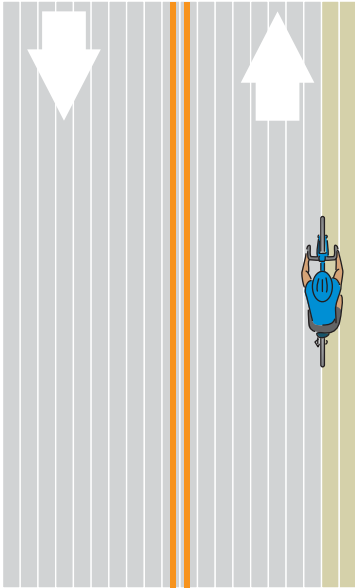
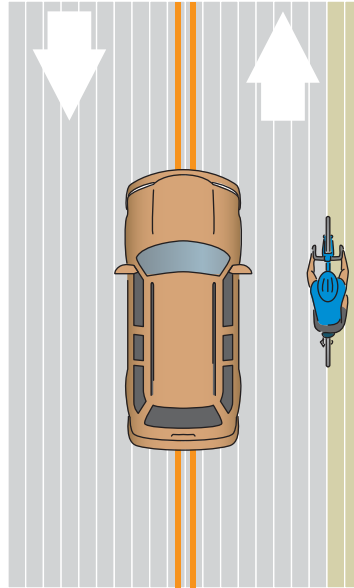


# Understanding Safe Lane Position



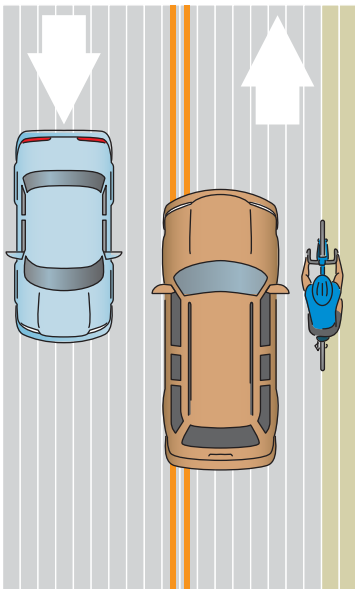
A cyclist should never ride close to edge of pavement on any road. Typical "common sense" tracking is about 2 ft from the edge of usable pavement.

**1**



In a narrow lane, a courteous motorist must partially change lanes, at least, to give the MINIMUM 3 feet of clearance. The oncoming lane must therefore be clear.

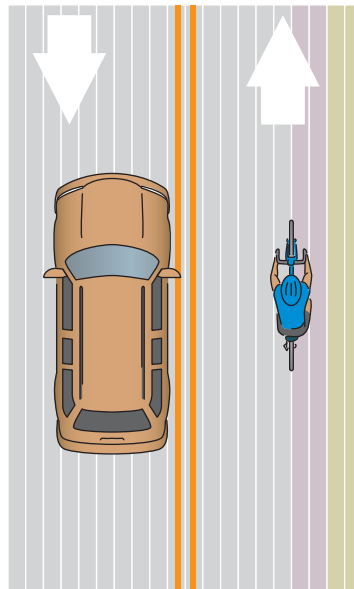
**2**



Unfortunately, some motorists are impatient. If they see a way to squeeze between a cyclist and oncoming traffic, they will attempt to do so. The 3-foot law and the cyclist's comfort are meaningless to the impatient motorist.

*Note: Cyclists may have to swerve to avoid obstacles the motorist may not see. Wind gusts can shove the cyclist to the left. The close pass can scare the cyclist off the road or into the curb.*

**3**

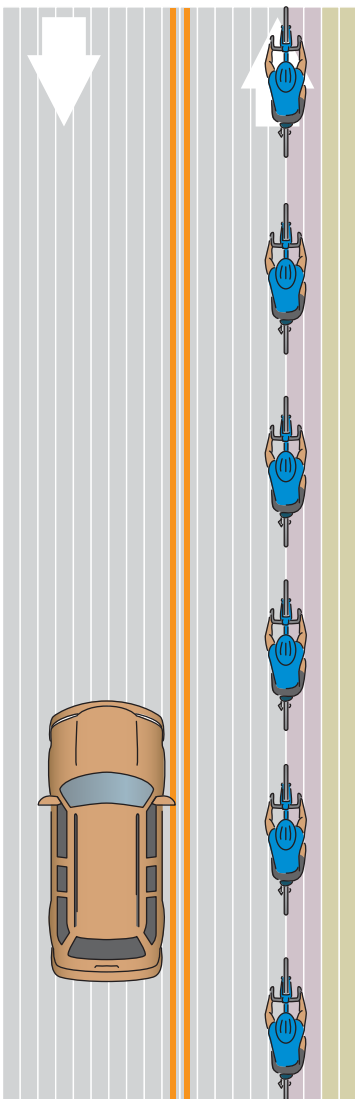


A cyclist should ride farther left to encourage the motorist to wait until the oncoming lane is clear.

The most effective position in a narrow lane is between the right tire track and the center of the lane. This position will typically encourage a complete lane change from motorists, giving the cyclist greater passing clearance. Such a position is also beneficial against common crossing collisions.

*Note: The cyclist is legally entitled to use the entire lane - and may need it to avoid hazards.*

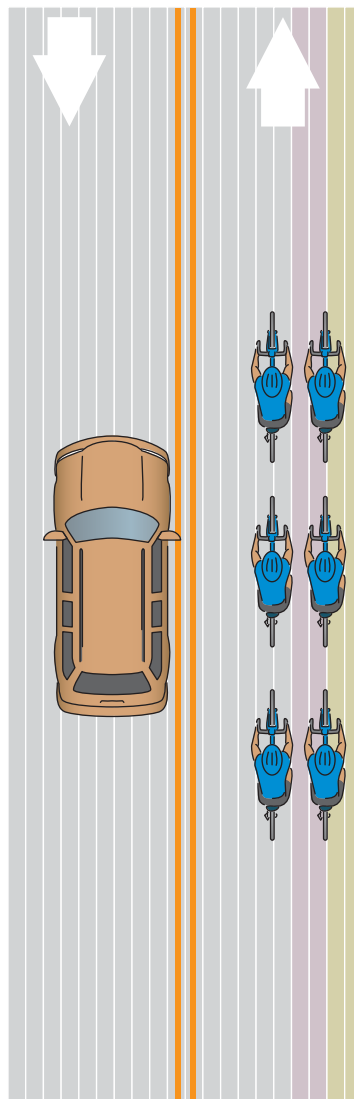
**4**



A group of cyclists operating legally, and in the interest of their safety, should use the same lane position as a solo cyclist. A long, single line of cyclists requires greater time and distance to pass, but the lane position is no less correct and legal.

*Note: The effect of road hazards, wind gusts or actions that startle cyclists are much more severe in a pace line.*

**5**



Since a long, single line of cyclists requires a greater distance to pass, riding in a double line of half the length, is courteous and facilitates overtaking.

**6**