

KLAMATH COUNTY BICYCLING GUIDE



and KLAMATH FALLS AREA BIKEWAYS

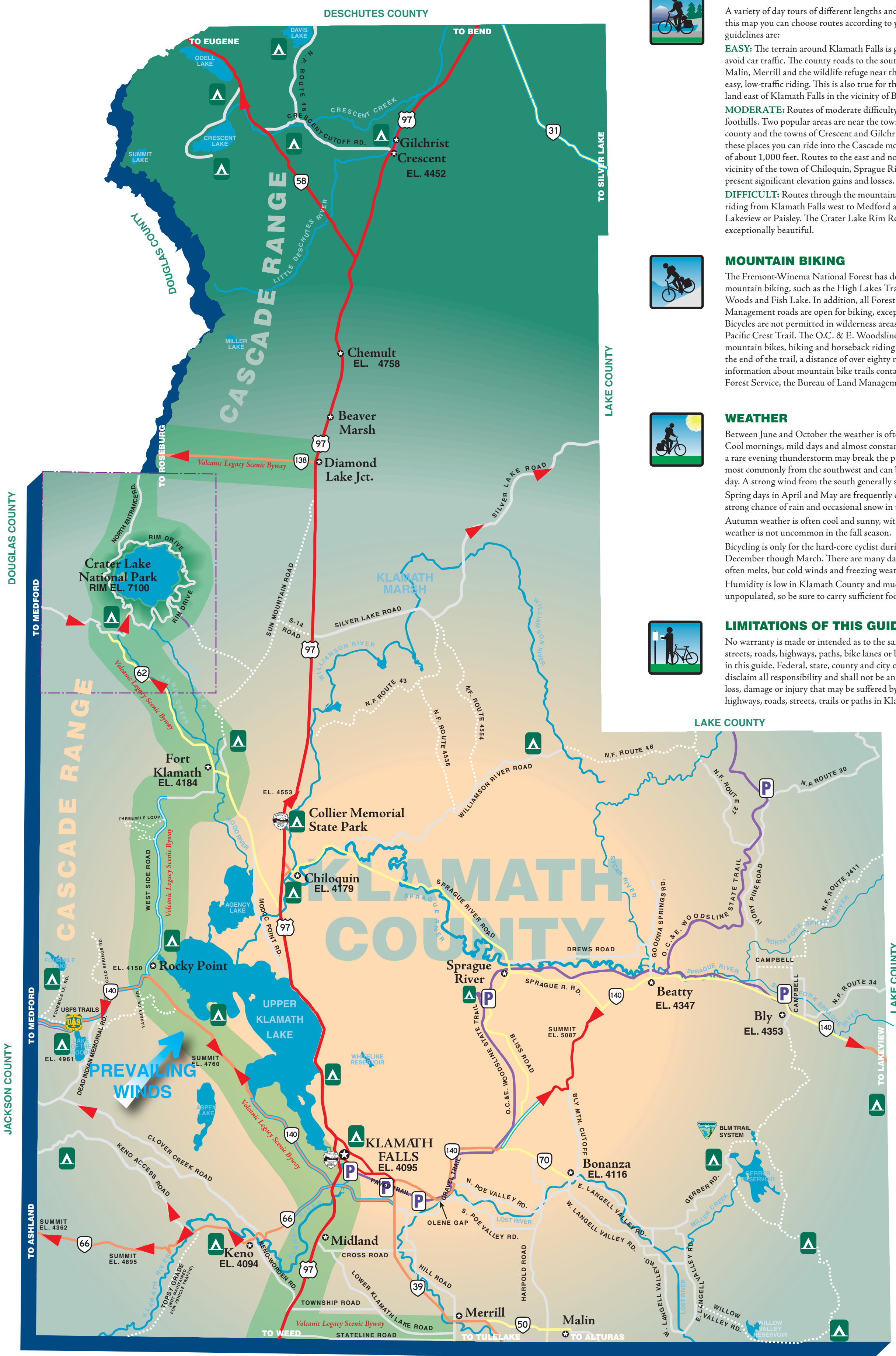
• 2009 EDITION •

LEGEND

- Multi-Use Path - Motorized Vehicles Prohibited
- Low Traffic Volume
- with 4' wide paved shoulders
- Medium Traffic Volume
- with 4' wide paved shoulders
- High Traffic Volume
- with 4' wide paved shoulders
- Gravel Surface
- Caution - Poor sight distance, narrow or no shoulders or high truck traffic volume
- Steep Incline (arrow points uphill)
- Bike Path Parking
- Campground
- Recreation Sites

SAFETY FIRST!

