

### Roadway Bicycle Suitability

**EASY** - Multi-use paths and roadways with lower vehicle speeds and volumes. Roadway may or may not have designated on-street bikeways.

**MODERATE** - Roadways typically have designated on-street bikeways and moderate vehicle speeds and volumes.

**DIFFICULT** - Roadways may or may not have on-street bikeways and have high vehicle speeds and volumes. Intersections can be difficult to navigate with multiple conflict points.

**VERY DIFFICULT** - Roadways may or may not have on-street bikeways and have very high vehicle speeds and volumes. Intersections are the most uncomfortable and difficult to navigate for people biking.

### Types of Bikeways

**MULTI-USE PATH** - A pathway that provides a travel area separate from motorized traffic for people biking, walking, skating, using wheelchairs, and other users. Multi-use paths can provide a low-stress experience for a variety of people traveling for recreation or transportation.

**PAVED SHOULDER/WIDE OUTSIDE LANE** - Paved section of roadway outside of travel lanes. These lanes provide some space for bicyclists to ride outside of motor vehicle travel lanes.

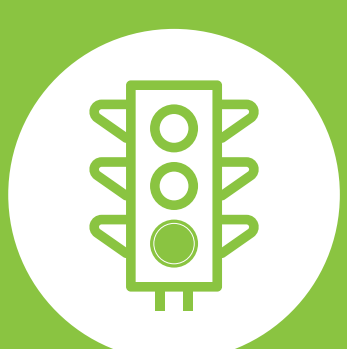
**BIKE LANE** - Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.

**BUFFERED BIKE LANE** - Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



COMPUTING TIPS

Use the proper equipment and safety devices for a safe and more enjoyable ride.

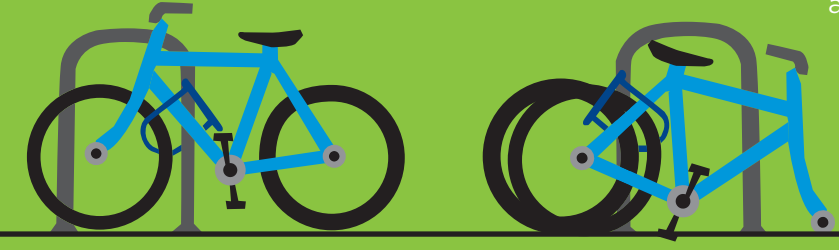
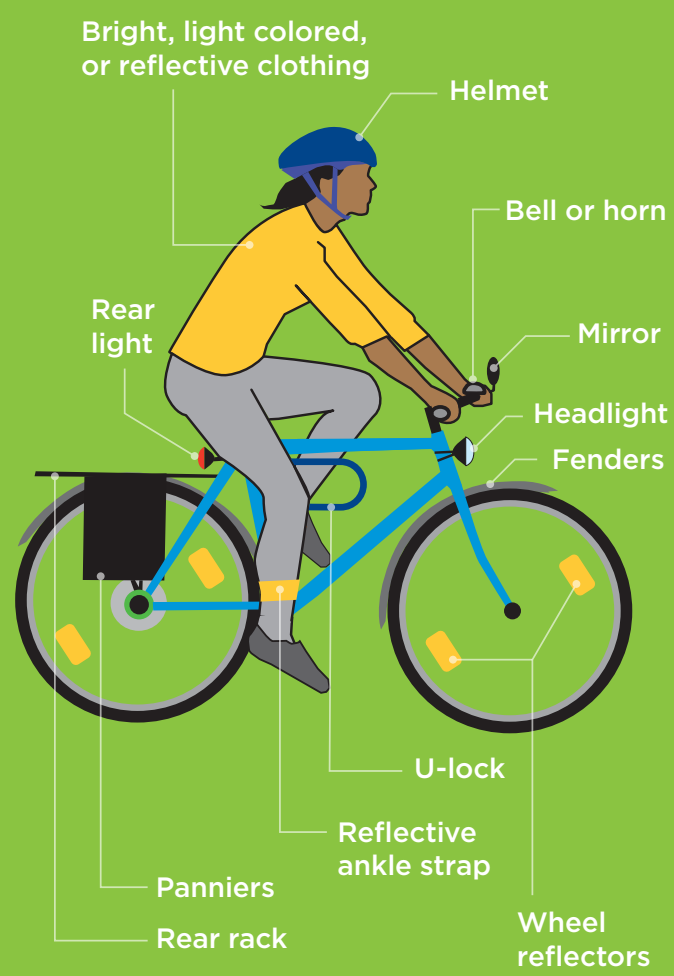


