



Sidewalk Riding

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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

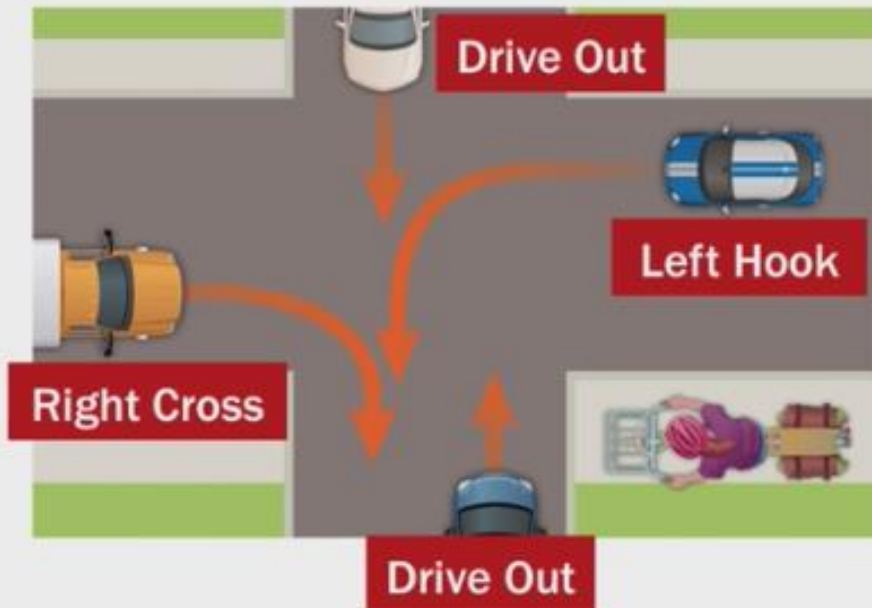
- Facing Traffic
- With Traffic

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

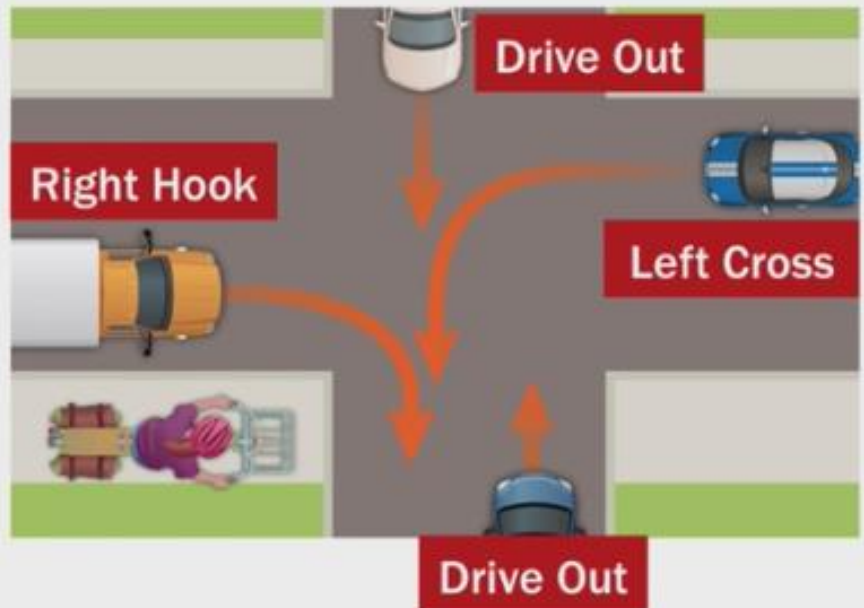


# Understanding Common Crashes

## 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**

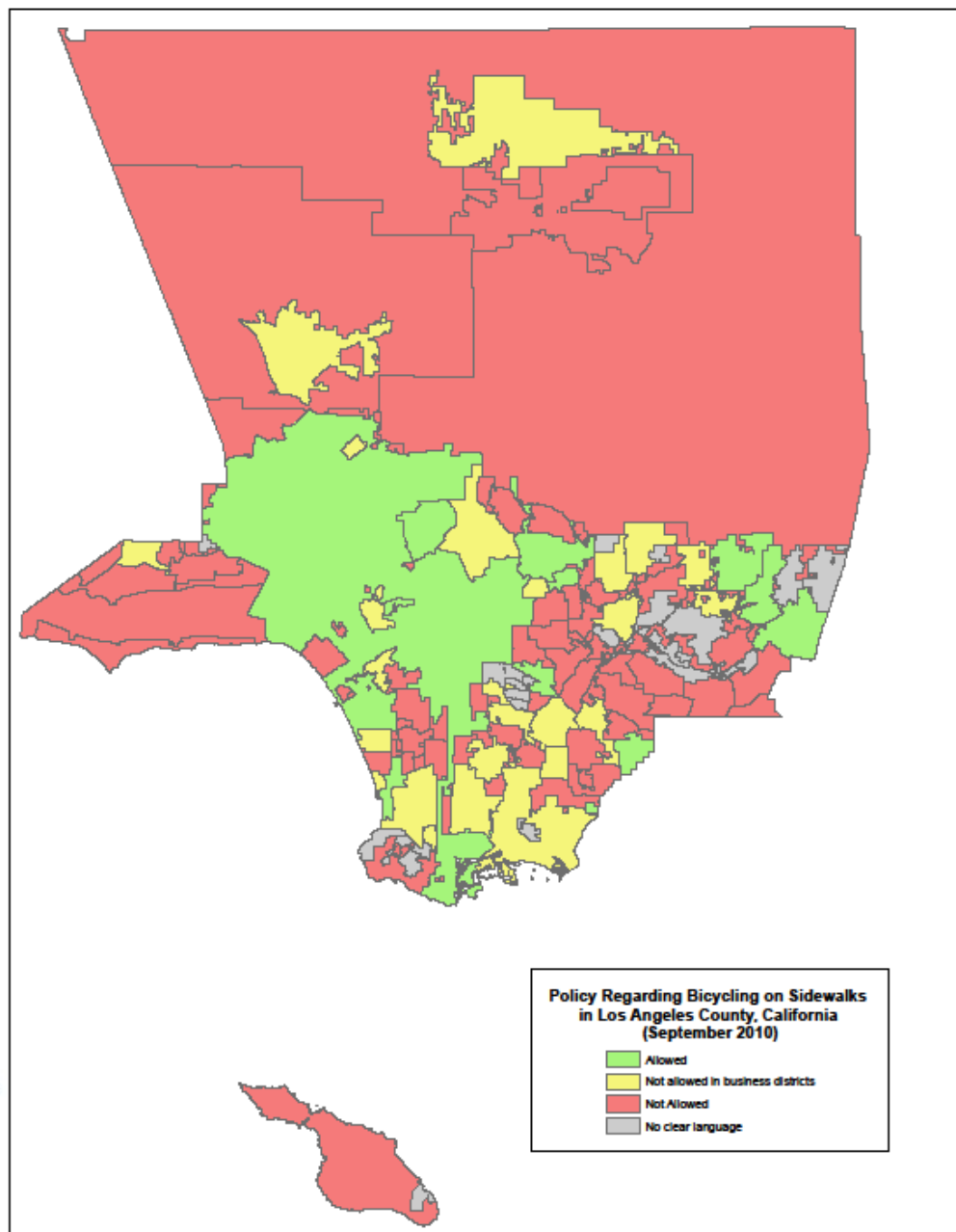
Alhambra  
Artesia  
Bell Gardens  
Calabasas  
Cerritos  
Diamond Bar  
Duarte  
Gardena  
Hawthorne  
Inglewood  
Irwindale  
La Canada Flintridge  
La Habra Height  
Lakewood  
Lawndale  
Los Angeles - County  
Lynwood  
Malibu  
Manhattan Beach  
Montebello  
Monterey Park  
Norwalk  
Palmdale  
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:

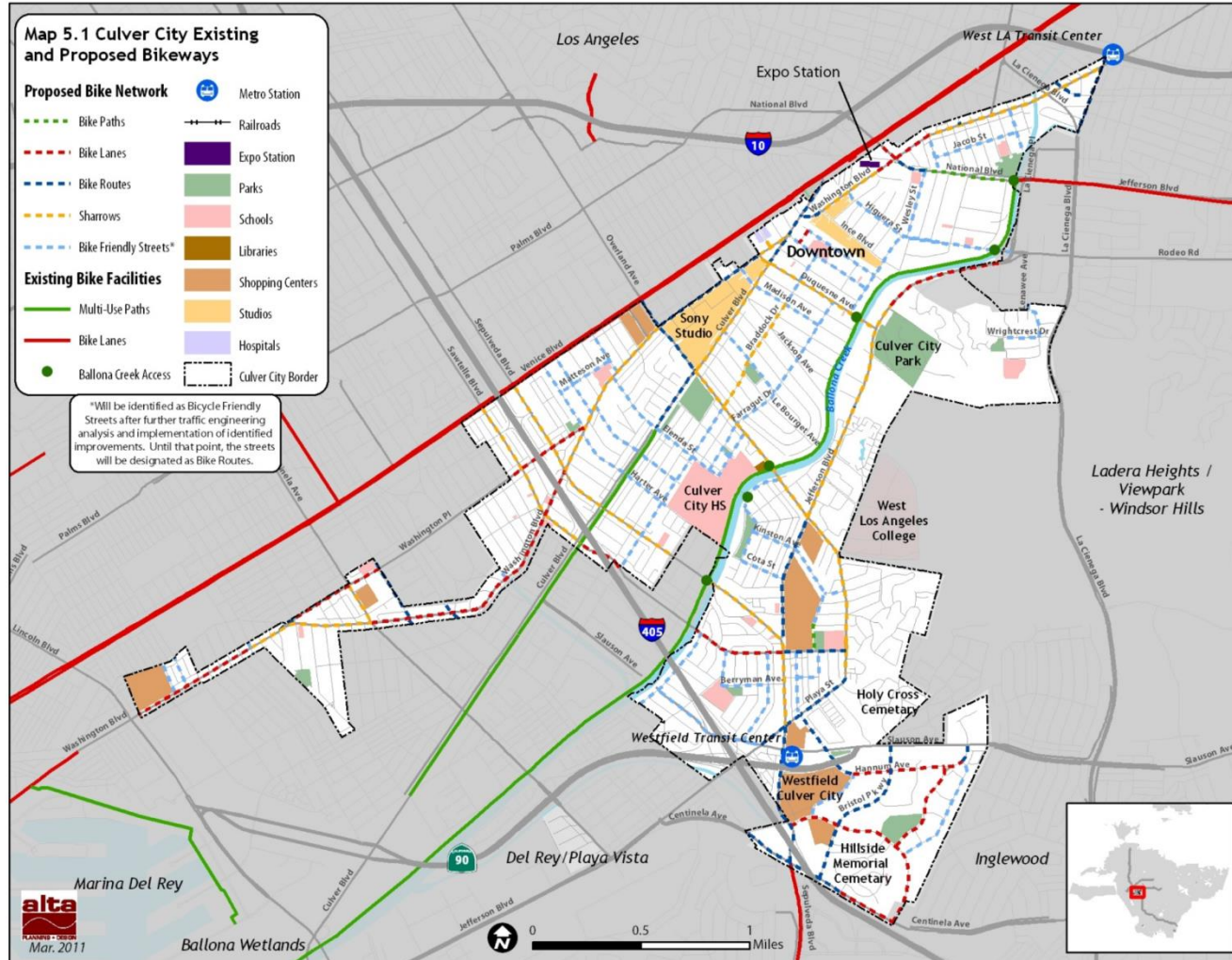
- Complexity
- Certainty
- Enforceability
- Location
- Direction of travel
- Speed
- Age of the rider
- Crosswalks
- Audible warning

