed.



Right Hook Style Bike boxes place people bicycling at the head of the line.

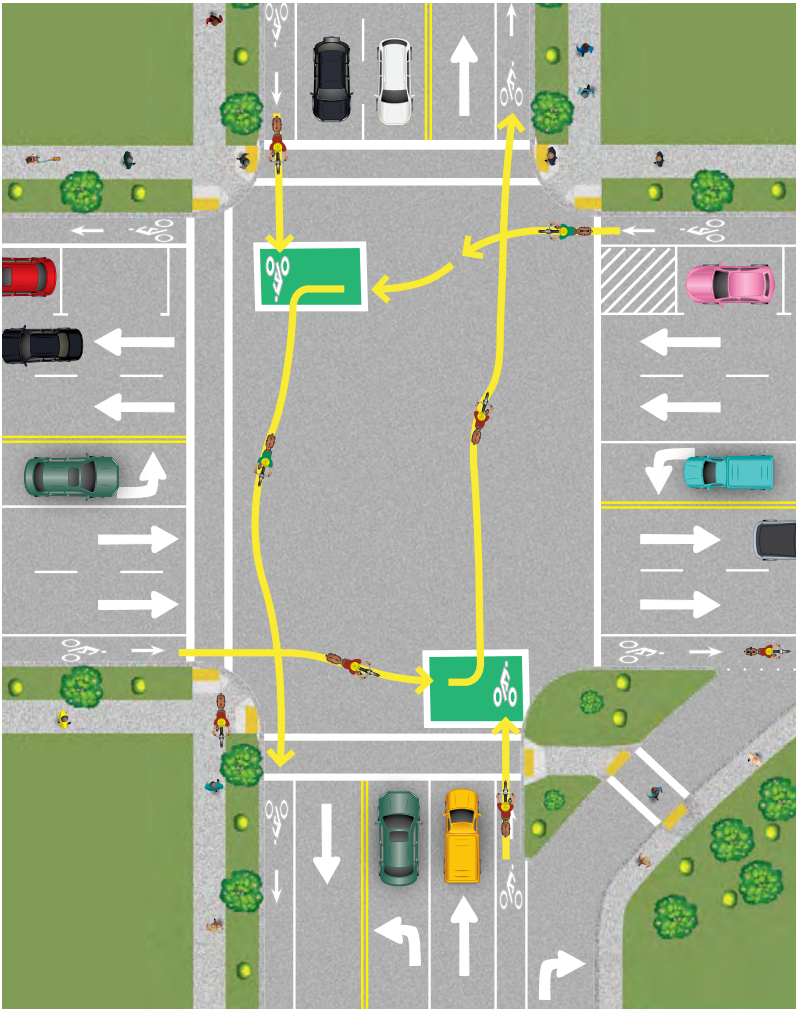
When a traffic signal is yellow or red, enter the bicycle box from the approaching bicycle lane. Stop before the crosswalk. (Not all bicycle boxes or approaching bicycle lanes are painted green.)

When the light is green, proceed as normal. Be aware of turning vehicles.

Left Turn Bicycle Box

A left turn bicycle box is provided when a two-stage left turn is required or encouraged. This style of bicycle box commonly accompanies a bicycle lane that is separated from the motor vehicle travel lane by a physical barrier, preventing people bicycling from moving into the left turn lane.

When the signal is green, proceed across the intersection to the bicycle box and then turn 90-degrees. Wait for the light to turn green and proceed.



Left Turn Bike Box *is provided when a two stage left turn is required.*

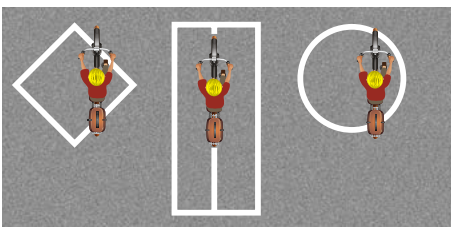
Obeying Traffic Signals and Signs

Traffic Signals

You must come to a complete stop at solid red lights at intersections. When approaching an intersection with a solid yellow light, it is the law to stop at the yellow light if you are not already in the intersection. Rushing through a yellow light may not leave enough time for a person riding a bicycle to get through the intersection before the light turns green for oncoming traffic, which can cause a crash.

