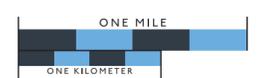


### Bicycle Legend

- GREEN ROUTES** Comfortable for adults and teens who don't often ride a bicycle. Roads with or without bike lanes having moderate volume and low speed traffic, signalized crossings on major roads. Includes streets with established bicycle traffic.
- YELLOW ROUTES** Tolerable for adults who are comfortable in shared traffic but prefer separation from vehicles. Roads with bike lanes adjacent to fast traffic or roads without bike lanes having moderate volume and higher speeds; unsignalized crossings of these roads; roads with narrow operating space. Suitable for riders with above-average skills.
- RED ROUTES** Tolerable only by very confident, experienced riders comfortable in traffic without separation from vehicles. To be avoided if alternate routes are possible. Roads without bike lanes having high traffic volume, higher speeds, narrow widths, or 3-4 travel lanes where riders must ride in traffic.
- MULTI-USE PATHS** Comfortable for users from ages 9 to 90. Off-street bike paths and pedways; bike boulevards and neighborhood streets with low volume and low speed traffic.
- PEDWAYS AND BIKE BOULEVARD**

### Other Designations

- Public Parks and Recreation Area
- Schools
- Locations for Bike Repair
- Local Streets - Generally low traffic volume residential streets.
- Major Streets - Generally heavier traffic volume non-residential streets.
- Difficult Connections - Areas that include narrow bridges and roadways, incomplete roadway sections, or difficult intersections that are problematic for bicyclists.
- Multi-Use Trail Access Points
- Underpass
- Parking
- Restrooms



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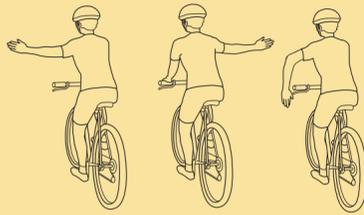
# Rules of The Road

## OBEDIENT TRAFFIC SIGNS AND SIGNALS

In order to stay safe and predictable to other users of the road, bicyclists must obey traffic laws and be courteous. Every time bicyclists run through a red light, impede traffic, ride the wrong way, or ride on a sidewalk in a business district, they enforce the notion that all bicyclists are scofflaws that don't belong on the road. Always ride in the same direction as traffic, never against it. Follow the rules of the road.



Stop at ALL stop signs



LEFT

RIGHT

STOP

## USE HAND SIGNALS

Hand signals tell motorists what you intend to do on the road. Signaling is required at least 100 feet before a turn or stop unless you need both hands to control the bicycle. If you have an available hand, let drivers, pedestrians and bicyclists know where you're going. Signal as a matter of law, courtesy and self-protection.

## RIDE CONSISTENTLY

Ride as close to right side of the lane as is SAFE. Exceptions to this rule include: when the street is too narrow to share safely with other traffic, when traveling at the normal speed of traffic, when avoiding hazardous conditions, when preparing to make a left turn, or when using a one-way street. Leave at least 3 feet between your bike and the curb to allow reaction time for road debris or other hazards.

## USE A HEAD LIGHT AND TAILLIGHT AT NIGHT

Use a front facing white light strong enough to be visible from 500 feet under normal weather conditions (Ordinance 14-508). A red, rear facing, reflector or light will also help you be seen at night or in low visibility conditions. The minimum requirements will help you BE SEEN. If you live in an area with few streetlights, a stronger light (at least 100 lumens) will also help you see road hazards. Use flashing LED headlights in early morning, early evening, or rainy/overcast days to make you more visible. The unique up/down motion of reflectors on pedals or shoes instantly identifies you as a bicyclist.

## RIDE SINGLE FILE

Be safe and ride single file. Bicyclists can ride side-by-side when they don't impede the normal movement of traffic.

# Safety Tips for Bicyclists

## Avoid Road Hazards

Watch out for sewer grates, oily pavement, slippery manhole covers, broken glass, gravel and ice. Cross railroad tracks at right angles to avoid getting your tire caught in the groove next to the tracks, possibly causing a crash. Make an effort to slow down in tricky areas to decrease your stopping/braking distance which gives you more time to react to the unexpected.