#### Lock Your Bike!

Bicycle theft is a common problem. Never leave your bike unlocked, not even for a second! **Always use a high quality U-Lock or cable lock.**

Always lock the frame and front wheel to a secure rack or post, since wheels can often be easily removed from a bike (bottom left). For extra security, remove the front wheel and lock it with the frame and rear wheel (bottom right).

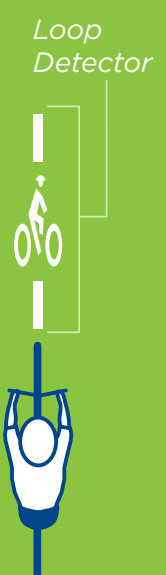
When leaving your bike for long periods or overnight, bring your bicycle indoors or lock in a secure location. Remove components that could easily be stolen such as the seat, lights, or fenders.



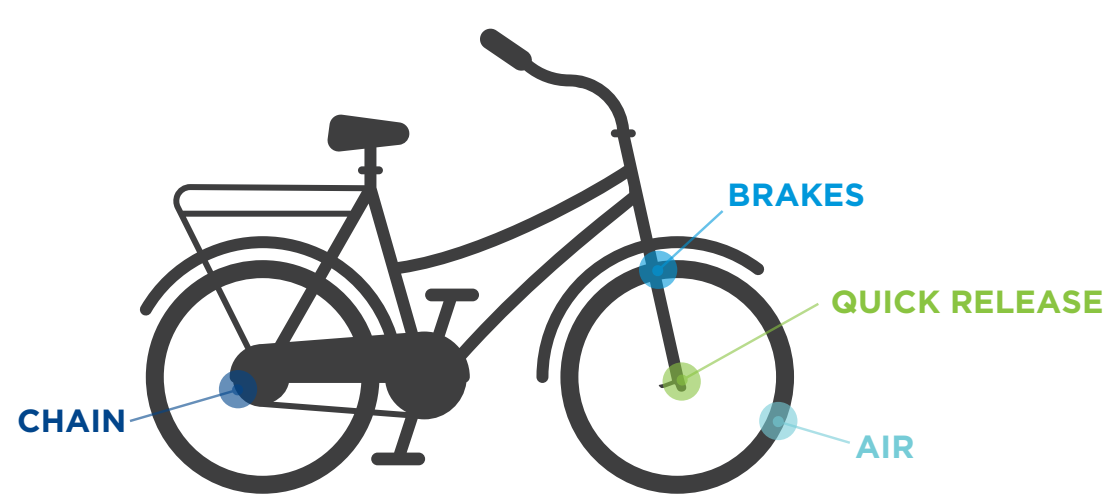
#### Get a Green Light with a Loop Detector Stencil

Loop detectors are installed within the roadway to allow the metal of a motor vehicle to trigger a change in the traffic signal. Many standard motor vehicle loop detectors can be calibrated to detect bicycles. At intersections, markings on the pavement indicate where a bicyclist should be positioned in order to activate the signal.

A bicycle must be positioned on top of the center line striping of the loop detector pavement stencil in order to receive bicycle detection. If it doesn't work right away, try leaning your bike over to get more of the frame close to the detector.



### BEFORE YOU RIDE DO THE ABC Quick Check



**A** is for **Air**  
Inflate tires to pressure listed on the sidewall of the tire. Use a gauge to ensure proper pressure.

**B** is for **Brakes**  
Brake pads should not be worn too thin or rub against your wheel or tire. Brake levers should not pull all the way down to your handlebars.

