Oregon Bicyclist Manual

Oregon Pedestrian and Bicycle Program

THIS BOOKLET WAS PREPARED to help adult bicyclists and parents of younger bicyclists understand how to ride safely and legally on the streets, roads and highways of Oregon. This manual condenses and paraphrases language in the Oregon Revised Statutes. It also provides safety advice not included in the law. This manual is not a proper legal authority to cite and should not be relied upon in a court of law. Traffic regulations in cities, towns and counties may go beyond state laws, as long as they do not conflict with state law.

Oregon Vehicle Code statutes relating to bicycling are found at ***www.leg.state.or.us/ors/***. Most of the statutes relating to bicycling are found in *Chapter 814* of the *Oregon Revised Statutes*.

Additional copies of this manual are available by contacting your local DMV office, or the Transportation Safety Division (TSD), 235 Union Street NE, Salem, OR 97301, (503) 986-4190.

The online version of this manual, in English or Spanish, is available at the following link: ***www.oregon.gov/ODOT/HWY/BIKEPED*** under *Publications*.

Parents of younger riders may wish to teach them a more defensive style of riding. For this audience, ODOT publishes a booklet called "Say, you're not from this planet, are you?" It is available from TSD.

Information on pocket bikes, mini-motorbikes, scooters, and similar motorized vehicles is available at: ***egov.oregon.gov/ODOT/DMV*** and search for *Vehicle Info*, then *Commercial* and *Other Vehicles*, for *pocketbikes*.

This manual was prepared and published by the Oregon Bicycle and Pedestrian Program and TSD with special thanks to John Sangster of Scott's Cycle of Salem, OR and Pat Fisher of ODOT.

Comments and suggestions are welcome.

ODOT Pedestrian and Bicycle Program – (503) 986-3555
www.oregon.gov/ODOT/HWY/BIKEPED

ODOT Transportation Safety Division – (503) 986-4190
www.oregon.gov/ODOT/TS

Graphics/Layout by
ODOTDesign

When you ride here, you may disappear from the driver's view

See and be seen.
RIDE YOUR BICYCLE SAFELY. THE WAY TO GO.

Oregon Department of Transportation

Motor Carrier Transportation Division

GO WITH TRAFFIC.

OR IT MAY WORK AGAINST YOU.

Drivers pulling into traffic often look only in the direction that cars are coming. If you're coming from the other direction, they may not see you until they're on top of you...literally.

So always ride *with traffic*. You'll ride longer.

Share the Road. The Way to Go.

Transportation Safety – ODOT

Congratulations!

Bicycling is an inexpensive and efficient form of transportation for short trips. By riding a bicycle, you are helping everyone by reducing traffic congestion, wear and tear on our roads and the need for more roads and parking. You are keeping the air clean and neighborhoods quiet, while saving petroleum. You are improving your own health and well-being through regular exercise.

Oregon law defines a bicycle as a vehicle which is designed to be operated on the ground on no more than three wheels. The wheels must measure at least 14" in diameter. The vehicle must have a seat for the rider and be propelled exclusively by human power.

You have a right to ride your bicycle on Oregon's roads, streets and highways. Some basic safety principles will help you enjoy a safe ride.

The Four Basic Principles

Most bicycling injuries do not involve a crash with a motor vehicle. Bicyclists are more likely to fall or hit fixed objects such as a mailbox or a parked car. To avoid these crashes, follow **PRINCIPLE #1:** maintain control of your bicycle. Never ride while under the influence of alcohol or drugs. Driving Under the Influence of Intoxicants (DUII) laws apply when you're riding a bicycle.

Most crashes with motor vehicles happen at road intersections and driveways, where bicyclists and motorists cross paths. To avoid these crashes, follow **PRINCIPLE #2:** ride on the right, with traffic, in a predictable manner.

When motorists and bicyclists collide, the fault is about evenly split between them. Even if you ride responsibly, some motorists may not see you. So remember **PRINCIPLE #3:** be visible and ride alertly.

Finally, **PRINCIPLE #4:** protect yourself: wear a helmet to reduce the risk of head injury in the event of a crash.

You can ride safely on busy streets by following some basic principles

Principle #1:

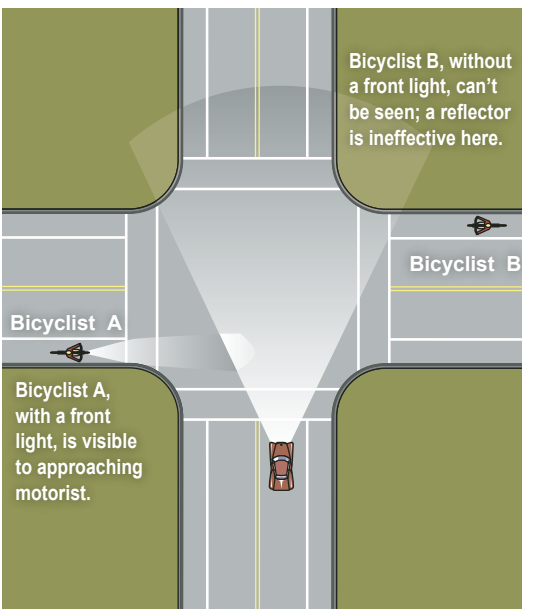
Maintain Control of Your Bicycle

There are many things you can do to control your bicycle, even in an emergency.

First, make sure your bike is the right size and adjusted to fit you properly. The right size bicycle is easier to control and more comfortable, causing less fatigue. Your local bike shop can help you choose the right size bicycle for you.

Make sure your bike is in good working order. You should inspect it regularly. Here are some important parts to check:

- Brakes must be powerful enough to let you easily bring your bicycle to a stop. You should be able to easily reach the brake levers.
- Tires should be in good condition and inflated to their recommended pressure.
- Luggage racks and saddle bags let you carry a load while keeping your hands on the handlebars for steering and braking.
- Lights are required by law when riding after dark. You or your bicycle must have a white light visible at least 500 feet to the front, and a red light or reflector visible at least 600 feet to the rear. These are the minimum requirements. More powerful lights will make you more visible to others, and help you see road hazards. A rear light is more visible than a reflector. Front white reflectors are not visible to motorists entering from a side street and do not meet legal lighting requirements.
- Fenders keep you dry and clean. They also prevent your bicycle from getting dirty in wet weather.



Effectiveness of bike lights

Mountain bikes and hybrids are easier to handle than many older bikes. They are well-suited for city riding thanks to their upright sitting position, modern gear shifters and brakes, rugged construction and maneuverability.

To improve your riding skills, practice in an area away from cars. Learn to ride while looking ahead, to the sides and over your shoulder (this is needed to check for traffic before turning). Avoid distractions such as listening to a personal stereo, texting or talking on a cell phone while riding.

Helmet, gloves, sunglasses, and leg strap increase safety and comfort of a cyclist

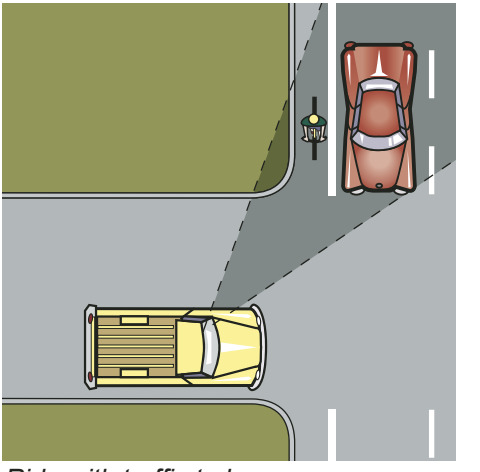
Principle #2:

Ride with Traffic

In Oregon, a bicycle is a vehicle by law. When riding your bike on a road, you have the same rights and duties as other road users. With a few exceptions, the rules of the road for drivers apply to you. Consult the Oregon Driver's Manual to become familiar with these rules.

The most important rule to remember is ride on the right, in the same direction as the traffic next to you. It's the law. This way you will be seen by others. When drivers enter a road, change or cross lanes, they know where to look for possible conflicts. If you are riding with traffic, you are more visible and drivers will more likely yield to you.

