



Sidewalk Riding

<http://online.cyclingsavvy.org/courses/cyclingsavvybasic/lectures/578497>

Previous Lecture
Complete and continue

Same Roads, Same Rules (2:53)

- Traffic Law: Bicyclist Position on the Roadway (Free Preview)
- Mandatory Facility Use: Not For Our Benefit (4:09)
- When Bicyclists Are Not Drivers: Rules and Risks for Cycling on Sidewalks (3:31)

Section Two: Defensive Bicycle Driving Strategies

- The Perception of Danger: What If Bicycling Is Actually Safe? (2:24)
- Common Crash Types: How We Get Into Trouble (7:16)
- Crashes With Cars: Reducing Your Risk (6:35)
- Reducing Your Risk: Sidewalk & Sidepath Operation (Free Preview)**
- Defensive Driving on the Road: Discouraging Motorist Mistakes (9:35)
- High Risk Situations: High Risk Is Not Inevitable (11:55)
- Dusk, Darkness & Weather: Seeing and Being Seen (7:35)

Reducing Your Risk: Sidewalk & Sidepath Operation (Free Preview)

Reducing Your Risk is a series of lessons on mitigating crash risks. Regardless of who would be at fault, the bicyclist has a lot of power to prevent conflicts and crashes.

As we learned in the Pedestrian Rules section, drivers are required to yield to sidewalk traffic when entering and leaving a roadway. In practice, people are often distracted, overtasked or literally unable to see bicyclists on the sidewalk. A bicyclist who understands the risk factors and compensatory behaviors can choose to use a sidewalk, sidepath, or other parallel bike facility with relative safety.