**C** is for **Cranks & Chain**  
Your cranks (the arms your pedals are attached to) should be bolted tightly. Make sure your chain connects smoothly to your gears and doesn't skip.

**QUICK**

is for **Quick Release Levers**  
Make sure your quick release levers are tight. They are usually found on your hubs (in the center of the wheel) and your seat post.

**CHECK**

is for **Check it Over**  
Check the bike over for loose or broken parts. Take a test ride to check braking and shifting.

Source: The League of American Bicyclists. For more information visit [www.bikeleague.org](http://www.bikeleague.org)

SAFE BICYCLING TIPS

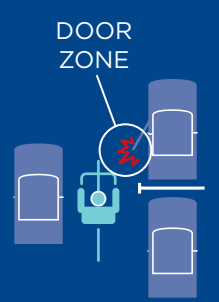
#### Obey All Signs & Traffic Lights

Bicycles must be driven like other vehicles if they are to be taken seriously by motorists. Never ride against traffic no matter where you are riding.



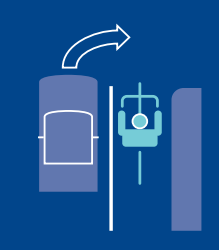
#### Ride Consistently & Avoid the Door Zone

Ride as close as practical to the right except when travelling at the normal speed of traffic, avoiding hazards, preparing to make a left turn, or using a one-way street. The Door Zone is the 4 feet along the left side of a parked car where an opening door can hit and seriously injure a cyclist.



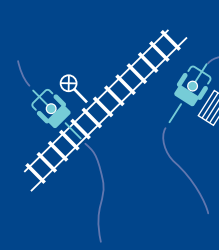
#### Use Caution When Passing

Motorists may not see you on their right, so stay out of the driver's "blind spot". Be very careful when overtaking cars while in a bike lane; drivers don't always signal when turning. Also be alert for cars pulling out from side streets or driveways.



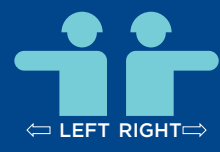
#### Avoid Road Hazards

Watch for sewer grates, slippery manhole covers, oily pavement, and gravel. Cross railroad tracks at right angles. For better control as you move across bumps and hazards, stand up on your pedals.



#### Use Hand Signals

Hand signals tell motorists what you intend to do. For turn signals, point in the direction of your turn. Signal as a matter of courtesy and safety, and as required by law.



#### Go Slow on Sidewalks

Pedestrians have the right of way on walkways. You must give an audible warning when you pass. Cross driveways and intersections at a walker's pace and look carefully for traffic.



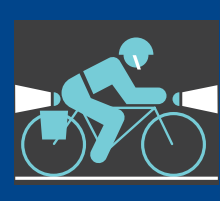
#### Ride a Well-Equipped Bike

Outfit your bike with a good bike lock, tool kit, fenders, and bike bags. Wear a hard-shell helmet whenever you ride (required by law for cyclists under 18 years old).



#### See and Be Seen at Night

Use bike reflectors, reflective clothing, and a bell. Equip your bike with a powerful front headlight (visible from 500') and rear reflector (visible from 600') for riding at night or when visibility is poor. Flashing lights are especially effective.



Developed by the City of Portland, Oregon Bicycle Program



Let the driver know you will be loading your bike on the bike rack (located on the front of the bus). **Do not step in front of the bus until the driver lets you know it is safe to do so.**

Bikes can only be loaded at the front end of the bus from the curbside and under no circumstances can you bring your bike inside the bus. Also, though the driver can't get off the bus to help, the driver can give instructions on how to use the rack.

Remember, instructions are also posted on the rack itself. It is a three-step process and generally takes no more than 30 seconds.

#### Loading Your Bike

- 1 If the rack is folded up, simply pull it down.
- 2 Lift the bike up and fit it into the rack's wheel wells, which are labeled for the front and rear wheels. If no other bike is on the rack, use the space closest to the bus.
- 3 After the bike is in the rack, lift the support arm up and over the front tire. This arm should be in contact with the tire, not the fender or any other part of the bike. Make sure the support arm is in place before boarding the bus.