When riding in a bike lane, you are still required to ride in the same direction as the traffic next



Ride with traffic to be seen

to you. Riding with traffic also shows you are responsible and will help you gain the respect of other road users.

How Far to the Right You Should Ride

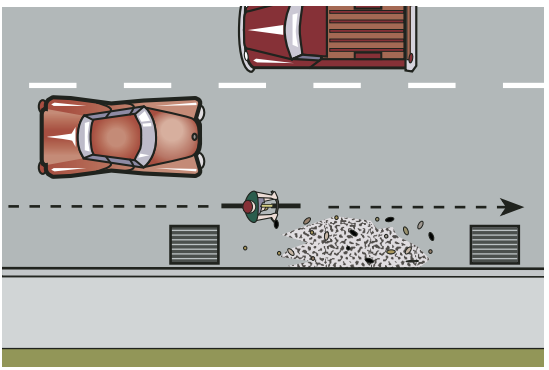
Riding on the right doesn't mean hugging the curb or edge of the road. This may not be the best place to ride. For example, if you hit the curb, you could lose your balance and fall into traffic. Other times when you shouldn't ride too far to the right include:

- When avoiding parked cars or surface hazards (see below);
- When a lane is too narrow for a bicycle and vehicle to travel safely side by side (see page 6, "Sharrow");
- When making a left turn (make left turns as shown on page 7);
- To avoid conflicts with right-turning cars.
- On a one-way street, you may ride on the left as long as you are riding with traffic.

The above exceptions also apply to riding in a bike lane.

Road Surface Hazards

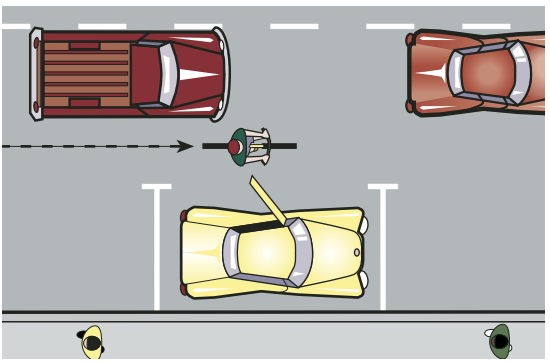
Keep an eye on the road ahead. Avoid running over potholes, gravel, broken glass, drainage grates, puddles you can't see through or other unsafe road conditions. But first look over your shoulder to avoid swerving suddenly into traffic. If necessary, signal before moving over. To make riding safer for you and other bicyclists, report unsafe road conditions to local authorities as soon as possible.



Avoid road hazards

Parked Cars

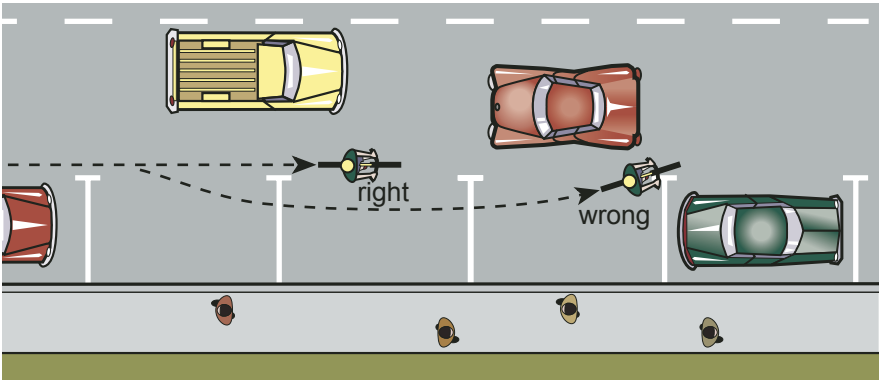
Ride far enough away from parked cars so you don't risk being hit by an opening car door.



Avoid open car doors

Ride in a Straight Line

This will make you more visible to motorists. Don't weave in and out of parked cars – you may disappear from motorists' sight and get squeezed when you need to merge back into traffic.



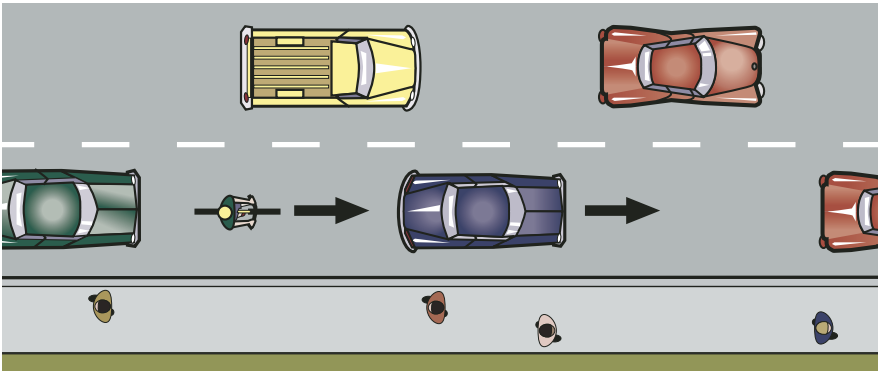
Don't weave in and out of parked cars

Riding Side by Side

You and a companion may ride side by side on the road, but only if you don't impede other traffic. If traffic doesn't have enough room to pass you safely, ride single file.

When You Should Take a Lane

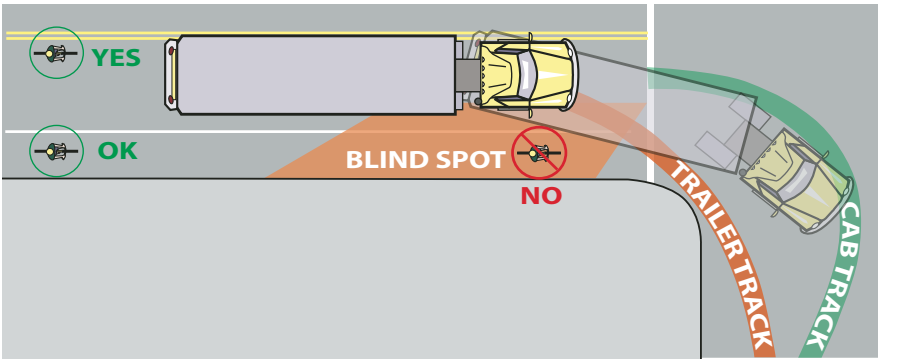
If there is no shoulder or bike lane, and the travel lane is narrow, ride closer to the center of the lane. This will prevent motorists from passing you when there isn't room. You should also take the lane when you're traveling at the same speed as traffic. This will keep you out of motorists' blind spots and reduce conflicts with right-turning traffic.



Occupy more of the travel lane if it is narrow or if traffic is moving slowly

Blind Spots and the Right Hook

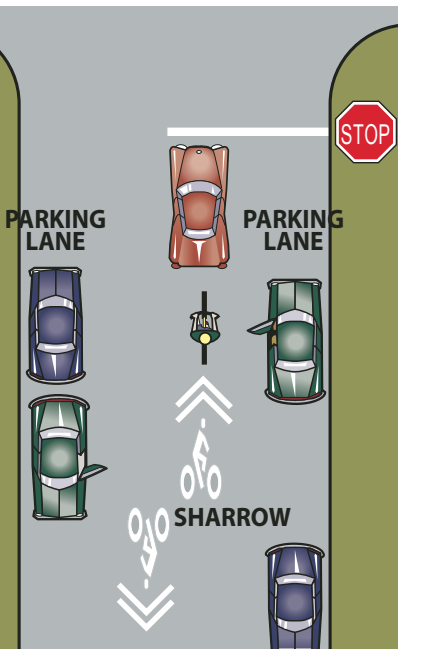
A right hook occurs when a right-turning motorist crosses the path of a through bicyclist at an intersection. While it is legal to pass a line of stopped cars on streets with a bike lane, it is advisable to stop behind the first vehicle, particularly if it's a large truck, with limited peripheral visibility. On streets without bike lanes bicyclists should take the lane at intersections and proceed through the intersection as any other vehicle.



It is advisable to stop behind large trucks with limited peripheral visibility

Sharrow

The symbol in the graphic to the right is a sharrow. It's provided to show bicyclists where to ride on streets without bike lanes and to indicate to motorists where to expect bicyclists. It is placed along a line of travel that avoids opening car doors.