## Turning Left



Plan ahead to change lanes. Execute a left turn in the following manner:

- 1) Like a motorist: Look back over your left shoulder, signal, move into left lane and turn.
- 2) Like a pedestrian: Scan and signal. Dismount on the right side of the road and then WALK your bike across the controlled intersection

## Carry Identification

It is a good idea to carry identification in case of an accident or if stopped for a traffic infraction.

## Dress Appropriately

Wear a hard-shell helmet whenever you ride. Wear light-colored or reflective clothing at night for better visibility. Layering clothing can be key to staying comfortable in wet or cold weather. Leg bands are a cheap and easy way to keep your pants from getting caught in the chain, which could cause a crash. Keep shoe laces tied and tucked into your shoes.

## Don't Pass On the Right

Drivers may not look for or see a bicyclist passing on the right. You could be seriously injured if a motorist does not see you. When stopping in traffic, it is safer and more courteous to hold your place in the line of traffic.



## Go Slow On Sidewalks and Multi-Use Paths

Pedestrians have the right of way on walkways. You must give an audible signal when you pass, using either a bell or your voice. Cross driveways and intersections at a walker's pace and look carefully for traffic. Bicyclists are not allowed to ride on sidewalks within the boundaries of a business district in the State of Missouri - this includes Columbia (City Ord. 14-507).

## Get the Green Light

Bicyclists must be in the right spot to signal a traffic light. If you come to a red light and see this symbol on the street, position your bike directly over the middle line of the symbol. If there isn't a bike symbol present, look for three parallel cut lines in the pavement near the stop bar. Place your bike over the center line near the front - the most sensitive spot - to trigger the signal. If a car is already present at the signal, it will activate it for you. Call (573) 874-7250 to report a problem.



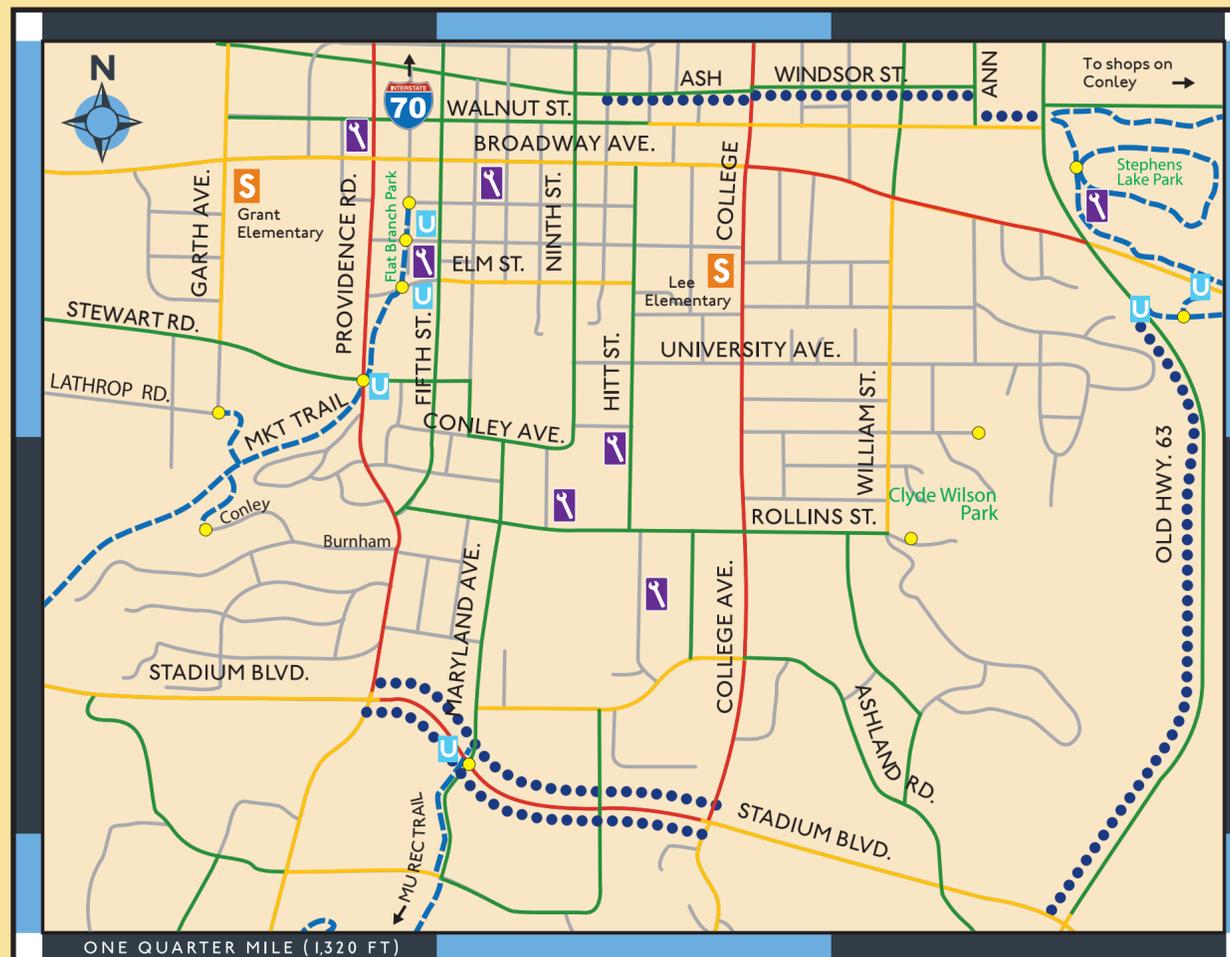
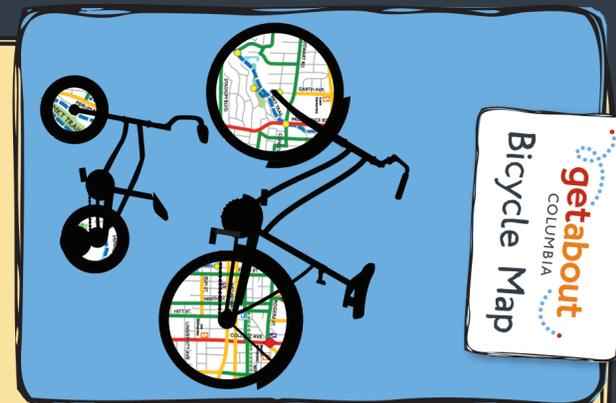
## Sharrows