#### Unloading Your Bike

- 1 Exit through the front door. Tell the driver that you must get your bike. Unloading should always be done from the curbside.
- 2 Raise the support arm off the front tire and lower it to its resting position.
- 3 Lift your bike out of the rack and place it on the ground. If there is no other bike in the rack, fold the rack back up. Step away from the bus and back towards the curb, allowing the bus a clear path to merge into moving traffic.

RULES OF THE ROAD



#### People riding on the road are considered vehicles and **MUST**:

- Obey all traffic controls and signals
- Ride in the same direction as traffic
- Have a front white light and a rear red light while riding at dawn, dusk, or night.

#### Riding a bike on sidewalks

- People may legally ride on sidewalks in Broward County unless there are local regulations that prohibit it.
- When riding on sidewalks or in crosswalks, a bicyclist has the same rights and duties as a pedestrian.
- A person riding on a sidewalk or in a crosswalk must yield the right of way to pedestrians and must give an audible signal before passing.

BIKING MYTHS

**MYTH 1**  
*I've got to stay away from cars.*  
How do you avoid collisions? There is no danger in riding in a traffic lane, as motorists can see you there. The motorist who can see you will avoid you. Ride predictably and follow traffic signs and signals.

**MYTH 2**  
*I'm most likely to be hit from behind.*  
Most car-bike accidents happen at intersections, when either the motorist or the bicyclist makes an unexpected turn across the other's path. In hope of avoiding a rear-end collision, some cyclists ride the wrong way - only to get in trouble at an intersection, because a turning motorist never saw them.

**MYTH 3**  
*Intersections are difficult to navigate.*  
Merge with traffic well in advance of the intersection, and position yourself in the proper turning lane. Using turn signals beforehand informs others of your intent, so they can react appropriately. You can also use crosswalks and navigate intersections as a pedestrian.

**MYTH 4**  
*Motorists don't care about my safety.*  
The vast majority of motorists are sane and rational people who will allow you right-of-way, even if it inconveniences them a little.  
How do you stay on the good side of motorists around you? Make your riding behavior predictable, and be courteous.

BROWARD COUNTY

# BIKE MAP



Courtesy of the Genesee Transportation Council



[BrowardMPO.org](http://BrowardMPO.org)

Facebook.com/SpeakUpBroward  
Twitter.com/SpeakUp\_Broward  
Instagram.com/SpeakUpBroward

The Broward Metropolitan Planning Organization (MPO) is a federally-mandated agency that is responsible for making policy on local transportation issues and deciding how to spend federal money on transportation projects within Broward County. The MPO seeks to address overall mobility needs within the County, based on the businesses, and visitors. The mission of the MPO is to transform transportation options, both locally and regionally, and to provide a transportation system that ensures the safe and efficient movement of people and goods.

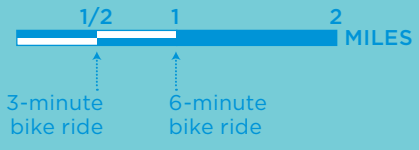
For complaints, questions or concerns about civil rights or nondiscrimination, or for special requests under the Americans with Disabilities Act, please contact: Christopher Ryan, Title VI Coordinator at (954) 876-0056 or [ryan@browardmpo.org](mailto:ryan@browardmpo.org)

