



RIDE Safety & Policies

- The roads used for the RIDE route are NOT closed to traffic. RIDE participants are responsible for reviewing and following Illinois and Wisconsin bicycle safety laws. Copies of those laws are attached.
- Only registered participants may cycle as part of the event.
- Only registered volunteers may serve as SAG or Medical Support.
- The American Lung Association is not responsible for supporting/assisting Riders who choose to cycle on the route before the RIDE's official start time each day. (8:00 AM from McHenry County College and 8:00 AM from the Abbey Resort)
- Helmets are mandatory for all participants.
- Riders are responsible for signing in and out when they arrive at and depart from The Abbey Resort. Volunteers will be on-hand with clip boards to get your bib number to check you in/out.
- Riders must wear the event wristband, provided only to registered Riders at event check-in, to enter RIDE events and meals. Guest meals may be purchased prior to the event for an additional fee.
- At check-in you will be provided with a parking pass for McHenry County College that will need to be placed on the dashboard of your vehicle before you leave.
- The Fight for Air RIDE is a TOBACCO FREE event.
- Alcohol is NOT permitted on the route or at rest stops.
- Participants MUST reach their minimum fundraising requirement before they RIDE on the route.
- Please do not leave your bicycle at the Abbey unattended when not riding. Bicycles should be stored in your hotel rooms when not in use.



Wisconsin Bicycle Safety Laws

General rules

- RIDE at least three feet from the curb or parked vehicles or debris in curb area and in a straight line. Don't swerve in and out around parked vehicles.
- Always RIDE in the same direction as traffic.
- Sidewalk riding for bicyclists past the learning stage and being closely supervised by adults can be more dangerous than on the road, obeying traffic laws. It is also illegal unless the community has passed an ordinance specifically permitting sidewalk riding. This can be age-restricted, location-restricted or based on the type of property abutting the sidewalk.
- Obey all traffic laws.
- Be predictable! Let other users know where you intend to go and maintain an understood course.

Narrow lanes

- RIDE in the center of the lane.
- Keep at least three feet between yourself and passing or parked traffic.

Wide lanes

- RIDE just to the right of the actual traffic line, not alongside the curb.
- Keep at least three feet between yourself and the curb or from parked vehicles. Motorists should be passing you with at least 3 feet of clearance.

Don't get the door prize!

- RIDE in a straight line three feet out from parked cars. You'll avoid car doors that open in front of you and you'll be more visible to other drivers.
- Don't pull into the space between parked cars. RIDE just to the right of the actual traffic line, not alongside the curb.
- RIDE straight, three feet from parked cars - don't get "doored"
- Going downhill, your speed is likely to be closer to traffic speeds or posted speed limits. Hugging the curb when there are visual barriers increases your chance to be struck by a bigger vehicle, or of hitting a pedestrian or sidewalk riding bicyclist.
- Take the lane, be seen and see other traffic better if you are close to traffic

Take the lane

- You will fare better with other road users if you function like a legal vehicle operator, which you are.

Turning motorists

- **Right turning motorists** can be a problem, but taking the lane or more of the right portion of the wide curb lane can prevent this. Take an adult bicycling course to learn skills and develop confidence in traffic.



- **Left turning motorists** are the cause of most adult bicyclists' crashes. Motorists claim not to see the cyclist who is traveling in a straight path in the opposite direction.
- Lane positioning can be especially important in approaching a downhill intersection. Moving to the center makes you more visible to intersecting and left turning motorists in opposing lanes.

Turning

- Bicyclists, when making your own left turn look over your left shoulder for traffic, signal your left turn and change lanes smoothly, so you are to the left side or center of the through lane by the time you reach the intersection. If a left turn lane is present, make a lane change to center of that lane. Do not move to left of that lane as left-turning motorists may cut you off

How to RIDE

- Wear bright colors during the day and retro-reflective items at night along with headlight and taillight to increase your visibility to other road users.
- Wear a bicycle helmet on every RIDE to reduce your chance of head injury in event of a fall or crash. Most serious injuries from a fall or crash are to the head and most frequently, the forehead, so wear helmet level with the ground, just above the eyebrows.
- Be aware of changing road surfaces, new construction or unusual barriers on the roadway, distracters for both you and other vehicle operators.
- Do not wait until you reach the crosswalk, then stop and try to RIDE from a stop across other traffic. If you need to cross as a pedestrian, leave the travel lanes, then get into the crosswalk, walking or riding your bicycle like a pedestrian travels, not fast, and with pedestrian signals.
- Leaves can be slippery in the early morning and are a hazard even when slightly damp. Distractions such as dogs, wild animals and even humans can draw attention from the roadway and lead to a crash. Expect them.

