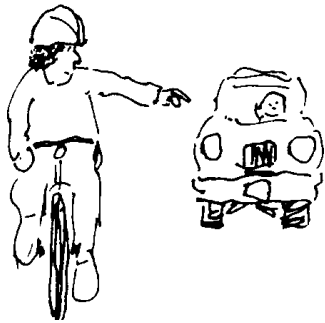


one coming, adjust your speed so that the gap arrives when you need it (on the approach to the intersection). Then signal a left turn and move to the correct position.

If there isn't a gap coming, try to negotiate with motorists.

Use this technique:

Look back at the cars coming up. Hold your left arm out and point at the position you want in the line of traffic.



Motorists very close to you won't be able to yield, but those farther back can. Look at those drivers.

If the first motorist doesn't react and keeps going, look at the next one. If a motorist slows and lets you in, merge left and wave an acknowledgment.



Then move into your left turn position and signal your turn. Watch traffic ahead and prepare to make the turn.



Getting a signal to change--

Some traffic signals seem to ignore bicycles. You wait and wait at a red light. A car comes and VOILA! The light turns green.

There's a technique cyclists can use.

Most vehicle detectors are tripped when a metal surface moves over a wire loop laid in the pavement. Cars and trucks usually have enough metallic surface to be detected.



Your bicycle doesn't, though, unless it's correctly positioned. As you approach the intersection, look for a rectangular outline or outlines on the road (loop may be outlined with black tar).

To trip the detector, stop your bike over a side line of a single rectangle, or the middle line of two adjacent

rectangles. Just the wheel of your bike should have enough metal to be detected (all-carbon bicycles will not be detected by a loop, though). If it doesn't work, contact your local traffic engineer.

About high-speed roads--

On a high-speed road, don't try to negotiate with drivers to merge across lanes. Wait until there is a gap in traffic long enough for you to complete your lane change.

To make a left turn, you may prefer to ride through the intersection, stop on the far corner and reposition yourself to cross with the cross street traffic.

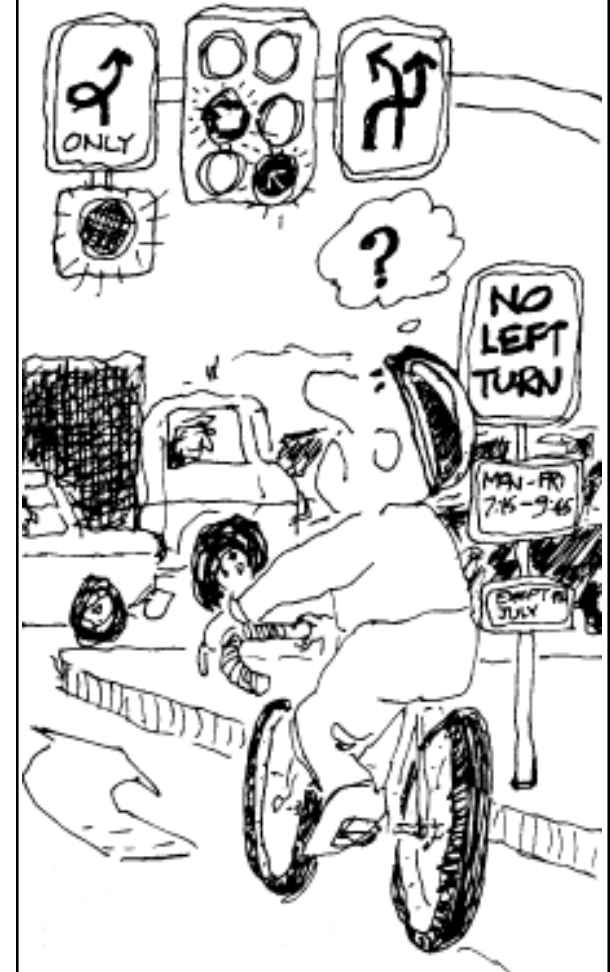
Alternatively, you could cross as a pedestrian: pull off on the right side of the road and use the crosswalk. While on a sidewalk or crosswalk, you have the rights and duties of a pedestrian.

For more information, please contact:

State Safety Office
Florida Department of Transportation
605 Suwannee Street MS 82
Tallahassee FL 32399-0450
Phone: 850.245.1500
Web site: www.dot.state.fl.us/safety

Local distribution courtesy of:

How to ride the intersections



Skills for adult bicyclists

A cyclist on a roadway is the driver of a vehicle, with the same basic rights and duties as those of any driver. A cyclist on a sidewalk or crosswalk has the rights and duties of a pedestrian.

