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R4-11 from Manual of Uniform Traffic Control Devices

# OHIO LAW OFFICERS GUIDE TO BICYCLING LAW ENFORCEMENT

A review of Ohio bicycle traffic laws and key principles to help officers with enforcement, teaching, warnings, citations, and crash reports.

1st edition, 2010

All citations are to the Ohio Revised Code at <http://codes.ohio.gov>

Reserved for logo of sponsoring state agency

**Bicycles are vehicles under Ohio Law**

# DRAFT



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This pocket guide was developed by Fred Oswald and the Ohio Bicycle Federation. It is based on earlier guides from Florida and Georgia. Please direct any questions or comments to [fredoswald@gmail.com](mailto:fredoswald@gmail.com)

For more information on cycling, including educational materials you can distribute to citizens, see the “Toolkit” from the Ohio Bicycle Federation “Cyclist Friendly Communities Program”. Your community may be able to win an award from OBF. See <http://ohiobike.org/obf-cfc.html>.

First edition, 2010



**Correct lane position for a complicated intersection.**

distractions inside or outside of the vehicle? Were windows obscured or was sun glare a factor?

*(The claim “I didn’t see him” is a frequent excuse from someone unwilling to admit responsibility. Also be aware that there are cyclist behaviors that impact visibility – either positively or negatively.)*

### **Fatalities and Incapacitating Injuries**

- Do not move the bicycle until its location and position has been photographed or otherwise accurately recorded.
- The bicycle should be thoroughly inspected by the investigator.
- The bicycle should be held as evidence and only released when the case is closed.
- Some cyclists carry a small information or identification kit in case they become incapacitated. These kits may include personal identification, insurance information, and emergency contacts. Some cyclists use a sticker inside the bike helmet or under the bike seat or on the bike frame with such information. Some cyclists carry mobile telephones that list emergency contacts under “ICE” or “home” in the phone directory.

*Cyclists fare best when they act  
and are treated as drivers of vehicles.*



**Cyclist has just triggered green light from a vehicle detector.**



**On a wide-lane road there is room to pass within the lane but a courteous motorist has given extra room.**

## **1. The Challenge of Bicycle Traffic Enforcement**

Operating in traffic is a cooperative activity, governed by rules. Traffic rules incorporate practices found, through collective experience, to facilitate safe and efficient travel. Since not everyone has enough experience or education to appreciate the rationale of the rules, seasoned and informed enforcement is necessary to help instill safe habits. Officers exercise discretion in enforcement actions; an effective officer is prepared to explain the principles involved when a motorist or cyclist uses poor judgment.

A factor that makes our job much harder is that most people, including most of us, were taught “Bike Safety” by well meaning but uninformed authority figures rather than by knowledgeable teachers. This Bike Safety teaching is based on widely-believed fallacies about bicycle operation.

### **Three fallacies about bicycle operation:**

1. There is great danger in riding on the road because of traffic passing from behind.
2. Roads are for cars. Cyclists’ greatest duty is “staying out of the way”.
3. The normal rules of the road do not apply. Cyclists do not need (or cannot learn) to follow the rules of the road.

Law enforcement officers must understand that these fallacies lead to mistakes that cause crashes. The fallacies inspire motorist resentment and harassment to cyclists on the road, especially near marked bike lanes or paths. They lead to cyclists thinking they are better than other road users and immune to traffic law. And some laws and local ordinances, based on the fallacies, encourage unsafe operation.

Bike safety programs typically overemphasize minor matters like signaling for turns, then fail to mention the important safety skills, like looking for and yielding to any traffic that has the right of way. The message seems to be “It’s OK to swerve in front of traffic so long as you signal first.”

There is a much better way to operate a bicycle that involves following the standard rules of the road. This is called Vehicular (or integrated) Cycling. Vehicular Cycling is consistent with traffic law and has been the standard among experienced cyclists for over 100 years.

However, Vehicular Cycling is counterintuitive and contrary to the fallacies of conventional “Bike Safety”. It is much easier to learn it in a *Traffic Skills 101* course. There is also a special police course from the International Police Mountain Bike Association, [www.IPMB.org](http://www.IPMB.org) and there is a police training program available for download from [www.massbike.org/police/](http://www.massbike.org/police/)

### **Key principles of bicycle operation**

- **Cyclists fare best when they act and are treated as drivers of vehicles.**

Crashes in traffic are typically caused by avoidable errors. In 70 percent of police reported bicycle-motor vehicle crashes, the cyclists involved had violated traffic rules; in about 45 percent, motorists had violated the rules.