Sharrows indicate where to ride

Obey Traffic Signs and Signals

Stop at STOP signs and red lights. It's the law to stop for a yellow light too, and it makes good sense – rushing through a yellow light may not leave you enough time to make it across the intersection before the light changes.

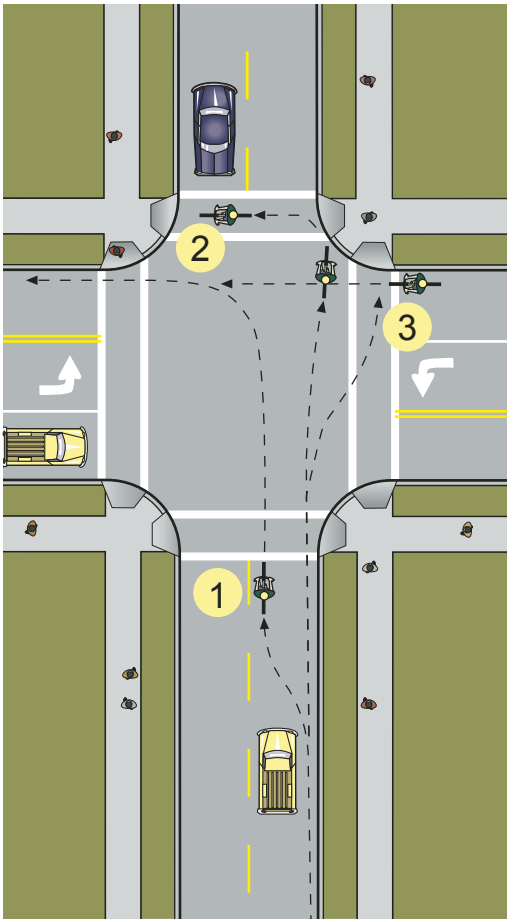
Useful tip: *Downshift before stopping at an intersection. This will help you cross the street more easily when you start again.*

Making a Left Turn

There are several ways to make a left turn on a bicycle:

As a Vehicle

As you approach the intersection, look over your left shoulder for traffic and, when clear, signal your turn, move over to the left side of the lane on a two-lane road (1), or into the left lane or the center turn lane when available. You should be positioned so cars going straight through can't pass you on the left. Yield to on-coming cars before turning. If you are riding in a bike lane, or on a road with several lanes, you need to look and signal each time you change lanes. **Never make a left turn from the right side of the road, even if you're in a bike lane.**



How to make a left turn

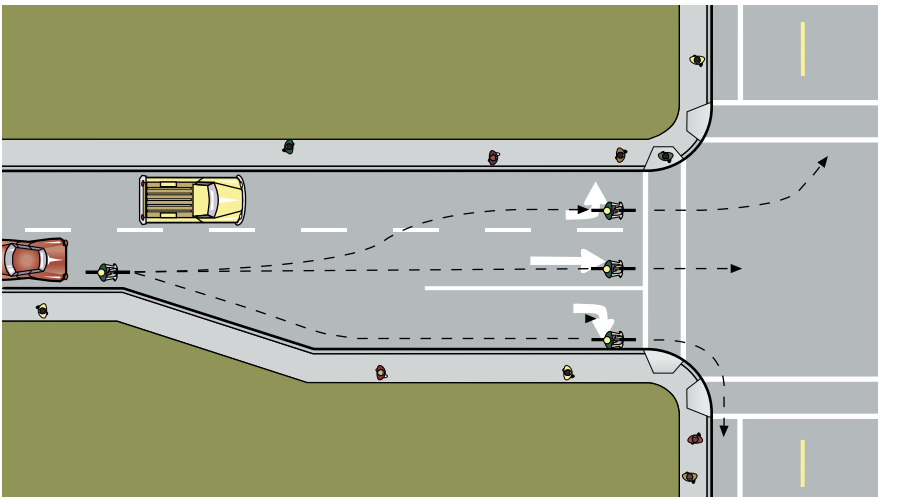
"Box-style" *(see also* ***Bike Boxes****, page 16)*

Proceed straight through the intersection on the right. Then stop, and either cross as a pedestrian in the crosswalk (2), or make a 90 degree left turn and proceed as if you were coming from the right (3). If there is a signal, wait for the green or WALK signal before crossing. Yield to pedestrians in crosswalk.

Turn Lanes

When you approach an intersection with several lanes, choose the one with the arrow pointing where you want to go. You may get cut off by turning cars if you're in the wrong lane. If there is a straight through bike lane, use it only if you're going straight ahead.

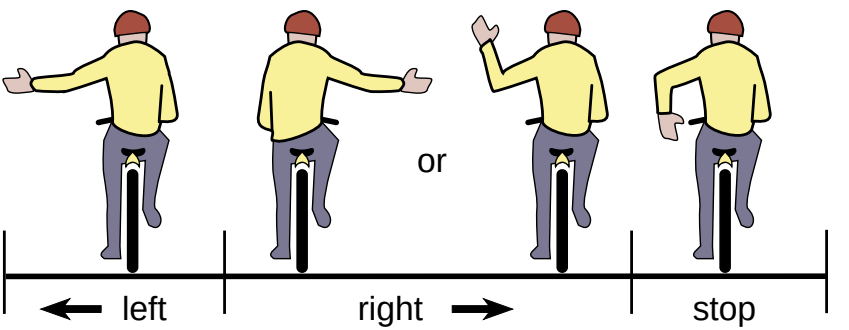
If you can't make it across traffic to the correct lane, use the crosswalk instead.



Choose the correct lane

Use Hand Signals When Turning or Stopping

Signal before making a turn or a stop to warn traffic behind you. To signal a left turn, look behind you, then hold your left arm out. To signal a right turn, either hold your right arm out, or hold your left arm up, with bent elbow. You don't have to keep your arm out through the turn – you may need both hands on the handlebars to keep control of your bicycle.



Bicyclist hand signals

Passing Other Vehicles

You may pass on the right under certain conditions, but always do so prudently and if it's safe to do so (changes to law allow passing on right,

in a bike lane, effective Jauary 1, 2006.) Some drivers may want to turn right at the next driveway or street. They may not see you if they aren't looking your way. Ride at a reasonable speed, and scan carefully for right-turning cars. If a car ahead of you is signaling a right turn, do not pass on the right. Do not pass stopped cars at a crosswalk or intersection – they may be stopped to let a pedestrian cross or to let another car through.

Principle #3:

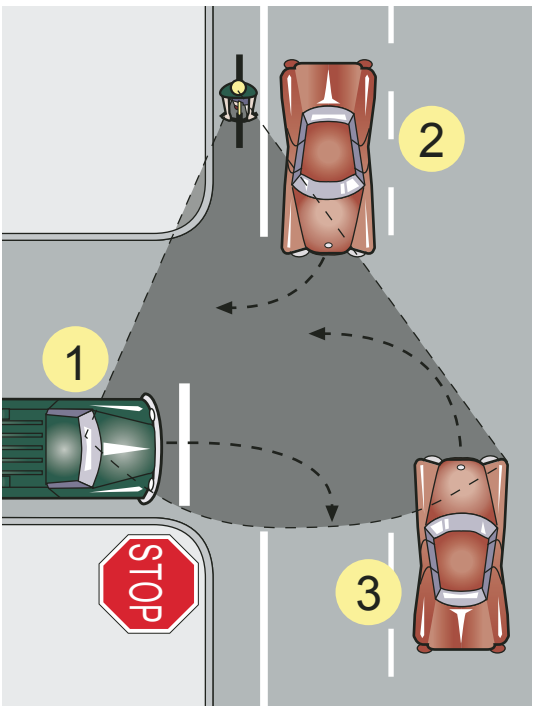
Be Visible and Ride Alertly

Even if you obey all traffic laws, there's always a risk of being hit by a motorist who isn't obeying the laws, or who simply didn't see you. **So ride cautiously**, because cars waiting at stop signs, at driveways or parking spaces may suddenly pull out in front of you (1). Also look out for cars that have just passed you and may turn right (2), and cars across the street that may turn left in front of you (3).

