

NICE, SAFE, AND LEGAL

State law requires that bicyclists abide by the same basic rules as all other road users. By obeying the laws and riding predictably, you make it easier for everyone to share the road. Following these guidelines will reduce your risk of collision or fines, and help to show that bikes have a positive presence on Austin streets:

- Always ride with traffic, never against it.
- Obey traffic signs and signals, and observe others' right-of-way.
- Don't pass other vehicles within the same lane.
- Stay visible, predictable, and assertive.
- Control speed on Austin's trails, and give 3 feet when passing.

Go one step further; find creative ways to spread awareness and good will on the road. You'll make biking an even safer, more enjoyable way to move around town.

For a complete description of State traffic laws applicable to bicyclists, see Transportation Code chapter 551 at statutes.legis.state.tx.us, and for bike laws specific to Austin, search "bicycle" at amlegal.com/austin_tx/.

Thanks for riding! As an incentive to promote more bicycle use in Austin, we encourage you to pass this map along to someone who'd like to start bicycling. For a complimentary replacement, contact bicycleprogram@austintexas.gov.

This map is current as of May 2014. Keep in mind that Austin's bicycle infrastructure continues to evolve. An electronic version of this map, updated periodically to reflect new road improvements, is available online. To view the map online, learn more about it, or give feedback toward improving the next version, visit austintexas.gov/bicycle.



BIKE LANES

are lanes prioritized for bicycle use. Treat them like all other lanes. Enter and exit them predictably, with signals.

And don't forget...

STAY OUT OF THE DOOR ZONE!



RIDE 3 FEET OR MORE FROM PARKED CARS

SHARED LANE MARKINGS

"Sharrows" are used on roads too narrow for bike lanes. Use them by riding straight through the arrow. Sometimes this means taking the full lane, and faster-moving traffic must change lanes to pass safely. On roads with one lane in each direction, move over when safe to help approaching cars pass you safely. In wider lanes, sharrows give a good distance from parked cars on one side and traffic on the other. In both cases, stay visible and alert. Be ready to safely and predictably stop, slow, or change lanes—as when operating any other vehicle.

ON ALL OTHER ROADS

Share the outer lane when it's wide enough to keep at least three feet on both sides of you. Stay away from the curb. You may take the full lane if it is narrower than 14 feet. This keeps you visible and helps drivers to pass safely by cueing them to change lanes. If you are not comfortable taking the lane, and it's too narrow to share, either choose a different route or ride carefully along the sidewalk if one is present.

BIKING BY BUS

Make longer trips more bikeable by taking a bus or train part-way. Every full-size Capital Metro bus has bike accommodations, as do MetroRail trains. Also, many Capital Metro Stations and Park and Rides have secure bike parking. For more information on biking by bus, visit: www.capmetro.org/bike

Green Lanes!

Physically separated on-street bike lanes, or **cycle tracks**, are now on 4th Street, Guadalupe, Bluebonnet, Rio Grande, Pedernales, and Barton Springs, with more coming soon. Be courteous to other bicyclists and pedestrians, observe signs and signals, and use caution at all intersections.

Urban Trails are shared with pedestrians, joggers, small children, and dogs. Yield to slower-moving users, and give plenty of space. Ring your bell early and often.

Watch out for blinkers and other clues: motorists will cross the bike lane for parking, turns, and to avoid road hazards.

GET READY TO ROLL

Before you ride, be sure your bike is in good working order—especially the brakes and lights. At night, you must use a white headlight (visible from at least 500 feet) and a red rear reflector (visible from at least 300 feet). A bright red rear light is also recommended. If rain is possible, give yourself extra time to take it slow and careful. Wearing a helmet is a wise choice, and required by law for bike riders age 17 and under.

KEEP YOUR WHEELS ON

Make sure quick releases are closed properly. With the lever open, tighten the knob on the other end of the skewer. You should have to grab the frame and use your palm to get the lever all the way closed. Check periodically to be sure they're still tight.

STAY PREDICTABLE

Help others to predict your movements with lane position, eye contact, and hand signals. Bells are also very useful, and lots of fun.



BIKING ON SIDEWALKS

Sidewalks are slower than streets, and not always as safe as they seem. Crossing motorists may not expect bicyclists on the sidewalk.

Ride carefully, checking the road behind before crossing streets and driveways. Slow down for pedestrians, and give an audible signal well before passing them.