To enjoy the rights, you must perform the duties and have the necessary skills.

There are two important skills for piloting a course at intersections--

Skill 1: on approach, determine appropriate lane position and use it

Drivers traveling on the same side of a highway may be headed to different destinations. By using an appropriate lane for his destination, a driver *prepares for any needed movements and avoids last-moment conflicts.*

Drivers preparing to turn left use left turn lanes; if there isn't any, they use the leftmost through lane. Drivers preparing to turn right (at a driveway or intersection) use a right turn lane or, if there isn't one, the rightmost travel lane.

Drivers continuing on the same road stay in a through lane.

Skill 2: at intersection, determine whether and when you may go

At controlled intersections, yield signs, stop signs, or traffic signals help drivers *determine who must yield the right of way:*

YIELD means to yield the right of way to any conflicting traffic, stopping if necessary.

STOP means to stop and yield the right of way to any conflicting traffic.

A **traffic signal** executes a cycle, illuminating different faces during different phases to show which traffic

flows are allowed to go.

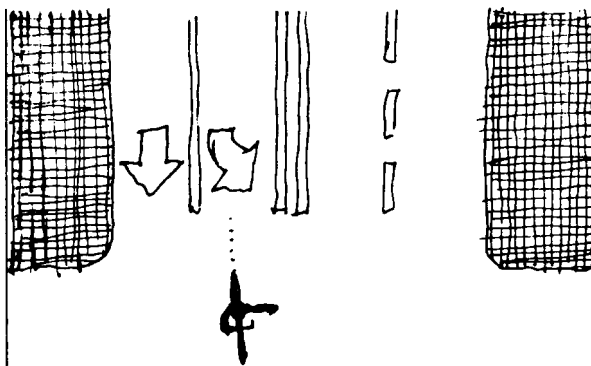
Lane positioning for cyclists

If you're riding on a roadway, you must approach an intersection in a lane appropriate for your destination, like other drivers:

Choose the rightmost lane appropriate for your destination.

To turn left--

merge into the left turn lane, if one is present. If there are two left turn lanes, use the rightmost one. Once you're there, ride in the middle of the turn lane.



If there isn't a left turn lane, merge left to within about four feet of the centerline and make your turn from there.



Make your left turn only when it is safe and legal to do so; yield to oncoming traffic.

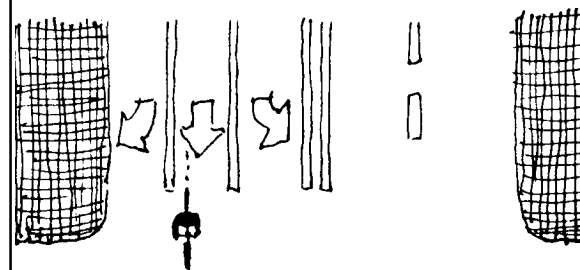
To turn right--

move into the right turn lane. If there isn't one, move toward the right edge of the roadway.



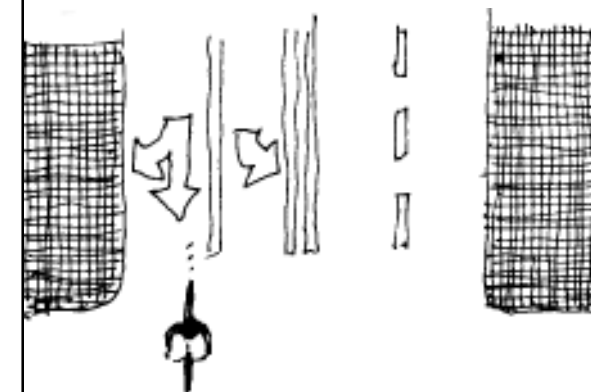
To continue on the same road--

ride in the rightmost lane for through traffic; don't ride in a right turn lane on an intersection approach.



If a lane is marked for right turns and through travel--that is, if it's an optional right turn lane-- ride toward the left side of the lane. This averts conflicts with overtaking drivers preparing to turn right...

...like this:



Merging across lanes to make a left turn

Practice these skills on quieter streets before using them in heavy traffic. And remember: you can't negotiate with drivers going a lot faster than you are.

As you approach your turn, look back at traffic. How much before your turn depends on how much traffic there is. If there is a lot, look back very early.

Look for a gap in traffic. If there is