Useful tip: Shift into an easier or lower gear before stopping at an intersection. This will help you pedal more easily when you start again.

Many traffic signals are triggered by electrically charged wires buried under the pavement. When a vehicle goes over them, the metal disrupts the current, which sends a signal to a traffic signal control box. A computer directs the signal to change at the appropriate time. Most bicycles contain enough metal to trigger the signal, but you should know where the most sensitive spots are. Look for cut lines in the pavement, filled with tar. Depending on the shape, the most sensitive spots are:



How to trigger loop detectors.

- Diamonds: just inside one of the points.
- Rectangles: up front, in the middle.
- Circles: about 1/4 of the way in.

Bicycle detector stencil.

At some intersections, the best place to wait to trigger the signal on your bike is marked with a small white bicycle stencil. Stay in the detection zone until you get a green light. If the signal fails to detect you, go to the sidewalk and press the pedestrian button. You are permitted to proceed with caution through the intersection on red if the signal fails to detect you after one full cycle of the signal.

Bicycle Signals

Bike signals.

Bicycle signals are used at some intersections with bicycle-only movements or where separating bicycle and motor vehicle movements through the intersection is needed to improve safety. Bicycle signals operate just like a regular green/yellow/red traffic signal. People bicycling must stop when a bicycle signal turns yellow or red, and may go when the bicycle signal turns green. Bicycle signals always have a sign saying "BICYCLE/BIKE SIGNAL" and the lights may have special bicycle-shaped lenses to make it clear that the signal applies to bicycles but not motor vehicles.

Stop Signs and Flashing Red Signals

In Oregon, people riding bicycles are allowed to treat stop signs and flashing red lights as YIELD signs. This means you can proceed through the intersection or make a right or left turn at intersections controlled by stop signs or flashing red lights without coming to a complete stop. When proceeding through an intersection, a person riding a bicycle must yield right of way to other lawful traffic, yield to pedestrians, and exercise care to avoid a crash. If a police officer or flagger is present, you must obey any instructions they give.

School Bus Safety Lights and Public Transit Buses

A person on a bicycle, just like the operator of any other vehicle, is required by law to stop and stay stopped for a school bus that is operating red bus safety lights. It is the expectation that traffic in all directions stop and remain stopped until the bus driver turns the flashing bus lights off.

Yield to public transit buses reentering traffic. Use caution when trying to pass a bus. The driver may not see you.

Signs

Oregon's traffic signs follow the national standards. You are responsible for observing all official highway signs and markings.

Wayfinding and guide signs are typically green with white lettering and share information that might be useful to people bicycling. These signs are used to identify officially designated bicycle routes and to guide people bicycling along the best routes to nearby destinations.

Regulatory signs are rectangular with black words or symbols on a white background and share information about traffic laws. They may be posted alone, with other traffic signs, or with traffic signals.

The Bicycle STOP Sign – Stop. Yield right of way to traffic (including pedestrians) in the crossing.

The Bicycle YIELD Sign – Reduce speed and, if needed for safety, stop as you would for a stop sign. Yield right of way to traffic (including pedestrians) in the crossing.

Push Button Before Entering Tunnel – Push the button to activate the warning beacon(s) before entering the tunnel. The flashing beacon alerts motorists to the presence of people bicycling in the tunnel. A similar sign exists to activate warning beacons before entering a narrow bridge.

Bikes Cross on Walk Signal Only – Placed at some signalized pedestrian crossings; people bicycling are to use the pedestrian crossing.

Push Button for Bike Crossing – Used at locations where push buttons are accessible from the bikeway; people bicycling must push button to get a green signal.

Sidewalk Users Walk Bikes – Used where sidewalk width or other conditions could make bicycle riding hazardous.

Warning signs are diamond shaped with black words or symbols on a yellow or orange background. They are used to alert you to possible hazards or a change in road conditions ahead. The following are examples of yellow warning signs.

Bike Lane Ends – Used where the bike lane abruptly terminates and the rider must merge with the through lane of traffic.