Illinois Bicycle Laws (as of January 2018)

Bicyclist's Status

Traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights (including right-of-way Article IX) and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. [5/11-1502]

Lane Positioning

When riding on roadways and bicycle paths at less than normal traffic speed, ride as close as practicable and safe to the right-hand curb or edge of roadway except:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn.
3. When reasonably necessary to avoid fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. A "substandard width lane" means a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
4. When approaching a place where a right turn is authorized.
5. When riding on a one-way highway with two or more marked traffic lanes. Here, bicyclists may ride as near the left-hand curb or edge of such roadway as practicable. [5/11-1505]

Riding Side-by-Side

Riding two abreast is permitted as long as the normal and reasonable movement of traffic is not impeded.

Riding more than two abreast is prohibited except on paths or parts of roadways set aside for the exclusive use of bicycles. [5/11-1505.1]

Riding on a Shoulder

The law restricting driving on a shoulder shall not apply to any bicycle. [5/11-709.1]

Left Turns

Bicyclists may choose between a vehicular-style left turn or a pedestrian-style left turn. [5/11-1510]

For vehicular-style left turns, proceed as if driving a vehicle, moving to the left lane or the left side of a single lane prior to the intersection. [5/11-801]

For pedestrian-style left-turns, ride near the right side of the roadway, cross the intersecting roadway, stop (as much as practicable out of the way of traffic), yield to any traffic and proceed in the new direction, while obeying any official traffic control device or police officer. [5/11-1510]

Hand Signals

Signals shall be given from the left side as follows: Left turn—hand and arm extended horizontally. Right turn—hand and arm extended upward, except bicyclists may extend the right hand and arm horizontally and to the right side of the bike. Stop or decrease of speed—hand and arm extended downward. [5/11-806]

Signal not less than the last 100 feet before the turn, and while the bicycle is stopped waiting to turn. Signals need not be given continuously if the hand is needed in the control or operation of the bicycle. [5/11-1511]

“Dead Red” Stoplight *(In all towns except for Chicago)*

A bicyclist, stopped at a red light which fails to detect the bike and change to green within a reasonable period of time not less than 120 seconds, shall have the right to proceed, after yielding right of way to oncoming traffic facing a green signal, subject to the rules applicable after making a stop at a stop sign. [5/11-306(c)3.5]

Passing on the Right

The law requiring at least eight feet width for two-wheeled vehicles to pass on the right does not apply to devices propelled by human power. [5/11-704(b)]

Use of Sidewalks (and Crossing Right-of-Way)

Local ordinance may prohibit bicyclists from using sidewalks. Where permitted, bicyclists must yield to pedestrians and give audible signals before passing them. Bicyclists using sidewalks have all the rights and duties of pedestrians. [5/11-1512]

If no traffic signals are in place, vehicle drivers shall stop and yield the right-of-way to peds within marked or unmarked crosswalks in (or dangerously close to) the roadway half upon which the vehicle is traveling—but pedestrians should not enter the path of a moving vehicle so closely to be an immediate hazard. [5/11-1002(a,b)]

Peds shall yield the right-of-way if crossing at other points. [5/11-1003(a)]

Low-speed Gas Bikes

Operators must be at least 16 years of age. Low-speed gas bikes may not be operated on a sidewalk, or at speeds over 20mph on a road. All other bicycle laws apply. [5/11-1516]

Low-speed Electric Bikes

These may be operated on roads but not on sidewalks. Bicycle paths maybe used except where prohibited by the maintaining agency. Operators of Class 3 electric bikes must be at least 16 years of age. All other bicycle laws apply. [5/11-1517]

Carrying Articles

No bicyclist shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bike. At least one hand shall be kept on the handlebars at all times. [5/11-1506]

Two or More on a Bike

Bicycles shall not be used to carry more persons at one time than the number for which it is designed and equipped, except an adult rider may carry a child securely attached to his person in a backpack or sling. [5/11-1503]

Lights and Other Equipment on Bicycles

For night riding, a front white light visible from at least 500 feet to the front and a red reflector on the rear visible from 100-600 feet are required. A steady or flashing red rear light visible from 500 feet may be used in addition to or instead of the red reflector. New bikes sold require pedal and side reflectors and an essentially colorless front facing reflector. [5/11-1507]

Clinging to Vehicles

No person riding on a bicycle shall attach the same or himself to any vehicle upon a road. [5/11-1504]

Cars Passing Bikes

A motorist overtaking a bicycle shall leave a safe distance, but not less than three feet, when passing the bike and shall maintain that distance until safely past the overtaken bicycle. [5/11-703(d)]

A motorist may pass a bike in a no-passing zone when: (1) the bike's speed is less than half of the speed limit; (2) the driver is able to pass without exceeding the speed limit; and (3) there is sufficient distance ahead on the left side to pass safely. [5/11-703(d-5)]

Harassment

A motorist shall not, in a reckless manner, drive unnecessarily close to, toward, or near a bicyclist. Depending on whether great bodily harm results, this is a Class A misdemeanor or a Class 3 Felony. [5/11-703(e,f)]

