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 from the curb to avoid the unexpected movement 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.

---

The 1999 AASHTO Guide for the Development of Bicycle Facilities mentions three bicycle user types and the facilities best used. 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 riding 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.

---

**KRS 189.300 Sec. 2 When motor vehicles are passing bicyclists:** Pass to the left of the bicycle at a distance of not less than three (3) feet between any portion of the vehicle and the bicycle and maintain that distance until safely past the overtaken bicycle. If three feet is not available, then the driver should use reasonable caution in passing the bicyclists.

---

For more information on bicycle safety, visit the National Highway Traffic Safety Administration (NHTSA) Web site at: https://www.nhtsa.gov/road-safety
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 such vehicle to pedestrians or other vehicles, but shall not operate the bell, horn, or other device unnecessarily. A bell may be used on a 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 bicycle 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 handlebars. (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;