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NEW PHOTO?

BIKE WAYS

METROPOLITAN PHOENIX AREA MARICOPA ASSOCIATION of GOVERNMENTS

MARICOPA ASSOCIATION of GOVERNMENTS

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The MAG Bikeways map on the opposite side shows existing, locally-designated bicycle facilities, and is provided for distribution by the Maricopa Association of Governments (MAG). This map has been produced under the direction of the MAG Regional Bicycle Task Force. Funding was provided by the Federal Highway Administration. If you have any comments, please call MAG at (602) 254-6300 or visit our web site at www.azmag.gov.

The map may not provide a comprehensive representation of off-street trails, especially those in mountain parks and preserves. Detailed trail maps may be available for certain parks. There are also many commercial trail guides and mountain biking guides available at local bike shops and book stores.

Disclaimer: This map was prepared by MAG as an aid to bicyclists from information furnished by others. MAG and its member agencies in no way warrant the safety of the bicycle facilities indicated on this map and warns cyclists that the various types of bicycle facilities shown require different levels of cycling skills. Cyclists are urged to use only those facilities that are suitable for their individual cycling skills. All cyclists should educate themselves on cycling safety and the rules of the road before using any of the facilities shown.

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BICYCLE SAFETY TIPS

Sharing the Road

Biking on Streets

Ride in a straight line. Avoid weaving between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid the Door Zone (see below).

Obey all traffic regulations. Riding predictably and following the law are the keys to safe bicycling on Mesa streets. Knowing and following the rules help all road users properly anticipate and react to each other.

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.

When necessary, use entire travel lane. Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.

To cross an intersection, use the lane farthest to the right that points to where you are going. Follow lane markings to cross an intersection. If you can't change lanes to turn left, ride across the street to the other side and align your bike with traffic.

The Door Zone

Tips to Avoid Injuries

The Door Zone is the 4-foot area along the side of a parked car where an opening door can hit and seriously injure a cyclist.

Look inside each parked car before you pass it. If you're unable to see someone inside or you spot someone inside, move outside the Door Zone or slow down and pass carefully.

Watch behind you. Keep track of traffic behind you, so you'll know whether you have enough room if you must swerve suddenly out of the Door Zone. A mirror helps you see traffic behind you as you pedal forward.

Communicate

Use hand signals so that drivers know where you're going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it's safe.

Make eye contact. Confirming eye contact with motorists helps them know that you're on the road.

See. Be seen. Be heard. Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective.

Use bike reflectors, reflective clothing and a bell.

Never use earphones because you won't be able to hear what's going on around you. Using earphones is very dangerous.

Types of Bikeways

Bike Lanes

- Usually established on streets with lots of traffic.
- Special pavement markings and signs identify the lanes.

Bike Routes

- Cars and bicycles share the lane.
- Bike routes are usually on streets that aren't wide enough for bike lanes but are good streets for biking.

Multi-use Trails

- Paved paths separated from the road for bicyclists, walkers, runners, and in-line skaters (such as multiuse path).

Theft Prevention

Most bike thefts are due to unlocked or improperly locked bikes. Following these tips will help prevent your bike from being stolen.

- Never leave your bike unlocked—not even for a second.
- Always use a high-quality U-lock or chain. For added security, use both.
- Always lock the frame and front wheel to either a rack or pole (see illustration 1).
- For extra security, remove the front wheel and lock it with the frame and rear wheel (see illustration 2).

Note: Some bike locks with cylindrical keys may be opened with a pen or similar object. Check with your local bike shop to determine the need to upgrade or replace your lock.

Wear a Helmet

A bike helmet must fit well and be properly adjusted to do its job of protecting your head. It should fit snugly with the chin strap fastened. When purchasing a helmet, make sure it is approved by the American National Standards Institute (ANSI) or the Snell Institute. Helmets should be replaced after the impact of an accident or even after several years of wear and tear.