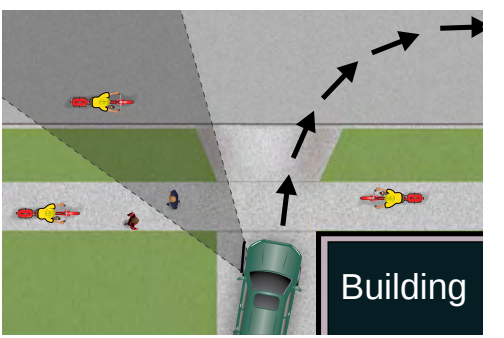
Bicycle Railroad Crossing – Used where path of people bicycling crosses railroad tracks at an angle which may create the potential to deflect a bicycle wheel.

Low Clearance – Warns people bicycling of clearances less than 8'-0" between the bike path and the structure.

Riding on Sidewalks

When people don't feel comfortable riding in a bicycle lane or close to fast-moving vehicles, the sidewalk may appear to be the safest or most convenient place to ride. Sidewalks can be shared by multiple users, but they are not designed for people biking. Before riding on the sidewalk, consider the surrounding conditions. If you do ride on a sidewalk, try to ride in the same direction as traffic next to you, and adjust your riding habits for the safety of all sidewalk users by following these guidelines:

Slow down at driveways and street crossings. People driving are looking for people walking nearby,

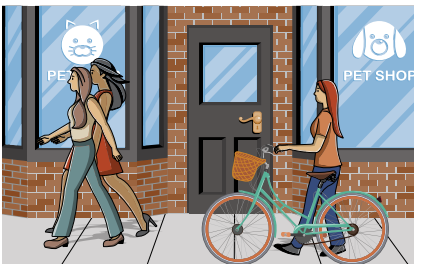


Motorist crossing a sidewalk may not see you on a bicycle.

not fast moving bikes approaching from farther away. If you go too fast, drivers may not see you. If you crash, you may be found at fault if you were going too fast.

Yield to people walking on sidewalks. Sidewalks are for people walking, not bicycling. Be courteous and ride cautiously. When passing a person walking, slow down, give an audible warning, and wait for the person to move over. A bicycle bell works best. If you must say something, make your intentions clear. For example, "passing on your left." Keep in mind, a person may be hearing impaired or wearing headphones.

Walk your bike in downtown areas. They are busy with people walking out of doorways, stopping to talk to each other or window shopping. Some cities ban bicycle riding on their downtown sidewalks.



Walk your bike on downtown sidewalks.

Riding in Separated Bicycle Lanes

Separated bicycle lanes are bicycle lanes that are separated from traffic by a vertical barrier like a curb or planter, not just painted stripes. When riding in a separated bicycle lane, you have the same rights and responsibilities as riding in a bicycle lane. This type of bicycle lane should feel more comfortable because you have more separation from other traffic. However, because of the vertical barriers you will need to be sure to ride straight and plan ahead for your turns.

Riding on Paths

Paths are wider than sidewalks and designed to be shared by people walking and bicycling. They are often very comfortable places to ride because they are separated from traffic, but you should still ride cautiously and follow the rules of the road. Ride on the right and yield to slower traffic. Because paths are shared spaces, traveling at a slower speed makes it safer for everyone. There are often streets

near paths for faster riders. When crossing a driveway or street, slow down and be sure drivers see you. Ride more slowly and alertly at night, when it's harder to see the surface and edges of the path. People walking, jogging, skating, or other people riding bikes may come up from behind or in front of you. Bike bells can work well for communicating with other path users, but keep in mind that many people may be listening to devices and so, they may not always hear your voice or your bell.

Riding Through Construction Zones

Riding a bicycle through a construction work zone can be intimidating.

Pre-trip planning can help make the trip a bit less stressful and safer. It may be possible to identify a alternate route around the work zone.

However, if you must ride through a work zone, do the following:

- Obey the rules of the road as you would in a motor vehicle.
- Obey construction signs and look for bicycle-specific warning and detour signs.
- Follow detour signing for bicycle routes, where applicable.
- Follow detour signing for motor vehicles if sharing the road.
- Stay out of the work area – do not ride behind the cones, barricades or barrier, unless instructed to do so.
- Walk your bicycle across rough, uneven, or gravel surfaces.
- Watch for steel plates in the roadway – they can be slippery!
- Obey directions given by flaggers - they may have specific instructions for people biking.
- Be alert, be visible, be patient.
- Report any unsafe incidents to a flagger, police officer or other official on site, if necessary.
- For emergencies, find a safe space to pull over and call 9-1-1.

