



COLORADO
Department of Transportation

BICYCLING MANUAL

A GUIDE TO SAFE BICYCLING





COLORADO IS A GREAT PLACE TO LIVE, WORK AND PLAY

Riding a bike is a healthy and fun option for experiencing and exploring Colorado. Bicycling is also an attractive transportation choice for getting to and from work, running errands, and going to school. Bicycles are legally “vehicles” on Colorado’s roadways, so be sure you know the rules of the road and be respectful of all road users.

The Colorado Department of Transportation (CDOT) encourages you to take a few minutes to review this booklet and share the information with family and friends. This bicycling safety guide explains the rules of the road, provides tips about biking and shares with you the basic guidelines for cycling on Colorado roadways.

BIKE SAFELY AND SHARE THE ROAD!

BICYCLING IN COLORADO

Every person’s transportation choice counts! We all need to be conscious of and courteous to other individuals when sharing our roadways. Remember, streets and trails are for everyone and sharing is more than good manners!

A bicyclist in Colorado has all the rights and responsibilities applicable to the driver of any other vehicle. That means bicyclists must obey the rules of the road like other drivers, and are to be treated as equal users of the road. Bicyclists, like motorized drivers, can be ticketed or penalized for not obeying the laws.

*Published by:
Colorado Department of Transportation
Bicycle/Pedestrian /Scenic Byways Section
bicycleinfo@state.co.us
303-757-9982*





TABLE OF CONTENTS



Safety Tips and Primary Rules for Biking in Colorado	4
Safety	5
Bicycles and traffic.....	5
Share the Road.....	6
Everyone is a Pedestrian.....	7
Rules of the Road and Traffic Control	9
Intersection Treatments for Bicyclists.....	12
Road Hazards to Watch For.....	13
Bicycle Facilities.....	14
Right-of-Way.....	16
Ride in a Straight Line.....	16
Interaction with Micro-Mobility Devices.....	16
Rules of the Trail.....	17
A Mode for all Occasions!.....	18
Combining Different Modes of Transportation.....	21
Equipment and Accessories	24
Identification and Medical Information.....	24
Helmet.....	24
Bicycle.....	26
How Safe is Your Bicycle?.....	27
Does Your Bicycle Fit You?.....	29
Night Riding Equipment.....	31
Crash Information.....	32
Children	34
What Parents Should Know.....	34
When Should a Child Start Riding a Bicycle?.....	35
One Size Doesn't Fit All.....	35
When Should a Child Begin to Ride in the Street?.....	35
Teaching Your Kids to Ride.....	36
Transporting Children.....	37
Bicycling in Colorado	38
Special Events on Colorado Roadways.....	38
Colorado Scenic and Historic Byways.....	39
Frequently Asked Questions	40
Colorado Bicycling Laws	42
Glossary of Terms	50
Resource Directory	52

SAFETY TIPS AND PRIMARY RULES FOR BIKING IN COLORADO



SAFETY TIPS

Wear a helmet, glasses, and bicycling gloves.

Dress appropriately for the type of riding you are planning and when possible, wear bright clothing

Watch for parked car doors opening unexpectedly

Never wear headphones when cycling – they block other sounds you need to hear

Make eye contact with drivers - never assume motorists see you or that you have the right-of-way

Always be aware of obstacles in front of you - you never know when pot holes will pop up

Always be aware of motor vehicles unexpectedly turning right - they may not see you

Always expect the unexpected when you ride - your first responsibility is to be safe

Ride predictably so other road users know what you're doing

PRIMARY RULES*

Obey traffic signs and traffic signals

Ride with traffic, never against it

Ride as far to the right, in the right lane, as practicable except when passing another vehicle, preparing for a left turn, or avoiding hazards

Don't pass on the right

Bicyclists, by law, are required to audibly announce when they are passing other bicyclists and pedestrians

Ride no more than two abreast, returning to single-file if riding two abreast impedes the flow of traffic

On narrow canyon roads without bike lanes or shoulders, play it safe and ride single-file

Use hand signals to indicate what you intend to do: left or right turns, slowing or stopping

Riding early in the morning or at night? Use a headlight, a taillight and reflectors – be visible

Never catch a ride by attaching your bicycle to other vehicles

Keep at least one hand on the handlebars at all times

*Bicycle Law set by the Model Traffic Code for Colorado §42-4-1412 and §42-4-802





SAFETY



BICYCLES AND TRAFFIC

In Colorado, motorists and bicyclists share the road. Both have equal rights and responsibilities to obey all traffic laws.

Bicycle drivers who violate traffic laws will be subject to the same penalties as drivers of motor vehicles, except that no penalty points shall be assessed against the bicyclist's driver's license.

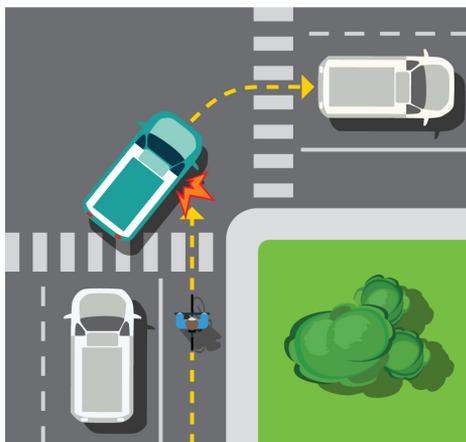
If a bicycle rider is stopped for a traffic violation and the officer has reason to believe that the bicyclist will not appear in court or the officer is unsure of the bicyclist's identity, the officer may arrest the bicyclist and require the bicyclist to post bond.

INTERACTING WITH MOTOR VEHICLES

Be aware that motor vehicles will likely want to pass you when safe to do so.

If motor vehicles are not leaving enough space when passing for you to feel comfortable, you may take the full lane as a bicyclist.

At intersections, be alert and watch for motor vehicles turning across your path, as they may not be looking out for you.



Watch out for motor vehicles turning right.



SHARE THE ROAD

Whether you're on a mission to get from Point A to Point B on foot, or in your car; or your mission is to soak up the spectacular Colorado scenery on a Sunday bike ride, be respectful and considerate of everyone's rights to our roadways.

YOU CAN HELP CUT DOWN ON COLORADO'S ROAD SHARING PROBLEM.

ALL

Focus. Avoid using cell phones and other personal devices while driving, biking, or walking.

MOTORISTS

Keep your eye on cyclists and pedestrians. They have a right to use all the roads in Colorado unless expressly prohibited. Keep track of them in your rear and side mirrors. Slow down.

PEDESTRIANS

Cross in crosswalks. Make eye contact with drivers before crossing to ensure they see you. Walk against traffic.

BICYCLISTS

Ride with the flow of traffic. Obey traffic laws – you're a vehicle too. Ride single file whenever possible.



WE ALL WALK, BIKE AND DRIVE. LET'S ALL SHARE THE ROAD.

EVERYONE IS A PEDESTRIAN

CROSSING ADVICE FOR PEDESTRIANS

Most of us cross streets every day, even when we prepare to ride, are riding or have finished riding bicycles. We are all pedestrians at one time or another and we take for granted that we can cross without incident because most of the time we do. But, sometimes we aren't so fortunate.

Nationally, each year about 5,000 pedestrians die and 70,000 are injured in traffic accidents. The elderly and young adults are the most likely to be killed or injured in a pedestrian crash. While it's easy to blame drivers, they are not always responsible for these crashes. Sometimes, pedestrians are the cause of crashes. These senseless tragedies don't have to happen. You can avoid potential injuries and even death by reviewing the advice for safe street crossing.



CROSSING RULES

Pedestrians have a responsibility to those on the road around them to be safe and predictable. Always follow these steps when crossing a street:

Never just “jump out” when leaving a driveway or sidewalk. Always stop and look both ways before entering the roadway.

Before crossing, stop at the curb, edge of the road, or corner before proceeding.

Look left-right-left and over your shoulder for turning vehicles. If it's clear, begin crossing.

Continue to check for traffic while crossing.

If there is a pedestrian signal, only cross when allowed to.

i
Remember to make eye contact with drivers to ensure they see you. Don't take a walk signal, a green traffic light or a driver for granted. Crossing safely is your responsibility.



TRAFFIC SIGNALS MESSAGES & MEANINGS

At intersections with traffic lights and pedestrian signals, it's important to follow the signals carefully. Wait until you see the WALK signal and follow the rules for crossing.

A flashing DON'T WALK signal indicates you shouldn't start to cross the street. However, if you are in the middle of the street and the DON'T WALK signal starts flashing, continue walking. You have time to complete the crossing. Newer pedestrian signals now have a countdown timer for the flashing DON'T WALK signal. The countdown acts the same as a flashing hand or DON'T WALK and should be treated the same way.



If you see a steady DON'T WALK signal, don't begin to cross the street! Wait for the next WALK signal. The WALK signal and the GREEN traffic light indicate that it's your turn to cross the street, but they do not mean it is safe to cross. The WALK signal and the GREEN light mean: Look, and then if it's safe, go.

Areas with high pedestrian traffic are now adopting new ADA standards of putting in audible pedestrian signals. These signals give audible warnings when to cross and when not to cross and shall be treated the same way as other pedestrian signals.

RULES OF THE ROAD AND TRAFFIC CONTROL



RULES OF THE ROAD*

RIDE ON THE RIGHT

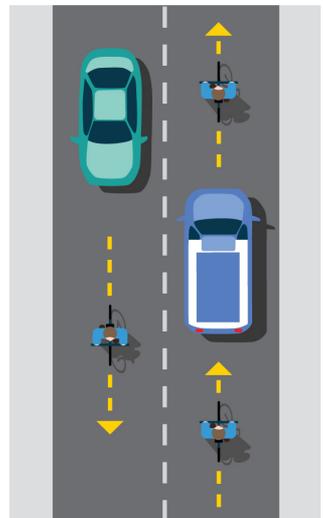
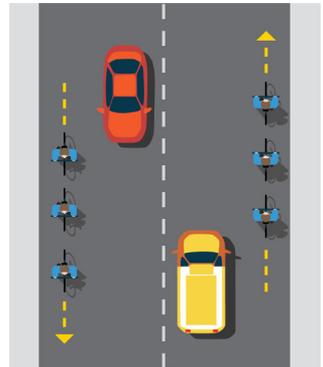
Riding on the right doesn't mean hugging the curb or edge of the road. It means riding as far right as is safe from debris, obstacles and traffic.