Be prepared to stop suddenly or to take other evasive action.

You can also increase your visibility **by using lights and reflectors at night** and wearing light or bright colored clothes. Red isn't a good color for evening riding, because red looks black in the fading light. Yellow and lime green are very effective.

Mirrors can provide opportunities for increased awareness of your surroundings. But use the mirror only as an aid - you must look over your shoulder to make sure adjacent lanes are clear before turning or changing lanes.



Scan the road around you

Principle #4:

Protect Yourself

Even very careful riders can fall or get hit by a motorist. And even a simple fall can injure your head. The brain is very fragile and often does not heal like broken bones. The damage can be for a lifetime. Helmets provide proven protection.

It's Oregon law: all bicycle riders under sixteen must wear an approved bicycle helmet while riding on a public way. In the past, helmets met voluntary standards like ASTM, Snell, or ANSI. After March 1999, there was a new federal standard developed in cooperation with the Consumer Product Safety Commission (CPSC). If your bicycle helmet meets one of the previous standards, you do not need to buy a new helmet. Unless damaged, these bicycle helmets provide sufficient protection for their useful life (usually 3-5 years). When you buy a new helmet look for the label or sticker indicating it meets the CPSC safety standard.

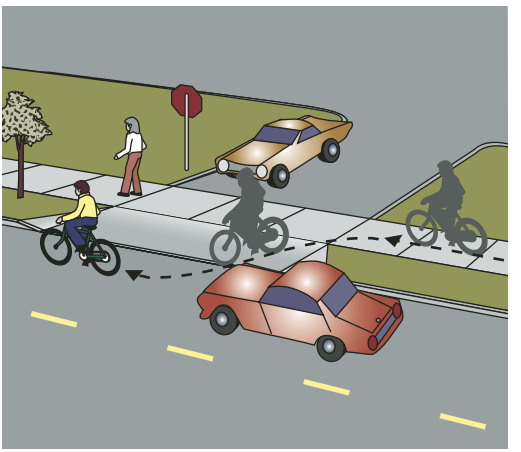
Proper fit is important too. For a detailed brochure, contact ODOT's Transportation Safety Division Bicyclist Safety Program (***www.oregon.gov/ODOT/TS/docs/Bike/Perfectly_Fitted.pdf***). Finally, if you crash or fall, inspect your helmet; if there are signs of damage, replace it, because it may no longer protect you.

Practices to Avoid

Now that you know what to do, you should also know what to avoid. The following behaviors cause crashes and create an image of bicyclists as irresponsible and foolish:

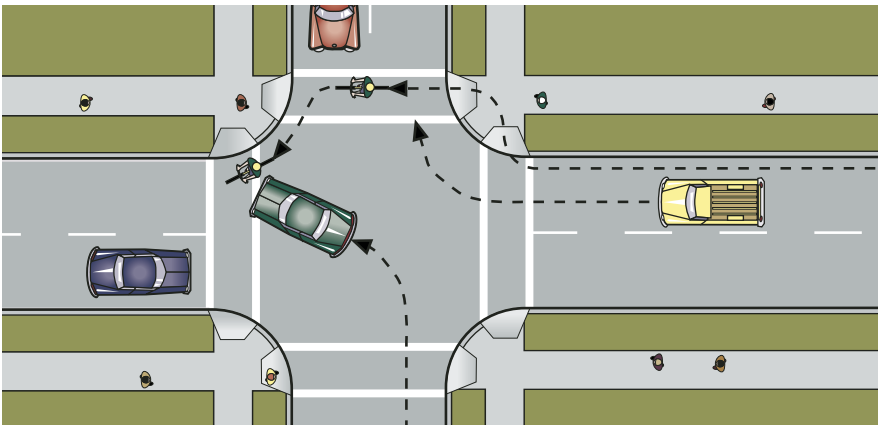
Don't Dart Out Suddenly onto the Roadway

When entering the road from a driveway, always yield to traffic. It is dangerous to alternate between the sidewalk and road, by hopping the curb or using driveway cuts. If you ride on the sidewalk, motorists may not see you, and may not have time to react and give you space if you suddenly enter the road.



Darting out onto the road can put you in the path of a moving car

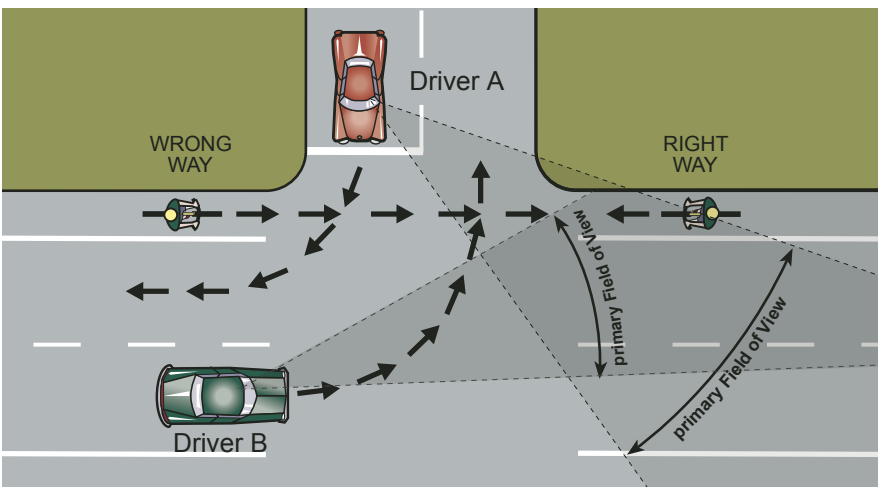
At intersections, stay on the road. Don't ride in the crosswalk and suddenly reappear on the road again. A driver, thinking there is no one there, may lose sight of you, turn the corner and hit you.



Alternating between riding on the road and riding in a crosswalk is confusing to a driver

Never Ride Against Traffic

Wrong-way riding is against the law. It's one of the leading causes of crashes, accounting for 15% to 20% of all crashes with cars. Riding against traffic is often based on the fear of traffic hitting you from behind, and a sense that looking at on-coming traffic will prevent crashes. In reality, bicyclists are rarely hit from behind.



Hazards of wrong-way riding: Driver A is looking for traffic on the left; Driver B is looking for traffic ahead; in both cases, a wrong-way bicyclist is not in the driver's main field of vision

The biggest danger of riding the wrong way is at intersections and driveways: you may not be seen by drivers entering, crossing or leaving the roadway. They are expecting traffic coming from the other direction, not a wrong-way cyclist (see figure on previous page).

Another danger of wrong-way riding is the speed of cars coming at you:

- If you're riding the wrong way at 15 MPH, then a car going 35 MPH is coming towards you at 50 MPH, leaving little reaction time.
- If you are riding the right way at 15 MPH, and a car gaining on you is going 35 MPH, then the difference is only 20 MPH, giving the driver more time to react.

You also risk a head-on collision with cyclists riding in the proper direction.

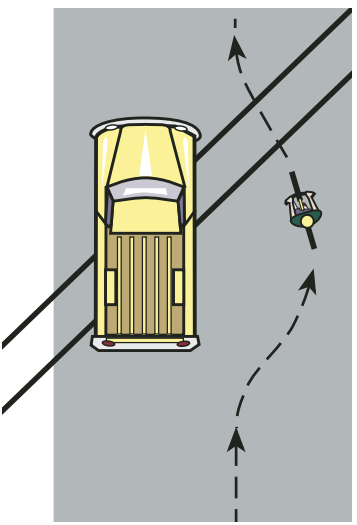
The problem is made worse when riding the wrong way on one-way streets: you can't see signs and traffic signals.

A Few More Things You Should Know

Railroad Tracks

Cross railroad tracks carefully. Watch for uneven pavement and grooves that could catch a wheel. Keep control of your bicycle. One way is to rise up from your saddle and bend your arms and legs so your body acts like a shock absorber.

If the tracks cross the road at a sharp angle, change your course so you cross them at closer to a right angle. But avoid swerving suddenly; this can cause you to fall or to veer into traffic.



