

A DRIVERS GUIDE TO ACTIVE TRANSPORTATION

Sharing the Road

As a driver you must share the road with many other users: people walking, people biking, moped and motorcycle riders, trucks and buses, recreational vehicles, and other passenger vehicles of all shapes and sizes. As a driver or user of the road, you need to know and practice the rules of the road. You should always be aware of the traffic around you and be prepared for emergency situations.

There are many vulnerable users of a public way, crosswalk, or shoulder of the highway. A pedestrian, highway worker, a person riding an animal, or an individual operating a bicycle are a few of these individuals.

People Walking

Drivers must recognize the special safety needs of people walking. Drivers should be especially alert for people walking who are young, elderly, disabled, or intoxicated. They are the most frequent victims in auto-pedestrian collisions.

Generally, people walking have the right of way at all intersections. There is a crosswalk at every intersection, even if it is not marked by painted lines. To determine where an unmarked crosswalk is, imagine that the sidewalk or shoulder at the corner extends across the road and meets the sidewalk or shoulder on the other side of the road. By law, the area included in the unmarked crosswalk is not less than 6 feet wide and exists even if there is no sidewalk or shoulder.

Drivers must not block the crosswalk when stopped at a red light. Do not stop with any portion of your vehicle overhanging the crosswalk area. Blocking a crosswalk puts them in a dangerous situation and forces people walking to go around your vehicle.

A pedestrian is crossing the roadway when any part or extension of the pedestrian moves onto the roadway in a crosswalk with intent to cross. This may include, but is not limited to, any part of the pedestrian's body, wheelchair, cane, crutch, or bicycle.

At an intersection where people walking are crossing, you must wait until the people walking have cleared your lane and the entire next lane before you may go. If you are turning at a signal, you must stop and wait until people walking clear the lane you are turning in to, plus 6 feet of the next lane.

You are not required to stop for a pedestrian in a crosswalk if you are traveling along the half of the roadway that is on the other side of a safety island from the pedestrian.

You must stop and remain stopped for people walking on the sidewalk when entering or leaving an alley, driveway, or private road.

Remember: There is a crosswalk at every intersection regardless of whether or not it is marked by painted lines.



Stopped Vehicles

Do not pass a vehicle stopped at a crosswalk. This is a frequent cause of death to people walking, especially if the passing vehicle is traveling at a high speed. When stopping for a pedestrian at a crosswalk on a multi-lane road, you should stop about 30 feet before the crosswalk so you do not block the visibility of the driver in another lane.

Bicycles

Bicycle use on streets and highways is growing, both for exercise and transportation in rural, suburban, and urban areas. The same traffic rules and regulations apply to both people biking and motor vehicle operators. A major problem for drivers is the ability to see people biking, especially at night. Sometimes they may be in the blind spot of your vehicle. When you approach a bicyclist, keep on the lookout and slow down. To avoid conflict, drivers of motor vehicles need to know the following rules:

- **Do not drive in a bicycle lane.** You may cross a bicycle lane when turning or when entering or leaving an alley, driveway, private road, or parking space. Do not move into a bicycle lane in preparation for a turn.
- You may use a bicycle lane as part of an official duty, such as delivering mail. Farm equipment may briefly use a bicycle lane to let other traffic pass.
- You must yield to people biking in a bicycle lane or on a sidewalk, before you turn across the lane or sidewalk.
- You must yield to people biking at intersections, the same as you do for other types of vehicles.
- When you are traveling at a speed greater than 35 mph, you may only pass a bicyclist by driving to the left when the passing distance is sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver's lane.
- The same rules for passing other vehicles apply to bicycles. Be aware that you must follow the rules of the road in no passing zones. If you cannot pass safely, you must slow down and remain behind the bicycle until it is safe to pass.
- Do not honk at a bicyclist, unless you have good cause to warn the rider you are close by. The loud noise could startle the rider and cause a crash. There may be a good reason for the bicyclist to be riding in the travel lane, such as roadway hazards not visible to motorists.
- Operators of motorized wheelchairs, scooters, and personal assistive mobility devices are permitted to use bicycle lanes and paths. These vehicles cannot exceed a speed limit of 15 mph. You must yield to these operators before you turn across the bicycle lane or path.

