Active Commuting Toolkit

Making the Healthy Choice the Easy Choice

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Getting Started with Active Commuting

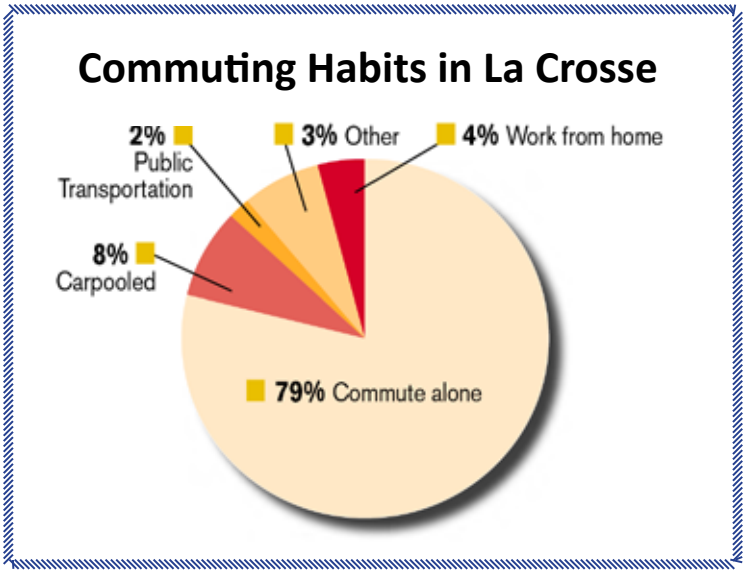
This guide was created to ease the transition from using your car to get to work to a more physically active form of commuting. The goal is to make the experience safer and more enjoyable. If you're new to actively commuting, it may take a little while to develop your routine. But be persistent — you'll not only arrive at work alert and motivated and back at home relaxed, you'll save money too! Even veteran commuters will find some helpful tips. [8]

Top 10+ Reasons to Bike or Walk to Work:

1. Average costs to maintain and operate a car are $8,000 per year, the cost of operating a bicycle is $0.01 per mile.
2. To promote and maintain health you should accumulate at a minimum 30 minutes a day of moderate intensity exercise (walking or biking) most days of the week.
3. Just 3 hours of exercise per week will reduce your risk of cancer, diabetes, hypertension and cardiovascular disease.
4. You will burn calories instead of dollars.
5. You can park 14 bikes in the same space you can park one car, each parking spot in a ramp costs $25,000 to construct.
6. $10 – The amount saved each day by riding a bicycle instead of owning a car.
7. 1 pound of CO2 - The amount which is cut for each mile walked or biked instead of driven in a car. 2000 pounds would be cut per year for a five mile round trip commute.
8. You will have fewer sick days and less illness.
9. Riding a bike is less stressful than sitting in traffic.
10. Active commuting allows you to include your workout into your daily schedule, saving you time and money.

Top 10 Reasons People Don't Bike to Work

1. It's unsafe to ride on the road.
2. It's uncomfortable.
3. It's impossible to carry my stuff or a passenger.
4. I'll be too sweaty, cold or wet.
5. Bikes are too expensive and someone will steal it anyway.
6. There aren't any marked bike lanes or bike route signs.
7. The roads are too bumpy.
8. There is nowhere to park my bike.
9. It's too far and takes too long.



"When I see an adult on a bicycle, I do not despair for the future of the human race."
H.G. Wells

GETTING STARTED

What is a reasonable distance to commute by bicycle? - Most consider three to five miles an acceptable distance for bike commuting. Base your decision on your experience and abilities. Since most urban cyclists travel a little faster than 10 miles per hour, you should be able to bicycle 3 miles in less than 20 minutes, or 5 miles in 30 minutes, you may end up traveling faster![4]

What kind of bike do I need for commuting? - Any bike in good condition is suitable for commuting. A commuter bike for short distances (usually 10 miles or less) may have upright handlebars, fingertip shift levers with 15-18 or more speeds, and effective brakes.

Mountain Bikes - Originally designed for off-road riding, feature high-tech wheels with wide, low pressure tires for a very smooth ride, but the knobby tires and low-gear ratios do make them slower.

Hybrid Bikes - Tires and gear ratios are designed for city streets. Both mountain and hybrid bikes are very comfortable for commuting and the design allows cyclists to assume an upright sitting position in traffic, and to endure almost any surface - including pothole-riddled urban streets.[4]

ABC Quick Check

From the League of America Bicyclists

A is for air Inflate tires to rated pressure as listed on the sidewall of the tire. Use a pressure gauge to insure proper pressure. Check for damage to tire tread and sidewall; replace if damaged.

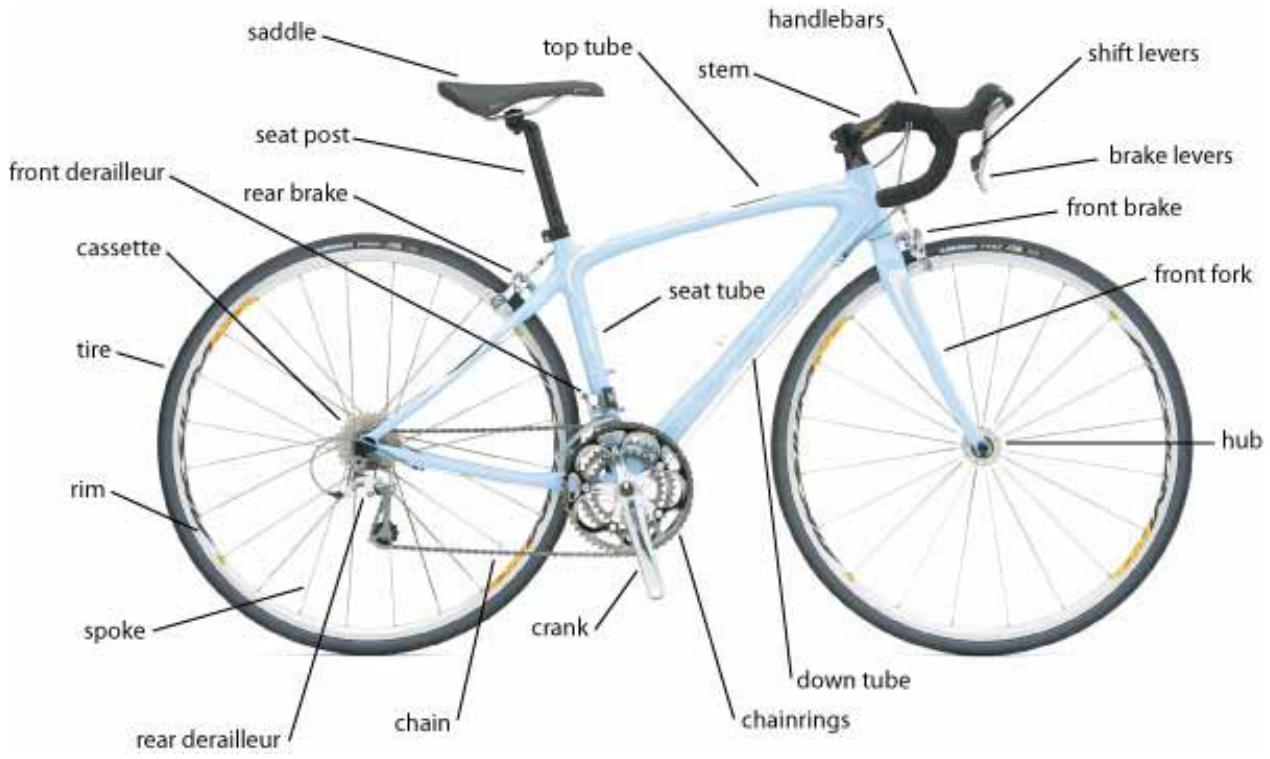
B is for brakes Inspect pads for wear; replace if there is less than ¼" of pad left. Check pad adjustment; make sure they do not rub tire or dive into spokes. Check brake level travel; at least 1" between bar and lever when applied.