Nationally, only about 30 percent of bicycle injuries treated in emergency rooms involve collisions with motor vehicles and fewer than one in 700 bicycle injuries is fatal.

**• A cyclist is safer riding on the road with traffic than illegally facing traffic and especially sidewalks.**

A cyclist who rides on the left (facing oncoming traffic) increases his risk of collision by two to four times. Likewise, riding on sidewalks increases the crash risk by two to nine times (depending on factors such as speed of the cyclist, intersection and driveway density.)

Bicycle sidepaths (paths beside a road) are essentially sidewalks. They involve the same hazards as sidewalk cycling. They are safe only at extremely slow speeds.

Drivers entering and exiting the roadway at side streets and driveways do not expect bicycle traffic to approach from the wrong direction or from the sidewalk. Cyclists riding the wrong way also endanger pedestrians who will not look the wrong way for traffic.

**• A cyclist traveling more slowly than other traffic should ride to the right, but not too far right.**

A cyclist should normally ride in the right-most lane available for his/her direction of travel as required by ORC 4511.25 and 4511.55(A). In wide lanes, cyclists can ride to the right as a courtesy to facilitate passing by faster vehicles.

**Facilitating passing should be done only where passing is safe and reasonable.**



**Deterring passing at a blind curve.**



**A straight-through cyclist properly avoiding the right-turn lane**



**Safe way to facilitate right turn on red.**

Unless the investigating officer is a knowledgeable cyclist, it would be wise to consult with a trained bike patrol officer for a cyclist's perspective.

Some injuries crashes not involving other vehicles cause injuries to cyclists but can be serious and accurate reporting is still needed. Officers should record appropriate information. The following factors should be kept in mind:

### In General

- **Visibility** – position of sun, time of day, glare factor.
- **Surface hazards** – Surface debris, water, potholes, utility covers, railroad tracks, bridge joints, pavement subsidence or cracks, etc. that might have caused the cyclist to swerve or fall.
- **View obstructions** – Note bushes, parked cars, utility poles, etc. that may have interfered with the cyclist's and motorist's views of each other.
- **Site location** – Was the cyclist in a bike lane or path? A bike lane stripe may encourage violation of the rules of the road, especially by right turning traffic, which is directed by the stripe to stay left rather than merging to the right. Many bike lanes are in the "door zone", a hazardous place to ride. Other bike lanes direct cyclists to cross paths with turning traffic.

### The Cyclist

- **Lights and reflectors** – If crash occurred at nighttime, bicycle headlight rear light and rear reflector should have been in use. Non-use should be reported as "Defective/ Improper Lights" and details should be given in the narrative. If lights were damaged in crash, are the batteries charged? Was other reflective material used (on panniers, backpack, ankle straps, etc.)? Even if the cyclist was improperly equipped, was there enough ambient light that the other driver should have seen the cyclist?
- **Position on the road** – While poor lane position (too far right) is not a "cause", it is often a contributing factor. That is why we stress assertive lane position in this booklet.
- **Helmet** – Use should be reported in "Safety Equipment" box. Be aware, a helmet cannot prevent a crash – it can only mitigate head injury.
- **Injured cyclists should save all clothing and equipment** damaged in the crash; refrain from repairing or cleaning such items; and have injuries properly examined and documented.

### The Motorist

- Did the motorist fail to scan for a cyclist approaching from the right on a sidewalk?
- If a motorist alleges he did not see a cyclist, were views unrestricted or is there a possibility of drug or alcohol use? What actions were taken by the motorist before and after the crash? Was there driver fatigue? Were there

**“Road Rage” offenses:** Ohio does not have a specific category using this name, however, road rage usually involves other defined offenses such as menacing; reckless operation, impeding, and assault

**Driving Under the Influence [§ 4511.194(B)(1)]** No person shall be in physical control of a vehicle, ... while “under the influence of alcohol, a drug of abuse, or a combination of them ... “

**Opening doors [§ 4511.70(C)]** “No person shall open the door of a vehicle on the side available to moving traffic unless and until it is reasonably safe to do so ...”