Riding on Interstate Freeways

Pedestrians and people riding bicycles are banned on the following segments of interstate freeway:

PORTLAND AREA

I-84: from I-5 (MP 0) to:
122nd Street (MP 10.25) Eastbound
Sandy Blvd (MP 15.14) Westbound
US 26: East of the Jefferson Street Interchange (MP 73.35)
I-5: from Beaverton-Tigard Highway Interchange, MP 292.20 to Delta Park Interchange, MP 306.70
I-205: North of the Oregon 43, MP 8.82
I-405: Whole length
US 30: From I-405, MP 0 to 23rd Street, MP 1.99

MEDFORD AREA

I-5: Barnet Road (South Medford) Interchange, MP 27.58 to the Crater Lake Highway (North Medford) Interchange, MP 30.29.

What to Do in Case of a Crash

Check for injuries first. If someone is injured, call 911 for help right away. Administer first aid if you are trained. After the injured have been helped and removed from harm's way, begin gathering information.

If someone has been struck by a car, ask the driver for name and address, vehicle registration number, driver's license number, and insurance policy company and number. Oregon law requires motor vehicle owners to carry insurance that covers injuries to people bicycling and pedestrians, and to have proof of insurance.

Don't discuss fault immediately after the collision. Be careful not to make statements at the scene of the crash, but do get information about witnesses if there are any.

Get information from witnesses. Ask witnesses, including passengers, their names and addresses. Do not depend on others to take witness names and phone numbers.

Give your name and address. Travelers should carry identification and medical insurance information, especially when you cycle alone.

Document the crash through photographs or video, if possible. Write down what you think happened as soon as possible. Document your injuries and property damage as well. Save all receipts, medical included, and repair estimates. Contact your insurance company if you have coverage on your bicycle or if you have an automobile insurance policy. You may also want to contact an attorney.

In case of property damage over $2,500 or injury to a person, fill out a DMV traffic accident report within 72 hours: *www.odot.state.or.us/forms/dmv/32.pdf*.

Report Road Concerns

Ask ODOT
(888) 275-6368
Ask.ODOT@odot.state.or.us
https://www.oregon.gov/odot/Pages/Ask-ODOT.aspx
https://highway.odot.state.or.us/cf/comments/comments.cfm

Stay Connected

Bicycle and Pedestrian Advisory Committees

Public bicycle and pedestrian advisory committees (BPACs) meet regularly to provide public agencies advice on how to improve conditions for walking and bicycling. The Oregon Bicycle and Pedestrian Advisory Committee (OBPAC) is a governor appointed committee that advises ODOT on pedestrian and bicycle issues. Many communities also have local bicycle or transportation advisory committees that you can get involved in. Advisory committee meetings are open to the public, so you can attend and provide comments even if you are not a member of the committee. Learn more about OBPAC and local BPACs at *www.oregonwalkbike.org* in the "Get Involved" section.

Other ODOT Active Transportation Resources

Get There Oregon

Learn bicycling routes, locate bike share stations, and join a bike pool with help from ODOT's Transportation Options program! Get There and its partners help commuters and other travelers plan routes, log trips to track miles, carbon emissions, calories burned and more. Learn more at *https://getthereoregon.org/*

Oregon Safe Routes to School

Oregon Safe Routes to School helps create safe, convenient, and fun opportunities for children to walk, bike and roll to and from school. See this website for the latest resources and information about Safe Routes to School: *www.oregonsaferoutes.org/*

The Driver's Field Guide to Sharing Oregon's Roads

Learn the rules of the road and safe driving habits for sharing the road with people riding bikes with these ODOT resources: *www.oregon.gov/ODOT/Safety/Documents/DriversGuideToBikes.pdf www.oregonfriendlydriver.org*

Together We Roll.
Look Out for Each Other.

ODOT Pedestrian and Bicycle Program
ODOT Transportation Safety Division

Oregon Department of Transportation

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