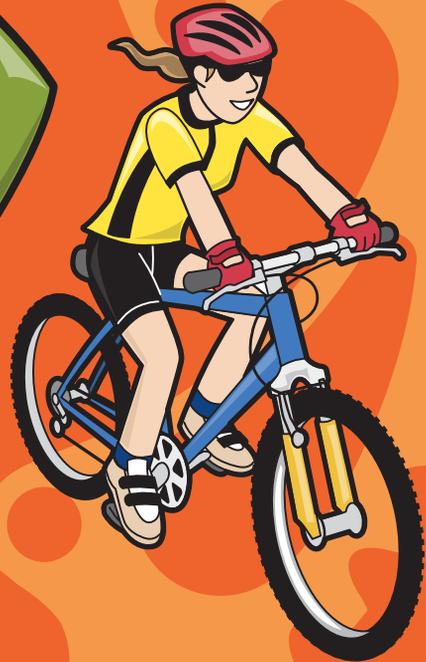


# DRIVE YOUR BIKE!



**LEARNING TO  
SURVIVE & THRIVE  
ON THE STREETS!**



**Pima County  
MIDDLE SCHOOL BICYCLE  
EDUCATION PROGRAM**

## **A NOTE TO PARENTS**

We'll teach your kids how to be safer bike riders in a training class, and they can use this manual to refer back to what they've learned. When young bike riders learn the rules of the road and how to ride as safely as possible, they will be safe drivers in the future. That's why we call this guide **Drive Your Bike** — because riding a bike safely is similar to driving a vehicle safely.

Three out of four kids ride bikes, and even older “kids” enjoy biking around town — just check out all the U of A students on two wheels.

A class and a booklet are just the first steps. Kids need you to guide them after the class is over, remind them about the rules of the road, and most importantly — go on fun bike rides with them!

Sometimes your kids need reminders about patience—waiting for the light to change so they can cross the street safely. Also, bike riders of all ages need to be visible and predictable to increase safety. When you ride with your son or daughter, you can assess skill levels and determine what types of streets are suitable for their riding ability.

You can also take a follow-up Bike Safety Class with your child (ages 8 and up), free from Pima County. You'll get free bike gear, like a helmet, lock, or light and great information about fun and safe riding.

Visit [www.bikeped.pima.gov](http://www.bikeped.pima.gov), or call **243-BIKE**.

***Thanks for helping your kids enjoy the fun and freedom of biking!***



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## **WHY BIKES?**

For most of you, it will be two to four years before you get a driver's license. However, you have places to go, people to see, and things to do. You're old enough now to go where you want, when you want — if you know how to get there safely (and your mom or dad says it's ok). Besides, you're probably sick of having to ask your parents for rides everywhere. So why not gain your independence and some freedom while having fun by riding your bike?



## **BIKES GIVE YOU FREEDOM AND INDEPENDENCE.**

All bikes are awesome. So just pick one you like, that's fun and comfortable to ride, and then use it. It doesn't matter what kind it is or color, as long as you like it. Use it to go places, to play and hang out and for adventure. Bikes can help to solve so many problems and societal issues and the best part is we can have fun while we do it.

Often the bike is the easiest, cleanest and most efficient means of transportation, but many of us just don't think of it. This next article does a good job of illustrating the point that when it makes sense, bikes are often the best transportation choice.

### **4 Why Bikes?**

## **TWO-WHEELED WONDER**

*The glory of lungs, legs, and steel*

THE BICYCLE IS A MASTERPIECE of physics. It harnesses human muscle power directly to that old-time marvel (the wheel) and yields a vehicle more energy-efficient than any other devised, ever, by anyone.

A human on a bicycle is more efficient (in calories expended per pound and per mile) than a train, truck, airplane, boat, automobile, motorcycle, skateboard, canoe, or jet pack. Cycling is more efficient than walking, which takes three times as many calories per mile. Pound for pound, a person riding a bike can go farther on a calorie of food than a gazelle can running, a salmon swimming, or an eagle flying.

Oh, and the bicycle is hugely democratic: It is equally available to all. That's why on the highways, byways, and bikeways in most of the world, the bicycle is the most ubiquitous transport vehicle. Bicycles outnumber automobiles almost two to one worldwide, and their production outpaces cars by three to one. Rush-hour traffic in China is dominated by these human-powered vehicles. Even in the wealthy cities of Europe and Japan, a large share of the populace gets around by bike. Only here is it treated as little more than a plaything. About 50 million U.S. adults (and 40 million children) ride their bikes at least once each year, but only about 2 million are regular bike commuters.

A bike is a blessing for your wallet, health, and legs, but bicycles are wonders because of what they don't do to the world. At zero pounds of carbon dioxide emissions, versus a car's one pound per mile, a bike does not alter the global climate. A cyclist fuels up on carbohydrates, not fossil fuels and imported oil. Bicycles don't require paving over landscapes at the expense of croplands, government coffers, and livable neighborhoods. And bicycles are not the leading killer of Americans and Canadians 2 to 24 years old or, worldwide, of men 15 to 44 years old. That distinction is reserved for the automobile.

Bicycles are not for everyone, and they're not for every trip. Cars do many things that bicycles cannot easily do: carry heavy loads uphill, protect riders from the elements, and cover long distances quickly. But a surprising number of car trips could easily be made by bike. Nearly half of all trips in the United States are three miles or less; more than a quarter are less than a mile.

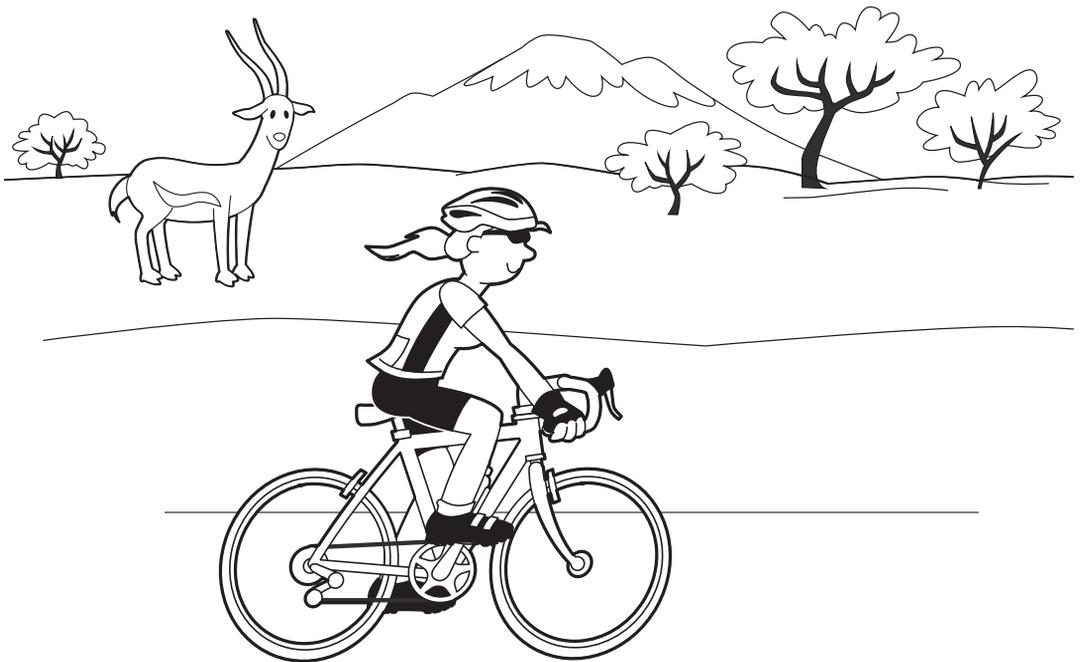
While advertising sells cars and trucks as tools for the open road, most often they help us inhabit a small daily realm ("Errandsville") defined by home, store, job, and school.

Many of these trips are easily bikable (or walkable) even on roads designed without bicycles or pedestrians in mind. A bicyclist can cover a mile in 4 minutes, while a pedestrian requires 20.

Short car trips are, naturally, the easiest to replace with a bike trip (or even walking). Mile for mile, they are also the most polluting. Engines running cold produce four times the carbon monoxide and twice the volatile organic compounds (VOCs) of engines running hot. Smog-forming (and carcinogenic) VOCs continue to evaporate from an engine until it cools off, whether the engine's been running for five minutes or five hours.

British author H. G. Wells summed up cycling's promise best more than a half century ago: "When I see an adult on a bicycle, I do not despair for the future of the human race."

*This article is excerpted from Seven Wonders for a Cool Planet, by Eric Sorensen and the Sightline Institute (Sierra Club Books, May 2008). Used with permission.*



## IT'S PLENTY FAST

On trips appropriate for the bicycle, you're not sacrificing much time. You want to compare the time it takes to drive a bike and the time it takes to drive a car, say 2 miles, to school or the store. A bike travels at 12 mph; it's not an amazing speed and you don't have to be a great athlete—or dress like one—to go that fast.

How do you write that speed, 12 miles per hour as a fraction?

$$\frac{\text{MILES}}{\text{MINUTES}}$$

OK, so reduce that fraction...

$$\frac{\text{MILES}}{\text{MINUTES}} \div \frac{12}{12} = \frac{\text{MILES}}{\text{MINUTES}}$$

What does this mean?

You can go \_\_\_\_\_ miles in \_\_\_\_\_ minutes.

What does this tell you about the time it takes to ride 2 miles?

$$\text{_____} \times \text{_____} = \text{_____}$$

Thus 2 miles would take \_\_\_\_\_ minutes on your bike.

What if an adult drives you in a car that travels at 30 mph? How would you write that speed, 30 mph as a fraction?

$$\frac{\text{MILES}}{\text{MINUTES}}$$

OK, so reduce that fraction...

$$\frac{\text{MILES}}{\text{MINUTES}} \div \frac{30}{30} = \frac{\text{MILES}}{\text{MINUTES}}$$

What does this mean?

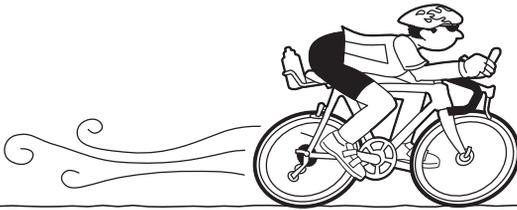
You can go \_\_\_\_\_ miles in \_\_\_\_\_ minutes.

So 2 miles would take \_\_\_\_\_ minutes in a car or truck.

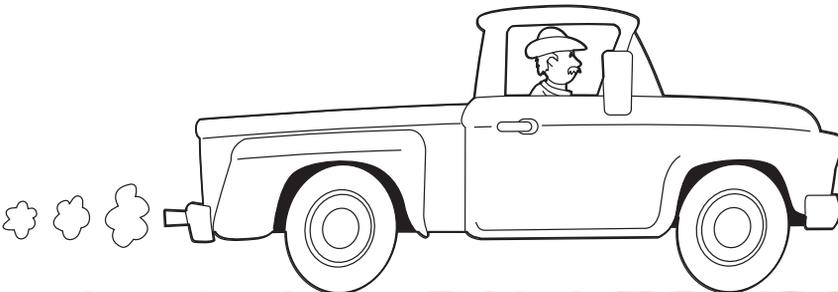
We all know it's faster to drive a car than ride a bike, but for short distances, it only saves a few minutes.