**Leaving the Scene of an Accident [§ 4549.02]** The driver of any motor vehicle involved in an accident resulting in injury, death or damage shall immediately stop at the scene to render assistance and shall:

1. Give his name and address, driver license number, the registration number of the vehicle and the name of the vehicle owner;
2. Upon request and if it is available, exhibit his operator’s license to the person struck or the driver or occupant of or person attending any vehicle collided with; and
3. Render to any person injured in such accident reasonable assistance, including the transporting, or the making of arrangements for the transporting, of such person to a physician, surgeon, or hospital for medical or surgical treatment if it is apparent that such treatment is necessary or if such transporting is requested by the injured person. The driver shall in every event remain at the scene of the accident until fulfilling the requirements of this subsection. Every such stop shall be made without obstructing traffic more than is necessary.

## 5. Bicycle Crash Investigation

The Ohio Crash Report procedure manual, training slides and forms can be found at <http://www.publicsafety.ohio.gov/crashes/oh1.asp>

Many bicycle crashes look as if they are single vehicle incidents. Since a bicycle is a balanced vehicle, when something goes wrong, the cyclist will likely fall. An officer should determine if another vehicle was involved and attempt to learn the identification of that vehicle from the injured cyclist, witnesses, and clues from the scene.

Leaving the scene of a crash may constitute a felony if the crash causes a death or serious injury and a misdemeanor if the crash causes other injury or vehicle damage.

Careful reporting of bicycle crashes can help traffic safety specialists choose effective countermeasures. Some bicycling-related factors are not adequately addressed in the standard crash form. These should be noted in the narrative. These will help support data collection needs and assure fair treatment of all parties.

Cyclists should avoid the right edge when passing, to make a left turn, when necessary to avoid hazards, when the lane is too narrow to share or whenever their safety is enhanced by riding further left. ORC 4511.55(A) says to ride *as near to the right side of the roadway as practicable*. **The law does not say “as near as possible”**. In addition, it is legal to ride two abreast.

When a cyclist rides too close to the edge of the road it may appear to an approaching motorist that there is enough room to pass within the lane. Many motorists will assume so and start to pass. When the car gets closer, the motorist may suddenly notice there is not quite enough room.

This presents three choices, none good: (1) Pass anyway, with insufficient clearance and hope not to hit the cyclist. (2) Swerve suddenly to the left and hope there is no one there to be sideswiped. (3) Hit the brakes and hope no one is following close enough to create a rear-end collision.

The solution to all these problems is to encourage cyclists to ride far enough into the lane to make it obvious to following drivers that they have to safely change lanes or slow down and wait until it is safe to pass.

### • Not all things that are legal are safe!

Riding on sidewalks, in the gutter or in the door zone of parked cars is generally legal. Any collision that occurs to a cyclist riding in these places is usually the fault of another driver. Nevertheless, these are not safe practices and should be discouraged.

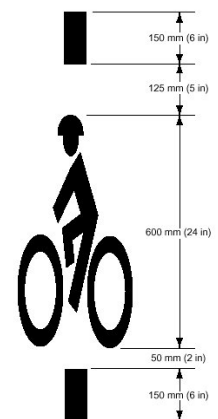
Riding as far as possible from other traffic (e.g., by riding on a sidewalk or at the very edge of the road) increases crash risk by removing the cyclist from areas where motorists expect to encounter vehicular traffic. Sidewalk cycling entails a set of additional movement conflicts and issues, and its legality may vary by jurisdiction and the cyclist’s age.

### • Encourage respect for traffic law.

Bicycles are vehicles and cyclists are drivers who need to follow the rules of the road. Law enforcement should respect cyclists as drivers – to encourage their respecting the law.

“Demand operated” traffic lights that are controlled by vehicle detectors often create problems. Typically, these detectors sense a vehicle (actually any electrical conductor) by the disturbance created in the magnetic field generated by loops of wire buried in the pavement.

Because bicycles have much less metal than motor vehicles, it can be more difficult to make loop



**Vehicle detector stencil  
MUTCD Section 9C.05**

detectors sense bicycles. Some detectors are not adjusted properly and most are not marked to help cyclists know to stop with the wheels directly over a wire to trigger the light. **Non-working vehicle detectors contribute to the attitude that cyclists need not follow traffic law.**

Older loops use a simple rectangle pattern. Many newer types utilize a double loop including a third wire running down the center of the rectangle. The double loop is generally better able to detect bicycles and it has a wider “sweet spot” in the middle. California has special loop designs for detecting bicycles (rare in Ohio). However, even most simple loops can be made to work if they are adjusted carefully and if they are marked so cyclists know where to stop. Please report any non-working detectors and work to get them fixed – and marked.