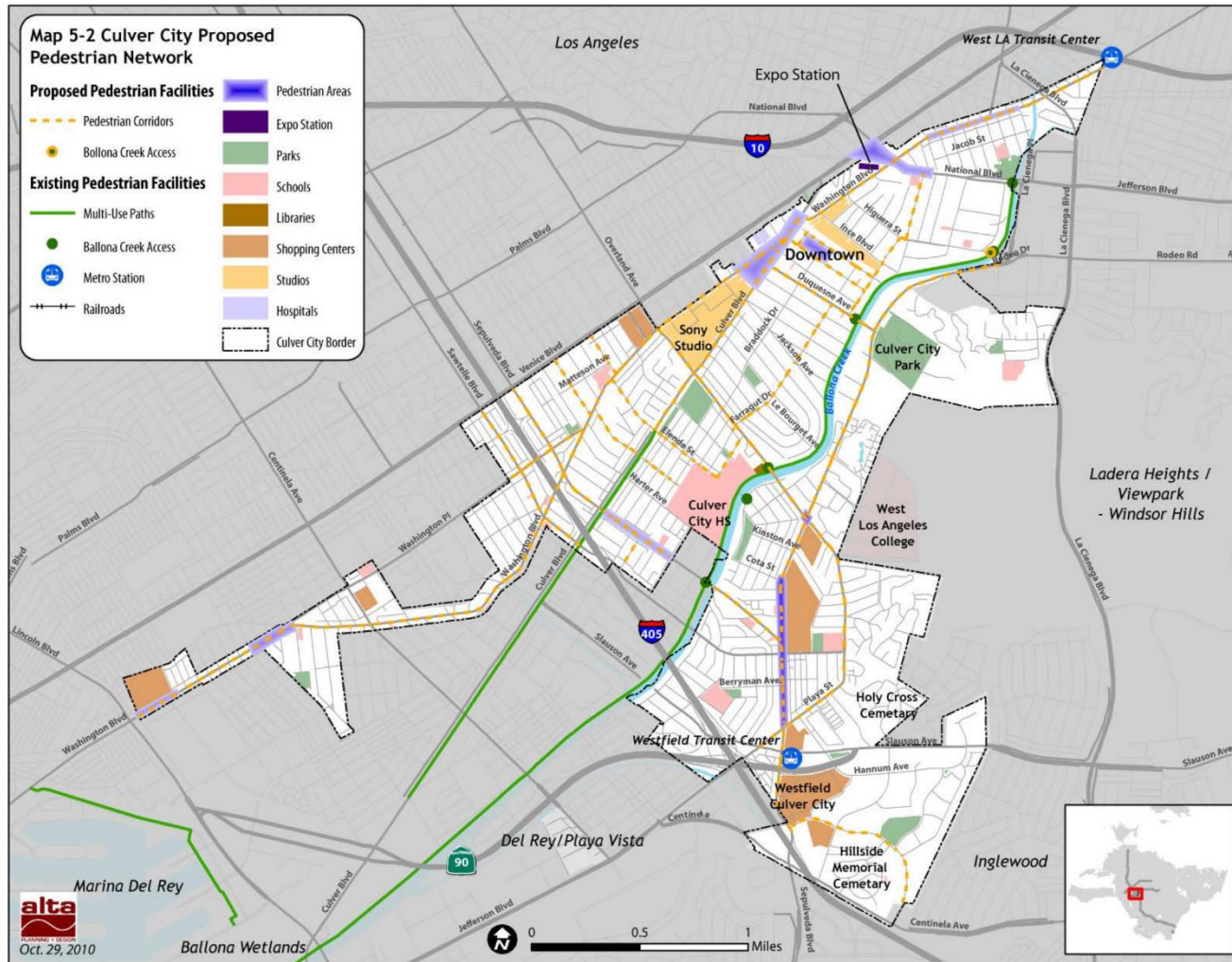
## Vulnerable Users:

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

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



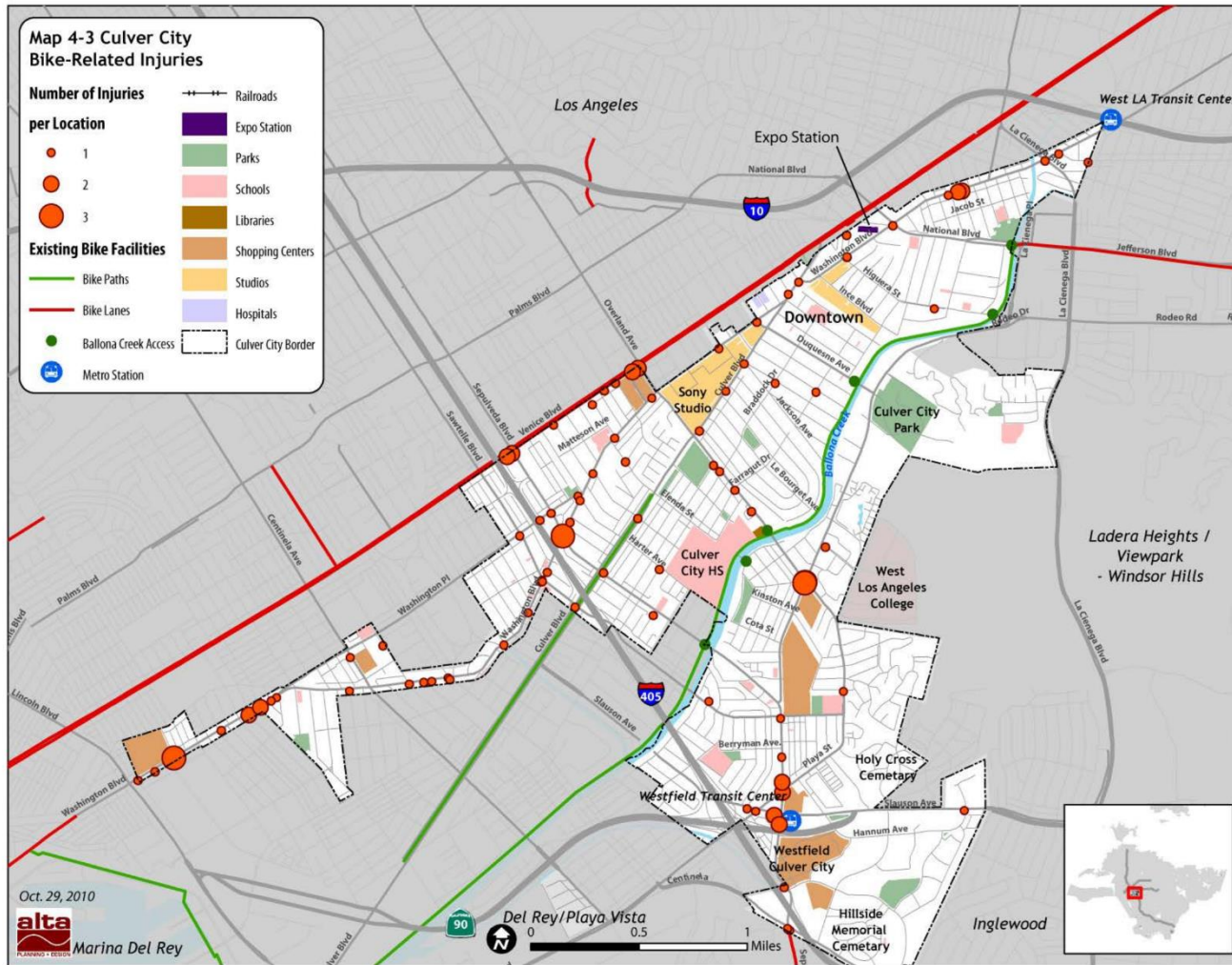