### ***What about parking?***

Have you ever been driven around a parking lot looking for a spot? That search for parking adds to travel time in a car, but usually, there are lots of quick and easy spots for bikes!



***BICYCLE at 12 mph = 2 miles in 10 minutes***



***MOTOR VEHICLE at 30 mph. =  
2 miles in 4 minutes, plus parking***

***For many trips, the bike just might be the fastest option  
with the best parking spot.***

## **IT'S AFFORDABLE**

It will still be years before you can drive, but once you do, you might need to find a job just to pay for the costs of owning a car.

Maintaining and operating a car is expensive, and when compared to a bike it's crazy steep. Driving cost estimates are shown below from [www.commuterolutions.org](http://www.commuterolutions.org).

These estimates do not include depreciation, and they assume that you own the car and do not have to make payments. Car payments can be hundreds of dollars each month.

### **ANNUAL COST OF DRIVING**

20 miles per day x 7 days a week .....	140 miles weekly
140 miles x 52 weeks .....	7,280 miles per year
7,280 miles ÷ 20 miles per gallon.....	364 gallons
364 gallons x \$3.75 per gallon. \$1,365 yearly or \$26.25 per week	
2 oil changes per year .....	\$60 - \$90 each
Insurance.....	\$1200 per year or more
Maintenance (minor repairs, tires, etc).....	\$500 per year
Title and Registration .....	\$50 per year or more
Total cost each year to drive .....	\$3,155
\$3,155 ÷ \$8 an hour job .....	394 hours

***394 hours ÷ 52 weeks = 8 hours of work per week to pay for driving a car***

### **ANNUAL COST OF RIDING BICYCLES**

1 set of tires.....	\$50
6 tubes.....	\$30
1 bike shop tuneup .....	\$50
Minor repairs .....	\$50
Total.....	\$180

## **IT'S PRETTY DARN SAFE**

Compared to other activities, bicycling is pretty darn safe. There are many activities that hurt many more people than riding bikes. Heck, more people died from falling off of furniture in 2009, and three times as many from choking on food. But we still eat on the couch, so we can probably learn to ride our bikes safely, too.

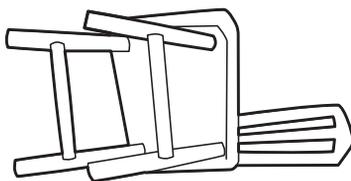
Riding is also a great way to get your 60 minutes a day of exercise, which is way more fun than, say, running on a treadmill or doing an hour's worth of jumping jacks.

***In a typical year in the United States...***

***An average of 16 people choke to death on hot dogs.***



***An average of 650 people die from falling off of furniture.***



***An average of 26 people die from lightning strikes.***



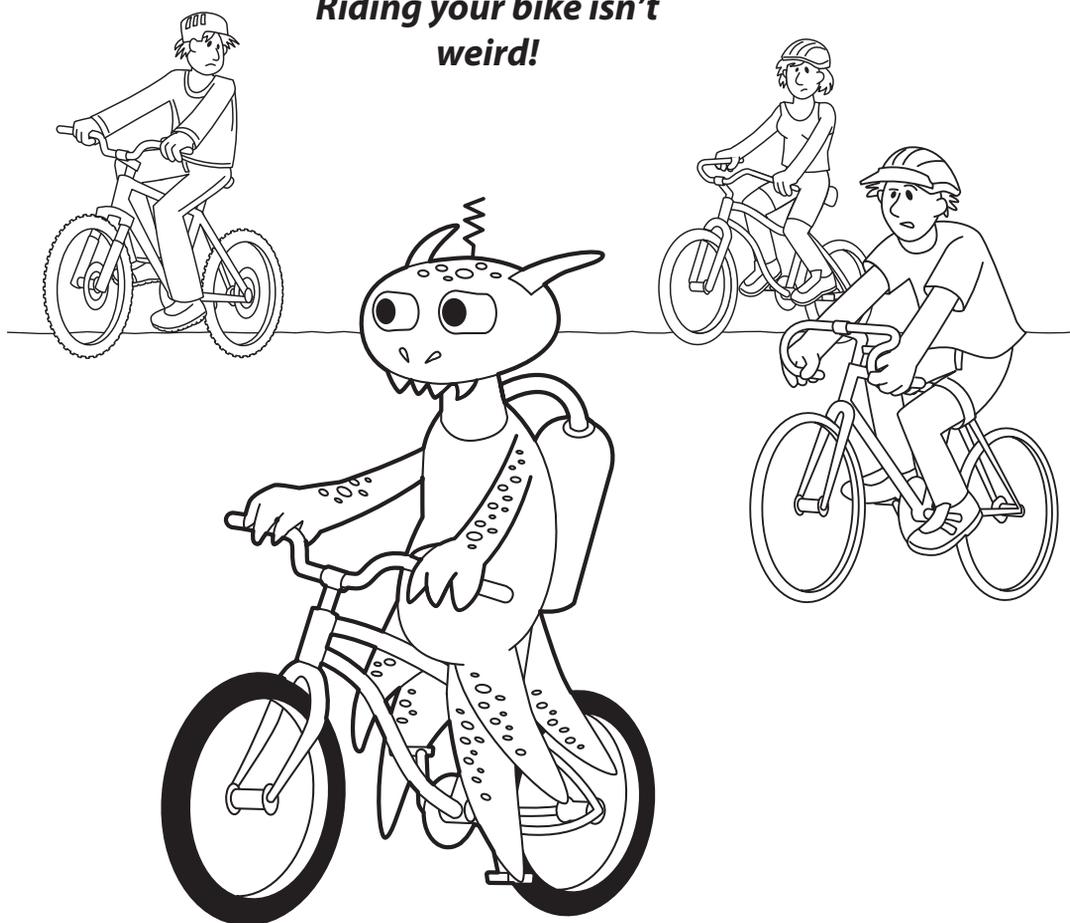
## **IT'S TOTALLY NORMAL**

Don't worry, you're not alone. Bicycling numbers have been rising quickly for some time. In fact, according to SafeKids USA, three out of four kids in the U.S. ride a bike, and it's only gaining in popularity.

You won't look like an alien or a fish out of water, you'll just be another one of the thousands of Americans who thinks sitting in traffic is boring and that gas and cars are too expensive.

In Europe, where it's more crowded than the U.S., everyone rides bikes — men, women, children. In many cities there are more bikes than cars and it's completely normal to ride to work or school.

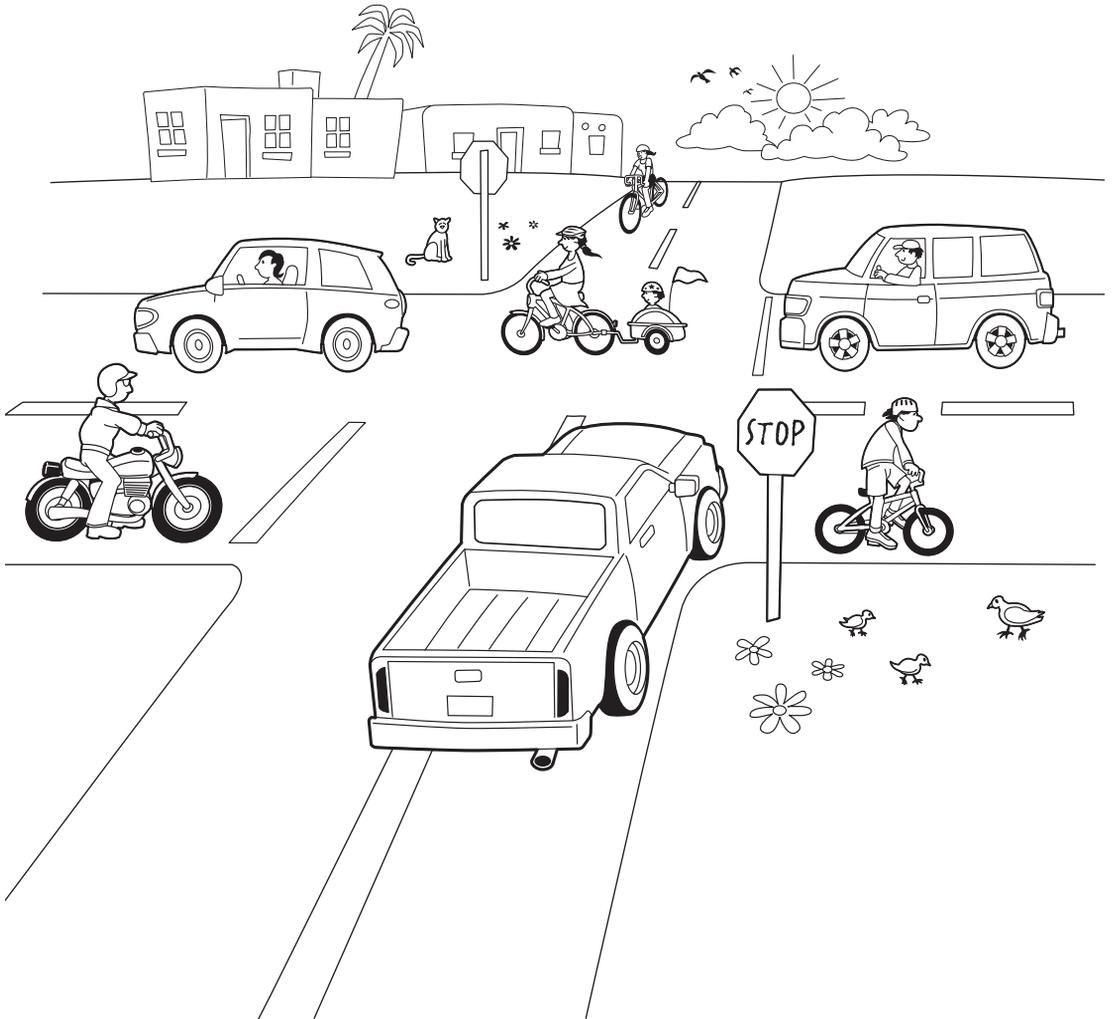
***Riding your bike isn't  
weird!***



# **ROADS WORK LOGICALLY...**

The good news is that you don't have to be a Jedi Knight or Ninja to ride your bike on the road.

There are laws governing how the road should work with bikes on it, and if we follow the rules it works out pretty well for everyone.