Drivers need to remember that people biking often must react differently to road hazards than drivers of motor vehicles. These hazards could include potholes, glass, litter, storm grates, and railroad crossings, as well as opened doors of parked vehicles. Any of these items could cause a bicyclist to move into your path



or to slow down. Give people biking plenty of clearance on the street so they will have room to move around these hazards.

The actions of an inexperienced bicyclist will be less predictable. Look for signs that tell you a bicyclist is inexperienced, such as whether the bicycle rider is riding against traffic, or is weaving and wobbling.

Children on bicycles should be given extra consideration. They may lack a sense of danger or understanding of the rules of the road. Be aware that their actions could be very unpredictable.

Collisions with People biking

Several common errors can cause you to strike a bicyclist:

- Turning left without noticing an oncoming bicyclist.
- Turning right at an intersection or driveway across the path of a bicyclist on the right who is continuing straight ahead
- Turning right at an intersection or driveway without noticing a wrong-way bicyclist coming from the opposite direction in front of you.
- Entering or crossing a street without checking for a bicyclist in the street or on the sidewalk.
- Opening a vehicle door into the path of a bicyclist or swerving into a bicycle lane.
- Trucks, RVs, and vehicles pulling trailers with wide mirrors passing too close to a bicyclist.

Signs

Share the Road (W11-11, W16-1P)



Objective of Sign - The sign serves to make motorists aware that people biking might be on the road, and that they have a legal right to use the roadway. It is typically placed along roadways with high levels of bicycle usage but relatively hazardous conditions for people biking. The "Share the Road" sign is especially useful in cities and towns where a significant number of people biking utilize a roadway that by its nature is not suitable to be designated as a bicycle route, but which is an important connection for bicycle transportation.

Expected Interaction between Bikes and Cars – Care should be taken by motorists on roads with this signing with the expectation that there is a regular usage of the roadway by people biking. Due to hazards in the roadway such as curb and gutter sections with drainage grates in the gutter, no shoulder or shoulder conditions that cannot be reasonably used by people biking and they must travel in a travel lane. The speed limit on roadways that utilize "Share the Road" signs may be from 15 mph to 60 mph. People biking legally may still use roads that do not have these signs.



Bicycles May Use Full Lane (R4-11)



Objective of Sign - designate roads with lanes that are too narrow to be safely shared side-by-side by a bicycles and another vehicle to indicate that people biking may occupy the full lane and discourage unsafe within-lane passing.

Expected Interaction between Bikes and Cars - encourage people biking to use the full lane to discourage unsafe within-lane passing, encourage motorists to change lanes to pass people biking, and warn motorists that people biking may be using the entire lane. People biking may use full lane even on roads without this sign when conditions are unsafe.

Trail Crossing (W11-15, W11-15P)



Objective of Sign – Advise motorist of a trail crossing of a roadway, alley, private entrance or commercial entrance.

Expected Interaction between Bikes and Cars between Bikes and Cars – The sign is used to warn motorists that there is a crossing of a shared use path or greenway of a travel way and motor vehicles should yield to bicycles, runners or people walking who are in the crossing area.

Bike Lane (R3-17)



Objective of Sign – The Bike Lane sign is an optional sign for roadways that include a separated bike lane immediately adjacent to the travel lane or separated by a buffer space consisting of parking, raised barrier or painted buffer. The sign may also include a “Begin” or “Ends” plaque that advises motorists or people biking that the bike lane is starting or ending on a roadway.

Expected Interaction between Bikes and Cars between Bikes and Cars – The bike lane sign is an optional sign for roadways with bike lanes that provides an indication for motorists that there is a bike lane in a roadway cross section and motorists should yield to bicycle operators or yield when making turning movements right or left from the roadway to a side street, entrance, or parking space. People biking may legally use roads that do not have bike lanes.



Bike Route Sign (D11-1)



Objective of Sign - Bicycle Route Guide (D11-1) signs are provided at decision points along designated bicycle routes to inform people biking and motorists of bicycle route and/or direction changes for people biking on a roadway.