Video detectors are beginning to be used. These also require proper adjustment (target recognition) to work properly.

**• A front light plus rear light and reflector must be used on a bicycle after sunset to alert other drivers.**

Frontward illumination is needed to alert on-coming drivers and drivers at intersections who cross the cyclist’s path. A rear light and reflector are also required. Additional lighting can be helpful.

Nighttime collisions are much more likely to result in an incapacitating injury or death. According to the Ohio Dept. of Public Safety data for 2007, about 62 percent of fatal bicycle crashes in Ohio occur during non-daylight hours (even though few cyclists ride then). 2.6 percent of non-daylight bicycle crashes occurring resulted in fatalities compared to 0.36 percent of crashes in daylight hours.

## Common Cycling Hazards

A bicycle is a single-track, balanced vehicle with narrow, hard tires and (usually) no suspension. When something goes wrong, the cyclist generally falls. Indeed, the most common bicycling crashes are falls. Falls can be caused by collisions or road hazards such as potholes, cracks and slots, drain grates, sand/gravel or wet metal or other skid hazards on the road.

“Dooring” (running into a suddenly-opened door from a parked car) causes many crashes, including fatalities. A dooring crash is legally the fault of the motorist who opened the door without looking. However, you should strongly discourage riding in the “door zone”.

The typical advice to “ride three feet from parked cars” is dangerously inadequate since many doors open further than three feet – some over four feet. Bike lanes are often located in the “door zone”.

Cyclists often ride into trouble by staying too close to the right edge of the road at intersections. This makes them vulnerable to motorist mistakes, such as the “right hook”, where the right-turning motorist cuts in front of the

**• Stop or decrease speed** – by hand and arm extended downward. [§ 4511.40]. *Note: On a bicycle, stop signals do little to improve safety because the bicycle does not block the view of following drivers.*

**Overtaking and passing [§ 4511.27]** The driver overtaking another vehicle proceeding in the same direction “shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle ...” [§ 4511.27 (1)].

**Overtaking and passing on the right [§ 4511.28]** The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

- When the vehicle overtaken is making or about to make a left turn;
- “Upon a roadway with unobstructed pavement of sufficient width for two or more lines of vehicles moving lawfully in the direction being traveled by the overtaking vehicle.” [§ 4511.28(A)(1,2)].

“The driver of a vehicle ... may overtake and pass another vehicle ... only under conditions permitting such movement in safety. The movement shall not be made by driving off the roadway.” [§ 4511.28(B)].

*A cyclist traveling in a bicycle lane, or in a lane wide enough for motor vehicles and bicycles to share (see roadway position above) may pass motor vehicles on the right, but must take care to avoid turning vehicles. This is allowed since there is either provision of a lane or sufficient width for two lines of moving traffic, one of which is bicycle traffic. However, passing on the right can be a dangerous practice that should not be encouraged.*

**Right of way when turning left [§ 4511.42(A)]** The operator of a vehicle “intending to turn to the left within an intersection or into an alley, private road, or driveway shall yield the right of way to any vehicle ... approaching from the opposite direction ... within the intersection or so close ... [thereto] as to constitute an immediate hazard.”

## 4. Important Laws for Motorists

*(Impartial enforcement of traffic law on all roadway users improves the climate for bicycle travel and enforcement.)*

**Reckless Driving [§ 4511.20(A)]** “No person shall operate a vehicle, ... on any street or highway in willful or wanton disregard of the safety of persons or property.”

**Basic Speed Law – Assured Clear Distance [§ 4511.21(A)]** “No person shall operate a motor vehicle, ... at a speed greater or less than is reasonable or proper, having due regard to the traffic, surface, and width of the street or highway and any other conditions, and no person shall drive any motor vehicle, ... in and upon any street or highway at a greater speed than will permit the person to bring it to a stop within the assured clear distance ahead.”

(3) A lamp emitting either flashing or steady red light visible from a distance of five hundred feet to the rear. Additional lighting is permitted except not red in front or white on the rear [§ 4511.56(A)].