C is for cranks, chain and cassette. Make sure that your crank bolts are tight; lube the threads only, nothing else. Check your chain for wear; 12 links should measure no more than 12 1/8 inches. If your chain skips on your cassette, you might need a new one or just an adjustment.

Quick is for Quick releases Hubs need to be tight in the frame; your quick release should engage at 90°. Your hub quick release should point back to insure that nothing catches on it. Inspect brake quick releases to insure that they have been re-engaged.

Check, is for Check it Over Take a quick ride to check if derailleurs and brakes are working properly. Inspect the bike for loose or broken parts; tighten, replace or fix them. Pay extra attention to your bike during the first few miles of the ride.

The parts of a Bicycle



BIKE FIT

Proper fitting of your bike is important. A bike that's too large or too small is difficult to control and can lead to discomfort or injury. As a general rule for road bicycles, you should have at least one inch of clearance between the top tube and your inseam as you stand astride the bike. [1, 7]

Frame:

Road Bicycle – At least one inch of clearance between the top tube and your inseam. [1, 8]

Hybrid or Cross Bike – Approximately two inches[1, 8]

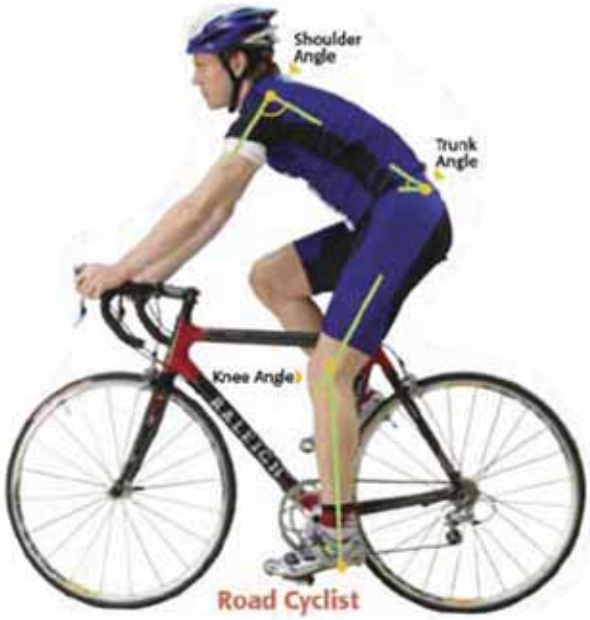
Mountain Bike – Three to four inches [1, 8]

Seatpost Height:

Allow comfortable leg extension with only a slight bend in your knee when sitting on the seat. [4, 8]

Handle Bar:

Handlebar stem-lengths vary, both for height and fore-arm length to accommodate all combinations of arm and torso lengths. Your arms should be slightly bent to provide cushion from road shock and your hands should completely enclose the handle bar and easily reach the brakes. [4, 8]



Special Fit for Women

Many bicycles are designed primarily to fit men. Bike shop personnel have the expertise to help you find one that will fit you comfortably, which will make your rides much more enjoyable. [8]

If you already have a bike, but it feels uncomfortable in any way, check with your local bike shop to see about adjusting it or retrofitting it with items like: different length stems, better brake levers, and a more comfortable seat, etc. [1, 4, 6, 8]

OUTFITTING YOUR BICYCLE

Certain accessories can make commuting safer and more enjoyable. Prioritize your spending on safety-related items first. These can make commuting feel safer and more enjoyable. [1, 8]

Lights/Reflectors

Reflectors are a requirement on all new bikes, including: white front reflector, red rear reflector, wheel and pedal reflectors. While night riding, reflectors are no substitute for lights. Front and rear lights should be visible from 500 ft. away. [4, 8]

Light Locations [6]

Seat post Mount – with the light pointing straight back.
Rack Mount – also a good idea
Helmet Mount – A white/red light mounted, with the white light facing front and the red facing back. The movement of a light mounted here often causes motorists to question what they are seeing and then decrease their speed.

Light Choices [6]

Non-rechargeable—inexpensive initially, however, battery costs pile up and so does the hazardous waste they create in spent batteries.
Rechargeable—more expensive initially, but the savings from reusable batteries offset the cost.
Generator-powered—no batteries required. They only produce light when the bicycle is moving.

Mirrors [1, 4, 8]

Two Basic Types

Helmet/Eyeglasses Mount – Are constantly in your field of view, requiring just a quick look. However, some may find distracting.

Bar Mount – Are not constantly in your field of view, but are subject to vibration from the road.

*Mirrors should not be used as a substitution for looking back.

Tools for the Road

What should you include in you Tool Kit: [6]
Identification, inner tube, patch kit, pump, bike lock, cash, tire levers, cell phone, allen wrenches (sometimes they come in sets)

Fenders

Fenders can help you keep clean and dry while riding in wet and sloppy conditions.

How to Carry Gear

Rack, Panniers (Saddle Bags) or Baskets -A bike without carrying capacity is not a convenient way to get to work. A sturdy luggage rack is a must. Panniers are removable carrying bags which hang from the sides of the rack. Some are like soft briefcases, some are folding baskets, and some are like a garment bag. Smaller rack-packs attach to the top of the rack. You can strap a briefcase, books, or other items to the top of the rack with a bungee cord. Another alternative is a securely belted back pack, although these can become very uncomfortable on longer rides. [1, 4, 6]

Trailer - Whether you're dropping the kids off at school on the way to work, or enjoying a ride with your pet, www.BicycleTrailers.com has information on the type of bike trailer you need. Visit BicycleTrailers.com for a list of examples based on experience from new users. [1]

OUTFITTNG YOURSELF

Helmet Fit Adjustment

Approximately three out of every four bicycle-related deaths that occur in the U.S. are due to head injuries. No matter if your trip is short, long or just on a trail a helmet is a must in every situation.

Fitting Your Helmet [8]

Helmet Sizing- Try several helmets to find the correct size. Ignoring the straps for now, place a helmet on your head, making sure it is level. Wiggle the helmet around—if there is significant side-to-side or front-to-back movement, it is too large and it will not work properly. If you are having trouble getting past this first step when shopping for helmets, try other models or brands (some helmets are narrow, others are wide).

Adjusting the Junction Buckles- Ignore the chin buckle for now and adjust each pair of straps so the junction buckles are situated just below your earlobes. This step can be difficult but it is very important. Use a mirror to help.

Adjusting the Chin Buckle- Close the chin buckle and adjust the straps so the buckle is roughly centered under your jawbones.

Final Check- When the chin buckle is engaged, all straps should be snug against your head. If any of the straps aren't snug, readjust them now, keeping in mind the previous steps. When the helmet is properly adjusted, you should be able to slip a finger under the straps. The straps should move back into position when you remove your finger. Do a final check of the helmet fit by gently yet firmly trying to push it off your

"I thought of that while riding my bicycle."
-Albert Einstein ~ the theory of relativity

Important Points About Helmet Use: [1, 4, 8]

- The helmet should fit snuggly and be worn level on your head. If tilted back, it will not protect your head. Side straps should meet in a 'V' below your ear lobes.

- Bicycle helmets are designed to withstand one crash only or last for five years. Structural damage is not always visible, so always replace a helmet that has been in a crash and never buy used helmets.

- Light or fluorescent-colored helmets make you more visible to motorists, as does reflective tape applied to your helmet.

- You can never tell when a crash is going to occur, so wear your helmet every time you ride, no matter how short the trip.

- If you are towing children in a child carrier or in a child seat on your bicycle, the child must be wearing a helmet.