- RIDE DEFENSIVELY**
Avoid riding in the blind spots of motor vehicle drivers. Be sure that the motorist has seen you before making a maneuver that puts you in conflict with the automobile. Watch out for cars turning suddenly at driveways and intersections. Other hazards to look out for are opening car doors, loose gravel and rough pavement. Cross railroad tracks carefully. Pedestrians, skaters and skateboarders popping out from between cars can also be a hazard. At intersections, be prepared for cars turning across your path. When in doubt, merge into the automobile traffic lane to travel through the intersection.
- OBEY TRAFFIC SIGNS, SIGNALS AND LAWS**
Bicyclists must obey the rules of the road if they are to be taken seriously by motorists. Be visible, predictable and flow with the traffic stream.
- RIDE WITH THE TRAFFIC**
Motorists are looking left for traffic, not for cyclists on the wrong side of the road. Bicyclists riding on the wrong side of the road are twice as likely to get in an accident than those riding with the traffic. *It is against the law to ride against traffic, even in a bike lane!*
- USE HAND SIGNALS**
Hand signals tell motorists what you intend to do. Signal as a matter of law, courtesy, and self-protection. Do not assume motorists will yield to your turn even when you signal.
- FOLLOW LANE MARKINGS**
Do not make a left turn from the right lane. Don't go straight in a lane marked for left turn or right turn only.
- THERE ARE TWO WAYS TO MAKE A LEFT TURN**
1. Like an auto, signal, move into the left lane (or the left side of the lane) and turn left.
2. Ride straight through the intersection and use the crosswalk on the far side to walk your bike across like a pedestrian.
- RIDE IN THE MIDDLE OF THE LANE IN SLOW TRAFFIC**
Get in the middle of the lane at busy intersections when you are moving the same speed as auto traffic. Don't forget to signal when moving to the center of the lane.
- AVOID ROAD HAZARDS**
Watch out for drainage grates, sewer covers, oily pavement, gravel and ice. Lane markings and manhole cover can be slippery when wet or frosty. Cross railroad tracks at a right angle. Stand up on your pedals to gain better control as you move across bumps and other hazards.



DOUGLAS COUNTY, DESCHUTES COUNTY, LAKE COUNTY, JACKSON COUNTY, SISKIYOU COUNTY, MODOC COUNTY, CALIFORNIA

- USE LIGHTS AT NIGHT**
Front reflectors are inadequate. The law requires the use of strong headlight visible from at least 500 feet and a rear reflector or taillight visible from at least 600 feet from behind at night or when visibility is poor. Wear light colored clothing with reflective tape or bands for extra protection.
- RIDE READY TO BRAKE**
Ride with both hands near the brakes to allow for quick reactions to traffic and road hazards. Allow extra distance for stopping on hills or when your tire rims are wet. Brakes are less efficient when wet and chrome rims do not brake as well as aluminum alloy rims.
- WEAR A HELMET**
Head injuries are often severe and debilitating. A simple fall from a bicycle onto pavement can be fatal. A safety-approved helmet can protect you from head injuries.
- BE PREDICTABLE**
Obey traffic signs and signals. Motorists need to know what you are planning to do, even in a bike lane. Signal well in advance if you intend to turn or merge with traffic.
- DRESS APPROPRIATELY**
Wear bright clothes, especially in rain or when visibility is poor. Wear clothes appropriate for the weather conditions.
- USE A PACK OR A RACK**
Do not carry articles which prevent you from keeping both hands on the handlebars and having full control of your bicycle.



TOURING KLAMATH COUNTY

A variety of day tours of different lengths and difficulty are available. With this map you can choose routes according to your interests. Some difficulty guidelines are:

EASY: The terrain around Klamath Falls is generally flat and the bike paths avoid car traffic. The county roads to the south of Klamath Falls towards Malin, Merrill and the wildlife refuge near the California state line make for easy, low-traffic riding. This is also true for the county roads through farm land east of Klamath Falls in the vicinity of Bonanza.

MODERATE: Routes of moderate difficulty can be found in the Cascades foothills. Two popular areas are near the town of Keno in the south of the county and the towns of Crescent and Gilchrist in the north. From each of these places you can ride into the Cascade mountains with an elevation gain of about 1,000 feet. Routes to the east and north of Klamath Falls, in the vicinity of the town of Chiloquin, Sprague River, Bonanza and Betty can present significant elevation gains and losses.

DIFFICULT: Routes through the mountains will be difficult, especially riding from Klamath Falls west to Medford and Ashland, and eastward to Lakeview or Paisley. The Crater Lake Rim Road is especially challenging, but exceptionally beautiful.



MOUNTAIN BIKING

The Fremont-Winema National Forest has designated trails open to mountain biking, such as the High Lakes Trail between Lake of the Woods and Fish Lake. In addition, all Forest Service and Bureau of Land Management roads are open for biking, except in situations of fire closure. Bicycles are not permitted in wilderness areas nor are they permitted on the Pacific Crest Trail. The O.C. & E. Woodline State Park trail is open for mountain bikes, hiking and horseback riding eastward from Klamath Falls to the end of the trail, a distance of over eighty miles. For maps and additional information about mountain bike trails contact the nearest office of the U.S. Forest Service, the Bureau of Land Management or Oregon State Parks.



WEATHER

Between June and October the weather is often exceptional for bicycle riding. Cool mornings, mild days and almost constant sunshine are the norm. Only a rare evening thunderstorm may break the pattern. The prevailing winds are most commonly from the southwest and can become quite strong later in the day. A strong wind from the south generally signals that a storm is coming. Spring days in April and May are frequently cool and sunny, but there is a strong chance of rain and occasional snow in that season. Autumn weather is often cool and sunny, with nights below freezing. Winter weather is not uncommon in the fall season. Bicycling is only for the hard-core cyclist during the winter months of December through March. There are many days of sunshine and the snow often melts, but cold winds and freezing weather is common. Humidity is low in Klamath County and much of the region is either rural or unpopulated, so be sure to carry sufficient food and water.



LIMITATIONS OF THIS GUIDE

No warranty is made or intended as to the safety or fitness of any routes, streets, roads, highways, paths, bike lanes or bikeways for bicycle travel shown in this guide. Federal, state, county and city officers and their employees disclaim all responsibility and shall not be answerable or held responsible for loss, damage or injury that may be suffered by cyclist while traveling routes, highways, roads, streets, trails or paths in Klamath County.



SCALE 1" = 6 MILES



This map is a general guide to bicycling opportunities in Klamath County. It is recommended that cyclists obtain and use detailed trail maps from Oregon State Parks, the B.L.M. and the U.S. Forest Service.



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