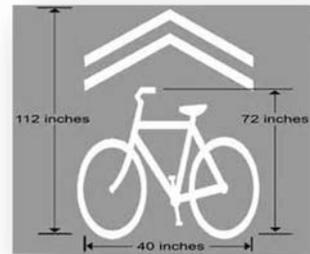
Expected Interaction between Bikes and Cars

Roads signed with a bike route sign are those that are on a bikeway network or is an intended route for bicycles in a network. People biking are to utilize the bicycle facility in place on that roadway which may range from a shared roadway to a trail along the roadway. Motorists who see the bike route signing should expect people biking either on the roadway or crossing the roadway at side streets or entrances. People biking may legally use roads that do not have a bike route sign.

Pavement Markings

Shared Lane Marking

✓ **Objective of Marking** - A **shared-lane marking** or **sharrow** is a street marking installed at locations in the center travel lane or right of center of a wide travel lane (13 or greater) to indicate proper lane positioning that a cyclist should use in the travel lane. The marking supplements the "Bicycles May Use Full Lane" signs at posted speed limits of 35 mph or less.

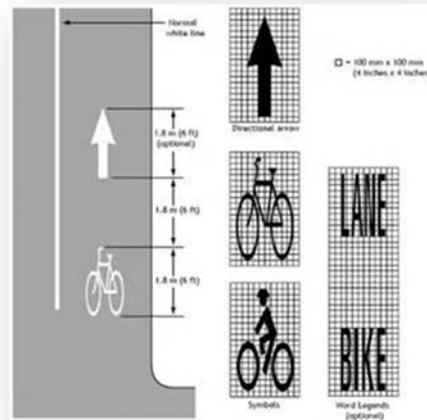


✓ **Expected Interaction between Bikes and Cars** – If the shared lane marking is centered in the travel lane, the bicyclist should position themselves in the center of the travel lane when riding since the lane is not wide enough to share. If the shared lane marking is positioned in the right side of the travel lane that is a minimum of 13' wide the bicyclist shall position themselves riding over the marking and motor vehicles may pass the bicyclist with caution. However, people biking must use their best judgment and not place themselves in danger if the sharrow is improperly placed, such as adjacent to parked cars which could put them at risk of being hit by a suddenly opened car door. People biking may legally use the full lane regardless of the position of the marking. People biking may legally use roads that are not marked with sharrows.



Bike Lane Markings

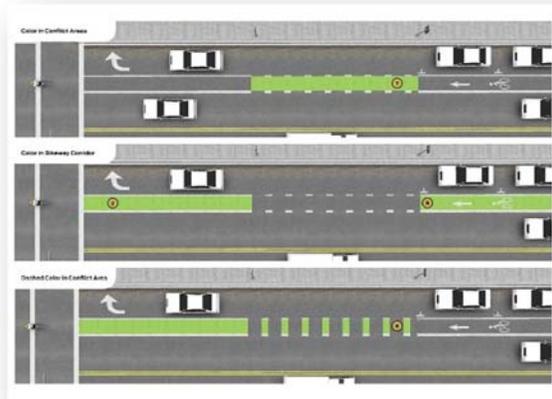
- ✓ **Objective** – An arrow combined with a word or symbol indicate the separation of the lanes for road users, and assist the bicyclist by indicating recommended travel paths
- ✓ **Expected Interaction between Bikes and Cars** – The bicycle markings are placed in lanes intended for use by bicyclist, which may be in a signed bicycle lane, two way separated bicycle lane, or a bicycle lane bounded by a hatched buffer on one or both sides of the bicycle lane. In areas marked with bike markings motor vehicle operators shall not drive in the lane marked with these bike markings, but may cross them after first yielding to a bicyclist in this marked area. People biking may legally use roads without bike lane marking. People biking may legally use the full lane when a bike lane is present, if there is debris in the bike lane, if it is improperly designed, when making a left turn, or when passing.



use

Green Pavement Marking

- ✓ **Objective** – The objective a of green pavement marking for a bicycle facility is to highlight and bring to the attention of both motor vehicle operators and people biking that the area marked is a location where there are weaving movements or crossing of the bike lane. The marking also may highlight an area for bicyclist positioning for a turn movement in front of a stop bar or in a box for a bicyclist to position themselves for a turn on the far side of an intersection.
- ✓ **Expected Interaction between Bikes and Cars** - In areas marked with green pavement marking, both the bicyclist and motor vehicle user shall proceed with caution along or across the green marked area or the area highlighted with the green marking. People biking may use other lanes as needed, for example, the right turn only lane for making a right turn.