Remember: sidewalk riding is illegal in parts of central Austin. See the downtown detail map for exact locations.

GET THE GREEN LIGHT: Stop your bike above the grooves, or a bicycle detector symbol. If you aren't detected, report the location to 3-1-1.

AVOID TROUBLE

- Watch traffic behind and beside you. Learn to check over your shoulders without swerving. A mirror on your helmet or handlebar can be very helpful.
- Watch driveways and cross-streets. Make eye contact with anyone who might cross your path. Don't assume that others will see you or yield to your right of way.
- Everyone makes mistakes. Do your best to keep plenty of space around you.

Legend

Riding Conditions
see descriptions below, under "Using the Map"

- Paved Trails
- Unpaved Trails
- High-Comfort Roads
- Medium-Comfort Roads
- Low-Comfort Roads
- Extremely Low Comfort
- Restricted Sidewalks
- Helpful Sidewalks
- Minor Trails (may require walking)
- Major Streets

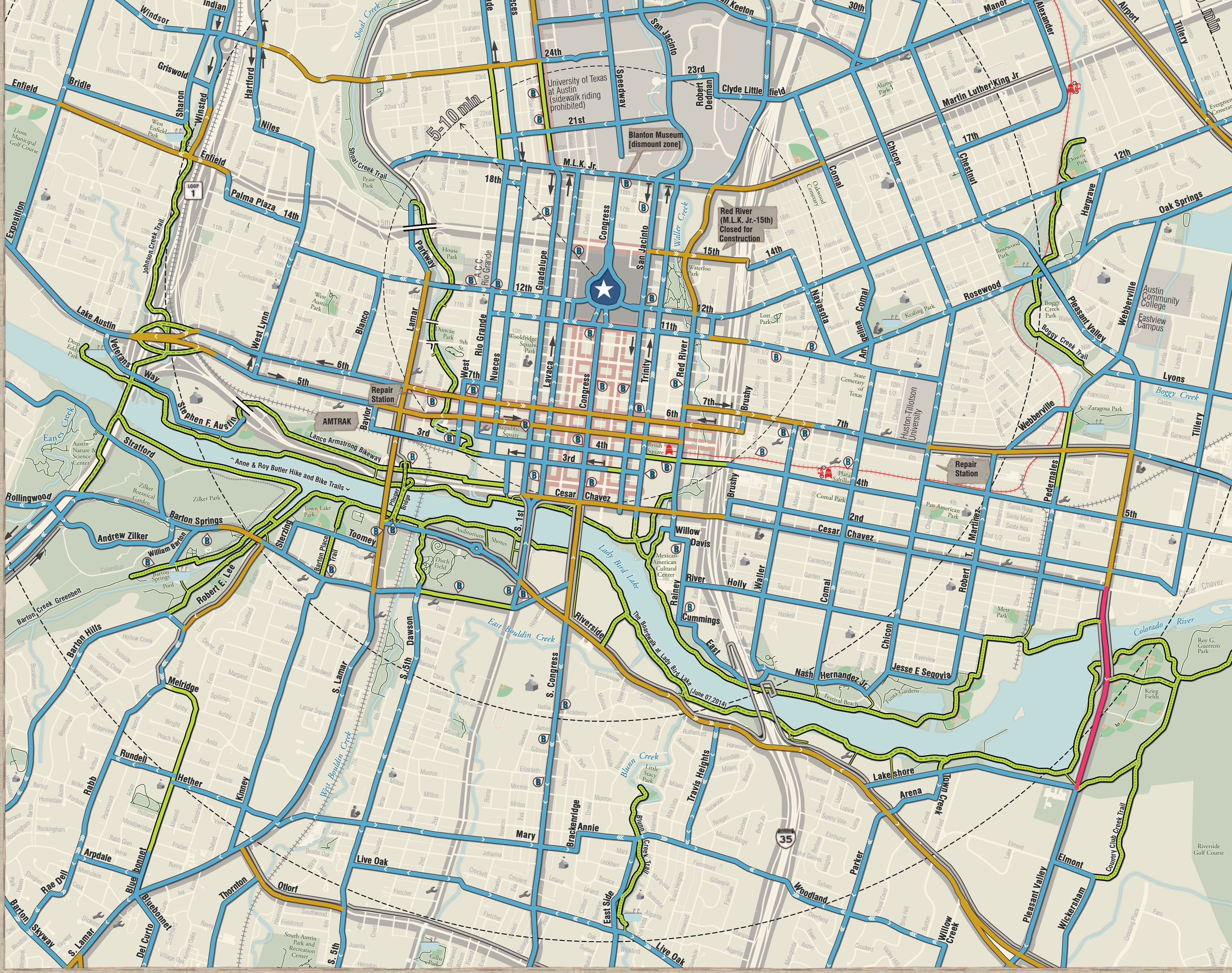
Points of Interest
to add a missing bike shop, email bicycleprogram@austintexas.gov

