

A blurred, high-speed photograph of a city street in San Francisco. In the foreground, a white sign on a post reads "BIKE LANE" in large, bold letters. The street is filled with cars and a truck, all blurred due to motion. The background shows city buildings and a hazy sky. The overall color palette is dominated by blues and greys, with some yellow highlights from the text.

BIKE
LANE

san francisco 2003

WE ARE TRAFFIC
THE BICYCLIST'S POCKET LEGAL REFERENCE

INTRODUCTION

As a means of transit, the bicycle has remained popular for well over a century. The internal combustion engine has brought us a world of environmental and social problems. The bicycle has remained efficient, enjoyable, and healthful, and it also provides significant environmental benefits by reducing traffic congestion, noise, fuel consumption, and air pollution. Federal transportation policy under the Intermodal Surface Transportation Efficiency Act (ISTEA) identified bicycles as an integral part of the Nation's transportation network. Significantly higher levels of federal funding were made available for the development of bikeways to achieve various goals, including: improving air quality, reducing energy costs, reducing congestion on existing roadways, and helping to provide for lower overall transportation costs. Federal and state air quality and congestion management mandates have made non-motorized modes especially attractive.

On our local streets and highways, however, the bicycle remains a vulnerable underdog. Obeying traffic laws, including taking the proper position on the roadway, is crucial to bicyclists' safety and to traffic flow. Bicyclists routinely deal with close calls with angry motorists and harassment by police officers who misunderstand bicyclists' legal and common-sense reasons for riding where they do. Bicyclists, too, may be unaware of their right to use the roadway, ignorant of its advantages, or intimidated by belligerent motor vehicle traffic. As a result, bicyclists may be unwilling to exercise their rights under the law.

We cannot assume public servants understand our rights, much less uphold them. It is important to take personal responsibility to learn and demand enforcement of our liberties. Ourselves informed, we educate others, and bicyclists' rights become a part of popular vocabulary. **Ignorance of the law in no defense, knowledge of the law is the best defense, and an informed mass is an instrument of change.**

- Lon Cook

USE OF THIS REFERENCE

The contents of this reference represent a comprehensive catalogue of the laws that define a bicyclist's rights and responsibilities, policies of authorities with regards to and affecting bicyclists, and the guidelines public agencies must follow pertaining to the conditions of the streets we ride and the requirements of bicycle specific facilities.

The codes, regulations and statutes presented herein are unabridged and true to the original language; consequently, some chapters go on at some length, Caltrans sections in particular. It is hoped that the reader, un-subjected to the author's interpretation or paraphrasing, may become familiar with the law as it's written. Web links to the sources of cited sections are provided at the end of this reference.

Granted, this material can be pretty dry. A "cover to cover" read isn't recommended; however, the sheer amount of material necessitates having an idea of where to look when you need something specific. A familiarization with the table of contents and index will dramatically increase the accessibility of this reference. Appendices are provided as forum for material of a more editorial nature, including additional documents of interest, and discussions of some of the more common situations where the law plays a role in bicyclists' everyday rides.

In printed form, this reference has been sized with portability in mind; so, **keep it on your person, keep the law in your hip sac!**

DISCLAIMER: The codes, regulations, guidelines and/or any other documents that appear in this reference may not reflect the most current legislation adopted by the State/Municipality. Additionally, the formatting and pagination of the cited documents varies from the formatting and pagination of the official copy. The official printed copy of the cited documents should be consulted prior to any action being taken. This reference is not intended to provide conclusive legal advice or to replace legal counsel. This reference is for informational purposes only.

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CALIFORNIA VEHICLE CODE

GENERAL PROVISIONS

21. Uniformity of Code

Except as otherwise expressly provided, the provisions of this code are applicable and uniform throughout the State and in all counties and municipalities therein, and no local authority shall enact or enforce any ordinance on the matters covered by this code unless expressly authorized herein.

DIVISION 1: WORDS AND PHRASES DEFINED

231. "Bicycle" DEFINED

Defines bicycle as a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears and having one or more wheels. Specifically provides that persons riding bicycles are subject to Vehicle Code provisions specified in Sections 21200 and 21200.5

332. "Freeway" DEFINED

"Freeway" is a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.

360. "Highway" DEFINED

"Highway" is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

530. "Roadway" DEFINED

A "roadway" is that portion of a highway improved, designed, or ordinarily used for vehicular travel.

670. "Vehicle" DEFINED

A "vehicle" is a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

DIVISION 7 - FINANCIAL RESPONSIBILITY LAWS**Chapter 1. Compulsory Financial Responsibility****Article 1. Accident Reports****16000. ACCIDENT REPORT**

(a) The driver of every motor vehicle who is in any manner involved in an accident originating from the operation of a motor vehicle on any street or highway or any reportable off-highway accident defined in Section 16000.1 that has resulted in damage to the property of any one person in excess of () ***seven hundred fifty dollars (\$750)*** or in bodily injury or in the death of any person shall, within 10 days after the accident, report the accident, either personally or through an insurance agent, broker, or legal representative, on a form approved by the department to the office of the department at Sacramento, subject to the provisions of this chapter. The driver shall identify on the form, by name and current residence address, if available, any person involved in the accident complaining of bodily injury.

(b) A report is not required pursuant to subdivision (a) if the motor vehicle involved in the accident was owned or leased by, or under the direction of, the United States, this state, another state, or a local agency.

Amended Sec. 63, Ch. 1154, Stats. 1996. Effective September 30, 1996.

Amended Sec. 4, Ch. 601, Stats. 1998. Effective January 1, 1999.

Amended Sec. 1, Ch. 84, Stats. 2001. Effective July 19, 2001.

Amended Sec. 4, Ch. 766, Stats. 2002. Effective January 1, 2003.

The 2002 amendment added the italicized material, and at the point(s) indicated, deleted the following "five hundred dollars (\$500)"

16000.1. REPORTABLE OFF-HIGHWAY ACCIDENT

(a) For purposes of this division, a "reportable off-highway accident" means an accident which includes all of the following:

- (1) Occurs off the street or highway.
- (2) Involves a vehicle that is subject to registration under this code.
- (3) Results in damages to the property of any one person in excess of () ***seven hundred fifty dollars (\$750)*** or in bodily injury or in the death of any person.

(b) A "reportable off-highway accident" does not include any accident which occurs off-highway in which damage occurs only to the property of the driver or owner of the motor vehicle and no bodily injury or death of a person occurs.

Amended Sec. 5, Ch. 766, Stats. 2002. Effective January 1, 2003.

The 2002 amendment added the italicized material, and at the point(s) indicated, deleted the following "five hundred dollars (\$500) "

DIVISION 10: ACCIDENTS AND ACCIDENT REPORTS**Chapter 1. Accidents and Accident Reports****20000. APPLICATION OF DIVISION**

The provisions of this division apply upon highways and elsewhere throughout the State, unless expressly provided otherwise.

20001. DUTY TO STOP AT SCENE OF ACCIDENT

(a) The driver of any vehicle involved in an accident resulting in injury to any person, other than himself or herself, or in the death of any person shall immediately stop the vehicle at the scene of the accident and shall fulfill the requirements of Sections 20003 and 20004.

(b) (1) Except as provided in paragraph (2), any person who violates subdivision (a) shall be punished by

imprisonment in the state prison, or in a county jail for not more than one year, or by a fine of not less than one thousand dollars (\$1,000) nor more than ten thousand dollars (\$10,000), or by both that imprisonment and fine .

(2) If the accident described in subdivision (a) results in death or permanent, serious injury, any person who violates subdivision (a) shall be punished by imprisonment in the state prison for two, three, or four years, or in a county jail for not less than 90 days nor more than one year, or by a fine of not less than one thousand dollars (\$1,000) nor more than ten thousand dollars (\$10,000), or by both that imprisonment and fine. However, the court, in the interests of justice and for reasons stated in the record, may reduce or eliminate the minimum imprisonment required by this paragraph.

(3) In imposing the minimum fine required by this subdivision, the court shall take into consideration the defendant's ability to pay the fine and, in the interests of justice and for reasons stated in the record, may reduce the amount of that minimum fine to less than the amount otherwise required by this subdivision.

(c) A person who flees the scene of the crime after committing a violation of Section 191.5 of, paragraph (1) or (3) of subdivision (c) of Section 192 of, or subdivision (a) or (c) of Section 192.5 of, the Penal Code, upon conviction of any of those sections, in addition and consecutive to the punishment prescribed, shall be punished by an additional term of imprisonment of five years in the state prison. This additional term shall not be imposed unless the allegation is charged in the accusatory pleading and admitted by the defendant or found to be true by the trier of fact. The court shall not strike a finding that brings a person within the provisions of this subdivision or an allegation made pursuant to this subdivision.

(d) As used in this section, "permanent, serious injury" means the loss or permanent impairment of function of any bodily member or organ.

20002. PERMISSIBLE ACTION: DUTY WHERE PROPERTY DAMAGED

(a) The driver of any vehicle involved in an accident resulting only in damage to any property, including vehicles, shall immediately stop the vehicle at the nearest location that will not impede traffic or otherwise jeopardize the safety of other motorists. Moving the vehicle in accordance with this subdivision does not affect the question of fault. The driver shall also immediately do either of the following:

(1) Locate and notify the owner or person in charge of that property of the name and address of the driver and owner of the vehicle involved and, upon locating the driver of any other vehicle involved or the owner or person in charge of any damaged property, upon being requested, present his or her driver's license, and vehicle

registration, to the other driver, property owner, or person in charge of that property. The information presented shall include the current residence address of the driver and of the registered owner. If the registered owner of an involved vehicle is present at the scene, he or she shall also, upon request, present his or her driver's license information, if available, or other valid identification to the other involved parties.

(2) Leave in a conspicuous place on the vehicle or other property damaged a written notice giving the name and address of the driver and of the owner of the vehicle involved and a statement of the circumstances thereof and shall without unnecessary delay notify the police department of the city wherein the collision occurred or, if the collision occurred in unincorporated territory, the local headquarters of the Department of the California Highway Patrol.

(b) Any person who parks a vehicle which, prior to the vehicle again being driven, becomes a runaway vehicle and is involved in an accident resulting in damage to any property, attended or unattended, shall comply with the requirements of this section relating to notification and reporting and shall, upon conviction thereof, be liable to the penalties of this section for failure to comply with the requirements.

(c) Any person failing to comply with all the requirements of this section is guilty of a misdemeanor and, upon conviction thereof, shall be punished by imprisonment in the county jail not exceeding six months, or by a fine not exceeding one thousand dollars (\$1,000), or by both that imprisonment and fine.

20003. DUTY UPON INJURY OR DEATH

(a) The driver of any vehicle involved in an accident resulting in injury to or death of any person shall also give his or her name, current residence address, the names and current residence addresses of any occupant of the driver's vehicle injured in the accident, the registration number of the vehicle he or she is driving, and the name and current residence address of the owner to the person struck or the driver or occupants of any vehicle collided with, and shall give the information to any traffic or police officer at the scene of the accident. The driver also shall render to any person injured in the accident reasonable assistance, including transporting, or making arrangements for transporting, any injured person to a physician, surgeon, or hospital for medical or surgical treatment if it is apparent that treatment is necessary or if that transportation is requested by any injured person.

(b) Any driver or injured occupant of a driver's vehicle subject to the provisions of subdivision (a) shall also, upon being requested, exhibit his or her driver's license, if available, or, in the case of an injured occupant, any other available identification, to the person struck or to the driver or occupants of any vehicle collided with, and to any

traffic or police officer at the scene of the accident.

20004. DUTY UPON DEATH

In the event of death of any person resulting from an accident, the driver of any vehicle involved after fulfilling the requirements of this division, and if there be no traffic or police officer at the scene of the accident to whom to give the information required by Section 20003, shall, without delay, report the accident to the nearest office of the Department of the California Highway Patrol or office of a duly authorized police authority and submit with the report the information required by Section 20003.

20008. DUTY TO REPORT ACCIDENTS

(a) The driver of a vehicle, other than a common carrier vehicle, involved in any accident resulting in injuries to or death of any person shall within 24 hours after the accident make or cause to be made a written report of the accident to the Department of the California Highway Patrol or, if the accident occurred within a city, to either the Department of the California Highway Patrol or the police department of the city in which the accident occurred. If the agency which receives the report is not responsible for investigating the accident, it shall immediately forward the report to the law enforcement agency which is responsible for investigating the accident.

On or before the fifth day of each month, every police department which received a report during the previous calendar month of an accident which it is responsible for investigating shall forward the report or a copy thereof to the main office of the Department of the California Highway Patrol at Sacramento.

(b) The owner or driver of a common carrier vehicle involved in any such accident shall make a like report to the Department of California Highway Patrol on or before the 10th day of the month following the accident.

20013. REPORTS AS EVIDENCE

No such accident report shall be used as evidence in any trial, civil or criminal, arising out of an accident, EXCEPT that the department shall furnish upon demand of any person who has, or claims to have, made such a report or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the department solely to prove a compliance or failure to comply with the requirement that such a report be made to the department.

DIVISION 11: RULES OF THE ROAD**Chapter 1. Obedience to and Effect of Traffic Laws****Article 3. Local Regulation****21100. RULES AND REGULATIONS: SUBJECT MATTER**

Local authorities may adopt rules and regulations by ordinance or resolution regarding the following matters.

- (c) Regulating traffic by means of traffic officers
- (d) Regulating traffic by means of official traffic control devices meeting the requirements of Section 21400.
- (e) Regulating traffic by means of any person given temporary or permanent appointment for such duty by the local authority whenever official traffic control devices are disabled or otherwise inoperable, at the scenes of accidents or disasters, or at such locations as may require traffic direction for orderly traffic flow.
- (h) Operation of bicycles, and, as specified in Section 21114.5, electric cars by physically disabled persons, or persons 50 years of age or older, on the public sidewalks.

21113. DRIVING OR PARKING ON PUBLIC GROUNDS

(a) No person shall drive any vehicle or animal, nor shall any person stop, park, or leave standing any vehicle or animal, whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any public school, state university, state college, unit of the state park system, county park, municipal airport, rapid transit district, transit development board, transit district, joint powers agency operating or managing a commuter rail system, or any property under the direct control of the legislative body of a municipality, or any state, county, or hospital district institution or building, or any educational institution exempted, in whole or in part, from taxation, or any harbor improvement district or harbor district formed pursuant to Part 2 (commencing with Section 5800) or Part 3 (commencing with Section 6000) of Division 8 of the Harbors and Navigation Code, a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or state grounds served by the Department of the California Highway Patrol, or any property under the possession or control of a housing authority formed pursuant to Article 2 (commencing with Section 34240) of Part 2 of Division 24 of the Health and Safety Code, except with the permission of, and upon and subject to any condition or

regulation which may be imposed by the legislative body of the municipality, or the governing board or officer of the public school, state university, state college, county park, municipal airport, rapid transit district, transit development board, transit district, joint powers agency operating or managing a commuter rail system, or state, county, or hospital district institution or building, or educational institution, or harbor district, or a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or housing authority, or the Director of Parks and Recreation regarding units of the state park system or the state agency with jurisdiction over the grounds served by the Department of the California Highway Patrol.

(b) Every governing board, legislative body, or officer shall erect or place appropriate signs giving notice of any special conditions or regulations that are imposed under this section and every board, legislative body, or officer shall also prepare and keep available at the principal administrative office of the board, legislative body, or officer, for examination by all interested persons, a written statement of all those special conditions and regulations adopted under this section.

(c) When any governing board, legislative body, or officer permits public traffic upon the driveways, paths, parking facilities, or grounds under their control then, except for those conditions imposed or regulations enacted by the governing board, legislative body, or officer applicable to the traffic, all the provisions of this code relating to traffic upon the highways shall be applicable to the traffic upon the driveways, paths, parking facilities, or grounds.

(d) With respect to the permitted use of vehicles or animals on property under the direct control of the legislative body of a municipality, no change in the use of vehicles or animals on the property, which had been permitted on January 1, 1976, shall be effective unless and until the legislative body, at a meeting open to the general public, determines that the use of vehicles or animals on the property should be prohibited or regulated.

(e) A transit development board may adopt ordinances, rules, or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, skateboards, and roller skates on property under the control of, or any portion of property used by, the board.

(f) A public agency, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, may adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, skateboards, and roller skates on public property under the jurisdiction of that agency.

(g) "Housing authority," for the purposes of this section, means a housing authority located within a county with a population of over six million people, and any other housing authority that complies with the requirements of this section

Article 4. Operation of Bicycles

21200. LAWS APPLICABLE TO BICYCLE USE: PEACE OFFICER EXEMPTION

(a) Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and by Division 10 (commencing with Section 20000), Section 27400, Division 16.7 (commencing with Section 39000), Division 17 (commencing with Section 40000.1), and Division 18 (commencing with Section 42000), except those provisions which by their very nature can have no application.

(b) (1) Any peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, operating a bicycle during the course of his or her duties is exempt from the requirements of subdivision (a), except as those requirements relate to driving under the influence of alcoholic beverages or drugs, if the bicycle is being operated under any of the following circumstances:

(A) In response to an emergency call.

(B) While engaged in rescue operations.

(C) In the immediate pursuit of an actual or suspected violator of the law.

(2) This subdivision does not relieve a peace officer from the duty to operate a bicycle with due regard for the safety of all persons using the highway.

21200.5. RIDING BICYCLE UNDER INFLUENCE OF ALCOHOL

Notwithstanding Section 21200, it is unlawful for any person to ride a bicycle upon a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. Any person arrested for a violation of this section may request to have a chemical test made of the person's blood, breath, or urine for the purpose of determining the alcoholic or drug content of that person's blood pursuant to Section 23612, and, if so requested, the arresting officer shall have the test performed. A conviction of a violation of this section shall be punished by a fine of not more than two hundred fifty dollars (\$250). Violations of this section are subject to Section 13202.5.

21201. EQUIPMENT REQUIREMENTS

(a) No person shall operate a bicycle on a roadway unless it is equipped with a brake which will enable the operator to make one braked wheel skid on dry, level, clean pavement.

(b) No person shall operate on the highway any bicycle equipped with handlebars so raised that the operator must elevate his hands above the level of his shoulders in order to grasp the normal steering grip area.

(c) No person shall operate upon any highway a bicycle which is of such a size as to prevent the operator from safely stopping the bicycle, supporting it in an upright position with at least one foot on the ground, and restarting it in a safe manner.

(d) Every bicycle operated upon any highway during darkness shall be equipped (1) with a lamp emitting a white light which, while the bicycle is in motion, illuminates the highway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the bicycle; (2) with a red reflector on the rear which shall be visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle; (3) with a white or yellow reflector on each pedal visible from the front and rear of the bicycle from a distance of 200 feet; and (4) with a white or yellow reflector on each side forward of the center of the bicycle, and with a white or red reflector on each side to the rear of the center of the bicycle, except that bicycles which are equipped with reflectorized tires on the front and the rear need not be equipped with these side reflectors. Such reflectors and reflectorized tires shall be of a type meeting requirements established by the department.

(e) A lamp or lamp combination, emitting a white light, attached to the operator and visible from a distance of 300 feet in front and from the sides of the bicycle, may be used in lieu of the lamp required by clause (1) of subdivision (d).

21201.3. BICYCLE OR MOTORIZED BICYCLE LIGHTS

(a) A bicycle or motorized bicycle used by a peace officer, as defined in Section 830.1 of, subdivision (a), (b), (c), (d), (e), (f), (g), or (i) of Section 830.2 of, subdivision (b) or (d) of Section 830.31 of, subdivision (a) or (b) of Section 830.32 of, Section 830.33 of, subdivision (a) of Section 830.36 of, subdivision (a) of Section 830.4 of, or Section 830.6 of, the Penal Code, in the performance of the peace officer's duties, may display a steady or flashing blue warning light that is visible from the front, sides, or rear of the bicycle or motorized bicycle.

(b) No person shall display a steady or flashing blue warning light on a bicycle or motorized bicycle except as authorized under subdivision (a).

21201.5. REFLECTORIZED EQUIPMENT

(a) No person shall sell, or offer for sale, a reflex reflector or reflectORIZED tire of a type required on a bicycle unless it meets requirements established by the department. If there exists a federal Consumer Product Safety Commission regulation applicable to bicycle reflectors, the provisions of that regulation shall prevail over provisions of this code or requirements established by the department pursuant to this code relative to bicycle reflectors.

(b) No person shall sell, or offer for sale, a new bicycle that is not equipped with a red reflector on the rear, a white or yellow reflector on each pedal visible from the front and rear of the bicycle, a white or yellow reflector on each side forward of the center of the bicycle, and a white or red reflector on each side to the rear of the center of the bicycle, except that bicycles which are equipped with reflectORIZED tires on the front and rear need not be equipped with these side reflectors.

(c) Area reflectorizing material meeting the requirements of Section 25500 may be used on a bicycle.

21202. OPERATION ON ROADWAY

(a) Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway EXCEPT under any of the following situations:

(1) When overtaking and passing another bicycle or vehicle proceeding in the same direction.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(4) When approaching a place where a right turn is authorized.

(b) Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of that roadway as practicable

21203. HITCHING RIDES

No person riding upon any motorcycle, motorized bicycle, bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any streetcar or vehicle on the roadway.

21204. RIDING ON BICYCLES: SEATS AND PASSENGERS

(a) No person operating a bicycle upon a highway shall ride other than upon or astride a permanent and regular seat attached thereto.

(b) No operator shall allow a person riding as a passenger, and no person shall ride as a passenger, on a bicycle upon a highway other than upon or astride a separate seat attached thereto. If the passenger is four years of age or younger, or weighs 40 pounds or less, the seat shall have adequate provision for retaining the passenger in place and for protecting the passenger from the moving parts of the bicycle.

21205. CARRYING ARTICLES

No person operating a bicycle shall carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handlebars.

21206. LOCAL BICYCLE REGULATION

This chapter does not prevent local authorities, by ordinance, from regulating the registration of bicycles and the parking and operation of bicycles on pedestrian or bicycle facilities, provided such regulation is not in conflict with the provisions of this code.

21207. LOCAL BICYCLE LANE REGULATION

(a) This chapter does not prohibit local authorities from establishing, by ordinance or resolution, bicycle lanes separated from any vehicular lanes upon highways, other than state highways as defined in Section 24 of the Streets and Highways Code and county highways established pursuant to Article 5 (commencing with Section 1720) of Chapter 9 of Division 2 of the Streets and Highways Code.

(b) Bicycle lanes established pursuant to this section shall be constructed in compliance with Section 891 of the Streets and Highways Code.

21207.5. MOTORIZED BICYCLES: PROHIBITED OPERATION

Notwithstanding Sections 21207 and 23127 of this code, or any other provision of law, no motorized bicycle may be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over such path or trail permits, by ordinance, such operation.

21208. PERMITTED MOVEMENTS FROM BICYCLE LANES

(a) Whenever a bicycle lane has been established on a roadway pursuant to Section 21207, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride within the bicycle lane, EXCEPT that the person may move out of the lane under any of the following situations:

(1) When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if the overtaking and passing cannot be done safely within the lane.

(2) When preparing for a left turn at an intersection or into a private road or driveway.

(3) When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions.

(4) When approaching a place where a right turn is authorized.

(b) No person operating a bicycle shall leave a bicycle lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the manner provided in Chapter 6 (commencing with Section 22100) in the event that any vehicle may be affected by the movement.

21209. MOTOR VEHICLES AND MOTORIZED BICYCLES IN BICYCLE LANES

(a) No person shall drive a motor vehicle in a bicycle lane established on a roadway pursuant to Section 21207 except as follows:

(1) To park where parking is permitted.

(2) To enter or leave the roadway.

(3) To prepare for a turn within a distance of 200 feet from the intersection.

(b) This section does not prohibit the use of a motorized bicycle in a bicycle lane, pursuant to Section 21207.5, at a speed no greater than is reasonable or prudent, having due regard for visibility, traffic conditions, and the condition of the roadway surface of the bicycle lane, and in a manner which does not endanger the safety of bicyclists.

21210. BICYCLE PARKING

No person shall leave a bicycle lying on its side on any sidewalk, or shall park a bicycle on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic. Local authorities may, by ordinance or resolution, prohibit bicycle parking in designated areas of the public highway, provided that appropriate signs are erected.

21211. OBSTRUCTION OF BIKEWAYS OR BICYCLE PATHS OR TRAILS

(a) No person may stop, stand, sit, or loiter upon any class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code, or any other public or private bicycle path or trail, if the stopping, standing, sitting, or loitering impedes or blocks the normal and reasonable movement of any bicyclist.

(b) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail, as specified in subdivision (a), which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.

(c) This section does not apply to drivers or owners of utility or public utility vehicles, as provided in Section 22512.

(d) This section does not apply to owners or drivers of vehicles who make brief stops while engaged in the delivery of newspapers to customers along the person's route.

(e) This section does not apply to the driver or owner of a rubbish or garbage truck while actually engaged in the collection of rubbish or garbage within a business or residence district if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.

(f) This section does not apply to the driver or owner of a tow vehicle while actually engaged in the towing of a vehicle if the front turn signal lamps at each side of the vehicle are being flashed simultaneously and the rear turn signal lamps at each side of the vehicle are being flashed simultaneously.

21212. YOUTH BICYCLE HELMETS: MINORS

(a) A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor shall they wear in-line or roller skates, nor ride upon a bicycle, a nonmotorized scooter, or a skateboard as a passenger, upon a street, bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other

public bicycle path or trail unless that person is wearing a properly fitted and fastened bicycle helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities. This requirement also applies to a person who rides upon a bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

(b) Any helmet sold or offered for sale for use by operators and passengers of bicycles, nonmotorized scooters, skateboards, or in-line or roller skates shall be conspicuously labeled in accordance with the standard described in subdivision (a) which shall constitute the manufacturer's certification that the helmet conforms to the applicable safety standards.

(c) No person shall sell, or offer for sale, for use by an operator or passenger of a bicycle, nonmotorized scooter, skateboard, or in-line or roller skates any safety helmet which is not of a type meeting requirements established by this section.

(d) Any charge under this subdivision shall be dismissed when the person charged alleges in court, under oath, that the charge against the person is the first charge against that person under this subdivision, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) Except as provided in subdivision (d), a violation of this section is an infraction punishable by a fine of not more than twenty-five dollars (\$25).

The parent or legal guardian having control or custody of an unemancipated minor whose conduct violates this section shall be jointly and severally liable with the minor for the amount of the fine imposed pursuant to this subdivision.

(f) Notwithstanding Section 1463 of the Penal Code or any other provision of law, the fines collected for a violation of this section shall be allocated as follows:

(1) Seventy-two and one-half percent of the amount collected shall be deposited in a special account of the county health department, to be used for bicycle, nonmotorized scooter, skateboard, and in-line and roller skate safety education and for assisting low-income families in obtaining approved bicycle helmets for children under the age of 18 years, either on a loan or purchase basis. The county may contract for the implementation of this program, which, to the extent practicable, shall be operated in conjunction with the child passenger restraint program pursuant to Section 27360.

(2) Two and one-half percent of the amount collected shall be deposited in the county treasury to be used by the

county to administer the program described in paragraph (1).

(3) If the violation occurred within a city, 25 percent of the amount collected shall be transferred to and deposited in the treasury of that city. If the violation occurred in an unincorporated area, this 25 percent shall be deposited and used pursuant to paragraph (1).

Chapter 2. Traffic Signs, Signals, and Markings

Article 3. Offenses Relating to Traffic Devices

21461. OBEDIENCE BY DRIVER TO OFFICIAL TRAFFIC CONTROL DEVICES

(a) It shall be unlawful for any driver of a vehicle to fail to obey any sign or signal erected or maintained to indicate and carry out the provisions of this code or any local traffic ordinance or resolution adopted pursuant to a local traffic ordinance, or to fail to obey any device erected or maintained pursuant to Section 21352.

Chapter 3. Driving, Overtaking, and Passing

Article 1. Driving on Right Side

21650. RIGHT SIDE OF ROADWAY

Upon all highways, a vehicle shall be driven upon the right half of the roadway, except as follows:

(a) When overtaking and passing another vehicle proceeding in the same direction under the rules governing that movement.

(b) When placing a vehicle in a lawful position for, and when the vehicle is lawfully making, a left turn.

(c) When the right half of a roadway is closed to traffic under construction or repair.

(d) Upon a roadway restricted to one-way traffic.

(e) When the roadway is not of sufficient width.

(f) When the vehicle is necessarily traveling so slowly as to impede the normal movement of traffic, that portion

of the highway adjacent to the right edge of the roadway may be utilized temporarily when in a condition permitting safe operation.

(g) This section does not prohibit the operation of bicycles on any shoulder of a highway, where the operation is not otherwise prohibited by this code or local ordinance.

21650.1. BICYCLE OPERATED ON ROADWAY OR HIGHWAY SHOULDER

A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.