Through Bike Lane Marking

- ✓ **Objective** – The through bicycle lane marking at an intersection is intended to position the people biking in the appropriate location for entering the intersection as well as provide a predictable location for motorists to expect the bicyclist between the travel lane and the right turn lane, shoulder or parking lane.



- ✓ **Expected Interaction between bikes and Cars** – The bicyclist using the through bike lane is to continue travel in the bike lane through the approach, except if the bicyclist is turning left or right. Motorist should yield to bicyclist in the through bike lane as the motorist enters the intersection area. Motorists turning right should expect people biking to be traveling straight through the intersection. Should the motorist see the people biking to the left of the through bike lane it can be assumed the bicyclist is turning left, and alternatively if the people biking is to the right of the through bike lane the bicyclist is assumed to be turning right.

Bikeway Types

Shared Lane

- ✓ **Objective** - Bicycles are allowed on all roadways, unless they are specifically prohibited due to construction or some other factor, and whether or not there are markings and/or signage bicycles may ride in the lane positioned to be visible to motorists and in a position that allows for safe travel.

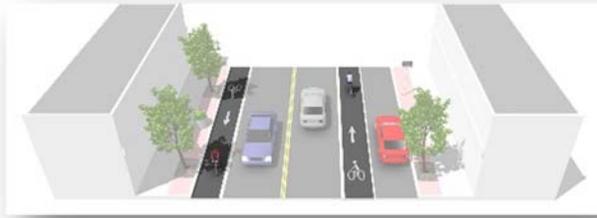


- ✓ **Expected Interaction between Bikes and Cars**
 - In a shared lane a bicyclist may be as far right as possible, in the center of a travel lane, or to the left in a travel lane when positioning for a left turn for changing lane or making a left turn. In whatever position a bicyclist takes, a motor vehicle operator should slow, yield and allow the vehicle, in this case a bicycle, to maneuver positions based on the first come, first served rule, until which time it is safe to pass the slower vehicle.



Standard Bike Lane

- ✓ **Objective** – A standard bike lane is intended to define roadway space for use by people biking in the configuration of the roadway for through bicycle operations. Bike lanes should be designed to encourage safe bicycling and proper lane positioning. Bike lane design is intended to provide for a safe roadway that positions motor bicyclist in the most viable and safe position with respect to motor vehicles, turning vehicles and parked cars.
- ✓ **Expected Interaction between Bikes and Cars** – Bicyclist should utilize bike lanes when designed and maintained in a reasonable manner, but people biking may leave the bike lanes when making left or right turns, when debris in the bike lane presents operational concerns for the bicyclist, or when design in a manner that creates safety concerns for a bicyclist. Motor vehicles should reasonable expect a bicyclist to use a bike lane, but when approaching an intersection, should observe the people biking for a signal of a turn movement that will cause the lane shift of a bicyclist at which time the motorist shall yield the right of way to the turning movement, then proceed past the bicyclist with caution. Motor vehicles should not drive or park in a bike lane except when making a turning movement to a driveway, side street or alley, or maneuvering into a parking space.