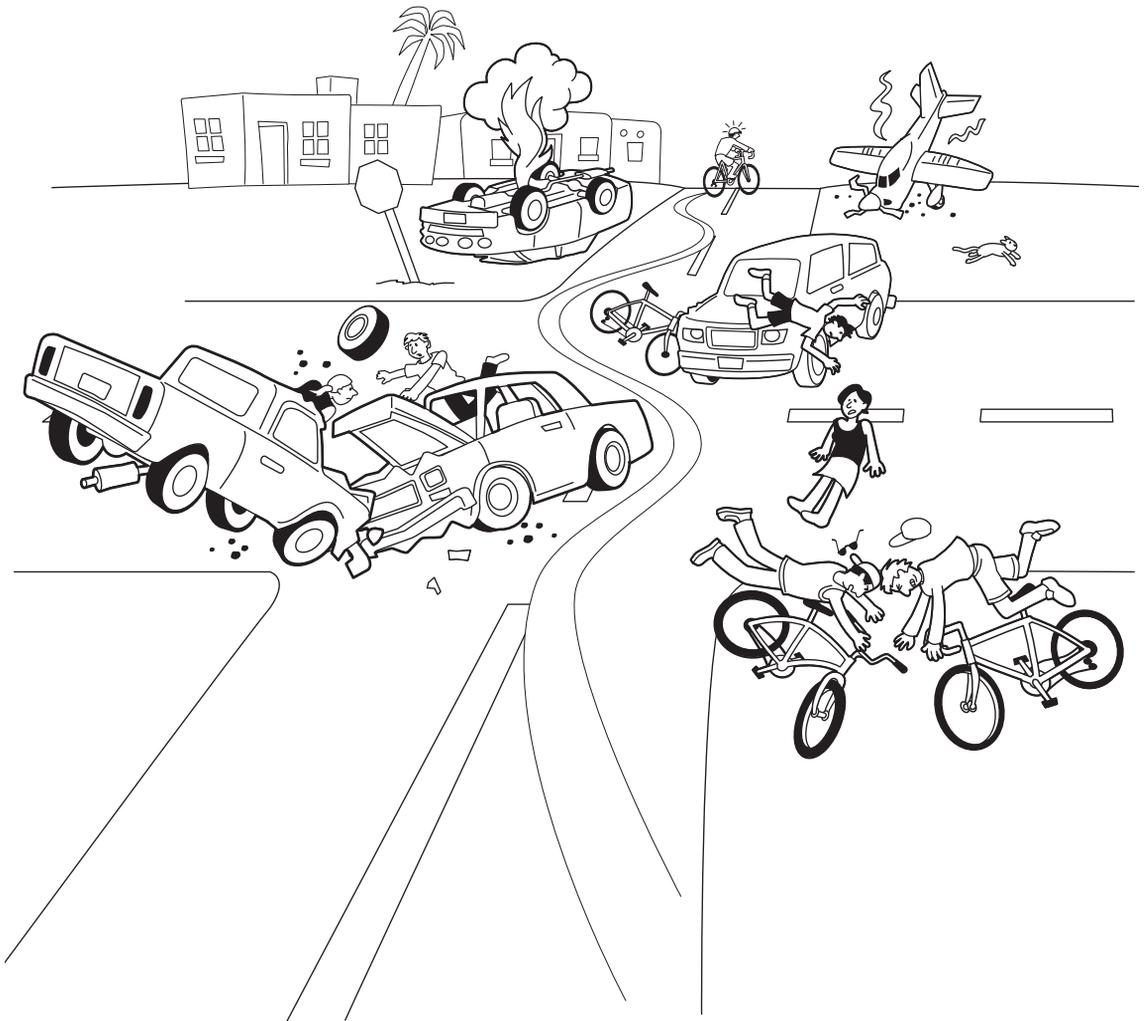


***When everyone follows traffic rules we can all get around safely.***

## **...NOT LIKE CHAOS**

All problems between bicyclists and motorists happen when one or the other doesn't follow the rules of the road. Because bikes are much smaller than cars, we as bicyclists need to do all we can to be careful.

A bicyclist is more vulnerable than a car driver and will lose the battle every time if a crash occurs. We cannot ride bikes safely in chaos.



***A society without traffic laws is a world of chaos and destruction***

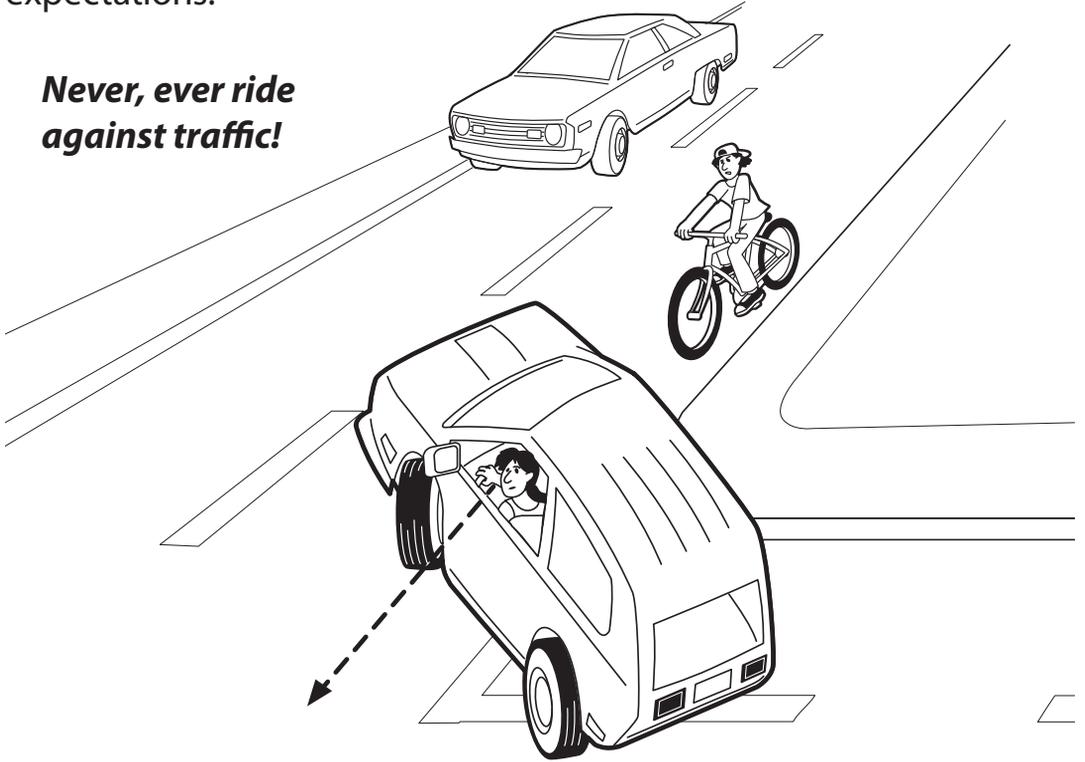
# RIDE RIGHT

The most basic and important rule of all is:

**Always ride with traffic on the right side of the road!**

The single dumbest, most dangerous thing you can possibly do on a bike is ride against traffic. Why? It's all about "closing speed" and expectations.

**Never, ever ride against traffic!**



**Car at 30 m.p.h.**

**Crash at  
18 mph**

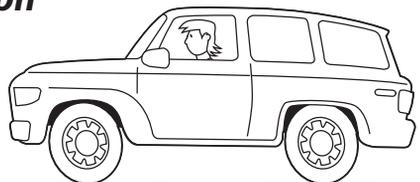
**Bike at 12 mph**



**Bike at 12 m.p.h.**

**Crash at  
42 mph**

**Car at 30 mph**



## **SIDEWALKS ARE TRICKY**

In the City of Tucson, a middle-schooler cannot ride on the sidewalk, unless there is a sign posted saying that it's OK.

Why? Because intersections are tricky and can be hazardous.

All streets, driveways, and business entrances are intersections and when you're riding on the sidewalk it's super hard for drivers to see you.

Besides, if you're on the sidewalk you would be the one that has to yield at each intersection, making it crazy slow riding.

Bicyclists riding on the sidewalk are 2.5 times more likely to be hit by a motor vehicle than one riding on the street.

*(Wachtel & Lewiston, 1994)*

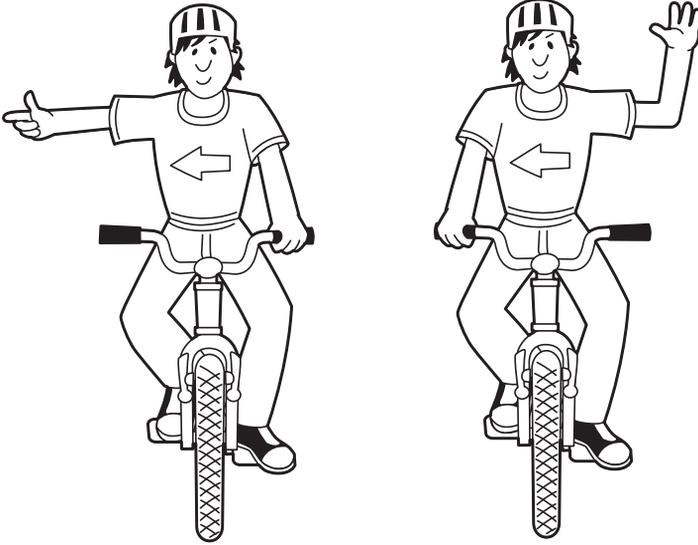
***Remember – Your #1 job is to make sure that drivers see you.***

***Don't be this guy...***

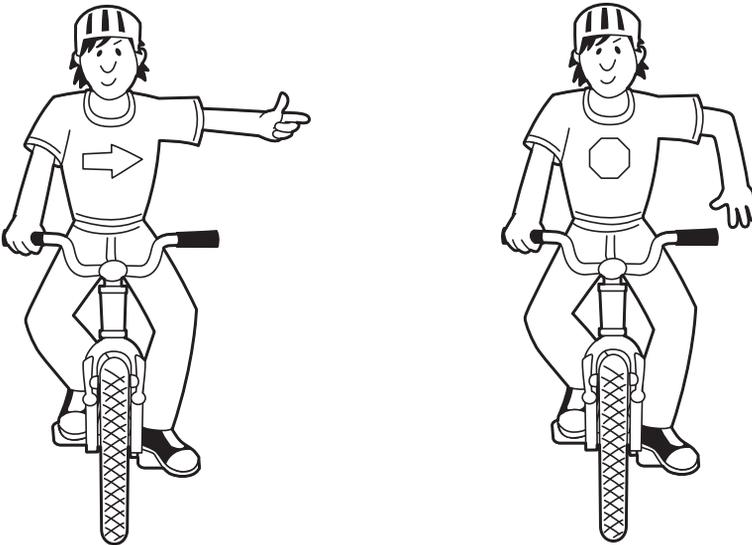


# COMMUNICATE WITH MOTORISTS

Now that you're riding with traffic on the road so that drivers can see you, you'll need to communicate with them, just like drivers do when they use turn signals and brake lights. You can communicate these actions to other road users, and you won't even have to send a text.



***Right turn signal (both are legal)***



***Left turn***

***Slowing down or stopping***

***Communicate with motorists and other road users:  
Use hand signals!***

## **ROAD POSITIONING**

Being predictable is one of the most important things we can do to stay safe on our bikes. When a motorist sees us on the road, our actions and position on the roadway should indicate to them our intention. They shouldn't be worrying if we are going to do something unpredictable like a 360° tail whip or jump a curb in front of them.

To be predictable you should ride in a straight line in the travel lane that's on the right side of the road. At intersections, you should ride in the lane that goes where you want to go.