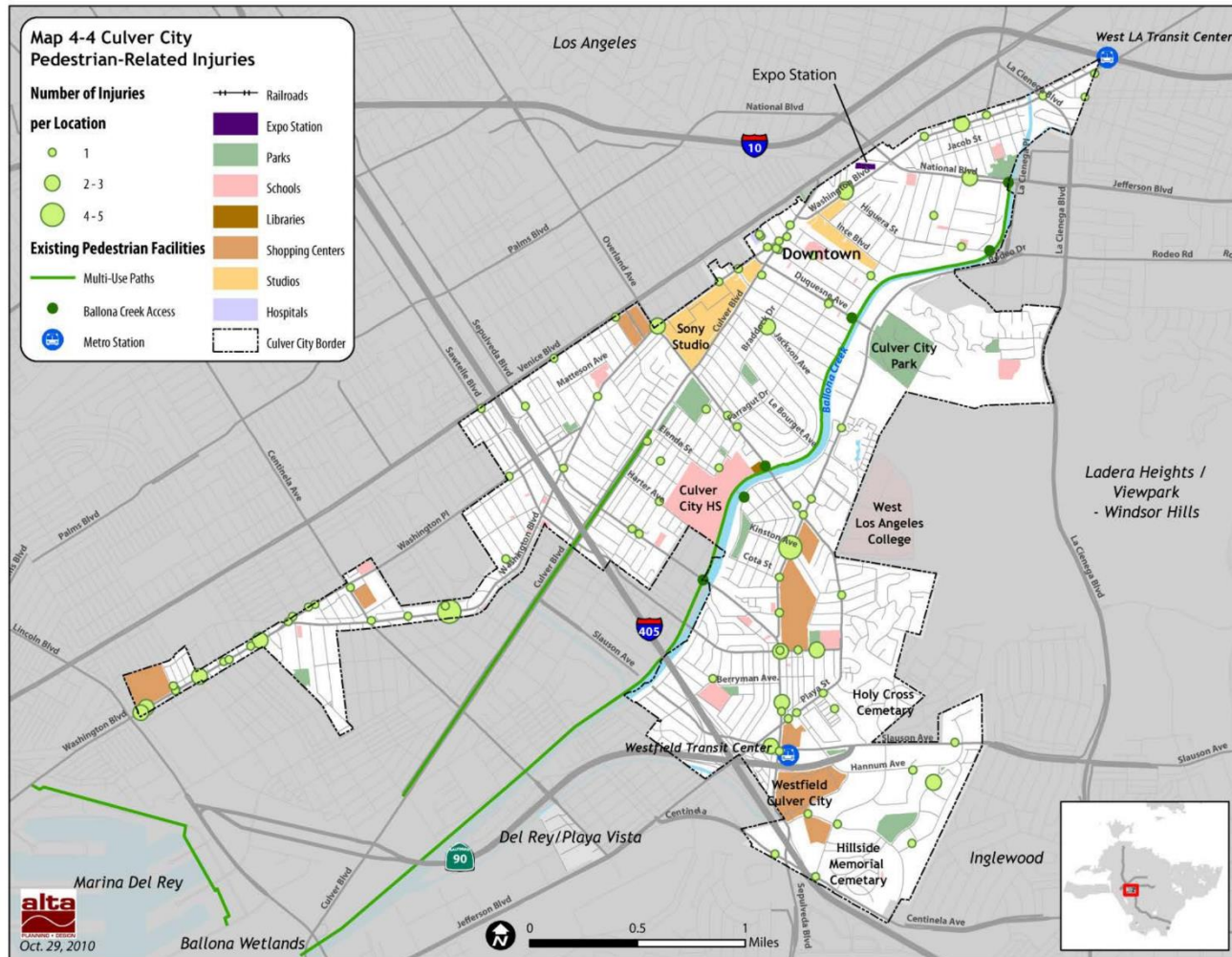
Map 5-2 Proposed Pedestrian Network











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