



# BICYCLE FRIENDLY STATE

## WHERE TO RIDE LAWS

Where to Ride laws are an important part of bicyclists' right to the road because they regulate bicyclists' use of the road. When safety requires a bicyclist to take the lane it is important that the law allows a bicyclist to do so. Good Where to Ride laws manage the expectations of drivers and let drivers know that a bicyclist has the right to take the lane according to their personal judgment of their safety and road conditions. Learn more at [bikeleague.org/content/model-where-ride-law](http://bikeleague.org/content/model-where-ride-law) and [bikeleague.org/bike-law-university](http://bikeleague.org/bike-law-university).

State	Statute	Basic Rule Standard: 'As Far Right as Practicable' (AFRAP) or Alternative Language	Bicyclist may deviate from basic rule when ...						
			Passing	Making Left Turn	Encountering Road Hazards/ Unsafe Conditions	Traveling As Fast as traffic or no traffic is present	Lane is too narrow to share	On a One-way Street	Avoiding a Right Hook/Right turn only lane
Alabama	32-5A-263	AFRAP	x						
Alaska	13 AAC 02.400	AFRAP							
Arizona	28-815	AFRAP	x	x	x	x	x		
Arkansas	27-51-301	"upon the right half of the roadway"	x				N/A	x	
California	21202	AFRAP	x	x	x	x	x	x	x
Colorado	42-4-1412	"ride far enough to the right as judged safe by the bicyclist to facilitate the movement of ... overtaking vehicles"	x	x	x	x	x	x	x
Connecticut	14-286b	"ride as close to the right side of the roadway as is safe, as judged by the bicyclist..."	x	x	x	x	x	x	x
Delaware	21 §4196	"Upon all roadways of sufficient width a bicycle operator shall travel in the right half of the roadway"	x	x	x		See below	N/A	x
		"Upon all roadways any bicycle proceeding at less than the normal speed of vehicle traffic at the time and place and under the conditions then existing shall be operated in the right-hand travel lane. If the right-hand travel lane is wide enough for a bicycle and a vehicle to travel safely side-by-side within the lane, a bicycle operator shall operate far enough to the right as judged safe by the operator to facilitate the movement of such overtaking vehicles unless the bicycle operator determines that other conditions make it unsafe to do so."							
District of Columbia	DMC 18-2201	AFRAP					N/A		
Florida	316.2065	AFRAP	x	x	x	x	x	x	
Georgia	§ 40-6-294	AFRAP	x	x	x	x	x		
Hawaii	§291C-145	AFRAP	x	x	x	x	x	x	
Idaho	49-717	AFRAP	x	x	x	x	x		
Illinois	11-1505	AFRAP	x	x	x	x	x	x	x
Indiana	9-21-8-2	AFRAP	x	x		x		x	

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Iowa	321.297	AFRAP	X	X	X	X	X	X	
Kansas	8-1590	AFRAP	X	X	X	X	X	X	
Kentucky	KRS 189.300(2)	AFRAP	X			X			
Louisiana	32 §197	AFRAP	X	X	X		X	X	X
Maine	29-A §2063	"as far as practicable except when it is unsafe to do so as determined by the bicyclist"	X	X	X	X	X		X
Maryland	§ 21-1205	"as practicable and safe"	X	X	X	X	X	X	X
Massachusetts	Ch. 89, §2; 4B, Ch. 85, §11B	"in the lane nearest the right side of the way when such lane is available for travel"	X	X			N/A		
Michigan	257.660a	AFRAP	X	X	X	X	X	X	X
Minnesota	169.222	AFRAP	X	X	X		X		
Mississippi	§ 63-3-1307	AFRAP	X	X	X	X	X		X
Missouri	307.19	"as near to the right side of the roadway as safe"	X	X	X	X	X	X	
Montana	61-8-605	"ride far enough to the right as judged safe by the bicyclist to facilitate the movement of overtaking vehicles"	X	X	X	X	X	X	X
Nebraska	60-6,317	AFRAP	X	X	X	X	X	X	
Nevada	484B.777	AFRAP	X	X	X	X			
New Hampshire	265:144(XI)	AFRAP	X	X	X	X			X
New Jersey	39:4-14.2	AFRAP	X	X	X	X			
New Mexico	66-3-705	AFRAP	X						
New York	§ 1234	"near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic "		X	X		X		
North Carolina	§ 20-146(b)	"in the right-hand lane then available for thru traffic, or as close as practicable to the right-hand curb ..."	X	X		X			

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North Dakota	39-10.1-05	AFRAP	x						
Ohio	4511.55	AFRAP	x		x		x		
Oklahoma	§47-11-1205	"shall ride as close as is safe to the right-hand curb or edge of the roadway"	x	x	x	x		x	x
Oregon	814.43	AFRAP	x	x	x	x	x	x	
Pennsylvania	§ 3301	"in the right-hand lane available for traffic, or as close as practicable to the right-hand curb..." see also 3505(c)	x	x	x	x	x	x	
Rhode Island	§ 31-19-6	AFRAP	x						
South Carolina	56-5-3430	AFRAP	x		x				
South Dakota	32-20B-5	AFRAP	x	x	x	x	x		
Tennessee	55-8-175	AFRAP	x	x	x	x	x		
Texas	551.103	AFRAP	x	x	x	x	x	x	
Utah	41-6a-1105	AFRAP	x	x	x	x	x		x
Vermont	23 §1139	AFRAP	x	x	x				x
Virginia	§ 46.2-905	AFRAP	x	x	x	x	x	x	x
Washington	46.61.770	"ride as near to the right side of the right through lane as is safe "	x	x		x		x	
West Virginia	§17C-11-5	AFRAP	x						
Wisconsin	346.8	AFRAP	x	x	x	x	x	x	
Wyoming	31-5-704	AFRAP	x						

## TALKING POINTS ABOUT THE LEAGUE OF AMERICAN BICYCLISTS' MODEL WHERE TO RIDE LAW

- >> The model law explicitly balances the competing interests of bicyclist safety and faster than bicycle traffic flow;
- >> The model law is framed so that a person on a bicycle can make safe choices, so that any discussion of the law involves a discussion of safety; and
- >> The model law provides positive statements that support where a person on a bicycle should ride; allowing easy reference if there is any dispute.

Learn more at [bikeleague.org/content/model-where-ride-law](http://bikeleague.org/content/model-where-ride-law)