- Elementary Schools
- Middle Schools
- High Schools
- Libraries
- MetroRail Stops
- Metrobike Shelters
- Bike Shops
- Swimming Pools
- Bike Share Stations (as of 06/04/14)

Street Grade (arrows point up)

- Steep
- Medium
- Mild

Bike Share is here! For more info, visit austintexas.gov/bicycle



Produced by the City of Austin Bicycle Program
Integrating Bicycles into the Transportation System
@cabiycleprogram City of Austin Bicycle Program austintexas.gov/bicycle

This map was produced by the City of Austin's Bicycle Program, in conjunction with volunteer graphic designer Shea Little. Additional design assistance was provided by Dustin Coffey. Special thanks go to all the local bicyclists who gave feedback throughout this map's development, helping to determine the content changes found in this version.

The Bicycle Program and Urban Trails Program work to improve the City's network of bicycle infrastructure, encourage bicycle use, and generally carry out the recommendations of Austin's Bicycle Master Plan. For more information about the City's Bicycle and Urban Trails Programs, visit: austintexas.gov/bicycle or austintexas.gov/urbantrails

To give feedback on Austin's bicycle network, or attend a meeting of the Bicycle Advisory Council (BAC), a citizen body that gives feedback to City staff on the implementation of bicycle-related projects. For more information, and links to other local resources, visit: austintexas.gov/department/bicycle-advisory-council

To report roadway hazards, crash information, signal loop or pedestrian signal malfunctions, missing signs, or other bicycle or pedestrian issues, call the Citywide Customer Information Line: 3-1-1. Or, use the online form at austintexas.gov/department/311. Please have the address of your area of concern before calling.

AUSTIN'S SAFE PASSING ORDINANCE

In October of 2009, Austin's City Council approved an ordinance to regulate how drivers pass bicyclists and other vulnerable road users. The ordinance states that:

- Passing motorists must either move into another lane, if one is available, or pass at least three feet from the vulnerable road user (six feet for large trucks and commercial vehicles). **This does not apply when the vulnerable road user is in a bicycle lane.**
- Motorists must not pass and then turn right, if the turn is unsafe close to a vulnerable road user.
- Left-turning motorists must yield to vulnerable road users approaching in the opposite direction.
- Motorists may not drive in any way meant to intimidate, harass, or threaten a vulnerable road user.

You can make safe passing easier by riding predictably, communicating with other road users, and moving over when safe to let faster-moving traffic get by. Also, give others the same comfort zone that you'd like for yourself; don't pass other vehicles within three feet, whether they're moving or not.

USING THE MAP

While bicycles are legally welcome on all Austin roads (except where posted signs prohibit them), this map is meant to help bicyclists plan routes by giving information on level of riding comfort (stress), hilliness, and off-road options for bike travel.

HIGH-comfort sections are either off-road, or on-road with physical separation from car traffic, or quiet streets with very low motor vehicle speeds and volumes.

On Medium- and Low-comfort sections, be ready to interact with car traffic at intersections and throughout each block. See the section *Nice, Safe, and Legal*, above, for tips on biking safely around other road users. **MEDIUM** sections include bicycle accommodations on low to high-speed roads, or shared lanes on roads with low to moderate speeds and volumes. **LOW** comfort sections include important connections with high traffic volumes and speeds, and little or no bicycle accommodations.

EXTREMELY LOW-comfort roads are not recommended for bicycle travel but have no practical alternatives for some trips. **MAJOR STREETS** with no comfort level shown are not yet suitable for bicycling, but have preferable alternate routes nearby. **HELPFUL SIDEWALK** shows that a sidewalk is present next to a less-comfortable road, but many sidewalks are not ideal for biking.

Disclaimer: This map illustrates popular bicycle routes that have been identified by the City of Austin. The City of Austin assumes no liability for bicyclists traveling on these routes and therefore bicyclists assume a risk while using these routes identical to the risks assumed on all other roadways.