

## BIKE SAFELY AND LEGALLY

State law requires that bicyclists abide by the same basic rules as those operating other vehicles.

Always:

- Ride with traffic, never against it.
- Obey traffic signs and signals, and observe others' rights of way.
- Stay visible and predictable.
- Control speed and pass safely on trails.

For a complete description of State traffic laws applicable to bicyclists, visit:

[bit.ly/TexasTransportationCode](http://bit.ly/TexasTransportationCode)

For bike laws specific to Austin, visit:

[bit.ly/AustinBicycleLaws](http://bit.ly/AustinBicycleLaws)

Thanks for riding!

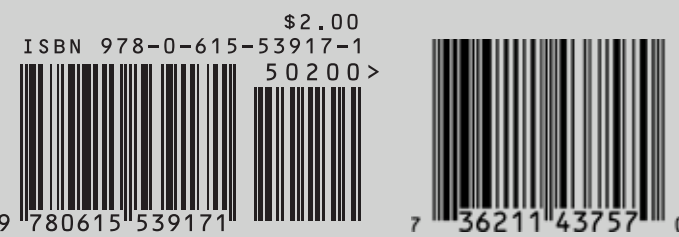


2017 Edition

@ATXTransportation

@AustinMobility

[AustinTexas.gov/Bicycle](http://AustinTexas.gov/Bicycle)



# AUSTIN, TEXAS BIKE MAP



**CHOOSE ROUTES BY BIKING COMFORT**  
Plan a trip | Find better bikeways

For more information, visit:

[AustinTexas.gov/Bicycle](http://AustinTexas.gov/Bicycle)

or

[AustinTexas.gov/UrbanTrails](http://AustinTexas.gov/UrbanTrails)

Email feedback on Austin's bicycle network to

[Bicycle@AustinTexas.gov](mailto:Bicycle@AustinTexas.gov)

Have an issue with a bikeway to report?

Call [Austin 3-1-1](tel:5123113111) or use the online form at

[AustinTexas.gov/Department/311](http://AustinTexas.gov/Department/311)

Bike share: learn how to use Austin B-Cycle

[AustinBicycle.com](http://AustinBicycle.com)

Disclaimer:  
The City of Austin assumes no liability for bicyclists traveling on these routes. Bicyclists assume a risk while using these routes identical to the risks assumed on all other roadways.

## BIKE LANE

Enter and exit them predictably, with hand signals, shown below and to the right.

And don't forget...

STAY OUT OF THE DOOR ZONE!



RIDE THREE FEET OR MORE FROM PARKED CARS

## SHARED LANE MARKINGS

"Sharrows" are used on roads too narrow for bike lanes. Cyclists may take the full lane. Ride straight through the center of the arrow. On roads with one lane in each direction, move over when safe to help approaching cars pass you safely. Stay visible and alert. Stop, slow, or change lanes in ways that drivers can predict.

## 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 not restricted (illegal).

## BIKING BY BUS

Make cross-city trips more bikeable by taking a bus or train part-way. Every full-size Capital Metro bus has bike accommodations, as do MetroRail trains. Many Capital Metro Stations and Park and Rides have secure bike parking. For more information on biking in Austin by bus, visit: [capmetro.org/bike](http://capmetro.org/bike)

## HIGH-COMFORT BICYCLE FACILITIES

Look for these protected on-street bike lanes on a growing number of Austin streets. Choosing these routes offers protection from traffic.

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

GET THE GREEN LIGHT:  
Stop your bike above the grooves of the detector loop.

## AUSTIN'S SAFE PASSING ORDINANCE

Motorists must give cyclists at least three feet. It's the law!

• Motorists must pass at least three feet from a bicyclist or other vulnerable road user (six feet for large trucks and commercial vehicles). This does not apply when the cyclist is in a bicycle lane.

• Motorists must not pass a cyclist and then turn right unsafely close to them.

• Left-turning motorists must yield to cyclists approaching in the opposite direction.

• Motorists may not drive in any way meant to intimidate, harass, or threaten a cyclist or other vulnerable road user.

• Cyclists should ride predictably, communicate with other road users, and move over when safe to let faster-moving traffic get by. Do not pass other vehicles within three feet, whether they're moving or not.

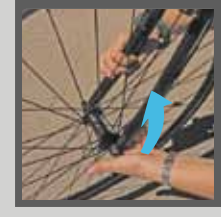
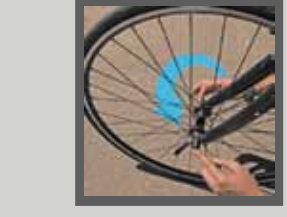
View the complete ordinance at  
[bit.ly/SafePassingLaw](http://bit.ly/SafePassingLaw)

## GET READY TO ROLL

Be sure your bike is always 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. In the rain, give yourself extra time and be careful. Wearing a helmet is a wise choice, and required by law for bike riders age 17 and under.

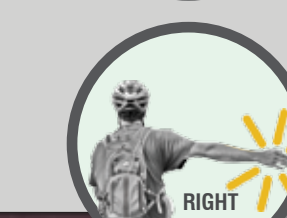
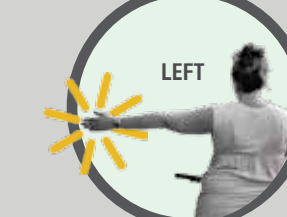
## KEEP YOUR WHEELS ON

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

Ride with caution: Crossing motorists may not expect bicyclists on the sidewalk. Cycling is illegal on restricted sidewalks shown on map.

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.



Thoughtful interactions make for safe and friendly roadways. Do your part.

## AVOID TROUBLE

• Watch traffic behind and beside you. Learn to check over your shoulders without swerving. Having a mirror on your helmet or handlebar can be very helpful.

• Watch driveways and cross-streets. Make eye contact. Don't assume that others will see you or yield to your right of way.

• Keep plenty of space around you.

## ABOUT THE ROUTE CODING

When biking, consider choosing different routes than you would when driving. Streets with protected bicycle lanes, trails, and quiet neighborhood streets are generally comfortable for people of all ages and abilities.

**High Comfort:** Trails, protected bicycle lanes, and neighborhood streets with low traffic speeds and volumes.

**Medium Comfort:** Low- to high-speed roads with bicycle lanes, or roads with low to moderate speeds and volumes and shared lanes.

**Low Comfort:** Roads with high traffic volumes and speeds, and little or no bicycle accommodations. Shown on map as key route connections.

**Extremely Low Comfort:** Not recommended for bicycle travel. Use with extreme caution.

**Major Streets:** Where no comfort level is shown, streets are not yet suitable for bicycling. Seek higher comfort alternate routes nearby.

**Helpful Sidewalk:** Shown next to a less-comfortable road.

# LEGEND

## Routes by Biking Comfort

See "About the Route Coding"

- 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

- Elementary Schools
- Middle Schools
- High Schools
- Libraries
- MetroRail Stops
- MetroBike Shelters
- Bike Shops
- Swimming Pools
- Bike Share Stations (as of 9/1/17)

