



Senate

General Assembly

File No. 334

January Session, 2015

Substitute Senate Bill No. 502

Senate, March 31, 2015

The Committee on Transportation reported through SEN. MAYNARD of the 18th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING BICYCLE SAFETY.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 14-234 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective July 1, 2015*):

3 (a) The Office of the State Traffic Administration may determine
4 those portions of any state highway where overtaking and passing or
5 driving to the left of the highway would be especially hazardous and
6 may by appropriate signs or markings on the highway indicate the
7 beginning and end of such zones. A local traffic authority, as defined
8 in section 14-297, may, in accordance with standards approved by the
9 Office of the State Traffic Administration, determine and designate
10 such no-passing zones on highways under its jurisdiction. When such
11 signs or markings are in place and clearly visible to an ordinarily
12 observant person, each driver of a vehicle shall obey the directions
13 thereof. [Violation] Except as provided in subsection (b) of this section,
14 a violation of the provisions of this section shall be an infraction.

15 (b) The driver of a vehicle may drive to the left of the centerline on a
16 highway in a marked no-passing zone when such driver is overtaking
17 and passing on the right side a pedestrian, bicycle, moped or scooter,
18 provided such overtaking and passing may be conducted safely, with
19 adequate sight distance and without interfering with oncoming traffic
20 or endangering other vehicles and pedestrians on the highway.

21 Sec. 2. Section 14-251 of the general statutes is repealed and the
22 following is substituted in lieu thereof (*Effective July 1, 2015*):

23 No vehicle shall be permitted to remain stationary within ten feet of
24 any fire hydrant, or upon the traveled portion of any highway except
25 upon the right-hand side of such highway in the direction in which
26 such vehicle is headed; and, if such highway is curbed, such vehicle
27 shall be so placed that its right-hand wheels, when stationary, shall,
28 when safety will permit, be within a distance of twelve inches from the
29 curb, except, if a bikeway, as defined in section 13a-153f, or a buffer
30 area for such bikeway is in place between the parking lane and the
31 curb, such vehicle shall be so placed that its right-hand wheels, when
32 stationary, shall, when safety will permit, be not less than twelve
33 inches from the edge of such bikeway or buffer area. No vehicle shall
34 be permitted to remain parked within twenty-five feet of an
35 intersection or a marked crosswalk thereat, or within twenty-five feet
36 of a stop sign caused to be erected by the traffic authority in
37 accordance with the provisions of section 14-301. No vehicle shall be
38 permitted to remain stationary upon the traveled portion of any
39 highway at any curve or turn or at the top of any grade where a clear
40 view of such vehicle may not be had from a distance of at least one
41 hundred and fifty feet in either direction. The Commissioner of
42 Transportation may post signs upon any highway at any place where
43 the keeping of a vehicle stationary is dangerous to traffic, and the
44 keeping of any vehicle stationary contrary to the directions of such
45 signs shall be a violation of this section. No vehicle shall be permitted
46 to remain stationary upon the traveled portion of any highway within
47 fifty feet of the point where another vehicle, which had previously
48 stopped, continues to remain stationary on the opposite side of the

49 traveled portion of the same highway. No vehicle shall be permitted to
50 remain stationary within the limits of a public highway in such a
51 manner as to constitute a traffic hazard or obstruct the free movement
52 of traffic thereon, provided a vehicle which has become disabled to
53 such an extent that it is impossible or impracticable to remove it may
54 be permitted to so remain for a reasonable time for the purpose of
55 making repairs thereto or of obtaining sufficient assistance to remove
56 it. Nothing in this section shall be construed to apply to emergency
57 vehicles and to maintenance vehicles displaying flashing lights or to
58 prohibit a vehicle from stopping, or being held stationary by any
59 officer, in an emergency to avoid accident or to give a right-of-way to
60 any vehicle or pedestrian as provided in this chapter, or from stopping
61 on any highway within the limits of an incorporated city, town or
62 borough where the parking of vehicles is regulated by local
63 ordinances. Violation of any provision of this section shall be an
64 infraction.

