



You can ride your bicycle on any street or road, except limited access highways, following the same driving laws that motorists use. Bicyclists can legally take the full lane. Some streets provide extra signs, striping, and special facilities to give additional information. While many cyclists prefer these facilities, cyclists are not required to use them. Here is a guide to common bike facilities:

# Where can you ride your bicycle?

GETTING STARTED

## BIKE LANES

A bike lane is a part of the road designated for bicyclists to use. This is done with pavement markings—usually solid white lines, with a white bicycle symbol. Often signs along the roadway alert motorists and bicyclists to these lanes. Some bike lanes may have green pavement to make it easier for motorists and bicyclists to see them.

A bike lane generally has one-way traffic, traveling in the same direction as the adjacent vehicles. Closer to an intersection or bus stop, the solid white lines become dotted to indicate that turning motorists should merge into the bike lane. Motorists should watch for bicyclists when they see a bike lane road marking and, when turning, yield to cyclists in the bike lane before completing the turn.



BIKE LANE

## BIKE ROUTES

Another way you can ride your bicycle around town is on a bike route. A bike route is a road or a group of road segments designated with “bike route” signs. The signs guide bicyclists to a specific destination and may include directional and distance information. Motorists will know a road is a part of a bike route because of the green bike route signs. So keep an eye out for bicyclists and always share the road.



BIKE ROUTES

## BIKE TRAILS & SHARED-USE PATHS

A bike trail, also called a shared-use path because both bicyclists and pedestrians use it, is a bikeway separated from vehicle traffic by an open space or a barrier. There are two main types—a side path, close to the roadway, or a path in a park-like setting or through woods. Pedestrians, inline-skaters, wheelchair users, joggers and others on non-motorized vehicles also may use them. Most shared-use paths allow two-way travel. Bicyclists should use caution where the path crosses driveways and stop for all road crossings. Watch your speed on the shared-use path; *Wheels Yield to Heels* — meaning, pedestrians have the right-of-way.



BIKE TRAILS & SHARED USE PATHS

The Miami Valley Regional Planning Commission developed Share the Road materials to make sharing our Region’s roads safer for everyone— motorists and bicyclists alike.

Share the Road is part of the Miami Valley Bike Plan Update. This Plan:

- Provides a long-term vision for the development of a bicycle network consisting of off-street trails and on-street bike facilities complemented by education and encouragement programs;
- Promotes active, safe and healthy transportation choices; and
- Makes the Miami Valley a more attractive and bikeable place for residents and visitors.

Under Ohio law\* adult bicyclists have the right to ride on the road. A bicycle is a vehicle; driving a bicycle gives the same rights and responsibilities as driving a car. So motorists and bicyclists must share the road safely. Bicyclists, like motorists, must obey all relevant traffic laws. Share the Road will help explain these laws and encourage everyone to respect each other’s right to use the road. To make bicycling safer and more attractive to everyone, many communities are investing in bike facilities. Some cities allow bicycles on both the road and sidewalk, or may adopt other regulations about bike riding. See enclosed for more information about select bike treatments you will see around the Region. Drive Your Bike.

\* ORC 4511.07 (A)(B)

Area for Local Agency/Jurisdiction logo



Remember, call the Local Police Dispatch if you see an immediate issue, violation or accident. Or call 9-1-1 in case of an emergency.



Share the Road

## Sharing the Road in the Miami Valley

A GUIDE TO

Bicycle Markings for Motorists & Bicyclists

Contact Information:



10 N. Ludlow St., Suite 700, Dayton, OH 45402-1855  
t: 937.223.6323 | TTY/TDD: 800.750.0750  
mvrpc.org/share-the-road





Communities across the Miami Valley are investing in bike facilities to increase bicycle use and make bicycling safer. They include a wide range of improvements.

### TAKING THE LANE

Bikes may be driven along the roadway, riding as far to the right as practicable and safe while avoiding hazards. There are times when the law and safe practice encourages a bicyclist to take the lane, riding in the center of the travel lane. If it is necessary to pass an object in the road, a slower vehicle moving in the same direction, if the bicyclist is merging left, or if the lane is narrow making it unsafe for a vehicle to pass a cyclist in the same lane, the bicyclist may ride in the center of the travel lane. Also bicyclists, like motorcyclists, are allowed to ride two abreast in a lane. Motorists may change lanes to pass a cyclist, and after yielding to oncoming traffic, may cross the yellow center lines to safely pass a cyclist in a narrow lane. It is very much appreciated when motorists give at least three feet of extra room when passing the rider of a bike.