RIDE SINGLE FILE

Play it safe and ride single file. This provides more room to maneuver and allows other bicyclists and motorists to pass. However, you may ride two abreast if you're not impeding the normal flow of traffic; or when you're riding on a facility exclusive to bicycles.

WHEN TO TAKE A LANE

A bicyclist may take the travel lane where traffic is slow and the lane is narrow, there is no shoulder or bike lane, when approaching an intersection, or if you are moving at the same speed as the flow of traffic. Moving to the center of the lane establishes your position and prevents motorists from passing until there's enough room.



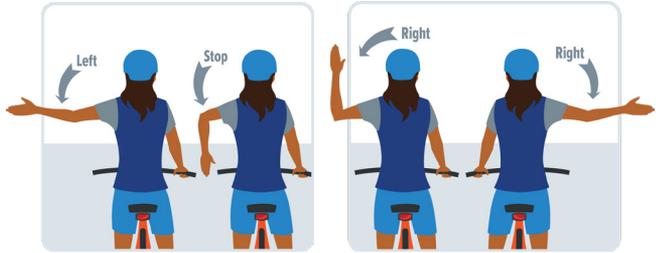
*Complete Colorado Bicycling Statutes are listed on pages 42.



USE HAND SIGNALS

Use the proper hand signals for left or right turns and for slowing or stopping.

When turning, you must signal continuously at least 100 feet before the turn and while you are stopped waiting to turn, unless you need your hand to control your bicycle.



MAKING LEFT TURNS

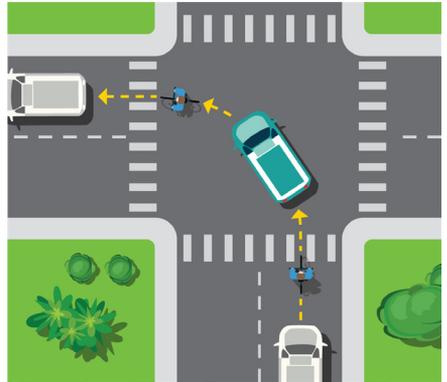
LIKE A MOTOR VEHICLE:

Signal left

Look behind you

Move into the left lane, or the center turn lane

Yield to oncoming cars before turning



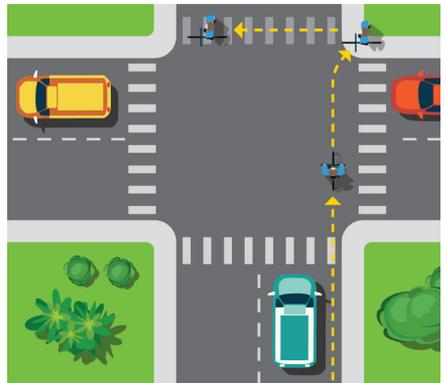
LIKE A PEDESTRIAN:

Ride straight through the intersection to the far crosswalk

Stop, dismount, and position your bike in the new direction

Yield to oncoming traffic, or if you are at a signalized intersection, wait for the green or WALK signal

Walk your bike across the intersection



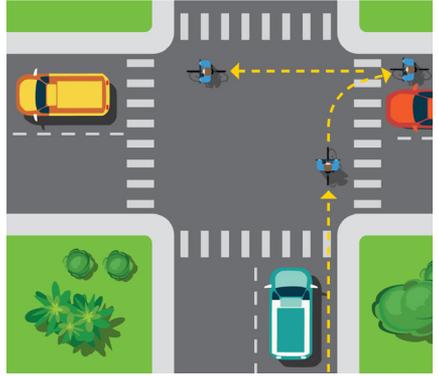
90 DEGREE OR INVERTED L:

Ride straight through the intersection to the far corner

Stop and position your bike in the new direction

Yield to oncoming traffic, or if you are at a signalized intersection, wait for the green signal

Ride your bike across the intersection



ROUNDBABOUTS

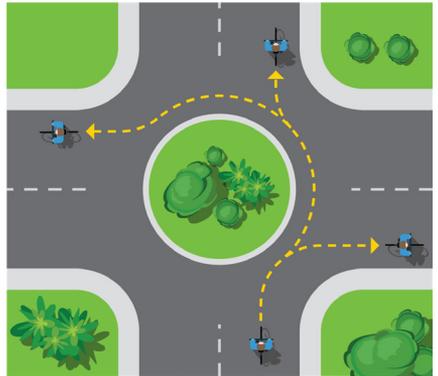
When approaching the roundabout, bicyclists should merge to the center of the lane (take the lane)

Vehicles and bicyclists entering the circle yield the right-of-way to traffic already in the circle

Traffic proceeds in a counterclockwise direction around the circle, even when making a left turn

All vehicles yield to pedestrians in crosswalks

Motor vehicles should not speed up to pass bicyclists

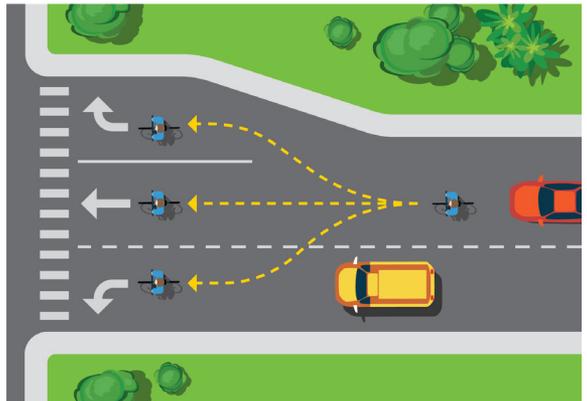


FOLLOW LANE MARKINGS

Like other vehicles when you approach an intersection with several lane choices, choose the lane appropriate to your travel direction and follow the markings.

i

Pick a lane appropriate to your travel direction at intersections and follow the markings.



STOP AS YIELD

Colorado Statute 42-4-1412.5, also known as the “Stop as Yield” or “Idaho Stop” law, has been adopted by several cities in Colorado, but not all. Provided the intersection is clear and there is no approaching traffic, this law allows bicyclists to treat a stop light like a stop sign, and a stop sign like a yield sign. State law gives local jurisdictions the authority to adopt this law at their discretion, so please check with local law enforcement to learn if this law is in effect in areas you wish to ride.

INTERSECTION TREATMENTS FOR BICYCLISTS

BIKE SIGNALS

Bike signals provide a dedicated signal phase for bicyclists to cross an intersection with no conflicting motor vehicle movements. The signal head is a bicycle with the typical red, yellow, and green colors. They are typically paired with video or loop detection technology; bicyclists should pull forward and wait for the green signal to be actuated before proceeding.

BIKE BOXES

Bike boxes are pavement markings installed at controlled intersections to provide bicyclists a space in front of motor vehicles to wait before proceeding through or turning left. The boxes are painted green with a bicycle symbol to indicate to motorists that they must stop behind them. Bicyclists turning left should move to the left side of the box, signal their intent to turn, and wait for a green light.

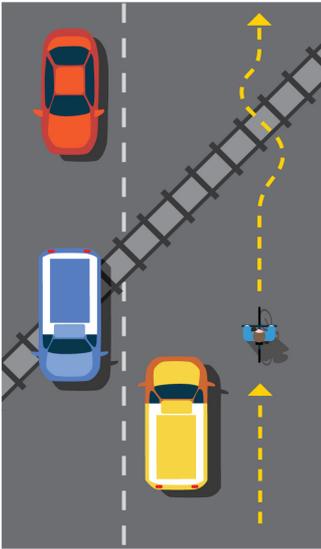
LEFT-TURN QUEUE BOXES

To help facilitate the two-stage left turn movements described in a previous section, green left-turn queue boxes may be painted at intersections with significant left-turn bicycle movements. Where provided, bicyclists proceed through an intersection as if crossing straight through until reaching the box, stop in the box, orient their bicycle in the proper direction, and await a green light.



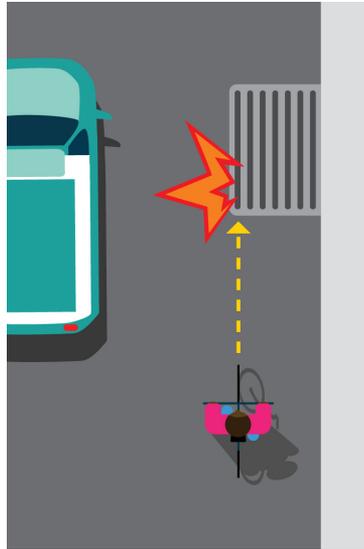
Bike Box

ROAD HAZARDS TO WATCH FOR

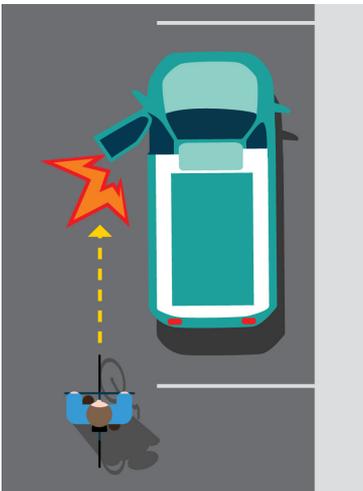


Railroad Tracks:

Always cross railroad tracks perpendicular to the rails (straight on).



Sewer Grates: Your wheel can get caught in them.



Parked Cars:

Ride at least three feet from parked cars to avoid unexpected doors opening on you.

BICYCLE FACILITIES

You will likely encounter many different types of bicycle facilities, both on- and off-street, while riding in Colorado. This section describes the most common facility types and where they are most often encountered.



SIDEPATHS

Sidepaths are separated paths along a street that serve bicyclists and pedestrians within the right-of-way. They are typically found along high-volume or high-speed roadways. While sidepaths offer physical separation from motor vehicle traffic, conflicts with other users such as pedestrians, scooters, rollerbladers and other bicyclists are possible.