21654. SLOW-MOVING VEHICLES

(a) Notwithstanding the prima facie speed limits, any vehicle proceeding upon a highway at a speed less than the normal speed of traffic moving in the same direction at such time shall be driven in the right-hand lane for traffic or as close as practicable to the right-hand edge or curb, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

(b) If a vehicle is being driven at a speed less than the normal speed of traffic moving in the same direction at such time, and is not being driven in the right-hand lane for traffic or as close as practicable to the right-hand edge or curb, it shall constitute prima facie evidence that the driver is operating the vehicle in violation of subdivision (a) of this section.

(c) The Department of Transportation, with respect to state highways, and local authorities, with respect to highways under their jurisdiction, may place and maintain upon highways official signs directing slow-moving traffic to use the right-hand traffic lane except when overtaking and passing another vehicle or preparing for a left turn.

21656. TURNING OUT OF SLOW-MOVING VEHICLES

On a two-lane highway where passing is unsafe because of traffic in the opposite direction or other conditions, a slow-moving vehicle, including a passenger vehicle, behind which five or more vehicles are formed in line, shall turn off the roadway at the nearest place designated as a turnout by signs erected by the authority having jurisdiction over the highway, or wherever sufficient area for a safe turnout exists, in order to permit the vehicles following it to proceed. As used in this section a slow-moving vehicle is one which is proceeding at a rate of speed less than the normal flow of traffic at the particular time and place.

Article 2. Additional Driving Rules**21717. TURNING ACROSS BICYCLE LANE**

Whenever it is necessary for the driver of a motor vehicle to cross a bicycle lane that is adjacent to his lane of travel to make a turn, the driver shall drive the motor vehicle into the bicycle lane prior to making the turn and shall make the turn pursuant to Section 22100.

Article 3. Overtaking and Passing**21750. OVERTAKE AND PASS TO LEFT**

The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle, subject to the limitations and exceptions hereinafter stated.

21751. PASSING WITHOUT SUFFICIENT CLEARANCE

On a two-lane highway, no vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless the left side is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction.

21752. WHEN DRIVING ON LEFT PROHIBITED

No vehicle shall be driven to the left side of the roadway under the following conditions:

- (a) When approaching or upon the crest of a grade or a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction.
- (b) When the view is obstructed upon approaching within 100 feet of any bridge, viaduct, or tunnel.
- (c) When approaching within 100 feet of or when traversing any intersection or railroad grade crossing. This section shall not apply upon a one-way roadway.

Chapter 5. Pedestrians' Rights and Duties

21952. RIGHT-OF-WAY ON SIDEWALK

The driver of any motor vehicle, prior to driving over or upon any sidewalk, shall yield the right-of-way to any pedestrian approaching thereon.

21956. PEDESTRIAN ON ROADWAY

No pedestrian shall walk upon any roadway outside of a business or residence district otherwise than close to his left-hand edge of the roadway.

21960. FREEWAYS

(a) The Department of Transportation and local authorities may, by order, ordinance, or resolution, with respect to freeways or designated portions thereof under their respective jurisdictions, to which all rights of access have been acquired, prohibit or restrict the use of the freeways or any portion thereof by pedestrians, bicycles or other nonmotorized traffic or by any person operating a motor-driven cycle or a motorized bicycle. Any such prohibition or restriction pertaining to either bicycles or motor-driven cycles, or to both, shall be deemed to include motorized bicycles; and no person may operate a motorized bicycle wherever such prohibition or restriction is in force. Notwithstanding any provisions of any order, ordinance, or resolution to the contrary, the driver or passengers of a disabled vehicle stopped on a freeway may walk to the nearest exit, in either direction, on that side of the freeway upon which the vehicle is disabled, from which telephone or motor vehicle repair services are available.

(b) Such prohibitory regulation shall be effective WHEN appropriate signs giving notice thereof are erected upon any freeway and the approaches thereto.

(c) No ordinance or resolution of local authorities shall apply to any state highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.

21966. PEDESTRIAN IN BICYCLE LANE

No pedestrian shall proceed along a bicycle path or lane where there is an adjacent adequate pedestrian facility.

Chapter 6. Turning and Stopping and Turning signals

22107. TURNING MOVEMENTS AND REQUIRED SIGNALS

No person shall turn a vehicle from a direct course or move right or left upon a roadway until such movement can be made with reasonable safety and then only after the giving of an appropriate signal in the manner provided in this chapter in the event any other vehicle may be affected by the movement.

22108. DURATION OF SIGNAL

Any signal of intention to turn right or left shall be given continuously during the last 100 feet traveled by the vehicle before turning.

22109. SIGNAL WHEN STOPPING

No person shall stop or suddenly decrease the speed of a vehicle on a highway without first giving an appropriate signal in the manner provided in this chapter to the driver of any vehicle immediately to the rear when there is opportunity to give the signal.

22111. HAND SIGNALS

All required signals given by hand and arm shall be given from the left side of a vehicle in the following manner:

- (a) Left turn--hand and arm extended horizontally beyond the side of the vehicle.
- (b) Right turn--hand and arm extended upward beyond the side of the vehicle, except that a bicyclist may extend the right hand and arm horizontally to the right side of the bicycle.
- (c) Stop or sudden decrease of speed signal--hand and arm extended downward beyond the side of the vehicle.

Chapter 7. Speed Laws

Article 2. Other Speed Laws

22400. MINIMUM SPEED LAW

(a) No person shall drive upon a highway at such a slow speed as to impede or block the normal and reasonable movement of traffic UNLESS the reduced speed is necessary for safe operation, because of a grade, or in compliance with law. No person shall bring a vehicle to a complete stop upon a highway so as to impede or block the normal and reasonable movement of traffic unless the stop is necessary for safe operation or in compliance with law.

(b) Whenever the Department of Transportation determines on the basis of an engineering and traffic survey that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, the department may determine and declare a minimum speed limit below which no person shall drive a vehicle, except when necessary for safe operation or in compliance with law, when appropriate signs giving notice thereof are erected along the part of the highway for which a minimum speed limit is established.

Subdivision (b) of this section shall apply only to vehicles subject to registration.

Chapter 9. Stopping, Standing, or Parking

22517. OPENING AND CLOSING DOORS

No person shall open the door of a vehicle on the side available to moving traffic unless it is reasonably safe to do so and can be done without interfering with the movement of such traffic, nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

Chapter 13. Vehicular Crossings and Toll Highways

Article 1. General Provisions

23254. VEHICULAR CROSSING

A "vehicular crossing" is any toll bridge or toll highway crossing and the approach thereto, constructed or acquired by the Department of Transportation under the provisions of the California Toll Bridge Authority Act.

Article 3. Tolls and Other Charges

23300. SIGNS

The Department of Transportation shall erect appropriate signs at each entrance to a vehicular crossing to notify traffic that it is entering upon a vehicular crossing.

Article 4. Special Traffic Regulations

23330. ANIMALS, VEHICLES, BICYCLES, AND MOTORIZED BICYCLES

Except where a SPECIAL PERMIT has been obtained from the Department of Transportation under the provisions of Article 6 (commencing with Section 35780) of Chapter 5 of Division 15, none of the following shall be permitted on any vehicular crossing:

- (a) Animals while being led or driven, even though tethered or harnessed.
- (b) Bicycles or motorized bicycles, unless the department by signs indicates that either bicycles or motorized bicycles, or both, are permitted upon all or any portion of the vehicular crossing.
- (c) Vehicles having a total width of vehicle or load exceeding 102 inches.
- (d) Vehicles carrying items prohibited by regulations promulgated by the Department of Transportation.

23331. PEDESTRIANS

Pedestrians shall not be permitted upon any vehicular crossing, unless unobstructed sidewalks of more than three feet in width are constructed and maintained and signs indicating that pedestrians are permitted are in place.

DIVISION 12: EQUIPMENT OF VEHICLES**Chapter 5. Other Equipment****Article 3.5. Headsets and Earplugs****27400. WEARING OF HEADSETS OR EARPLUGS**

No person operating any motor vehicle or bicycle shall wear any headset covering, or any earplugs in, both ears. The prohibition of this section does not apply to any of the following: Persons operating authorized emergency vehicles, as defined in Section 165. Any person engaged in the operation of refuse collection equipment who is wearing a safety headset or safety earplugs. Any person wearing personal hearing protectors in the form of custom earplugs or molds that are designed to attenuate injurious noise levels. The custom plugs or molds shall be designed in a manner so as to not inhibit the wearer's ability to hear a siren or horn from an emergency vehicle or a horn from another motor vehicle.

DIVISION 16.7 REGISTRATION AND LICENSING OF BICYCLES**39000. BICYCLE DEFINED**

"Bicycle," for the purposes of this division, means any device upon which a person may ride, which is propelled by human power through a system of belts, chains, or gears having either two or three wheels (one of which is at least 20 inches in diameter) or having a frame size of at least 14 inches, or having four or more wheels.

39001. LICENSES AND REGISTRATION FORMS

(a) The department shall procure and distribute bicycle license indicia and registration forms to all counties and

cities which have adopted a bicycle licensing ordinance or resolution. Those counties and cities shall issue the indicia and registration form to the owner of any new bicycle, and may, upon request of the owner, issue an indicia and registration form to the owner of any bicycle which complies with Section 39007.

The department shall charge and collect a fee, not to exceed the cost of procuring and distributing the license indicia and registration form, for each bicycle license indicia and registration form issued. All fees collected pursuant to this section shall be deposited in the Motor Vehicle Account in the State Transportation Fund. Those fees are hereby continuously appropriated from the account for use by the department to defray costs to procure and distribute the bicycle license indicia and registration forms.

(b) The director shall design the bicycle license indicia and registration form described in subdivision (a), and shall establish procedures for the distribution of the indicia and registration form to counties and cities. The indicia shall be adhesive, durable, flexible, and of a size to permit it to be affixed to the front of the seat tube of the bicycle frame. Each indicia shall bear a unique license number and shall be permanently assigned to a bicycle. Each registration form shall comply with Section 39005.

(c) Bicycle licenses shall be renewed uniformly throughout the state on January 1 of the third year following the year of registration. Renewal of a bicycle license shall be indicated by a supplementary adhesive device affixed parallel to, and above or below, the indicia, with the expiration date showing.

39002. LICENSE REQUIREMENT

(a) A city or county, which adopts a bicycle licensing ordinance or resolution, may provide in the ordinance or resolution that **no resident** shall operate any bicycle, as specified in the ordinance, on any street, road, highway, or other public property within the jurisdiction of the city or county, as the case may be, unless the bicycle is licensed in accordance with this division.

(b) It is unlawful for any person to tamper with, destroy, mutilate, or alter any license indicia or registration form, or to remove, alter, or mutilate the serial number, or the identifying marks of a licensing agency's identifying symbol, on any bicycle frame licensed under this division.

39003. ISSUANCE TO OWNER

If a city or county has or adopts a bicycle licensing ordinance or resolution, indicia and a copy of the registration

form obtained from the department shall be issued to the owner by the city or county or other licensing agency designated by it.

39004. FEES

Each licensing agency, by ordinance or resolution, may adopt rules and regulations for the collection of license fees. Revenues from license fees shall be retained by the licensing city or county and shall be used for the support of such bicycle ordinance or resolution, and may be used to reimburse retailers for services rendered. In addition, fees collected shall be used to improve bicycle safety programs and establish bicycle facilities, including bicycle paths and lanes, within the limits of the jurisdiction.

The fees required to be paid pursuant to this division are as follows:

- (a) For each new bicycle license and registration certificate, the sum shall not exceed four dollars (\$4) per year or any portion thereof.
- (b) For each transfer of registration certificate, the sum shall not exceed two dollars (\$2).
- (c) For each replacement of a bicycle license or registration certificate, the sum shall not exceed two dollars (\$2).
- (d) For each bicycle license renewal, the sum shall not exceed two dollars (\$2) per year.

39005. RECORDS

Cities and counties having a bicycle licensing ordinance or resolution shall maintain records of each bicycle registered. Such records shall include, but not be limited to, the license number, the serial number of the bicycle, the make and type, of the bicycle, and the name and address of the licensee.

Records shall be maintained by the licensing agency during the period of validity of the license or until notification that the bicycle is no longer to be operated.

39006. INFORMATION REQUIRED UPON RETAIL SALE

(a) Each bicycle retailer and each bicycle dealer shall supply to each purchaser preregistration form provided by the licensing agency and shall include on the sales check or receipt given to the purchaser, a record of the following information: name of retailer, address of retailer, year and make of the bicycle, serial number of bicycle if delivered to the purchaser in an assembled state, general description of the bicycle, name of purchaser, and address of purchaser. A copy of the preregistration form shall be filled out and forwarded by the purchaser to the

appropriate licensing agency within 10 days from the date of sale.

(b) For the purposes of this division, a bicycle dealer is any person who sells, gives away, buys, or takes in trade for the purpose of resale, more than five bicycles in any one calendar year, whether or not such bicycles are owned by such person. "Bicycle dealer" also includes agents or employees of such person.

39007. SERIAL NUMBERS

After December 31, 1976, no bicycle retailer shall sell any new bicycle in this state unless such bicycle has legibly and permanently stamped or cast on its frame a serial number, no less than one-eighth inch in size, and unique to the particular bicycle of each manufacturer. The serial number only shall be stamped or cast in the head of the frame, either side of the seat tube, the toeplate or the bottom sprocket (crank) housing.

39008. RECORDATION OF TRANSFER

(a) Whenever any person sells or otherwise disposes of a bicycle, he shall endorse upon the registration certificate previously issued for such bicycle a written transfer of same, setting forth the name, address, telephone number of the transferee, date of transfer, and signature of the transferrer, and shall deliver the registration certificate, so endorsed, to the licensing agency within 10 days.

(b) Any person who purchases or otherwise acquires possession of a bicycle shall within 10 days of taking possession apply for the transfer of license to his own name. Cities and counties may establish rules and regulations to govern and enforce the provisions of this section.

39009. NOTIFICATION OF CHANGE OF ADDRESS; DUPLICATE LICENSE OR REGISTRATION FORM

(a) Whenever the owner of a bicycle licensed pursuant to an ordinance or resolution of a city or county changes his address, he shall within 10 days notify the appropriate licensing agency of the old and new address.

(b) In the event that any bicycle license indicia or registration form issued pursuant to the provisions of this division is lost, stolen, or mutilated, the licensee of such bicycle shall immediately notify the licensing agency, and, within 10 days after such notification, shall apply to the licensing agency for a duplicate license indicia or registration form. Thereupon, the licensing agency shall issue to such licensee a replacement indicia or registration form upon payment to the licensing agency of the appropriate fee.

39011. FINES: LIMITATIONS

No fine imposed for any violation of an ordinance or resolution, which is adopted pursuant to this division, shall exceed ten dollars (\$10).

SAN FRANCISCO MUNICIPAL CODE

San Francisco Municipal Codes referred to herein contain ordinances enacted through Ordinance 63-03, Approved April 11, 2003

PARK CODE

Article 3 - Regulations

3.04. BRIDLE PATHS

The bridle paths are maintained for the primary use of horses and riders and any person who walks, jogs, runs or otherwise makes use of a bridle path, or who propels or conveys a vehicle or a bicycle, cart, wagon or other object on a bridle path, or who allows any animal within his or her custody on a bridle path, must leave the bridle path or remove the vehicle, object or animal from the path whenever such action or removal is necessary in order to give way to horses and riders. This Section is not applicable to members of the Police Department in the performance of their duties. (Added by Ord. 603-81, App. 12/18/81)

3.05. ATHLETIC ACTIVITIES PROHIBITED IN CERTAIN AREAS

In those areas of Golden Gate Park known as the Japanese Tea Garden, the Arboretum, and Conservatory Valley, no person shall participate in any athletic activity, including, but not limited to running, jogging, volleyball, baseball, soccer, football, roller skating, bicycle riding, skateboarding, or frisbee. The prohibition contained in this Section applies to running or jogging only when the person running or jogging does not remain on pedestrian paths. (Added by Ord. 603-81, App. 12/18/81)

Article 11 - Yerba Buena Gardens

11.02. CERTAIN ATHLETIC ACTIVITIES PROHIBITED

No person shall participate in any team athletic activity in the Yerba Buena Gardens, including but not limited to volleyball, baseball, soccer, football or lacrosse, nor in the individual activities of roller skating, roller blading, bicycle riding, kite flying or skateboarding, except when acting pursuant to a permit issued by the Commission or its designee. (Added by Ord. 370-94, App. 11/4/94)

11.04. WHEELED EQUIPMENT PROHIBITED

No person, other than employees or agents of the Commission or its contractors when on duty, shall bring any wheeled conveyances, including but not limited to trucks, cars and skateboards, into the Yerba Buena Gardens except when acting pursuant to a permit issued by the Commission or its designee. Notwithstanding the above provision, wheelchairs, strollers and toys appropriate for preschool children, such as wagons and tricycles, may be brought into Yerba Buena Gardens without a permit. Bicycles may be walked through the gardens or locked in designated locations without a permit. (Added by Ord. 370-94, App. 11/4/94)

PLANNING CODE

Article 1.5 - Off Street Parking And Loading

155.1. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND LEASED BUILDINGS

In all City-owned and leased buildings, regardless of whether off-street parking is available, the responsible city official, as defined in Section 155.1(a)(11) below, shall provide bicycle parking according to the schedule in Section 155.1(c) below, except as otherwise provided in Section 155.2. The provisions of this Section shall not apply in any case where the City occupies property as a tenant under a lease the term of which does not exceed six months. In the event that a privately owned garage, as defined in Section 155.2, is in a building in which the City leases space, Section 155.2 and not this Section shall apply. All required bicycle parking shall conform to the requirements of Sections 155.1(b) (Location of Facilities) and 155.1(c) (Number of Spaces) set forth below:

(a) Definitions.

- (1) Locker. A fully enclosed, secure and burglar-proof bicycle parking space accessible only to the owner or operator of the bicycle.
- (2) Check-In Facility. A location in which the bicycle is delivered to and left with an attendant with provisions for identifying the bicycle's owner. The stored bicycle is accessible only to the attendant.
- (3) Monitored Parking. A location where Class 2 parking spaces are provided within an area under constant surveillance by an attendant or security guard or by a monitored camera.
- (4) Restricted Access Parking. A location that provides Class 2 parking spaces within a locked room or locked enclosure accessible only to the owners of bicycles parked within.
- (5) Personal Storage. Storage within the view of the bicycle owner in either the operator's office or a location within the building.
- (6) Class 1 Bicycle Parking Space(s). Facilities which protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include (1) lockers, (2) check-in facilities, (3) monitored parking, (4) restricted access parking, and (5) personal storage.
- (7) Class 2 Bicycle Parking Space(s). Bicycle racks which permit the locking of the bicycle frame and one wheel to the rack and, which support the bicycle in a stable position without damage to wheels, frame or components.
- (8) Director. Director of the Department of City Planning.
- (9) Landlord. Any person who leases space in a building to the City. The term "landlord" does not include the City.
- (10) Employees. Individuals employed by the City and County of San Francisco.
- (11) Responsible City Official. The highest ranking City official of an agency or department which has authority over a City-owned building or parking facility or of an agency or department for which the City is leasing space.
- (12) Person. Any individual, proprietorship, partnership, joint venture, corporation, limited liability company, trust, association, or other entity that may enter into leases.

(b) Location of Facilities.

(1) At locations where the majority of parking spaces will be long-term (e.g., occupied by building employees for eight hours or more), at least ½ of the required bicycle parking spaces shall be Class 1 spaces. The remaining spaces may be Class 2 spaces. The Director may approve alternative types of parking spaces that provide an equivalent measure of security.

(2) Alternative Locations. In the event that compliance with Section 155.1(b)(1) may not be feasible because of demonstrable hardship, the responsible city official may apply to the Director for approval of an alternative storage location. In acting upon such applications, the Director shall be guided by the following criteria: Such alternative facilities shall be well-lighted and secure. The entrance shall be no more than 50 feet from the entrance of the building, unless there are no feasible locations within a 50 foot zone that can be provided without impeding sidewalk or pedestrian traffic. However, in no event shall an alternative location be approved that is farther from the entrance of the building than the closest automobile parking space.

(3) Exemptions. If no feasible alternative parking facility exists nearby which can be approved pursuant to Section 155.1(b)(1) or (2) or, securing an alternative location would be unduly costly and pose a demonstrable hardship on the landlord, or on the City, where the City owns the building, the Director may issue an exemption. In order to obtain an exemption, the responsible City official shall certify to the Director in writing that the landlord, or the City, where the City owns the building, will not prohibit bicycle operators from storing bicycles within their office space, provided that they are stored in such a way that the Fire Code is not violated and that the normal business of the building is not disrupted.

(c) Required Number of Bicycle Parking Spaces.

(1) Class 1 Bicycle Parking Spaces. The following standards shall govern the number of Class 1, long-term, bicycle parking spaces a responsible City official must provide:

(A) In buildings with one to 20 employees, at least two bicycle parking spaces shall be provided.

(B) In buildings with 21 to 50 employees, at least four bicycle parking spaces shall be provided.

- (C) In buildings with 51 to 300 employees, the number of bicycle parking spaces provided shall be equal to at least five percent of the number of employees at that building, but in no event shall fewer than five bicycle spaces be provided.
- (D) In buildings with more than 300 employees, the number of bicycle parking spaces provided shall be equal to at least three percent of the number of employees at that building but in no event shall fewer than 16 bicycle parking spaces be provided.
- (2) In addition to the Class 1 bicycle parking spaces required above, a responsible City official shall also provide Class 2 bicycle parking spaces according to the below enumerated schedule:
- (A) In buildings with one to 40 employees, at least two bicycle parking spaces shall be provided.
- (B) In buildings with 41 to 50 employees, at least four bicycle parking spaces shall be provided.
- (C) In buildings with 51 to 100 employees, at least six bicycle parking spaces shall be provided.
- (D) In buildings with more than 100 employees, at least eight bicycle parking spaces shall be provided. Wherever a responsible City official is required to provide eight or more Class 2 bicycle parking spaces, at least 50 percent of those parking spaces shall be covered.
- (3) In public buildings where the City provides a public service to members of the public who are patrons or users of the buildings, such as libraries, museums, and sports facilities, the responsible City official shall provide the number of bicycle parking spaces as set out in Section 155.1(c)(1) and (2), except that the average patron load in a building during peak use hours as determined by the Director, rather than the number of employees, shall determine the number of spaces required. This Section shall not apply where a public building has a "garage" (as such term is defined in Section 155.2(a)) that is open to the general public, in which case Section 155.2 shall apply.
- (4) The Director shall annually survey the amount, location, and usage of provided bicycle parking spaces in all buildings subject to the requirements of this Section in order to ascertain whether current requirements are adequate to meet demand for such parking spaces. If current requirements are inadequate, the Director shall draft and submit to the Board of Supervisors proposed legislation that

would remedy the deficiency.

(5) Reductions. The Director may grant a reduction from the number of bicycle parking spaces required by this Section where the applicant shows based upon the type of patronage, clientele, or employees using the building that there is no reason to expect a sufficient number of bicycle-riding patrons, clientele or employees to justify the number of spaces otherwise required by the Section.

(d) Layout of Spaces. Class 1 and Class 2 bicycle parking spaces or alternative spaces approved by the Director shall be laid out according to the following:

(1) An aisle or other space to enter and leave the facility shall be provided. The aisle shall provide a width of five feet to the front or rear of a standard six-foot bicycle parked in the facility.

(2) Each bicycle parking space shall provide an area at least two feet wide by six feet deep. Vertical clearance shall be at least 78 inches.

(3) Bicycle parking shall be at least as conveniently located as the most convenient nondisabled car parking. Safe and convenient means of ingress and egress to bicycle parking facilities shall be provided. Safe and convenient means include, but are not limited to stairways, elevators and escalators.

(4) Bicycle parking and automobile parking shall be separated by a physical barrier or sufficient distance to protect parking bicycles from damage.

(5) Class 2 bicycle racks shall be located in highly visible areas to minimize theft and vandalism.

(6) Where Class 2 bicycle parking areas are not clearly visible to approaching bicyclists, signs shall indicate the locations of the facilities.

(7) The surface of bicycle parking spaces need not be paved, but shall be finished to avoid mud and dust.

(8) All bicycle racks and lockers shall be securely anchored to the ground or building structure.

(9) Bicycle parking spaces may not interfere with pedestrian circulation.

(e) Lease Provisions.

(1) All City leases of buildings that are subject to the requirements of this Section and under which the City is a tenant shall specifically provide that the landlord agrees to make space available in the building for the term of the lease within which the responsible City official may install, at no cost to the landlord, bicycle parking facilities that are in compliance with this Section.

(2) This Subsection (e) does not in any way limit the ability of the Director to approve alternative

storage locations under Subsection (b)(2) or exemptions under Subsection (b)(3). In the event that an exemption is granted or an alternative location is approved allowing the installation of bicycle parking facilities on property that is not included (i) in a building leased by the responsible city official or (ii) on property that belongs to the landlord, Subsection (e)(1) does not apply. If the alternative location is on property that is owned by the landlord, but is not inside the building to be leased by the responsible city official, the lease provision of Subsection (e)(1) is required and shall identify that property as the location of the bicycle parking spaces.

(f) Enforcement. Article 1.5, Section 1551.1 shall be enforced by the Zoning Administrator. Upon complaint, the Zoning Administrator shall investigate. If the Zoning Administrator concludes that a violation exists, he or she shall provide written notice to the responsible City official offering thirty days to cure the violation. The written notice shall inform the responsible City official of the grounds for the Zoning Administrator's conclusion that this Section has been violated. The notice shall afford the responsible City official an opportunity to meet with the Zoning Administrator to explain why penalties should not be assessed. The Zoning Administrator shall assess penalties upon the responsible City official's agency or department according to the following provisions:

(1) If the responsible City official's violation has not been cured within the 30 days, a penalty of \$50/day shall be assessed by the Zoning Administrator, commencing with the first date of the violation.

(2) All fines collected for violations of this Section shall be deposited with the Department of Parking and Traffic for expenditure by and for the Department's Bicycle Program.

(g) Miscellaneous Requirements.

(1) The responsible City official shall not, and shall encourage landlords not to, establish or enforce any building policy that restricts or discourages building tenants, employees, or visitors from utilizing their bicycle storage spaces.

(2) In any building that contains more than the required number of bicycle parking spaces as set forth in Article 1.5, Section 155.1, the responsible City official shall not remove such additional bicycle parking spaces without petitioning the Director. Such a petition may not be filed until at least one year has elapsed following the effective date of this Section. That petition shall demonstrate that the spaces the responsible City official seeks authority to remove have not been necessary to meet the demand of employees and other building users.

(3) The responsible City official shall be responsible for full compliance with this Section. The Board of Supervisors does not intend to impose requirements of this Section on any responsible City official where such application would impair obligations of contract.

(4) Buildings with existing traditional-type racks which support only one wheel shall have two years from the effective date of this Section to replace them with conforming racks.

(5) In addition to imposing requirements pursuant to this Section, the Board of Supervisors declares it the official policy of the City and County of San Francisco that all property owners and responsible City officials in control of buildings housing employees or members of the public who use bicycles shall provide bicycle parking spaces and shall encourage and facilitate bicycle usage.

(h) In adopting this Section, the Board of Supervisors intends that General Fund Revenues not be used to pay for the purchase of bicycle storage facilities or for installation of bicycle storage facilities, that private building owners not be required to use their own funds to implement the requirements of this Section, and that the implementation of this Section be funded primarily through the use of public and private donations, grants and other available programmatic funding. (Added by Ord. 31-96, App. 1/11/96; amended by Ord. 343-98, App. 11/19/98)

155.2. BICYCLE PARKING REQUIRED IN CITY-OWNED PARKING GARAGES AND PRIVATELY OWNED PARKING GARAGES

In all City-owned parking garages and all privately-owned parking garages (but not parking lots), the owner and operator shall provide bicycle parking according to the schedule set forth in Section 155.2(c). With respect to City-owned parking garages which are not open to the general public, Section 155.1 and not this Section shall apply. If a privately owned garage is in a building in which the City leases space for more than six months, this Section and not Section 155.1 shall apply.

(a) Definitions.

(1) All definitions set forth in Section 155.1(a) are incorporated into this Section.

(2) Garage. Any public or private facility for the indoor parking of automobiles. It may be a stand-alone facility or may be located in a building also used for other purposes. It includes facilities which offer spaces for rent or other fee to the general public, and facilities which offer automobile parking space solely to building tenants, or a combination of both. It excludes garages which offer fewer than 10 automobile spaces.

(b) Duties of Responsible City Officials and Garage Owners. Where this Section imposes requirements on the City, the responsible City official shall be responsible for fulfilling such requirements. Where this Section imposes duties on private garages, the owners of such garages shall be responsible for fulfilling such requirements.

(c) Number of Spaces.

(1) Every garage will supply a minimum of six bicycle parking spaces regardless of the number of automobile spaces available.

