

URBAN CYCLING WEBINAR RECAP

Missed our Urban Riding Workshop with [MassBike](#)? Watch the full video [here](#) or check out our recap below to learn all the tips to keep you riding legally & safely! Information is credited to MassBike.

• **Find the Right Bike:**

- Consider using commuting bikes for medium range trips, road bikes for long distance trips, folding bikes for multimodal trips, cargo bikes for heavy load (groceries, kids) trips, or bike share!

• **Safety Equipment:**

- Helmets for safety that fit properly by: 1) covering your forehead & 2) having a visible brim when on. If it's compromised or worn out over time, replace it!
 - **Helpful Note:** Check out our [Bike Check! Program](#) for \$25 towards your new helmet.
- Racks & bags to carry your cargo
- Fenders to keep you drier & cleaner in wet weather
- Lights to help you ride through the dark
- U-Lock to keep your bike safe

• **Helpful Note:** Check out our [handy How to Lock Your Bike guide!](#)

• **Clothing Tips:**

- Plan for ten minutes into the ride
- Layer
- Choose bright colors for better visibility
- Pick synthetic fabrics which breathe & wick moisture better
- Consider bringing a change of clothes with you (rolled up) and change at work

• **Basic Maintenance:**

- Inflate your tires regularly
- Check if your brakes are in good condition & tighten them with barrel adjusters as needed
- Lube & clean your chain often
- Carry tire levers & spare tube to fix a flat
- **Helpful Note:** See our ABCs of Bike Maintenance to learn how to keep your bike in tip-top shape or see if your employer/property is offering a free bike safety check with us [here](#).

• **Multi-Modal Commuting:**

- You don't have to bike the entire way! Consider biking in the morning and taking another mode at the end of your day
- Bikes can be carried on:
 - Buses: All MBTA buses have bike racks
 - Ferries: All MBTA Ferries allow bikes
 - Trains- with some limits during commuter hours and certain stations
- Folding bikes have no restrictions
- **Helpful Note:** Learn about the most up-to-date rules on bringing your bike on MBTA vehicles [here](#).

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• Plan Your Bike Route:

- Start by checking a map & find a fun route that feels safe
 - **Helpful Note:** Check out [GoMassCommute](#) to see the different types of bike paths you can take!
- Worried about the route? Consider meeting up with a bike buddy with a similar route or taking a test ride when traffic is low

• Tips for the Road:

- Ride predictably
- You do not need to be in the door zone instead try to stay 3-4 feet away from parked cars to avoid getting “doored”



Photo Source: [Bike East Bay](#)

- If you need to take the lane, signal and make sure you communicate with drivers using eye contact and hand signals on the road. If you need to merge, remember to communicate in advance
- Avoid the right hook

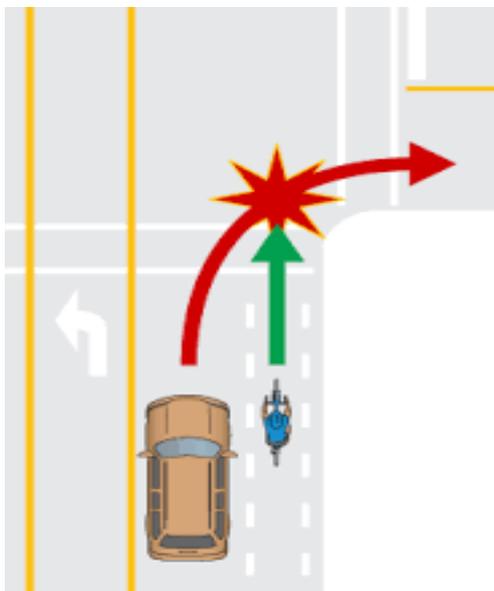


Photo Source: [Natural Cyclection](#)

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BIKE INFRASTRUCTURE TO KNOW

- **Shared Lane Markings (SLMs) or sharrows** are road markings used to indicate a shared lane environment for bikes & automobiles. Among other benefits, SLMs reinforce the legitimacy of bike traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.



Photo Source: [Kihei Community Association](#)

- **Bike Lanes** designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street. Benefits include providing obvious space on the road for cyclists and sending a message to other road users to expect cyclists.



Photo Source: [Jim Michaud / MediaNews Group/Boston Herald](#)

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BIKE INFRASTRUCTURE TO KNOW

• **Buffered Bike Lanes** are conventional bicycle lanes with a designated buffer space separating the bicycle lane from the parking lane. Benefits include reduced risk of dooring and greater space for cyclists to maneuver. Potential disadvantage is that motorists and delivery vehicles are more likely to illegally park in the lane. They are generally used for higher speed roads, have no parking, and are continuous.



