



## **Summary of Oklahoma's Bicycling Rules of the Road**

A bicycle is a "vehicle". 47 Okla. Stat. § 1-186

A bicycle is not a "motor vehicle." 47 Okla. Stat. § 1-134

A bicyclist is granted all the rights and subject to all the duties applicable to the driver of a vehicle [with certain exceptions]. 47 Okla. Stat. § 11-1202.

Bicyclists may lawfully ride two abreast. 47 Okla. Stat. § 11-1205

A bicyclist is "traffic". 47 Okla. Stat. § 1-177

Two statutes address the issue of impeding traffic.

47 Okla. Stat. § 11-804 applies to "motor vehicles" and says, "No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic . . . ."

47 Okla. Stat. § 11-1205 applies to bicycles and says, "Every person operating a bicycle or motorized scooter upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as is safe to the right-hand curb or edge of the roadway [with certain exceptions]." . . . It also says, "Persons riding two abreast shall not impede the normal and reasonable flow of traffic and, on a laned roadway, shall ride within a single lane."

What constitutes "normal and reasonable flow of traffic" has not been defined in Oklahoma. It has been addressed in Ohio.

In the Ohio case of City of Trotwood v. Selz, 2000 OH 48162 (2000), a cyclist traveling 15 mph was cited for impeding traffic. Ohio's ordinance was virtually identical to Oklahoma's statute in that it prohibited a vehicle from traveling at such a slow speed as to "impede or block the normal and reasonable movement of traffic".

The cyclist lost in municipal court and appealed to the Ohio Supreme Court. The Ohio court likened bicyclists to operators of farm machinery and cited a Georgia case where the operator of a combine was cited for impeding traffic. The Georgia court said you have to look at what is a reasonable speed for that particular vehicle. In finding for the cyclist, the Ohio Supreme Court said,

"[H]olding the operator to have violated the slow speed statute would be tantamount to excluding operators of these vehicles from the public roadways, something that each legislative authority, respectively, has not clearly expressed an intention to do."