65 Sec. 3. Section 14-286b of the general statutes is repealed and the
66 following is substituted in lieu thereof (*Effective July 1, 2015*):

67 (a) [Every person operating a bicycle upon a roadway shall ride as
68 near to the right side of the roadway as practicable, except when (1)
69 making a left turn pursuant to subsection (b) of section 14-241, (2)
70 overtaking and passing another vehicle proceeding in the same
71 direction, (3) overtaking and passing pedestrians, parked vehicles,
72 animals or obstructions on the right side of the highway, and (4) when
73 the right side of the highway is closed to traffic while under
74 construction or repair.] Any person operating a bicycle upon a
75 roadway at less than the normal speed of traffic shall ride as close to
76 the right side of the roadway as is safe, as judged by the bicyclist,
77 except when:

78 (1) Overtaking or passing another vehicle proceeding in the same
79 direction;

80 (2) Preparing for a left turn at an intersection or into a private road
81 or driveway;

82 (3) Reasonably necessary to avoid conditions, including, but not
83 limited to, fixed or moving objects, parked or moving vehicles,
84 bicycles, pedestrians, animals, surface hazards or lanes that are too
85 narrow for a bicycle and a motor vehicle to travel safely side by side
86 within such lanes;

87 (4) Approaching an intersection where right turns are permitted and
88 there is a dedicated right turn lane, in which case a bicyclist may ride
89 on the left-hand side of such dedicated lane, even if the bicyclist does
90 not intend to turn right;

91 (5) Riding on a roadway designated for one-way traffic, when the
92 bicyclist may ride as near to the left-hand curb or edge of such
93 roadway as judged safe by the bicyclist; or

94 (6) Riding on parts of roadways set aside for the exclusive use of
95 bicycles, including, but not limited to, contra-flow bicycle lanes, left-
96 handed cycle tracks or bicycle lanes on one-way streets and two-way
97 cycle tracks or bicycle lanes.

98 (b) Persons riding bicycles upon a roadway shall not ride more than
99 two abreast except on paths or parts of roadways set aside for the
100 exclusive use of bicycles. Persons riding two abreast, as provided in
101 this subsection, shall not impede the normal and reasonable movement
102 of traffic, and, on a laned roadway, shall ride within a single lane.

103 (c) No person riding upon any bicycle, motor-driven cycle, roller
104 skates, skis, sled, skateboard, coaster, toy vehicle or any other vehicle
105 not designed or intended to be towed shall attach the same or such
106 person to any vehicle moving or about to move on a public roadway
107 nor shall the operator of such vehicle knowingly permit any person
108 riding a bicycle, motor-driven cycle, roller skates, skis, skateboard,
109 coaster, sled, toy vehicle or any other vehicle not designed or intended
110 to be towed to attach the same or such person to such vehicle so
111 operated or about to be operated, provided any person operating a
112 bicycle solely by foot or hand power may attach a bicycle trailer or
113 semitrailer thereto, provided such trailer or semitrailer is designed for

114 such attachment.

115 (d) No person operating a bicycle, as defined by section 14-286,
116 upon a roadway, path or part of roadway set aside for exclusive use of
117 bicycles shall carry on such bicycle a passenger unless such bicycle is
118 equipped or designed to carry passengers, provided any person who
119 has attained the age of eighteen years may carry any child while such
120 person is operating a bicycle propelled solely by foot or hand power,
121 provided such child is securely attached to his person by means of a
122 back pack, sling or other similar device. The term "child", as used in
123 this subsection, means any person who has not attained the age of four
124 years.

125 (e) No person operating a bicycle, as defined by section 14-286, shall
126 carry any package, bundle or other article which prevents such person
127 from using both hands in the operation of such bicycle. Each person
128 operating such bicycle shall keep at least one hand on the handlebars
129 thereof when such bicycle is in motion.