Photo Source: [City of Boston](#)

• **Parking Protected Bike Lanes** are at street level & use a variety of methods for physical protection from passing traffic. A protected bike lane may use a parking lane or other barrier between the bike lane and the motor vehicle travel lane. Benefits include a reduced risk of “dooring”, preventing double-parking, reducing risks from motorists entering/existing parking spaces, and more comfortable for bicyclists of all levels and ages.



Photo Source: [City of Boston](#)

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BIKE INFRASTRUCTURE TO KNOW

- **Two-Way Separated Bike Lanes** allow bicycle movement in both directions on one side of the road, with a physical separation from the road. This facility dedicated and protects space for bicyclists by improving perceived comfort and safety. A two-way facility usually requires less space than two one-way facilities, and can make maintenance easier.



Photo Source: [Seattle Department of Transportation](#)

- **Bus/Bike Lanes** are shared lanes that are restricted for general traffic, which allow for buses to have a clear lane for quicker movement and provide a lane-width of space for bicycling. Benefits include a reduced risk of conflict with general traffic, though bus drivers must share the lane with bicyclists and bicyclists must be comfortable riding in mixed traffic.



Photo Source: [MBTA](#)

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BIKE INFRASTRUCTURE TO KNOW

- **Contra-Flow Bike Lanes** are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. One advantage is that they can provide more direct connections for cyclists.



Photo Source: [NACTO](#)

- **Left Side Bike Lanes** are conventional bike lanes placed on the left side of one-way streets or two-way median divided streets. They are usually done where the majority of bicycle traffic is going straight or accessing streets or other connections more easily from the left side. Benefits include avoidance of potential right-side bike lane conflicts on streets, such as parking or buses.



Photo Source: [NACTO](#)

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BIKE INFRASTRUCTURE TO KNOW

• **Bicycle Signals** and beacons facilitate bicyclist crossings of roadways. Bicycle signals make crossing intersections safer for bicyclists by clarifying when to enter an intersection and by restricting conflicting vehicle movements. A bicycle wayfinding system consists of signing and/or pavement marking to guide bicyclists to their destinations.



Photo Source: [Bike Provincetown](#)

• **Bike Boxes** are designated areas at the head of a traffic lane at a signalized intersection that provide bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. They increase visibility of bicyclists and reduce signal delay for bicyclists. Bike boxes that extend across an entire intersection can also facilitate bicyclist left turn positioning during red lights.



Photo Source: [NACTO](#)

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BIKE INFRASTRUCTURE TO KNOW

- **Leading Pedestrian Intervals (LPI)** typically gives pedestrians a 3-7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of context.

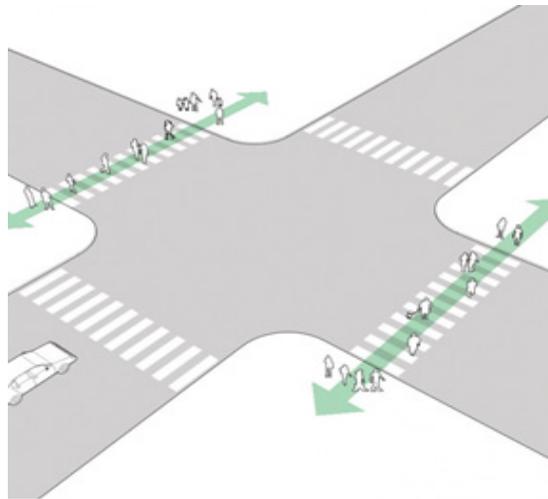


Photo Source: [NACTO](#)

- **Shared Streets** are when there are no curbed delineation between the roadway and the sidewalk and all users share the space. Vehicle volumes are either low or discouraged. The concept is also known as a “woonerf” (a Dutch term loosely translated to “living street”)



Photo Source: [2030 Palette](#)

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BIKE INFRASTRUCTURE TO KNOW

- **Raised Cycle Tracks** are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the cycle track and motor vehicle travel lane and/or pedestrian area. Benefits include that motorists are kept from easily entering and it is more attractive to a wider range of bicyclists at all levels and ages than less separated facilities.



Photo Source: [NACTO](#)

- **Shared-Use Paths** are defined as trails permitting more than one type of user. Paths function as transportation facilities as well as recreational facilities. A shared-use path is physically separated from motor vehicular traffic by open space or a barrier. In dense urban areas such as Cambridge, the width of the path should be 14' (plus 2' shoulders).



Photo Source: [Halifax Regional Municipality](#)