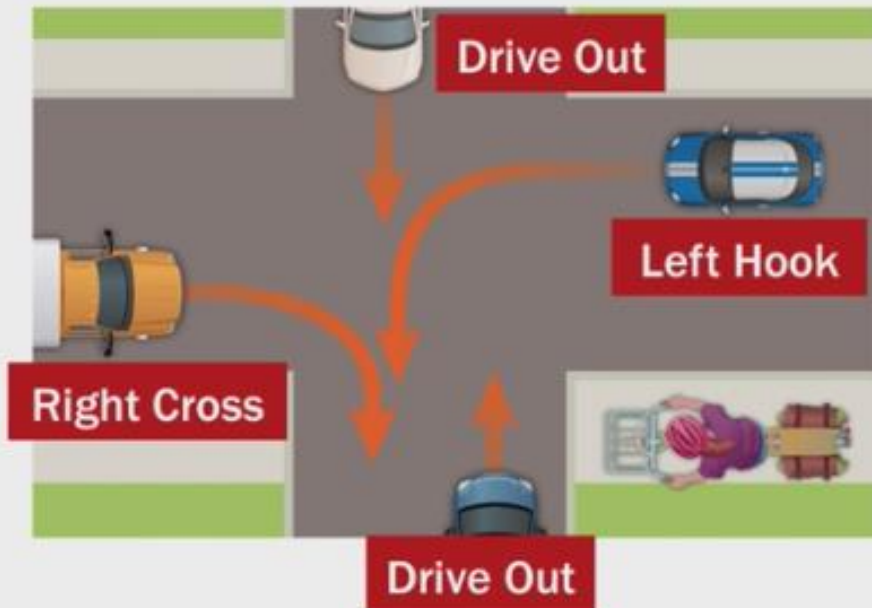
Parallel Operation Crashes

- Facing Traffic
- With Traffic

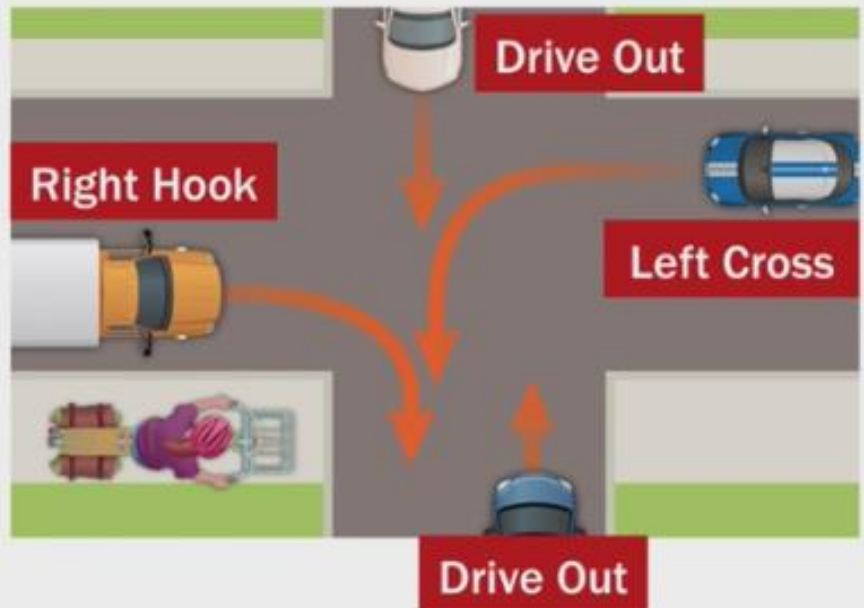
In some communities sidewalk riding accounts for more than half of bike v car crashes

Understanding Common Crashes

1 Facing Traffic



2 With Traffic



CCMC § 7.04.250: Riding on Sidewalks.

- A. No person shall ride a bicycle upon a sidewalk within any **business district** or upon the sidewalk adjacent to any public school building, church, recreation center or playground or upon a walkway specifically designated by resolution of the City Council as closed to all vehicular or bicycle traffic.
- B. Whenever any person is riding a bicycle upon a sidewalk such a person shall yield the right-of-way to any pedestrian and when overtaking and passing a pedestrian, after giving an audible signal, shall at all times pass to the left of such pedestrian.



CVC § 235:

A “business district” is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.



CVC § 240:

In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515:

(a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.

(b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.

(c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.

(d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.





















Riding is Allowed

Burbank
Commerce
Glendora
Hawaiian Gardens
La Mirada
Los Angeles - City
Pasadena
Pomona
Redondo Beach
San Dimas
San Marino
West Hollywood

