**BIKEWALK**

**GO WALK**

Walk this way. Obey pedestrian signals. Only cross when the white “walking pedestrian” symbol is on; you have the right to continue even if the signal begins to flash. It’s illegal to enter a crosswalk when a steady or flashing red hand signal is on.

Be aware of moving traffic. Make eye contact with other users and wave thanks when you’ve entered to cross the road.

Don’t get crosswise when there’s a crosswalk within 50 feet. If you’re close to an intersection with a traffic signal, you must cross at the signalized intersection. Otherwise, use a mid-block crossing only where one exists.

Push the button to cross. At crossings with flashing yellow signs, cyclists and pedestrians must cross only when the lights are flashing. This warns motorists to yield the right of way.

Where the sidewalk ends, or where there are no sidewalks, walk facing traffic.

Make it easier for yourself. Use this map to find underpasses and overpasses (unless, of course, you enjoy the smell of exhaust).

Everyone’s not looking at you. Honest. Even if you’re really cute. At intersections, make sure motorists have seen you before you step off the curb. Don’t assume they’ll stop.

Have the Right Bike Lights. Use a white front light and a red rear blinking light.

Be Safe and Be Seen. Wear light-colored or reflective clothing, especially in stormy weather or at night. Carry a flashlight at night to see and be seen.

**BIKEWAYS**

Traffic signals can detect cyclists. To make sure they do, stop with your wheels on the centerline of the double white lines of the bicycle marking in the appropriate lane. At some locations, bike-detection software is used to detect bicyclist movement attributes different from vehicle and pedestrian traffic.

Bike routes. They’re the best way to go by bike. They’re generally residential streets with lower motor vehicle traffic and appear in blue on the map. They’re identified on the road by green bike signs.

Sharrows (shared lane arrow). Some bike routes are enhanced with a shared lane arrow or sharrow. This pavement marking is placed approximately three feet into the travel lane from the parking lane adjacent right turn lane or curb and shows bicyclists where to ride and motorists where to expect bicyclists.

Multi-use paths. Are physically separated from streets for non-motorized travel, but shared by in-line skaters, runners, walkers, skateboarders and scooters. The speed limit is 15 mph on the path and cyclists must always yield to pedestrians and slower moving traffic. They’re shown green on the map.

Bicycle lanes. Yours and yours alone. Typically located along arterial streets and shown in red on the map, these portions of the road are reserved for the exclusive use of bicycles. Riders ride in these bicycle lanes by being aware of adjacent vehicle traffic and parked vehicles.

Slow downhill grades. These are signed to allow bicyclists full use of the roadway, but please use caution and allow yourself plenty of stopping time and watch for turning vehicles.

**A MAINTENANCE ISSUE?**

Use Inquire Boulder to report sidewalk hazards or bikeway problems to the city. Visit www.InquireBoulder.com and fill out a form to explain your maintenance issue.

**A CLOSE CALL?**

Use Inquire Boulder to help the city gather info on your incidents with other roadway users. Visit user.govoutreach.com/boulder and fill out a close-call form explaining where, when, what and why your incident happened.

**FOR MORE INFORMATION:**

You can find more information on walking and biking as well as an array of other helpful travel tips at GOboulder.net.

For regional bikeway maps visit BoulderCounty.org and 360Commuting.org.

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It's a pay-as-you-drive system that makes sense and saves cents. carshare.org.

When and where you need to go: boulderbcycle.org.