Obey Traffic Signs, Signals and Laws

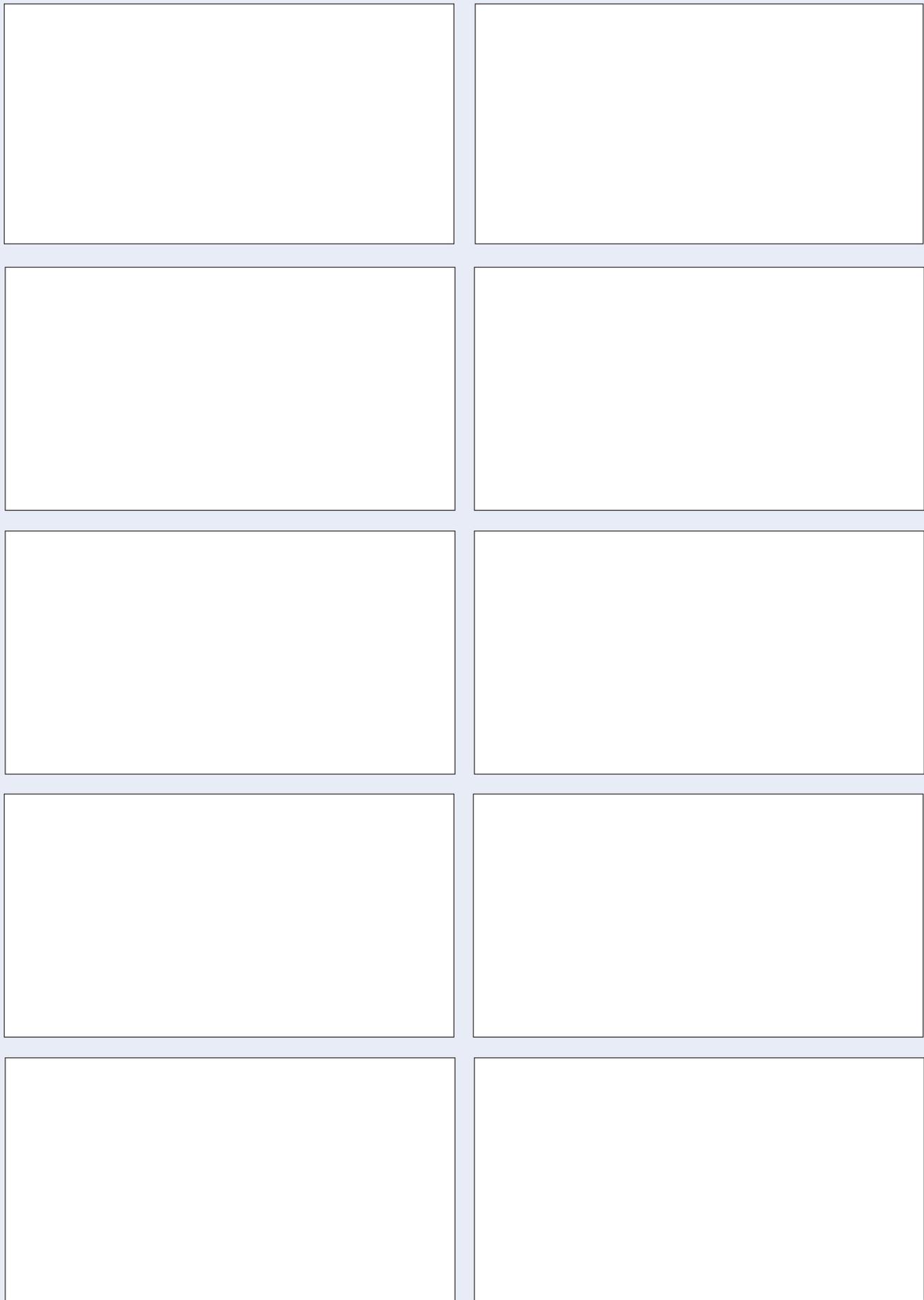
Bicyclists must operate their bicycles like drivers of motor vehicles. Obeying laws helps you to be taken seriously by motorists.

Always Maintain Control of Your Bike

Keep both hands on the handlebars. Be prepared to stop or make quick turns. Follow lane markings. Cross railroad tracks at a 90-degree angle.

Ride Defensively

Prepare for the unexpected and plan alternative maneuvers to avoid conflict. Rules alone do not always protect bicyclists from injury. Be alert. Be visible. Ride predictably.



ARIZONA STATE LAW

Excerpts from Arizona State Law

A.R.S. Section 28-812. Traffic laws apply to persons riding bicycles.

Every person riding a bicycle upon a roadway or upon any shoulder adjoining a roadway is granted all the rights and is subject to all the duties applicable to the driver of a vehicle by this chapter, except as to special regulations in this article and except as to those provisions of this chapter which by their nature have no application.

A.R.S. Section 28-815. Riding on roadways and bicycle paths.

A. A person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right hand curb or edge of the roadway, except under any of the following situations:

1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. If preparing to make a left turn at an intersection or into a private road or driveway.
3. If reasonably necessary to avoid conditions including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, or surface hazards.

4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

B. Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

C. A bicycle path or lane when designated as such by state or local authorities shall be deemed to be for the exclusive use of bicycles even though other uses are permitted pursuant to subsection D or otherwise permitted by state or local authorities.

D. No person shall operate, stop, park, or leave standing a vehicle in a bicycle path or lane designated by state or local authorities except for use in the case of emergency or for use in crossing such path or lane to gain access to any public or private road or driveway. Nothing in this subsection shall prohibit the use of path or lane by the appropriate local authority.

For the complete Arizona Bicycle Law Provisions, see Arizona Revised Statutes (ARS) Sections 28-811 through 817.

CONNECTING A BIKEWAY SYSTEM

Mid-Block Crossings

The "HAWK" signal is being tested in Arizona for effectiveness to bicyclists and pedestrians by stopping motorists as path and trail users cross the roadway.

CONNECTING TO BUS AND RAIL

Bike Racks on Busses

Bike Racks on Light Rail

CONTACT INFORMATION

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