Riding is Not Allowed

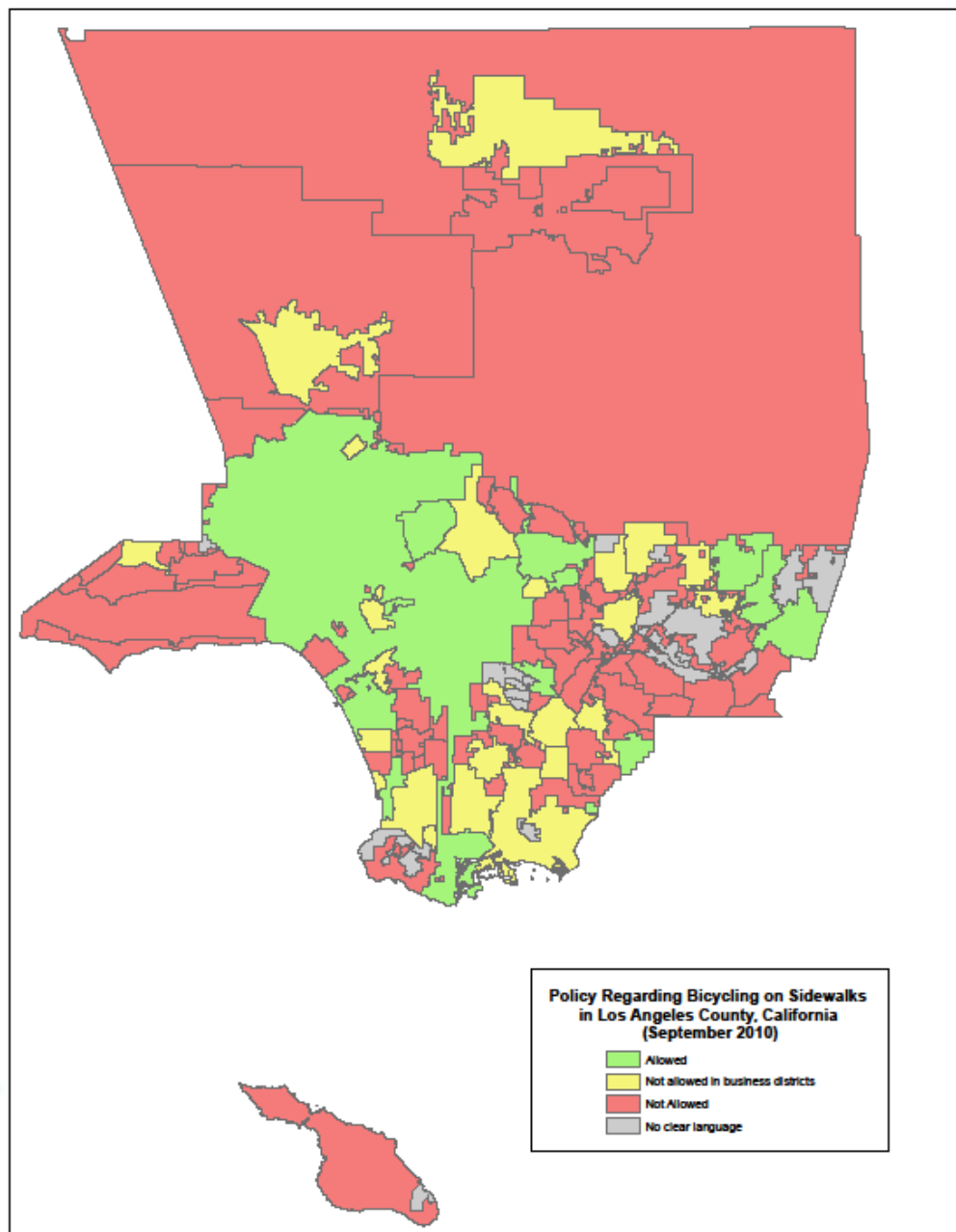
Alhambra
Artesia
Bell Gardens
Calabasas
Cerritos
Diamond Bar
Duarte
Gardena
Hawthorne
Inglewood
Irwindale
La Canada Flintridge
La Habra Height
Lakewood
Lawndale
Los Angeles - County
Lynwood
Malibu
Manhattan Beach
Montebello
Monterey Park
Norwalk
Palmdale
Paramount
Pico Rivera
Rancho Palos Verdes
Rosemead
San Gabriel
Santa Monica
Temple City
Walnut
Westlake Village
Whittier

Riding is Not Allowed in "Business Districts"

Agoura Hills
Arcadia
Azusa
Bellflower
Beverly Hills
Carson
Compton
Covina
Culver City
Downey
El Monte
El Segundo
Glendale
Hermosa Beach
Huntington Park
Lancaster
Lomita
Long Beach
Monrovia
San Fernando
Santa Clarita
Santa Fe Springs
South Gate
South Pasadena
Torrance

No Clear Language

Avalon
Baldwin Park
Bell
Bradbury
Claremont
Cudahy
Hidden Hills
Industry
La Puente
La Verne
Maywood
Palos Verdes Estates
Rolling Hills
Rolling Hills Estates
Sierra Madre
Signal Hill
South El Monte
West Covina
Vernon