130 (f) Violation of any provision of this section shall be an infraction.

131 Sec. 4. (NEW) (*Effective July 1, 2015*) The Commissioner of
132 Transportation, when updating design standards for roads in the state,
133 shall include, as appropriate, the standards contained within the
134 National Association of City Transportation Officials Urban Bikeway
135 Design Guide and the National Association of City Transportation
136 Officials Urban Street Design Guide.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2015</i>	14-234
Sec. 2	<i>July 1, 2015</i>	14-251
Sec. 3	<i>July 1, 2015</i>	14-286b
Sec. 4	<i>July 1, 2015</i>	New section

TRA *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 16 \$	FY 17 \$
Resources of the General Fund	GF - Potential Revenue Impact	See Below	See Below

Note: GF=General Fund

Municipal Impact: None

Explanation

The bill results in a potential revenue impact through statutory safety and fine changes to laws regarding bicycle operation.

The bill results in a potential revenue loss by allowing motorists to cross the centerline in a no-pass zone in specified situations. In FY 14, 1,373 violations occurred with 936 resulting in fine revenue of approximately \$90,000. These violations occurred for situations both including and not including a bicyclist or pedestrian. The bill only eliminates the violation when it involves a bicyclist or pedestrian.

The bill also results in a potential revenue loss by expanding circumstances when a bicyclist is not required to ride as close to the right side of the road as practical. In FY 14, 79 violations occurred with 32 resulting in fine revenue of approximately \$1,700.

Finally the bill results in a potential revenue gain by requiring motorists parking on a curbed highway to park the vehicle so that the right wheels are 12 inches (or less) from the end of the buffer, as opposed to 12 inches (or less) from the curb, as under current law. In FY 14, 3,932 violations occurred with 2,939 resulting in fine revenue of approximately \$244,000.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

Sources: Judicial Department Offenses and Revenue Database

OLR Bill Analysis**sSB 502*****AN ACT CONCERNING BICYCLE SAFETY.*****SUMMARY:**

This bill makes several changes in laws pertaining to bicycle operation and bikeways. It expands the circumstances when a bicyclist is not required to ride as close to the right side of the road as practical.

The bill allows motorists to cross the centerline of a highway in a marked no-passing zone in order to overtake and pass a pedestrian, bicyclist, moped, or scooter located on the right side of the road. They may cross the centerline only if they can do so safely, with adequate sight distance, and without interfering with oncoming traffic or endangering other vehicles and pedestrians.

Under current law, motorists parking on curbed highways must park their vehicles so that their right-hand wheels are 12 inches or less from the curb. On highways with a bikeway or a buffer area for a bikeway between the parking lane and the curb, the bill requires a motorist to park so that the vehicle's right-hand wheels are 12 inches or less from the edge of the bikeway or buffer area.

Finally, the bill requires the Department of Transportation, when updating design standards for roads in the state, to include, where appropriate, standards from the National Association of City Transportation Officials Urban Bikeway and Urban Street design guides.

EFFECTIVE DATE: July 1, 2015

OPERATING BICYCLES ON ROADWAYS

Currently, bicyclists must ride as close to the right side of the road

as practical, except when making a left turn; avoiding areas closed to traffic; or overtaking or passing moving or parked vehicles, pedestrians, animals, or obstructions on the right side of the highway.

The bill instead requires a bicyclist traveling slower than traffic to ride as close to the right side as he or she determines to be safe, except when:

1. overtaking or passing a vehicle traveling in the same direction;
2. preparing for a left turn;
3. reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or lanes too narrow for a bicycle and a vehicle to travel safely side by side;
4. approaching an intersection with a dedicated right turn lane, in which case a bicyclist may ride on the left side of the dedicated lane, even if the bicyclist does not intend to turn right;
5. riding on a one-way road, in which case a bicyclist may ride as close to the left side of the road as he or she determines to be safe; or
6. riding on parts of roadways dedicated exclusively for use by bicycles.

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 31 Nay 0 (03/18/2015)