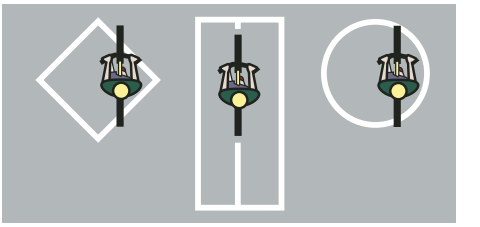
Crossing railroad tracks

Traffic Signals

Many traffic signals are triggered by electrically charged wires buried under the pavement. When a vehicle goes over them, the metal disrupts the current, which sends a signal to a traffic light control box. A computer directs the signal to change at the appropriate time.

Most bicycles contain enough metal to trigger the light, but you should know where the most sensitive spots are. Look for cut lines in the pavement, filled with tar. Depending on the shape, the most sensitive spots are:

1. Diamonds: just inside one of the points.
2. Rectangles: up front, in the middle.
3. Circles: about 1/4 of the way in.



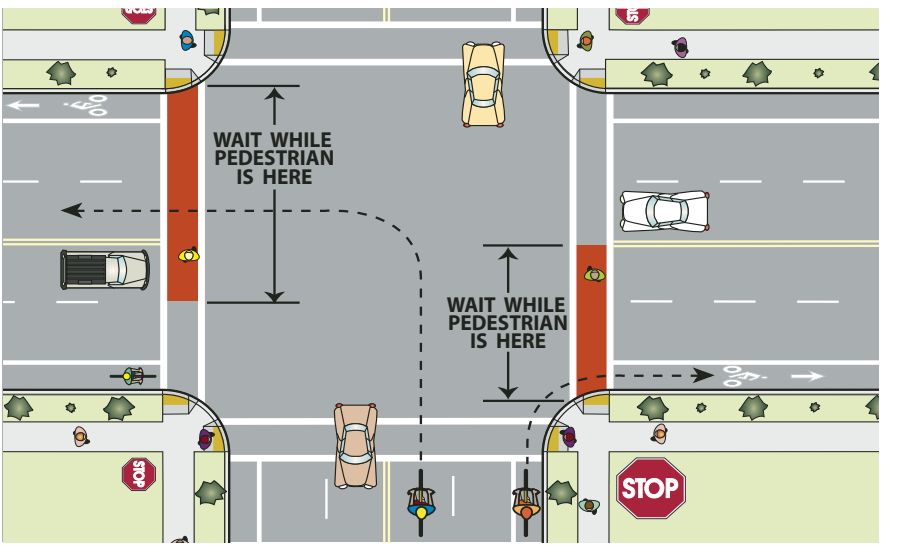
How to trigger loop detectors

If you can't trigger the light, either move forward to leave room for a car to place itself over the loop, or go to the sidewalk and press the pedestrian push-button (unless you're turning left). You can also lean your bicycle over the loop so more metal is closer to the wires.

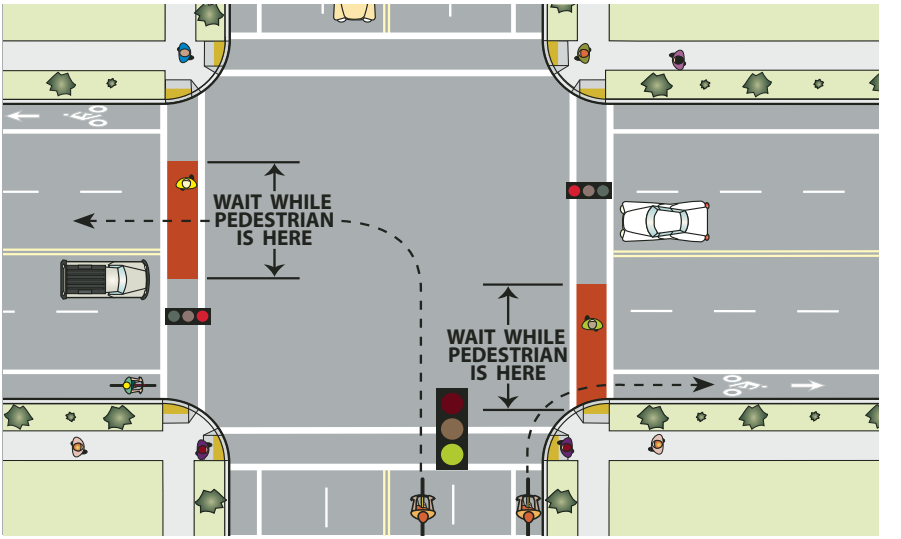
Lean your bike to trigger light

Crosswalks

You must stop for pedestrians at crosswalks. **A crosswalk exists at any public road intersection, whether marked or unmarked**. If a pedestrian is crossing in a crosswalk, as a vehicle you must stop and wait until the pedestrian has cleared your lane and the next lane before you



At an intersection, you must wait until a crossing pedestrian has cleared your lane and the next lane



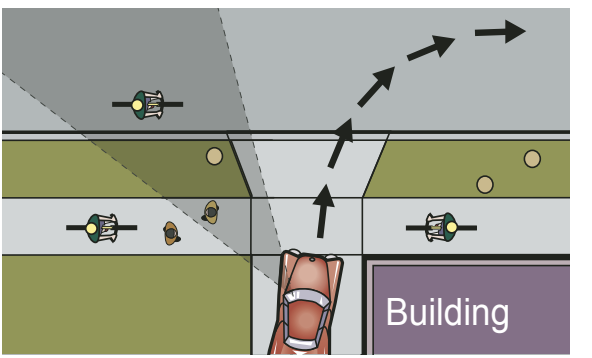
When turning at a signal, you must wait until a crossing pedestrian has cleared your lane and six feet of the next lane

may proceed. If you want to make a turn with a signal and a pedestrian is crossing the intersection, you must stop and wait until the pedestrian has cleared your lane and six feet of the next lane before turning.

Riding on Sidewalks

In general, you shouldn't ride a bicycle on sidewalks. Many crashes between bikes and cars occur on sidewalks, especially when bicyclists ride against the flow of car traffic. If you do ride on a sidewalk, try to ride in the same direction as traffic next to you, and adjust your riding habits for the safety of all sidewalk users by following these guidelines:

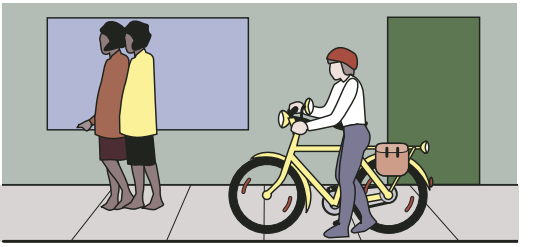
Slow down at driveways and street crossings if a car is coming. If you go too fast, drivers will not see you (they are looking for pedestrians nearby, not a fast moving cyclist further away). If you crash, you may be found at fault if you were going too fast.



Motorist crossing a sidewalk may not see you on a bicycle

Yield to pedestrians on sidewalks. Sidewalks are for walkers, not bicyclists. Be courteous and ride cautiously. When passing a pedestrian, **slow down**, give an audible warning, and wait for the pedestrian to move over. A bicycle bell works best. If you must say something, make your intentions clear. For example, "Passing on your left."

Walk your bike in downtown areas. They are busy with people walking out of doorways, stopping to talk to each other or window shopping. Many cities ban bikes from their downtown sidewalks.



Walk your bike on downtown sidewalks

Stop for School Bus Safety Lights

A bicyclist, just like the operator of any other vehicle, is required by law to stop and stay stopped for a school bus that is operating red bus safety lights. It is the expectation that traffic in all directions stop and remain stopped until the bus driver turns the flashing bus lights off.

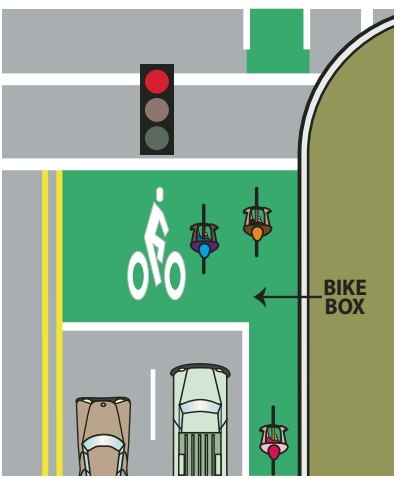
Bike Boxes

Bicycle boxes are a traffic control device at signalized intersections that require motorists to stop a short distance behind bicyclists in an area between the cars and the intersection. There are three styles of bike boxes in use in Oregon.