(2) Garages which offer between 120 and 500 automobile spaces shall provide one bicycle space for every 20 automobile spaces.

(3) Garages which offer more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.

(d) Type of Bicycle Parking. Garages offering automobile parking to the general public shall offer either Class 2 bicycle parking, as defined in Section 155.1(a) or Class 1 bicycle parking, as defined in Section 155.1(a). Garages may offer a combination of Class 1 and Class 2 bicycle parking. Garages offering automobile parking to the general public on an hourly basis shall offer bicycle parking on the same basis. Garages offering automobile parking to the general public on a weekly or longer basis shall provide bicycle parking on the same basis.

(e) Implementation. Garages shall be required to comply with these requirements within six months of the enactment of this legislation. Garages shall install bicycle parking for half of the number of required bicycle parking spaces within six months of the effective date of this legislation, but in no case fewer than six bicycle spaces. Garages shall fully comply with the requirements of Section 155.2(c) within 18 months of the date of enactment of this legislation. However, if demand for the bicycle parking facilities provided under the "first six months" interim provision is less than 80 percent of the spaces provided on 20 consecutive non-holiday weekdays, the garage may apply to the Director for permission to delay full compliance with Section 155.2(c) for a reasonable period of time and the Director shall have the discretion to permit such a delay where the garage demonstrates that achieving full compliance within the required period presents an undue burden. In the case of a garage which is not predominantly used during the regular work week (for example, a garage near an event venue), the Director may designate an alternative period other than "non-holiday weekdays" for purposes of evaluating an exemption from the full requirements of Section 155.2(c), including, but not limited to, 10 consecutive weekends or 20 days on which the garage primarily serves customers attending an event at a nearby venue.

(f) Safety Waiver. The Director may grant a waiver of the requirements of this Section where a garage establishes that compliance with the provisions of this Section would seriously jeopardize the safety of the garage patrons. In order to obtain such a waiver, a garage must submit a written waiver application to the Director. The Planning Department shall establish more definitive guidelines for the granting of a safety waiver. During the first year after the effective date of this legislation, the Planning Commission shall quarterly review safety waivers granted and denied under this subsection (f). Thereafter, the Planning Commission shall annually review safety waivers granted and denied under this subsection (f). If after such review the Planning Commission determines that a safety waiver was improperly granted or denied, the Planning Commission may then reverse the decision of the Director with respect to that safety waiver.

(g) Fees for Bicycle Parking. This Section shall not interfere with the rights of private garage owners to charge rent or other fees for bicycle parking.

(h) Notice of Bicycle Parking. Garages subject to this Section must provide adequate signs or notices in or near garage entrances to advertise the availability of bicycle parking.

(i) Layout of Spaces. Garages subject to this Section are encouraged to follow the requirements set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking.

(j) Enforcement. Article 1.5, Section 155.2 shall be enforced by the Zoning Administrator. Upon complaint, the Zoning Administrator shall investigate. If the Zoning Administrator concludes that a violation exists in a city-owned garage, he or she shall provide written notice to the responsible City official, offering 30 days to cure the violation. If the Zoning Administrator concludes that a violation exists in a privately owned garage, he or she shall provide written notice to the garage owner, offering 30 days to cure the violation. The written notice shall state the grounds for the Zoning Administrator's conclusion that this Section has been violated. The notice shall afford the responsible City official or private garage owner an opportunity to meet with the Zoning Administrator to explain why they are not in violation of this Section.

(1) Where a violation of this Section occurs in either a privately owned garage or a City-owned garage, if such violation has not been cured within the allotted 30 day period, the Zoning Administrator shall add the name and address of such garage and the name of the garage owner or responsible City official's agency or department to a list of garages currently in violation of this Section. Upon request, the Zoning Administrator shall provide a copy of this list to members of the public.

(k) Contractual Limits on Liability. This Section shall not interfere with the rights of a garage owner to enter into

agreements wish garage patrons or take other lawful measures to limit the garage owner's liability to patrons with respect to bicycles parked in their garage, provided that such agreements or measures are in accordance with the requirements of this Section. (Added by Ord. 343-98, App. 11/19/98)

155.4. BICYCLE PARKING REQUIRED IN NEW AND RENOVATED COMMERCIAL BUILDINGS

(a) Definitions.

- (1) All definitions set forth in Section 155.1(a) and Section 155.3(a) are incorporated into this Section.
- (2) **New Commercial Building.** A commercial or industrial building for which a building permit is issued on or at least six months after the effective date of this Section.
- (3) **Major Renovation.** Any construction or renovation project (i) for which a building permit is issued commencing on or at least six months after the effective date of this Section (ii) which involves an enlargement of an existing commercial building and (iii) which has an estimated construction cost of at least \$1,000,000.00.

(b) **Requirements for New Commercial Buildings and Commercial Buildings with Major Renovations.** New commercial buildings and commercial buildings with major renovations, as a condition of approval, shall provide bicycle parking in that building in accordance with this Section. Where a building undergoes major renovations, its total square footage after the renovation shall be used in calculating how many, if any, bicycle parking spaces are required.

(c) **Types of Bicycle Parking.** New commercial buildings and commercial buildings with major renovations shall offer either Class 1 bicycle parking, as defined in Section 155.1(a)(6), or Class 2 bicycle parking, as defined in Section 155.1(a)(7), or a combination of Class 1 and Class 2 bicycle parking.

(d) **Bicycle Parking Spaces - Professional Services.** For new commercial buildings and commercial buildings with major renovations whose primary use consists of medical or other professional services, general business offices, financial services, general business services, business and trade schools, colleges and universities, research and development or manufacturing, the following schedule of required bicycle parking applies:

- (1) Where the gross square footage of the floor area exceeds 10,000 square feet but is no greater than 20,000 feet, 3 bicycle spaces are required.
- (2) Where the gross square footage of the floor area exceeds 20,000 square feet but is no greater

than 50,000 feet, 6 bicycle spaces are required.

(3) Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.

(e) Bicycle Parking Spaces—Retail. For new commercial buildings and commercial buildings with major renovations whose primary use consists of retail, eating and drinking or personal service, the following schedule of required bicycle parking applies:

(1) Where the gross square footage of the floor area exceeds 25,000 square feet but is no greater than 50,000 feet, 3 bicycle spaces are required.

(2) Where the gross square footage of the floor area exceeds 50,000 square feet but is no greater than 100,000 feet, 6 bicycle spaces are required.

(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.

(f) Notice of Bicycle Parking. New commercial buildings and commercial buildings with major renovations subject to this Section must provide adequate signs or notices to advertise the availability of bicycle parking.

(g) Layout of Spaces. Owners of new commercial buildings and commercial buildings with major renovations subject to this Section are encouraged to follow the requirements set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking.

(h) Owners of Existing Buildings Encouraged to Provide Bicycle Parking Spaces. The City encourages building owners whose buildings are not subject to this Section to provide bicycle parking spaces in such buildings.

(i) Exemption. Where a new commercial building or building with major renovations includes residential uses, the building's total non-residential square footage shall be used in calculating how many, if any, bicycle parking spaces are required.

(j) This Section shall not be interpreted to interfere with the Department of Planning's authority to require more than the minimum bicycle parking spaces required by this Section as a condition of approval of a project, where appropriate.

(k) For the purposes of this Section, commercial shall mean commercial and industrial. (Added by Ord. 193-01, File No. 010488, App. 9/7/2001)

PORT CODE**Article 2 - Regulations****2.4. ATHLETIC ACTIVITIES PROHIBITED IN CERTAIN AREAS**

Where a sign is posted, no person shall participate in any athletic activity, including, but not limited to running, jogging, volleyball, baseball, soccer, football, roller skating, bicycle riding, skateboarding, or frisbee. The prohibition contained in this Section applies to running or jogging only when the person running or jogging does not remain on pedestrian paths. (Added by Ord. 92-00, File No. 000634, App. 5/19/2000)

Article 7 - Redevelopment Agency Authority**7.2. WHEELED EQUIPMENT PROHIBITED**

No person, other than employees or agents of the Commission, the Redevelopment Agency, or its respective contractors when on duty, shall bring any wheeled conveyances, including but not limited to trucks, cars and skateboards, into South Beach Park or Rincon Park except when acting pursuant to a permit issued by the Commission or its designee. Notwithstanding the above provisions, persons may bring wheelchairs, strollers and toys appropriate for preschool children, such as wagons and tricycles, into South Beach Park or Rincon Park without a permit. In addition, persons may without a permit (1) ride bicycles over and across areas of the waterfront promenade that are adjacent to or within South Beach Park or Rincon Park, (2) walk bicycles through South Beach Park or Rincon Park, or (3) lock bicycles in designated locations. (Added by Ord. 92-00, File No. 000634, App. 5/19/2000)

PUBLIC WORKS CODE**Article 2.4 - Excavation In The Public Right-Of-Way****Subarticle V - Excavations****2.4.53. REGULATIONS CONCERNING EXCAVATION SITES.**

Each owner and its agent shall be subject to requirements for excavation sites that are set forth in Department orders or regulations. Such orders or regulations shall include, but not be limited to, the following measures:

(a) PROTECTION OF THE EXCAVATION.

Each owner and its agent shall cover open excavation with steel plates ramped to the elevation of the contiguous street, pavement, or other public right-of-way, or otherwise protected in accordance with guidelines prescribed by the Department.

(b) HOUSEKEEPING AND REMOVAL OF EXCAVATED MATERIAL.

Each owner and its agent shall keep the area surrounding the excavation clean and free of loose dirt or other debris in a manner deemed satisfactory to the Department. Excavation sites shall be cleaned at the completion of each work day. In addition, the owner and its agent shall remove all excavated material from the site of the excavation no later than the end of each work day.

(c) STORAGE OF MATERIALS AND EQUIPMENT.

Materials and equipment that are to be used for the excavation within seven calendar days may be stored at the site of the excavation, except that fill material, sand, aggregate, and asphalt-coated material may be stored at the site only if it is stored in covered, locked containers.

(d) HAZARDOUS MATERIAL.

Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. The Department, in consultation with the Department of Public Health, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state, and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is

deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment. (Added by Ord. 341-98, App. 11/13/98; amended by Ord. 33-02, File No. 020051, App. 3/28/2002)

Subarticle VI - Post-Excavation Repair, Maintenance, And Pavement Failure

2.4.70. REPAIR AND MAINTENANCE OBLIGATION OF OWNER AND AGENT

Each owner and its agent that excavates or causes to be made an excavation in the public right-of-way shall be responsible to maintain, repair, or reconstruct the site of the excavation so as to maintain a condition acceptable to the Director until such time as the public right-of-way is reconstructed, repaved, or resurfaced by the Department. (Added by Ord. 341-98, App. 11/13/98; amended by Ord. 33-02, File No. 020051, App. 3/28/2002)

2.4.71. SUBSURFACE OR PAVEMENT FAILURES

In the event that subsurface material or pavement over or immediately adjacent to any excavation should become depressed, broken, or fail in any way at any time after the excavation has been completed, the Director shall exercise his or her best judgment to determine the person(s) responsible, if any, for the failure in the subsurface or surface of the public right-of-way and shall designate such person as the responsible party. The Director shall notify said person(s) of the condition, its location, and the required remedy, and such person(s) shall repair or restore, or cause to be repaired or restored, such condition to the satisfaction of the Director within 72 hours of the notification. The Director may extend the time for the responsible party to repair or restore the affected public right-of-way. (Added by Ord. 341-98, App. 11/13/98)

2.4.72. REPAIR BY THE DEPARTMENT

(a) In the event that any person(s) fails, neglects, or refuses to repair or restore any condition pursuant to the Director's notice as set forth in Section 2.4.71, the Director may repair or restore, or cause to be repaired or restored, such condition in such manner as the Director deems expedient and appropriate. The person(s) identified by the Director as the responsible party shall compensate the Department for any costs associated with the administration, construction, consultants, equipment, inspection, notification, remediation, repair, restoration, or any other actual costs incurred by the City that were made necessary by reason of the repair or restoration

undertaken by the Department. The cost of such work also may be deducted from the permittee's deposit pursuant to Section 2.4.46(c). The Director's determination as to the cost of the repair or restoration performed shall be final. In addition, the responsible party may be subject to those enforcement actions set forth in Subarticle VII.

(b) Subject to the limitation set forth in 2.4.70, repair or restoration by the Department in accordance with this Section shall not relieve the person(s) from liability for future pavement failures at the site of the repair or restoration. (Added by Ord. 341-98, App. 11/13/98)

2.4.73. EMERGENCY REMEDIATION BY THE DEPARTMENT

(a) If, in the judgment of the Director, the site of an excavation is considered hazardous or if it constitutes a public nuisance, public emergency, or other imminent threat to the public health, safety, or welfare that requires immediate action, the Director may order the condition remedied by a written, electronic, or facsimile communication to the person(s) responsible, if any, for remedying the condition and shall designate such person as the responsible party.

(b) If the responsible party is inaccessible or fails, neglects, or refuses to take immediate action to remedy the condition as specified in said communication, the Director may remedy the condition or cause the condition to be remedied in such manner as the Director deems expedient and appropriate. The person(s) identified by the Director as the responsible party shall compensate the Department for any reasonable costs associated with the administration, construction, consultants, equipment, inspection, notification, remediation, repair, restoration, or any other actual costs incurred by the Department or other agencies, boards, commissions, or departments of the City that were made necessary by reason of the emergency remediation undertaken by the Department. The cost of such work also may be deducted from the permittee's deposit pursuant to Section 2.4.46(c). The Director's determination as to the cost of any remediation performed shall be final. In addition, the responsible party may be subject to those enforcement actions set forth in Subarticle VII.

(c) Subject to the limitation set forth in Section 2.4.70, remediation by the Department in accordance with this Section shall not relieve the person(s) from liability for future pavement failures at the site of the remediation. (Added by Ord. 341-98, App. 11/13/98)

TRAFFIC CODE**Article 1 - Definitions And General Provisions****3.14. BICYCLE**

The bicycle is defined as a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. (Added by Ord. 306- 62, App. 12/13/62; amended by Ord. 343-98, App. 11/19/98)

3.15. SIDEWALK BICYCLE

Any bicycle with wheel diameter of less than 21 inches overall, including tires. (Added by Ord. 306-62, App. 12/13/62)

Article 3 - Obedience To Signs And Stopping Or Parking**38.N. PARKING IN BICYCLE LANES PROHIBITED; FINES**

(a) No person shall park any vehicle such that any portion of the vehicle is within a marked bicycle lane. No person shall block any portion of a marked bicycle lane with his or her vehicle on weekdays from the hours of 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Any person violating this Section shall be subject to a fine of \$100. The Department of Parking and Traffic may install signs or otherwise alert motorists of this prohibition and the fine.

(b) This Section shall not apply to vehicles engaged in emergency services including, but not limited to, fire engines, police vehicles and ambulances.

(c) This Section shall not apply to public utility vehicles while such vehicles are operating, maintaining, or repairing facilities of the public utility or are being used in connection with providing public utility service.

(d) This Section shall not apply to commercial vehicles if an exemption is reasonably necessary to load or unload merchandise or passengers at any hours except between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. (Added by Ord. 343-98, App. 11/19/98)

Article 5 - Rules For Driving

96. BICYCLE RIDING RESTRICTED: SIDEWALKS

It shall be unlawful to ride a bicycle upon any sidewalk area, except at a permanent or temporary driveway or on bikeways heretofore or hereafter established by resolution of the board of Supervisors; provided, however, that juveniles under the age of 13 and riding a sidewalk bicycle, exercising due care and giving the pedestrian the right-of-way, may ride and operate their sidewalk bicycles upon the sidewalk, except such sidewalks as are in front of schools, stores, or buildings used for business purposes. (Amended by Ord. 394-78, App. 8/29/78)

96.1. BICYCLE RIDING RESTRICTED, BROADWAY TUNNEL

It shall be unlawful to ride a bicycle upon the walkways in or through the Broadway Tunnel. (Added by Ord. 394-78, App. 8/29/78)

98. RESPONSIBILITY OF BUSINESS MAKING DELIVERIES BY BICYCLE; IDENTIFICATION REQUIRED FOR EMPLOYEES AND BICYCLES

Every person, firm, partnership, joint venture, association or corporation which engages in the course of its business, either on behalf of itself or others, in delivering parcels, papers or articles of any type by bicycle, except newspaper businesses making deliveries by bicycle, shall require each of its bicycle-riding employees while making deliveries, or otherwise riding a bicycle on behalf of the business, to have on his or her person a current California Driver's License or a California Identification Card issued by the Department of Motor Vehicles or a photo identification including name, residence address and date of birth, issued by said business for which the employee is making bicycle deliveries. Said business shall also provide identification of the business on its bicycles by affixing to the rear of each bicycle seat, and maintaining, in such a way as to be visible when the bicycle is in use, a sign with the business name and the bicycle's individual identification number, in a print of 72-point height and Helvetica medium-face type. (Amended by Ord. 541-81, App. 11/6/81)

98.1. RESPONSIBILITY OF BICYCLE-RIDING EMPLOYEES

Any person while making deliveries, or otherwise riding a bicycle on behalf of a business making deliveries by bicycle, shall comply with the provisions of Section 98 of this Ordinance. (Amended by Ord. 541-81, App. 11/6/81)

98.2. REGISTER AND DAILY LOG

Each business making deliveries by bicycle shall maintain a register of all bicycle-riding employees including each employee's name, residence address, date of birth, photograph and individual bicycle identification number required in Section 98 of this Ordinance. Each such business shall also keep a daily log which lists the name of each messenger working that day and the bicycle number assigned to each messenger for that day. Such register and daily log shall be made available for inspection by a representative of any law enforcement agency at all times during regular business hours. (Added by Ord. 541- 81, App. 11/6/81)

98.3. PENALTY

Any person, firm, or corporation violating Sections 98 through 98.2 shall be guilty of an infraction and upon conviction thereof shall be punished for the first offense by a fine not to exceed \$50; for the second offense within a period of one year from the date of the first offense by a fine not to exceed \$100; for the third and each additional offense committed within one year from the date of the first offense by a fine not to exceed \$250. (Added by Ord. 541-81, App. 11/6/81)

Article 5a - Bicycle Registration Program

109. BICYCLE—DEFINITION

For purposes of this Article, "bicycle" is used as defined by Section 3.14 of this Code. (Added by Ord. 81-95, App. 4/17/95)

109.1. VOLUNTARY BICYCLE REGISTRATION PROGRAM

(a) Voluntary Registration. Not later than 60 days after the effective date of this ordinance, any person, including the owner of a business that rents bicycles, may register a bicycle in accordance with regulations

prepared by the Chief of Police and approved by the Police Commission. Such regulations shall designate locations including commercial bicycle dealers and public events where bicycle registration may be conducted.

(b) Registration Records. The Chief of Police shall maintain records of bicycle registration that include the bicycle serial number, the registration number, a description of the bicycle, the name, address and telephone number of the registered owner, and such other information that the Chief concludes will deter theft, impede frequency of and facilitate recovery of a stolen bicycle.

(c) Bicycle Registration Program. When the Department takes possession of a bicycle to which the registered owner is entitled, the Department shall utilize bicycle registration records to locate the registered owner of the bicycle and notify the owner that he or she may recover the bicycle from the Department.

(d) Bicycle Safety Education. Bicycle and public safety or other relevant educational information that has been approved by the Chief of Police and the Bicycle Advisory Committee may be distributed to bicycle registrants at the time the registration is completed.

(e) Registration Confidentiality. The disclosure of personal information about a registered bicycle owner constitutes an unwarranted invasion of personal privacy. Such information shall not be disclosed except where necessary to the administration of the bicycle registration program and the detection of bicycle theft and the recovery of stolen bicycles.

(f) Report of Program. The Chief of Police shall submit a quarterly report on voluntary bicycle registration to the Board of Supervisors, the Police Commission, the Parking and Traffic Commission, and the Bicycle Advisory Committee. The report shall include the following:

- (1) The total number of bicycles registered to date, and the number of all bicycle registrations completed during the quarter;
- (2) The number of bicycles found or recovered by the Police Department during the quarter;
- (3) The number of registered bicycles found or recovered during the quarter;
- (4) The number of bicycles that have been reported stolen during the quarter; and
- (5) The number of bicycles in storage at the end of the quarter, and the number of bicycles that were disposed of during the quarter by return to owner, sale, dismantling, or any other means.

(g) Termination of Program. In the event this Article is repealed, or the bicycle registration program is otherwise suspended or terminated, the Chief of Police shall notify all persons of such termination or suspension who have registered his or her bicycle with the previous five years. (Added by Ord. 81-95, App. 4/17/95)

109.2. BICYCLE REGISTRATION PROGRAM—ADMINISTRATIVE FEE

(a) Registration Fee. Upon registration of a bicycle, the Police Department shall collect a fee in the amount of \$5.00 to recover costs incurred by the Police Department in all aspects of the administration of the bicycle registration program. Such fee shall be \$5.00 and shall not exceed costs necessary to the administration of the bicycle registration program and to the promotion of safe bicycling in San Francisco. The promotion of safe bicycling in San Francisco shall include efforts by the Police Department to help bicycle owners to remember the serial numbers of their bicycles, and to encourage bicycle owners properly to lock their bicycles. The administrative costs may include, but not be limited to, supplies, computer equipment, and personnel costs. The fee shall not be subject to the reimbursement provisions of Section 10C.1 of the Administrative Code.

(b) Filing Fee. The San Francisco Police Department shall collect a fee in the amount of \$1.00 for the replacement of a bicycle registration certificate, the filing of a change of address by the registered owner, or the filing of a transfer of ownership.

(c) The fees shall be evaluated and reviewed annually pursuant to the San Francisco Administrative Code. In the event an ordinance that could repeal this Article so as to terminate or substantially diminish the protections afforded by the bicycle registration program is reintroduced before the Board of Supervisors, the Chief shall cause notice of the prepared ordinance to be mailed to all persons who have registered within the immediately preceding five years of the date of introduction of the prepared ordinance.

(d) Deposit of Revenue. The revenue received by the Police Department through the collection of the administrative fee shall be deposited with the City and County Treasurer.

(e) Administrative Regulations. Not later than 45 days after the effective date of this ordinance, the Chief of Police, upon the approval of the Police Commission and with the recommendation of the Bicycle Advisory Committee, shall establish procedures and regulations for the proper collection and administration of the fees authorized by this Article. (Added by Ord. 81-95, App. 4/17/95)

109.3. BICYCLE REGISTRATION FUND

(a) Establishment of Fund. There is hereby established the Bicycle Registration Fund (the "Fund") for the purpose of the deposit and the expenditure of administrative fees collected by the Police Department for the registration of bicycles pursuant to this Article.

(b) Appropriation of Funds. Subject to the budgetary, fiscal and procurement provisions of the Charter, funds shall be appropriated by the Board of Supervisors to reimburse the Police Department for the costs of departmental administration of the bicycle registration program, and for public information that is administered by the Police Department that promotes safe bicycling in San Francisco.

(c) Report of Expenditures. The Chief of Police shall submit a quarterly report to the Board of Supervisors, the Police Commission, the Parking and Traffic Commission, and the Bicycle Advisory Committee that states the expenditures from the Fund for that quarter. The quarterly report shall state the amount of revenue deposited in the Fund, the remaining balance at the end of the quarter, and an itemization of expenditures and the purpose of each expenditure.

(d) Balance of Fund. The balance remaining in the Bicycle Registration Fund at the end of each fiscal year shall be carried forward in the Fund to the following fiscal year for the purposes provided by this Section. (Added by Ord. 81-95, App. 4/17/95)

109.4. CITY UNDERTAKING LIMITED TO PROMOTION OF GENERAL WELFARE

In undertaking the adoption and enforcement of this Chapter, the City is assuming an undertaking only to promote the general welfare. This Chapter is not intended to create any new rights for breach of which the City is liable in money damages to any person who claims that such breach proximately caused injury. This Section shall not be construed to limit or proscribe any other existing rights or remedies possessed by such person. (Added by Ord. 81-95, App. 4/17/95)

Article 12 - Parking Meter Regulations

219.2. SIDEWALK PARKING OF BICYCLES AND MOPEDS

It shall be permissible for any person to stop, park or leave standing any bicycle or moped, on any sidewalk, provided that such bicycle or moped shall in no way obstruct the sidewalk nor inhibit the forward progress of any pedestrians thereon. (Added by Ord. 479-85, App. 10/18/85)

Article 21 - Temporary Use Or Occupancy Of Public Streets

815. MONITORED BICYCLE PARKING AT PUBLIC EVENTS

The Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT), or other applicable permitting authority, is authorized and encouraged in its discretion to require, and develop guidelines regarding, monitored bicycle parking at appropriate large permitted public events. The sponsor of the public event may provide such monitoring service or ensure that such monitored bicycle parking is available in local garages or other similar facilities. If the sponsor provides monitored bicycle parking, the sponsor may charge a nominal fee for such service. The amount of such fee shall be included as part of the sponsor's permit application. If the sponsor is unable to ascertain the fee amount at the time of the permit application, the sponsor may submit a fee schedule to ISCOTT, or other applicable permitting authority, as soon as possible but no later than 10 days before the event. (Added by Ord. 343-98, App. 11/19/98; amended by Ord. 135-99, File No. 990586, App. 5/28/99)



SAN FRANCISCO POLICE DEPARTMENT

GENERAL ORDER MANUAL

This manual, unfortunately, is presently unavailable online. A copy is maintained at the main branch of the San Francisco Public Library, 5th floor, Government Reference Desk. Here's what to ask for:

[General order manual : the policies and procedures of the San Francisco Police Department](#)

Call Number: 363.22 Sa52g 2000

2.04 CITIZEN COMPLAINTS AGAINST OFFICERS

Rev. 07/20/94

This order outlines the policies and procedures for receiving, investigating and processing citizen complaints against officers. It also describes the Office of Citizen Complaint investigative procedures and findings.

I. Policy

- A. It is the policy of the San Francisco Department to encourage citizens to bring forward grievances regarding inadequate police service or official misconduct by officers, and receive such complaints with courtesy and without delay. Officers shall cooperate fully with the Office of Citizen Complaints (OCC) and provide their full assistance in the expeditious and impartial processing of citizen complaints.**
- B. Members of the Department shall immediately receive citizen complaints of official misconduct whether received by letter, telephone or in person. The member receiving the complaint shall immediately refer the matter to the senior-ranking officer on duty in the station, division, section or unit where the complaint is being made. The senior-ranking officer on duty shall be responsible for the conduct of the investigation until relieved of responsibility as specified in this order.**

II. Procedures

A. Receiving a Complaint/Duties of Senior-Ranking Officer

1. EVALUATION.

Evaluate the seriousness of the allegation and determine whether an immediate investigation is needed (see Section B)

2. FORM PREPARATION

If the complaint is against an officer, prepare a **Citizen Complaint Form (SFPD/OCC 293)**. Write only what the complainant states on this form. If the complainant is present, allow him/her to review the form and make any corrections; give the complainant a copy. If the complaint is received by telephone, read the complainant's statement as it is written on the form to assure accuracy. In either case, tell him/her that the complaint will be referred to the OCC for investigation.

3. ADDITIONAL INFORMATION/COMMENTS.

If there is any additional information or comments that should be brought to the attention of the investigator, do not include it on **SFPD/OCC 293**. Instead, prepare it on a memorandum to your commanding officer for his/her review. The commanding officer shall then forward it promptly to the OCC.

4. ROUTING.

Route the original Citizen Complaint form to the OCC and forward a copy to your commanding officer.

5. INTERNAL COMPLAINTS.

A Citizen Complaint form shall not be completed when the complainant is a member of the Department or is a representative of another police department or government agency. Instead, prepare a memorandum specifying the nature of the complaint and forward it to the accused officer's commanding officer.

B. Immediate investigation/Duties of Senior-Ranking Officer**1. WHEN**

You must conduct an immediate investigation if a delay imposed by assigning the complaint to the OCC will jeopardize the investigation or public safety. The following are examples of situations requiring an immediate investigation and report:

- a. The conduct is still occurring.
- b. The allegation is that an officer is unfit to perform police duties.
- c. A witness may be unavailable later.
- d. The complaint alleges criminal conduct.
- e. The complainant alleges unnecessary force, resulting in serious injury and medical treatment.

2. OCC NOTIFICATION

When an immediate investigation is required, immediately notify an OCC investigator by calling the OCC during business hours, or the answering service at 553-1407 during non-business hours.

3. INVESTIGATION

If the accused officer is assigned to your unit, make a complete investigation and prepare an immediate investigation report on a memorandum, in addition to the **SFPD/OCC 293** form. Send the original **OCC 293** to the OCC, and forward the immediate investigation report to your commanding officer for review. The commanding officer shall then forward the report promptly to the OCC.

4. UNIT INVESTIGATION/IMMEDIATE INVESTIGATION.

When the officer is assigned to another unit, immediately notify the senior-ranking officer on duty at that unit who shall assume responsibility for the immediate investigation and report. If the unit is closed, contact the officer-in-charge through the Operations Center. Prepare and forward a copy of **SFPD/OCC 293** to the OCC.

