

BIKEWAYS 101

A Guide to Evansville's Existing and Future Bike Network



For questions, please contact the Evansville Metropolitan Planning Organization.

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Prepared by the Evansville Metropolitan Planning Organization

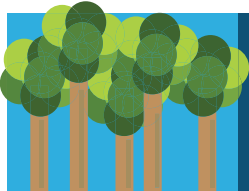
Did you know?



Streets with protected bike lanes have up to 90% fewer injuries per mile than streets that lack bicycle facilities.¹

\$308   \$8,220

The average annual operating cost of a bicycle is \$308 versus \$8,220 for the average car.²



If Americans made one 4-mile round trip by bike instead of car each week, we'd burn 2 billion fewer gallons of gas annually.³



An adult cyclist typically has a level of fitness equivalent to someone 10 years younger and a life expectancy of two years above the average.⁴

¹ Evansville MPO Benefits Summary Document, prepared by Alta Planning + Design, 2015.

² Sierra Club Pedaling Prosperity, 2012.

³ Evansville MPO Benefits Summary Document, prepared by Alta Planning + Design, 2015.

⁴ <http://www.peopleforbikes.org/statistics/category/health-statistics>

Be safe!

Cycling safely on city streets requires an understanding of traffic rules. Follow these simple steps to become a safer cyclist:

- Obey **ALL** traffic controls - stop at stop signs and red lights.
- **RIDE RIGHT - WALK LEFT** - always ride in the same direction as traffic. Sharrows and Bike Lane markings point in the direction you should be traveling.
- Use front and rear lights and have reflectors if you have to ride at night. Wear reflective or light-colored clothing.

Wear a helmet:



WRONG



RIGHT

Helmets should be worn level, not tilted back. A tilted helmet won't protect you. You should be able to look up and see the edge of the helmet. It should fit snugly and should not move or slide around.

Use Hand Signals:



LEFT TURN



RIGHT TURN



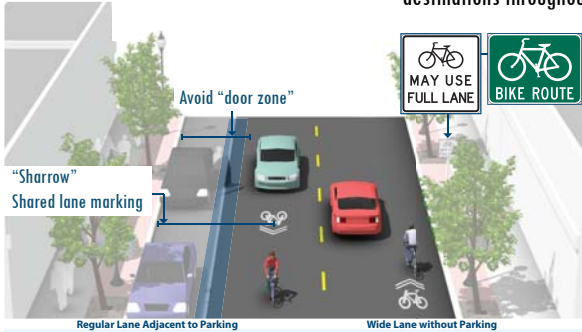
STOP

Be sure to use these hand signals while riding to let motorists know where you are going. Making eye contact and waving to alert drivers of your intentions is also helpful, especially at intersections.

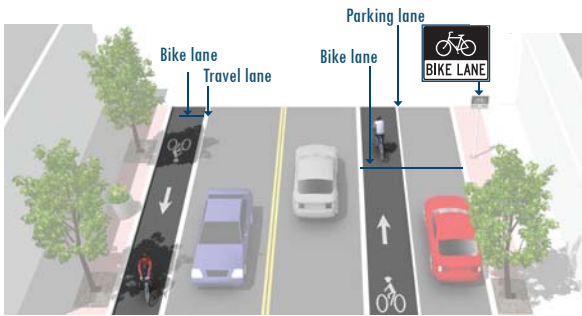
Have you seen?

Evansville has a number of bicycle facilities already in place. Here's what you may have noticed when exploring the city by bike:

Shared Lane Markings: Shared Lane Markings, or "Sharrows", are placed along designated routes to let motorists and cyclists know they may share the same lane. These are usually placed on streets that are not wide enough to provide a dedicated bike lane, but provide connections between destinations throughout the community. The Sharrow markings serve as a guide to direct cyclists' placement in the roadway.



Dedicated Bike Lanes: Dedicated Bike Lanes provide cyclists with their own space on the roadway. Both motorists and cyclists should pay attention when approaching an intersection that includes bike lanes. Pavement markings and signs help direct traffic flow.

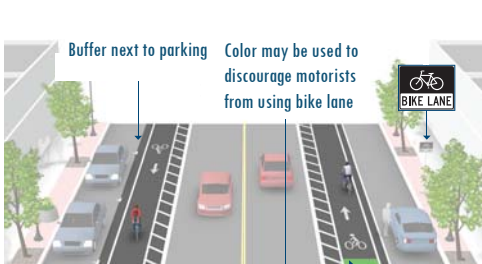


You may see...

The City of Evansville, along with the Parks and Recreation Department and the Evansville Metropolitan Planning Organization, is nearing completion of the City of Evansville Bicycle and Pedestrian Connectivity Master Plan. The Plan identifies opportunities for safe and convenient connections between community destinations. The Plan recommends various bicycle treatments, including Dedicated Bike Lanes similar to Oak Hill Rd., but new treatments are being introduced. Here's what you may see in the near future around Evansville:

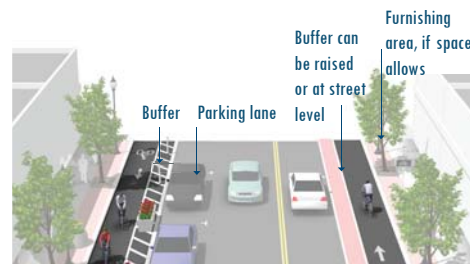
Buffered Bike Lanes:

Buffered Bike Lanes are the same as Dedicated Bike Lanes, but an extra buffer space is provided that separates the bike lane from the adjacent motor vehicle lane and/or parking lane. This extra buffer space can make cyclists feel safer and more protected from passing vehicles.



Cycle Track:

A Cycle Track combines the user experience of a separated trail with the on-street infrastructure of a Dedicated Bike Lane, and is physically separated from motor traffic and is distinct from the sidewalk. The physical barriers could be vertical bollards, planters or landscaping, or a raised curb.



Bike Boulevard:

Bike Boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, and traffic calming and/or traffic reduction. These are primarily marked through residential neighborhoods.