(D) Every bicycle shall be equipped with an adequate brake [§ 4511.56(D)]

*(Note: Some communities require a brake that skids the wheel. This is generally impossible for a front-wheel brake and it is dangerous to try.)*

**Obedience to traffic control devices [§ 4511.12]** A driver or pedestrian must obey all applicable traffic control devices (signs, markings, and traffic signals) [§ 4511.12 (a)]. **Problem:** *Demand operated traffic signals - Electrical circuits with loops embedded in the pavement are commonly used to detect vehicles waiting for the green light at signalized intersections. When a vehicle with a metallic undercarriage or wheels stops over the loop, electrical current induced in the metallic surfaces changes the circuit's inductance, actuating the signal. These loops must detect the presence of metal wheel rims (typically aluminum).*

**The most effective position for a two-wheeled vehicle is (usually) directly over a pavement cut, but if the detector's sensitivity is set too low, a bicycle or motorcycle may not be detected; the signal will stay red until a car stops over the loop. An unresponsive loop should be reported to the local traffic engineering office.**

**Stop signs and yield signs [§ 4511.43]** Drivers approaching a stop sign shall stop at a clearly marked stop line or crosswalk or where the driver has a view of approaching traffic on the intersecting roadway before entering it. "The driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard ...". [§ 4511.43(A)].

Drivers "approaching a yield sign shall slow down to a speed reasonable for the existing conditions and, if required for safety to stop, shall stop ..." [§ 4511.43(B)].

### Signaling a turn [§ 4511.39]

No person shall turn a vehicle or "move right or left upon a highway unless and until such person has exercised due care to ascertain that the movement can be made with reasonable safety nor without giving an appropriate signal ..."

... "in the case of a person operating a bicycle, the signal shall be made not less than one time but is not required to be continuous. A bicycle operator is not required to make a signal if the bicycle is in a designated turn lane, and a signal shall not be given when the operator's hands are needed for the safe operation of the bicycle." [§ 4511.39(A)].

#### A cyclist signals intent to:

- **Turn left** – by left hand and arm horizontally;
- **Turn right** – by left hand and arm upward or right arm horizontally;

bicycle or the "left-cross", a similar mistake by a left-turning motorist. Another motorist-caused collision hazard is "drive-out", where a motorist on a side street or driveway fails to yield to a cyclist that has the right of way.

"I didn't see him" is often heard from motorists who hit cyclists. Sometimes this is true because cyclists do not look like cars and they are much smaller. Also, most cyclists are not taught to ride in the traffic lane where other drivers look for traffic. Again, bike lanes typically direct cyclists into hazardous places on the road. However, "I didn't see her" can be just an excuse from someone who is trying to deny fault.

Common cyclist-caused crashes are caused by passing on the right (in the motorist's blind spot), failing to yield at stop signs or running traffic lights, riding on the wrong side of the road and riding at night without lights.

## 2. What to Enforce

In a national study,\* the following violations were identified as common contributing factors in crashes involving bicycles and motor vehicles.

### Cyclist

Riding against traffic on roadway .....	15%
Failure to yield, entering roadway mid-block .....	12%
Failure to yield at stop or yield sign .....	10%
Cycling at night without lights .....	10%
Failure to yield at intersection .....	7%

### Motorist

Failure to yield at stop or yield sign .....	10%
Failure to yield, entering roadway from driveway .....	7%
Failure to yield, turning left in front of oncoming cyclist .....	6%
Failure to yield at intersection .....	4%
Right turn directly in front of cyclist .....	4%

\* W.W. Hunter, W.E. Pein, and J.C. Stutts, Bicycle Crash Types: A 1990's Informational Guide, Report No. FHWARD-96-104, Federal Highway Administration, 1997.

## 3. Vehicles & Traffic: Synopsis of Uniform Rules of the Road

Citations herein are to the Ohio Revised Code Road (including revisions effective 9/21/2006). Comments are shown in italics – e.g. *sample text*.

**Legal status of cyclist [§ 4511.01(A)] A bicycle is defined as a vehicle in Ohio [§ 4511.01(A)].** A person operating a bicycle is not required to have a driver's license [§ 4507.01]. *Not all vehicles are motor vehicles.*

**A person in control of a vehicle on a street or highway is a driver [§ 4511.01 (Y)].** *As a driver, a cyclist must follow the traffic rules common to all drivers. As the driver of a bicycle, the cyclist must also obey rules adopted specially for bicycles. However, be aware that many older local ordinances conflict with safe practices and are not in compliance with the uniform rules of the road as required by § 4511.07(A)(8) (see below).*

**Local regulation [§ 4511.07(A)(8)]** Allows local authorities powers for: “Regulating the operation of bicycles; provided that no such regulation shall be fundamentally inconsistent with the uniform rules of the road prescribed by this chapter and that no such regulation shall prohibit the use of bicycles on any public street or highway except as provided in section 4511.051 of the Revised Code” [§ 4511.07(A)(8)]. *The exception relates to freeways.*

In addition § 4511.711(A), adds: “no local authority may require that bicycles be operated on sidewalks.”