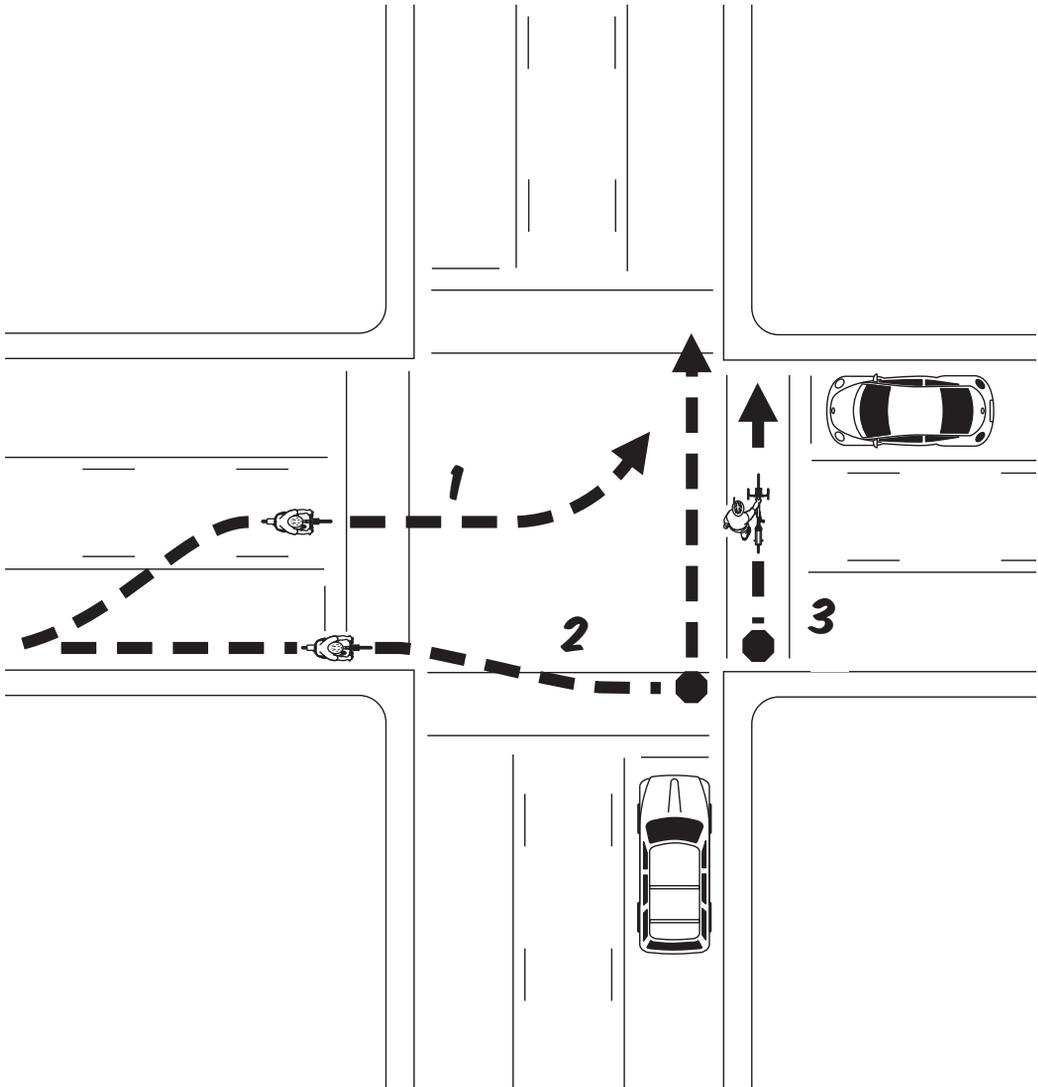
***Be predictable!***

***The road is not the place to practice your tail whip or curb-jumping skills.***

*What are the rules? 17*

## THREE LEGAL WAYS TO TURN LEFT

- 1.** You may make a left turn like a vehicle by looking over your shoulder for cars, signaling, and moving into the left turn lane when it's safe.
- 2.** You may make a left turn by riding to the far side of the intersection, then turning your bike to the left, and using the roadway.
- 3.** You may make a left turn by riding to the far side of the intersection, getting off your bike, and walking across the street using the crosswalk.



***Left turns can be tricky. Know your options.***

**18** *What are the rules?*

## **STOP SIGNS**

It's unbelievable that there even has to be a page for this. Stop means stop. There is no fine print on a stop sign. Not stopping at one is just plain crazy and carries a huge fine. Everyone and everything has to stop.

Not stopping at stop signs hurts the image of all bicyclists and makes it look as though we don't deserve to ride on the road.

State law defines a stop as a *complete cessation of movement*. It is the same for cars, trucks, motorcycles, and bikes.

When you run stop signs on your bike it makes all bicyclists look bad and sets a bad example for little kids on bikes who might imitate you and get seriously hurt.

# **STOP MEANS STOP!**

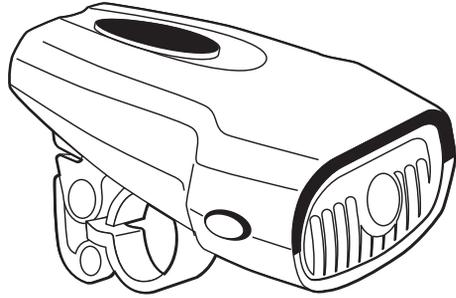
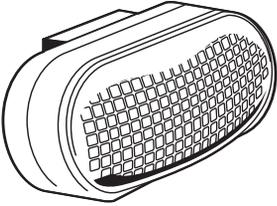
***Fines for running stop  
signs can cost you  
up to \$225!***



# **LIGHTS AT NIGHT**

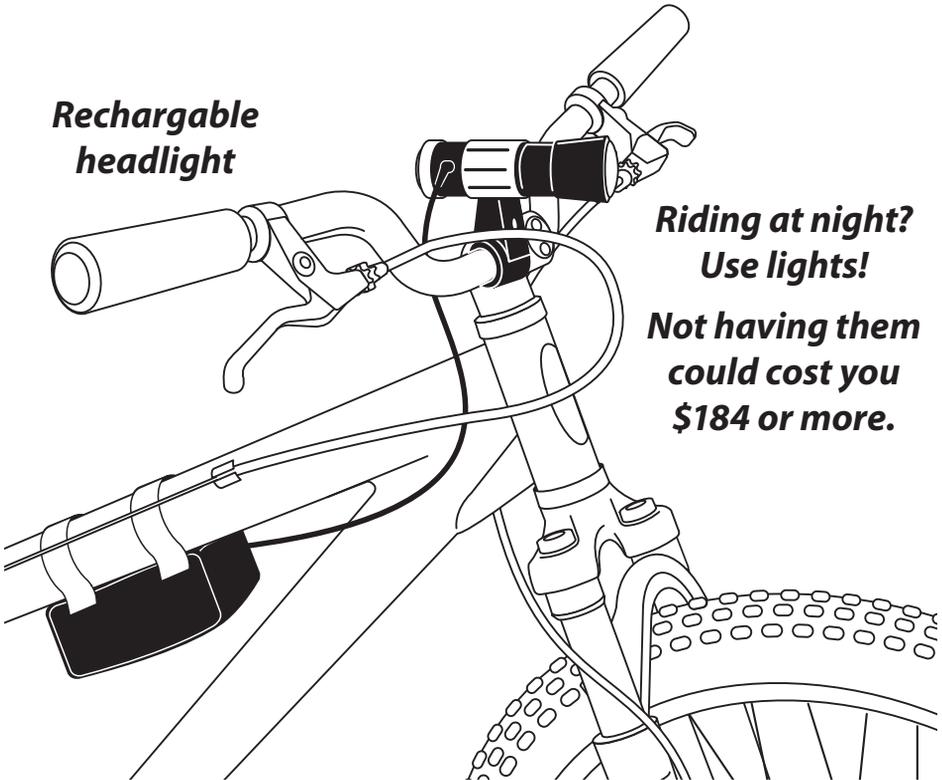
Ninjas are sweet but don't be one on the bike. Put lights on your bike so that motorists and other road users can see you at night. You should have a white light on the front of your bike, and a red light on the rear. The fine for not complying with this law could be \$184 or more!

**L.E.D. blinky taillight**



**Battery powered headlight**

**Rechargeable headlight**



**Riding at night?  
Use lights!  
Not having them  
could cost you  
\$184 or more.**

## CYCLING RADAR

We're allowed to ride our bikes on the roadway — and we're supposed to — but we can't ride like boneheads. We need to ride defensively and be very aware of other road users. Remember — riding in chaos only leads to trouble, and trouble hurts on a bike. The 4,000 pounds of car will always win, even if you are the size of a sumo wrestler, so keep your cycling radar on high.

Cycling radar just means to be aware of your surroundings. Listen for cars coming from behind you and from side streets. Watch out for dogs, cats, and little kids. Be alert to weird things happening around you.

This doesn't mean that you can't enjoy the scenery and the singing of the birds, just remember to turn on your sensors.



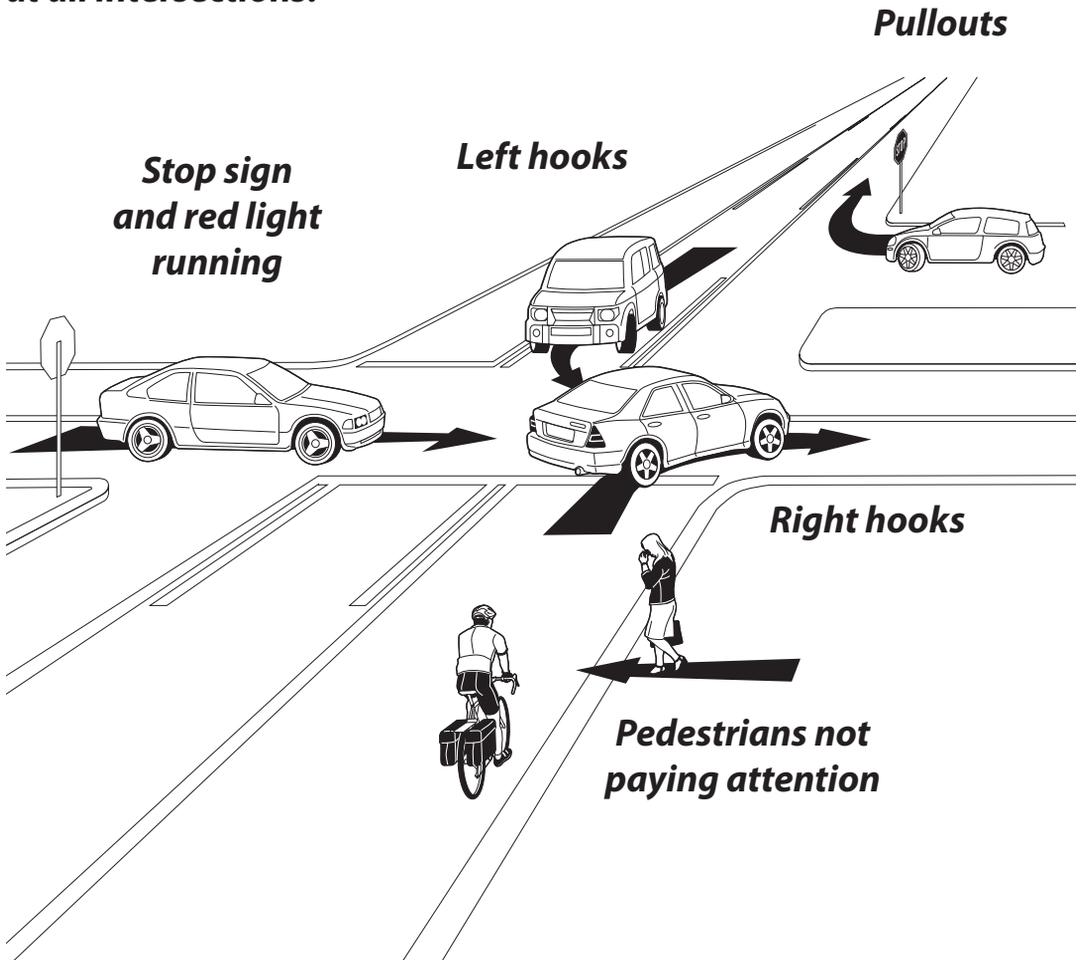
***Your #1 job on a bike is to make sure that drivers see you and can predict your next move. Don't freak them out.***

# **INTERSECTIONS**

Intersections are the main conflict and problem zone on the road. This is true for drivers, bicyclists and pedestrians. What this means for us is that at intersections our cycling radar needs to be on full alert. When at an intersection, always be behind a car and in front of another. That way, the driver behind you can see you. It won't matter what the other car does, because it's in front of you, moving away from you, and not in danger of making a right-hand turn into you.