5. IMMEDIATE INVESTIGATION REPORT.

The immediate investigation report must contain information that can be reasonably obtained before you report off duty. Examples are:

- a. Full name, address and telephone number of all witnesses.
- b. Statements from these witnesses.
- c. Preliminary findings and recommendations where appropriate.

C. Member Response Forms

1. RESPONSIBILITIES OF MEMBERS

A **Member response Form (MRF)** must be completed by the member and received by the OCC within 21 calendar days of the notice. If the member cannot meet this deadline, he/she must contact the appropriate OCC investigator prior to the due date.

2. RESPONSIBILITIES OF COMMANDING OFFICERS.

Commanding officers shall maintain copies of the **Citizen Complaint Forms (SFPD/OCC 293)** to ensure that the OCC has received all complaints and to assist in maintaining accurate statistical records. Commanding officers shall also designate a member to maintain a log of all **MRF's** and interview notifications, distribute them, and return the properly completed forms and notifications to the OCC.

D. OCC Interviews

Members shall appear for scheduled interviews and be prepared to proceed. If a member needs to reschedule, he/she must contact the appropriate investigator at least 24 hours prior to the interview. The inability to arrange for a specific representative will not necessarily be cause for rescheduling the interview. The final decision to reschedule will remain with the O.C.C.

III. O.C.C. Procedures

A. Investigations

1. PRELIMINARY INVESTIGATIONS

All complaints against sworn members are subject to Preliminary Investigations. Preliminary Investigations consists of collection and review of basic case-related material. A case will be closed with no further action when the Preliminary Investigation clearly discloses one of the following:

- a. The available evidence is insufficient to prove or disprove the allegation.
- b. The evidence proves that the alleged act did not occur or that the accused member was not involved.
- c. The alleged act did occur but was justified, lawful and proper.

The OCC will forward Preliminary Investigation complaints, along with the findings, to the accused member's Commanding Officer for information purposes only.

2. DIRECTED INVESTIGATIONS

When a Preliminary Investigation indicates that there is sufficient evidence to proceed, the complaint will be classified as a Directed Investigation and will be assigned to an OCC investigator.

3. FINDINGS.

All Directed Investigations will include a finding for each allegation in the complaint. The types and definitions of OCC findings are as follows:

a. **SUSTAINED**

A preponderance of the evidence proves that the alleged conduct occurred and that the conduct violated Department policy or procedure. (Recommended only after the completion of a Preliminary Investigation.)

- b. NOT SUSTAINED** The evidence fails to prove or disprove that the alleged act(s) occurred.
- c. PROPER CONDUCT** The evidence proves that the alleged act(s) occurred; however, the act(s) were justified, lawful, and proper.
- d. POLICY FAILURE** The evidence proves that the alleged act occurred but was justified by Department policy or procedures; however, the OCC recommends that the policy or procedures be changed.
- e. SUPERVISION FAILURE** The evidence proves that the alleged acts occurred and were the result of inadequate supervision.
- f. TRAINING FAILURE** The evidence proves that the alleged act resulted from inadequate or inappropriate training.
- g. UNFOUNDED** The evidence proves that the acts alleged did not occur or that the accused officer was not involved.
- h. INFORMATION ONLY** The evidence proves that the alleged act did not involve a sworn member of the Department or that the actions described were obviously imaginary. Information Only allegations are not counted as complaints against sworn members of the Department.
- i. NO FINDING/WITHDRAWAL** The complainant failed to provide additional requested evidence, or the complainant requested a withdrawal of the complaint.

4. NOTIFICATION AND REVIEW

After completing a Directed Investigation, the OCC will ensure that every named officer and complainant receive a letter containing the disposition of the complaint and instructions for requesting a hearing.

5. TRANSMITTAL TO AND ACTION BY DEPARTMENT ON COMPLAINTS SUSTAINED BY THE OCC

- a.** When a complaint has been sustained and the OCC investigation (including Investigation Hearings) has been completed, the OCC's investigation and findings shall be transmitted to the Police Chief or the Chief's designee for review and actions.
- b.** The Chief or the Chief's designee shall complete his or her review and make an action recommendation within 60 days of receipt of an OCC case.
- c.** If, however, the Chief or Chief's designee cannot meet the deadline stated in Section 5., b., he/she shall seek an extension of time from the Police Commission. The Commission shall be advised of the reasons for the request for deadline extension, and accused officer(s), complainant(s) and witness(es) shall be informed of any delays and time extensions beyond the initial 60-day period.

6. STATISTICS AND RECOMMENDATIONS

- a.** As directed by the Police Commission, the OCC compiles and publishes monthly summaries and quarterly reports of complaint statistics.
- b.** These summaries and reports include, but are not limited to, the disposition by the Chief of Police and the Police Commission of complaints and allegations referred to the Chief of Police by the OCC Director.
- c.** As directed by the Police Commission, the OCC prepares and publishes quarterly recommendations concerning policies and practices of the Department.
- d.** The Chief of Police shall review OCC quarterly statistical reports within two weeks of the Chief's receipt of same. In the course of that review, the Chief shall cross-check OCC status and disposition information, particularly information on cases sustained by the OCC and referred to the Department for review and further action, and advise the Police Commission of any discrepancy. It is the intent of this policy, however, that apparent statistical discrepancies created by simple mathematical or typographical/data entry errors shall be resolved by the Department and the OCC without reporting to the Commission, other than the publication of a corrected version of the report in which the error occurred.



5.06 CITATION RELEASE**Rev. 07/20/94**

This order mandates the policies for issuing citations to persons arrested for misdemeanor and infraction violations, establishes procedures for citing at the scene, and specifies when an incident report is required.

I. Policy**A. General**

It is the policy of the San Francisco Police Department, in accordance with state law, that officers cite and release all persons arrested for misdemeanor and infraction offenses.

B. Misdemeanor Exceptions

If a person is arrested for a misdemeanor offense(s), he/she shall be subjected to custodial arrest rather than citation release when any of the following conditions exists:

1. The person is so intoxicated that he/she could be a danger to self or to others.
2. The person is unable to care for his/her safety.
3. The person is arrested for one or more of the offenses listed in Section 40302 of the California Vehicle Code:
 - a. Failure to present a driver's license or other satisfactory evidence of identity.
 - b. Demands an immediate appearance before a magistrate.
 - c. Refuses to give written promise to appear.
 - d. The person is arrested for 23152(a) CVC, driving under the influence of alcoholic beverage or drugs, except:
 - (i) When a non-warrant 23152(a) CVC prisoner is brought to Mission Emergency Hospital and the Triage Supervisor indicates that the completion of the prisoner's treatment will exceed one hour, the arresting officer may cite and release the prisoner with the approval of his/her lieutenant.

- (ii)** Lieutenants shall not authorize a citation and release while the prisoner is unable to exercise care for his/her safety by reason of being under the influence of an intoxicant.
- (iii)** Officers shall indicate the name of the Triage Supervisor, the time estimated for treatment, and the name of the lieutenant giving approval at the conclusion of their incident report narrative.
- 4.** The person is being booked for an arrest warrant in addition to the misdemeanor (see DGO 6.18, Warrant Arrests).
- 5.** The person does not provide satisfactory evidence of his/her identity.
- 6.** Prosecution of the offense would be jeopardized by the immediate release of the person.
- 7.** There is a reasonable likelihood that the offense would continue or the safety of persons or property would be imminently endangered by the release of the person (see 40303 CVC).
- 8.** The person refuses to sign the citation or demands to be taken before a magistrate (see below).
- 9.** The person is charged with a felony or an offense punishable as either a felony or a misdemeanor ("wobbler").

 - a.** When there are additional misdemeanor or infraction charges, combine them with the felony charge(s) on the booking form (see DGO 4.01, Booking of Prisoners).
 - b.** Juveniles, however, may be cited and released for felonies per Section 602, Welfare and Institution Code (see DGO 7.01, Juvenile Policies and Procedures).
- 10.** The person has violated a protective court order involving domestic violence [see Penal Code Section 853.6(a) and DGO 6.09, Domestic Violence].

C. Infraction Exceptions

If a person is arrested solely for an infraction offense(s), he/she shall be cited, except when any of the following conditions exist:

1. The person refuses to present satisfactory evidence of his/her identity.
2. The person refuses to give a written promise to appear.
3. The person demands an immediate appearance before a magistrate.

D. Decision To Cite

When receiving an arrest from a private person, the decision to cite or book the suspect shall be made on the basis of eligibility, not the arresting person's preference (also see DGO 5.04, Arrests by Private Persons). When a person is arrested for a misdemeanor or an infraction and it is later determined that he/she is eligible for a citation release, an officer shall promptly cite and release the person at any time prior to the Sheriff Department assuming custody.

II Procedures

A. Citing At The Scene

If a person is eligible for citation release, cite and release him/her at the location of arrest.

B. Citing Juveniles

A criminal citation must be issued for the following days and times:

- Monday through Friday;
- 1330 hours through 1630 hours.

Allow 7 to 14 calendar days between the date cited and the date of appearance. If two or more juveniles are being for the same offense, assign them the same court date but allow 30 minutes between individual appearances. You may require the juvenile and the parent, guardian or responsible relative to sign the citation.

C. Citing For Traffic Offenses

See DGO 9.01, Traffic Enforcement.

D. Refusing To Sign The Citation

When taking a person to a police facility after he/she refuses to sign a citation, follow these procedures:

1. Remind the person that signing the citation (promise to appear) does not constitute an admission of guilt.
2. Give the person one more chance to sign the citation before booking him/her.
3. Notify the lieutenant if the person still refuses to sign the citation. The lieutenant must personally approve the booking.
4. After booking the person, write an incident report and include in the report that the reminder and the second chance were given to the person prior to booking.

E. Reason Not Cited

When a person is booked under any of the exceptions to the citation release policy, the "Reason Not Cited" box on the arrest form must be completed by the booking officer. The arresting officer must also explain in the incident report why the person was arrested as opposed to being cited.

F. Incident Reports

1. MISDEMEANORS

An incident report be completed whenever you issue a citation for a misdemeanor offense. Include the citation number for each person cited along with the date and time of the assigned court appearance.

2. INFRACTIONS/ADULTS

When citing an adult for an infraction, an incident report is not required unless you wish to apprise the court of specific facts or circumstances.

3. INFRACTIONS/JUVENILES

When citing a juvenile for an infraction, an incident report is not required except for violations of Sections 640(a) through (f) of the Penal Code.

4. PRIVATE PERSON ARRESTS

See DGO 5.04, Arrests By Private Persons.



5.07 RIGHTS OF ONLOOKERS**Rev. 02/22/95**

This order establishes policies regarding when persons are permitted to remain as onlookers, their right to overhear conversations between the officer and suspect, and their right to act as a witness.

I. Policy**A. Witnessing Stops, Detentions, Arrests.**

It is the policy of this Department that persons not involved in an incident be allowed to remain in the immediate vicinity to witness stops, detentions and arrests of suspects occurring in public areas, except under the the following circumstances:

1. When the safety of the officer or the suspect is jeopardized.
2. When persons interfere or violate law.
3. When persons threaten by words or action, or attempt to incite others to violate the law.

B. Overhearing Conversation.

If the conditions at the scene are peaceful and sufficiently quiet, and the officer has stabilized the situation, persons shall be allowed to approach close enough to overhear the conversation between the suspect and the officer, except when:

1. The suspect objects to persons overhearing the conversation.
2. There is a specific and articulable need for confidential conversation for the purpose of police interrogation.

C. Inquiries

1. Persons shall be permitted to make a short, direct inquiry as to the suspect's name and whether the officer or the suspect wishes a witness. The suspect shall be allowed to respond to the inquiry.
2. If a citizen is a witness to the activity for which the suspect was detained or arrested, the officer may request his/her name; however, the citizen is not compelled to disclose such information.

D. Bystander Filming Of Officer-Suspect Contacts.

It is increasingly common for bystanders, who are not involved in any criminal activity, to record contacts between officers and citizens, during which officers are detaining, citing or arresting a suspect or engaging in crowd control at a demonstration. Bystanders have the right to record police officer enforcement activities by camera, video recorder, or other means (except under certain narrow circumstances as set forth in Sections A and B above).

1. An officer shall not seize, compel or otherwise coerce production of these bystander recordings by any means without first obtaining a warrant. Without a warrant, an officer may only request, in a non-coercive manner, that a bystander voluntarily provide the film or other recording. These requests should be made only if the officer has probable cause to believe that a recording has captured evidence of a crime and that the evidence will be important to prosecution of that crime. If a bystander refuses to voluntarily provide the recording, an officer may request the person's identity as provided in Section C., 2., above.
2. If a bystander voluntarily provides his or her recording and/or equipment, the officer shall provide the bystander with a receipt (SFPD 315). The receipt shall contain a written statement verifying that the recording and/or equipment has been voluntarily provided to the Department and shall be signed by the bystander.

E. Violations/Compliance.

As an alternative to arresting an onlooker who is in violation of Penal Code Section 148 or other related offenses (e.g., 647 c P.C., 22 Municipal Police Code) officers may order onlookers to "move on"; however, the person

shall not be ordered to move any farther distance than is necessary to end a violation (see DGO 5.03, Investigative Detentions and DGO 6.11, Obstruction of Streets and Sidewalks). Persons who believe that an officer did not comply with the provisions of this order shall be referred to an appropriate supervisor or to the Office of Citizen Complaints.

References

DGO 5.03, Investigative Detentions

DGO 6.02, Physical Evidence

DGO 6.11, Obstruction of Streets and Sidewalks

DGO 6.15, Property Processing



9.01 TRAFFIC ENFORCEMENT**Rev. 08/10/94**

This order sets policies and procedures regarding traffic enforcement, including moving, parking, and mechanical violations, commercial vehicle registration and mechanical violations, citing at the scene of traffic collisions, and voiding citations.

I. Policy**A. Enforcement****1. GOALS**

The goals of the Department's traffic enforcement program are to reduce traffic collisions, facilitate traffic flow, and ease parking congestion.

2. PRIORITY

Traffic enforcement is a major priority of the Department and an important task assigned to uniformed personnel. Members shall give priority to enforcing violations consistent with the above goals.

3. DISCRETION

Members enforcing traffic and parking laws must also use discretion; however, members shall not let the attitude of a violator influence their enforcement action.

B. Moving Violations**1. UNIFORMED OFFICERS**

Moving violations shall be enforced only by uniformed officers. Except as provided in DGO 5.08, Non-Uniformed Officers. Patrol Special and Assistant Patrol Special officers are not authorized to enforce moving violations or laws regulating pedestrian traffic.

2. BICYCLISTS

According to Section 21200CVC, bicyclists are subject to the same rights and responsibilities as other vehicles on a roadway and can be cited for certain moving violations. Local ordinances also regulate bicycle messengers (see Traffic Code Sections 98-98.3).

3. ENFORCEMENT

Officers shall act on moving violations in any of the following circumstances:

- a. After witnessing a violation
- b. In response to a private person's arrest.
- c. When reasonable cause has been established by a qualified officer investigating a traffic collision.

4 IDENTIFICATION

When issuing a moving violation, an officer shall reasonably ascertain the true identity of the violator. If this is not possible through valid identification or other efforts, the violator shall be booked and the "inability to ascertain identity" entered on the booking form as the reason for not issuing a citation (see DGO 5.06, Citation Release).

C. Parking Violations

(also see DGO 8.09, Media Relations). Patrol Special and Assistant Patrol Special officers are not authorized to enforce parking laws

D. Mechanical Violations

All uniformed officers shall enforce mechanical, licensing and registration violations. Uniformed officers may, in accordance with Section 40001 CVC, cite the owner or agent of any commercial vehicle in absentia for any mechanical violation, provided the operator of the vehicle is an employee of the owner (see below).

E. Release of Violators

Except as required by Section 40302 CVC, all traffic violators shall be released upon their written promise to appear.

II. Procedures

A. Disposition of Traffic Offenses

Rules governing the disposition of traffic offenses depend on the kind of offense and the age of the violator. When issuing a citation, answer reasonable questions and inform the person of the nature of the violation and the proper means of disposing the citation.

1. PARKING OFFENSES

The rules governing the disposition of "Notice of Parking Violation" apply to both adults and juveniles. Instructions for disposition of the violation are printed on the back of the violator's copy.

2. NON-PARKING OFFENSES

- a. Adults cited with a "Notice to Appear" for any traffic offense must appear or submit bail. Certain moving violations require a mandatory appearance and must be assigned a specific court date.
- b. Juveniles cited for traffic offenses shall be referred to the juvenile court for a court date and disposition. When issuing a traffic citation to a juvenile, check "to be notified by Juvenile Court" and have the juvenile sign the citation.

B. Refusal to Sign Citation

See DGO 5.06, Citation Release.

C. Citing at the Scene of a Traffic Collision

1. PURPOSE

A Notice To Appear may be issued by a qualified officer investigating a vehicle collision, even though the violation did not occur in his/her presence. The purpose of issuing a Notice To Appear is to bring a suspected traffic violator in a traffic collision into court. Unlike most occasions when a Notice To Appear is issued after an officer witnesses a violation, A Notice to Appear issued in connection with a traffic collision does not constitute an arrest and the violator need not sign the citation.

2. QUALIFICATIONS

Only officers possessing either of the following qualifications may issue a Notice To Appear in connection with a traffic collision:

- a. A Certification of Completion from a P.O.S.T. – certified course in the investigation of vehicle accidents, or
- b. Officers, who through training and experience, enforced traffic laws following collisions when such was gained prior to the state's adoption of Division 17, Article 3, commencing with Section 40600 of the California Vehicle Code.

3. CRITERIA FOR ISSUANCE

Before issuing a Notice To Appear at the scene of a traffic collision, a Traffic Collision Report (SFPD 555) must be completed by a qualified officer, and he/she must have reasonable cause to believe a traffic violation (infraction or misdemeanor) had occurred.

4. ISSUING THE NOTICE TO APPEAR

Complete the Notice To Appear in the same way as you would if the violation had been committed in your presence. Ensure that the incident report number is included. If possible, have the violator sign the citation; however, the violator is not required to sign.

- a. Cite adult violators to the Clerk of Municipal Court within 21 days. Juvenile violators will be notified of the date and time of their appearance.
- b. After completing the Notice to Appear, furnish a copy to the violator only if the citation has been signed. Tell the violator that he/she has 21 days either to post bail or to request a court hearing at the Traffic Fines Bureau, Room 101, Hall of Justice. Also advise the violator that failure to respond may result in a hold being placed on his/her driver license, a complaint being filed, and a warrant of arrest issued.
- c. If the violator refuses to sign the citation, print "MAILED" in the signature box, but do not give the violator a copy. Forward all copies of the citation, along with a copy of the accident report, to the Collision Complaint Review Officer, Traffic Division who will mail the citation to the violator indicating the date mailed in the signature box.

5. TRAFFIC COLLISION INVESTIGATION AND REPORT

(also see DGO 9.02, Vehicle Accidents). Establish and present the “corpus” of the violation and the basis for issuing the Notice of Violation in the concluding narrative of your traffic collision report.

6. FORWARDING

Forward the Notice to Appear and a copy of the Traffic Collision Report, to the Traffic Division, Traffic Collision Complaint Review Officer. Forward the original collision report in the usual manner.

D. Commercial Vehicle Registration and Mechanical Violations**1. ENFORCEMENT PROCEDURES**

When stopping a driver of a commercial vehicle for a registration or mechanical violation, and the driver is an employee but not the officer or owner of the firm, follow these procedure when completing the Notice to Appear:

- a. Complete all the information boxes for the driver and vehicle.
- b. In the registered owner/lessee section, write the company name, the name and address of the owner, and the responsible person of the company to whom the citation should be directed.
- c. Write “40001a CVC (owner’s responsibility)” in the signature section. The driver does not sign the citation.
- d. Do not detach the copies of the citation. Forward the entire set to the Traffic Division, Commercial Vehicle Unit.

2. OUT OF STATE REGISTRATION

The procedures above apply only to commercial vehicle registered in California. They do not apply to commercial vehicles registered in another state or to violations that are clearly the responsibility of the driver.

E. Bookings

Persons may be arrested and booked solely for traffic infractions or a combination of traffic infractions and non-traffic offenses. Courts have voided criminal charges after an individual had resolved the traffic offense, which was often the basis of probable cause for the officer to stop, detain and investigate. Therefore, it is very important to list all traffic or non-traffic infractions on the booking form along with the other more serious

offenses (see DGO 4.01, Booking of Prisoners). All the charges will be combined into a single case by the District Attorney.

1. NOTICE TO APPEAR

When booking a person for a combination of traffic infractions and other offenses, complete a Notice to Appear only to record the traffic infraction with the DMV. Do not assign a court date, check a box for disposition or have the suspect sign the Notice to Appear. Write "Booked at _____" in the signature section of the form, but do not give the suspect a copy. Attach the entire set of the Notice to Appear to your incident report.

2. INTOXICATED DRIVER (DUI)

After arresting an intoxicated driver, list any traffic violation that was the basis of probable cause to stop or was a significant contributing factor in a collision on the booking form in addition to the DUI charge.

F. Voiding Citations

See DGO 9.05, Traffic Citation Control.

9.02 VEHICLE ACCIDENTS

Rev. 08/10/94

This order establishes policies regarding investigation of injury and non-injury vehicle accidents.

I. Policy**A. Investigation and Report**

It is the policy of the San Francisco Police Department to investigate and report the following types of vehicle accidents:

1. Vehicle accidents resulting in death or injury.
2. All hit and run vehicle accidents resulting in death, injury or property damage.
3. All runaway vehicle accidents resulting in death, injury or property damage.
4. All vehicle accidents involving a city-owned vehicle or damage to city-owned property.
5. All school bus accidents.
6. All vehicle accidents involving an arrest.

B. Property Damage Only

Members need not investigate or report non-injury (property damage) vehicle accidents that do not include any of the above-listed criteria.

C. Assignment Priority**1. COLLISION INFORMATION FORM**

The assignment priority for accidents requiring the completion of a Collision Information Form is:

- a. Primary - Patrol Unit
- b. Secondary - Traffic Unit

2. TRAFFIC COLLISION INVESTIGATION AND REPORT

The assignment priority for accidents requiring an investigation and the completion of a Traffic Collision

Report:

- a. Primary – Traffic Unit
- b. Secondary – Patrol Unit

II. Procedures

A. Injury Accidents

1. REPORTS

When investigating an accident involving injuries, always complete an entire Traffic Collision Report, including a diagram of the accident scene.

2. NOTIFICATION

If a death or serious injury results, immediately notify the Hit and Run Section during business hours, or the Operations Center at all other times (see DGO 8.01, Critical Incident Evaluation and Notification). Record the name and the star number of the person notified along with the time on the Traffic Collision Report.

3. VICTIM IDENTIFICATION

Refer all request for victim identification, by citizens or the media, to the Operations Center, The Hit and Run Section or the Medical Examiner's Office, if applicable (see DGO 8.09, Media Relations).

4. VEHICLE HOLDS

See DGO 9.06, Vehicle Tows.

B. Hit and Run Vehicle Accidents

1. REPORT

When requested by a citizen, investigate and prepare a Traffic Collision Report and Hit and Run Record (SFPD 133) for all hit and run vehicle accidents occurring in San Francisco, whether you are at the scene or not.

2. NOTIFICATION

If a death or serious injury has occurred, preserve the accident scene, notify the Hit and Run Section or the Operations Center, and follow the procedures outlined in Injury Accidents, II, A.

C. Runaway Vehicle Accidents**1. REPORT**

When investigating a vehicle accident involving a parked vehicle of Section 58a of the Traffic Code, prepare a Traffic Collision Report and include all of the following:

- a. Whether the emergency brake was on or partially on.
- b. The position of the gear selector (manual or automatic).
- c. Whether the vehicle was locked.
- d. Whether the vehicle may have been struck and set into motion by another vehicle.

2. CITATION/TOW/HOLD

Cite the vehicle 58a T.C. (no blocks) and tow it after placing a "hold" for the Traffic Division (see DGO 9.06, Vehicle Tows). Direct the owner to the Traffic Division, Room 150, Hall of Justice to get a release.

D. City-Owned Vehicles or Property

When investigating an accident involving a city-owned vehicle or property, attempt to notify the appropriate city department, e.g., Department of Electricity, Department of Public Works, etc. Minor non-injury accidents involving the Muni may be investigated by Muni personnel.

E. School Bus Accidents

If students are on the bus at the time of the accident and there are injuries, ensure that the Communication Division notifies the California Highway Patrol. The primary investigating unit should be a traffic solo officer.

F. Vehicle Accidents Involving an Arrest

After arresting a person involved in a vehicle accident, whether the arrest is related to the accident or is related to the previous commission of a crime, complete a Traffic Collision Report. When completing the incident report, refer to the Traffic Collision Report. Also refer to the incident report in the Traffic Collision Report.

G. Vehicle Accidents Involving Hazardous Materials

See DGO 8.07, Hazardous Material Incidents.

H. Non-Injury Vehicle Accidents

When arriving at the scene of a non-injury vehicle accident, advise the citizens that it is the policy of this Department not to investigate vehicle accidents involving only property damage. If a citizen insists on a report, follow these procedures:

1. EXCHANGE OF INFORMATION

Assure proper exchange of the Collision Information Form (SFPD 19) and, if necessary, assist each party in completing them. Ensure that any witness information is provided to the parties involved.

2. TOWS

Arrange for tows and direct traffic if necessary.

I. Citing at the Scene of a Traffic Collision

See DGO 9.01, Traffic Enforcement.

J. Notification to DMV**1. WHEN**

When investigating an accident (either injury or non-injury) advise the drivers involved that they must notify the Department of Motor Vehicles within 10 days when:

- a.** There is more than \$500 in damage to the property of any one person, or
- b.** Anyone is injured (no matter how slightly) or killed.

2. FORM

As required by California Vehicle Code Section 16000, it is the responsibility of each driver – not the police or CHP – to report the accident. The accident should be reported on DMV Form SR1, “Report of Traffic Accident”, which is available at any DMV office or CHP field office.

9.05 TRAFFIC CITATION CONTROL**Rev. 08/10/94**

The purpose of this order is to establish procedures for receiving, storing, processing and voiding Notice to Appear and Notice of Parking Violation citation forms.

I. Policy**A. Duties of The Commanding Officer/Officer-in-Charge****1. STORAGE/ISSUANCE/RECEIPTS**

Provide for the safekeeping and accountability of citations. Ensure that citations are issued in numerical sequence and that the Special Receipt (Controller's Slip) is completed for each set (book).

2. ROUTING OF COMPLETED CITATIONS

Have completed Notice of Parking Violation citation forms forwarded to the Department of Parking and Traffic (DPT), and completed Notice to Appear citation forms forwarded to the Records Section with the accompanying "Officer's Daily Citation Report." Notice to Appear and Notice of Parking Violation forms must be listed on separate Officer's Daily Citation Report forms.

B. Voiding a Notice of Parking Violation

If the interest of justice demand that a Notice of Parking Violation be voided, follow these procedures:

1. INCOMPLETE CITATION

If the Notice of Parking Violation has **not** been completed and attached to a vehicle, follow these procedures:

- a.** Write "void" on all the copies of the citation and write "void" next to the citation number on the Officer's Daily Citation Report.
- b.** Forward the Officer's Daily Citation Report along with all copies of the citation to the Department of Parking and Traffic (DPT).

2. COMPLETED CITATION

If the Notice of Parking Violation **has** been completed and attached to the vehicle, follow these procedures:

- a. Complete a **Dismissal Request (SFPD 256)**, explaining on the form the reason the citation should be canceled, and get the approval of your commanding officer. Attach a photocopy of the citation to **SFPD 256** and send both to the Department of Parking and Traffic (DPT).
- b. Do not write "void" on the citation. Complete the Officer's Daily Citation Report and submit all copies of the Notice of Parking Violation to the Department of Parking and Traffic.
- c. Tell the citizen that he/she must retain the violator's copy of the citation. The Department of Parking and Traffic will send him/her a notice when the Notice of Parking Violation has been dismissed.

C. Voiding a Notice to Appear (Traffic Infractions)

If the interest of justice demand that a Notice to Appear be voided, follow these procedures:

1. INCOMPLETE CITATION

If the Notice to Appear has **not** been completed and signed by the violator, follow these procedures:

- a. Write "void" on all copies of the citation. Also write "void" on the Officer's Daily Citation Report next to the citation number.
- b. Forward the Officer's Daily Citation Report along with all copies of the Notice to Appear in the usual manner.