### BUFFERED BIKE LANES



A buffered bike lane is a lane with additional space—a buffer—between bicycles and cars. Bicyclists ride in the bike lane and motorists drive to the left of the buffer.

The purpose of a buffered bike lane is to increase safety by providing extra elbow room for bicyclists and making it easier for a motorist to see bicyclists. The buffer is marked with white chevrons to indicate that no vehicles are allowed to travel in the buffered area.

In a buffered bike lane, bicyclists must ride with traffic and obey all the rules of the road. Motor vehicles are not allowed in the bike lane or buffered area except when entering and exiting the road, or turning. When crossing a buffered bike lane to turn, use your mirrors and be sure to look over your right shoulder for bicyclists approaching the intersection, yield and let them pass before turning.

### BIKE BOXES



A bike box is a green marked pavement area at a road intersection with a white bicycle symbol inside it.

It also includes an adjacent bike lane for bicyclists to use to move to the front of a line of cars at an intersection, and a stop line on the road for motorists to wait behind.

A bike box can go across one lane or multiple lanes of an intersection. It encourages bicyclists to wait between the queue of cars and the crosswalk.

A bike box improves visibility and the safety of bicyclists, allows bicyclists to turn left more safely and reduces the likelihood of cars encroaching into the crosswalk.

At an intersection with a bike box, bicyclists can ride into the bike box using the adjacent bike lane and wait for a green traffic signal. Motorists must wait behind the bike box and behind the stop line at a red signal. When the traffic signal turns green, motorists must yield to bicyclists before proceeding or making a turn.

### SHOULDER BIKEWAYS



Image courtesy of [www.pedbikeimages.org](http://www.pedbikeimages.org) / LKeniston

A shoulder bikeway, also called a paved shoulder, is road shoulder that is paved to make it easier for bicyclists to use. It provides space for bicyclists to ride that is separate from motor vehicle traffic.

A paved shoulder is generally wider to accommodate bicycle travel, people walking where sidewalks are not available, and sometimes for farm vehicles. Commuter and long-distance recreational riders, rather than families with children or more inexperienced riders, are more likely to use a shoulder bikeway.

### PROTECTED BIKE LANES



Protected bike lanes separate cyclists from auto traffic with a physical barrier. The barrier can be a raised curb, posts set in a buffer, planters, or even parked cars. Protected lanes are usually one-way facilities built on one or both sides of the roadway, and typically flow the same direction as motor traffic.

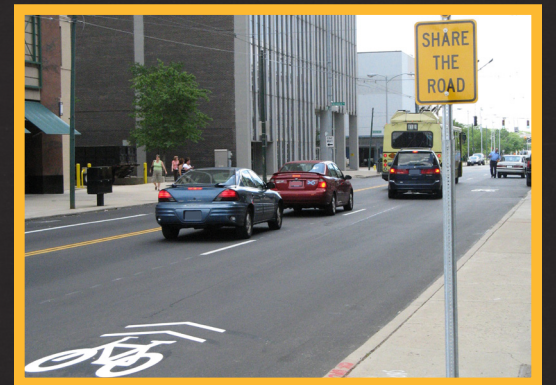
Vehicles are not allowed in the protected bike lane. There may be a “mixing zone” where the physical barrier ends before an intersection to allow motorists and bicyclists to carefully merge or change lanes before turning.



### CYCLE TRACK

A cycle track is another physically separated, exclusive bike facility that combines the user experience of a shared-use path with the on-street bike lane. Cycle tracks are two-way facilities, built on one side of a roadway. At an intersection, the cycle track may transition to a conventional bike lane or a combined bike lane/turn lane. Cycle track crossings of signalized intersections may also use a bicycle signal to reduce conflicts with motor vehicles making a turn.

### SHARROWS



A shared lane marking, also called a sharrow, reminds motorists that bicyclists are sharing the traffic lane. It also guides bicyclists on where they should ride within the lane. Typically it consists of an arrow symbol, pointing in the direction of traffic, combined with the bike symbol.

### BIKE BOULEVARDS



A bicycle boulevard is a low-volume, low-speed street, optimized for bicycle travel using traffic calming and traffic reduction treatments, signs and pavement markings, and intersection crossing treatments. Parts of streets, or a series of contiguous street segments, also can be a bike boulevard.

The purpose of a bike boulevard is to provide bicyclists, especially those who are not comfortable riding on busy streets, a safer and more relaxing place to ride. Bicyclists must obey all traffic laws on a bike boulevard. Motor vehicles are permitted on bike boulevards unless otherwise noted.