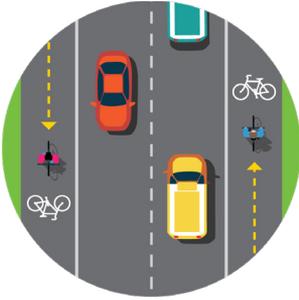
SEPARATED BIKE LANES

Separated bike lanes combine the user experience of an off-street facility with the infrastructure of an on-street facility, and are typically found in high-traffic areas where there is a desire to separate bicyclists from both pedestrians and motor vehicles. They are physically separated from both motor vehicle and pedestrian traffic through the use of curb, planter boxes, landscape buffers, and/or bollards. Separated bike lanes may be one- or two-way.



BUFFERED BIKE LANES

Buffered bike lanes include a flush painted buffer between the space for bicyclists to ride and the adjacent motor vehicle travel lane. While buffers are typically used between bike lanes and motor vehicle lanes to increase bicyclists' comfort along busier streets, they can also be placed between bike lanes and parking lanes to discourage bicyclists from riding too close to parked vehicles.



BIKE LANES

A bike lane is a portion of the street that has been designated for preferential or exclusive use by bicyclists with lines and symbols on the pavement surface. Meant for one-way travel, they are normally provided in both directions on two-way streets and/or on one side of a one-way street.



BICYCLE BOULEVARDS

Bicycle boulevards are typically residential streets which discourage speeding and cut-through motor vehicle traffic to provide a safer and more comfortable environment for bicyclists and pedestrians. Traffic calming features such as chicanes, mini-roundabouts, and curb bulb-outs may be used to encourage lower motor vehicle speeds and volumes, though the streets themselves are shared environments.



SHARED LANES

Low-speed roadways providing access to destinations may be designated as bike routes. Lanes on these streets are shared between bicycles and motor vehicles, and shared lane markings (or “sharrows”) may be provided to denote where bicyclists are anticipated to operate.

RIGHT-OF-WAY

Never assume you have the right-of-way. Your first responsibility at all times is to avoid a crash. Right-of-way rules and regulations do not authorize negligent bicycling.

When approaching an uncontrolled intersection at approximately the same time as another vehicle, the operator of the vehicle on the left must yield the right-of-way to the vehicle on the right.

When changing lanes in traffic, you must yield to all vehicles in the other lane which are close enough to be a hazard. Don't change lanes if another vehicle must slow down for you. Always look behind you and signal before changing lanes.

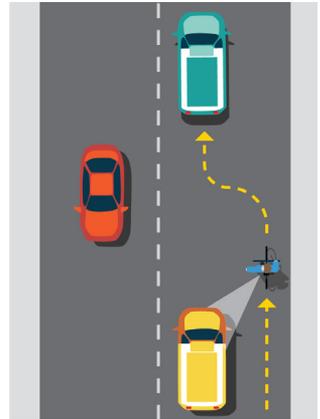
You should yield to pedestrians under all conditions. They have the right-of-way at crosswalks and intersections whether the crosswalks are marked or not.

RIDE IN A STRAIGHT LINE

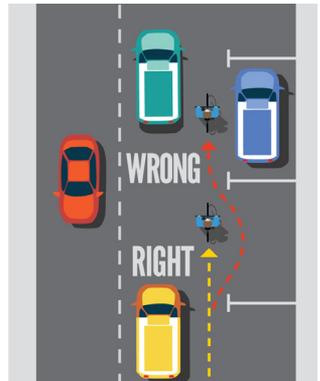
Riding predictably will make you more visible. Don't weave in and out of parked cars. At intersections, stay on the road. Don't ride in the crosswalk and suddenly reappear on the road.

INTERACTION WITH MICRO-MOBILITY DEVICES

Electric scooters, skateboards, and other micro-mobility devices are an increasingly common sight in urban areas throughout Colorado. In addition to biking and walking, these offer another great alternative to motor vehicle use for short to moderate-length trips. Many communities in Colorado regulate where these devices are and are not permitted to operate (bike lanes, sidewalk, etc.), so check with local law enforcement to learn what restrictions apply in your area. Where permitted in bike lanes, both bicyclists and micro-mobility users should be courteous within their shared street space. With top speeds generally around 20 mph, electric scooters generally travel faster than bicyclists – passing should only be attempted when conditions allow for a safe and comfortable maneuver.



Cyclists should signal and scan for traffic before merging into the lane



Don't weave in and out of parked cars

RULES OF THE TRAIL

The International Mountain Bicycling Association (IMBA) developed the “Rules of the Trail” to promote responsible and courteous conduct on shared-use trails. Keep in mind that conventions for yielding and passing may vary in different locations, or with traffic conditions.

Ride Open Trails: Respect trail and road closures – ask a land manager for clarification if you are uncertain about the status of a trail. Do not trespass on private land. Obtain permits or other authorization as required. Be aware that bicycles are not permitted in areas protected as state or federal Wilderness.

Leave No Trace: Be sensitive to the dirt beneath you. Wet and muddy trails are more vulnerable to damage than dry ones. When the trail is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Don't cut switchbacks. Be sure to pack out at least as much as you pack in.

Control Your Bicycle: Inattention for even a moment could put yourself and others at risk. Obey all bicycle speed regulations and recommendations, and ride within your limits.

Yield Appropriately: Do your utmost to let your fellow trail users know you're coming – a friendly greeting or bell ring are good methods. Try to anticipate other trail users as you ride around corners. Bicyclists should yield to other non-motorized trail users. Bicyclists traveling downhill should yield to ones headed uphill. In general, strive to make each pass a safe and courteous one.

Never Scare Animals: Animals are easily startled by an unannounced approach, a sudden movement, or a loud noise. Give animals enough room and time to adjust to you. When passing horses, use special care and follow directions from the horseback riders (ask if uncertain). Running cattle and disturbing wildlife are serious offenses.

Plan Ahead: Know your equipment, your ability, and the area in which you are riding and prepare accordingly. Strive to be self-sufficient: keep your equipment in good repair and carry necessary supplies for changes in weather or other conditions. Always wear a helmet and appropriate safety gear.



A MODE FOR ALL OCCASIONS!

BICYCLE COMMUTING

Try bicycle commuting! It's efficient, enjoyable, economical, healthy, and good for the environment - everything transportation should be! The State of Colorado, as well as many local Colorado governments and employers, promote bicycling as a practical form of transportation. Many people already bicycle for recreation, but use a car to get to work, school, errands, and other short trips. Anybody can break the automotive habit and experience the joy, freedom, and cost savings of everyday bicycling. This section provides ideas to help you develop your own personal bicycle transportation style. You may not believe it now, but once you are in the habit of making bicycling your first transportation choice, it will seem inconvenient to use your car!



USING YOUR BICYCLE FOR SHORT TRIPS REWARDS YOU IN MANY WAYS:

Bicycling lets you enjoy your natural surroundings, unlike car driving which isolates you from your environment.

A brisk or relaxing bicycle ride home after work is a great way to relieve stress.

Cycling for short trips often saves you time.

Bicycling is an easy way to include fitness in your daily routine.

Bicycling is friendly to the environment, which benefits you and everyone else.

Bicycling gives you a sense of accomplishment.

With appropriate accessories, most bikes can tote up to 100 extra pounds, including small passengers, which makes the bicycle ideal for trips to the laundromat, library, movies, store, and for vacations.

It's fun!

i

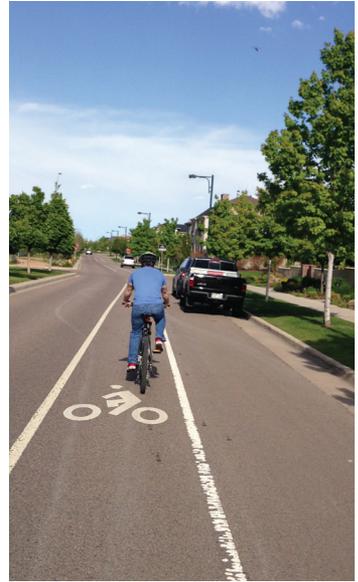
Never wear headphones when cycling - they block other sounds you need to hear.



YOUR NEW ROUTINE

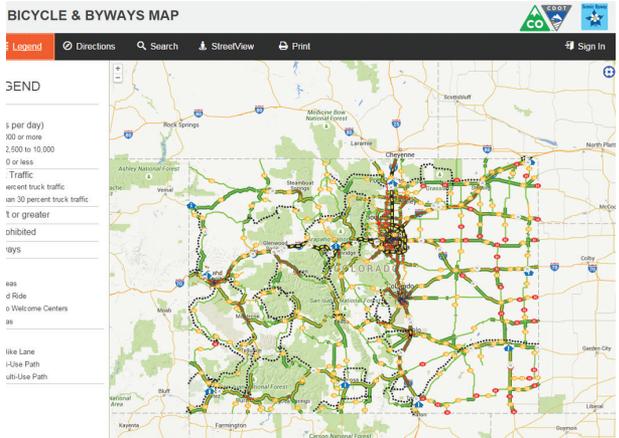
Letting go of the car keys is a hard habit to break, but it's worth the challenge. The more you bicycle, the easier it becomes. Initially, don't overwhelm yourself. If things don't quite work out one day, take a break and think about how you could do it differently. Make adjustments as you go until you learn what works for you.

To bicycle regularly, some changes in your household and personal routine may be necessary. For instance, if you usually keep your bicycle in the basement, you may need to find a more convenient place to store it. If you are bicycling to work, you may find you have to get up a little earlier to organize, or spend some time organizing before you go to bed. Grabbing your bicycle instead of the car keys will soon become second nature. Be patient with yourself and don't give up. It will come together!



ROUTE SELECTION

Route selection is one of the most important factors in determining whether you will have a pleasant cycling experience. Pick a route which you are comfortable riding. Your community may have a bicycle map and/or designated bike routes. Choose routes with low traffic, nice scenery, and interesting neighborhoods, and which are compatible to your fitness level - this will make for a more pleasant experience. If you find that the route you chose the first time was not to your satisfaction, don't be discouraged. Ask a bike shop employee or other cyclist familiar with the area for advice. Or, you can utilize one of many GPS phone apps with bike and transit routing capabilities.