Bicycle Attire

Visible Clothing- In daylight conditions, fluorescent or light-colored jerseys, vests, and jackets increase the ability of other vehicle drivers to see you on the road. At night, reflective items greatly increase your visibility. Clothing or accessories (e.g. reflective arm/leg bands, front and rear reflectors, etc.) make you more conspicuous and can help motorists to see you easier. [1, 6, 8]

The most important thing to remember about cycling clothing is that it should be comfortable and not get caught in your bike. For short rides (e.g. <2 miles) work clothing (minus coat and tie, or tights and heels) can be adequate. Just be sure to clip, strap or rubber band your right pant cuff to keep it out of the chain. [4]

Bike Shorts/Pant- Bike shorts and pants have padding in the seat and are meant to reduce friction and increase comfort. However, some commuters prefer to wear regular clothing.

Footwear- Ideal cycling footwear is stiff-soled and comfortable to walk in. [1, 4, 8] If possible, wear shoes that are waterproof. Waterproof booties that fit over the shoe can help keep the feet warm and dry. [8]

Pedals with clips?- Try them before you buy them. If your ride is hilly and you can hold your line while riding, then having your foot clipped to the pedal may save you some energy. If you have a lot of stops to make at intersections and cross streets that require quick attention and taking your foot off the pedal a lot in the beginning, then don't commit to just a clip-on pedal. [1]

Gloves- Cycling gloves protect your hands in the event of a crash, improve your grip on the bars, and have special padding to reduce road vibration. Warm, full-finger gloves make riding in cold or wet weather more comfortable.

Dressing for Work

Dealing with Office Clothes- Cycling in partial or full office attire is often feasible, especially if your trip is relatively short or you maintain a moderate pace. Even in summer, it is seldom very hot in the early morning.

If you want to carry your clothing, most can easily be rolled up and placed in a pannier(s). In inclement weather, put clothes inside a plastic bag before putting them into your pack. Trips are typically short enough that wrinkling is usually not a problem.

Formal business clothing may require forgoing one day of biking in favor of taking a week's worth of clothes.

Hygeine- Cleaning up is easy if the ride to work is at a leisurely pace and you don't have far to go. But, what if there is still the need to clean up to feel more comfortable at work?

Shower facilities – If the company has a shower, it is easy to keep or take a few toiletries to work and wash up quickly. [6, 8]

Just a bathroom sink– A local gym may offer discounted facility memberships that just allow people to use their faculties to clean up. [6, 8]

Sponge bath– Bring a wash cloth and a small towel, and just wipe off and change in the bathroom. Wet wipes are more than just for babies. They smell good, are gentle on the skin and do a stand up job cleaning the body. [6]

Dressing for the Weather

Rain Gear- Most people start as fair weather riders, however, there will come a time when it is very nice in the morning and the weather takes a turn for the worse as the day goes on. Although bicycling home in the rain is not impossible, it does require addition gear and precautions.

Options:

- Make a new friend at work and see if they can give you a ride home.
- Ride home:
  –Lights and reflectors are a must for additional visibility.
  –Wear bright colors that can be seen by drivers.
  –Wear a breathable, waterproof jacket and pants.
  –Wear under layers that are breathable and wick moisture away from your body to avoid getting cold.

RIDING IN THE DARK

It is required by Wisconsin law [347.489(1)] to have a white head light and a red rear reflector visible between 50-500 feet away.

Extra Equipment Considerations: [6, 8]

- Reflective Clothing and accessories (straps for pant legs)
- Reflective tape on any other moving part of the bike:
  –Crank arms
  –Panniers
  –Helmet
  –Front white light
  –Rear red blinking light
  –Reduce Your Speed

Stay Alert- Motorists do not expect to see you and nighttime brings a higher incidence of impaired motorists. It is a good idea to take a nighttime survey once you have your bicycle equipped as you would like. Have someone else ride your bike with your gear while you drive around them to see how easily you can be seen. [7, 8]

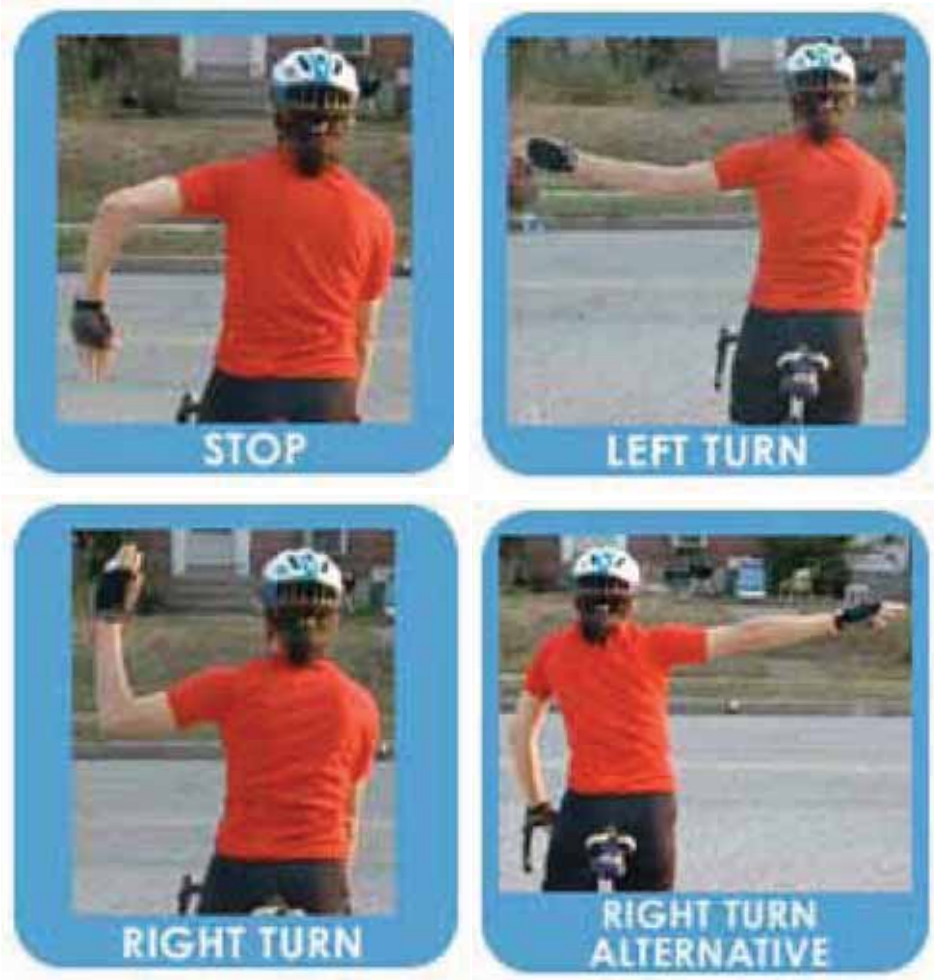
RIDING IN TRAFFIC

Riding Tips [1, 4, 8]

- Be predictable! Maintain a steady line of travel. Avoid swerving in and out of lanes.
- Ride the same direction as traffic, obeying all traffic lights and signs as if in a car.
- Bicyclists should ride as far right in the right-hand lane as practicable. This means that if there are hazards which prevent you from safely riding there you can move into the travel lane.
- If the lane is too narrow for a cyclist and a car to travel next to each other, the bicyclist should take the lane (see "Taking the Lane" on page 10).
- Use hand signals for turning, slowing and stopping.
- At busy intersections, do not advance to the stop line by passing cars on the right—unless you are in a designated bike lane.
- At intersections, position yourself in the rightmost lane (or portion of it) that best reflects your travel intentions (i.e. use through lanes only when traveling straight, use dedicated turn lanes only when turning).
- Sidewalk riding is more dangerous than street riding (and in some areas is illegal) due to reduced sight distances and reaction times.
- Always yield to pedestrians.

Signaling

- Stop or decreasing speed
- Left Turn
- Right Turn



Bicycling is the form of transportation most closely associated with joy.