Remember that driveways, business entrances, and side streets are all intersections and need to be given full alert. A good way to get the attention of a driver is a polite wave.

***Use your cycling radar at all intersections.***



# RIDING THROUGH INTERSECTIONS

Getting through an intersection from a stop is one thing, and riding through it at speed is another.

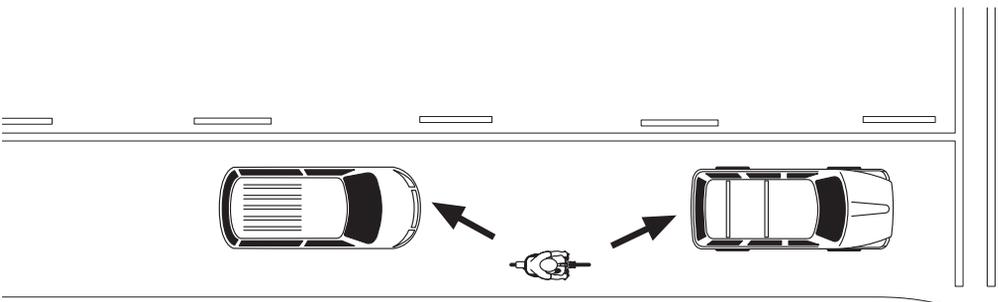
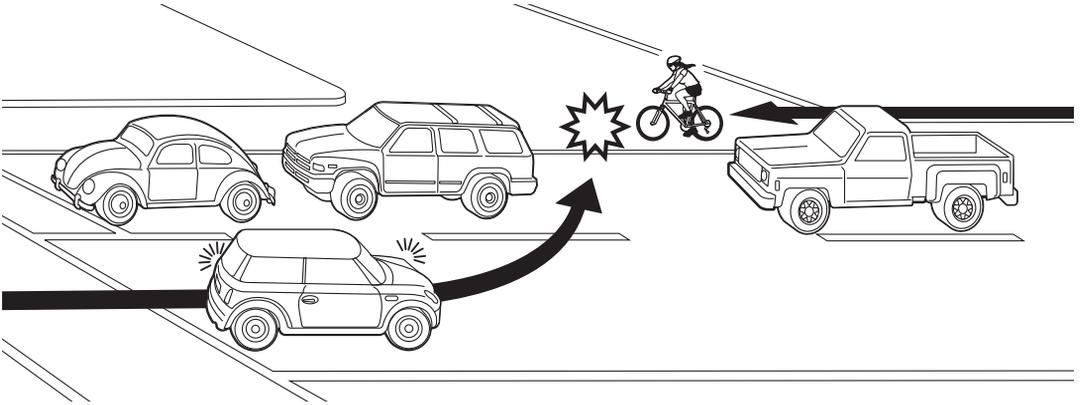
You should still try to position yourself in front of one car and behind another (even if you're riding in the bike lane), but now you also have to watch out for cars that might turn into your path.

Intersections on busy streets are where you're most likely to get in trouble. There's often a lot going on and impatient drivers may make bad decisions such as turning in front of you or pulling out suddenly into your path.

Protect yourself by paying attention and turn on your Cycling Radar. Don't use headphones! Be alert!

## BE SEEN!

*When you ride through intersections, always try to be behind one car and in front of another. Watch for turning cars!*



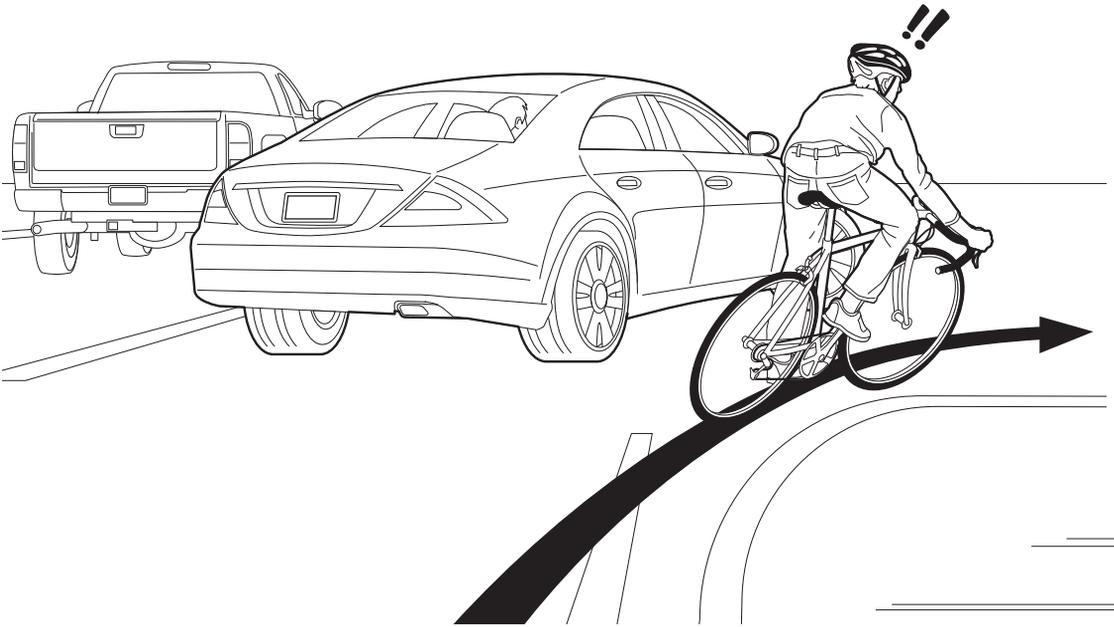
*Rider approaches an intersection, positioned behind one car and in front of another, for safety.*

## **RIGHT HOOKS**

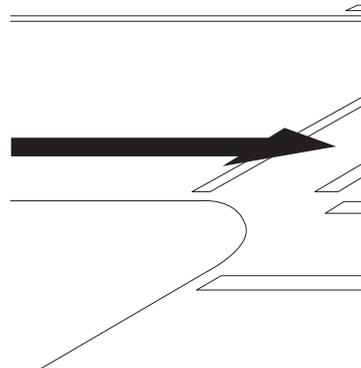
A common crash that happens between motorists and cyclists at intersections is the right hook. This is when a motorist turns right into your path. As has been stated enough times already, when approaching an intersection be in front of one car and behind one, and be ready for a motorist to turn even if they don't use their turn signal.

If you find yourself next to a car that is turning, slam on your breaks and YELL (something like, "Hey!" or "Stop!") loudly and repeatedly, or make a quick turn to the right along with the car.

Often times motorists aren't aware of how fast a bike could be traveling and won't expect you to be on their right.



***Beware the right hook!  
Be ready to hit your brakes and  
yell, or make a quick turn to  
the right.***



## **LEFT HOOKS**

A left hook is very similar to a right hook, but this time the car is coming from the opposite side of the road. The best way to avoid this is to make sure drivers see you coming.

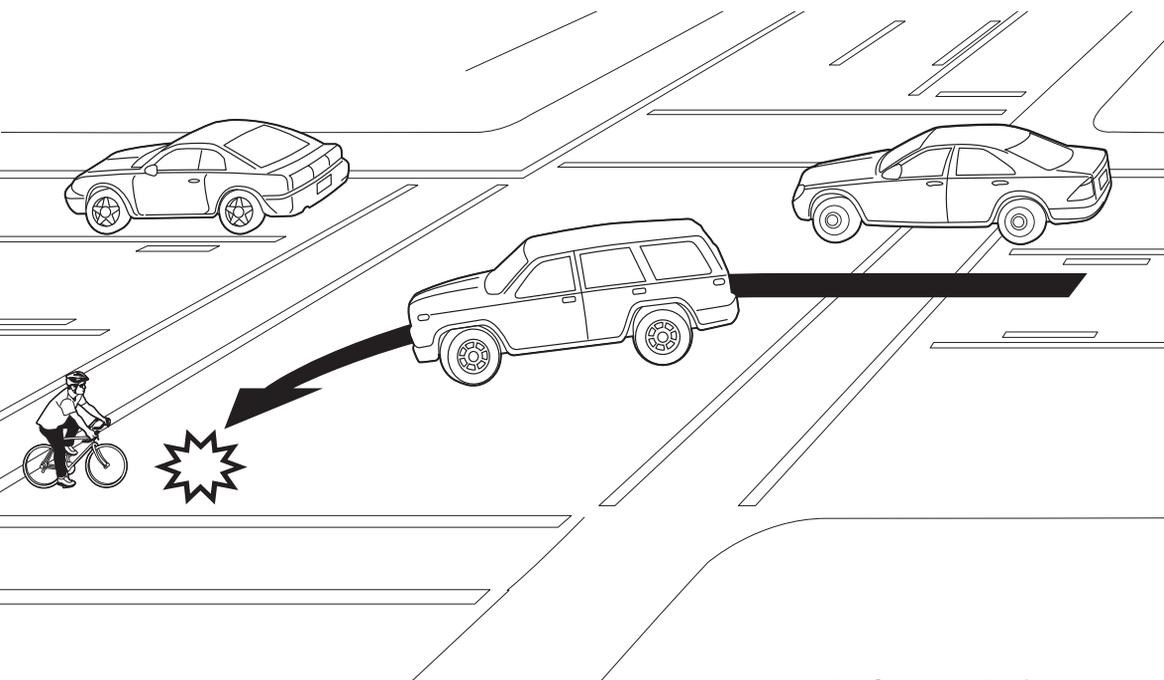
Always be on the lookout for the left hook. Drivers who are not paying attention can make a left turn into your path, especially when lighting is bad.

Because it's a head-on collision and happens very quickly, left hooks are especially dangerous.

When riding up to an intersection where you'll be going straight, don't "hug the curb." Instead, ride at least three feet from the edge of the roadway so that you can be seen.

Beware the left-turning driver. Make sure you can be seen, even wave your arm overhead if you have to.

