Rules of the Road
Bicycling on the Road

Bicycles are considered vehicles, and cyclists have the same rights and the same responsibilities to follow the rules of the road as motorists. When riding, always:

Obey All Traffic Laws. A bicycle is a vehicle and you're a driver. When you ride in the street, obey all traffic signs, signals, and lane markings.

Be Predictable. Ride in a straight line, not in and out of cars. Signal your moves to others.

Stay Alert at All Times. Use your eyes AND ears. Watch out for potholes, cracks, wet leaves, storm grates, railroad tracks, or anything that could make you lose control of your bike. You need your ears to hear traffic and avoid dangerous situations; don't wear a headset when you ride.

Look Before Turning. When turning left or right, always look behind you for a break in traffic, then signal before making the turn. Watch for left- or right-turning traffic.

Watch for Parked Cars. Ride far enough out frRidfar enough out fromom the curb to avoid the unexpected from parked cars (like doors opening, or cars pulling out).

For anyone riding on a sidewalk:

Check the law in your State or jurisdiction to make sure sidewalk riding is allowed. Watch for vehicles coming out of or turning into driveways. Stop at corners of sidewalks and streets to look for cars and to make sure the drivers see you before crossing. Enter a street at a corner and not between parked cars. Alert pedestrians that you are near by saying, "Excuse me," or, "Passing on your left," or use a bell or horn.

Guidance & Selecting Facility Type

13.3 AASHTO Guidance on Selecting Bicycle Facility Type The 1999 AASHTO Guide provides some qualitative guidance on choosing the appropriate facility type. The facility selection guidance is largely centered on the skill levels of bicyclists and what types of facilities they prefer. The 1999 AASHTO Guide for the Development of Bicycle Facilities mentions three bicycle user types These were first defined in a 1994 FHWA report):

The following descriptions are :

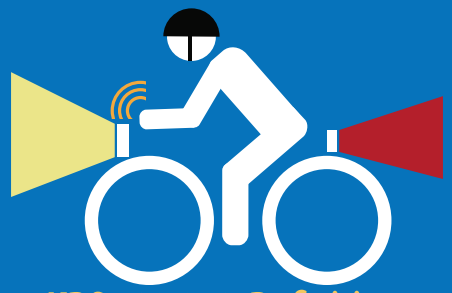
Advanced (A cyclists) or experienced riders are generally using their bicycles as they would a motor vehicle. They are r iding for convenience and speed and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Basic (B cyclists) or less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders may be comfortable riding on neighborhood streets and shared use paths and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets.

Children (C cyclists), riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

These definitions suggest that bicyclists with different skill levels will prefer certain and sometimes different facility types.

Kentucky Laws and Regulations for Bicycle Travel



KRS 189.010 Definitions:

Section (19 b #8.) A "Vehicle" includes: All agencies for transportation of people or property over or upon the public highways of the Commonwealth; and All vehicles passing over or upon the highways. A bicycle is considered to be a vehicle that uses muscular power.

KENTUCKY TRANSPORTATION CABINET

Kentucky Revised Statute (KRS) and Kentucky Administrative Regulation (KAR)

For more information on bicycle safety, visit the National Highway Traffic Safety Administration (NHTSA) Web site at: www.nhtsa.dot.gov

The Laws

KRS 189.010 Defines: "Department " means Department of Highways. "Highway" means any public road, street, avenue, alley or boulevard, bridge, viaduct, or trestle and the approaches to them and includes private residential roads and parking lots covered by an agreement under KRS 61.362. "Right-of-way" means the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed, and proximity as to give rise to danger of collision unless one grants precedence to the other.

KRS 189.080 Horns and other sound devices. Every person operating an automobile or bicycle shall sound the horn or sound device whenever necessary as a warning of the approach of such vehicle to pedestrians or other vehicles, but shall not sound the horn or sound device unnecessarily. A bell may be used on a bicycle.

KRS 189.231 States that all vehicles SHALL (must) obey traffic controls applicable thereto, meaning stops lights and stop signs for example.

KRS 189.287 Bicycle safety regulations and standards: The Transportation Cabinet shall promulgate administrative regulations pursuant to KRS Chapter 13A to set forth standards for bicycle equipment and the safe operation of a bicycle. The regulations shall include requirements for lights, reflectors, and audible warning devices. Bicycles and riders which comply with the regulations promulgated under this section are exempt from municipal and other local government regulations concerning safety equipment but not method of operation. In promulgating the administrative regulations, the Transportation Cabinet shall permit use of lightweight modern technological substitutes for lights, reflectors, and bells. The purpose of this section is to encourage bicycling and bicycle touring in this state by enabling bicycle riders to make use of modern technology to make their presence known to other users of the road.

601 KAR 14:020. Bicycle safety standards.

Section 1 1) "Bicycle": (a) Means a device with an attached seat propelled primarily by human power upon which a person rides astride or upon, regardless of the number and size of the wheels in contact with the ground; and (b) Does not mean a wheelchair designed for a person with a disability. (2) "Hazard" means a condition present on the roadway that constitutes a danger to a bicycle rider such as: (a) A fixed or moving object; (b) A parked or moving vehicle; (c) A pedestrian; (d) A surface irregularity; or (e) An animal. (3) "Shared lane" means a single lane of traffic less than fourteen (14) feet in width not including the gutter pan.