-The Dutch Institute for Transport Policy (2007)

Dealing with Discourteous Motorists [8]

Most motorists are courteous and happy to share the road with cyclists. However, a few motorists feel like they own the road or are ignorant of the legal rights of bicyclists and sometimes forget their manners. Fortunately, these occurrences are rare. If it happens to you, keep your cool and remember that your safety is the priority.

Avoid a confrontation; there is no sense in further aggravating an already tense situation. Your best bet is to know your rights, ride legally, and stay calm in all situations. If a motorist intentionally jeopardizes your safety, note his description and memorize the car's license plate and description. This will allow you to file a report to the authorities.

Taking the Lane

Ride in the middle of the lane whenever the lane is too narrow for a cyclist and a car to travel next to each other. Other reasons to take a lane would be:

- Traveling at the same speed as traffic and need to prevent motorists from passing too closely.
- Descending a hill and you need extra lane space due to your increased speed.
- Road conditions (potholes, road debris or parked cars) keep you from riding farther to the right.
- Taking the lane increases your visibility.
- Making a Left Hand Turn- Like a motorist, look behind, signal, move into the left lane and turn left.

Planning a Route

- Plan your commute route before you ride it the first time, then do a practice run on the weekend
- to see how long it takes. [1, 8]
- Keep in mind that your commute by bike may not be the same as your commute by car. [1, 7]
- Choose a route with rolling terrain so it isn't all up hill. [1]
- Commute with a co-worker to make it more fun. [1]
- If you live far away from work, find a place to park and ride in half way between the two. Park the car and ride the rest of the way in. [1]

The bicycle is a curious vehicle. Its passenger is its engine.
-John Howard

BICYCLE SECURITY

Parking

- Look around the worksite first: can you park your bike in an office, unused locked room, closet, at a bike rack in view of a security guard or parking attendant. [6]
- If your bike must be parked outside, lock your frame and both wheels to an immovable object near an entrance that is well lit. [1, 6]
- Try to lock your bike to a bike rack that will support the bike, rather than one that just the front wheel fits into (if the bike falls over, you will have to deal with a bent front wheel).
- Don't let the absence of special bike parking facility deter you from commuting to work by bicycle. Be assertive, and communicate your needs to your employer or building owner. [6]
- Take any accessories that can be easily and quickly removed, or fasten them in such a manner that prevents easy removal. [1, 6]

Different Locking Systems

All locks act as a deterrent; however some are better to use than others. Think of it this way, you wouldn't just leave your car unlocked, why should your bike be any different.

U-shaped Lock [1]

Positives: Are among the strongest locks available. Take a special heavy prying tool to break open, so take up as much of the center space as possible.

Negatives: Are heavy and rigid. Do not fit around all locking objects.

Tip: The U-locks that use a key should be avoided, because you may lose your key and they can be picked by a ball-point pen. Choose one that has a combination.

Cable Locks [8]

Positive: Offer more flexibility and are lighter weight than U-locks.

Negative: Offer less security, so best used in well traveled areas.

Tip: When not in use, it can be wrapped around the seat post for storage.

All bicycles weigh fifty pounds. A thirty-pound bicycle needs a twenty-pound lock. A forty-pound bicycle needs a ten-pound lock. A fifty-pound bicycle doesn't need a lock.

-Unknown

FIXING A FLAT

What You'll Need [2, 4]

- Spare tube.
- A way to air up the tube (hand pump and/or CO2 cartridges and inflation adapter).
- Tire levers (nice to have).

Changing a Flat Tire in 20 Easy Steps [4]

1. Loosen brake – if necessary.
2. In the case the rear wheel is flat, pay attention to how the chain looks because you'll have to put the wheel back on the same way. Shift your gears to the smallest cog on the rear cassette for ease in removing the wheel. It may also be easier to flip your bike upside down and set it on the seat and handle bars to change the tire.
3. Open/loosen back calipers.
4. Unscrew the tire skewer or nut and remove the wheel.
5. Ensure all the air is out of the tube.
6. Remove one side or edge of the tire – use tire levers!!!
7. Remove tube – completely.
   Note: If there is a nut around the tube valve stem, you will need to unscrew it to remove the tube.
8. Inspect the tire for puncture or tear. Visually inspect and carefully run your fingers along the inside of the tire to find anything sharp or sticking in the tire. Remove any debris.
   TIP: If you have a gash or tear in your tire, you can use a dollar bill or wrapper to line the inside of the tire and protect the tube from future punctures. Replace tire if necessary.
9. Get new tube out of box.
10. Put tube in tire, starting by inserting the stem first. Make sure there are no twists or pinched areas.
11. Put tire back on rim. Use tire levers or your hands if you can. (CAUTION: Watch that you don't pinch the tube as it's easy to get it caught between the rim and tire.)
12. Inflate the tube a little bit just to get the tube seated into the tire and the tire seated onto the rim.
13. Deflate the tube.
14. Re-inflate to full PSI (pounds per square inch).
    Note: PSI rating is usually stamped on the side of the tire.
15. Hand pump: you may not be able to pump up the tire to full PSI but it will be enough to get you home.
16. C02 air cartridge: you will be able to fill up the tire to full PSI.
    Note: CO2 cartridge air is only good for about 8 hours and by the next day, your tire will be low or flat. Just re-air with a tire pump.
17. Put wheel back on bike. If rear wheel, make sure chain is correct
18. Tighten skewer or nut holding wheel in place.
19. Close/tighten brake caliper.
20. Spin wheel and test brake.
    Done!

brake engaged

brake noodle released

barrel adjuster & lock nut

quick release closed

quick release open

quick release nut

Walking Basics

Walking Shoes

Skip right to the running shoe section, as the best features for walking are put into running shoes.
Cost - Should be between $60-$90 US suggested prices. Less if you are buying the mass market knock-off shoes without the comfort features. More if you are paying for style.

What to Look for in Shoes

- Flat and No Flare – Shoes should not have a high heel, the heel should be NO more than an inch higher than the sole under the ball of the foot. Walkers strike their heel and roll through the step.
- Flex – Shoes should twist and bend at the ball of the foot, and when set on a flat surface the toe should be off the ground.
- Shoes should be light weight and breathable.
- The most important thing of course is a shoe that fits properly. Be sure your foot has enough room in the toe box. There should about a half an inch between your toes and the end of the shoe. The shoe should be wide enough in the toe that your toes can move freely. Your heel should not slip, and the shoe should not pinch or bind, especially across the arch or ball of your foot.
- Shop at the end of the day - Your feet may be slightly swollen. Also be sure to wear the same socks you will be wearing during your walks. Try on both shoes; your feet may not be the same size.
- Be sure to walk around the store for a few minutes on a hard surface. Wear your shoes in the house for a few days to try them out.
- Keep track of how many miles you have put on your shoes, and replace them every 300-600 miles.

Shin Splints

Shin splints are due to an imbalance between the muscles that lift the foot and those that pull it down. Commonly happens whenever walkers start a walking program, start walking faster, change their shoe style, or change their stride.
The pain will eventually go away as you develop your shin muscles and adjust to your new stride.

10 Tips to Avoid Shin Splints

1. Avoid Over striding – Over striding is one of the major causes of shin splints. Keep your stride longer in back and shorter in front. Go faster by pushing off more with the back leg.
2. Alternate walking days – Walk only every other day until the pain disappears.
3. For pain in the back of the leg, make sure you are not leaning forward when walking.
4. For pain in the front of the leg, a slightly higher shoe heel may work better.
5. Wear walking shoes with flexible soles and low heel.
6. Keep legs warm during your walk – Wear long socks during the walk.
7. Strengthen your calf muscles with exercises – toe raises and shin stretches can help build the shin muscles and improve their flexibility.
8. Replace old, dead shoes – Shoe cushioning is exhausted every 500 miles, often long before the soles or uppers show wear.
9. Ice – Ice your shins after you walk.
10. Slow or stop if you feel shin splint pain – If the pain does not go away quickly at a lower speed, end your walk.