# BIKE MAP

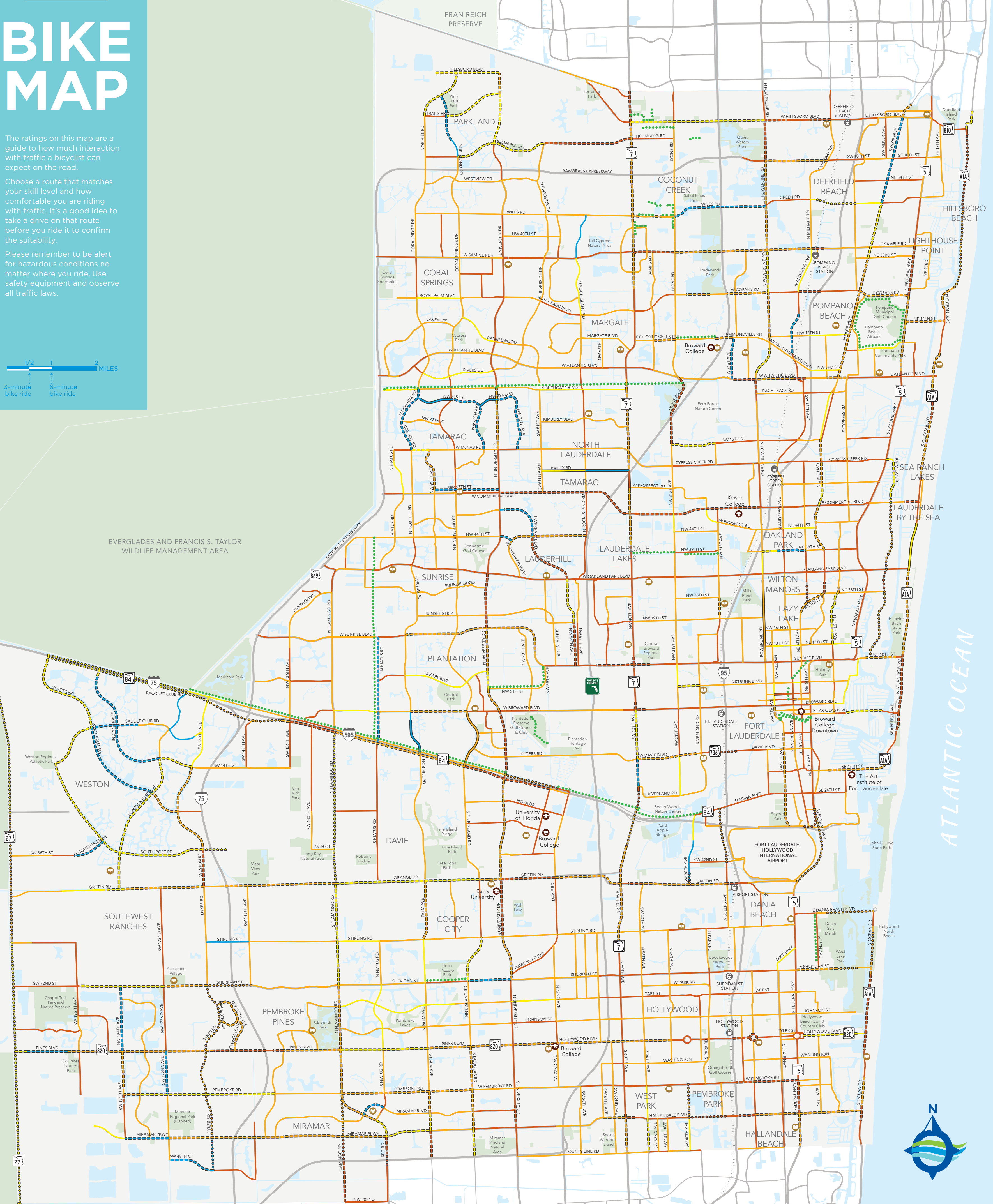
The ratings on this map are a guide to how much interaction with traffic a bicyclist can expect on the road.

Choose a route that matches your skill level and how comfortable you are riding with traffic. It's a good idea to take a drive on that route before you ride it to confirm the suitability.

Please remember to be alert for hazardous conditions no matter where you ride. Use safety equipment and observe all traffic laws.



EVERGLADES AND FRANCIS S. TAYLOR WILDLIFE MANAGEMENT AREA



ATLANTIC OCEAN



LEGEND

<b>Color</b> Shows how comfortable the facility is for bicyclists	<b>No Facility</b> Easy	<b>Buffered Bike Lane</b> Moderate	<b>Bike Lane</b> Difficult	<b>Other*</b> Very Difficult
<b>Line</b> Shows what type of bike facility is available on that roadway	<b>Multi-Use Path</b>			

- Tri-Rail Station
- College or University
- Library

\*Paved Shoulder, Rural Shoulder, and Wide Outside Lane