The Regulations

Section 2 Lights and Reflectors. (1) A bicycle operated on a highway during the hours or atmospheric conditions described in KRS 189.030(1) shall display at least one (1) front light on either the bicycle or the bicyclist that is visible for 500 feet and capable of revealing substantial objects at least fifty (50) feet in front of the bicycle. (2) A bicycle if operated on a highway or highway shoulder shall display on either the bicycle or the bicyclist: (a) One (1) red reflector or red light visible for at least 100 feet from the rear of the bicycle; and (b) One (1) red light or a flashing red light visible from the rear of the bicycle for at least 500 feet during the hours or atmospheric conditions described in KRS 189.030(1).

Section 3. Horn or Bell. (1) A bicycle may be equipped with a bell, horn, or other device capable of making an abrupt sound, but shall not be equipped with a siren or whistle.(2) A person operating a bicycle shall shout or sound the bell, horn, or other sound device as necessary to warn pedestrians or other bicycles of the approach of the bicycle.

Section 4. Brakes. A bicycle shall not be operated on a highway or highway shoulder without a brake or brakes adequate to control the movement of, or to stop, the bicycle within fifteen (15) feet at a speed of ten (10) miles per hour on a dry, level, clean pavement.

Section 5. Seat. (1)(a) A bicyclist if operating on a highway or highway shoulder shall ride upon a seat attached to the bicycle. (b) A bicyclist operating on a highway or highway shoulder may transport a person or persons upon a seat or carrying device attached to the bicycle in a manner in which the seat or device is manufactured and designed to be used. (2) A bicycle operated on a highway or highway shoulder shall not carry more than the number of persons for which the bicycle is designed or safely equipped.

Section 6. Transporting a Package and Attaching to a Motor Vehicle. (1) A bicyclist operating on a highway or highway shoulder shall not carry a package, bundle, or article that prevents the operator from keeping one (1) hand on the handle bars. (2) A bicyclist operating on a highway or highway shoulder shall not attach either the bicycle or himself or herself to a motor vehicle.

Section 7. Operation of Bicycles. (1) A bicycle shall be operated in the same manner as a motor vehicle, except that the traffic conditions established in paragraphs (a) and (b) of this subsection shall apply. (a) A bicycle may be operated on the shoulder of a highway unless prohibited by law or ordinance. (b) If a highway lane is marked for the exclusive use of bicycles, the operator of a bicycle shall use the lane unless: 1. Travelling at the legal speed;

Section 7. 2. Preparing for or executing a left turn; 3. Passing a slower moving vehicle; 4. Avoiding a hazard; 5. Avoiding the door zone of a parked vehicle; or 6. Approaching a driveway or intersection where vehicles are permitted to turn right from a lane to the left of the bicycle lane. (2) Not more than two (2) bicycles shall be operated abreast in a single highway lane unless part of the roadway is exclusively for bicycle use. Persons riding two (2) abreast shall not impede the normal and reasonable movement of traffic. (3) A bicycle operated in a highway lane with other vehicle types shall keep to the right unless: (a) Preparing for and executing a left turn; (b) Passing a slower moving vehicle; (c) The lane is too narrow to be considered a shared lane. A bicycle may be ridden far enough to the left to prevent overtaking vehicles from attempting to pass in the same lane; (d) Approaching an intersection or driveway where right-turn movements are permitted. A bicycle may be ridden far enough to the left to avoid potential conflicts with right turning vehicles; (e) It is necessary to avoid a hazard. A bicycle may be ridden far enough to the left to provide a reasonable safety space to the right; (f) The bicycle is operating on a one (1) way street with two (2) or more marked traffic lanes. A bicyclist may keep to the left side of the roadway subject to the conditions in paragraphs (b) through (e) of this subsection; (g) It is necessary for a cyclist to use a lane other than the right lane to continue his or her route; (h) Preparing for and executing a left turn; or (i) The bicycle is operating at or near a speed consistent with the prevailing flow of traffic. (4)(a) A bicycle may be operated on a sidewalk or a crosswalk unless prohibited by law or ordinance. (b) A bicyclist operating on a sidewalk or crosswalk shall have the rights and duties of a pedestrian in the same circumstances. (c) A bicyclist using a sidewalk or crosswalk shall: 1. Slow to the speed of an ordinary walk where pedestrians are present or reasonably expected to be present or if approaching a crosswalk, driveway, or other crossing where a motor vehicle is expected 2. Not suddenly leave the sidewalk or crosswalk and move into the path of another vehicle that is close enough to constitute an immediate hazard; and 3. Yield to pedestrians using the sidewalk or crosswalk (d) A bicyclist operating on a crosswalk or sidewalk shall obey an official traffic control device applicable to a pedestrian unless otherwise directed by a police officer or other officially designated person. (e) A bicyclist operating on a crosswalk or sidewalk shall yield the right of way to a vehicle if crossing the road at a point other than within a marked crosswalk or within an unmarked crosswalk at an intersection. (5) A bicyclist operating on a highway or highway shoulder may proceed after stopping and if safe against a red light if a traffic signal fails to detect the bicycle

Section 8. Bicycle Parking. (1) Unless prohibited, a bicycle may be parked on a sidewalk if it does not impede the movement of pedestrians or traffic. (2) A bicycle may be parked in the roadway at an angle to the curb or edge of the roadway at a location where bicycle parking is allowed. (3) A bicycle shall not be parked or stopped as established for a vehicle in KRS 189.450(5)(b) through (j) (4) A bicycle may be parked on the roadway abreast of another bicycle or bicycles near the side of a roadway where parking of vehicles is allowed. (20 Ky.R. 1508; Am. 2037; eff. 2-10-94; 42 Ky.R. 25; eff. 7-7-2015.)