RESOURCES

Wisconsin Pedestrian Laws

Sidewalk – Means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians. [340.01(58)]

Safe Zone – means the area or space officially set apart within a roadway for the exclusive use of pedestrians, including those about to board or alighting from public conveyances ... [340.01(55)]

Yield the Right-of-Way to a Pedestrian – Means the operator of a vehicle is required to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrian travel. [340.01 (75)]

Crossing Controlled Intersection or Crosswalk [346.23]

- At an intersection or crosswalk where traffic is controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian, or to a person who is riding a bicycle, who has started to cross the highway on a green or "Walk" signal and in all other cases pedestrians, bicyclists shall yield the right-of-way to vehicles lawfully proceeding directly ahead on a green signal.
  **The above applies to intersections or crosswalks on divided highways or highways that provide a safety zones.*

Crossing at Uncontrolled Intersection or Crosswalk [346.24]

- The operator of a vehicle shall yield the right-or-way to a pedestrian, or to a person riding a bicycle which is consistent with the safe use of the crosswalk by pedestrians, with is crossing the highway within a marked or unmarked crosswalk.
- No pedestrian or bicyclist shall suddenly leave a curb or other place of safety and walk, run, or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.

Play Vehicle – Means a coaster, skate board, roller skates, sled, toboggan, unicycle or toy vehicle upon which a person may ride. Does not include in-line skates. [340.01 (43m)]

Authority to Restrict Use of In-Line Skated on Roadway –

- The governing body of any city, town, village or country may by ordinance restrict the use of in-line skates on any roadway under its jurisdiction.
- The department of natural resources may broadcast rules designating roadways under its jurisdiction upon which in-line skates may be used … [349.235]

Wisconsin Bicycle Laws

Vehicular Status - The bicycle is defined as a vehicle. [340.01(5)] The operator of a vehicle is granted the same rights and subject to the same duties as a driver of any other vehicle. [346.02(4) (a)]

Lane Positioning - Always ride on the right, in the same direction as other traffic. [346.80(2) (a)] Ride as far to the right as is practicable (not as far right as possible). [346.80(2) (a)] Practicable generally means safe and reasonable. 346.80(2) (a) lists a few situations when it is not practicable to ride far to the right.

- When overtaking and passing another vehicle traveling in the same direction.
- When preparing for a left turn at an intersection or driveway.
- When reasonably necessary to avoid unsafe conditions, including fixed or moving object, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes [defined as a lane that is too narrow for a bicycle and motor vehicle to travel safely side by side within the lane].

One Way Streets – Bicycles on a one-way street with 2 or more lanes of traffic may ride as near to the left or right-hand edge or curb of the roadway as practicable (in the same direction as other traffic). [346.80(2) (b)]

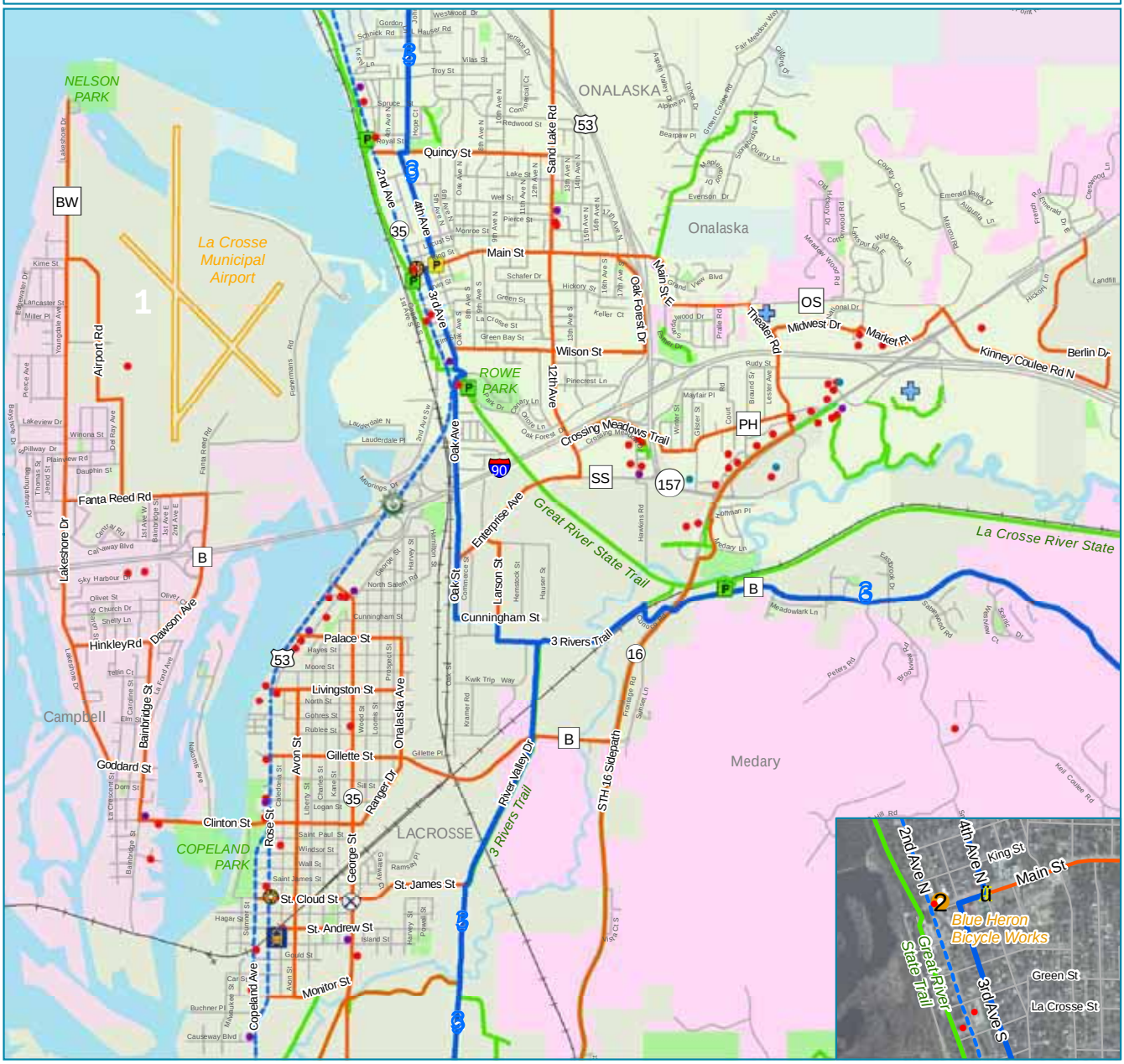
Use of Shoulders – Bicycles may be ridden on the shoulder of a highway unless prohibited by local authorities. [386.04(1m)]

Riding 2-Abreast – Riding 2 abreast is permitted on any street as long as other traffic is not impeded. When riding 2 abreast on a 2 or more lane roadway, you both have to ride within a single lane. [346.80(3) (a)]

Passing – A motorist passing a bicyclist in the same lane is require to give the bicyclist at least 3 feet of clearance, and to maintain that clearance until safely past. [346.075] A bicyclist passing a stopped or moving vehicle is also required to give at least 3 feet of clearance when passing. [346.80(2)]

Bicycling at Night – Bicycling at night requires at least a white front headlight and a red rear reflector. The white front light must be visible to others 500 feet away. The red rear reflector must be visible to others between 50 and 500 feet away. A red or amber steady or flashing rear light may be used in addition to the required reflector. These are required no matter where you ride—street, path or sidewalk. [347.489(1)]