Right Hook Style

The bike box is placed between the crosswalk and the stop bar for motor vehicles. Bicyclists are given priority by allowing them to go to the head of the line and to clear the intersection before cars proceed.

When a traffic signal is yellow or red, enter the bike box from the approaching bike lane. Stop before the crosswalk. (Not all bike boxes or approaching lanes are painted green.)

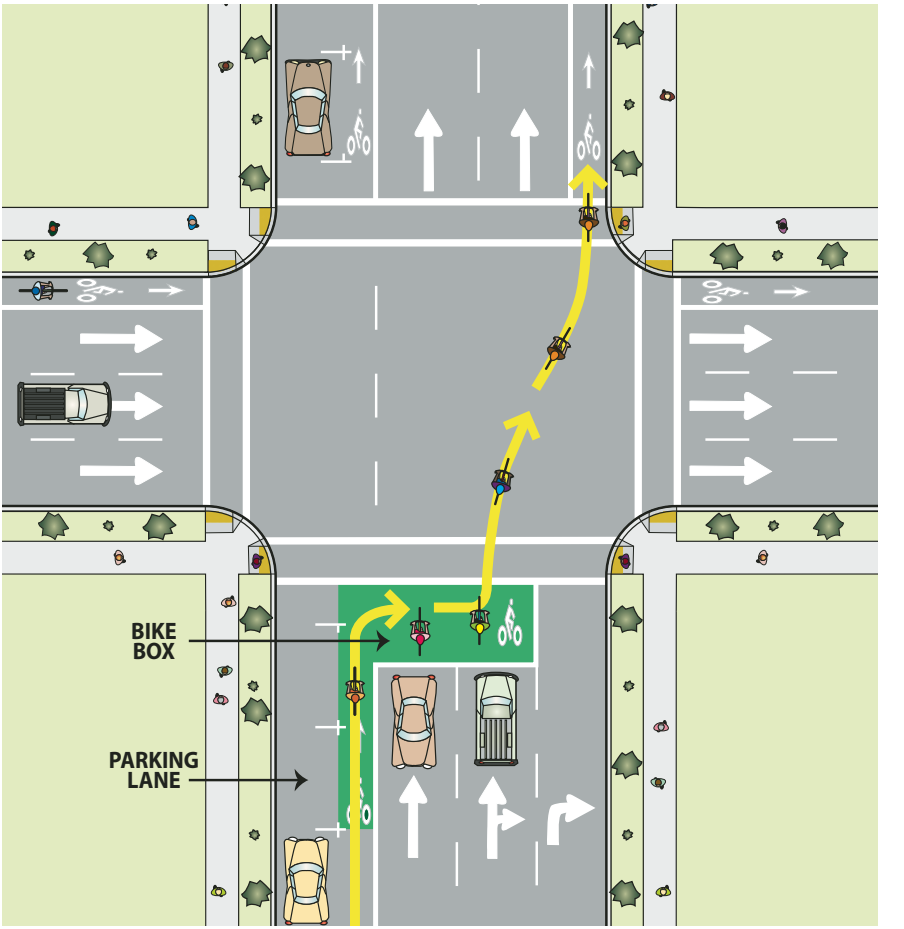


Right Hook Style Bike boxes place bicyclists at the head of the line

When the light is green, proceed as normal. Be aware of right-turning motorists, especially while in the green lane in the intersection.

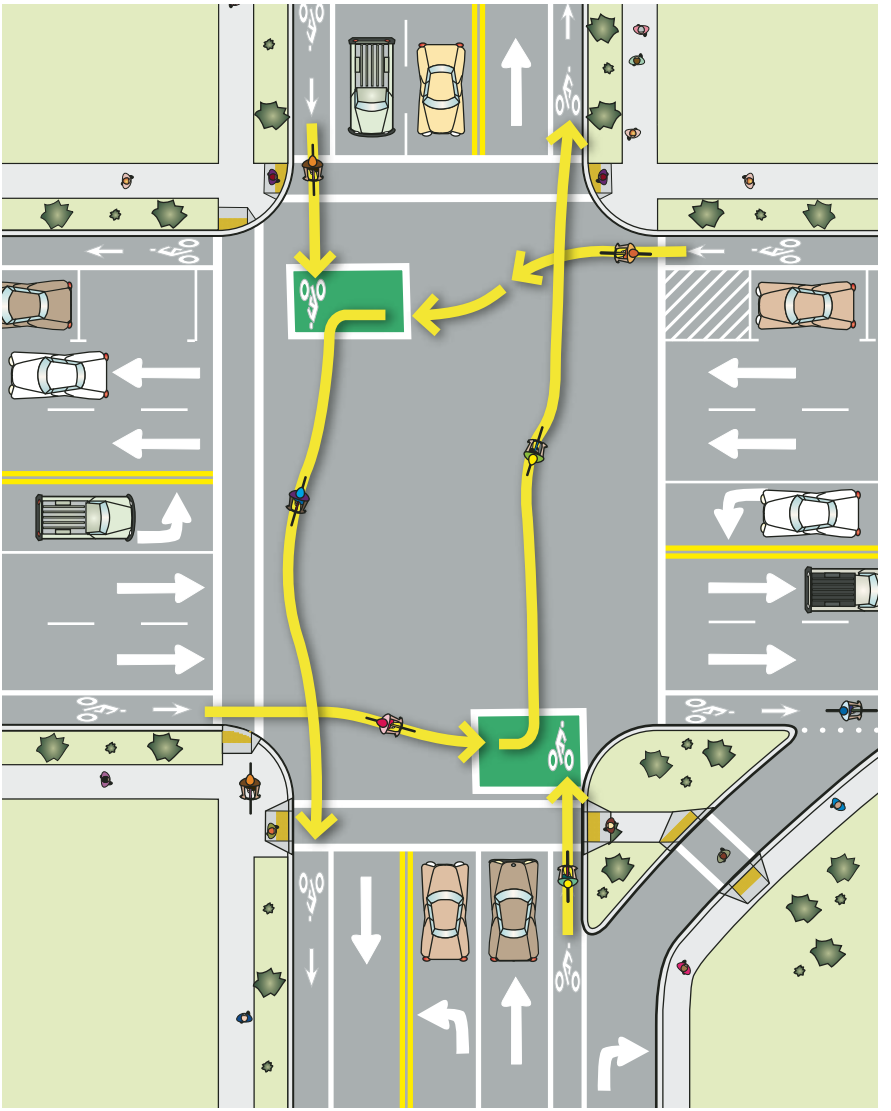
Lane Change Style

The bike box is placed between the crosswalk and the stop bar for motor vehicles. Bicyclists use the bike box to transition from a left hand bike lane to a right hand bike lane (as depicted in the illustration).



Lane Change Style: *Only use the bike box when the signal is red*

Only use the bike box when the signal is red. If the signal is green upon reaching the intersection, proceed forward and merge with caution to the right-side bike lane between intersections or use the crosswalk to change sides. When the traffic signal is red, enter the bike box and stop before the crosswalk. Be courteous to not block other cyclists from entering. When the signal turns green, transition to the right side bike lane.



***Left Turn Bike Box** is provided when a two stage left turn is required*

Left Turn Bike Box

A left turn bike box is provided when a two stage left turn is required or encouraged. This style of bike box commonly accompanies a cycle track, which is a bike lane separated from the motor vehicle travel lane by a physical barrier, preventing the bicyclist from moving into the motor vehicle left turn lane. When the signal is green proceed across the intersection to the bike box and then turn 90-degrees. Wait for the intersecting light to turn green and proceed.

Riding on Paths

Paths are wider than sidewalks, but you should still ride cautiously. Ride on the right and yield to pedestrians. Be especially careful when crossing a road. When crossing a driveway or street, slow down and be sure drivers see you. Ride more slowly and alertly at night, when it's harder to see the surface and edges of the path. Pedestrians, joggers, skaters and other cyclists may approach suddenly out of the dark in front of you.