**Stopping or Slow Speed [§4511.22(A)]** Prohibits stopping or operating at an unreasonably slow speed. However, slow speed is relative to “the capabilities of the vehicle and its operator.”

**Slow Vehicle Rule [§4511.25(B)]** Requires vehicles at less than prevailing legal speed to drive in right lane to allow passing except (1) Passing; (2) Preparing for left turn; (3) To be in proper destination lane. This does not require compromising safety to allow overtaking.

**Passing in “no passing” zone [§ 4511.31(B)]** Allows passing in a “hazardous zone” when all of the following apply:

(1) “The slower vehicle is proceeding at less than half the speed of the speed limit applicable to that location.”

(2) “The faster vehicle is capable of overtaking and passing the slower vehicle without exceeding the speed limit.”

(3) “There is sufficient clear sight distance to the left of the center or center line of the roadway to meet the overtaking and passing provisions of section 4511.29 of the Revised Code, considering the speed of the slower vehicle.”

**A cyclist must obey traffic rules applicable to vehicles [§ 4511.52, 4511.55].** Cyclists who violate traffic laws will be subject to the same penalties as drivers of motor vehicles, except that no penalty shall be assessed against a cyclist’s motor vehicle driver’s license (except for driving while intoxicated) [§ 4511.52(B)].

**Carrying articles [§ 4511.53(B)]** No person operating a bicycle shall carry any package, bundle, or article that prevents the driver from keeping at least one hand upon the handle bars [§ 4511.53(B)].

**Passengers [§ 4511.53(B)]** A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped;

an adult cyclist may carry a child in a child seat or trailer designed to carry children [§ 4511.53(B),(C)].

**Attaching bicycles and sleds to vehicles [§ 4511.54]** No person riding a bicycle shall attach the same of himself to any vehicle upon a roadway [§ 4511.54(A)].

**Where to ride [§ 4511.55]** “Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable” [§ 4511.55(A)].

“Persons riding bicycles or motorcycles upon a roadway shall ride not more than two abreast in a single lane, except on paths or parts of roadways set aside for the exclusive use of bicycles” [§ 4511.55(B)].

A person is not expected “to ride at the edge of the roadway when it is unreasonable or unsafe to do so. Conditions that may require riding away from the edge of the roadway include when necessary to avoid fixed or moving objects, parked or moving vehicles, surface hazards, or if it otherwise is unsafe or impracticable to do so, including if the lane is too narrow for the bicycle and an overtaking vehicle to travel safely side by side within the lane.” [§ 4511.55(C)]

**Moving to the left (controlling the lane) is legal and necessary in the above circumstances.** *There is no vehicular “caste system” in Ohio Law. Staying at the right edge is not always required and is often not a safe place to be. Bicycle lanes are sometimes placed in dangerous places, such as the “door zone” of parked cars or to the right of a turn lane. Many knowledgeable cyclists refuse to use bike lanes because of these hazards.*

*A cyclist should maintain a safety zone two feet or more from a curb or edge of pavement. Since the recommended minimum clearance for passing a cyclist (at moderate speed) is 3 feet and the width of larger motor vehicles with extending mirrors is 8 feet or more, a lane must have at least 14 feet of usable width too allow motor traffic to pass safely within the lane. When passing parked vehicles, cyclists should ride a predictable line outside the “door zone” danger area. Some open doors extend 4 feet from the car.*

**Right-turn only lanes are only for vehicles turning right.** *Persons operating bicycles shall not use these lanes unless they are turning right.*

**Safety equipment [§ 4511.56]**

(A) A bicycle operated between sunset and sunrise must be equipped with the following:

(1) A lamp mounted on the front of either the bicycle or the operator emitting a white light visible from 500 feet to the front and 300 feet to the sides. A generator-powered lamp that emits light only when the bicycle is moving may be used to meet this requirement.

(2) A red reflector on the rear which shall be visible from 100 feet to 600 feet to the rear when directly in front of the lower beams of head lamps on a motor vehicle