<https://www.codot.gov/programs/bikeped/information-for-bicyclists>

BIKE TRIPS, SHORT & LONG

Bicycle trips of five miles or less can be efficient, practical and often as fast as or faster than car trips. Start out with short rides to the post office or grocery store – rides that are 10 to 15 minutes from your house. Add distance and time as you become more confident and comfortable.

CARRYING IMPORTANT ITEMS

If you use a bicycle for transportation, you will want to carry things with you, perhaps a briefcase, school books, or the dry cleaning. It is dangerous to carry things in your hands or hooked over the handlebars - steering becomes difficult and something could get caught in your front spokes. A rear rack is an inexpensive accessory that makes it easy to attach all kinds of things. Add baskets, panniers, even a plastic milk crate to carry all your items.

Items should be secured with a rack strap or a couple of bungee cords strapped to a sturdy rack. Make sure any load is carefully attached to the rack so it will not fall off or into the spokes or rub on the tire during transport. There are rack packs that strap onto the top of a rack to carry smaller items.

Touring packs, sometimes referred to as bicycle saddlebags or panniers, are a great way to carry larger loads. Some touring packs also convert into backpacks or briefcases. For unusually large, heavy, or awkward loads, a bicycle trailer is the way to go. There are trailers specially designed to transport children, and others made for hauling cargo. Most trailers can haul up to 100 pounds.



COMBINING DIFFERENT MODES OF TRANSPORTATION

BIKE/CAR/TRANSIT TRIPS

Bicycle to the bus stop, station, or park-n-ride, lock your bike, and ride transit to your destination. Bike racks and lockers are generally available at park-n-rides.

Take your bicycle with you on the bus or light rail. Most transit agencies have bike racks on their buses, or allow bikes in the cargo hold or inside. For schedules and information regarding taking your bike on the bus, or light rail, consult the transit agency servicing the town(s) in which you wish to ride.

Drive to the edge of town or within a comfortable cycling distance. Then bicycle the rest of the way to work or from errand to errand.

Carpool with others and have them drop you off at a distance which you can bicycle.

Drive with your bicycle one way, leave the car, and bicycle in the other direction. Reverse the order the next day.



BIKE SHARING

Bike sharing is exactly what it sounds like - fleets of rentable bikes that allow people the option to use a bike for recreational use, or to simply get from point A to point B. Depending on the program, you can get a bike from a kiosk and return it to another kiosk at a different location. Or you might rent from a dockless bike share program, where users can leave rented bikes wherever is convenient within the service area, as long as they are not on private property and do not impede other vehicles or pedestrians. For inquiries about bike sharing programs in your community, check your local municipality's website or simply search for bike sharing in your area.



BIKE PARKING

Bike parking comes in many shapes and sizes and is preferable to locking your bike to a tree or post. When parking your bike, be sure to lock your frame and tires to the parking facility to ensure the greatest protection from theft. If you are considering bicycling to work, check with your work place about possible locations to securely park your bike. Some companies have bike parking inside the building in a designated room, or will allow you to bring the bike into your personal workspace. If parking inside a building, be sure not to block any stair cases or doorways so as not to impede exiting in case of an emergency.





EQUIPMENT AND ACCESSORIES

Bicycle equipment does not have to be expensive or fancy, but it does need to fit properly and be reliable and functional. Choose equipment you feel comfortable using. Remember, putting yourself at risk and crashing is much more expensive than a few simple accessories.

IDENTIFICATION AND MEDICAL INFORMATION

These items should be carried with you at all times. Identification is necessary if you are stopped for a traffic violation, and if you crash, it will enable you to receive prompt medical care and allow for notification of your family. If you don't happen to take your wallet, tape some change under your bike seat. It is also a good idea to keep a few dollars hidden in your patch kit, inside the end of the handlebar, or elsewhere on your bicycle. You may forget your wallet, get hungry and need a snack, or you may need cash for an unexpected errand. Think ahead and be prepared.

HELMET

Seventy-five percent of all bicycle/driver fatalities are a result of head injuries. The best protection against this type of injury is the use of an approved bicycle helmet. Wearing a helmet can reduce the severity of brain injury in a crash by up to 88% and could save your life. Helmets are inexpensive and come in a multitude of styles and colors.

The best helmets have a smooth plastic outer shell over a foam liner. The outer shell helps prevent sharp objects from penetrating the helmet and the foam liner protects your head by absorbing much of the force of an impact. When adjusting a helmet, follow the directions that accompany the helmet to ensure a comfortable and secure fit or

i
Never wear headphones when cycling - they block other sounds you need to hear.

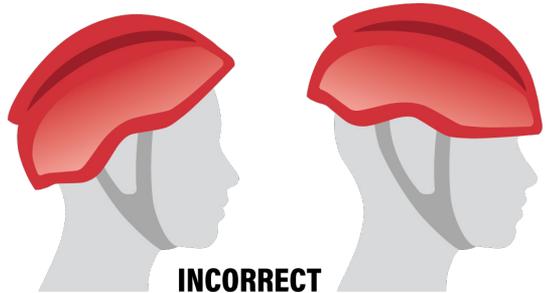
have someone at a bicycle shop help you with the adjustments. The very best helmet is one which the rider likes and wears on every ride.

Helmets which have several openings in the front and air channels inside allow for the best air flow. Helmets also provide protection from the sun.

Take time to select a helmet which is the right size for your head. A helmet needs to fit snugly so it will not move around on your head when riding, or come off your head if you fall. Adjust the straps so they fit around your ears and hold the helmet on securely. The helmet should be worn over the forehead and not tipped back. Check that the front edge of the helmet is positioned only one inch above the eyebrow. It is a good idea to have an experienced bike shop employee assist you in properly fitting your helmet.



CORRECT



INCORRECT

HELMETS HAVE A LIMITED LIFE

A crash, as well as age and normal wear and tear, will cause the foam of the bicycle helmet to become less effective. The foam lining will compress and need to be replaced from time to time to ensure a snug fit. It is time to replace your helmet when it becomes too loose to tighten or it is several years old. Replace the helmet after any significant impact, even if everything looks OK.



BICYCLE

The first step to getting comfortable is owning a mechanically sound bicycle – including brakes, steering, tires, and drive train. Colorado law states the bicycle must be equipped with a working brake or brakes that will enable you to stop within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

There are many types and styles of bikes to choose from. Select a bike based on your primary use, but feel free to use it for other rides as well. Bike shops encourage you to try different types to help you find the right fit and function.



MOTORIZED BICYCLES AND ELECTRICAL-ASSISTED BICYCLES

Know the difference between an electrical-assisted bicycle and a low-power scooter. An electrical-assisted bicycle is defined as a vehicle with two wheels, operable pedals, an electric motor not exceeding 750 watts, and a top speed of 20 miles per hour. Electrical-assisted bicycle riders are granted the same rights and responsibilities as other vehicles; some communities prohibit the use of the electric motor on multi-use paths. Furthermore, state law allows local authorities to regulate the use of these devices on bike paths as long as the regulations do not conflict with state law. For additional information on regulations for using e-bikes in Colorado, refer to the state statutes beginning on page 42.

A low-power scooter is defined as a self-propelled vehicle for use on roads, having up to three wheels and no clutch, and being equipped with either a cylinder capacity of up to 50 C.C.'s or a wattage of up to 76 watts. Low-power scooters require registration and insurance. Low-power scooters are prohibited from limited-access roads, interstate highways or sidewalks, but they are allowed in bicycle lanes as long as they are single file. If you are unsure about the regulations of these types of vehicles in your community, check with your local law enforcement.



HOW SAFE IS YOUR BICYCLE?

No matter how safely you ride, an unsafe bicycle puts you at risk. If you acquire a secondhand bicycle, it is a good idea to take it to a bike shop for a safety check. Loose nuts and bolts make it difficult to control the bike.

Preventative maintenance will also increase your satisfaction with bicycle transportation. If you like to do mechanical work, take a maintenance class and maintain your bicycle yourself. Maintaining your own bicycle can be very satisfying and empowering.

Make regular stops at your bike shop for mechanical evaluations. Let an expert troubleshoot for you. The mechanic can advise you on what service your bicycle needs to be safe, to prevent damage to components, or to enhance performance.

i

Whether you service your own bicycle or not, check regularly for:

- *Tire pressure, wear and damage*
- *Chain-drive cleanliness*
- *Brake and gear shifting performance*
- *Head and tail lamp battery charge*

ABC QUICK CHECK²

Before heading out on a ride, it is good practice to go through the ABC quick check.

- A** **is for Air:** Check the air pressure, spin the wheels and make sure the tires are not worn out.
- B** **is for Brakes:** Check to make sure coaster brakes will stop the bike by spinning the back wheel and applying the brake. If the bike has hand brakes check to see that the levers don't hit the handlebars when squeezed. Lift one tire up at a time and spin it; squeeze the levers to see if the tire stops. The brake pads should be clean, straight, and contact the rims properly.
- C** **is for Cranks, Chain, and Cogs:** Grab the crank arms and try to wiggle side to side. There should be no movement. Spin the pedals and cranks to see if the chain drives the rear wheel. The chain should look like metal not rust or black gunk. If the bike has gears check to make sure the gear levers and derailleurs (gear-changing mechanism) work to shift the chain between gears.

FLAT PREVENTION

To prevent flats, use tires which will work for their intended use. Ask your local bike shop which tires are appropriate for you. There are also products such as tire sealants that self-heal after a puncture and practically eliminate the need to repair a tube. Always carry a pump that fits your valve stem (Schrader or Presta), a patch kit, a spare inner tube, and know how to use them.



CLEANING AND DRYING

Chain-drive cleanliness reduces the destructive wear caused by the buildup of grime. A clean chain drive will also protect your clothing from stains and makes your bicycle easier to pedal. Select a quality lubricant designed to reduce grime attraction. Non-aerosol lubricants can be directed only to the part of the chain which requires lubrication. Wipe the chain down after lubrication so the outside of the chain will not accumulate grime.

When you ride in the rain or snow, it is important to allow your bicycle to dry completely. If this is not possible at your destination, bring the bike into a warm place to dry at night or when you return home. This allows drying inside the bearing assemblies.