2. COMPLETED CITATION

If the Notice to Appear **has** been completed and signed, follow these procedures:

- a. Complete a **Dismissal Request (SFPD 256)**, explaining on the form the reasons the citation should be dismissed and get the approval of your commanding officer. Make a photocopy of the citation, attach it to the **Dismissal Request**, and forward both to Traffic Administration.
- b. Do not write "void" on the citation. Submit all the copies of the citation in the usual manner.
- c. Advise the person that you will recommend a dismissal of the citation; however, a dismissal is discretionary with the court. The person retains the violator's copy of the citation and he/she is responsible for it until the court dismisses the citation.

DEPARTMENT OF PARKING AND TRAFFIC

BLUE BOOK

The DPT “Blue Book” is a manual has been prepared as a guide for City agencies (DPW, MUNI, SFWD, DPT, Port of SF, etc.) utility crews, private contractors, and others doing work in San Francisco streets. Its main purpose is to establish rules so that work can be done safely and in a way that will cause the least possible interference with pedestrians, bicycle, transit and other vehicular traffic. In addition to the regulations in this manual, Contractor is responsible for complying with all city, state and federal codes, rules and regulations.

The authority for establishing the manual requirements is derived from an ordinance change passed by the Board of Supervisors in November 1964.

Represented here is just a small selection of the sections that specifically relate to cyclists. The full text of this manual can be found at: http://www.sfgov.org/site/dpt_index.asp?id=13464

1. PERMITS REQUIRED TO WORK ON CITY STREETS

Permits must be kept on the job site at all times and be shown to City employees and police officers upon request. Citations may be issued under Section 194.3 of the Traffic Code for failure to produce a valid permit.

1.2 PERMIT ISSUED BY DPT (SPECIAL TRAFFIC PERMIT)

A Special Traffic Permit (STP) is required for any work that does not comply with the regulations in this manual or the Traffic Routing Specifications in a City Contract. A Contractor must apply for a STP a minimum of two days before undertaking said work. The Department of Parking and Traffic (DPT) is authorized to review permit requests and issue permits at its discretion. DPT may refuse to issue, extend or may revoke a STP depending on the traffic conditions.

7. GENERAL HOUSEKEEPING

Contractor is responsible for maintaining a safe work area after working hours.

7.1 Maintaining Traffic**7.1.2 METAL PLATING**

Any temporary metal plating and metal bridging shall be coated with a non-skid and rust inhibitive product. Examples of non-skid metal plating are surfaces with waffle-patterns or right angle undulations. Plating shall be installed with no edges or corners sticking up and with no bouncing or shifting.

7.1.3 TRANSITIONING (RAMPING)

Whenever the grade difference between the existing pavement and the excavated area is greater than $\frac{3}{4}$ inch, Contractor shall provide longitudinal and transverse transitions prior to opening the lanes to traffic. The maximum slope on these transitions shall be 1:18. Transitions shall be installed with hot asphalt concrete. This section applies to newly constructed street base, manholes, metal plating, bridging, etc.

7.1.4 CYCLONE FENCES

Bases of temporary cyclone fences shall not extend over any adjacent traffic or bicycle lane.

10. BICYCLE ROUTES

Appropriate measures shall be taken to ensure the safety of bicyclists on ALL streets on which there is construction. Contractors should pay special attention to streets that are on the Bicycle Route Network (http://www.sfgov.org/site/dpt_page.asp?id=13632). There are three kinds of bicycle routes on the network and the Contractor is required to maintain the construction area according to the following rules:

10.1 BIKE PATHS (CLASS I)

Construction on off-street bike paths shall provide an alternate route for bicyclists either by use of an alternate paved path or a temporary bike lane on the street. Any temporary bike lane on the street requires a STP.

10.2 BIKE LANES (CLASS II)

Contractor shall maintain all existing bike lanes. During construction, temporary bike lanes may be delineated by cones but at no time shall the clear width of a bike lane be less than 5 feet. Any bike lane that is effectively narrowed below 5 feet is considered a bike lane closure.

Bike lanes may be closed but only with an approved Special Traffic Permit or City Contract Specifications. An approved STP may require that additional bike signs such as "Bicyclists Allowed Use of Full Lane" or "Bicycle Route Detour" signs be posted as part of the conditions of the permit.

10.3 BIKE ROUTES (CLASS III)

Certain streets on the bicycle route network may not have painted bicycle lanes but are nonetheless important because they provide connectivity to the rest of the network. In particular some bike routes allow bicycles to travel side-by-side with cars in the same lane. These streets are identified as having wide right-hand curb lanes. A curb lane is measured from the curb to the nearest lane line. Wide curb lanes are those that are 22 feet or more in width on streets with parking, or 14 feet or more on streets without parking. Contractor should maintain these widths as much as possible. If a wide curb lane will be affected during construction, then the Contractor shall post a "Bicyclists Allowed Full Use of Lane" sign(s) at the beginning of the block(s).

Generally, no additional signing is required on the other bike route streets that do not have a bike path, a bike lane or a wide curb lane.

10.4 CLOSURE OF BIKE ROUTES

A STP is required for any street closure or the closure of one direction of a street. The STP may require that a Bicycle Route Detour be provided and that additional bike signs such as "Bicyclists Allowed Use of Full Lane" or Bicycle Route Detour Signs be posted as a permit condition.



BAY AREA RAPID TRANSIT DISTRICT

BICYCLE RULES

GENERAL

- Bikes are allowed on all trains except those trains shown in highlighted areas of the All About BART brochure. It is the rider's responsibility to refer to BART schedules.
- Regardless of any other rule, bikes are never allowed on crowded cars. Use your good judgment and only board cars that can comfortably accommodate you and your bicycle. Hold your bike while on the trains.
- Bikes are allowed in any car but the first car of a train.
- Bicyclists must use elevator or stairs, not escalators, and always walk bikes.
- Bicyclists must yield priority seating to seniors and people with disabilities, yield to other passengers, and not block aisles or doors or soil seats.
- In case of an evacuation, leave your bike on the train and do not let it block aisles or doors.
- Bicyclists under 14 years old must be accompanied by an adult.
- Gas powered vehicles are never permitted.
- Bikes must be parked in racks and lockers. Call (510) 464-7133 for locker availability. Bikes parked against poles, fences or railings will be removed.

COMMUTE HOURS

(Weekdays approximately 7:05 to 8:50 am and 4:25 to 6:45 pm.)

- During morning commute hours, bikes are allowed in the Embarcadero Station only for trips to the East Bay (as indicated by the BART Trip Planner and the All About BART brochure).
- During evening commute hours, bicyclists traveling from the East Bay must exit at the Embarcadero Station (as indicated by the BART Trip Planner and the All About BART brochure).
- During morning and evening commute hours bikes are not allowed in the 12th and 19th Street Oakland Stations (as indicated by the BART Trip Planner and the All About BART brochure).
- Folded bikes are allowed on the trains at all times. During commute hours, folding bikes must be folded before entering the paid area at the Embarcadero, Montgomery, Powell, and Civic Center San Francisco Stations, and the 12th and 19th Street Oakland Stations. At all other stations, they may be folded on the platform, but must be folded before boarding a train.

Violation of the above rules subject to citation under CA Vehicle Code § 21113 and Sec. 42001.

CALTRANS HIGHWAY DESIGN MANUAL

The Highway Design Manual establishes uniform policies and procedures to carry out the highway design functions of the California Department of Transportation (Caltrans). It is neither intended as, nor does it establish, a legal standard for these functions. The established policies are for the information and guidance of the officers and employees of the Department.

AASHTO (American Association of State Highway and Transportation Officials)

FHWA (Federal Highway Administration)

CHAPTER 80 APPLICATION OF DESIGN STANDARDS

Topic 82 - Application of Standards

82.3 - USE OF FHWA AND AASHTO STANDARDS AND POLICIES

The standards in this manual generally conform to the standards and policies set forth in the AASHTO publication, "A Policy on Geometric Design of Highways and Streets" (1994) and "A Policy on Design Standards-Interstate System" (1988). A third AASHTO publication "Roadside Design Guide" (1996) focuses on creating safer roadsides. These three documents, along with other AASHTO & FHWA publications cited in 23 CFR Ch 1, Part 625, Appendix A, contain most of the current AASHTO policies and standards, and are approved references to be used in conjunction with this manual. AASHTO policies and standards, which are established as nationwide standards, do not always satisfy California conditions. When standards differ, the instructions in this manual govern, except when necessary for FHWA project approval (Index 108.3, Coordination with the FHWA).

CHAPTER 300 GEOMETRIC CROSS SECTION**Topic 301 Traveled Way Standards****301.1 - TRAVELED WAY WIDTH**

The traveled way width is determined by the number of lanes demanded by the design hourly volume. **The basic lane width for new construction on two lane and multilane highways, ramps, collector roads and other appurtenant roadways shall be 3.6 m (11.8 ft).** For roads with curve radii of 90 m or less, widening due to off-tracking should be considered. See Index 404.1 and Table 504.3A. For roads under other jurisdictions, see Topic 308.

Topic 308 - Cross Sections for Roads Under Other Jurisdictions**308.1 - CITY STREETS AND COUNTY ROADS**

The width of local roads and streets that are to be reconstructed as part of a freeway project should conform to AASHTO standards if the local road or street is a Federal-aid route. Otherwise the cross section should match the width of the city street or county road adjoining the reconstructed portion, or the cross section should satisfy the local agency's minimum standard for new construction. Where a local facility within the State right of way crosses over or under a freeway or expressway but has no connection to the State facility, the minimum design standards for the cross section of the local facility within the State's right of way shall be those found in AASHTO. If the local agency has standards that exceed AASHTO standards, then the local agency standards should apply. AASHTO standards for local roads and streets are given in "A Policy on Geometric Design of Highways and Streets", AASHTO. It is important to note that "A Policy on Geometric Design of Highways and Streets", AASHTO, standards are based on functional classification and not on a Federal-aid System.

CHAPTER 1000 BIKEWAY PLANNING AND DESIGN**Topic 1001 - General Information****Index 1001.1 - DEFINITIONS**

"Bikeway" means all facilities that provide primarily for bicycle travel.

- (1) Class I Bikeway (Bike Path). Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.
- (2) Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.
- (3) Class III Bikeway (Bike Route). Provides for shared use with pedestrian or motor vehicle traffic.

Topic 1002 - General Planning Criteria**1002.1 INTRODUCTION**

The needs of non-motorized transportation must be considered on all highway projects. Topic 105 discusses Pedestrian Facilities with Index 105.3 addressing accessibility needs. This chapter discusses bicycle travel.

Bicycle travel can be enhanced by improved maintenance and by upgrading existing roads used regularly by bicyclists, regardless of whether or not bikeways are designated. This effort requires increased attention to the right-hand portion of roadways where bicyclists are expected to ride. On new construction, and major reconstruction projects, adequate width should be provided to permit shared use by motorists and bicyclists. **On resurfacing projects, the entire paved shoulder and traveled way shall be resurfaced. When adding lanes or turn pockets, a minimum 1.2 m shoulder shall be provided (see Topic 405 and Table 302.1).** When feasible, a wider shoulder should be considered. When placing a roadway edge stripe, sufficient room outside the stripe should be provided for bicyclists. When considering the restriping of roadways for more traffic lanes, the impact on bicycle travel should be assessed. Bicycle and pedestrian traffic through construction zones should be addressed in the project development process. These efforts, to preserve or improve an area for bicyclists to ride, can benefit motorists as well as bicyclists.

1002.2 THE ROLE OF BIKEWAYS

Bikeways are one element of an effort to improve bicycling safety and convenience - either to help accommodate motor vehicle and bicycle traffic on shared roadways, or to complement the road system to meet needs not adequately met by roads.

Off-street bikeways in exclusive corridors can be effective in providing new recreational opportunities, or in some instances, desirable commuter routes. They can also be used to close gaps where barriers exist to bicycle travel (e.g., river crossing). On-street bikeways can serve to enhance safety and convenience, especially if other commitments are made in conjunction with establishment of bikeways, such as: elimination of parking or increasing roadway width, elimination of surface irregularities and roadway obstacles, frequent street sweeping, establishing intersection priority on the bike route street as compared with the majority of cross streets, and installation of bicycle-sensitive loop detectors at signalized intersections.

1002.3 THE DECISION TO DEVELOP BIKEWAYS

The decision to develop bikeways should be made with the knowledge that bikeways are not the solution to all bicycle-related problems. Many of the common problems are related to improper bicyclist and motorist behavior and can only be corrected through effective education and enforcement programs. The development of well conceived bikeways can have a positive effect on bicyclist and motorist behavior. Conversely, poorly conceived bikeways can be counterproductive to education and enforcement programs.

1002.4 SELECTION OF THE TYPE OF FACILITY

The type of facility to select in meeting the bicycle need is dependent on many factors, but the following applications are the most common for each type.

(1) Shared Roadway (No Bikeway Designation).

Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel, and signing and striping for bicycle use may be unnecessary. In other cases, routes may be unsuitable for bicycle travel, and it would be inappropriate to encourage additional bicycle travel by

designating the routes as bikeways. Finally, routes may not be along high bicycle demand corridors, and it would be inappropriate to designate bikeways regardless of roadway conditions (e.g., on minor residential streets).

Many rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, it would be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of 1.2 m paved roadway shoulders with a standard 100 mm edge stripe can significantly improve the safety and convenience for bicyclists and motorists along such routes.

(2) Class I Bikeway (Bike Path).

Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

(3) Class II Bikeway (Bike Lane).

Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists, that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping

programs, special signal facilities, etc.). Generally, stripes alone will not measurably enhance bicycling.

If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes.

In selecting appropriate streets for bike lanes, location criteria discussed in the next section should be considered.

(4) Class III Bikeway (Bike Route).

Bike routes are shared facilities which serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
- (b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application.

In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

An important consideration in selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street.

Topic 1003 - Design Criteria

1003.1 CLASS I BIKEWAYS

Class I bikeways (**bike paths**) are facilities with exclusive right of way, with cross flows by motorists minimized. **Section 890.4 of the Streets and Highways Code** describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians". However, experience has shown that if significant pedestrian use is anticipated, separate facilities for pedestrians are necessary to minimize conflicts. Dual use by pedestrians and bicycles is undesirable, and the two should be separated wherever possible.

Sidewalk facilities are not considered Class I facilities because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize motorist cross flows. See Index 1003.3 for discussion relative to sidewalk bikeways.

By State law, motorized bicycles ("mopeds") are prohibited on bike paths unless authorized by ordinance or approval of the agency having jurisdiction over the path. Likewise, all motor vehicles are prohibited from bike paths. These prohibitions can be strengthened by signing.

(1) Widths.

The minimum paved width for a two-way bike path shall be 2.4 m. The minimum paved width for a one-way bike path shall be 1.5 m. A minimum 0.6 m wide graded area shall be provided adjacent to the pavement (see Figure 1003.1A). A 1.0 m graded area is recommended to provide clearance from poles, trees, walls, fences, guardrails, or other lateral obstructions. A wider graded area can also serve as a jogging path. Where the paved width is wider than the minimum required, the graded area may be reduced accordingly; however, the graded area is a desirable feature regardless of the paved width. Development of a one-way bike path should be undertaken only after careful consideration due to the problems of enforcing one-way operation and the difficulties in maintaining a path of restricted width.

Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of a two-way path should be greater than 2.4 m, preferably 3.6 m or more. Another important factor to consider in

determining the appropriate width is that bicyclists will tend to ride side by side on bike paths, necessitating more width for safe use.

Experience has shown that paved paths less than 3.6 m wide sometimes break up along the edge as a result of loads from maintenance vehicles.

Where equestrians are expected, a separate facility should be provided.

(2) Clearance to Obstructions.

A minimum 0.6 m horizontal clearance to obstructions shall be provided adjacent to the pavement (see Figure 1003.1A). A 1.0 m clearance is recommended. Where the paved width is wider than the minimum required, the clearance may be reduced accordingly; however, an adequate clearance is desirable regardless of the paved width. If a wide path is paved contiguous with a continuous fixed object (e.g., block wall), a 100 mm white edge stripe, 0.3 m from the fixed object, is recommended to minimize the likelihood of a bicyclist hitting it. **The clear width on structures between railings shall be not less than 2.4 m.** It is desirable that the clear width of structures be equal to the minimum clear width of the path (i.e., 3.6 m).

The vertical clearance to obstructions across the clear width of the path shall be a minimum of 2.5 m. Where practical, a vertical clearance of 3 m is desirable.

(3) Striping and Signing.

A yellow centerline stripe may be used to separate opposing directions of travel. A centerline stripe is particularly beneficial in the following circumstances:

- (a) Where there is heavy use;
- (b) On curves with restricted sight distance; and,
- (c) Where the path is unlighted and nighttime riding is expected. (Refer to Topic 1004 for signing and striping details.)

Figure 1003.1A
Two-Way Bike Path on Separate Right of Way

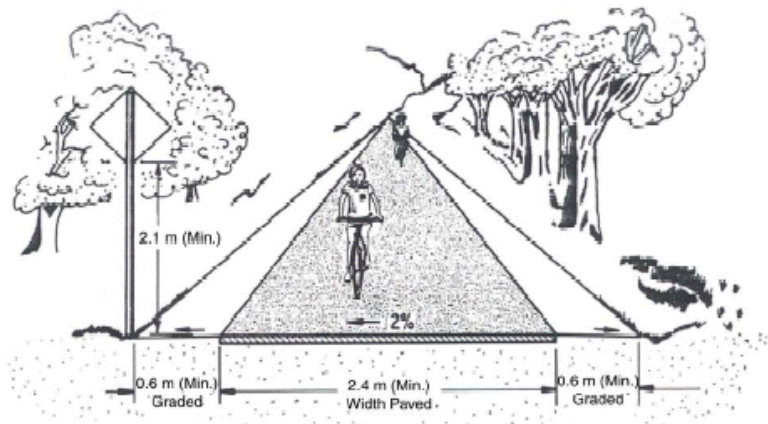
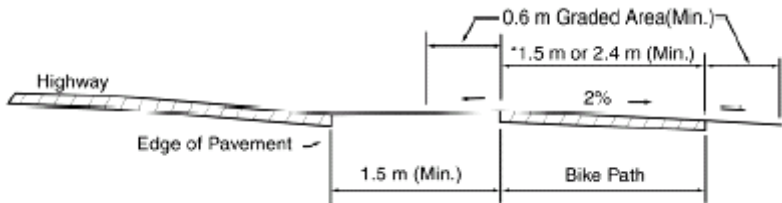


Figure 1003.1B

Typical Cross Section of Bike Path Along Highway

NOTE: See Index 1003.1(5)

***One-Way: 1.5m Minimum Width
Two-Way: 2.4m Minimum Width**

(4) Intersections with Highways.

Intersections are a prime consideration in bike path design. If alternate locations for a bike path are available, the one with the most favorable intersection conditions should be selected.

Where motor vehicle cross traffic and bicycle traffic is heavy, grade separations are desirable to eliminate intersection conflicts. Where grade separations are not feasible, assignment of right of way by traffic signals should be considered. Where traffic is not heavy, stop or yield signs for bicyclists may suffice.

Bicycle path intersections and approaches should be on relatively flat grades. Stopping sight distances at intersections should be checked and adequate warning should be given to permit bicyclists to stop before reaching the intersection, especially on downgrades.

When crossing an arterial street, the crossing should either occur at the pedestrian crossing, where motorists can be expected to stop, or at a location completely out of the influence of any intersection to permit adequate opportunity for bicyclists to see turning vehicles. When crossing at midblock locations, right of way should be assigned by devices such as yield signs, stop signs, or traffic signals which can be activated by bicyclists. Even when crossing within or adjacent to the pedestrian crossing, stop or yield signs for bicyclists should be placed to minimize potential for conflict resulting from turning autos. Where bike path stop or yield signs are visible to approaching motor vehicle traffic, they should be shielded to avoid confusion. In some cases, Bike Xing signs may be placed in advance of the crossing to alert motorists. Ramps should be installed in the curbs, to preserve the utility of the bike path. Ramps should be the same width as the bicycle paths. Curb cuts and ramps should provide a smooth transition between the bicycle paths and the roadway.

(5) Separation Between Bike Paths and Highways.

A wide separation is recommended between bike paths and adjacent highways (see Figure 1003.1B). **Bike paths closer than 1.5 m from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the highway. Bike paths within the clear recovery zone of freeways shall include a physical barrier separation.** Suitable barriers could include chain link fences or dense shrubs. Low barriers (e.g., dikes, raised traffic bars) next to a highway are not recommended because bicyclists could

fall over them and into oncoming automobile traffic. In instances where there is danger of motorists encroaching into the bike path, a positive barrier (e.g., concrete barrier, steel guardrail) should be provided. See Index 1003.6 for criteria relative to bike paths carried over highway bridges.

Bike paths immediately adjacent to streets and highways are not recommended. They should not be considered a substitute for the street, because many bicyclists will find it less convenient to ride on these types of facilities as compared with the streets, particularly for utility trips.

(6) Bike Paths in the Median of Highways.

As a general rule, bike paths in the median of highways are not recommended because they require movements contrary to normal rules of the road. Specific problems with such facilities include:

- (a) Bicyclist right turns from the center of roadways are unnatural for bicyclists and confusing to motorists.
- (b) Proper bicyclist movements through intersections with signals are unclear.
- (c) Left-turning motorists must cross one direction of motor vehicle traffic and two directions of bicycle traffic, which increases conflicts.
- (d) Where intersections are infrequent, bicyclists will enter or exit bike paths at midblock.
- (e) Where medians are landscaped, visual relationships between bicyclists and motorists at intersections are impaired.

For the above reasons, bike paths in the median of highways should be considered only when the above problems can be avoided. **Bike paths shall not be designed in the medians of freeways or expressways.**

(7) Design Speed.

The proper design speed for a bike path is dependent on the expected type of use and on the terrain. **The minimum design speed for bike paths shall be 40 km/h except as noted in Table 1003.1.**

Table 1003.1
Bike Path Design Speeds

Type of Facility	Design Speed km/h
Bike Paths with Mopeds Prohibited	40
Bike Paths with Mopeds Permitted	50
Bike Paths on Long Downgrades (steeper than 4%, and longer than 150 m)	50

Installation of "speed bumps" or other similar surface obstructions, intended to cause bicyclists to slow down in advance of intersections or other geometric constraints, shall not be used. These devices cannot compensate for improper design.

(8) Horizontal Alignment and Superelevation.

The minimum radius of curvature negotiable by a bicycle is a function of the superelevation rate of the bicycle path surface, the coefficient of friction between the bicycle tires and the bicycle path surface, and the speed of the bicycle.

For most bicycle path applications the superelevation rate will vary from a minimum of 2 percent (the minimum necessary to encourage adequate drainage) to a maximum of approximately 5 percent (beyond which maneuvering difficulties by slow bicyclists and adult tricyclists might be expected). A straight 2% cross slope is recommended on tangent sections. The minimum superelevation rate of 2% will be adequate for most conditions and will simplify construction. Superelevation rates steeper than 5 percent should be avoided on bike paths expected to have adult tricycle traffic.

The coefficient of friction depends upon speed; surface type, roughness, and condition; tire type and condition; and whether the surface is wet or dry. Friction factors used for design should be selected based upon the point at which centrifugal force causes the bicyclist to recognize a feeling of discomfort and instinctively act to avoid higher speed. Extrapolating from values used in highway design, design friction factors for paved bicycle paths can be assumed to vary from 0.31 at 20 km/h to 0.21 at 50 km/h. Although there is no data available for unpaved surfaces, it is suggested that friction factors be reduced by 50 percent to allow a sufficient margin of safety.

The minimum radius of curvature can be selected from Figure 1003.1C. When curve radii smaller than those shown in Figure 1003.1C must be used on bicycle paths because of right of way, topographical or other considerations, standard curve warning signs and supplemental pavement markings should be installed. The negative effects of nonstandard curves can also be partially offset by widening the pavement through the curves.

(9) Stopping Sight Distance.

To provide bicyclists with an opportunity to see and react to the unexpected, a bicycle path should be designed with adequate stopping sight distances. The distance required to bring a bicycle to a full controlled stop is a function of the bicyclist's perception and brake reaction time, the initial speed of the bicycle, the coefficient of friction between the tires and the pavement, and the braking ability of the bicycle.

Figure 1003.1D indicates the minimum stopping sight distances for various design speeds and grades. For two-way bike paths, the descending direction, that is, where "G" is negative, will control the design.

Figure 1003.1C
Curve Radii & Superelevations

$$R = \frac{V^2}{127 \left(\frac{e}{100} + f \right)}$$

where,

R = Minimum radius of curvature (m),

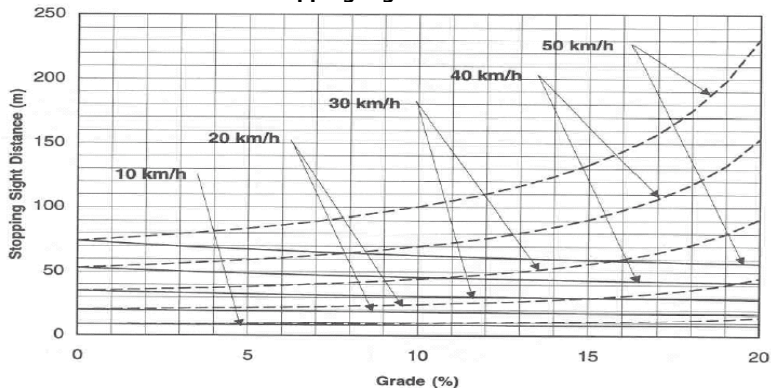
V = Design Speed (km/h),

e = Rate of bikeway superelevation, percent

f = Coefficient of friction

Design Speed- V (km/h)	Friction Factor- f	Superelevation- e (%)	Minimum Radius- R (m)
20	0.31	2	10
30	0.28	2	24
40	0.25	2	47
50	0.21	2	86
20	0.31	3	9
30	0.28	3	23
40	0.25	3	45
50	0.21	3	82
20	0.31	4	9
30	0.28	4	22
40	0.25	4	43
50	0.21	4	79
20	0.31	5	9
30	0.28	5	21
40	0.25	5	42
50	0.21	5	76

Figure 1003.1D
Stopping Sight Distance



Descend - - - - -
 Ascend ————

$$S = \frac{V^2}{254(f \pm G)} + \frac{V}{1.4}$$

where,

S = stopping sight (m),

V = velocity (km/h),

f = coefficient of friction (use 0.25)

G = grade, m/m (rise/run)

(10) Length of Crest Vertical Curves.

Figure 1003.1E indicates the minimum lengths of crest vertical curves for varying design speeds.

(11) Lateral Clearance on Horizontal Curves.

Figure 1003.1F indicates the minimum clearances to line of sight obstructions for horizontal curves. The required lateral clearance is obtained by entering Figure 1003.1F with the stopping sight distance from Figure 1003.1D and the proposed horizontal curve radius.

Bicyclists frequently ride abreast of each other on bicycle paths, and on narrow bicycle paths, bicyclists have a tendency to ride near the middle of the path. For these reasons, and because of the serious consequences of a head on bicycle accident, lateral clearances on horizontal curves should be calculated based on the sum of the stopping sight distances for bicyclists traveling in opposite directions around the curve. Where this is not possible or feasible, consideration should be given to widening the path through the curve, installing a yellow center stripe, installing a curve ahead warning sign, or some combination of these alternatives.

(12) Grades.

Bike paths generally attract less skilled bicyclists, so it is important to avoid steep grades in their design. Bicyclists not physically conditioned will be unable to negotiate long, steep uphill grades. Since novice bicyclists often ride poorly maintained bicycles, long downgrades can cause problems. For these reasons, bike paths with long, steep grades will generally receive very little use. The maximum grade rate recommended for bike paths is **5%**. It is desirable that sustained grades be limited to **2%** if a wide range of riders is to be accommodated. Steeper grades can be tolerated for short segments (e.g., up to about 150 m). Where steeper grades are necessitated, the design speed should be increased and additional width should be provided for maneuverability.

(13) Structural Section.

The structural section of a bike path should be designed in the same manner as a highway, with consideration given to the quality of the basement soil and the anticipated loads the bikeway will experience. It is important to construct and maintain a smooth riding surface with skid resistant qualities. Principal loads will normally be from maintenance and emergency vehicles. Expansive soil should be given special consideration and will probably

require a special structural section. A minimum pavement thickness of 50 mm of asphalt concrete is recommended. Type "A" or "B" asphalt concrete (as described in Department of Transportation Standard Specifications), with 12.5 mm maximum aggregate and medium grading is recommended. Consideration should be given to increasing the asphalt content to provide increased pavement life. Consideration should also be given to sterilization of basement soil to preclude possible weed growth through the pavement.

At unpaved highway or driveway crossings of bicycle paths, the highway or driveway should be paved a minimum of 3 m on each side of the crossing to reduce the amount of gravel being scattered along the path by motor vehicles. The pavement structure at the crossing should be adequate to sustain the expected loading at that location.

(14) Drainage.

