

Second Regular Session  
Seventy-first General Assembly  
STATE OF COLORADO

**PREAMENDED**

*This Unofficial Version Includes Committee  
Amendments Not Yet Adopted on Second Reading*

LLS NO. 18-0835.01 Kip Kolkmeier x4510

**SENATE BILL 18-144**

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**SENATE SPONSORSHIP**

**Kerr,**

**HOUSE SPONSORSHIP**

**Willett and Hansen,**

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**Senate Committees**

State, Veterans, & Military Affairs

**House Committees**

Transportation & Energy

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**A BILL FOR AN ACT**

101 **CONCERNING THE REGULATION OF BICYCLES APPROACHING**  
102 **INTERSECTIONS.**

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**Bill Summary**

*(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at <http://leg.colorado.gov>.)*

The bill permits a municipality or county to adopt a local ordinance or resolution regulating the operation of bicycles approaching intersections with stop signs or illuminated red traffic control signals. Under a local regulation, a bicyclist approaching a stop sign must slow to a reasonable speed and, when safe to do so, may proceed through the intersection without stopping. A bicyclist approaching an illuminated red

Shading denotes HOUSE amendment. Double underlining denotes SENATE amendment.  
Capital letters or bold & italic numbers indicate new material to be added to existing statute.  
Dashes through the words indicate deletions from existing statute.

SENATE  
3rd Reading Unamended  
February 21, 2018

SENATE  
Amended 2nd Reading  
February 20, 2018

traffic control signal must stop at the intersection and, when safe to do so, may proceed through the intersection. The bill sets the reasonable speed limit at 15 miles per hour. However, a municipality or county may lower the reasonable speed to 10 miles per hour or raise the limit to 20 miles per hour at any individual intersection. If the local government sets a lower or higher reasonable speed limit, the local government must post signage indicating that speed limit at the intersection. If the municipality or county adopts an ordinance or resolution pursuant to the act, it must be consistent with the act. An ordinance adopted before the effective date of the act that similarly regulates bicycles remains valid.

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1 *Be it enacted by the General Assembly of the State of Colorado:*

2           **SECTION 1.** In Colorado Revised Statutes, **add** 42-4-1412.5 as  
3 follows:

4           **42-4-1412.5. Local adoption of alternative regulation of**  
5 **bicycles approaching intersections - alternative regulation described**

6 **- validity of existing local resolution - definitions.** (1)(a) A COUNTY OR  
7 MUNICIPALITY MAY ADOPT AN ORDINANCE OR RESOLUTION IMPLEMENTING  
8 THIS SECTION.    ■   ■   ■ IF A COUNTY OR MUNICIPALITY ADOPTS AN  
9 ORDINANCE OR RESOLUTION PURSUANT TO THIS SECTION, THE ORDINANCE  
10 OR RESOLUTION MUST SPECIFY THE FOLLOWING:

11           (I) A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED BICYCLE  
12 AND APPROACHING AN INTERSECTION OF A ROADWAY WITH A STOP SIGN  
13 SHALL SLOW DOWN AND, IF REQUIRED FOR SAFETY, STOP BEFORE  
14 ENTERING THE INTERSECTION. IF A STOP IS NOT REQUIRED FOR SAFETY,  
15 THE PERSON SHALL SLOW TO A REASONABLE SPEED AND YIELD THE  
16 RIGHT-OF-WAY TO ANY TRAFFIC OR PEDESTRIAN IN OR APPROACHING THE  
17 INTERSECTION. AFTER THE PERSON HAS SLOWED TO A REASONABLE SPEED  
18 AND YIELDED THE RIGHT-OF-WAY IF REQUIRED, THE PERSON MAY  
19 CAUTIOUSLY MAKE A TURN OR PROCEED THROUGH THE INTERSECTION  
20 WITHOUT STOPPING.

1           (II) FOR PURPOSES OF THIS SUBSECTION (1)(a), A REASONABLE  
2 SPEED IS FIFTEEN MILES PER HOUR OR LESS. A MUNICIPALITY, BY  
3 ORDINANCE, OR A COUNTY, BY RESOLUTION, MAY REDUCE THE MAXIMUM  
4 REASONABLE SPEED AT ANY INDIVIDUAL INTERSECTION TO TEN MILES PER  
5 HOUR OR RAISE THE MAXIMUM REASONABLE SPEED TO TWENTY MILES PER  
6 HOUR IF THE MUNICIPALITY OR COUNTY ALSO POSTS SIGNS AT THE  
7 INTERSECTION STATING THAT LOWER OR HIGHER SPEED LIMITATION.