Finally, remember that all bike maintenance is cheap compared to auto repairs. Don't put yourself at risk to save a few dollars.

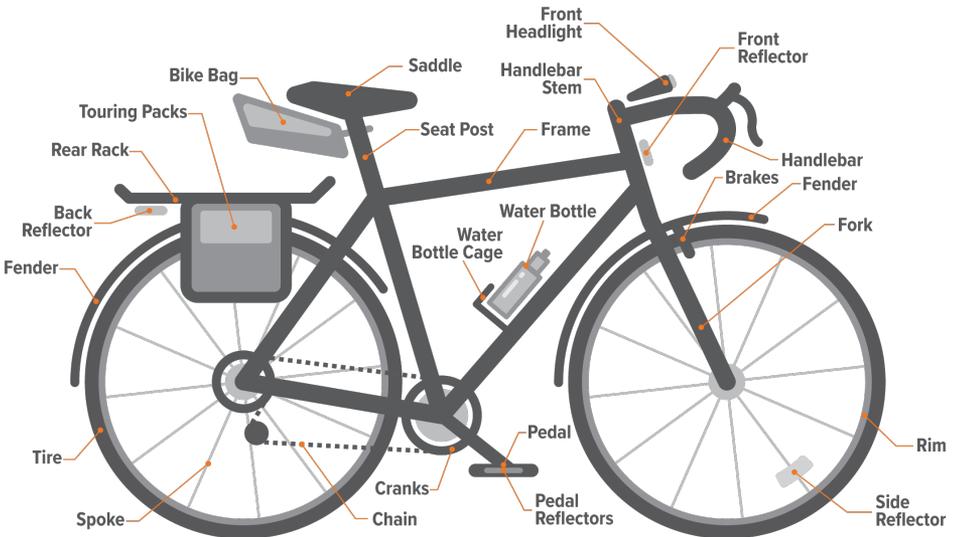
DOES YOUR BICYCLE FIT YOU?

It is essential that the bicycle fit its rider. Improper fit can cause discomfort and the inability to properly control the bike. You should be able to straddle the top tube while standing flat footed on the ground with clearance between your crotch and the top tube. Consult your bicycle dealer to obtain a correct fit and test ride the bicycle to determine comfort and proper control.

SEAT COMFORT & HEIGHT

There are many factors involved in saddle comfort – saddle design and position, rider position and clothing, and riding style. If you haven't bicycled in a while, expect to be sore for a few days no matter how comfortable your seat is. After the first day, you may even need to take a day off before riding again. After that, if you are still not comfortable, you may want to get a different saddle. Consult your local bike shop about saddle styles, adjusting your riding position, and other possible solutions.

The seat height should be adjusted so your knee is slightly bent when your foot is at the bottom of the pedal stroke with the ball of your foot over the center of the pedal.





HANDLEBARS

Adjust the handlebars for comfort. Adjust the stem for height, positioning it no higher than the maximum extension mark. Rotate the handlebars to your most comfortable position.

BRAKE LEVERS

Brake levers should be positioned so there is no strain to your wrist and can be reached by the middle of the fingers.

REAR VIEW MIRROR

It is important to know what is happening behind you. As with car driving, a mirror should not be used as a substitute for looking back when changing lanes or turning. A rear view mirror allows you to look to the rear frequently. Never assume passing motorists see you.

REAR RACK

Be sure to have a good quality rear rack installed and have a bungee cord or rack strap handy to carry items such as a briefcase, shopping bag or other unexpected items.

BIKE BAGS OR TOURING PACKS

These are good general purpose choices for holding and protecting most of the things you may need to carry. Also available are suit bags, front or rear mounted packs, and briefcases which attach to the bike rack.

WATER BOTTLE & CAGE

Attach a water bottle and cage to your bicycle. In Colorado's dry climate, it is important to avoid dehydration by getting into the habit of sipping water throughout your trip, even if you are not thirsty.

FENDERS

You may occasionally be caught in sprinklers, afternoon showers or puddles, so be prepared. Fenders can save your wardrobe and relieve you from always carrying a rain suit. They also keep your bicycle cleaner. If you use your commuter bike for mountain biking, there are effective clip-on fenders which can be removed without the use of tools.

BELLS AND HORNS

Colorado law requires you to give an audible signal when passing other users on paths, sidewalks or other facilities. A good way to do this is with a bell or horn that has a friendly, pleasant sound which will not startle or anger others. Sound it or say a pleasant greeting such as, “Hello up there, passing on your left,” prior to passing.

NIGHT RIDING EQUIPMENT

Colorado law states when bicycling from sundown to sunrise or when weather or other conditions cause poor visibility, your bicycle must be equipped with a rear red reflector and reflectors on both sides that can be seen for 600 feet in a car’s headlamps. You must also have a white headlight that can be seen for at least 500 feet from the front of the bicycle.

FLASHING RED REFLECTOR LIGHT

LED lights are more visible than a plain reflector and can be attached to you or your bicycle.

WHITE HEADLIGHT

A powerful white headlight will make you visible and light your way. Battery operated headlights are available and some have rechargeable battery packs. Each has their own advantages and disadvantages. Your local bike shop can help you decide which is best for you.

REFLECTIVE MATERIALS

You cannot wear too much reflective material at night. Wear it on your helmet, shoes, arms, legs and torso. Pedal reflectors move as you pedal and will make you more visible. Reflectors and reflective materials are important even with good lighting systems because bicyclists are hard to see and motor vehicle drivers may not be looking for you at night. Be safe. Be seen.



CRASH INFORMATION

CRASH TYPES

There are several types of crashes that can happen between motorists and cyclists. You can prevent your involvement in most traffic crashes if you know how to anticipate and avoid hazardous situations. Most bicycle crashes do not involve motor vehicles, but are a result of excessive speed, surface condition, mechanical failure, loss of control, or a collision with a pedestrian, but motor vehicle crashes can occur. Remember, always ride predictably!

MOST COMMON MOTOR VEHICLE/BICYCLE CRASHES:

Motorists sideswipe the cyclists while passing

Motorist turns right into bicyclist heading straight in the same direction (right-turn hook)

Cyclist does not stop at stop sign or signal

We hope it never happens to you, but getting hit by a car is an unfortunate possibility for cyclists. Accident statistics only show the tip of the iceberg, as many minor crashes go unreported. Too often, victims fail to get critical information, either because they are so relieved to be alive or so confused they simply want to be left alone.

WHAT TO DO WHEN A CRASH OCCURS

Consider clipping the checklist from the next page and tucking it in your tool kit or bike bag. The instructions apply to both cyclists and pedestrians in Colorado. If you are in a crash, pull out the checklist and follow the instructions.

Notify the appropriate law enforcement agency. A written accident report of the crash must be submitted by the law enforcement agency to the Department of Revenue under the following circumstances:

A crash involving a bicycle only, if the crash involves serious bodily injury, death or if more than \$1,000 of total property damage occurs.

A crash involving both a bicycle and a motor vehicle in which there is serious bodily injury, death, or total property damage in excess of \$1,000. Also, a written report must be filed if the motor vehicle driver fails to show proof of insurance or if any of the parties involved requests that a report be filed.

BIKE CRASH CHECKLIST

- Call (or ask someone to call) 911 and ask for the police. Do not hesitate to ask for an ambulance if you are hurt.
- Ask the motorist to provide ID and stay at the scene until the police arrive. If the driver leaves, he/she is guilty of hit and run, which is a serious crime. Be prepared to describe the driver.
- Get the name, phone number, address, driver's license number and license plate number of the motorist.
- Get names and phone numbers of any witnesses — the more the better. A business card is great. If someone seems friendly, ask for their help.
- Get the name of the car owner's insurance company and the policy number. If the driver doesn't own the car, make sure you get insurance information on the vehicle AND the driver.

WHEN THE POLICE ARRIVE

- Request that the police take an accident report. A report is required if the crash involves serious bodily injury, death, or if more than \$1,000 of total property damage occurs. Below that amount, a report is optional under the law, but you should insist that one be completed. Sometimes, the officer will give you the form to fill out and mail in.
- Get the reporting officer's name, badge number, and department or agency.
- If you are hurt, go in an ambulance to a hospital or at least see a doctor to rule out serious injury.



CHILDREN

WHAT PARENTS SHOULD KNOW

Bicycles are an economical and practical means of transportation from an early age.

In most instances, the only bicycle safety education children will receive is from their parents. Since children perceive traffic situations differently than adults, it is important for parents to teach them the dangers of traffic. With proper training, bicycle riding can be a safe, healthy, fun activity for the whole family to share. Here are some things to keep in mind when educating children about bicycle and pedestrian safety:

Young children lack well developed peripheral vision.

Children often have trouble determining the source of a sound. They may hear a car coming, but look the wrong way.

Until about eight years of age, children typically lack a sense of danger and they don't really understand how vulnerable they are.

Children have trouble evaluating cause and effect. It's hard for them to determine a dangerous situation.

Children have trouble judging the speed and distance of oncoming vehicles.

Children are often restless and eager to go. It's hard for them to stop and wait for traffic lights.

Children focus on things that are most interesting to them. An ice cream truck may take their attention from another approaching vehicle.

Children often mix fantasy with reality. They may see cars as friendly creatures or think they can go 90 mph on their bicycles.



Children often believe grown-ups will look out for them. They may think that because they can see the car, the motorist will see them.

Children are very vulnerable to peer pressure and follow the lead of their friends. Many crashes happen when one child takes a risk and a second follows and is hit by a vehicle.

WHEN SHOULD A CHILD START RIDING A BICYCLE?

Let the child's motivation and motor coordination be your guide. Schedule training when you can provide the necessary time to work with your child. Training wheels only support the rider. Balance and leaning in the turns are learned on two wheels.

There are many sources to help teach your child safe riding. Contact the League of American Bicyclists for a certified trainer in your area. Local service groups, schools, and police departments also provide training in some areas.



ONE SIZE DOESN'T FIT ALL

In sizing bicycles for children, they should be able to comfortably straddle the top bar of the frame while standing flat footed. This should provide a size for good control yet large enough to allow for growth.