North La Crosse, Campbell, & Onalaska Bike Route Map



Legend

- Regional Bicycle Route
- Local Bicycle Route
- GRR Route--Unfriendly to Bikes
- Bike and Walking Trails
- Trailheads
- Public Bicycle Parking
- Bicycle Shops
- Great River Road
- Travel Barriers
- Popular Eateries & Grocers
- Convenience Stores
- Coffee Shops
- Hospitals and Clinics
- Amtrak Station
- Parks & Recreation Areas
- Rail Lines

0 0.25 0.5 1 1.5 Miles

Bike Shops

--Blue Heron Bicycle Works, 213 Main St, Onalaska
--Buzz'z Bikes & Boats, 800 Rose St, La Crosse

Public Bicycle Parking

--Intersection of Main St & 4th Ave, Onalaska

Local Eateries

--Adam's Rib, 101 Sky Harbour Dr, La Crosse
--Ardie's, 400 Lang Dr, La Crosse
--Blue Moon, 716 2nd Ave N, Onalaska
--Broaster's, 2240 Rose St, La Crosse
--Bucky's Burger Barn, 424 Copeland Ave, La Crosse
--Ciatti's, 9348 STH 16, Onalaska
--Cruz-In, W5450 Keil Coulee Rd, La Crosse
--Edwardo's Pizza Wagon, 1930 Rose St, La Crosse
--The Fisherman's Diner, 136 Clinton St, La Crosse
--Huck Finn's on the Water, 127 Marina Dr, La Crosse
--Lindy's, 304 Sand Lake Rd, Onalaska
--Maggie's, 205 Main St, Onalaska
--Manny's, 301 Hampton Ct, Onalaska
--Marge's on Rose, 833 Rose St, La Crosse
--River Jack's, 1835 Rose St, La Crosse
--Seven Bridges, 910 2nd Ave N, Onalaska
--T Jo's Pizza, 1717 George St, La Crosse
--Tequila's, 425 2nd Ave S, Onalaska
--The Timbers, 426 2nd Ave S, Onalaska
--Traditions Restaurant, 201 Main St, Onalaska
--Train Station BBQ, 601 St. Andrew St, La Crosse
--Vinny's Runway, 2850 Airport Rd, La Crosse

Coffee Shops

--Caribou Coffee, 1202 CTH PH, Onalaska
--Gloria Jeans, Valley View Mall, La Crosse
--Starbuck's, 9432 STH 16, Onalaska

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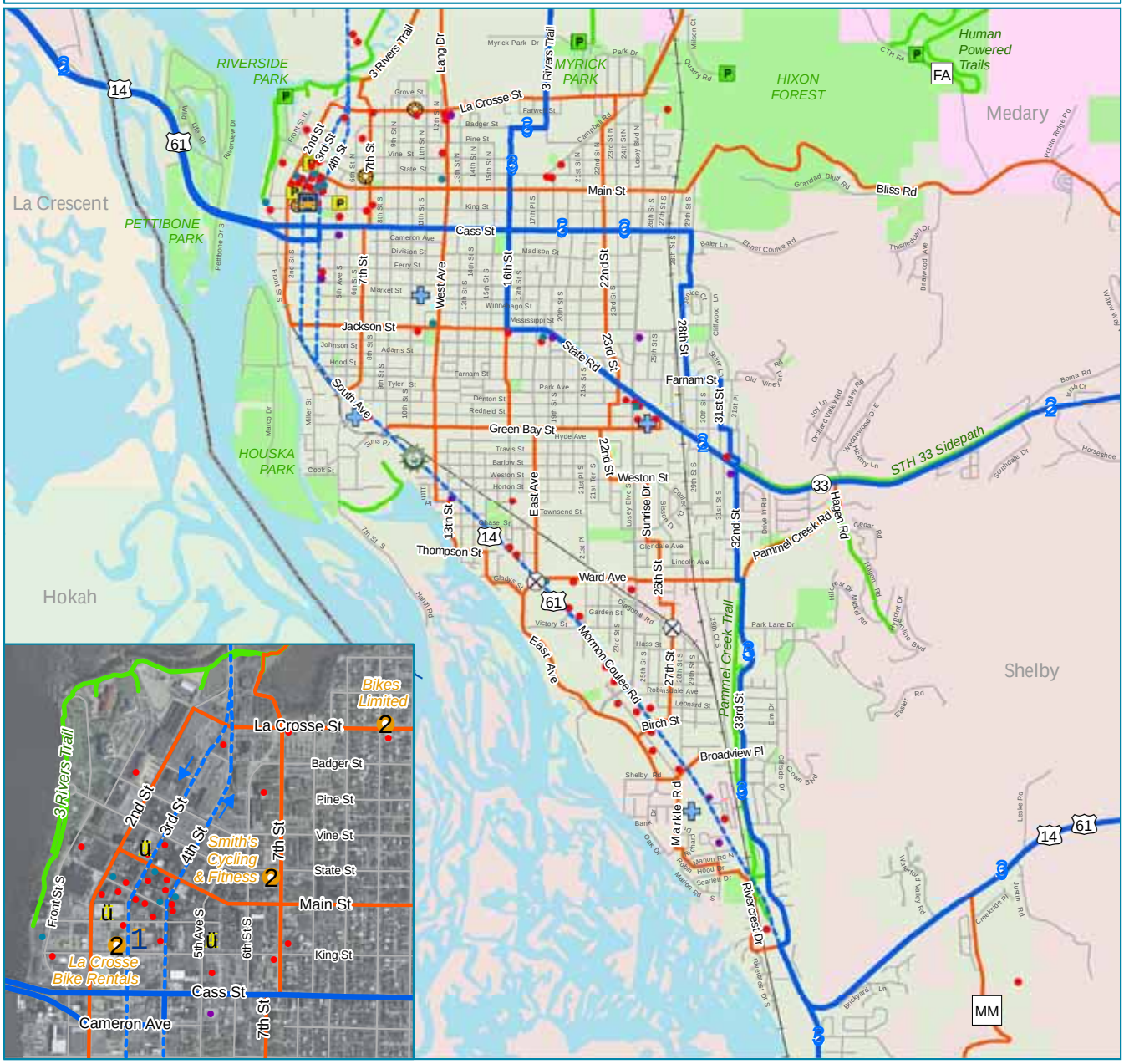
South La Crosse Bike Route Map



Legend

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- Local Bicycle Route
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- Bike and Walking Trails
- Trailheads
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- Bicycle Shops
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- Coffee Shops
- Hospitals and Clinics
- Grand River Station
- Parks & Recreation Areas
- Rail Lines

0 0.25 0.5 1 1.5 Miles

N W E S

Bike Shops

--Bikes Limited, 1001 La Crosse St
--La Crosse Bike Rentals, 324 3rd St S
--Smith's Cycling & Fitness, 125 7th St N

Covered Bicycle Parking

--Grand River Station, 3rd St & Jay St
--La Crosse Center Parking Ramp, 2nd St & Jay St
--Main St Parking Ramp, 3rd St & State St
--Market Square Parking Ramp, 5th Ave & Jay St

Coffee Shops

--Bean Juice, 1014 19th St S
--Grounded Specialty Coffee, 308 Main St
--Java Detour, 123 West Ave
--Java Detour (drive-thru), 1814 Ward Ave
--Java Vino, 1505 Losey Blvd S
--Jules Coffee House, 327 Pearl St
--Pearl Ice Cream Parlor, 207 Pearl St
--River Rocks Coffee, 332 Front St
--The Root Note, 115 4th St S
--Sip & Surf (w/laundromat), 1121 Jackson St