Riding Through a Work Zone

As a cyclist, riding through a construction work zone can be intimidating. Pre-trip planning can help make the trip a bit less stressful and safer. It may be possible to identify a safer alternate route around the work zone. However, if you must ride through a work zone, do the following:

- Obey the rules of the road as you would in a motor vehicle.
- Obey construction signs and look for bicycle-specific warning and detour signs.
- Follow detour signing for bicycle routes, where applicable.
- Follow detour signing for motor vehicles if sharing the road.
- Stay out of the work area – do not ride behind the cones, barricades or barrier.
- Walk your bike across rough, uneven, or gravel surfaces.
- Watch for steel plates in the roadway – they can be slippery!
- Obey directions given by Flaggers - they may have specific instructions for bicyclists.
- Be alert, be visible, be patient.
- Report any unsafe incidents to a Flagger, Police officer or other official on site, if necessary.
- For emergencies, pull over and call 9-1-1.

Jordan Gardner, of Salem, biked cross-country in 2010, encountering various road conditions along the way. Here he's shown in Prairie City. – photo courtesy of Doug Gardner, Lolo, MT

Riding on Interstate Freeways

Bicyclists are banned on the following segments of interstate freeway:

PORTLAND AREA

I-84: from I-5 (MP 0) to:
122nd Street (MP 10.25) *Eastbound*
Sandy Blvd (MP 15.14) *Westbound*

US 30: East of the Jefferson Street Interchange (MP 73.35)

I-5: from Beaverton-Tigard Highway Interchange, MP 292.20 to Delta Park Interchange, MP 306.70

I-205: North of the Oregon 43, MP 8.82

I-405: Whole length

US 30: From I-405, MP 0 to 23rd Street, MP 1.99

MEDFORD AREA

I-5: Barnet Road (South Medford) Interchange, MP 27.58 to the Crater Lake Highway (North Medford) Interchange, MP 30.29.

What to Do in Case of a Crash

Check for injuries first. If someone is injured, call 911 for help right away. Administer first aid if you are trained. After the injured have been helped and removed from harm's way, begin gathering information.

If someone has been struck by a car, ask the driver for name and address, vehicle registration number, driver's license number, and insurance policy company and number. Oregon law requires motor vehicle owners to carry insurance that covers injuries to bicyclists and pedestrians, and to have proof of insurance. Don't discuss fault immediately after the collision. Make sure to write down what you think happened as soon as possible. Carry identification and medical insurance information, especially when you cycle alone.

Give your name and address. Ask witnesses, including passengers, their names and addresses. Do not depend on others to take witness names and phone numbers.

In case of property damage over $1,500 or injury to a person, fill out a DMV traffic accident report within 72 hours: *www.odot.state.or.us/forms/dmv/32.pdf*.

Document your injuries and property damage with photographs or video tape; save all receipts and repair estimates. Contact your insurance company if you have coverage on your bicycle. You may also want to contact an attorney.

Share the Road License Plate

DMV offers non-profit group license plates for passenger motor vehicles. The additional fees benefit the Bicycle Transportation Alliance (BTA) and Cycle Oregon. For more information visit the following link: ***www.oregon.gov/ODOT/DMV/vehicle/platenonprof.shtml***

Traffic Signs

Oregon's traffic signs follow the national standards. You are responsible for observing all official highway signs and markings.

Regulatory signs are rectangular with black words or symbols on a white background. They may be posted alone, with other traffic signs, or with traffic signals. The following are examples of bike regulatory signs.

The Bicycle STOP Sign – Stop. Yield right of way to traffic (including pedestrians) in the crossing.

The Bicycle YIELD Sign – Reduce speed and, if needed for safety, stop as you would for a stop sign. Yield right of way to traffic (including pedestrians) in the crossing.

Push Button Before Entering Tunnel – Push the button to activate the warning beacon(s) before entering the tunnel. The flashing beacon alerts motorists to the presence of bicyclists in the tunnel. A similar sign exists to activate warning beacons before bicyclists enter a narrow bridge.

Bikes Cross on Walk Signal Only – Placed at signalized pedestrian crossings; bicyclists are to use the pedestrian crossing.

Push Button for Bike Crossing – Used at locations where push buttons are accessible from the bikeway; bicyclists must push button to actuate.

Sidewalk Users Walk Bikes – Used where winds or sidewalk width could make bicycle riding hazardous.

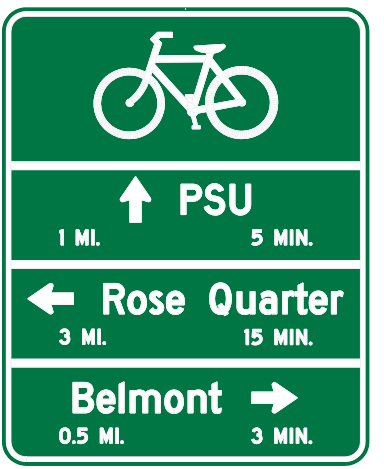
Warning signs alert you to possible hazards or a change in road conditions ahead. The following are examples of yellow warning signs.

Bike Lane Ends – Used where the bike lane abruptly terminates and the rider must merge with the through lane of traffic.

Bicycle Railroad Crossing – Used where path of bicyclist crosses railroad tracks at an angle which may create the potential to deflect a bicycle wheel.

Low Clearance – Warns bicyclist of clearances less than 8'-0" between the bike path and the structure.

Guide and Information signs – Used to identify officially designated bike routes. They are typically colored green with white lettering .



Bicycle Resources

www.RideOregonRide.com
Travel Oregon's new bicycle travel web page.

Trip Check
503-588-2941 or dial 511 (inside Oregon) • Toll Free: 1-800 977-7378
www.tripcheck.com/Pages/RCmap.asp?curRegion=0&mainNav=Road Conditions
ODOT Travel site has weather information, road conditions, construction alerts, accident alerts and other information about traveling on Oregon's State Highways. Use the Bus|Train|Air tab to find information about transit providers.

Pedestrian and Bicycle Program
See address and contact information in document heading.
www.oregon.gov/ODOT/HWY/BIKEPED/
Oregon Department of Transportation's Bicycle and Pedestrian Program web site. Look for Maps and Touring/Recreation in the menu on the left.

Digital Video Log (DVL) *On line only*
This is a still photo log that can be played consecutively like a video. All state highways are available. It was not developed for the public, there is a lot of insider stuff like Z and Y mileage, which you can ignore. The video is from a driver's perspective in the right travel lane and does give a reasonable view of bike lanes and shoulders. The highways are referenced by an internal ODOT numbering system, not the common route numbers; Highway 34, for example is No. 27 in DVL parlance. The instructions contain a link to the cross reference table.
Instructions: ***egov.oregon.gov/ODOT/HWY/BIKEPED/docs/digital_video_log.pdf***
Digital Video Log: ***https://keiko36.odot.state.or.us/***

Travel Oregon
1-800-547-7842
www.traveloregon.com/
E-mail: ***info@traveloregon.com***
Oregon Tourism information web site. Information on sight seeing, accommodations, etc.

Oregon Parks and Recreation
725 Summer St. N.E. Suite C • Salem, OR 97301
Phone: 800-551-6949 • General Info: 503-986-0707 • Fax: 503-986-0794
Reservations 1-800-452-5687 Monday - Friday, 8 a.m. - 5 p.m. (8 a.m. - 7 p.m. during the summer).
www.oregonstateparks.org/searchpark.php
Looking for a place to camp? Check out this web site. Many parks offer "hiker/biker" loops.

Columbia Gorge Scenic Highway
Columbia River Gorge National Scenic Area
902 Wasco Ave. Suite 200 • Hood River, OR 97031
(541) 308-1700 • TTY: (541) 386-8758

Multnomah Falls Lodge Visitor Center
(503) 695-2372
Located off Interstate 84 or on the Historic Columbia River Highway (OR Hwy 30)
Sections of this historic highway are exclusively for non-motorized travel.