Learning to ride on a traditional girl's bike is a choice to consider for both girls and boys as the sloping top tube reduces the risk of injury to the groin. When the child is just learning to ride, they should be able to sit on the seat and put both feet flat on the ground.

WHEN SHOULD A CHILD BEGIN TO RIDE IN THE STREET?

In most instances, when they can demonstrate the necessary cycling skills, alertness to traffic, and appropriate decision making skills, they're ready. Until that time, bicycling should be limited to sidewalks, parks and bike paths. The most effective and fun way to teach your children safe riding habits is to ride with them. At first, let them follow you. As they become more able, let them lead while you observe and instruct. Pay special attention to any high-risk behaviors, and always model good behavior by wearing a helmet.

MAKE SURE THEY:

Ride on the right in the same direction as traffic. Riding on the left puts cyclists where motorists least expect to see them.

Stop before riding out of the driveway into the street. Help your child understand that your own driveway is dangerous when used as a launching pad for a bike ride.

Stop at all stop signs and red traffic lights. Children need to understand that they must stop every time, so that it becomes a habit.

Ride predictably. Ride in a straight line, and signal all turns. Teach children to use hand signals, look to the rear and then turn.



TEACHING YOUR KIDS TO RIDE

An excellent way to teach children the rules of the road is to ask your children what rules you have to follow in the car. Their answers will likely not only be important for motor vehicles, but also for bicycles.

Signs and Signals: Just like a motor vehicle, cyclists must also obey all traffic control signs and traffic signals. Ask your kids what the rules are when approaching a sign or signal and clearly state that most, if not all, of the same rules apply for bicycles.

Ride Right: Just like a motor vehicle, we ride on the right side of the road. An excellent way to practice this is riding on multi-use trails. The risk of accidents is not as high, and the trails provide an excellent place to practice all of the skills that your child is learning in a safer surrounding.

Lights at Night: When driving at night, motor vehicles must turn on the lights to see and to be seen. The same is true for bicycles. Make it a family event if your child's bicycle is not equipped with the proper lighting for night riding, then take them shopping to make it an exciting event to pick out the proper lighting equipment for their bicycle.

Hand Signals: Ask your child how they would signal turning in a motor vehicle and explain that we have to do the same on a bicycle, just using our hands. To do this, we use our arms to point left or right for turns, and down to stop.

Street or Sidewalk?: Until the parent feels comfortable having their child ride in the street, they should work with them on sidewalks and multi-use paths to learn the rules of the road and safe riding. Be sure to check with your local jurisdiction for any rules regarding sidewalks.

Bicycle Rodeo: Bicycle rodeos are an excellent way to learn the rules of the road for bicycling. Bicycle rodeos are sometimes offered by service groups, law enforcement, schools, and other government entities to provide a place to learn, practice, and demonstrate bicycle skills in a fun, noncompetitive atmosphere. Participants become better cyclists and learn the proper rules of the road. There are also many exercises available on the internet that you can use to teach specific bicycle skills. Look for ones that are straight forward and that reinforce the rules of the road.

TRANSPORTING CHILDREN

The two most common methods of transporting children by bicycle include a bicycle-mounted child seat, and a bicycle trailer. Bicycle trailers are a better choice for a number of reasons:

Children have room to shift position and play while being protected from bugs and weather.

Bicycle trailers are more stable than child seats and tend to remain upright if the bicycle falls over. If the trailer does go over, the child is already close to the ground and is well contained and protected.

Trailers are usually brightly colored and much more visible than a bicycle with a child seat and have ample space for diaper bags, toys or cargo from errandrunning. For night or bad weather riding, a trailer should be well reflectorized on the back and sides. An orange flag and two rear mounted red flashing lights will make it even more visible in traffic.

Motorists tend to give trailers a much wider berth.



When using a child seat, a bicycle becomes harder to manage because of the extra weight of the child and the higher center of gravity. Children risk having their feet caught in the rear spokes and must be taught to hold still because rocking back and forth in the seat makes balancing the bicycle difficult. Always load and unload the child by leaning your bicycle against a fixed object such as a wall. When stopped with a child on board, remember to hold on to the bicycle firmly even when straddling the bicycle.



BICYCLING IN COLORADO

SPECIAL EVENTS ON COLORADO ROADWAYS

Each year, Colorado is home to hundreds of special events such as bicycle rides and races, concerts, ski events, running events and more. Any event affecting roads throughout the state must be approved and permitted by the Colorado State Patrol (CSP), the Colorado Department of Transportation (CDOT), and local municipality where the event is held.

To assist special event organizers, the CSP and CDOT have developed a booklet titled, “Special Events on Colorado State Roadways, A Guideline for Event Organizers.” The guide offers procedures for a safe event with the least disruption for other road users. It also describes fees, timelines and other information to help organize the event. While this guide focuses on bicycle events, the same procedures and requirements are applied to all events. It is available on the web at <https://www.codot.gov/programs/bikeped/special-event-administration.html>.

Your Event May Need a Permit if:

Your event requires any type of road closure, restriction, or may create a significant impact to the motoring public

The event has more than 50 participants.

Check with your local jurisdiction for permits for events that are not on state highways.



COLORADO SCENIC AND HISTORIC BYWAYS

The Colorado Scenic and Historic Byways program is a statewide partnership intended to provide recreational, educational, and economic benefits to Coloradans and visitors. This system of outstanding touring routes in Colorado affords the traveler interpretation and identification of key points of interest and services while providing for the protection of significant resources.

Exploring some of Colorado's greatest locations, while experiencing the fun and freedom of bicycling, makes a terrific combination for travel. Bicycling is a great way to discover and enjoy many of Colorado's Byways. As you tour the Byways, the Columbine signs will identify your route. For more info, go to www.coloradobyways.org





FREQUENTLY ASKED QUESTIONS



Is it illegal to ride on the sidewalk?

Colorado statutes do not specifically state whether or not it is illegal, but several Colorado cities do prohibit the use of bicycles on sidewalks unless the sidewalk is part of a multi-use trail. Check the ordinances where you live or plan to ride.



How far in advance can I prepare to make a left turn by taking a lane?

The statutes do not specifically mention a set distance that you can take a lane to prepare to turn left. In general, traffic conditions will dictate when you can. Use caution, signal your intentions, and take a lane when it is reasonable to do so.



I am not supposed to pass on the right, but what if there is a bike lane?

A bike lane is a travel lane just like other travel lanes on the road, only smaller. If you are inside a bike lane and want to pass another bicyclist, you must still pass on the left.



Am I required to wear a helmet while riding?

Colorado law does not require a bicyclist to wear a helmet; however, studies have shown that helmets prevent brain injuries and save lives.



Is it illegal to use headphones while riding?

It is not illegal to wear headphones; however, they restrict the flow of sound and reduce your ability to hear traffic or other important sounds as you ride.



Can I receive a DUI while bicycling?

Yes. Bicycles are vehicles under Colorado law. As such any person operating a vehicle under the influence can be charged under the Model Traffic Code Colorado § 42-4-1301. If you plan on going out for a night on the town, it would be best to take a cab or have a designated driver.





COLORADO BICYCLING LAWS

The Model Traffic Code specifically details the law regarding bicycles and their operation in § 42-4-1412. For full text of the Colorado laws regarding bicycles and pedestrians please visit www.codot.gov/library/crs. As a bicyclist, it is your responsibility to know and obey all state and local laws.

§ 42-4-1412. OPERATION OF BICYCLES AND OTHER HUMAN-POWERED VEHICLES

1. A person riding a bicycle or electrical assisted bicycle has all of the rights and duties applicable to the driver of any other vehicle under this article 4, except as to special regulations in this article 4, except as provided in section 42-4-1412.5, and except as to those provisions which by their nature can have no application. Said riders shall comply with the rules set forth in this section and section 42-4-221, and, when using streets and highways within incorporated cities and towns, are subject to local ordinances regulating the operation of bicycles and electrical assisted bicycles as provided in section 42-4-111. Notwithstanding any contrary provision in this article 4, when a county or municipality has adopted an ordinance or resolution pursuant to section 42-4-1412.5, riders are subject to the local ordinance or resolution.
2. It is the intent of the general assembly that nothing contained in House Bill No. 1246, enacted at the second regular session of the fifty-sixth general assembly, shall in any way be construed to modify or increase the duty of the department of transportation or any political subdivision to sign or maintain highways or sidewalks or to affect or increase the liability of the state of Colorado or any political subdivision under the “Colorado Governmental Immunity Act”, article 10 of title 24, C.R.S.
3. No bicycle or electrical assisted bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped.
4. No person riding upon any bicycle or electrical assisted bicycle shall attach the same or himself or herself to any motor vehicle upon a roadway.
5. A. Any person operating a bicycle or an electrical assisted bicycle upon a roadway at less than the normal speed of traffic shall ride in the right-hand lane, subject to the following conditions:
 - i. If the right-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the right as judged safe by the bicyclist to facilitate the movement of such overtaking



vehicles unless other conditions make it unsafe to do so.

- ii. A bicyclist may use a lane other than the right-hand lane when:
 - a. Preparing for a left turn at an intersection or into a private roadway or driveway;
 - b. Overtaking a slower vehicle; or
 - c. Taking reasonably necessary precautions to avoid hazards or road conditions.
 - iii. Upon approaching an intersection where right turns are permitted and there is a dedicated right-turn lane, a bicyclist may ride on the left-hand portion of the dedicated right-turn lane even if the bicyclist does not intend to turn right.
- B. A bicyclist shall not be expected or required to:
- i. Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or
 - ii. Ride without a reasonable safety margin on the right-hand side of the roadway.
- C. A person operating a bicycle or an electrical assisted bicycle upon a one-way roadway with two or more marked traffic lanes may ride as near to the left-hand curb or edge of such roadway as judged safe by the bicyclist, subject to the following conditions:
- i. If the left-hand lane then available for traffic is wide enough to be safely shared with overtaking vehicles, a bicyclist shall ride far enough to the left as judged safe by the bicyclist to facilitate the movement of such overtaking vehicles unless other conditions make it unsafe to do so.
 - ii. A bicyclist shall not be expected or required to:
 - a. Ride over or through hazards at the edge of a roadway, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes; or
 - b. Ride without a reasonable safety margin on the left-hand side of the roadway.
6. A. Persons riding bicycles or electrical assisted bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- B. Persons riding bicycles or electrical assisted bicycles two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.
7. A person operating a bicycle or electrical assisted bicycle shall keep at least one hand on the handlebars at all times.
8. A. A person riding a bicycle or electrical assisted bicycle intending to turn left shall follow a course described in sections 42-4-901(1), 42-4-903, and 42-4-1007 or may make a left turn in the manner prescribed in paragraph (b) of this subsection (8).
- B. A person riding a bicycle or electrical assisted bicycle intending to turn left shall approach the turn as closely as practicable to the right-hand curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the bicyclist shall stop, as much as practicable, out of the way of traffic. After stopping, the bicyclist shall yield to



any traffic proceeding in either direction along the roadway that the bicyclist had been using. After yielding and complying with any official traffic control device or police officer regulating traffic on the highway along which the bicyclist intends to proceed, the bicyclist may proceed in the new direction.

