



BICYCLE FRIENDLY STATE

LOCAL REGULATION OF BICYCLES

The basic features of a law that authorizes the local regulation of bicycles are:

1. A grant of power to local communities (“provisions of this code shall not be deemed to prevent local jurisdictions ... within the reasonable exercise of the police power from: ...”, and
2. A list of powers allowed under the grant - such as the power to create parking regulations, regulate the operation of bicycles, require registration, require inspection, or establish fees for registration.

In many cases, the local regulation of bicycles negatively impacts bicyclists by adding restrictions or fees not present in state laws, which may not be well publicized so that bicyclists are aware of local laws. Learn more at bikeleague.org/bike-law-university.

State	Statute	Must be consistent with State Law	Regulations Enabled		
			Regulation of Operation	Registration & Licensing	Fee(s)
Alabama	None found				
Alaska	None found				
Arizona	§28-627	X (28-626)	X	X	X
Arkansas	None found				
California	VC §21206	X	X	X	
Colorado	§42-4-111	X	X	X	X
Connecticut	§14-289	X	X	X	X
Delaware	None found				
Florida	§316.008	X (316.007)	X		
Georgia	§40-6-371	X (40-6-370)		X	X
Hawaii	§291C-163	X (291C-162)	X	X	X
Idaho	None found				
Illinois	625 Ill. Comp. Stat. §11-208	X (5/11-207)	X	X	X
Indiana	§9-21-1-3	X (9-21-1-2)	X	X	X
Iowa	§321.236	X	X	X	X
Kansas	§8-2002	X (8-2001)	X	X	X
Kentucky	Ky. Rev. Stat. Ann. §189.287		X		
Louisiana	§32:41			X	X
Maine	tit. 29-A §2063		X		
Maryland	§25-102	X (25-101)	X	X	X
Massachusetts	Mass. Gen. Laws. Ch. 40, §22; Mass. Gen. Laws. Ch. 85, §11B		X (sidewalks only)	X	X

LOCAL REGULATION LAWS



State	Statute	Must be consistent with State Law	Regulations Enabled		
			Regulation of Operation	Registration & Licensing	Fee(s)
Michigan	§257.606	X (257.605)	X	X	X
Minnesota	§169.022	X	X (if additional and not conflict)		
Mississippi	§63-3-209; 63-3-211	X	X (if additional and not conflict)		
Missouri	None found				
Montana	§61-12-101	X (7-1-113)	X	X	X
Nebraska	§60-6,317(4)	X (only further regs are ok)	X	X	
Nevada	§484A.400	X	X (if additional and not conflict)	X	
New Hampshire	§265:149	X (must be at least as stringent, can be more)	X	X	X
New Jersey	None found				
New Mexico	§66-7-9	X (66-7-8)	X	X	X
New York	VAT 1640; 1650; 1660				
North Carolina	None found				
North Dakota	None found				
Ohio	§§4511.07; 4511.711	X	X		
Oklahoma	tit. 47 §§15-101; 15-102	X (15-101)	X	X	X
Oregon	None found				
Pennsylvania	75 Pa. Cons. Stat. §6109		X	X	X
Rhode Island	§31-12-12		X	X	X
South Carolina	§56-5-710	X (56-5-30)	X	X	X
South Dakota	None found				
Tennessee	None found				
Texas	Tex. Transp. Code Ann. §§542.202; 217.003	X (542.201)	X	X	X

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State	Statute	Must be consistent with State Law	Regulations Enabled		
			Regulation of Operation	Registration & Licensing	Fee(s)
Utah	Utah Code Ann. §§41-6a-208; 10-8-69	X (41-6a-207)	X	X	X
Vermont	City-specific laws. E.g tit. 24 §13-103. 24 VSA § 2291		X		
Virginia	§15.2-1720			X	X
Washington	§§35.75.010; 35.75.030; 35.75.040		X	X	X
West Virginia	17C-2-8	X (17C-2-7)	X	X	X
Wisconsin	None found				
Wyoming	§31-5-109	X (31-5-108)	X	X	X

WHY WORRY ABOUT LOCAL REGULATIONS?

At their most basic level, local regulations tend to undermine expectations among people sharing the road by creating rules that are not uniform throughout a state and rules that may not be widely known or publicized.

In addition, the local regulation of bicycles often appears to be based on the idea that bicycles are not legitimate vehicles and so may be regulated in ways that other vehicles are not. This idea can be seen in the laws of Texas and Utah quoted below:

- » Texas §217.003(c) provides that “the governing body may restrain or prohibit the firing of firecrackers or guns, the use of a bicycle or similar conveyance, the use of a firework or similar material, or any amusement or practice tending to annoy persons passing on a street or sidewalk.”
- » Utah Code §10-8-69 provides that “the governing body of a city or town may prohibit or regulate conduct on a highway or sidewalk if the conduct interferes with or impedes traffic, including: ...(d) riding a bicycle or tricycle; or (e) any other conduct or activity that interferes with traffic” unless the prohibition or regulation is inconsistent or conflicts with the Utah Traffic Code.

Both of these laws reflect the idea that bicycles are not vehicles, are not a part of normal traffic, but instead are some sort of annoyance or inconvenience to traffic. Both states also have other laws that allow additional local restrictions on bicycles, including the possibility of requiring registration and/or licensing. Together these laws may be used to discriminate against people choosing bicycles rather than other vehicles and may undermine the ability of bicyclists to use roadways in certain localities within the state.