For proper drainage, the surface of a bike path should have a cross slope of 2%. Sloping in one direction usually simplifies longitudinal drainage design and surface construction, and accordingly is the preferred practice. Ordinarily, surface drainage from the path will be adequately dissipated as it flows down the gently sloping shoulder. However, when a bike path is constructed on the side of a hill, a drainage ditch of suitable dimensions may be necessary on the uphill side to intercept the hillside drainage. Where necessary, catch basins with drains should be provided to carry intercepted water across the path. Such ditches should be designed in such a way that no undue obstacle is presented to bicyclists.

Culverts or bridges are necessary where a bike path crosses a drainage channel.

Figure 1003.1E
Stopping Sight Distances for Crest Vertical Curves

$$L = 2S - \frac{450}{A} \quad \text{when } S > L$$

$$L = \frac{AS^2}{450} \quad \text{When } S < L$$

Height of cyclist eye - 1400 mm
 Height of object - 100 mm

Double line represents $S = L$

L = Min. length of vertical curve - meters

A = Algebraic grade difference - %

S = Stopping sight distance - meters

V = Design speed km/h (Refer to Figure 1003.1D to determine "V", after "S" is determined.)

GIVEN "A" AND "L"; FIND "S"

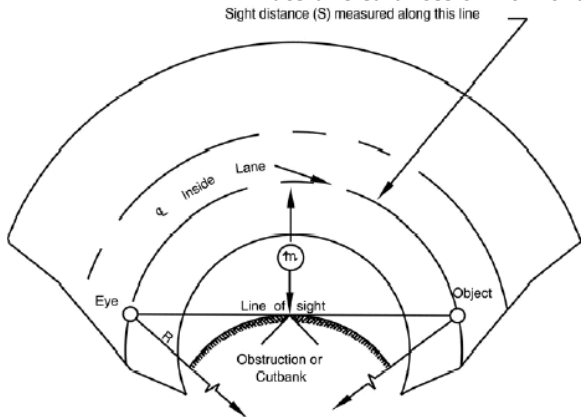
A (%)	L=50 m S (m)	L=100 m S (m)	L=150 m S (m)	L=200 m S (m)	L=250 m S (m)	L=300 m S (m)
4.5	75					
5	70	95				
5.5	66	90				
6	63	87				
6.5	60	83				
7	57	80	98			
7.5	55	77	95			
8	53	75	92			
8.5	51	73	89	103		
9	50	71	87	100		
9.5	49	69	84	97		
10	47	67	82	95		
10.5	46	65	80	93		
11	45	64	78	90		
11.5	44	63	77	88	99	
12	43	61	75	87	97	
12.5	42	60	73	85	95	
13	42	59	72	83	93	
13.5	41	58	71	82	91	
14	40	57	69	80	90	98
14.5	39	56	68	79	88	96
15	39	55	67	77	87	95

Figure 1003.1E
Stopping Sight Distances for Crest Vertical Curves
(continued)

GIVEN "A" AND "S"; FIND "L"

A (%)	L=10 m S (m)	L=15 m S (m)	L=20 m S (m)	L=25 m S (m)	L=30 m S (m)	L=35 m S (m)	L=40 m S (m)	L=45 m S (m)	L=50 m S (m)
5									10.0
6							5.0	15.0	25.0
7						5.7	15.7	25.7	35.7
8					3.8	13.8	23.8	33.8	43.8
9					10.0	20.0	30.0	40.0	50.0
10				5.0	15.0	25.0	35.0	45.0	55.6
11				9.1	19.1	29.1	39.1	49.5	61.1
12			2.5	12.5	22.5	32.5	42.7	54.0	66.7
13			5.4	15.4	25.4	35.4	46.2	58.5	72.2
14			7.9	17.9	27.9	38.1	49.8	63.0	77.8
15			10	20.0	30.0	40.8	53.3	67.5	83.3
16		1.9	11.9	21.9	32.0	43.6	56.9	72.0	88.9
17		3.5	13.5	23.5	34.0	46.3	60.4	76.5	94.4
18		5.0	15.0	25.0	36.0	49.0	64.0	81.0	100.0
19		6.3	16.3	26.4	38.0	51.7	67.6	85.5	105.6
20		7.5	17.5	27.8	40.0	54.4	71.1	90.0	111.1
21		8.6	18.6	29.2	42.0	57.2	74.7	94.5	116.7
22		9.5	19.6	30.6	44.0	59.9	78.2	99.0	122.2
23		10.4	20.4	31.9	46.0	62.6	81.8	103.5	127.8
24		11.3	21.3	33.3	48.0	65.3	85.3	108.0	133.3
25		12.0	22.2	34.7	50.0	68.1	88.9	112.5	138.9
26		12.7	23.1	36.1	52.0	70.8	92.4	117.0	144.4
27		13.3	24.0	37.5	54.0	73.5	96.0	121.5	150.0
28	4	13.9	24.9	38.9	56.0	76.2	99.6	126.0	155.6
29	4	14.5	25.8	40.3	58.0	78.9	103.1	130.5	161.6
30	5	15.0	26.7	41.7	60.0	81.7	106.7	135.0	166.7

Figure 1003.1F
Lateral Clearances on Horizontal Curves



S = Sight distance in meters

R = Radius of ℓ of lane in meters

m = Distance from ℓ of lane in meters

V = Design speed for S in km/h

(Refer to Figure 1003.1D to determine " V ", after " S " is determined.)

Angle is expressed in degrees.

$$m = R \left[1 - \cos \left(\frac{28.65 S}{R} \right) \right]$$

$$S = \frac{R}{28.65 S} \left[\cos^{-1} \left(\frac{R - m}{R} \right) \right]$$

Formula applies only when S is equal to or less than length of curve.

Line of sight is 600mm above ℓ inside lane at point of obstruction.

Figure 1003.1F
Lateral Clearances on Horizontal Curves
(continued)

GIVEN "R" AND "S"; FIND "m"

R (m)	S =10 m m meters	S =20 m m meters	S =30 m m meters	S =40 m m meters	S =50 m m meters	S =60 m m meters	S =70 m m meters	S =80 m m meters	S =90 m m meters	S =100 m m meters	S =110 m m meters
25	0.50	1.97	4.37	7.58	11.49	15.94	20.75	25.73	30.62	35.41	39.72
50	0.25	1.00	2.23	3.95	6.12	8.73	11.76	15.17	18.92	22.99	27.32
75	0.17	0.67	1.50	2.65	4.13	5.92	8.02	10.42	13.10	16.06	19.28
100	0.12	0.50	1.12	1.99	3.11	4.47	6.06	7.90	9.96	12.24	14.75
125	0.10	0.40	0.90	1.60	2.49	3.58	4.87	6.35	8.01	9.87	11.91
150	0.08	0.33	0.75	1.33	2.08	2.99	4.07	5.30	6.70	8.26	9.97
175	0.07	0.29	0.64	1.14	1.78	2.57	3.49	4.55	5.75	7.10	8.57
200	0.06	0.25	0.56	1.00	1.56	2.25	3.06	3.99	5.04	6.22	7.52
225	0.06	0.22	0.50	0.89	1.39	2.00	2.72	3.55	4.49	5.53	6.69
250	0.05	0.20	0.45	0.80	1.25	1.80	2.45	3.19	4.04	4.98	6.03
275	0.05	0.18	0.41	0.73	1.14	1.63	2.22	2.90	3.67	4.53	5.48
300	0.04	0.17	0.37	0.67	1.04	1.50	2.04	2.66	3.37	4.16	5.03
350	0.04	0.14	0.32	0.57	0.89	1.29	1.75	2.28	2.89	3.57	4.31
400	0.03	0.13	0.28	0.50	0.78	1.12	1.53	2.00	2.53	3.12	3.78
500	0.03	0.10	0.23	0.40	0.62	0.90	1.22	1.66	2.02	2.50	3.02
600	0.02	0.08	0.19	0.33	0.52	0.75	1.02	1.33	1.69	2.08	2.52
700	0.02	0.07	0.16	0.29	0.45	0.64	0.87	1.14	1.45	1.79	2.16
800	0.02	0.06	0.14	0.25	0.39	0.56	0.77	1.00	1.27	1.56	1.89
900	0.01	0.06	0.13	0.22	0.35	0.50	0.68	0.89	1.12	1.39	1.68
1000	0.01	0.05	0.11	0.20	0.31	0.45	0.61	0.80	1.01	1.25	1.51

Figure 1003.1F
Lateral Clearances on Horizontal Curves
(continued)

GIVEN "R" AND "m"; FIND "S"

R (m)	m = 1 meter	m = 2 meters	m = 3 meters	m = 4 meters	m = 5 meters	m = 6 meters	m = 7 meters	m = 8 meters	m = 9 meters	m = 10 meters	m = 11 meters
	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)	S (m)
25	14.19	20.13	24.74	28.67	32.17	35.37	38.35	41.15	43.81	46.36	48.82
50	20.03	28.38	34.81	40.27	45.10	49.49	53.55	57.35	60.93	64.35	67.61
75	24.52	34.72	42.57	49.21	55.08	60.40	65.32	69.91	74.23	78.34	82.26
100	28.31	40.06	49.11	56.75	63.51	69.63	75.27	80.54	85.50	90.20	94.68
125	31.64	44.78	54.88	63.41	70.94	77.77	84.06	89.92	95.44	100.67	105.66
150	34.66	49.04	60.10	69.43	77.67	85.13	92.00	98.41	104.44	110.15	115.60
175	37.43	52.96	64.90	74.97	83.86	91.91	99.32	106.23	112.73	118.88	124.75
200	40.01	56.61	69.36	80.13	89.62	98.22	106.13	113.51	120.45	127.01	133.27
225	42.44	60.04	73.56	84.97	95.04	104.15	112.53	120.35	127.70	134.66	141.28
250	44.73	63.28	77.53	89.56	100.16	109.76	118.59	126.82	134.56	141.89	148.86
275	46.91	66.37	81.31	93.92	105.03	115.09	124.35	132.98	141.09	148.77	156.08
300	49.00	69.32	84.92	98.08	109.69	120.19	129.86	138.86	147.33	155.34	162.97
350	52.92	74.86	91.71	105.92	118.45	129.79	140.22	149.94	159.08	167.72	175.95
400	56.58	80.03	98.03	113.22	126.61	138.73	149.87	160.26	170.01	179.25	188.04
500	63.25	89.47	109.59	126.57	141.53	155.06	167.52	179.11	190.01	200.32	210.13
600	69.29	98.00	120.04	138.63	155.02	169.83	183.47	196.16	208.09	219.38	230.12
700	74.84	105.85	129.65	149.73	167.42	183.42	198.14	211.85	224.72	236.91	248.50
800	80.00	113.15	138.60	160.05	178.97	196.07	211.80	226.45	240.21	253.23	265.62
900	84.85	120.01	147.00	169.76	189.81	207.95	224.63	240.16	254.75	268.56	281.69
1000	89.44	126.50	154.95	178.93	200.07	219.18	236.76	253.13	268.51	283.06	296.90

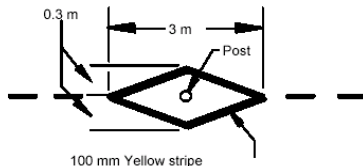
(15) Barrier Posts.

It may be necessary to install barrier posts at entrances to bike paths to prevent motor vehicles from entering. When locating such installations, care should be taken to assure that barriers are well marked and visible to bicyclists, day or night (i.e., install reflectors or reflectorized tape).

Striping an envelope around the barriers is recommended (see Figure 1003.1G). If sight distance is limited, special advance warning signs or painted pavement warnings should be provided. Where more than one post is necessary, a 1.5 m spacing should be used to permit passage of bicycle-towed trailers, adult tricycles, and to assure adequate room for safe bicycle passage without dismounting. Barrier post installations should be designed so they are removable to permit entrance by emergency and service vehicles.

Generally, barrier configurations that preclude entry by motorcycles present safety and convenience problems for bicyclists. Such devices should be used only where extreme problems are encountered.

Figure 1003.1G
Barrier Post Striping



(16) Lighting.

Fixed-source lighting reduces conflicts along paths and at intersections. In addition, lighting allows the bicyclist to see the bicycle path direction, surface conditions, and obstacles. Lighting for bicycle paths is important and should be considered where riding at night is expected, such as bicycle paths serving college students or commuters, and at highway intersections. Lighting should also be considered through underpasses or tunnels, and when nighttime security could be a problem.

Depending on the location, average maintained horizontal illumination levels of **5 lux to 22 lux** should be considered. Where special security problems exist, higher illumination levels may be considered. Light standards (poles) should meet the recommended horizontal and vertical clearances. Luminaires and standards should be at a scale appropriate for a pedestrian or bicycle path.

1003.2 CLASS II BIKEWAYS

Class II bikeways (**bike lanes**) for preferential use by bicycles are established within the paved area of highways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles. This effect is supported by bike lane signs and pavement markings. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path of travel if they remain within the bike lane. Likewise, with more certainty as to where bicyclists will be, passing motorists are less apt to swerve toward opposing traffic in making certain they will not hit bicyclists.

Class II bike lanes shall be one-way facilities. Two-way bike lanes (or bike paths that are contiguous to the roadway) are not permitted, as such facilities have proved unsatisfactory and promote riding against the flow of motor vehicle traffic.

(1) Widths.

Typical Class II bikeway configurations are illustrated in Figure 1003.2A and are described below:

- (a) Figure 1003.2A-(1) depicts bike lanes on an urban type curbed street where parking stalls (or continuous parking stripes) are marked. Bike lanes are located between the parking area and the traffic lanes. **As**

indicated, 1.5 m shall be the minimum width of bike lane where parking stalls are marked. If parking volume is substantial or turnover high, an additional 0.3 m to 0.6 m of width is desirable.

Bike lanes shall not be placed between the parking area and the curb. Such facilities increase the conflict between bicyclists and opening car doors and reduce visibility at intersections. Also, they prevent bicyclists from leaving the bike lane to turn left and cannot be effectively maintained.

- (b) Figure 1003.2A-(2) depicts bike lanes on an urban-type curbed street, where parking is permitted, but without parking stripe or stall marking. Bike lanes are established in conjunction with the parking areas. **As indicated, 3.3 m or 3.6 m (depending on the type of curb) shall be the minimum width of the bike lane where parking is permitted.** This type of lane is satisfactory where parking is not extensive and where turnover of parked cars is infrequent. However, if parking is substantial, turnover of parked cars is high, truck traffic is substantial, or if vehicle speeds exceed 55 km/h, additional width is recommended.
- (c) Figure 1003.2A-(3) depicts bike lanes along the outer portions of an urban type curbed street, where parking is prohibited. This is generally the most desirable configuration for bike lanes, as it eliminates potential conflicts resulting from auto parking (e.g., opening car doors). **As indicated, if no gutter exists, the minimum bike lane width shall be 1.2 m. With a normal 600 mm gutter, the minimum bike lane width shall be 1.5 m.** The intent is to provide a minimum 1.2 m wide bike lane, but with at least 0.9 m between the traffic lane and the longitudinal joint at the concrete gutter, since the gutter reduces the effective width of the bike lane for two reasons. First, the longitudinal joint may not always be smooth, and may be difficult to ride along. Secondly, the gutter does not provide a suitable surface for bicycle travel. Where gutters are wide (say, 1.2 m), an additional 0.9 m must be provided because bicyclists should not be expected to ride in the gutter. Wherever possible, the width of bike lanes should be increased to 1.8 to 2.4 m to provide for greater safety. 2.4 m bike lanes can also serve as emergency parking areas for disabled vehicles. **Striping bike lanes next to curbs where parking is prohibited only during certain hours shall be done only in conjunction with special signing to designate the hours bike lanes are to be effective.** Since the Vehicle Code requires bicyclists to ride in bike lanes where provided (except under certain conditions), proper signing is necessary to inform bicyclists that they are required to ride in bike lanes only during the course of the parking prohibition. This type of bike lane should be considered only if the vast

majority of bicycle travel would occur during the hours of the parking prohibition, and only if there is a firm commitment to enforce the parking prohibition. Because of the obvious complications, this type of bike lane is not encouraged for general application.

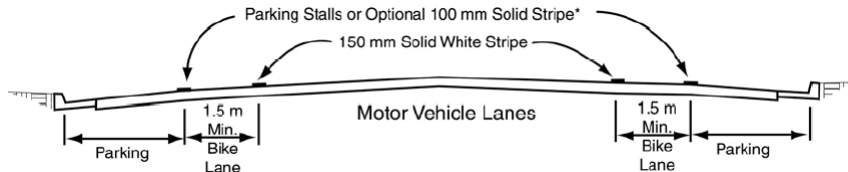
Figure 1003.2A(4) depicts bike lanes on a highway without curbs and gutters. This location is in an undeveloped area where infrequent parking is handled off the pavement. This can be accomplished by supplementing the bike lane signing with R25 (park off pavement) signs, or R26 (no parking) signs. **Minimum widths shall be as shown.** Additional width is desirable, particularly where motor vehicle speeds exceed 55 km/h.

The typical traffic lane width next to a bike lane is 3.6 m. Lane widths narrower than 3.6 m must receive approval as discussed in Index 82.2. There are situations where it may be necessary to reduce the width of the traffic lanes in order to stripe bike lanes. In determining the appropriateness of narrower traffic lanes, consideration should be given to factors such as motor vehicle speeds, truck volumes, alignment, and sight distance. Where favorable conditions exist, traffic lanes of 3.3 m may be feasible.

Bike lanes are not advisable on long, steep downgrades, where bicycle speeds greater than 50 km/h are expected. As grades increase, downhill bicycle speeds will increase, which increases the problem of riding near the edge of the roadway. In such situations, bicycle speeds can approach those of motor vehicles, and experienced bicyclists will generally move into the motor vehicle lanes to increase sight distance and maneuverability. If bike lanes are to be striped, additional width should be provided to accommodate higher bicycle speeds.

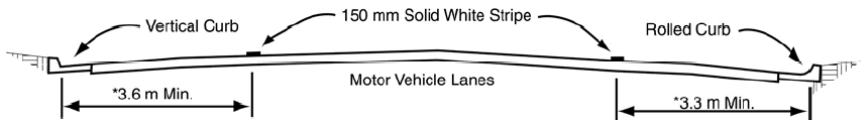
If the bike lanes are to be located on one-way streets, they should be placed on the right side of the street. Bike lanes on the left side would cause bicyclists and motorists to undertake crossing maneuvers in making left turns onto a two-way street.

Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)



* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane

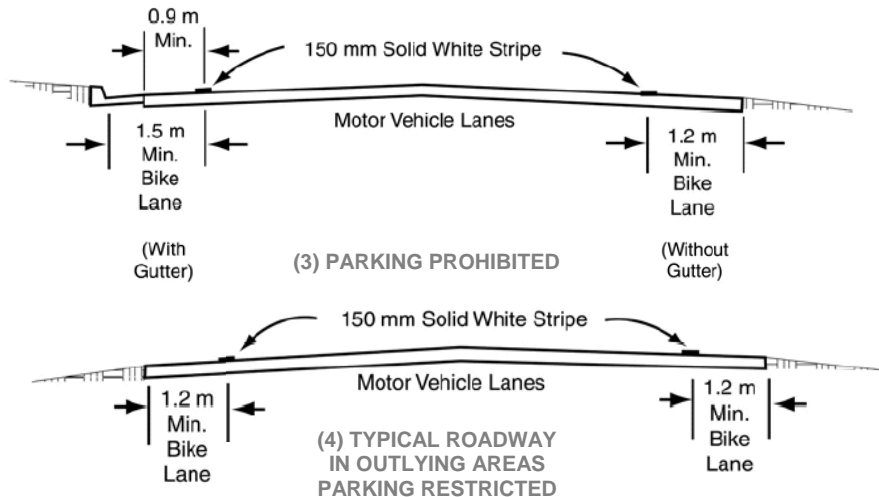
(1) STRIPED PARKING



* 3.9 is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL

Figure 1003.2A
(continued)



(2) Striping and Signing.

Details for striping and signing of bike lanes are included under Topic 1004.

Raised barriers (e.g., raised traffic bars and asphalt concrete dikes) or raised pavement markers shall not be used to delineate bike lanes. Raised barriers prevent motorists from merging into bike lanes before making right turns, as required by the Vehicle Code, and restrict the movement of bicyclists desiring to enter or exit bike lanes. They also impede routine maintenance. Raised pavement markers increase the difficulty for bicyclists when entering or exiting bike lanes, and discourage motorists from merging into bike lanes before making right turns.

Bike lane stripes should be placed a constant distance from the outside motor vehicle lane. Bike lanes with parking permitted (3.3 m to 3.9 m between the bike lane line and the curb) should not be directed toward the curb at intersections or localized areas where parking is prohibited. Such a practice prevents bicyclists from following a straight course. Where transitions from one type of bike lane to another are necessary, smooth tapers should be provided.

(3) At-grade Intersection Design.

Most auto/bicycle accidents occur at intersections. For this reason, bikeway design at intersections should be accomplished in a manner that will minimize confusion by motorists and bicyclists, and will permit both to operate in accordance with the normal rules of the road.

Figure 1003.2B illustrates a typical at-grade intersection of multilane streets, with bike lanes on all approaches. Some common movements of motor vehicles and bicycles are shown. A prevalent type of accident involves straight-through bicycle traffic and right-turning motorists. Left-turning bicyclists also have problems, as the bike lane is on the right side of the street, and bicyclists have to cross the path of cars traveling in both directions. Some bicyclists are proficient enough to merge across one or more lanes of traffic, to use the inside lane or left-turn lane. However, there are many who do not feel comfortable making this maneuver. They have the option of making a two-legged left turn by riding along a course similar to that followed by pedestrians, as shown in the

diagram. Young children will often prefer to dismount and change directions by walking their bike in the crosswalk.

Figure 1003.2C illustrates recommended striping patterns for bike lanes crossing a motorist right-turn-only lane. When confronted with such intersections, bicyclists will have to merge with right-turning motorists. Since bicyclists are typically traveling at speeds less than motorists, they should signal and merge where there is sufficient gap in right-turning traffic, rather than at any predetermined location. For this reason, it is recommended that all delineation be dropped at the approach of the right-turn lane. A pair of parallel lines (delineating a bike lane crossing) to channel the bike merge is not recommended, as bicyclists will be encouraged to cross at a predetermined location, rather than when there is a safe gap in right-turning traffic.

A dashed line across the right-turn-only lane is not recommended on extremely long lanes, or where there are double right-turn-only lanes. For these types of intersections, all striping should be dropped to permit judgment by the bicyclists to prevail. A Bike Xing sign may be used to warn motorists of the potential for bicyclists crossing their path.

At intersections where there is a bike lane and traffic-actuated signal, installation of bicycle-sensitive detectors within the bike lane is desirable. Push button detectors are not as satisfactory as those located in the pavement because the cyclist must stop to actuate the push button. It is also desirable that detectors in left-turn lanes be sensitive enough to detect bicycles (see Chapter 9 of the Traffic Manual and Standard Plans for bicycle-sensitive detector designs). See Figure 1003.2D for bicycle loop detector pavement marking.

At intersections (without bike lanes) with significant bicycle use and a traffic-actuated signal, it is desirable to install detectors that are sensitive enough to detect bicycles.

(4) Interchange Design.

As with bikeway design through at-grade intersections, bikeway design through interchanges should be accomplished in a manner that will minimize confusion by motorists and bicyclists. Designers should work closely with the local agency in designing bicycle facilities through interchanges. Local Agencies should carefully select

interchange locations which are most suitable for bikeway designations and where the crossing meets applicable design standards. The local agency may have special needs and desires for continuity through interchanges which should be considered in the design process.

When a bike lane approaches a ramp intersection that intersects the local facility at or close to 90° (typical of a compact or spread diamond configuration), then Figure 1003.2C may be the appropriate method of getting bike lanes through the interchange.

However, when a bike lane approaches one or more ramp intersections that intersect the local facility at various angles other than 90° (typically high-speed, skewed ramps), Figure 1003.2E should be considered.

Figure 1003.2E, shows a bike lane through a typical interchange. The 150 mm bike lane stripe should be dropped 30 m prior to the ramp intersection as shown in the figure to allow for adequate weaving distance. **The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 1.2 m or 1.5 m if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local road intersection.**

Depending on the intersection angles, either Figure 1003.2C or 1003.2E should also be used for multilane ramp intersections. Additionally, the outside through lane should be widened to 4.2 m when feasible. This allows extra room for bicycles to share the through lane with vehicles. The outside shoulder width should not be reduced through the interchange area to accommodate this additional width.

Figure 1003.2B
Typical Bicycle/Auto Movements at
Intersections of Multilane Streets

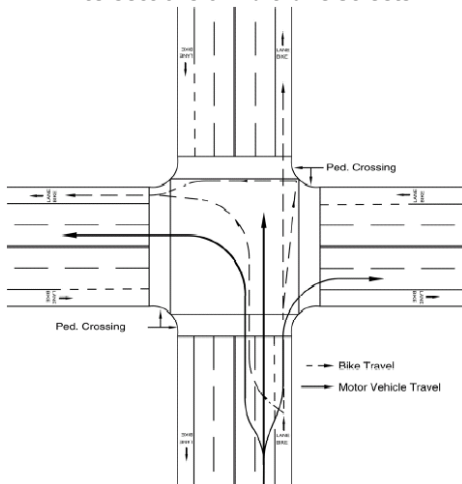


Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane

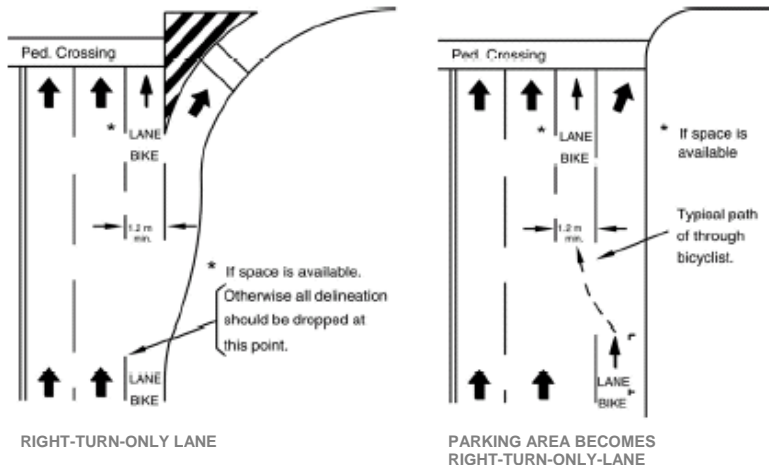


Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane
(continued)

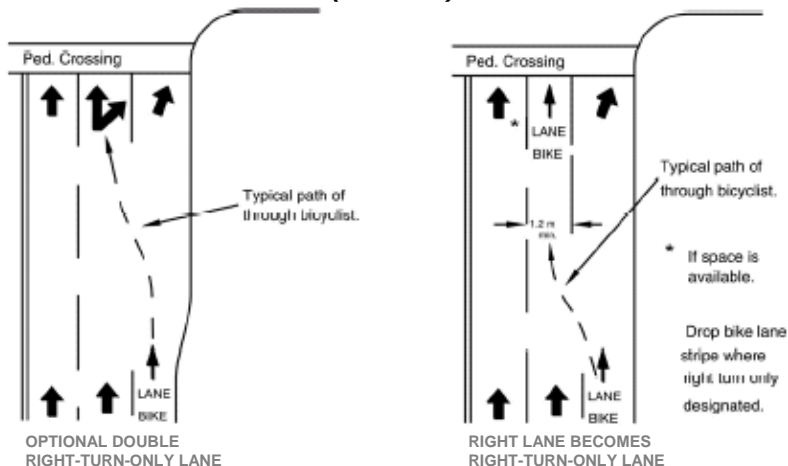


Figure 1003.2D
Bike Loop Detector
Pavement Marking

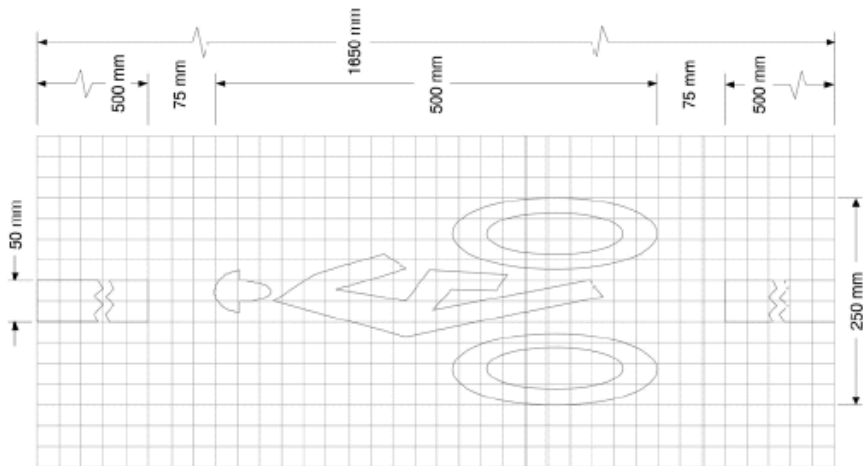
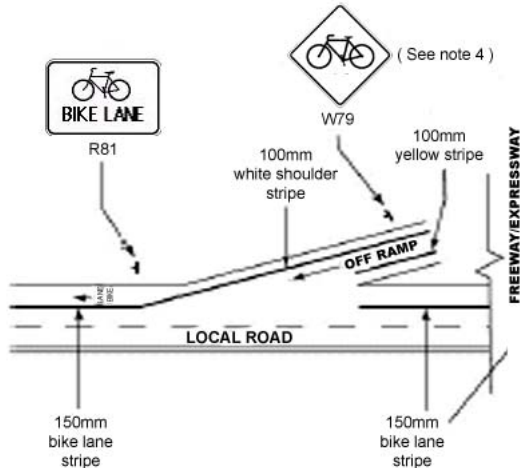
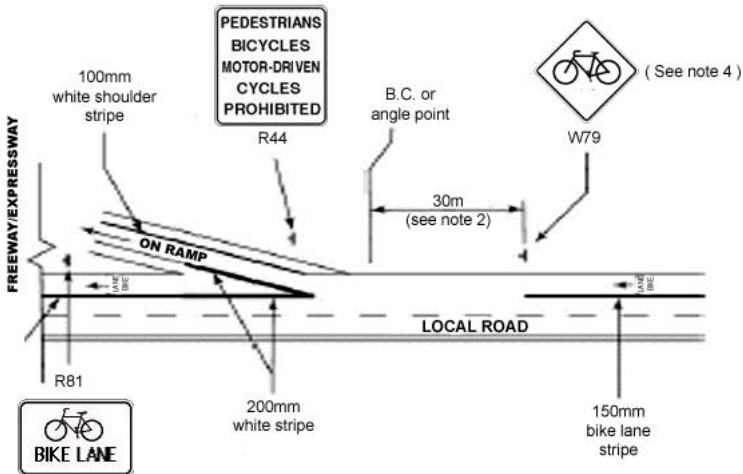


Figure 1003.2E
Bike Lanes
Through Interchanges

Notes:

- 1.) See Index 1003.2(4) for additional information.
- 2.) At additional on-ramps within the interchange the signing & striping as shown shall be repeated. Where the on-ramps intersect at the local road at or near 90 degrees, the striping should follow Figure 1003.2C.
- 3.) The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 1.2m or 1.5m if a gutter exists. If the shoulder width is not available, designated bike lane shall end at the previous local road intersection.
- 4.) The W79 signs are optional and should be used only when determined appropriate by the Engineer.
- 5.) See Index 1003.3(4) for information on Bike Routes Through Interchanges.