- C. Notwithstanding the provisions of paragraphs (a) and (b) of this subsection (8), the transportation commission and local authorities in their respective jurisdictions may cause official traffic control devices to be placed on roadways and thereby require and direct that a specific course be traveled.
9. A. Except as otherwise provided in this subsection (9), every person riding a bicycle or electrical assisted bicycle shall signal the intention to turn or stop in accordance with section 42-4-903; except that a person riding a bicycle or electrical assisted bicycle may signal a right turn with the right arm extended horizontally.
- B. A signal of intention to turn right or left when required shall be given continuously during not less than the last one hundred feet traveled by the bicycle or electrical assisted bicycle before turning and shall be given while the bicycle or electrical assisted bicycle is stopped waiting to turn. A signal by hand and arm need not be given continuously if the hand is needed in the control or operation of the bicycle or electrical assisted bicycle.
10. A. A person riding a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian. A person riding a bicycle in a crosswalk shall do so in a manner that is safe for pedestrians.
- B. A person shall not ride a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk where such use of bicycles or electrical assisted bicycles is prohibited by official traffic control devices or local ordinances. A person riding a bicycle or electrical assisted bicycle shall dismount before entering any crosswalk where required by official traffic control devices or local ordinances.
- C. A person riding or walking a bicycle or electrical assisted bicycle upon and along a sidewalk or pathway or across a roadway upon and along a crosswalk shall have all the rights and duties applicable to a pedestrian under the same circumstances, including, but not limited to, the rights and duties granted and required by section 42-4-802. d. Deleted by Laws 2005, Ch. 301, § 1, eff. July 1, 2005.
- D. Deleted by Laws 2005, Ch. 301, § 1, eff. July 1, 2005.
11. A. A person may park a bicycle or electrical assisted bicycle on a sidewalk unless prohibited or restricted by an official traffic control device or local ordinance.
- B. A bicycle or electrical assisted bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
- C. A bicycle or electrical assisted bicycle may be parked on the road at any angle to the curb or edge of the road at any location where parking is allowed.
- D. A bicycle or electrical assisted bicycle may be parked on the road abreast of another such bicycle or bicycles near the side of the road or any location where parking is allowed in such a manner as does not impede the normal and reasonable movement of traffic.
- E. In all other respects, bicycles or electrical assisted bicycles parked anywhere on

a highway shall conform to the provisions of part 12 of this article regulating the parking of vehicles.

- 12. A. Any person who violates any provision of this section commits a class 2 misdemeanor traffic offense; except that section 42-2-127 shall not apply.
- B. Any person riding a bicycle or electrical assisted bicycle who violates any provision of this article other than this section which is applicable to such a vehicle and for which a penalty is specified shall be subject to the same specified penalty as any other vehicle; except that section 42-2-127 shall not apply.
- 13. Upon request, the law enforcement agency having jurisdiction shall complete a report concerning an injury or death incident that involves a bicycle or electrical assisted bicycle on the roadways of the state, even if such accident does not involve a motor vehicle.
- 14. A.
 - i. A person may ride a class 1 or class 2 electrical assisted bicycle on a bike or pedestrian path where bicycles are authorized to travel.
 - ii. A local authority may prohibit the operation of a class 1 or class 2 electrical assisted bicycle on a bike or pedestrian path under its jurisdiction.
- B. A person shall not ride a class 3 electrical assisted bicycle on a bike or pedestrian path unless:
 - i. The path is within a street or highway; or
 - ii. The local authority permits the operation of a class 3 electrical assisted bicycle on a path under its jurisdiction.
- 15. A. A person under sixteen years of age shall not ride a class 3 electrical assisted bicycle upon any street, highway, or bike or pedestrian path; except that a person under sixteen years of age may ride as a passenger on a class 3 electrical assisted bicycle that is designed to accommodate passengers
- B. A person shall not operate or ride as a passenger on a class 3 electrical assisted bicycle unless:
 - i. Each person under eighteen years of age is wearing a protective helmet of a type and design manufactured for use by operators of bicycles;
 - ii. The protective helmet conforms to the design and specifications set forth by the United States consumer product safety commission or the American Society for Testing and Materials; and
 - iii. The protective helmet is secured properly on the person's head with a chin strap while the class 3 electrical assisted bicycle is in motion.
- C. A violation of subsection (15)(b) of this section does not constitute negligence or negligence per se in the context of any civil personal injury claim or lawsuit seeking damages.

§ 42-4-1412.5. LOCAL ADOPTION OF ALTERNATIVE REGULATION OF BICYCLES APPROACHING INTERSECTIONS - ALTERNATIVE REGULATION DESCRIBED - VALIDITY OF EXISTING LOCAL RESOLUTION - DEFINITIONS.

- 1. A county or municipality may adopt an ordinance or resolution implementing this section. If a county or municipality adopts an ordinance or resolution pursuant to this section, the ordinance or resolution must specify the following:



- A. A person riding a bicycle or electrical assisted bicycle and approaching an intersection of a roadway with a stop sign shall slow down and, if required for safety, stop before entering the intersection. If a stop is not required for safety, the person shall slow to a reasonable speed and yield the right-of-way to any traffic or pedestrian in or approaching the intersection. After the person has slowed to a reasonable speed and yielded the right-of-way if required, the person may cautiously make a turn or proceed through the intersection without stopping.
 - B. For purposes of this subsection (1), a reasonable speed is fifteen miles per hour or less. A municipality, by ordinance, or a county, by resolution, may reduce the maximum reasonable speed at any individual intersection to ten miles per hour or raise the maximum reasonable speed to twenty miles per hour if the municipality or county also posts signs at the intersection stating that lower or higher speed limitation.
 - C. A person riding a bicycle or electrical assisted bicycle and approaching an intersection of a roadway with an illuminated red traffic control signal shall stop before entering the intersection and shall yield to all other traffic and pedestrians. Once the person has yielded, the person may cautiously proceed in the same direction through the intersection or make a right-hand turn. When a red traffic control signal is illuminated, a person shall not proceed through the intersection or turn right if an oncoming vehicle is turning or preparing to turn left in front of the person.
 - D. A person riding a bicycle or electrical assisted bicycle approaching an intersection of a roadway with an illuminated red traffic control signal may make a left-hand turn only if turning onto a one-way street and only after stopping and yielding to other traffic and pedestrians. However, a person shall not turn left if a vehicle is traveling in the same direction as the person and the vehicle is turning or preparing to turn left. If the person is not turning left onto a one-way street, the person shall not make a left-hand turn at an intersection while a red traffic control signal is illuminated.
2. If a county or municipality adopted a valid ordinance or resolution that regulates bicycles or electrical assisted bicycles substantially as described in subsection (1) of this section prior to the effective date of this section, that ordinance or resolution remains valid.
 3. The adoption of an ordinance or resolution in accordance with this section does not diminish or alter the authority of the department of transportation or the state transportation commission as those entities are defined in section 43-1-102 regarding the department's or commission's authority to regulate motor vehicle traffic on any portion of the state highway system as defined in section 43-2-101 (1).
 4. As used in this section:
 - A. "electrical assisted bicycle" means the term as it is defined in section 42-1-102 (28.5).
 - B. "municipality" means a home rule or statutory city, town, or city and county. Section 2.

§ 42-4-801. PEDESTRIAN OBEDIENCE TO TRAFFIC CONTROL DEVICES AND TRAFFIC REGULATIONS

1. A pedestrian shall obey the instructions of any official traffic control device specifically



applicable to the pedestrian, unless otherwise directed by a police officer.

2. Pedestrians shall be subject to traffic and pedestrian-control signals as provided in sections 42-4- 604 and 42-4-802 (5).
3. At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this title.
4. Any person who violates any provision of this section commits a class B traffic infraction.

§ 42-4-802. PEDESTRIANS’ RIGHT-OF-WAY IN CROSSWALKS

1. When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. No pedestrian shall suddenly leave a curb or other place of safety and ride a bicycle, ride an electrical assisted bicycle, walk, or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.
2. Subsection (1) of this section shall not apply under the conditions stated in section 42-4-803.
3. No pedestrian shall suddenly leave a curb or other place of safety and ride a bicycle, ride an electrical assisted bicycle, walk, or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.
4. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
5. Whenever special pedestrian-control signals exhibiting “Walk” or “Don’t Walk” word or symbol indications are in place, as declared in the traffic control manual adopted by the Department of Transportation, such signals shall indicate and require as follows:
 - A. “Walk” (steady): While the “Walk” indication is steadily illuminated, pedestrians facing such signal may proceed across the roadway in the direction of the signal indication and shall be given the right-of-way by the drivers of all vehicles.
 - B. “Don’t Walk” (steady): While the “Don’t Walk” indication is steadily illuminated, no pedestrian shall enter the roadway in the direction of the signal indication.
 - C. “Don’t Walk” (flashing): Whenever the “Don’t Walk” indication is flashing, no pedestrian shall start to cross the roadway in the direction of such signal indication, but any pedestrian who has partly completed crossing during the “Walk” indication shall proceed to a sidewalk or to a safety island, and all drivers of vehicles shall yield to any such pedestrian.
 - D. Whenever a signal system provides for the stopping of all vehicular traffic and the exclusive movement of pedestrians and “Walk” and “Don’t Walk” signal indications control such pedestrian movement, pedestrians may cross in any direction between corners of the intersection offering the shortest route within the boundaries of the intersection while the “Walk” indication is exhibited, if signals and other official devices direct pedestrian movement in such manner consistent with section 42-4-803 (4).