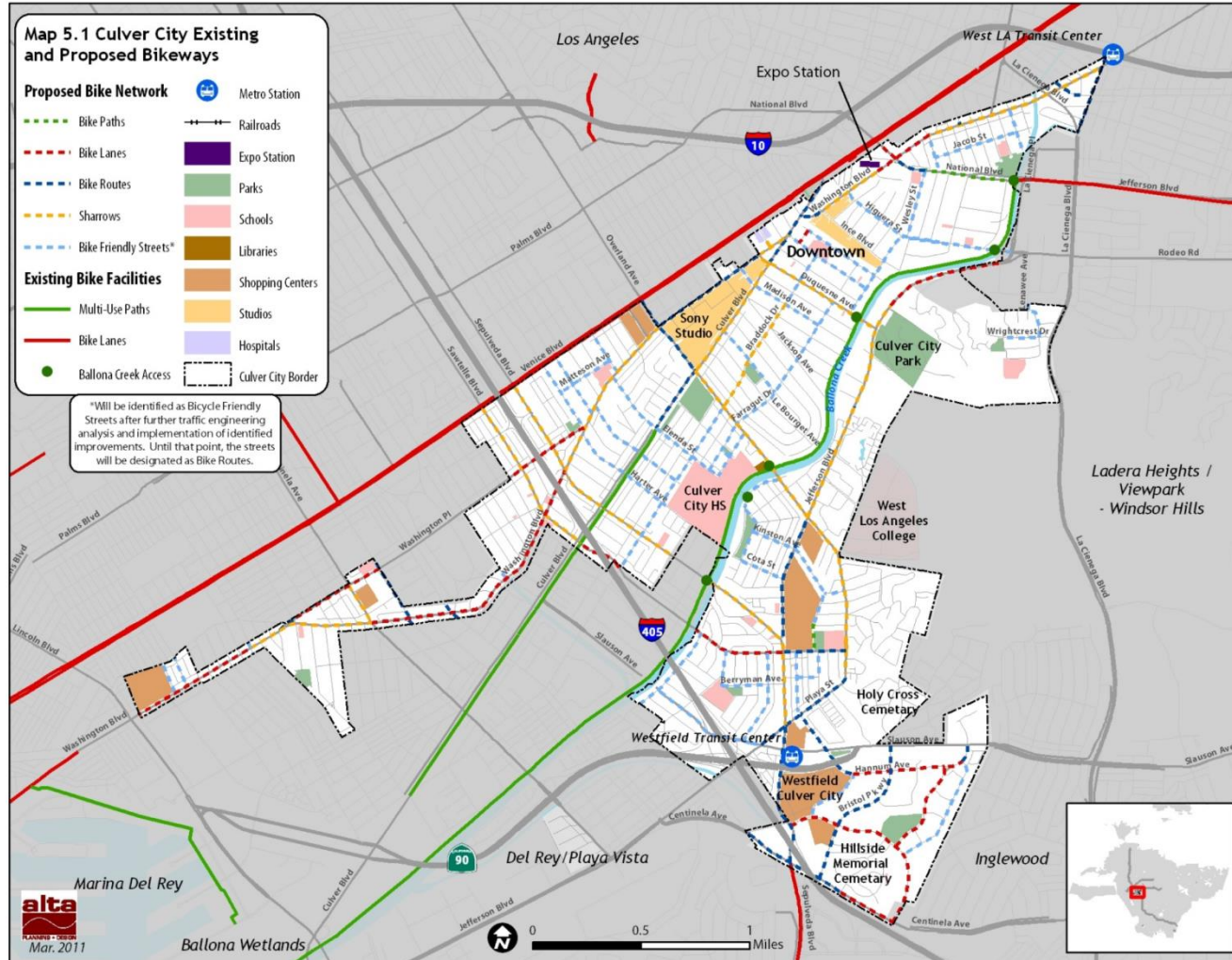
Considerations:

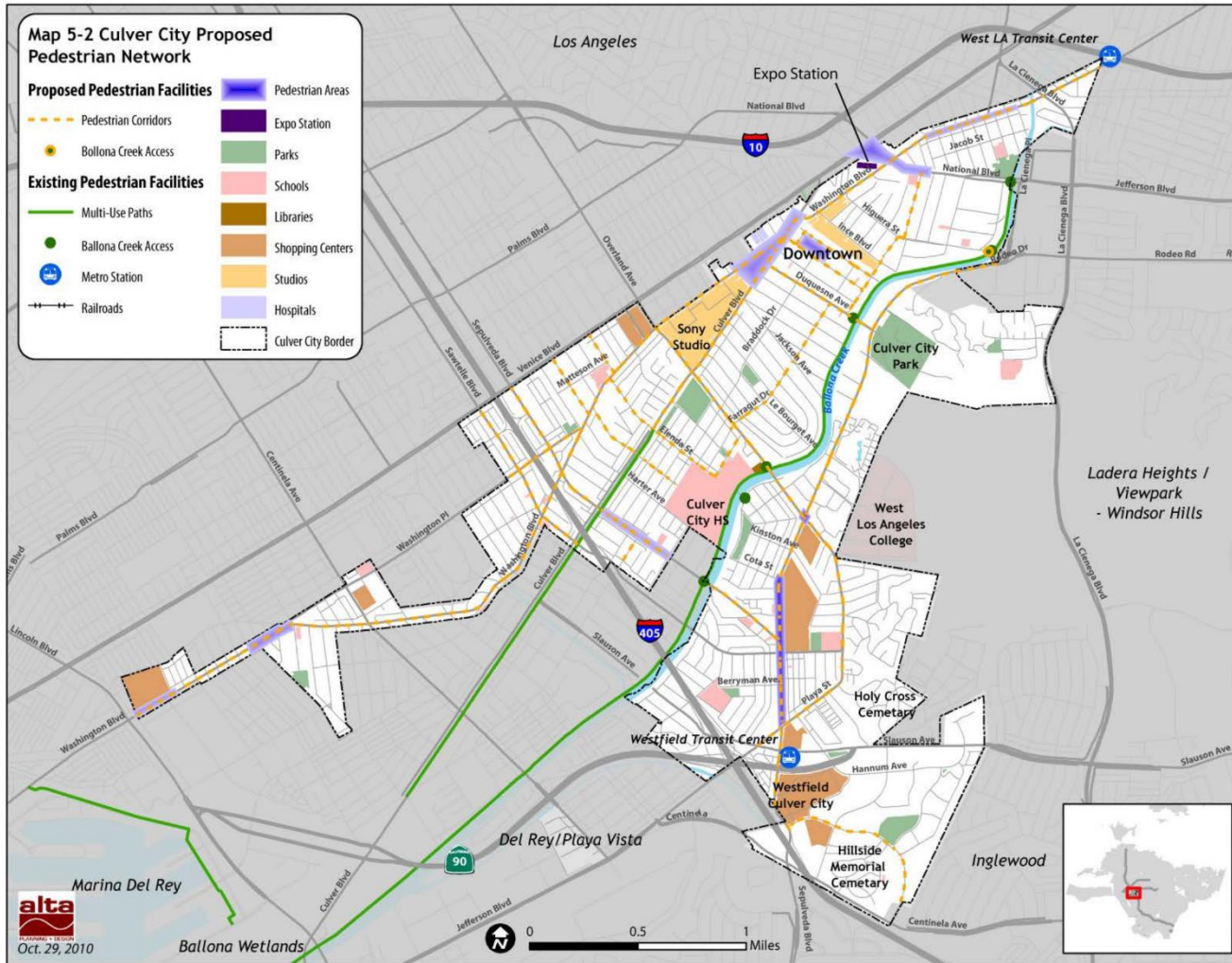
- Complexity
- Certainty
- Enforceability
- Location
- Direction of travel
- Speed
- Age of the rider
- Crosswalks
- Audible warning

Vulnerable Users:

- Children
- Parents
- People with disabilities
 - Sight
 - Hearing

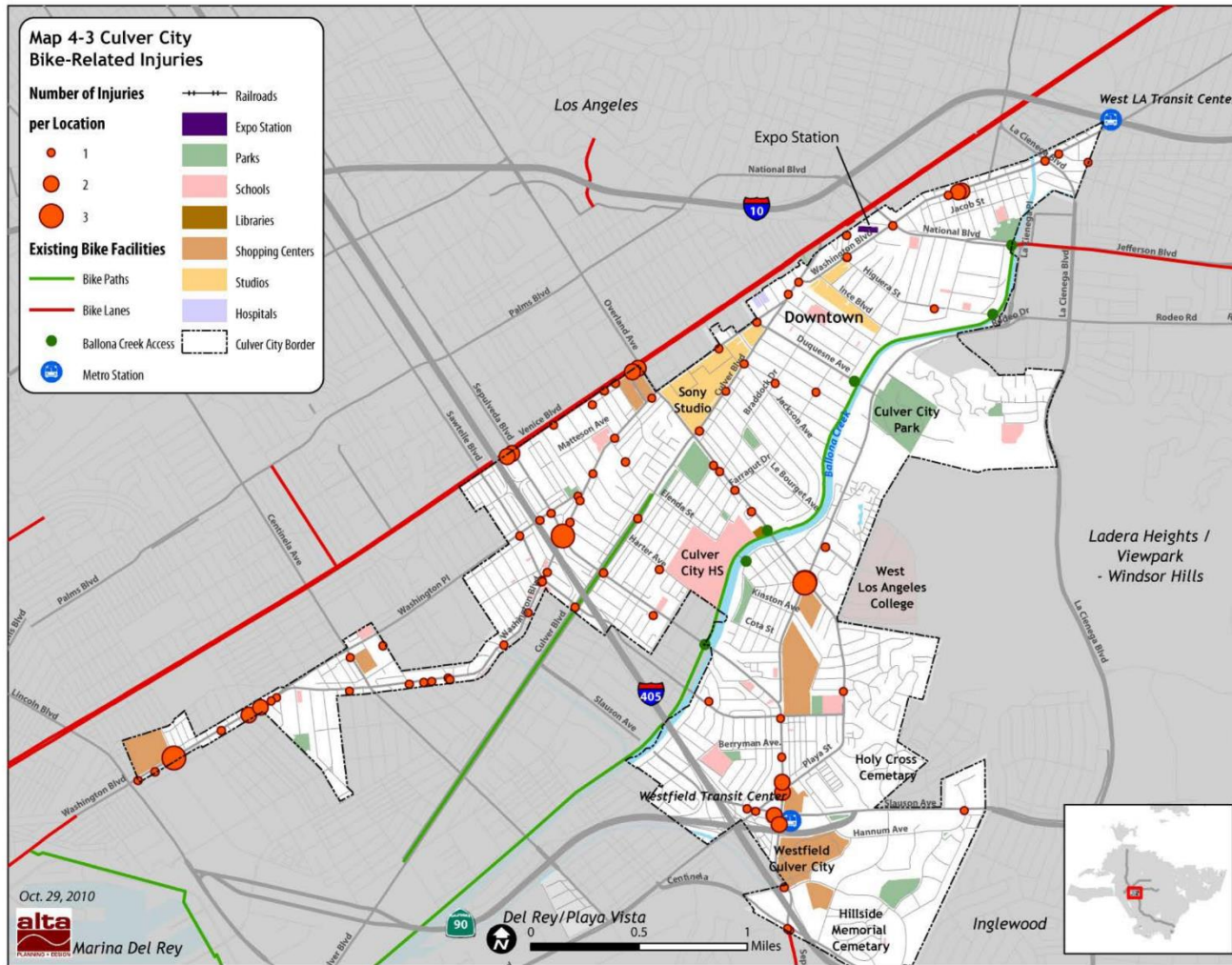
*There can be a difference
between what is legal
and what we encourage.*