***Left hooks can be especially dangerous to bike riders***

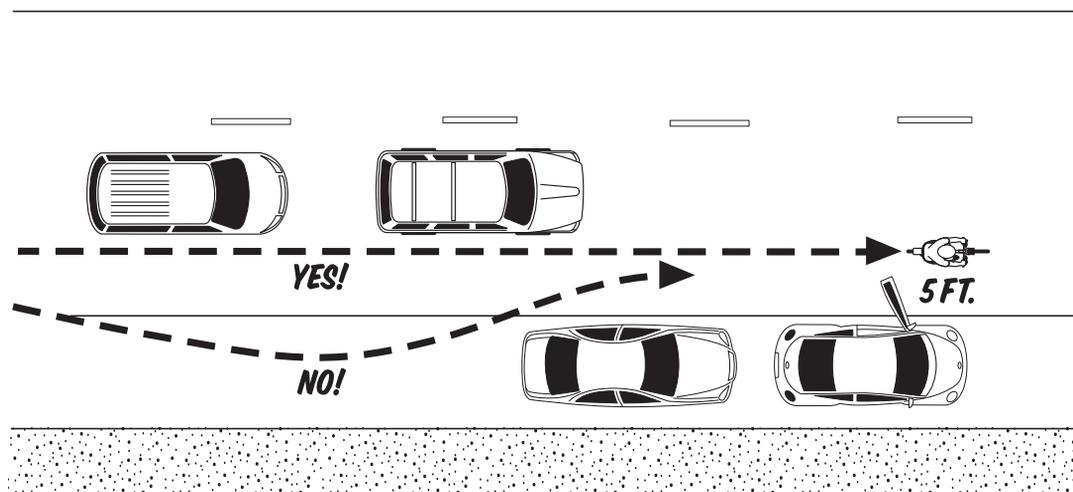


## CAR DOORS

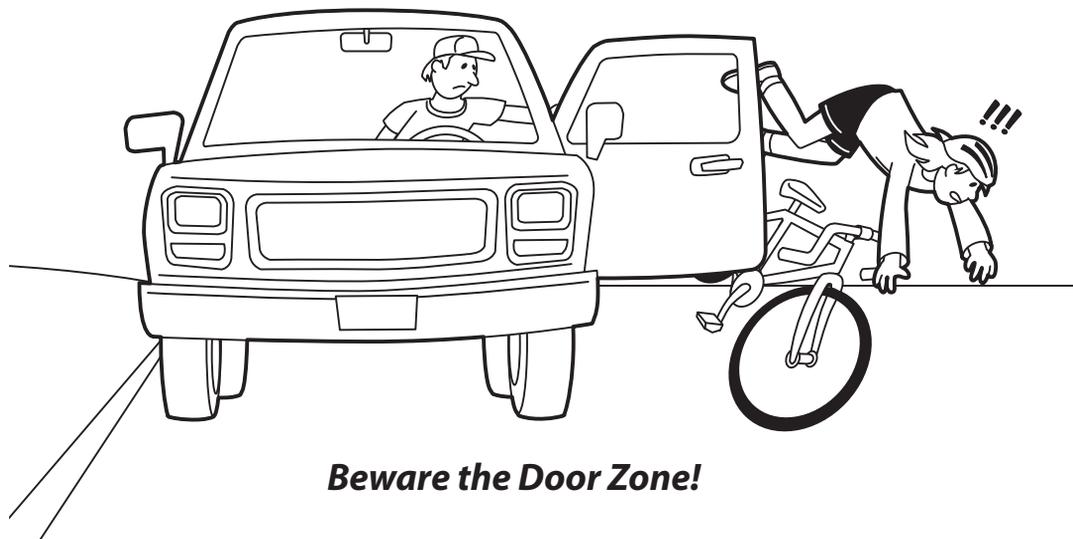
When cars are parked along the street, watch out for opening doors.

Always ride with your right handlebar 5 feet away from parked cars. That way, you won't have to be an acrobat to avoid getting hit. Ride in a straight line, and don't swerve in and out of empty parking spaces.

### ***Avoid the Door Zone!***



### ***Don't weave in and out of traffic!***



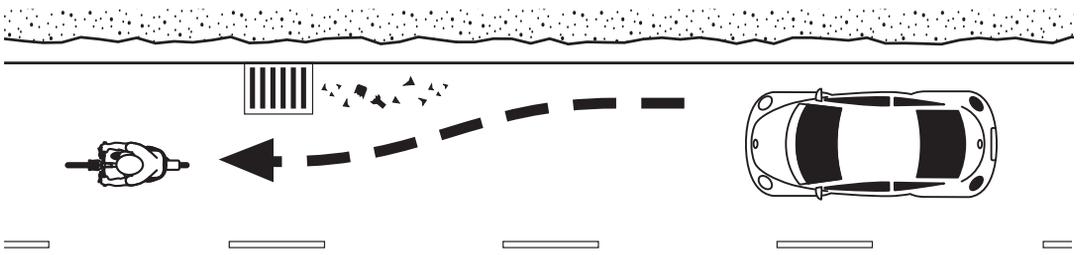
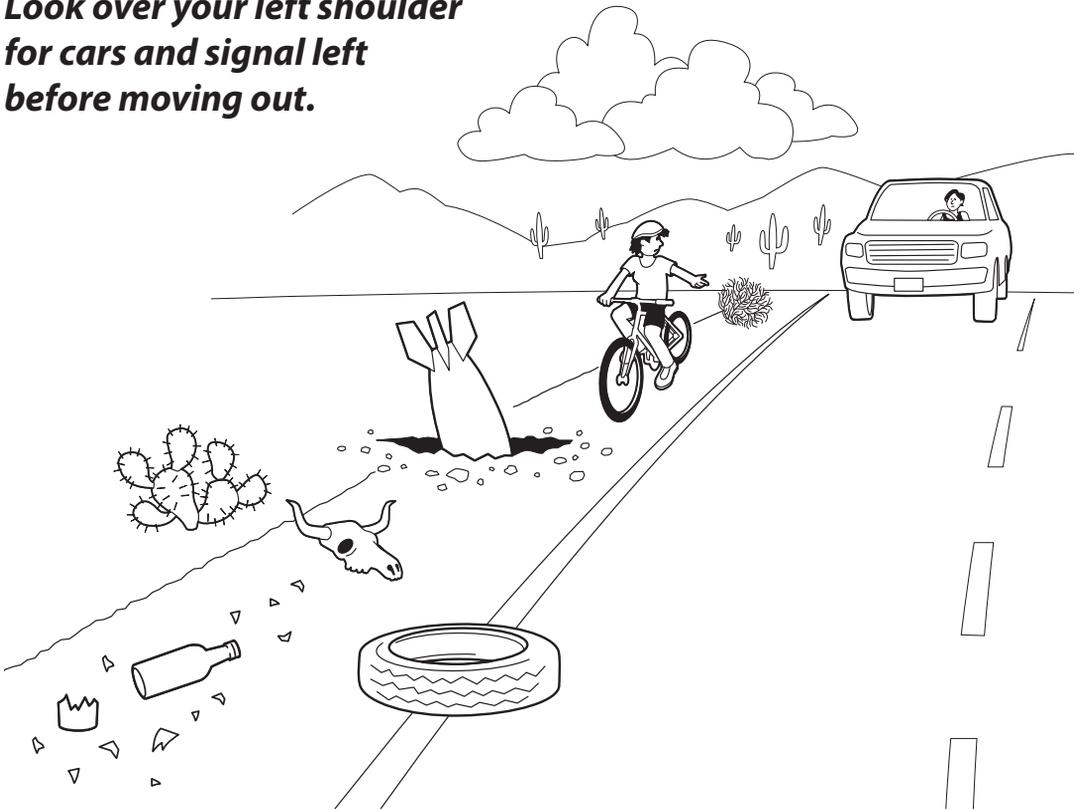
***Beware the Door Zone!***

# ROAD SURFACES AND DEBRIS

Not all roads are as nice as the pavement at the skate park.

Fortunately, we have the right to ride where we are safest. This means we don't have to run into potholes or over piles of glass, we just have to make sure it's safe before we make our move to avoid the hazard.

**Look over your left shoulder for cars and signal left before moving out.**

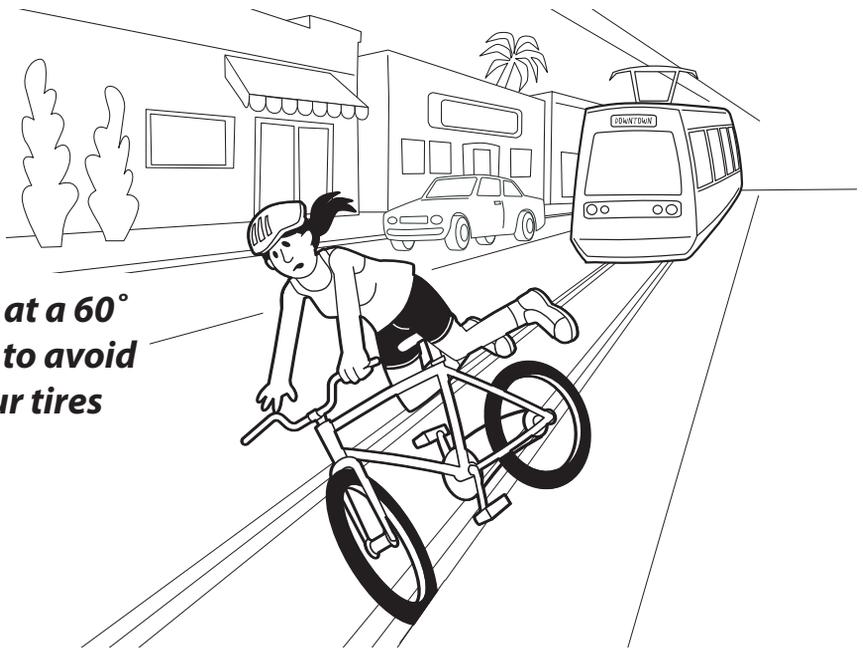


**Taking the lane to get around dangerous debris**

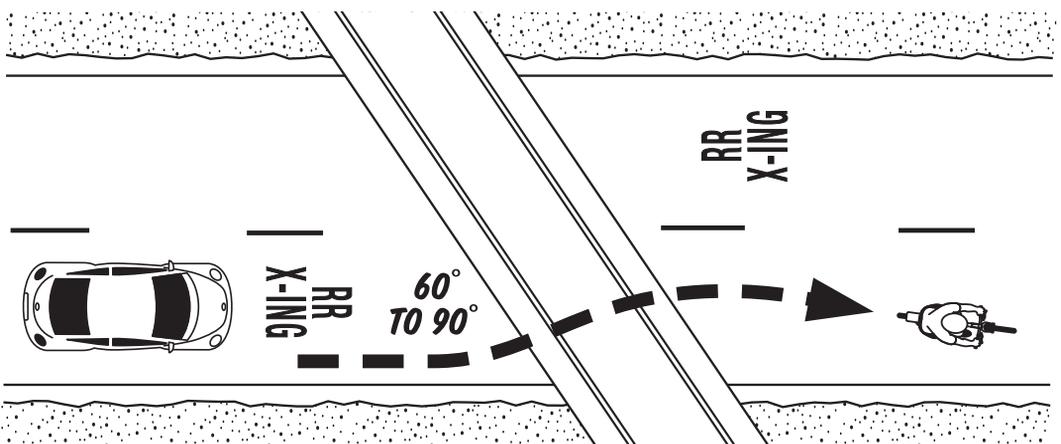
# **RAILROAD TRACKS, STREETCAR TRACKS AND LINEAR CRACKS**

Tracks can hurt. Any crack going the same direction as you is no place for your bicycle tire. When you need to cross them, do so as close to perpendicular as you can. Cross tracks at a 60° to 90° angle (like a plus sign).