A "sharrow" is a pavement marking that includes a bike stencil with two chevrons above it. These markings are painted on streets that are good for bike traffic, but are too narrow for separate bike lanes. Sharrow markings indicate to motorists and bicyclists that they must use the same space on the street as they travel. Sharrows are also used in locations where a bike lane ends and bicyclists must merge with other traffic. Just remember that: Bicyclists may always use the full lane.



# MU Student Resources

1. Environmental Leadership Office  
2500 MU Student Center 882-8207
2. Sustainability Office  
Virginia Avenue Garage - SW 884-9319
3. MU Police Department Bike Registration
4. Bike Resource Center (free repairs)  
environmentalleadership.missouri.edu



# MU Campus & Downtown

## GREEN ROUTES

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## MULTI-USE PATHS

Comfortable for users from ages 9 to 90. Off-street bike paths and pedways; bike boulevards and neighborhood streets with low volume and low speed traffic.

## PEDWAYS AND BIKE BOULEVARD



Indicates location for bike repair.



Multi-Use Trail Access Points



Underpass



**REMEMBER!**  
Bicyclists are NOT allowed to ride on sidewalks in downtown Columbia.

# On-Street Markings

## Using Bike Lanes



Bike lanes give bicyclists and motorists their own, assigned and separate spaces on the road. A bike lane is a portion of the roadway that has been designated by striping and pavement markings for use by bicyclists. Bike lane markings include a solid line and a stencil of a person on a bike with an arrow above to indicate the proper direction for travel. Bicyclists should always ride in the same direction as traffic. Bikes are not required to use bike lanes. Scan and signal and then move into the main traffic lane to avoid hazards like parked cars or debris.

For more information on bicycling in Columbia, contact:

**getabout**  
COLUMBIA  
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Sustainability  
University of Missouri  
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