Local La Crosse Eateries

--The Arterial, 1003 16th St S
--Buzzard Billy's, 222 Pearl St
--Culina Mariana, 5250 Justin Rd
--Digger's, 122 3rd St N
--The Dragon, 1812 Jackson St
--Fayze's, 135 4th St S
--Freight House, 107 Vine St
--Houghton's, 1016 Jackson St
--Hunan Chinese Restaurant, 318 4th St S
--Hungary Peddler, 3429 Mormon Coulee Rd
--Jeff & Jim's Pizza, 302 Pearl St
--King Street Kitchen, 141 7th St S
--Hackberry's, 315 5th Ave S
--Pickerman's, 327 Jay St
--Piggy's, 122 King St
--Ralph's Restaurant, 109 3rd St N
--Ringside, 223 Pearl St
--Rosie's Cafe, 2225 16th St S
--Rudy's Drive-In, 1004 La Crosse St
--Schmidty's, 3119 State Rd
--Tequila's, 515 West Ave N
--Village Kitchen, 1509 Losey Blvd

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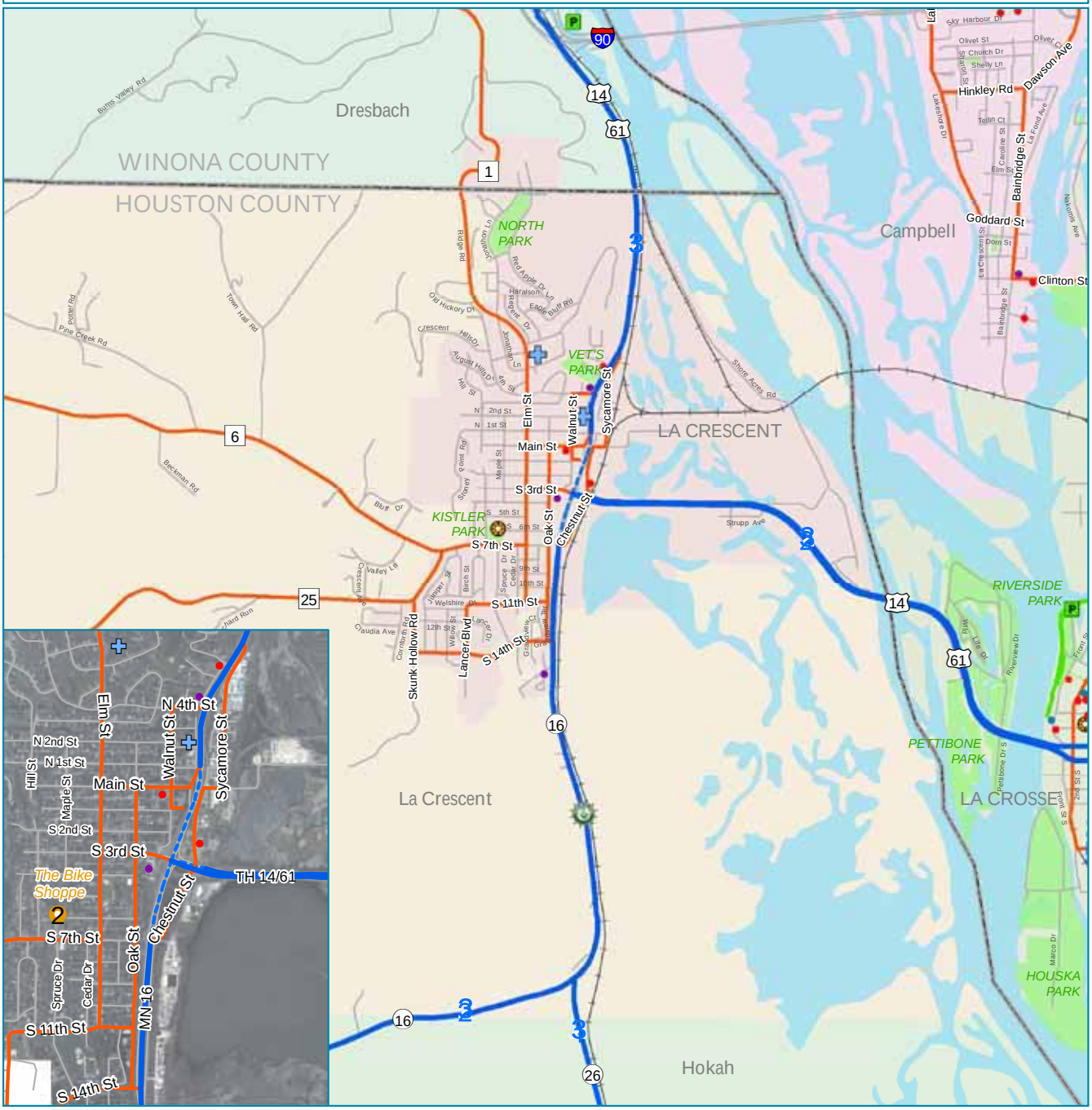
La Crescent Bike Route Map



Legend

- Regional Bicycle Route
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- Rail Lines

0 0.25 0.5 1 1.5 Miles

Bike Shops

--The Bike Shoppe, Kistler Park

Local La Crescent Eateries

--American Legion, 509 N Chestnut St
--The Commodore, 215 S Chestnut St

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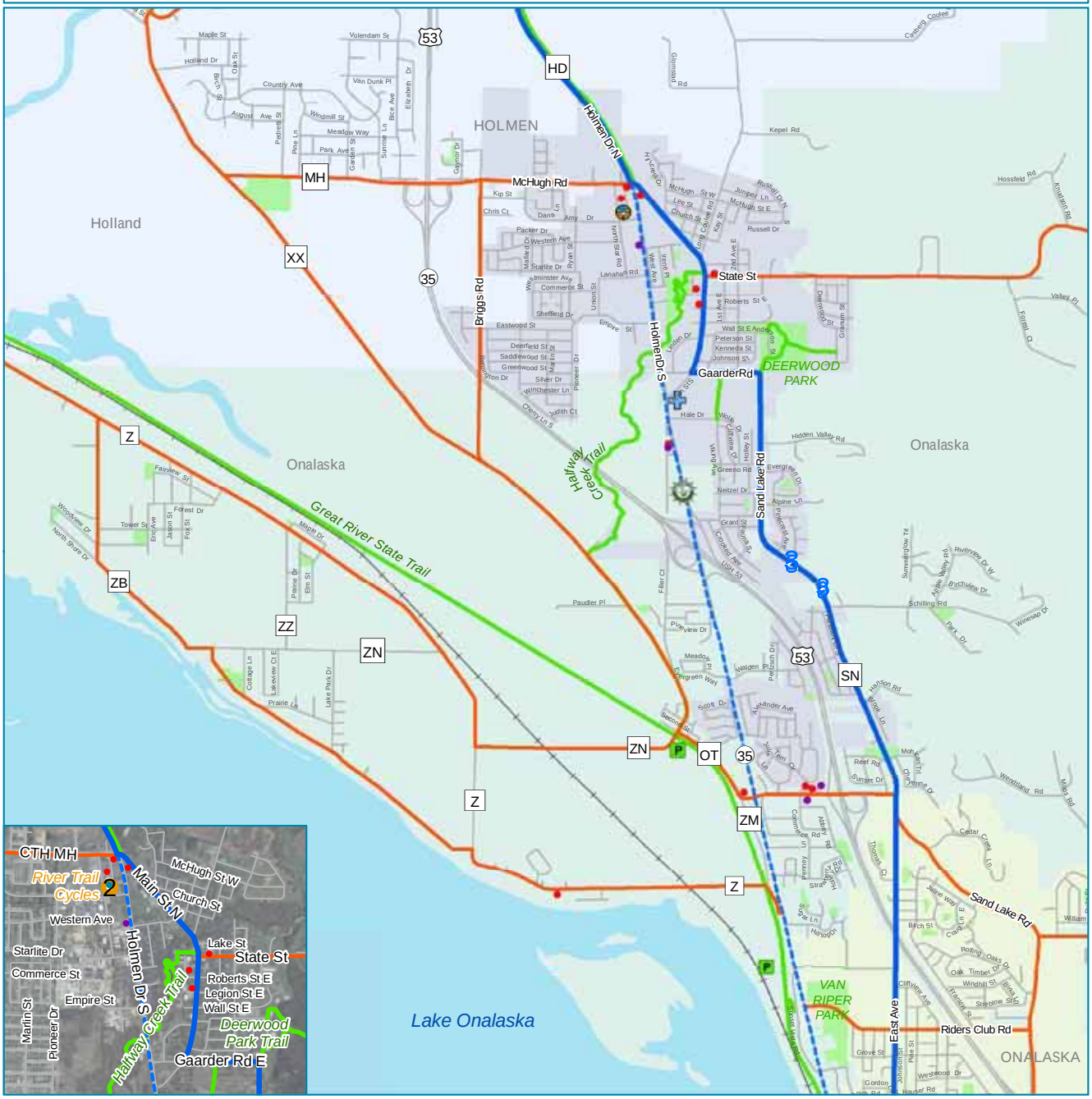
Holmen & Brice Prairie Bike Route Map