Buffered Bike Lane

- ✓ **Objective** – The objective of a buffered bike lane is to provide additional room for safe and comfortable operation of a bike lane with respect to moving traffic, or parked cars. The buffer of the bike lane may be on the left or right side of the bike lane that will provide space for car door opening of a parked car in the case of a parking side buffer, or space for motor vehicle passing people biking in a bike lane on roadways with higher travel speeds.
- ✓ **Expected Interaction between Bikes and Cars** – As with a standard bike lane, a bicyclist should utilize bike lanes when designed and maintained in a reasonable manner, but people biking may leave the buffered bike lanes when making left or right turns, and when debris in the bike lane presents operational concerns for the bicyclist, or when design in a manner that creates safety concerns for a bicyclist. Motor vehicles should reasonable expect a bicyclist to use a buffered bike lane, but when approaching an intersection, should observe the people biking for a signal of a turn movement that will cause the lane shift of a bicyclist at which time the motorist shall yield the right of way to the turning movement, then proceed past the bicyclist with caution. Motor vehicles should not drive or park in a buffered bike lane except when making a turning movement to a driveway, side street or alley, or maneuvering into a parking space.



Protected Bike Lane

- ✓ **Objective** – in an effort to provide for a defined separation and comfort for both people biking and motor vehicle operators, a protected bike lane, or cycle track may be included in a roadway sections. These bikeways may be at street grade or at another level from the roadway. The protection, or buffer space may be in the form of a parked car and buffer, planting area, hatched paint stripes and flexible posts, raised medians or a combination of separation methods.



- ✓ **Expected Interaction between Bikes and Cars** – People biking on a roadway with a protected bike lane should use the protected bike lane provided it is designed for safe operation, free of debris and maintained appropriately. In this form of bikeway facility, the design should include design for clear and logical departure of the protected lane for a turning movement from the bikeway. Motor vehicle operators should not drive or park in a protected lane and should drive with caution approaching intersections and yield to bicycle traffic that are making turn movements that reach the intersection first.

- **Shared Use Path Crossing**

- ✓ **Objective** – The objective of a shared use path/greenway crossing is to provide a highly visible and safe crossing for bicyclist, runners or people walking of motor vehicles at a roadway. The crossing will be signed and marked with pavement markings, but may include a variety of signals types that let a motor vehicle operator know that a bicyclist, runner or pedestrian wishes to cross the roadway.



- ✓ **Expected Interaction**– A bicyclist, runner or pedestrian should stop at all crossings and make sure it is safe to cross whether the intersection includes signing and striping, and signals if appropriate. These users should proceed with caution when safe to do so. Motor vehicle operators should observe the advance crossing signage approaching such crossing and approach with caution looking for the presence of bicyclist, runners, and people walking and obey the signing or signals depending on those present.



Bicyclist Riding Rules

As a bicyclist in Missouri, you must be aware that bicycles are considered vehicles. You have the same rights, duties, and responsibilities as vehicle drivers. People biking must ride in the direction of traffic and as near to the right side of the road or street as is practical. On a one-way street in a city, a bicyclist may ride as near as practical to either the right or left side of the street or roadway.

There are some exceptions to this rule, such as when a bicyclist is overtaking and passing another bicycle or vehicle, when a bicyclist is getting ready to make a left turn, or when a bicyclist is riding at the same speed as traffic. A bicyclist also does not need to keep right if a lane is too narrow to let a bicycle and vehicle travel side-by-side or if riding close to the edge of the roadway is unsafe because of parked vehicles, fixed or moving objects, animals, or road surface hazards. Riding too close to the right edge of a road too narrow to safely share encourages motorists to try to pass when there is not enough room to do so safely. In this situation, a bicyclist is safer riding in the center of the lane, and motorists should change lanes to pass, waiting until the other lane is clear of oncoming traffic. People biking may ride side by-side along Missouri roads, but only if it does not impede other traffic.

Increase your visibility. It will help protect you on the road. Brightly colored clothing during the day and white or reflectorized clothing at night will help you be seen. At night, you must have a headlight and rear reflector on your bicycle; a red taillight and additional reflectors are also helpful.

Other rules include: signal before making a turn or a stop, always keep at least one hand on the handlebars, don't carry more passengers than there are seats available, yield to people walking, have adequate brakes, and never perform stunts while riding on streets or highways.

The Cycling Savvy and the League of American Bicyclist has a variety of training for traffic safety and skills and there are League Certified Instructors across the St. Louis Area. Contact Trailnet for classes in the St. Louis area.