6. Any person who violates any provision of this section commits a class A traffic infraction.

§ 42-4-803. CROSSING AT OTHER THAN CROSSWALKS

1. Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.
2. Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.
3. Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.
4. No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to such crossing movements.
5. Any person who violates any provision of this section commits a class B traffic infraction.

§ 42-4-221. BICYCLE AND PERSONAL MOBILITY DEVICE EQUIPMENT

1. No other provision of this part 2 and no provision of part 3 of this Code shall apply to a bicycle, electrical assisted bicycle, or electric personal assisted mobility device (EPAMD) or to equipment for use on a bicycle, electrical assisted bicycle, or EPAMD except those provisions in this Code made specifically applicable to such a vehicle.
2. Every bicycle, electrical assisted bicycle, or EPAMD in use at the times described in section 204 shall be equipped with a lamp on the front emitting a white light visible from a distance of at least 500 feet to the front.
3. Every bicycle, electrical assisted bicycle, or EPAMD shall be equipped with a red reflector of a type approved by the department, which shall be visible for 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.
4. Every bicycle, electrical assisted bicycle, or EPAMD when in use at the times described in section 204 shall be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for 600 feet when directly in front of lawful lower beams of head lamps on a motor vehicle or, in lieu of such reflective material, with a lighted lamp visible from both sides from a distance of at least 500 feet.
5. A bicycle, electrical assisted bicycle, or EPAMD or its rider may be equipped with lights or reflectors in addition to those required by subsections (2) to (4) of this section.
6. A bicycle or electrical assisted bicycle shall not be equipped with, nor shall any person use upon a bicycle or electrical assisted bicycle, any siren or whistle.
7. Every bicycle or electrical assisted bicycle shall be equipped with a brake or brakes that will enable its rider to stop the bicycle or electrical assisted bicycle within 25 feet from a speed of ten miles per hour on dry, level, clean pavement.
8. A person engaged in the business of selling bicycles or electrical assisted bicycles at retail shall not sell any bicycle or electrical assisted bicycle unless the bicycle or electrical assisted bicycle has an identifying number permanently stamped or cast on

its frame.

- 9. A. On or after January 1, 2018, every manufacturer or distributor of new electrical assisted bicycles intended for sale or distribution in this state shall permanently affix to each electrical assisted bicycle, in a prominent location, a label that contains the classification number, top assisted speed, and motor wattage of the electrical assisted bicycle. The label must be printed in the arial font in at least nine-point type.
- B. A person shall not knowingly modify an electrical assisted bicycle so as to change the speed capability or motor engagement of the electrical assisted bicycle without also appropriately replacing, or causing to be replaced, the label indicating the classification required by subsection (9)(a) of this section.
- 10. A. An electrical assisted bicycle must comply with the equipment and manufacturing requirements for bicycles adopted by the United States consumer product safety commission and codified at 16 CFR 1512 or its successor regulation.
- B. A Class 2 electrical assisted bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. Class 1 and class 3 electrical assisted bicycles must be equipped with a mechanism or circuit that cannot be bypassed and that causes the electric motor to disengage or cease to function when the rider stops pedaling.
- C. A Class 3 electrical assisted bicycle must be equipped with a speedometer that displays, in miles per hour, the speed the electrical assisted bicycle is traveling.

§ 42-4-1002. PASSING ONCOMING VEHICLES

- 1. Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and, upon roadways having width for not more than one lane of traffic in each direction, each driver shall give to the other at least one-half of the main traveled portion of the roadway as nearly as possible.
- 2. A driver shall not pass a bicyclist moving in the same direction and in the same lane when there is oncoming traffic unless the driver can simultaneously:
 - A. Allow oncoming vehicles at least one-half of the main-traveled portion of the roadway in accordance with subsection (1) of this section; and
 - B. Allow the bicyclist at least a three-foot separation between the right side of the driver’s vehicle, including all mirrors or other projections, and the left side of the bicyclist at all times.
- 3. Any person who violates any provision of this section commits a class A traffic infraction.

§ 18-9-116. THROWING MISSILES AT VEHICLES – HARASSMENT OF BICYCLISTS

- 1. Any person who knowingly projects any missile at or against any vehicle or equipment designed for the transportation of persons or property, other than a bicycle, commits a class 1 petty offense.
- 2. Any person who knowingly projects any missile at or against a bicyclist commits a class 2 misdemeanor.
- 3. As used in this section, “missile” means any object or substance.



GLOSSARY OF TERMS

Bicycle – Every vehicle propelled solely by human power applied to pedals upon which any person may ride having two tandem wheels or two parallel wheels and one forward wheel, all of which are more than fourteen inches.

Bicycle Boulevard – A low speed street that has been optimized for bicycle travel, allows local motor vehicle travel, but gives priority to cyclists at intersections.

Bike Box – Designated locations at the edge of intersections where a bicyclist can safely wait for the duration of the traffic signal.

Bike Lane – Portion of roadway or shoulder designated for preferential or exclusive use by bicyclists. It is distinguished from the portion of the roadway for motor vehicle traffic by a paint stripe, and markings, curb, or other devices.

Bike Route – A system of bikeways designating preferred routes for bicycle use by signing with appropriate directional and informational route markers.

Bike Signals – A traffic control device that is exclusively for bicyclists, represented with a bicycle symbol and a red, yellow, and green color indication.

Bikeway – A generic term for any road, street, path, or way which, in some manner, is designated as being available for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Buffered Bike Lane – Designated portion of the roadway for the exclusive use of bicyclists, with a flush painted buffer provided between the bike lane and adjacent motor vehicle travel lane and/or parking lane.

Driver – Every person, including a minor driver under the age of eighteen years and a provisional driver under the age of twenty-one years, who drives or is in actual physical control of a vehicle.



Low-power Scooter – A vehicle having two or three wheels, a cylinder capacity not exceeding 50 C.C., and an automatic transmission which produces a maximum design speed of not more than thirty miles per hour on a flat surface.

Motor Vehicle – Any self-propelled vehicle which is designed primarily for travel on the public roadways and which is generally and commonly used to transport persons and property over the public roadways.

Pedestrian – Any person afoot or any person using a wheelchair.

Protected Bike Lane – Also known as Separated Bike Lane or Cycle Track, these lanes are separated from motorized traffic in various ways including special striping, ballards, parked cars, etc. for the purpose of creating a safer environment for bicyclists.

Right-of-Way – The right of one vehicle operator or pedestrian to proceed in a lawful manner in preference to another vehicle operator 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.

Roadway – The portion of a highway ordinarily used for vehicular travel, not including sidewalks or shoulders.

Shared-use paths – A bikeway physically separated from motorized vehicular traffic by an open space or barrier. Shared-use paths will also be used by pedestrians, skaters, joggers, or other non-motorized users. AKA: Bike path, trail or multi-purpose path.

Sharrow – This is short for “shared lane bicycle marking”. This is a pavement marking with a bicycle symbol with two chevrons above it. These are to remind bicyclists and motorists that bicyclists are permitted to use the full lane.

Trail – Any paved or unpaved off-street facility, specifically designated as being open to bicycle travel, and may be shared with other users such as pedestrians, equestrians, skaters, etc.

Vehicle – Any device which is capable of moving itself, or of being moved, from place to place upon wheels or endless tracks. “Vehicle” includes any bicycle.



RESOURCE DIRECTORY

ABC Quick Check:

<http://www.nhtsa.gov/DOT/NHTSA/NTI/SRTS/7505-06-ABCQuickCheck.pdf>

Bicycle Colorado:

<https://bicyclecolorado.org>

CDOT Bicycle and Pedestrian Program:

<https://www.codot.gov/programs/bikeped>

Colorado Bike Laws:

<http://www.colobikelaw.com>

Colorado Safe Routes to School:

<https://www.codot.gov/programs/bikeped/saferoutes>

Colorado Scenic and Historic Byways:

<https://www.coloradobyways.org>

Colorado Parks and Wildlife:

<http://cpw.state.co.us>

Colorado State Patrol:

<https://www.colorado.gov/csp>

IMBA Rules of the Trail:

<https://www.imba.com/about/rules-trail>

League of American Bicyclists:

<http://bikeleague.org>

Low Power Scooter Requirements – Department of Revenue:

<https://www.colorado.gov/pacific/dmv/low-power-scooter>

Model Traffic Code for Colorado:

<https://www.codot.gov/library/traffic/traffic-manualsguidelines/fed-state-co-traffic-manuals/model-traffic-code>



National Center for Biking and Walking:

<http://bikewalk.org>

National Center for Safe Routes to School:

<http://saferoutesinfo.org> 1-866-610-SRTS

NHTSA Traffic Safety Facts 2013:

<http://www-nrd.nhtsa.dot.gov/Pubs/812139.pdf>

Pedestrian and Bicycling Info Center:

<http://www.pedbikeinfo.org>

People for Bikes:

<http://peopleforbikes.org>

Safe Kids Worldwide:

<http://www.safekids.org/bike>

SOURCES:

¹*“Rules of the Trail.” International Mountain Bicycling Association, 2015.*

²*“Basic Bike Check (Just Remember: ABC Quick Check).” The League of American Bicyclists Language Dept., 2015*

SPECIAL THANKS TO THE FOLLOWING FOR SHARING ILLUSTRATIONS AND PHOTOS:

Absolute Bikes Salida – Page 9

Cathy Edwards – Pages 2, 39, 50

City of Fort Collins | www.fcgov.com – Page 24

Colorado Department of Transportation | www.codot.gov – Pages 17, 19, 20, 21, 26, 42

Jacobs Engineering Group Inc. – Page 6

Pedal the Plains Bicycle Tour – Page 38

Rex Robichaux, West Elk Bicycle Club – Page 38

www.pedbikeimages.org – Pages 8, 18, 23, 40

www.visitgrandjunction.com – Pages 5, 52

www.visitglenwood.com – Page 34



FLIP FOR SPANISH