Legend

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0 0.25 0.5 1 1.5 Miles

Bike Shops
--River Trail Cycles, 500 Holmen Dr N, Holmen

Coffee Shops
--Blue Cup Coffee House, 500 Holmen Dr N, Holmen

Local Eateries
--American Legion, 419 1st Ave W, Holmen
--Emma's Diner, N5610 CTH OT, Onalaska
--The Frosty Mug, 612 Main St N, Holmen
--Jacqlon's Country Cafe, 512 Main St S, Holmen
--Red Pines, W7305 CTH Z, Onalaska
--T Jo's Pizza, 105 State St, Holmen

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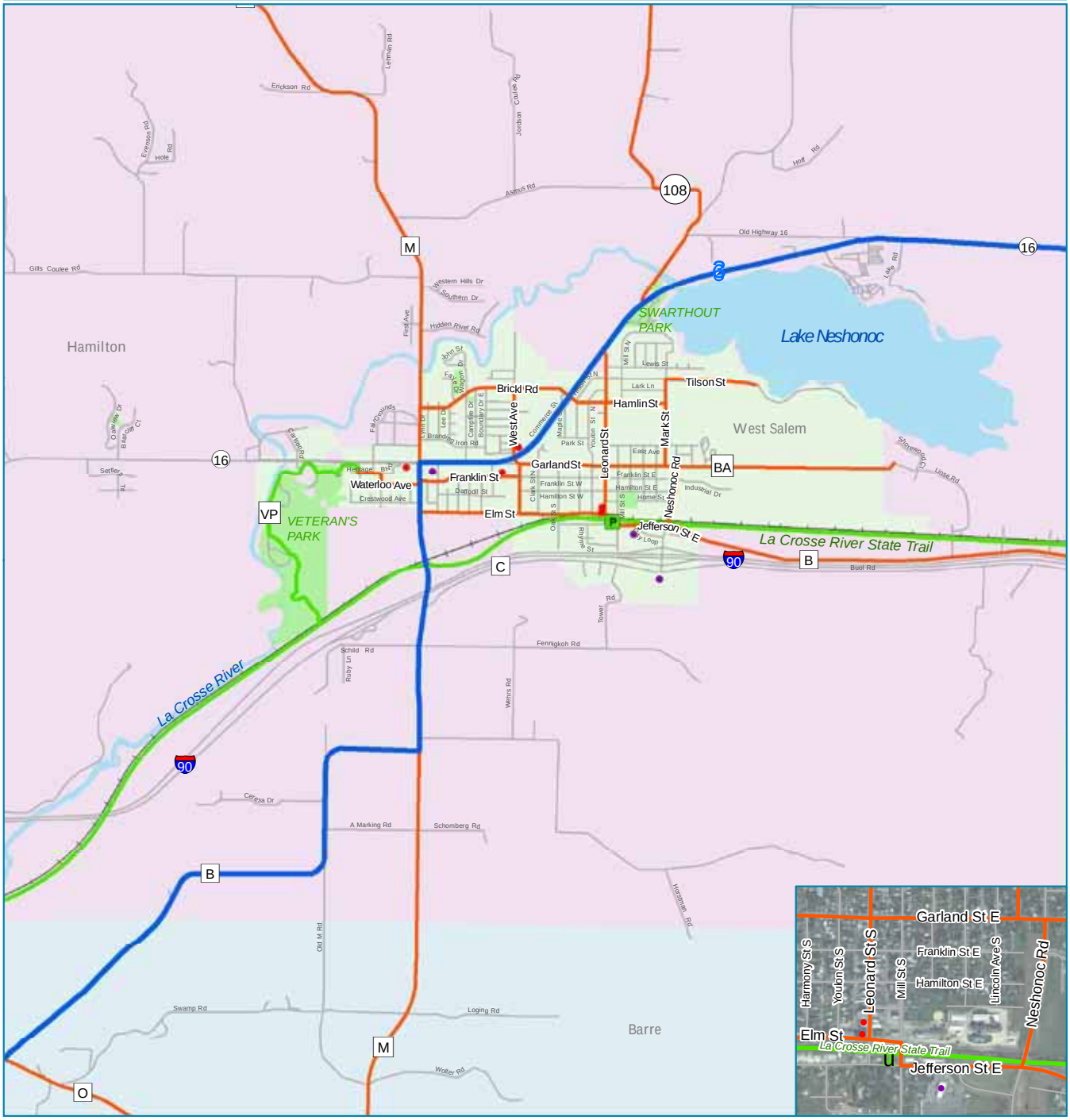
West Salem Bike Route Map



Legend

- Regional Bicycle Route
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- Popular Eateries & Grocers
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- Rail Lines

0 0.25 0.5 1 1.5 Miles

Local Eateries

--Features, 1425 City Highway 16
--Pizza Villa, 156 Leonard St
--Westview Inn, 174 Leonard St
--Syl's Place, W4160 CTH O
--Linda's Cafe, W4007 CTH O

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La Crosse Bike Clubs and Other Organizations

- "La Crosse Complete Streets" Facebook page
- "La Crosse Complete Street" website: www.getactivewisconsin.org/lacrosse
- La Crosse Velo Club www.lacrossevelo.com
- Human Powered Trails www.humanpoweredtrails.com
- Driftless Region Bicycle Coalition http://driftlessbicycle.org/
- Bicycle Federation of Wisconsin www.bfw.org
- Onalaska Safe Bicycle Association.

La Crosse Area Bike Shops

Bikes Limited
1001 La Crosse St.
La Crosse, WI
(608)785-2326

Blue Heron Bicycle Works LLC
213 Main St.
Onalaska, WI
(608) 783-7433

Buzz's Bike & Boats
800 Rose St.
La Crosse, WI
(608)785-2737

La Crosse Bikes - La Crosse Bike Rentals
324 3rd St. S.
La Crosse, WI
(608)782-7233

River Trail Cycles
500 Holmen Dr, Ste 502
Holmen, WI 54636
(608) 526-4678

Smith's Cycling & Fitness
125 7th St. N
La Crosse, WI
(608) 784-1175

References

1. Baltimore Metropolitan council and the Baltimore Regional Transportation Board. Bicycle commuter resource guide for the Baltimore region.
2. Bicycle Federation of Wisconsin Bicycle reference care 608/251-4456. Wisconsin DOT Pedestrian/Bicycle Safety Program (608)267-3154 funded by NHTSA. Http://www.bfw.org.
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5. Farago, S. (2009). Bicycle 101: How to change a Flat Tire.
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8. Utah Department of Transportation. Utah bicycle commuter guide.
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An example of a complete street
Image by Hannah Carey

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Acknowledgements

Thank you to Paula Ramminger, M.P.H. for the countless hours spent researching and coordinating the content for this toolkit.

Thank you to Hannah Carey for the design, layout and consultation (carey.hannah.l@gmail.com).