1003.3 CLASS III BIKEWAYS

Class III bikeways (**bike routes**) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways.

Minimum widths for Class III bikeways are not presented, as the acceptable width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions.

Since bicyclists are permitted on all highways (except prohibited freeways), the decision to sign the route should be based on the advisability of encouraging bicycle travel on the route and other factors listed below.

(1) On-street Bike Route Criteria.

To be of benefit to bicyclists, bike routes should offer a higher degree of service than alternative streets. Routes should be signed only if **some** of the following apply:

- (a) They provide for through and direct travel in bicycle-demand corridors.
- (b) Connect discontinuous segments of bike lanes.
- (c) An effort has been made to adjust traffic control devices (stop signs, signals) to give greater priority to bicyclists, as compared with alternative streets. This could include placement of bicycle-sensitive detectors on the right-hand portion of the road, where bicyclists are expected to ride.
- (d) Street parking has been removed or restricted in areas of critical width to provide improved safety.
- (e) Surface imperfections or irregularities have been corrected (e.g., utility covers adjusted to grade, potholes filled, etc.).

- (f) Maintenance of the route will be at a higher standard than that of other comparable streets (e.g., more frequent street sweeping).

(2) Sidewalk Bikeway Criteria.

In general, the designated use of sidewalks (as a Class III bikeway) for bicycle travel is unsatisfactory.

It is important to recognize that the development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel, as wide sidewalks will encourage higher speed bicycle use and can increase potential for conflicts with motor vehicles at intersections, as well as with pedestrians and fixed objects.

Sidewalk bikeways should be considered only under special circumstances, such as:

- (a) To provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances.
- (b) On long, narrow bridges. In such cases, ramps should be installed at the sidewalk approaches. If approach bikeways are two-way, sidewalk facilities should also be two-way.

Whenever sidewalk bikeways are established, a special effort should be made to remove unnecessary obstacles. Whenever bicyclists are directed from bike lanes to sidewalks, curb cuts should be flush with the street to assure that bicyclists are not subjected to problems associated with crossing a vertical lip at a flat angle. Also curb cuts at each intersection are necessary, as well as bikeway yield or stop signs at uncontrolled intersections. Curb cuts should be wide enough to accommodate adult tricycles and two-wheel bicycle trailers.

In residential areas, sidewalk riding by young children too inexperienced to ride in the street is common. With lower bicycle speeds and lower auto speeds, potential conflicts are somewhat lessened, but still exist. Nevertheless, this type of sidewalk bicycle use is accepted. But it is inappropriate to sign these facilities as bikeways. Bicyclists should not be encouraged (through signing) to ride facilities that are not designed to accommodate bicycle travel.

(3) Destination Signing of Bike Routes.

For Bike Route signs to be more functional, supplemental plates may be placed beneath them when located along routes leading to high demand destinations (e.g., "To Downtown"; "To State College"; etc.-- see Figure 1004.5 for typical signing).

There are instances where it is necessary to sign a route to direct bicyclists to a logical destination, but where the route does not offer any of the above listed bike route features. In such cases, the route should not be signed as a bike route; however, destination signing may be advisable. A typical application of destination signing would be where bicyclists are directed off a highway to bypass a section of freeway. Special signs would be placed to guide bicyclists to the next logical destination. The intent is to direct bicyclists in the same way as motorists would be directed if a highway detour was necessitated.

(4) Interchange Design

As with bikeway design through at-grade intersections, bikeway design through interchanges should be accomplished in a manner that will minimize confusion by motorists and bicyclists. Designers should work closely with the local agency in designing bicycle facilities through interchanges. Local Agencies should carefully select interchange locations which are most suitable for bikeway designations and where the crossing meets applicable design standards. The local agency may have special needs and desires for continuity through interchanges which should be considered in the design process.

Figure 1003.2E may also be used where the preferred designation is a class III (bike route), with the R81 signs being replaced with G93 signs and the bike lane delineation eliminated. A 100 mm stripe may be used to delineate the shoulder through out the bike route designation. Within the Interchange area the bike route shall require either an outside lane width of 4.8 m or a 3.6 m lane and a 1.2 m shoulder. If the above width is not available, the designated bike route shall end at the previous local road intersection.

1003.4 BICYCLES ON FREEWAYS

In some instances, bicyclists are permitted on freeways. Seldom would a freeway be signed or striped as a bikeway, but it can be opened for use if it meets certain criteria. Essentially, the criteria involve assessing the safety and convenience of the freeway as compared with available alternate routes. However, a freeway should not be opened to bicycle use if it is determined to be incompatible. The Headquarters Traffic Liaisons and the Project Development Coordinator must approve any proposals to open freeways to bicyclists.

If a suitable alternate route exists, it would normally be unnecessary to open the freeway. However, if the alternate route is unsuitable for bicycle travel the freeway may be a better alternative for bicyclists. In determining the suitability of an alternate route, safety should be the paramount consideration. The following factors should be considered:

- Number of intersections
- Shoulder widths
- Traffic volumes
- Vehicle speeds
- Bus, truck and recreational vehicle volumes
- Grades
- Travel time

When a suitable alternate route does not exist, a freeway shoulder may be considered for bicycle travel. Normally, freeways in urban areas will have characteristics that make it unfeasible to permit bicycle use. In determining if the freeway shoulder is suitable for bicycle travel, the following factors should be considered;

- Shoulder widths
- Bicycle hazards on shoulders (drainage grates, expansion joints, etc.)
- Number and location of entrance/exit ramps
- Traffic volumes on entrance/exit ramps

When bicyclists are permitted on segments of freeway, it will be necessary to modify and supplement freeway regulatory signs, particularly those at freeway ramp entrances and exits (see Chapter 4 of the Traffic Manual).

Where no reasonable alternate route exists within a freeway corridor, the Department should coordinate with local agencies to develop or improve existing routes or provide parallel bikeways within or adjacent to the freeway right of way.

The long term goal is to provide a safe and convenient non-freeway route for bicycle travel.

1003.5 MULTIPURPOSE TRAILS

In some instances, it may be appropriate for agencies to develop multipurpose trails - for hikers, joggers, equestrians, bicyclists, etc. Many of these trails will not be paved and will not meet the standards for Class I bikeways. As such, these facilities should not be signed as bikeways. Rather, they should be designated as multipurpose trails (or similar designation), along with regulatory signing to restrict motor vehicles, as appropriate.

If multipurpose trails are primarily to serve bicycle travel, they should be developed in accordance with standards for Class I bikeways. In general, multipurpose trails are not recommended as high speed transportation facilities for bicyclists because of conflicts between bicyclists and pedestrians. Wherever possible, separate bicycle and pedestrian paths should be provided. If this is not feasible, additional width, signing and striping should be used to minimize conflicts.

It is undesirable to mix mopeds and bicycles on the same facility. In general, mopeds should not be allowed on multipurpose trails because of conflicts with slower moving bicyclists and pedestrians. In some cases where an alternate route for mopeds does not exist, additional width, signing, and striping should be used to minimize conflicts. Increased patrolling by law enforcement personnel is also recommended to enforce speed limits and other rules of the road.

It is usually not desirable to mix horses and bicycle traffic on the same multipurpose trail. Bicyclists are often not aware of the need for slower speeds and additional operating space near horses. Horses can be startled easily and

may be unpredictable if they perceive approaching bicyclists as a danger. In addition, pavement requirements for safe bicycle travel are not suitable for horses. For these reasons, a bridle trail separate from the multipurpose trail is recommended wherever possible.

1003.6 MISCELLANEOUS BIKEWAY CRITERIA

The following are miscellaneous bikeway criteria which should be followed to the extent pertinent to Class I, II and III bikeways. Some, by their very nature, will not apply to all classes of bikeway. Many of the criteria are important to consider on any highway where bicycle travel is expected, without regard to whether or not bikeways are established.

(1) Bridges.

Bikeways on highway bridges must be carefully coordinated with approach bikeways to make sure that all elements are compatible. For example, bicycle traffic bound in opposite directions is best accommodated by bike lanes on each side of a highway. In such cases, a two-way bike path on one side of a bridge would normally be inappropriate, as one direction of bicycle traffic would be required to cross the highway at grade twice to get to and from the bridge bike path. Because of the inconvenience, many bicyclists will be encouraged to ride on the wrong side of the highway beyond the bridge termini.

The following criteria apply to a two-way bike path on one side of a highway bridge:

- (a) The bikeway approach to the bridge should be by way of a separate two-way facility for the reason explained above.
- (b) **A physical separation, such as a chain link fence or railing, shall be provided to offset the adverse effects of having bicycles traveling against motor vehicle traffic.** The physical separation should be designed to minimize fixed end hazards to motor vehicles and if the bridge is an interchange structure, to minimize sight distance restrictions at ramp intersections.

It is recommended that bikeway bridge railings or fences placed between traffic lanes and bikeways be at least

1.4 m high to minimize the likelihood of bicyclists falling over the railings. Standard bridge railings which are lower than 1.4 m can be retrofitted with lightweight upper railings or chain link fence suitable to restrain bicyclists.

Separate highway overcrossing structures for bikeway traffic shall conform to Caltrans' standard pedestrian overcrossing design loading. The minimum clear width shall be the paved width of the approach bikeway but not less than 2.4 m. If pedestrians are to use the structure, additional width is recommended.

(2) Surface Quality.

The surface to be used by bicyclists should be smooth, free of potholes, and the pavement edge uniform. For rideability on new construction, the finished surface of bikeways should not vary more than 6 mm from the lower edge of a 2.4 m long straight edge when laid on the surface in any direction.

**Table 1003.6
Bikeway Surface Tolerances**

Direction of Travel	Grooves ⁽¹⁾	Steps ⁽²⁾
Parallel to travel	No more than 12 mm wide	No more than 10 mm high
Perpendicular to travel	---	No more than 20 mm high

(1) Groove--A narrow slot in the surface that could catch a bicycle wheel, such as a gap between two concrete slabs.

(2) Step--A ridge in the pavement, such as that which might exist between the pavement and a concrete gutter or manhole cover; or that might exist between two pavement blankets when the top level does not extend to the edge of the roadway.

Table 1003.6 indicates the recommended bikeway surface tolerances for Class II and III bikeways developed on existing streets to minimize the potential for causing bicyclists to lose control of their bicycle (Note: Stricter tolerances should be achieved on new bikeway construction.) Shoulder rumble strips are not suitable as a riding surface for bicycles. See Traffic Manual Section 6-03.2 for additional information regarding rumble strip design considerations for bicycles.

(3) Drainage Grates, Manhole Covers, and Driveways.

Drainage inlet grates, manhole covers, etc., on bikeways should be designed and installed in a manner that provides an adequate surface for bicyclists. They should be maintained flush with the surface when resurfacing.

Drainage inlet grates on bikeways shall have openings narrow enough and short enough to assure bicycle tires will not drop into the grates (e.g., reticulate type), regardless of the direction of bicycle travel. Where it is not immediately feasible to replace existing grates with standard grates designed for bicycles, 25 mm x 6 mm steel cross straps should be welded to the grates at a spacing of 150 mm to 200 mm on centers to reduce the size of the openings adequately.

Corrective actions described above are recommended on all highways where bicycle travel is permitted, whether or not bikeways are designated.

Future driveway construction should avoid construction of a vertical lip from the driveway to the gutter, as the lip may create a problem for bicyclists when entering from the edge of the roadway at a flat angle. If a lip is deemed necessary, the height should be limited to 15 mm.

(4) At-grade Railroad Crossings and Cattle Guards.

Whenever it is necessary to cross railroad tracks with a bikeway, special care must be taken to assure that the safety of bicyclists is protected. The bikeway crossing should be at least as wide as the approaches of the bikeway. Wherever possible, the crossing should be straight and at right angles to the rails. For on-street bikeways where a skew is unavoidable, the shoulder (or bike lane) should be widened, if possible, to permit bicyclists to cross at right angles (see Figure 1003.6A). If this is not possible, special construction and materials should be considered to keep the flangeway depth and width to a minimum.

Pavement should be maintained so ridge buildup does not occur next to the rails. In some cases, timber plank crossings can be justified and can provide for a smoother crossing. Where hazards to bicyclist cannot be avoided, appropriate signs should be installed to warn bicyclists of the danger.

All railroad crossings are regulated by the California Public Utilities Commission (CPUC). All new bike path railroad crossings must be approved by the CPUC. Necessary railroad protection will be determined based on a joint field review involving the applicant, the railroad company, and the CPUC.

The presence of cattle guards along any roadway where bicyclists are expected should be clearly marked with adequate advance warning.

Figure 1003.6A
Railroad Crossings

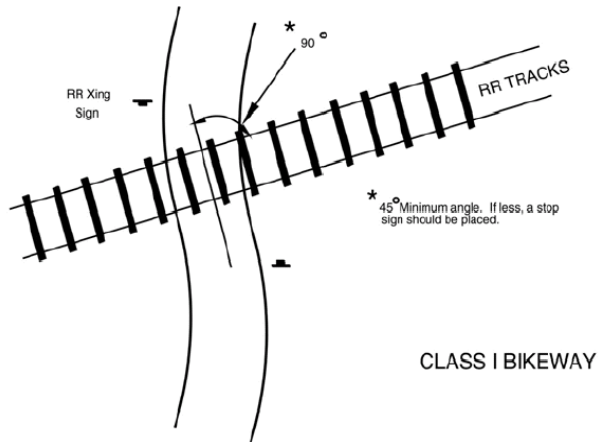
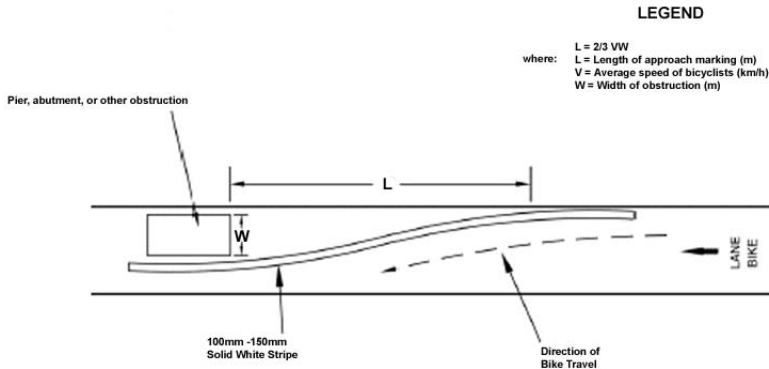


Figure 1003.6B
Obstruction Markings



Topic 1004 - Uniform Signs, Markings and Traffic Control Devices

1004.1 INTRODUCTION

Per Section 891 of the Streets and Highways Code, uniform signs, markings, and traffic control devices shall be used. As such this section is mandatory, except where permissive language is used. See the Traffic Manual for detailed specifications.

1004.2 BIKE PATH (CLASS I)

An optional 100 mm yellow stripe may be placed to separate opposing directions of travel. (See Index 1003.1(3) for additional information.) A 0.9 m long stripe with a 2.7 m space is the recommended striping pattern, but may be revised, depending on the situation.

Standard regulatory, warning, and guide signs used on highways may be used on bike paths, as appropriate (and may be scaled down in size). Special regulatory, warning, and guide signs may also be used to meet specific needs.

White painted word (or symbol) warning markings on the pavement may be used as an effective means of alerting bicyclists to approaching hazards, such as sharp curves, barrier posts, etc.

1004.3 BIKE LANES (CLASS II)

Bike lanes require standard signing and pavement markings as shown on Figure 1004.3. This figure also depicts the proper method of striping bike lanes through intersections. Bike lane lines are not typically extended through intersections. Where motor vehicle right turns are not permitted, the solid bike lane stripe should extend to the edge of the intersection, and begin again on the far side. Where right turns are permitted, the solid stripe should terminate 30 m to 60 m prior to the intersection. A dashed line, as shown in Figure 1004.3, may be carried to, or near, the intersection. Where city blocks are short (less than 120 m), the length of dashed stripe is typically close to 30 m. Where blocks are longer or motor vehicle speeds are high (greater than 60 km/h), the length of dashed stripe should be increased to 60 m.

In addition to the required "Bike Lane" pavement marking, an optional bike lane symbol may be used as shown on Figure 1004.4 to supplement the word message.

The R81 bike lane sign shall be placed at the beginning of all bike lanes, on the far side of every arterial street intersection, at all major changes in direction, and at maximum 1 km intervals.

Bike lane pavement markings shall be placed on the far side of each intersection, and may be placed at other locations as desired.

Raised pavement markers or other raised barriers shall not be used to delineate bike lanes.

The G93 Bike Route sign may also be used along bike lanes, but its primary purpose should be to provide directional signing and destination signing where necessary. A proliferation of Bike Route signs along signed and striped bike lanes serves no useful purpose.

Many signs on the roadway also will apply to bicyclists in bike lanes. Standard regulatory, warning, and guide signs used specifically in conjunction with bike lanes are shown in Chapter 4 of the Traffic Manual.

1004.4 BIKE ROUTES (CLASS III)

Bike routes are shared routes and do not require pavement markings. In some instances, a 100 mm white edge stripe separating the traffic lanes from the shoulder can be helpful in providing for safer shared use. This practice is particularly applicable on rural highways, and on major arterials in urban areas where there is no vehicle parking.

Bike routes are established through placement of the G93 Bike Route sign. Bike route signs are to be placed periodically along the route. At changes in direction, the bike route signs are supplemented by G33 directional arrows. Typical bike route signing is shown on Figure 1004.5. The figure shows how destination signing, through application of a special plate, can make the Bike Route sign more functional for the bicyclist. This type of signing is recommended when a bike route leads to a high demand destination (e.g., downtown, college, etc.).

Many signs on the roadway also will apply to bicyclists. Standard warning and guide signs used specifically in conjunction with bike routes are shown in Chapter 4 of the Traffic Manual.

Figure 1004.3
Bike Lane Signs and Markings

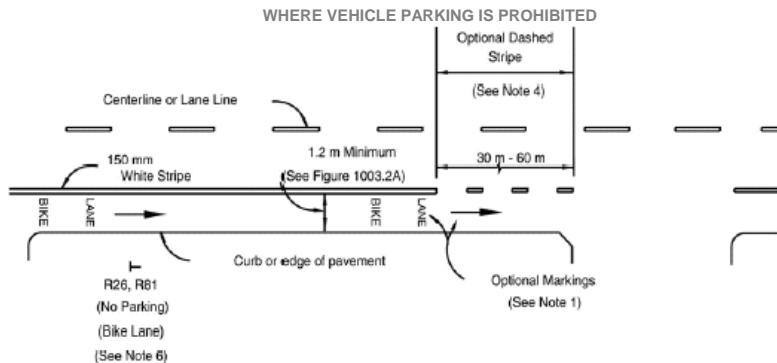
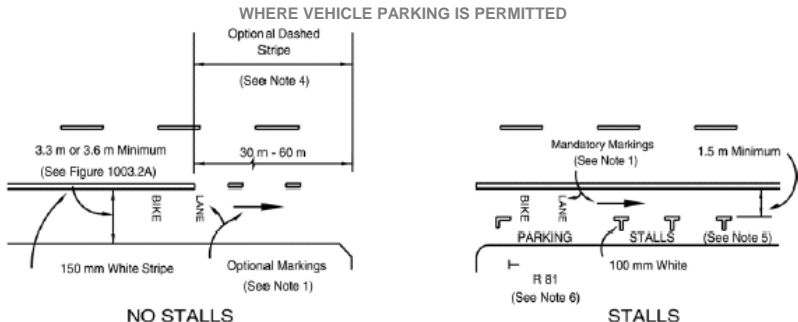


Figure 1004.3
Bike Lane Signs and Markings
(continued)



NOTES:

1. The Bike Lane pavement markings shall be placed on the far side of each intersection, and may be placed at other locations as desired.
2. The use of the bicycle symbol pavement marking to supplement the word message is optional.
3. The G93 Bike Route sign may be placed intermittently along the bike lane if desired.
4. Where motorists right turns are permitted, the solid bike lane line shall either be dropped entirely, or dashed as shown, beginning at a point between 30m and 60m in advance of the intersection. Refer to Detail 39A in the Traffic Manual for striping pattern dimensions.

5. In areas where parking stalls are not necessary (because parking is light), it is permissible to paint a 100mm solid white stripe to fully delineate the bike lane. This may be advisable where there is concern that motorists may misconstrue the bike lane to be a traffic lane.
6. The R81 bike lane sign shall be placed at the beginning of all bike lanes, on the far side of every arterial street intersection, at all major changes in direction, and at at maximum 0.8km intervals.

Figure 1004.4
Bike Lane Symbol

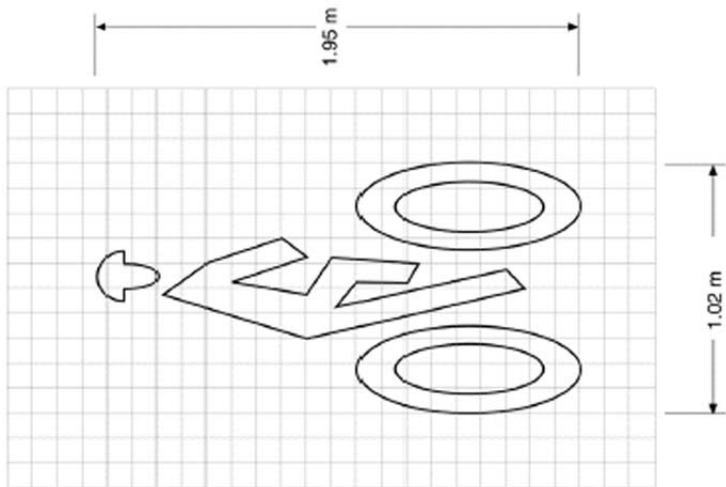
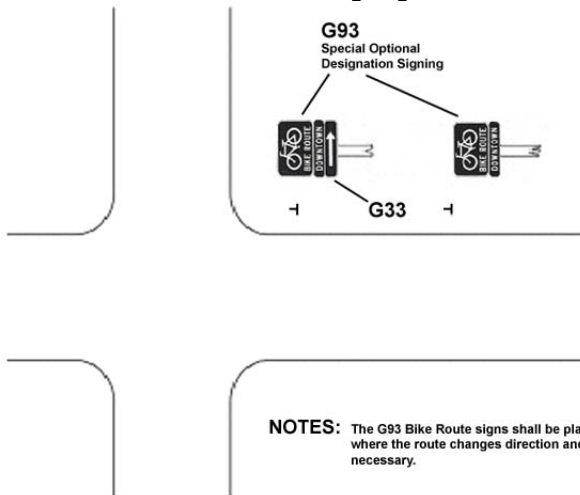


Figure 1004.5
Bike Route Signing



CALTRANS TRAFFIC MANUAL

Caltrans publishes the **Traffic Manual**, which is in substantial conformance with the **Manual on Uniform Traffic Control Devices (MUTCD)**. However, with the major update of the MUTCD (Millennium Edition), Caltrans plans to adopt the MUTCD and develop the **California Supplement**. The Federal Highway Administration (FHWA) publishes the MUTCD, which contains all national design, application, and placement standards for traffic control devices. The purpose of these devices, which includes signs, signals, and pavement markings, is to promote highway safety, efficiency, and uniformity so that traffic can move efficiently on the Nation's streets and highways. The California Supplement will clarify which policies, practices or standards are different in California, by identifying and including them. It will also augment the federal standards by providing additional details and enhancements.

CHAPTER 4 - SIGNS

Section 4-03 - Regulatory Signs

4-03.1 APPLICATION OF REGULATORY SIGNS

Regulatory signs inform highway users of traffic laws and regulations and are installed only when and where needed to fulfill this purpose. Signs are not ordinarily needed to confirm rules of the road.

State laws specify that certain regulations are enforceable only when made known by official signs.

Some regulatory signs are related to operational controls but do not impose any obligations or prohibitions. For example, signs giving advance notice of, or marking the end of, a restricted zone are included in the regulatory group.

Regulatory signs are usually installed at the locations where the regulations apply. The sign message shall indicate the requirements imposed by the regulation and be visible and legible to the highway user. Except parking

restrictions, two regulatory signs for different purposes facing the same traffic should not be mounted on the same post.

Orders, ordinances and resolutions by local authorities which affect State highways require approval by Caltrans. Signs required for enforcement are normally placed by, and at the expense of, the authority establishing the regulation.

Criteria for position and location of signs are listed in Section 4-01.

4-03.6 INDIVIDUAL POLICIES FOR REGULATORY SIGNS***PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED SIGN***

The Pedestrians, Bicycles, Motor-Driven Cycles Prohibited sign (R44) shall be used as follows:

The 1200 mm x 1400 mm size sign shall be used on a freeway at or near the beginning of the section of freeway to which the prohibition applies and as may be required at problem locations.

The 700 mm x 900 mm should be used on the right side of freeway entrance ramps approximately 23 m to 30 m up from the intersection street to avoid conflicts with the ramp entrance signs. See Section 4-05, "Ramp Terminal Signing".

The sign may be modified by deleting the word Bicycles at locations where bicycles are permitted on freeway shoulders.

Restrictions on use of freeway must be by order of the District Director. Prior to placement of the R44 sign on State highways, an order signed by the District Director should be on file. Freeway areas that are not restricted require notification of the Program Manager, Headquarters Traffic Operations Program. See CVC 21960 and Traffic Manual 8-04.5.

R44

(Federal Sign No. R5-10)

BIKE PATH w/RESTRICTIONS SIGN

The Bike Path sign (R44A) may be used to identify a bike path and prohibit motor vehicles and motorized bicycles from entering the bike path. If motorized bicycles are permitted, the "Motorized Bicycles" portion may be replaced with "Motorized Bicycles Permitted".



(No Federal Sign No.)

BICYCLES MOTOR-DRIVEN CYCLES MUST EXIT SIGN

The Bicycles Motor-Driven Cycles Must Exit sign (R44B) shall be used on freeways in advance of an exit ramp where bicycles and motor-driven cycles must exit.

The Pedestrians, Bicycles, Motor-Driven cycles Prohibited sign (R44) should be placed beyond the exit ramp gore as a follow-up message to the R44B sign.



(No Federal Sign No.)

BIKE LANE w/SYMBOL SIGN

The Bike Lane sign (R81) shall be placed at the beginning of each designated Bike Lane and along each Bike Lane at every arterial street, at all major changes in direction, and at maximum 800 m intervals.