Sometimes the road surface includes big plates of metal like storm drain grates and cattle guards. When the road is wet, or even a little damp, metal grates and cattle guards will be slippery. Maintain a steady speed and don't brake suddenly. Make sure you keep your front wheel perpendicular to the cattle guard, and watch for gaps in the metal that might grab your tire.



***Cross tracks at a 60° to 90° angle to avoid catching your tires***



## **CROSSWALK TALK**

If you are going to push the button at an intersection to get the walk signal, then you should get off and walk your bike across the street.

If you are trying to cross at a marked crosswalk with no button, proceed with caution and make sure that all cars are stopped before you walk your bike across.

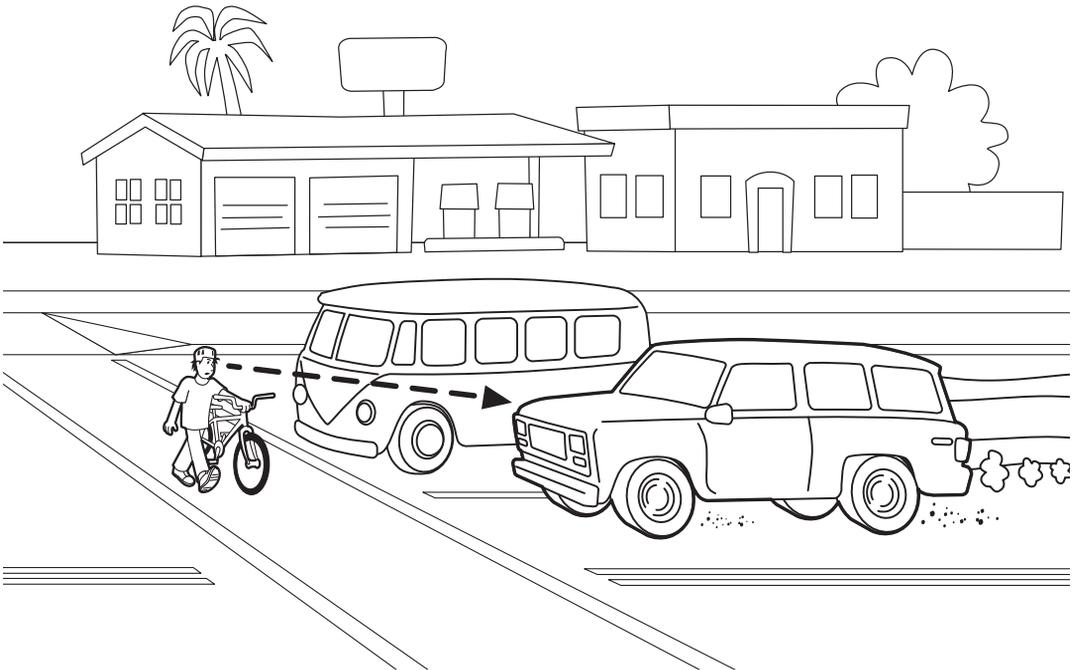
If you are on the sidewalk and you get to an intersection without a marked crosswalk, stop, double-check that it's clear, then proceed with extreme caution as you walk your bike across.

In all cases — but especially if there is more than two lanes on the street you are crossing — make sure that cars are stopping in each lane before you step from one lane to the next.

*A crosswalk — if you use it, walk it!*

***Watch and listen for drivers that might not see you in the crosswalk!***

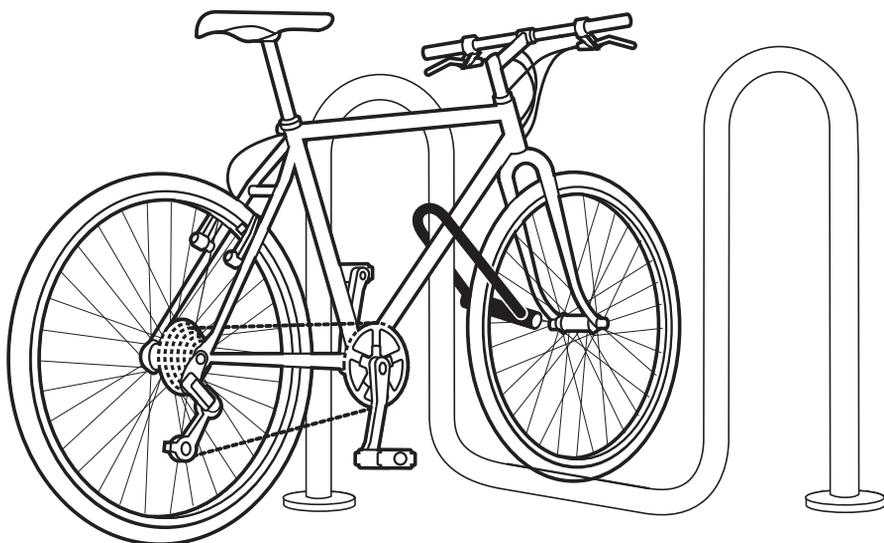
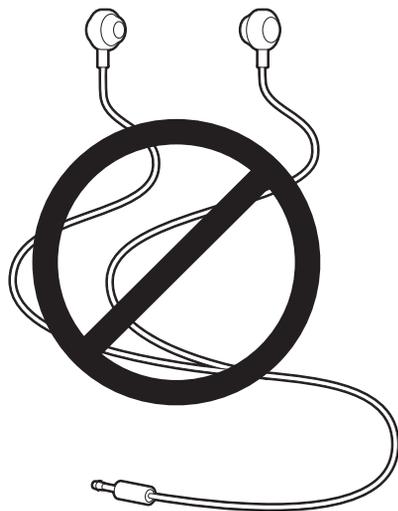
***Don't proceed until you're sure the next lane is clear!***



## **IPODS AND CELL PHONES**

Your cycling radar only works if you have your eyes and ears working to detect cars, bikes, and pedestrians around you. Sirens and cars coming from behind you can often be heard before the vehicles can be seen. Put the phone and iPod away and just listen to the world around you.

***No cell phones or earbuds when you ride!***



## **LOCK IT OR LOSE IT**

Locks are heavy and expensive, but a new bike costs a whole lot more. It's sad but true that leaving your bike for "just a minute" is the fastest way to become a former bike owner. High-quality U-locks are the best kind to get – they're nearly impossible to cut. Whenever possible, put the lock through the frame and your front wheel. You can also loop a cable through both wheels to further discourage thieves.

Always lock up your bike, even if you're only going to be gone for "just a minute."

## MAKE SURE IT WORKS

A bike in good working condition is way more fun to ride than a jalopy. There are some easy things that can be done to help make your ride easier and faster.



**One: Pump Them Up.** Always make sure that your tires are firm. If you have a pressure gauge, fill your tires to the PSI (pounds per square inch) recommended on the tire. If you don't have a gauge, then make sure that they are stiff to the touch. If you can depress your tire, then it needs air. A firm tire is a fast tire, and one less likely to get a puncture.

**Two: Lube it Up.** If it sounds like a flock of birds is chasing you, then you need to lube your chain. Only use a lubricant that is intended for bicycle use.

**Three: Make Sure it Stops.** Before you head out for a trip, make sure that the brakes work and that the brake levers cannot be pulled all the way to the handlebar.

**Four: Be Good To It.** Most bike shops offer tuneups. If you take your bike in once a year and are good to it the rest of the time, you should have quite a few years of happy riding ahead of you.

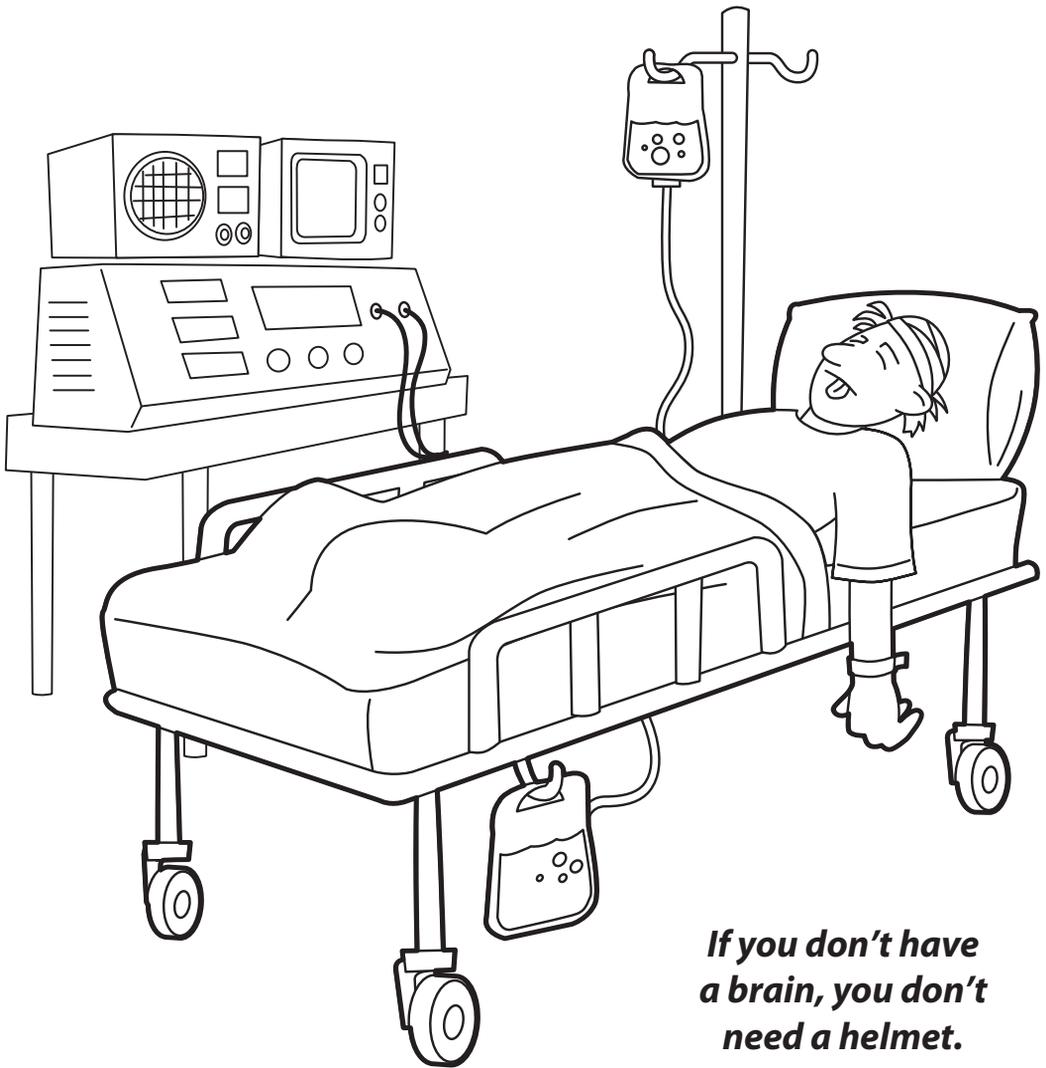


**Keep your brakes in good working order.**

## **HELMET YOUR HEAD**

There's no reason not to wear a helmet, and as a middle-schooler you are required to wear one by law. Lucky for us, they come in hundreds of different colors and dozens of styles, so we can all find one that works for us.