8           (III) A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED  
9 BICYCLE AND APPROACHING AN INTERSECTION OF A ROADWAY WITH AN  
10 ILLUMINATED RED TRAFFIC CONTROL SIGNAL SHALL STOP BEFORE  
11 ENTERING THE INTERSECTION AND SHALL YIELD TO ALL OTHER TRAFFIC  
12 AND PEDESTRIANS. ONCE THE PERSON HAS YIELDED, THE PERSON MAY  
13 CAUTIOUSLY PROCEED IN THE SAME DIRECTION THROUGH THE  
14 INTERSECTION OR MAKE A RIGHT-HAND TURN. WHEN A RED TRAFFIC  
15 CONTROL SIGNAL IS ILLUMINATED, A PERSON SHALL NOT PROCEED  
16 THROUGH THE INTERSECTION OR TURN RIGHT IF AN ONCOMING VEHICLE IS  
17 TURNING OR PREPARING TO TURN LEFT IN FRONT OF THE PERSON.

18           (IV) A PERSON RIDING A BICYCLE OR ELECTRICAL ASSISTED  
19 BICYCLE APPROACHING AN INTERSECTION OF A ROADWAY WITH AN  
20 ILLUMINATED RED TRAFFIC CONTROL SIGNAL MAY MAKE A LEFT-HAND  
21 TURN ONLY IF TURNING ONTO A ONE-WAY STREET AND ONLY AFTER  
22 STOPPING AND YIELDING TO OTHER TRAFFIC AND PEDESTRIANS. HOWEVER,  
23 A PERSON SHALL NOT TURN LEFT IF A VEHICLE IS TRAVELING IN THE SAME  
24 DIRECTION AS THE PERSON AND THE VEHICLE IS TURNING OR PREPARING TO  
25 TURN LEFT. IF THE PERSON IS NOT TURNING LEFT ONTO A ONE-WAY  
26 STREET, THE PERSON SHALL NOT MAKE A LEFT-HAND TURN AT AN  
27 INTERSECTION WHILE A RED TRAFFIC CONTROL SIGNAL IS ILLUMINATED.

1           (2) IF A COUNTY OR MUNICIPALITY ADOPTED A VALID ORDINANCE  
2 OR RESOLUTION THAT REGULATES BICYCLES OR ELECTRICAL ASSISTED  
3 BICYCLES SUBSTANTIALLY AS DESCRIBED IN SUBSECTION (1) OF THIS  
4 SECTION PRIOR TO THE EFFECTIVE DATE OF THIS SECTION, THAT  
5 ORDINANCE OR RESOLUTION REMAINS VALID.

6           (3) AS USED IN THIS SECTION:

7           (a) "ELECTRICAL ASSISTED BICYCLE" MEANS THE TERM AS IT IS  
8 DEFINED IN SECTION 42-1-102 (28.5).

9           (b) "MUNICIPALITY" MEANS A HOME RULE OR STATUTORY CITY,  
10 TOWN, OR CITY AND COUNTY.

11           **SECTION 2.** In Colorado Revised Statutes, 42-4-1412, **amend**  
12 (1) as follows:

13           **42-4-1412. Operation of bicycles and other human-powered**  
14 **vehicles.** (1) ~~Every~~ A person riding a bicycle or electrical assisted bicycle  
15 ~~shall have~~ HAS all of the rights and duties applicable to the driver of any  
16 other vehicle under this ~~article~~ ARTICLE 4, except as to special regulations  
17 in this ~~article~~ ARTICLE 4, EXCEPT AS PROVIDED IN SECTION 42-4-1412.5,  
18 and except as to those provisions which by their nature can have no  
19 application. Said riders shall comply with the rules set forth in this section  
20 and section 42-4-221, and, when using streets and highways within  
21 incorporated cities and towns, ~~shall be~~ ARE subject to local ordinances  
22 regulating the operation of bicycles and electrical assisted bicycles as  
23 provided in section 42-4-111. NOTWITHSTANDING ANY CONTRARY  
24 PROVISION IN THIS ARTICLE 4, WHEN A COUNTY OR MUNICIPALITY HAS  
25 ADOPTED AN ORDINANCE OR RESOLUTION PURSUANT TO SECTION  
26 42-4-1412.5, RIDERS ARE SUBJECT TO THE LOCAL ORDINANCE OR  
27 RESOLUTION.

1           **SECTION 3. Safety clause.** The general assembly hereby finds,  
2 determines, and declares that this act is necessary for the immediate  
3 preservation of the public peace, health, and safety.