Skamania Lodge Visitor Center
(509) 427-2528
Located off Washington State Route 14 in Stevenson, Washington
www.oregon.gov/ODOT/HWY/HCRH/

Oregon Counties
Association of Oregon Counties
Mailing: PO Box 12729 • Salem, OR 97309
Location: 1201 Court St NE Suite 201 • Salem, OR 97301
Phone: (503) 585-8351 • Fax: (503) 373-7876
www.aocweb.org/aoc/AboutOregonCounties/CountyLinks/tabid/72/Default.aspx
Find county maps (so-so quality) here: ***www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml***

Oregon Cities
bluebook.state.or.us/local/cities/citieshome.htm
Find links to city web sites. Many cities publish bicycle maps.
Find city maps (good quality) here:
www.oregon.gov/ODOT/TD/TDATA/gis/odotmaps.shtml

National Forest Service
USDA Forest Service - Pacific Northwest Region
Mailing: PO Box 3623 • Portland, OR 97208-3623
Location: 333 SW First Avenue • Portland, OR 97208-3623
(503) 808-2468
www.fs.fed.us/r6/r6nf.htm
Listing of National Forests in Oregon and Washington

National Parks Service
Crater Lake National Park
Mailing: PO Box 7 • Crater Lake, OR 97604
(541) 594-3000
www.nps.gov/crla/

Bicycle Transportation Alliance
List of bike maps available in Oregon
www.bta4bikes.org/resources/maps.php

Portland Area Web Resources
METRO Bike Map: ***www.oregonmetro.gov/index.cfm/go/by.web/id=218***
City of Portland: ***www.portlandonline.com/transportation/index.cfm?c=34772***
Bikeportland.org: ***www.bikeportland.org/***
BTA list of Bike Map: ***www.bta4bikes.org/***
Bycycle.org: ***www.bycycle.org/***

Eugene Area Web Resources
GEARS Greater Eugene Area: ***www.eugenegears.org***

IDAHO Bicycle Travel Information
www.mobilityidaho.org/travelers-guide
Bike Map: ***itd.idaho.gov/bike_ped/BikeMap2010.pdf***

General Web Resources
Craig's List: ***geo.craigslist.org/iso/us/or***
www.mapmyride.com
www.bikely.com
Portland, OR 97204
(503) 823-7529

Information for Non-ODOT Oregon Bicycle Maps
www.oregon.gov/ODOT/HWY/BIKEPED/maps.shtml

Ashland
www.ashland.or.us/Page.asp?NavID=9251
Ashland Parks & Recreation Department • 340 S Pioneer Street, Ashland, OR 97520
(541) 552-2251

Benton County
www.ci.corvallis.or.us/downloads/pw/countybikemap.pdf or www.co.benton.or.us
Benton County Public Works Department • 360 SW Avery Ave., Corvallis, OR 97333
(541) 766-6821

Clackamas County
www.clackamas.us/transportation/bikes/map.htm
Planning Division • 150 Beavercreek, 2nd floor, Oregon City, OR 97045
(503) 742-4500

Corvallis
www.ci.corvallis.or.us/downloads/pw/citybikemap.pdf or www.ci.corvallis.or.us/bikeped
City of Corvallis Public Works • 1245 NE Third St., Corvallis, OR 97330
(541) 766-6916

Deschutes County
www.co.deschutes.or.us/go/objectid/D9531619-BDBD-57C1-92865E7D3C09D97F/index.cfm
(541) 383-6718

Douglas County
www.co.douglas.or.us/countyinfo/rosebike.html
Roseburg Visitors & Convention Bureau • 410 S.E. Spruce Street, Roseburg, OR 97470
(541) 672-9731 or 1(800)444-9584

Eugene
www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_268839_0_0_18/EugeneMap.pdf
City of Eugene • 777 Pearl Street, Eugene, OR 97401
(541) 682-5010

Grants Pass
https://www.grantspassoregon.gov/Index.aspx?page=1059
City of Grants Pass • 101 NW "A" Street, Grants Pass, OR 97526
(541) 474-6360

Jackson County
www.co.jackson.or.us/CCBIndex.asp?CCBID=16
Jackson County Roads & Parks • 200 Antelope Road, White City, OR 97503
(541) 774-6231

Josephine County
www.oregon.gov/ODOT/HWY/BIKEPED/docs/County_Bike_Map.pdf

Lane County
ecomm.lanecounty.org/Store/Item.aspx?Item=5
Lane County Public Works • 3040 N Delta Hwy, Eugene OR 97408
(541) 682-6900 or toll-free (800) 826-8978

Lincoln County
www.co.lincoln.or.us/publicworks/bicycles.html
Lincoln County Public Works Department • 880 NE 7th Street. Newport, OR 97365
(541) 265-5747

Linn County
www.co.linn.or.us/webmap/bikewv/main.html
Albany Parks & Recreation Department • 333 Broadalbin SW, Albany, OR 97321
(541) 917-7777

Medford
www.ci.medford.or.us/CCBIndex.asp?CCBID=36
411 W. 8th St, RM 204, Medford, OR 97501
(541) 774-2100

Metro Bike Map (Portland Metro Region)
www.metro-region.org/index.cfm/go/by.web/id/218
(503) 797-1915

Prairie City (Grant County)
www.prairiecityoregon.com
(503) 704-4631 (Storie Mooser)

Portland – Forest Park
www.forestparkconservancy.org/trails/get_out/bicycylists
1507 NW 23rd Ave., Portland, OR 97210
(503) 223-5449

Portland Area
www.portlandonline.com/transportation/index.cfm?c=34783
(503) 797-1843 or (503) 797-1742

Portland Metro Area – 40 Mile Loop
www.40mileloop.org/map_40mileloop.htm
Travel Portland Info Center • 701 S.W. Sixth Ave., Portland, OR 97204
(503) 275-8355 or (877) 678-5263

Portland – Springwater Corridor
www.portlandonline.com/parks/finder/index.cfm?action=ViewFile&PolPdfsID=425&/Springwater%20Corridor%20Map.pdf

Portland Parks and Recreation
1120 SW Fifth Ave, #1302, Portland, OR 97204
(503) 823-7529

Salem/Keizer Area
www.cityofsalem.net/Departments/PublicWorks/TransportationServices/tr_planning/BikeMap/Pages/default.aspx
Civic Center • 555 Liberty St. SE, Salem, OR 97301
(503) 588-6211

Springfield
www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_268840_0_0_18/SpringfieldMap.pdf
225 Fifth Street, Springfield, OR 97477
(541) 726-3683

Sherman County
www.sherman-county.com/things_to_do_itineraries.asp
Sherman County Historical Museum • 200 Dewey Street, Moro, OR 97039
(541) 565-3232

University of Oregon
geography.uoregon.edu/infographics/campusMaps/univbike.pdf
Department of Geography • 1251 University of Oregon, Eugene OR 97403-1251
(541) 346-4555

Vancouver/Clark County
www.cityofvancouver.us/parks-recreation/parks_trails/parks/index.asp
Vancouver-Clark Parks & Recreation • PO Box 1995, Vancouver, WA 98668-1995
(360) 619-1111

Statewide and Local Bicycle Contacts

To make suggestions on how to improve road conditions for cycling in your area, please call one of these telephone numbers:

LOCATION	PHONE
Albany	541-917-7656
Beaverton	503-526-2424
Bend	541-317-3000
Benton County	541-766-6821
Clackamas County	503-742-4524
Corvallis	541-766-6916
Deschutes County	541-383-6718
Eugene	541-682-5471
Gresham	503-618-2321
Jackson County	541-774-8184
Keizer	503-390-3700
Lake Oswego	503-635-0270
Lane County	541-682-6900
Linn County	541-967-3919
Marion County	503-588-5036
Multnomah County	503-988-5050
Portland, city streets	503-823-2925
Portland area, highways	503-731-3261
Salem	503-588-6211
Springfield	541-726-3683
Washington County (bicycle planning)	503-846-3969
Washington County (road safety issues)	503-846-7623
City of Vancouver, WA	360-696-8177

Help conserve our resources! Keep this manual for future reference. When you finish using the manual, please recycle or return it to a local DMV field office. Thank you!

Drive Safely and Courteously

It Could Save a Life!

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Oregon Department of Transportation

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