Also, they are super lightweight now, and most have enough vents in them so that you can still feel the wind in your hair. Helmets can reduce the risk of severe brain injuries by 88 percent!



***If you don't have  
a brain, you don't  
need a helmet.***

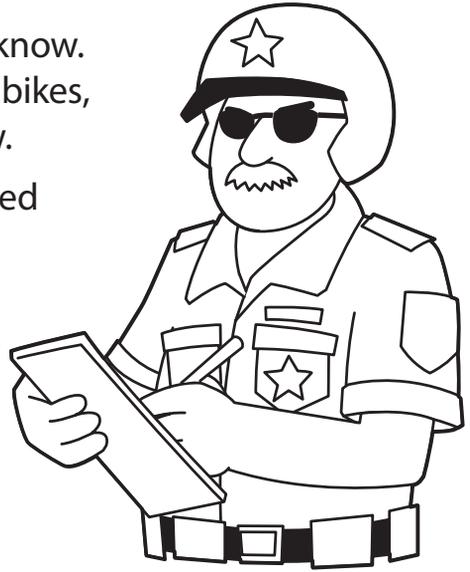
# THE LONG ARM OF THE LAW

There are lots of laws that you should know. All the laws that apply to cars apply to bikes, except in a few conditions listed below.

State laws says that a bicyclist “is granted all of the rights and is subject to all of the duties applicable to the driver of a vehicle.”

If you run a stop sign you would have to pay the same traffic fine as a driver — \$215!

Listed below are all the bike laws that apply to Arizona bicyclists...



## ARIZONA BICYCLE LAWS

### 28-101 Definitions

“Bicycle” means a device, including a racing wheelchair, that is propelled by human power and on which a person may ride and that has either:

- A. Two tandem wheels, either of which is more than sixteen inches in diameter.
- B. Three wheels in contact with the ground, any of which is more than sixteen inches in diameter.

### 28-601 Definitions

“Stop”, if required, means complete cessation from movement.

### 28-811. Parent and guardian responsibility; applicability of article

- A. The parent of a child and the guardian of a ward shall not authorize or knowingly permit the child or ward to violate this chapter.
- B. Except as otherwise provided in this article, this chapter applies to a bicycle when it is operated on a highway or on a path set aside for the exclusive use of bicycles.

## **28-812. Applicability of traffic laws to bicycle riders**

A person riding a bicycle on a roadway or on a shoulder adjoining a roadway is granted all of the rights and is subject to all of the duties applicable to the driver of a vehicle by this chapter and chapters 4 and 5 of this title, except special rules in this article and except provisions of this chapter and chapters 4 and 5 of this title that by their nature can have no application.

## **28-813. Riding on bicycles**

- A.** A person propelling a bicycle shall not ride other than on or astride a permanent and regular seat attached to the bicycle.
- B.** A person shall not use a bicycle to carry more persons at one time than the number for which it is designed and equipped.

## **28-814. Clinging to vehicle**

A person riding on a bicycle, coaster, sled or toy vehicle or on roller skates shall not attach the bicycle, coaster, sled, toy vehicle or roller skates or that person to a vehicle on a roadway.

## **28-815. Riding on roadway and bicycle path; bicycle path usage**

- A.** A person riding a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:
  1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
  2. If preparing for a left turn at an intersection or into a private road or driveway.
  3. If reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals or surface hazards.
  4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

- B.** Persons riding bicycles on a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- C.** A path or lane that is designated as a bicycle path or lane by state or local authorities is for the exclusive use of bicycles even though other uses are permitted pursuant to subsection D or are otherwise permitted by state or local authorities.
- D.** A person shall not operate, stop, park or leave standing a vehicle in a path or lane designated as a bicycle path or lane by a state or local authority except in the case of emergency or for crossing the path or lane to gain access to a public or private road or driveway.
- E.** Subsection D does not prohibit the use of the path or lane by the appropriate local authority.

### **28-816. Carrying article on bicycle**

A person shall not carry a package, bundle or article while operating a bicycle if the package, bundle or article prevents the driver from keeping at least one hand on the handlebars.

### **28-817. Bicycle equipment**

- A.** A bicycle that is used at nighttime shall have a lamp on the front that emits a white light visible from a distance of at least five hundred feet to the front and a red reflector on the rear of a type that is approved by the department and that is visible from all distances from fifty feet to three hundred feet to the rear when the reflector is directly in front of lawful upper beams of head lamps on a motor vehicle.

A bicycle may have a lamp that emits a red light visible from a distance of five hundred feet to the rear in addition to the red reflector.



- B.** A person shall not operate a bicycle that is equipped with a siren or whistle.
- C.** A bicycle shall be equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

### **28-735. Overtaking bicycles; civil penalties**

- A.** When overtaking and passing a bicycle proceeding in the same direction, a person driving a motor vehicle shall exercise due care by leaving a safe distance between the motor vehicle and the bicycle of not less than three feet until the motor vehicle is safely past the overtaken bicycle.
- B.** If a person violates this section and the violation results in a collision causing:
  - 1. Serious physical injury as defined in section 13-105 to another person, the violator is subject to a civil penalty of up to five hundred dollars.
  - 2. Death to another person, the violator is subject to a civil penalty of up to one thousand dollars.
- C.** Subsection B of this section does not apply to a bicyclist who is injured in a vehicular traffic lane when a designated bicycle lane or path is present and passable.

### **28-756. Method of giving hand and arm signals**

- A.** Except as provided by subsection B, a person shall give all hand and arm signals required by this article from the left side of the vehicle in the following manner, and the signals shall indicate as follows:
  - 1. Left turn. Hand and arm extended horizontally.
  - 2. Right turn. Hand and arm extended upward.
  - 3. Stop or decrease speed. Hand and arm extended downward.
- B.** A person operating a bicycle may give a right turn signal by extending the right hand and arm horizontally to the right side of the bicycle.

## **28-797. School crossings; civil penalty; assessment; definition.**

Law applies to bicyclists in the roadway or in bike lanes and makes it clear that school zones shall be signed as no passing zones.

Excerpts:

- F.** A vehicle shall not proceed at a speed of more than fifteen miles per hour between the portable signs placed on the highway indicating that there shall be no passing, that school is in session and that the driver shall stop when children are in the crosswalk.
- G.** When a school authority places and maintains the required portable signs indicating that there shall be no passing, that school is in session and that the driver shall stop when children are in the crosswalk, all vehicles shall come to a complete stop at the school crossing when the crosswalk is occupied by a person.
- H.** A vehicle approaching the crosswalk shall not proceed at a speed of more than fifteen miles per hour between the portable signs placed on the highway indicating that there shall be no passing, that school is in session, that the driver shall stop when children are in the crosswalk and that the civil penalty will double.

## **28-905. Opening vehicle door**

A person shall not open a door on a motor vehicle unless it is reasonably safe to do so and can be done without interfering with the movement of other traffic. A person shall not leave a door open on a side of a motor vehicle exposed to moving traffic for a period of time longer than necessary to load or unload a passenger.

## **PIMA COUNTY BICYCLE LAWS**

### **10.43.010 Requirement for helmet use.**

No person under eighteen years of age shall ride a bicycle or be a passenger on a bicycle, ride in a restraining seat attached to a bicycle, or ride in a trailer towed by a bicycle unless that person is wearing a properly fitted and fastened bicycle helmet which meets the current standards of the American National Standards Institute for protective headgear. (Ord. 1995-12 § 1 (part), 1995)

### **10.43.030 Civil penalties.**

Any person in violation of this chapter shall be found guilty of a civil infraction and be required to pay a minimum fine of fifty dollars that cannot be suspended except pursuant to Section 10.43.040. (Ord. 1995-12 § 1 (part), 1995)

### **10.43.040 Waiver of fine.**

The penalty provided in this section for a violation of Section 10.43.010 may be waived if an offender presents purchased or otherwise obtained since the time of the violation and that the minor uses or intends to use said helmet whenever required to do so by this chapter. (Ord. 1995-12 § 1 (part), 1995)

## ***CITY OF TUCSON BICYCLE LAWS***

### **SEC. 5-1. Parking of bicycles.**

It shall be unlawful to park a bicycle upon any public sidewalk or street in a manner that substantially impedes pedestrian or vehicular traffic or obstructs access to public or private facilities.

### **SEC. 5-2. Riding on sidewalks and pedestrian paths, and through underpasses.**

- A.** It shall be unlawful to ride a bicycle on any public sidewalks, or upon a designated pedestrian path in any public park, unless signs are posted specifically permitting bicycling.
- B.** It shall be unlawful to ride a bicycle through any underpass when signs are posted prohibiting bicycling.

### **SEC. 5-3. Enforcement.**

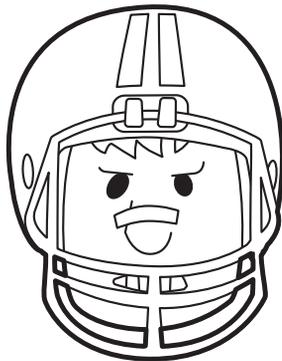
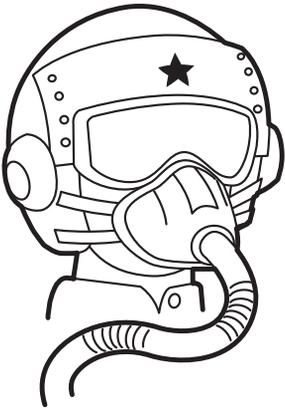
Any violation of a provision of this chapter shall be a civil infraction, unless otherwise specified, subject to the provisions of Chapter 28 of this Code. Violations of this Chapter shall be deemed as civil infractions subject to a sanction of twenty-five dollars (\$25.00).

**SEC. 20-29. (1). Bicycle helmets.**

No person under eighteen (18) years of age shall ride a bicycle or be a passenger on a bicycle, ride in a restraining seat attached to a bicycle, or ride in a trailer towed by a bicycle unless that person is wearing a properly fitted and fastened bicycle helmet which meets the current standards of the American National Standards.

*There are Bike Diversion Classes for persons who've received a traffic citation while riding their bikes. Please call (520) 243-BIKE to register for a class.*

*The Prosecutor's Office will dismiss a cyclist's civil traffic citation if he or she submits proof of completion of the Bicycle Diversion Program safety class.*



***Different helmets  
for different  
jobs!***





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Written by Ignacio Rivera de Rosales  
Pima County Bicycle and Pedestrian Safety Program

Illustrations by Dave Burnham,  
Pima County Communications Office

**Pima County Board of Supervisors**

Ally Miller, District 1

Ramón Valadez, Chairman, District 2

Sharon Bronson, District 3

Ray Carroll, District 4

Richard Elías, District 5

**County Administrator**

C.H. Huckelberry

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