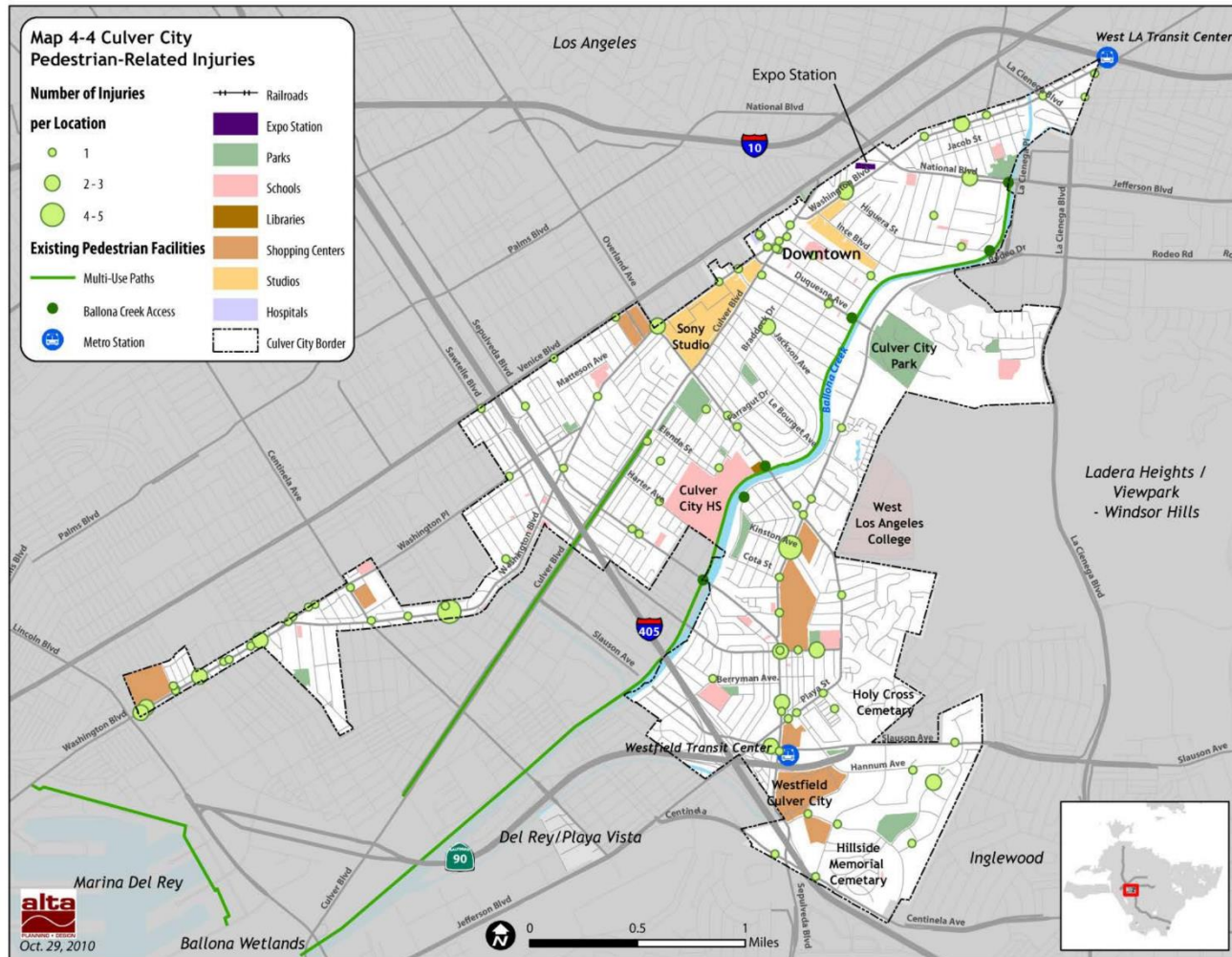




Map 5-2 Proposed Pedestrian Network







Map 4-4 Culver City Pedestrian-Related Injuries 2002-2007