The R81 sign shall be used to regulate bicycle and motor vehicle traffic, in accordance with CVC Sections 21207, 21207.5, 21208, 21209 and 21717.

BEGIN SIGN

The Begin sign (R81A) may be used below the R81 sign to mark the beginning of a bike lane.

END SIGN

The End sign (R81B) may be used below the R81 sign to mark the end of a bike lane.

R81

(No Federal Sign No.)

R81A

(No Federal Sign No.)

R81B

(No Federal Sign No.)

NO BICYCLES SYMBOL SIGN

The No Bicycles symbol sign (R95) may be placed at all entrances to the restricted roadway. The No Bike sign should be placed on the right-hand side of the roadway, approximately 7.5 m from the intersection.



(Federal Sign No.R5-6)

CALTRANS ENCROACHMENT PERMITS MANUAL

The use of California State highways for other than normal transportation purposes may require written authorization from the Department of Transportation. As the responsible Department for protecting the public's investment in the State highway system, Caltrans reviews all requests from utility companies, developers, volunteers, nonprofit organizations, etc., desiring to conduct various activities within the right of way. Such activities could include for example: construction of highway improvements, driveway installation and maintenance, highway landscaping and graffiti removal, commercial filming, special events such as parades commemorating an event.

The **Seventh Edition** (revised January, 2002) of the Encroachment Permits Manual describes departmental policy, revisions, and legislative actions that affect the encroachment permit process. Also, providing information on the intergovernmental review process, procedures of the permitting process, storm water management, as-built plan requirements, utility encasement requirements, and other newly developed programs and departmental policies.

The manual's purpose is to maintain uniform methods and procedures in the issuance of encroachment permits. Special situations and circumstances that require deviation from departmental design standards and policy are subject to approval by Headquarters Design and Local Programs (DLP).

APPENDIX K "PERMIT TYPE OR CODE PROVISIONS"

Steel Plate Bridging Utility Provisions TR-0157

(New 04/2002)

To accommodate excavation work, steel plate bridging may be necessary. All conditions for use of steel plate bridging should be set forth in the special provisions.

Consideration of steel plate bridging should take into account the following factors:

1. Traffic volume and composition.
2. Duration and size of the proposed excavation.
3. Weather conditions.

When backfilling operations of an excavation in the traveled way, whether transverse or longitudinal, cannot be properly completed within a work day, steel plate bridging **with a non-skid surface** and shoring (see Trenching & Shoring) may be required to preserve unobstructed traffic flow. In such cases, the following conditions shall apply:

1. Steel plate bridging on freeways is not allowed.
2. Steel plates used for bridging must extend a minimum of 12" (305 mm) beyond the edges of the trench.
3. Steel plate bridging shall be installed to operate with minimum noise.
4. The trench shall be adequately shored, as mentioned in Section 516.10, to support the bridging and traffic loads.
5. Temporary paving with cold asphalt concrete shall be used to feather the edges of the plates, if plate installation by Method (2) described below, is used.
6. Bridging shall be secured against displacement by using adjustable cleats, shims, or other devices.

As required by the district, steel plate bridging and shoring shall be installed using either Method (1) or (2):

Method 1 [For speeds greater than 45 mph (70 Km /hr)]:

The pavement shall be cold planed to a depth equal to the thickness of the plate and to a width and length equal to the dimensions of the plate.

Method 2 [For Speeds less than 45 mph (70 Km/hr)]:

Approach plate(s) and ending plate (if longitudinal placement) shall be attached to the roadway by a minimum of 2 dowels pre-drilled into the corners of the plate and drilled 2" (50 mm) into the

pavement. Subsequent plates are butted to each other. Fine graded asphalt concrete shall be compacted to form ramps, maximum slope 8.5 % with a minimum 12" (305 mm) taper to cover all edges of the steel plates. When steel plates are removed, the dowel holes in the pavement shall be backfilled with either graded fines of asphalt concrete mix, concrete slurry or an equivalent slurry that is satisfactory to the Caltrans' representative.

The contractor is responsible for maintenance of the steel plates, shoring, asphalt concrete ramps, and ensuring that they meet minimum specifications. Unless specifically noted in the special provisions, or approved by the State representative, use of steel plate bridging should not exceed 4 consecutive working days in any given week. Backfilling of excavations shall be covered with a minimum 3" (75 mm) temporary layer of cold asphalt concrete.

The following table shows the advisory minimal thickness of steel plate bridging required for a given trench width (A-36 grade steel, designed for HS20-44 truck loading per Caltrans Bridge Design Specifications Manual).

<u>Trench Width</u>	<u>Minimum Plate Thickness</u>
10" (0.25 m)	1/2" (13 mm)
1'-11" (0.58 m)	3/4" (19 mm)
2'-7" (0.80 m)	7/8" (22 mm)
3'-5" (1.04 m)	1" (25 mm)
5'-3" (1.60 m)	1 1/4" (32 mm)

NOTE: For spans greater than 5'-3" (1.6 meters), a structural design shall be prepared by a California registered civil engineer.

All steel plates within the right of way whether used in or out of the traveled way shall be without deformation. Inspectors can determine the trueness of steel plates by using a straight edge and should reject any plate that is permanently deformed.

Steel plates used in the traveled portion of the highway shall have a surface that was manufactured with a

nominal Coefficient Of Friction (COF) of 0.35 as determined by California Test Method 342 (See Appendix H, Encroachment Permits Manual). If a different test method is used, the permittee may utilize standard test plates with known coefficients of friction available from each Caltrans District Materials Engineer to correlate skid resistance results to California Test Method 342. Based on the test data, the permittee shall determine what amount of surface wear is acceptable, and independently ascertain when to remove, test, or resurface an individual plate.

Caltrans Inspectors should not enforce plate removal unless it is permanently deformed or delivered without the required surfacing. However, an inspector should document in a diary all contacts with the contractor.

A Rough Road sign (W33) with black lettering on an orange background may be used in advance of steel plate bridging. This sign is used along with any other required construction signing.

Surfacing requirements are NOT NECESSARY for steel plates used in **parking strips, on shoulders not used for turning movements,** or on connecting driveways, etc., not open to the public.

CALIFORNIA STREETS AND HIGHWAYS CODE

DIVISION 1. STATE HIGHWAYS

Chapter 1. Administration

Article 4: Highway Standards

160. STATE HIGHWAY RIGHT-OF-WAY WIDTH

The width of the right-of-way for all state highways shall be at least 40 feet.

The department may maintain any state highway having a lesser width of right-of-way, but shall not expend any money thereon for major construction or improvement until the width of the right-of-way is at least 40 feet.

161. GRATES ON STATE HIGHWAYS

On construction projects, the department shall install on the surface of state highways upon which the operation of bicycles is permitted only those types of grates which are not hazardous to bicycle riders.

DIVISION 2.5. CITY STREETS

Chapter 1. CONSTRUCTION AND MAINTENANCE

1805. CITY STREET WIDTH

The width of all city streets, except state highways, bridges, alleys, and trails, shall be at least 40 feet, except that the governing body of any city may, by a resolution passed by a four-fifths vote of its membership, determine that the public convenience and necessity demand the acquisition, construction and maintenance of a street of less than 40 feet and, after such determination, proceed with the acquisition, construction or maintenance of any such

street. The width of all private highways and by-roads, except bridges, shall be at least 20 feet. This section does not require that the width of city streets established or used as such prior to September 15, 1935, be increased or diminished.

1805.5. GRATES ON CITY STREETS

On construction under a contract advertised for bids after July 1, 1973, the legislative body of a city shall install on the surfaces of city streets upon which the operation of bicycles is permitted only those types of grates which are not hazardous to bicycle riders.

CALIFORNIA GOVERNMENT CODE**TITLE 1. GENERAL****DIVISION 3.6. CLAIMS AND ACTIONS AGAINST PUBLIC ENTITIES AND PUBLIC EMPLOYEES****Part 2. Liability Of Public Entities And Public Employees****Chapter 2. Dangerous Conditions Of Public Property****830. DEFINITIONS**

As used in this chapter:

(a) "Dangerous condition" means a condition of property that creates a substantial (as distinguished from a minor, trivial or insignificant) risk of injury when such property or adjacent property is used with due care in a manner in which it is reasonably foreseeable that it will be used.

(b) "Protect against" includes repairing, remedying or correcting a dangerous condition, providing safeguards against a dangerous condition, or warning of a dangerous condition.

(c) "Property of a public entity" and "public property" mean real or personal property owned or controlled by the public entity, but do not include easements, encroachments and other property that are located on the property of the public entity but are not owned or controlled by the public entity.

830.4. LACK OF SIGNS OR SIGNALS

A condition is not a dangerous condition within the meaning of this chapter merely because of the failure to provide regulatory traffic control signals, stop signs, yield right-of-way signs, or speed restriction signs, as described by the Vehicle Code, or distinctive roadway markings as described in Section 21460 of the Vehicle Code.

830.8. FAILURE TO PROVIDE SIGNS OR SIGNALS

Neither a public entity nor a public employee is liable under this chapter for an injury caused by the failure to provide traffic or warning signals, signs, markings or devices described in the Vehicle Code. Nothing in this section exonerates a public entity or public employee from liability for injury proximately caused by such failure if a signal, sign, marking or device (other than one described in Section 830.4) was necessary to warn of a dangerous condition which endangered the safe movement of traffic and which would not be reasonably apparent to, and would not have been anticipated by, a person exercising due care.

830.9. TRAFFIC SIGNALS AND EMERGENCY VEHICLES

Neither a public entity nor a public employee is liable for an injury caused by the operation or nonoperation of official traffic control signals when controlled by an emergency vehicle in accordance with the provisions of subdivision (a) of Section 25258 of the Vehicle Code.

831. WEATHER EFFECTS ON HIGHWAYS

Neither a public entity nor a public employee is liable for an injury caused by the effect on the use of streets and highways of weather conditions as such. Nothing in this section exonerates a public entity or public employee from liability for injury proximately caused by such effect if it would not be reasonably apparent to, and would not be anticipated by, a person exercising due care. For the purpose of this section, the effect on the use of streets and highways of weather conditions includes the effect of fog, wind, rain, flood, ice or snow but does not include physical damage to or deterioration of streets and highways resulting from weather conditions.

831.7. HAZARDOUS RECREATIONAL ACTIVITY

(a) Neither a public entity nor a public employee is liable to any person who participates in a hazardous recreational activity, including any person who assists the participant, or to any spectator who knew or reasonably should have known that the hazardous recreational activity created a substantial risk of injury to himself or herself and was voluntarily in the place of risk, or having the ability to do so failed to leave, for any damage or injury to property or persons arising out of that hazardous recreational activity.

(b) As used in this section, "hazardous recreational activity" means a recreational activity conducted on property of a public entity which creates a substantial (as distinguished from a minor, trivial, or insignificant) risk of injury to

a participant or a spectator.

"Hazardous recreational activity" also means:

(1) Water contact activities, except diving, in places where or at a time when lifeguards are not provided and reasonable warning thereof has been given or the injured party should reasonably have known that there was no lifeguard provided at the time.

(2) Any form of diving into water from other than a diving board or diving platform, or at any place or from any structure where diving is prohibited and reasonable warning thereof has been given.

(3) Animal riding, including equestrian competition, archery, bicycle racing or jumping, mountain bicycling, boating, cross-country and downhill skiing, hang gliding, kayaking, motorized vehicle racing, off-road motorcycling or four-wheel driving of any kind, orienteering, pistol and rifle shooting, rock climbing, rocketeering, rodeo, spelunking, sky diving, sport parachuting, paragliding, body contact sports (i.e., sports in which it is reasonably foreseeable that there will be rough bodily contact with one or more participants), surfing, trampolining, tree climbing, tree rope swinging, waterskiing, white water rafting, and windsurfing. For the purposes of this subdivision, "mountain bicycling" does not include riding a bicycle on paved pathways, roadways, or sidewalks.

(c) Notwithstanding the provisions of subdivision (a), this section does not limit liability which would otherwise exist for any of the following:

(1) Failure of the public entity or employee to guard or warn of a known dangerous condition or of another hazardous recreational activity known to the public entity or employee that is not reasonably assumed by the participant as inherently a part of the hazardous recreational activity out of which the damage or injury arose.

(2) Damage or injury suffered in any case where permission to participate in the hazardous recreational activity was granted for a specific fee. For the purpose of this paragraph, a "specific fee" does not include a fee or consideration charged for a general purpose such as a general park admission charge, a vehicle entry or parking fee, or an administrative or group use application or permit fee, as distinguished from a specific fee charged for participation in the specific hazardous recreational activity out of which the damage or injury arose.

(3) Injury suffered to the extent proximately caused by the negligent failure of the public entity or public employee to properly construct or maintain in good repair any structure, recreational equipment or machinery, or substantial work of improvement utilized in the hazardous recreational activity out of which the damage or injury arose.

(4) Damage or injury suffered in any case where the public entity or employee recklessly or with gross negligence promoted the participation in or observance of a hazardous recreational activity. For purposes of this paragraph, promotional literature or a public announcement or advertisement which merely describes the available facilities and services on the property does not in itself constitute a reckless or grossly negligent promotion.

(5) An act of gross negligence by a public entity or a public employee which is the proximate cause of the injury.

Nothing in this subdivision creates a duty of care or basis of liability for personal injury or for damage to personal property.

(d) Nothing in this section shall limit the liability of an independent concessionaire, or any person or organization other than the public entity, whether or not the person or organization has a contractual relationship with the public entity to use the public property, for injuries or damages suffered in any case as a result of the operation of a hazardous recreational activity on public property by the concessionaire, person, or organization.

835. LIABILITY OF PUBLIC ENTITIES

Except as provided by statute, **a public entity is liable for injury caused by a dangerous condition of its property if the plaintiff establishes that the property was in a dangerous condition at the time of the injury**, that the injury was proximately caused by the dangerous condition, that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred, and that either:

(a) A negligent or wrongful act or omission of an employee of the public entity within the scope of his employment created the dangerous condition; or

(b) The public entity had actual or constructive notice of the dangerous condition under Section 835.2 a sufficient time prior to the injury to have taken measures to protect against the dangerous condition.

835.2. NOTICE OF DANGEROUS CONDITION

(a) A public entity had actual notice of a dangerous condition within the meaning of subdivision (b) of Section 835 if it had actual knowledge of the existence of the condition and knew or should have known of its dangerous character.

(b) A public entity had constructive notice of a dangerous condition within the meaning of subdivision (b) of Section 835 only if the plaintiff establishes that the condition had existed for such a period of time and was of such an obvious nature that the public entity, in the exercise of due care, should have discovered the condition and its

dangerous character. On the issue of due care, admissible evidence includes but is not limited to evidence as to:

(1) Whether the existence of the condition and its dangerous character would have been discovered by an inspection system that was reasonably adequate (considering the practicability and cost of inspection weighed against the likelihood and magnitude of the potential danger to which failure to inspect would give rise) to inform the public entity whether the property was safe for the use or uses for which the public entity used or intended others to use the public property and for uses that the public entity actually knew others were making of the public property or adjacent property.

(2) Whether the public entity maintained and operated such an inspection system with due care and did not discover the condition.

835.4. REASONABLE ACTION TO ALLEVIATE DANGEROUS CONDITION

(a) A public entity is not liable under subdivision (a) of Section 835 for injury caused by a condition of its property if the public entity establishes that the act or omission that created the condition was reasonable. The reasonableness of the act or omission that created the condition shall be determined by weighing the probability and gravity of potential injury to persons and property foreseeably exposed to the risk of injury against the practicability and cost of taking alternative action that would not create the risk of injury or of protecting against the risk of injury.

(b) A public entity is not liable under subdivision (b) of Section 835 for injury caused by a dangerous condition of its property if the public entity establishes that the action it took to protect against the risk of injury created by the condition or its failure to take such action was reasonable. The reasonableness of the action or inaction of the public entity shall be determined by taking into consideration the time and opportunity it had to take action and by weighing the probability and gravity of potential injury to persons and property foreseeably exposed to the risk of injury against the practicability and cost of protecting against the risk of such injury.



UNIFORM VEHICLE CODE

Traffic law is primarily the province of the state. The Uniform Vehicle Code, a model vehicle code maintained by the National Committee on Uniform Traffic Laws and Ordinances, is advanced as a comprehensive guide or standard for state motor vehicle and traffic laws. These are recommended standards, adoption of which is encouraged the interest of uniformity in state's vehicle codes.

That said, traffic law is primarily the province of the state. The Uniform Vehicle Code, however, has adopted key language from California's Code. See [uvc § 11-1205](#); compare [cvc § 21202](#). As a result, states that conform to the Uniform Vehicle Code in this matter follow laws similar to California's.

CHAPTER 11 - RULES OF THE ROAD

Article XI - Miscellaneous Rules

11-1105. OPENING AND CLOSING VEHICLE DOORS

No person shall open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic INCLUDING BICYCLE TRAFFIC, nor shall any person leave a door open on a side of a vehicle adjacent to moving traffic for a period of time longer than necessary to load or unload passengers

Article XII. Operation Of Bicycles, Other Human-Powered Vehicles, And Mopeds

11-1201. EFFECT OF REGULATIONS

- (a) It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this article.
- (b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this article.

11-1202. TRAFFIC LAWS APPLY TO PERSONS ON BICYCLES AND OTHER HUMAN POWERED VEHICLES

Every person propelling a vehicle by human power or riding a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle under chapters 10 and 11, except as to special regulations in this article and except as to those provisions which by their nature can have no application.

11-1203. RIDING ON BICYCLES

No bicycle shall be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to adult rider in a back pack or sling.

11-1204. CLINGING TO VEHICLES

(a) No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or him- or herself to any (streetcar or) vehicle upon a roadway.

(b) This section shall not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer has been designed for such attachment.

11-1205. POSITION ON ROADWAY

(a) Any person operating a bicycle or a moped 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 practicable to the right-hand curb or edge of the roadway EXCEPT under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

(b) Any person operating a bicycle or a moped upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

11-1206. RIDING TWO ABREAST

Persons riding bicycles upon a roadway shall not ride MORE THAN two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. (FORMERLY 11-1205(b))

11-1207. CARRYING ARTICLES

No person operating a bicycle shall carry any package, bundle or article which prevents the use of both hands in the control and operation of the bicycle. A person operating a bicycle shall keep at least one hand on the handlebars at all times.

11-1208. LEFT TURNS

(a) A person riding a bicycle or a moped intending to turn left shall follow a course described in 11-601 [i.e. a vehicular style left turn] or in subsection (b).

(b) A person riding a bicycle or a moped intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the bicyclist or moped driver shall stop, as much as practicable out of the way of traffic. After stopping the bicyclist or moped driver shall yield to any traffic proceeding in either direction along the roadway the bicyclist had been using. After yielding, and complying with any official traffic control device or police officer regulating traffic on the highway along which he or she intends to proceed, the bicyclist or moped driver may proceed in the new direction.

(c) Notwithstanding the foregoing provisions, the state highway commission and local authorities in their respective jurisdictions may cause official traffic-control devices to be placed and thereby require and direct that a specific course be traveled by turning bicycles or mopeds, and when such devices are so placed, no person shall turn a bicycle or a moped other than as directed and required by such devices.

11-1209. TURN AND STOP SIGNALS

(a) Except as provided in this section, a person riding a bicycle shall comply with 11-604.

(b) A signal of intention to turn right or left when required shall be given continuously during not less than the last 100 feet traveled by the bicycle before turning, and shall be given while the bicycle is stopped waiting to turn. A signal by hand and arm NEED NOT BE GIVEN CONTINUOUSLY if the hand is needed in the control or operation of

the bicycle.

11-1210. BICYCLES AND HUMAN POWERED VEHICLES ON SIDEWALKS

- (a) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.
- (b) A person shall not ride a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where such use of bicycles is prohibited by official traffic-control devices.
- (c) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

11-1211. BICYCLE PARKING

- (a) A person may park a bicycle on a sidewalk unless prohibited or restricted by an official traffic control device.
- (b) A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.
- (c) A bicycle may be parked on the roadway at any angle to the curb or edge of the roadway at any location where parking is allowed.
- (d) A bicycle may be parked on the roadway abreast of another bicycle or bicycles near the side of the roadway at any location where parking is allowed.
- (e) A person shall not park a bicycle on a roadway in such a manner as to obstruct the movement of a legally parked motor vehicle.
- (f) In all other respects, bicycles parked anywhere on a highway shall conform with the provisions of article X regulating the parking of vehicles.

11-1212. BICYCLE RACING

- (a) Bicycle racing on the highways is prohibited by 11-809 except as authorized in this section.
- (b) Bicycle racing on a highway shall not be unlawful when a racing event has been approved by state or local authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other

highway users, and which pent unreasonable interference with traffic flow which would seriously inconvenience other highway users.

(c) By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users.

11-1213. MOPEDS IN BICYCLE LANES

Upon any roadway where motor vehicles are permitted, a person may drive a moped in any lane designated for the use of bicycles.

CHAPTER 12 - EQUIPMENT OF VEHICLES

Article VII - Bicycles

12-701. APPLICATION OF CHAPTER TO BICYCLES

No provision in this chapter shall apply to bicycles nor to equipment for use on bicycles except as to provisions in this article or unless a provision has been made specifically applicable to bicyclists, bicycles or their equipment.

12-702. HEAD LAMP REQUIRED AT NIGHT

Every bicycle in use at the times described in 12-201 shall be equipped with a lamp on the front emitting a white light visible from a distance of at least 500 feet to the front. (*FORMER SECTION 11-1207(a); REVISED AND REPOSITIONED, 1975.*)

12-703 REAR REFLECTOR REQUIRED AT ALL TIMES

Every bicycle shall be equipped with a red reflector of a type approved by the department which shall be visible for 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. (*FORMER 11-1207(a); REVISED AND REPOSITIONED, 1975.*)

12-704 SIDE REFLECTOR OR LIGHT REQUIRED AT NIGHT

Every bicycle when in use at the times described in 12-201 shall be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for 600 feet when directly in front of lawful lower beams of head lamps on a motor vehicle, or, in lieu of such reflective material, with a lighted lamp visible from both sides from a distance of at least 500 feet. (NEW, 1975.)

12-705 ADDITIONAL LIGHTS OR REFLECTORS AUTHORIZED

A bicycle or its rider may be equipped with lights or reflectors in addition to those required by the foregoing sections. (NEW, 1975.)

12-706 BRAKE REQUIRED

Every bicycle shall be equipped with a brake or brakes which will enable its driver to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement. (FORMER 11-1207(c); REVISED AND REPOSITIONED, 1975.)

12-707 SIRENS AND WHISTLES PROHIBITED

A bicycle shall not be equipped with, nor shall any person use upon a bicycle, any siren or whistle. (FORMER 11-1207(b); REVISED AND REPOSITIONED, 1975.)

12-708 BICYCLE IDENTIFYING NUMBER

A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame. (NEW, 1975.)

12-709 INSPECTING BICYCLES

A uniformed police officer may at any time upon reasonable cause to believe that a bicycle is unsafe or not equipped as required by law, or that its equipment is not in proper adjustment or repair, require the person riding the bicycle to stop and submit the bicycle to an inspection and such test with reference thereto as may be appropriate. (NEW, 1975.)

APPENDIX A**SFPD DEPARTMENT BULLETIN 98-74****SFPD Department Bulletin****98-74
4/28/98****TRAFFIC ACCIDENTS/INCIDENTS INVOLVING BICYCLES**

Consistent with Department Policy in [General Order 9.02, Vehicle Accidents](#), and the California Vehicle Code, regarding the investigation of injury and non-injury vehicle accidents, members shall consider bicycle riders a party in a traffic accident, if such accident occurs on a street, roadway or highway.

The following examples are situations where an accident report is required when any of the involved parties are injured as the result of a traffic collision (519):

- Accidents involving a bicycle and any object, including a parked vehicle, a pedestrian, or another bicycle if it occurred on a highway.
- Accidents involving a solo bicycle, occurring on a highway, resulting from the motion of the bicycle.
- Bicycle accidents not on a highway should be treated as aided cases and reported as such.

Members should complete investigations and reports as appropriate and not unduly dissuade bicycle riders from making accident reports. Injury accidents on a highway involving solo bicycles should be treated in the same manner as a solo motor vehicle accident and not merely as an unfortunate occurrence to the bicyclist.

Similarity[sic], officers may receive complaints by bicyclists about motorists who run a bicyclist off the road or actually try to commit an assault. Officers shall prepare incident reports in all such cases. Should the incident lack the elements of assault, but the reportee is insistent on reporting the incident, officers shall take the information available and prepare an incident report. Complainants should be advised that prosecution might be difficult.

FRED H. Lau
Chief of Lau [sic]

APPENDIX B**SF BOARD OF SUPERVISORS RESOLUTION 29-00****Equal Treatment of Traffic Incident Reporting and Prosecution****File No. 991464
Resolution No. 29-00****URGING CITY DEPARTMENTS, THE SAN FRANCISCO POLICE DEPARTMENT AND THE SAN FRANCISCO DISTRICT ATTORNEY'S OFFICE TO TAKE ALL NECESSARY ACTION TO ENSURE EQUAL TREATMENT OF BICYCLISTS AND MOTORISTS INVOLVED IN TRAFFIC INCIDENTS.**

WHEREAS, Bicycling is a growing form of transportation in San Francisco; and,

WHEREAS, Bicycle use is considered beneficial to the City, as the Transportation Element of the City and County of San Francisco's Master Plan states: "Active encouragement of bicycle use as an alternative to automobile use, whenever possible, is essential in light of the continually increasing traffic congestion caused by motorized vehicles which aggravates air pollution, increases noise levels and consumes valuable urban space;" and,

WHEREAS, Bicyclists and others using non-motorized modes of transportation are entitled to equal protection under the law; and,

WHEREAS, Both bicyclists and motorists are required to obey traffic signals, respect rights of way, and operate their vehicles in a safe manner; and,

WHEREAS, According to the City's Master Plan: "Traffic enforcement should extend to protection of bicyclists' rights-of-way which are often violated by motorists;" now, therefore, be it

RESOLVED, That the San Francisco Board of Supervisors urges the San Francisco Police Department (SFPD) to examine its General Orders and programs in order to ensure equal treatment of bicyclists and motorists in upholding the law, and urges the San Francisco District Attorney's Office to examine its current policies in order to ensure fairness to bicyclists and motorists in prosecuting criminal cases; and, be it

APPENDIX B – SF BOARD OF SUPERVISORS RESOLUTION 29-00

FURTHER RESOLVED, That the Board of Supervisors urges the SFPD to develop a bicycle and pedestrian component of its training program for new cadets and continuing education for officers to ensure their understanding of the laws pertaining to cyclists and pedestrians; and, be it

FURTHER RESOLVED, That the SFPD and District Attorney track the number of injuries to bicyclists in traffic incidents as reported to the Department of Public Health during the next six months, as well as the number of criminal charges filed as the result of traffic incidents involving injured bicyclists (including doorings, hit-and-run incidents, and vehicular assaults) during those same six months, and report back to the Board of Supervisors on the advancement of the cases; and, be it

FURTHER RESOLVED, That deliberate physical harassment of bicyclists or pedestrians by motor vehicles be recognized and treated legitimately as assault with a deadly weapon.

January 18, 2000 Board of Supervisors - ADOPTED

Ayes: 11 - Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Newsom,
Teng, Yaki, Yee

APPENDIX C**CALIFORNIA DEPARTMENT OF TRANSPORTATION DEPUTY DIRECTIVE DD-64**

Title: Accommodating Non-Motorized Travel	Effective Date 3-26-01
--------------------------------------------------	-------------------------------

POLICY

The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

DEFINITION/
BACKGROUND

The planning and project development process seeks to provide the people of California with a degree of mobility that is in balance with other values. They must ensure that economics, social and environmental are fully considered along with technical issues, so that the best interest of the public is served. This includes all users of California's facilities and roadways.

Attention must be given to many issues including, but not limited to, the following:

- Safe and efficient transportation for all users of the transportation system
- Provision of alternatives for non-motorized travel
- Support of the Americans with Disabilities Act (ADA)
- Attainment of community goals and objectives
- Transportation needs of low-mobility, disadvantaged groups
- Support of the State's economic development
- Elimination or minimization of adverse effects on the environment, natural resources, public services, aesthetic features and the community

APPENDIX C – CALTRANS DEPUTY DIRECTIVE DD-64

- Realistic financial estimates
- Cost effectiveness

Individual projects are selected for construction on the basis of overall multimodal system benefits as well as community goals, plans and values. Decisions place emphasis on making different transportation modes work together safely and effectively. Implicit in these objectives is the need to accommodate non-motorized travelers as an important consideration in improving the transportation system.

RESPONSIBILITIES

Deputy Director, Planning and Modal Programs:

- Ensures that the needs of non-motorized travelers are incorporated into the program element of Transportation Planning and the modal elements of the statewide strategy for mobility.
- Ensures that liaison exists with non-motorized advocates to incorporate non-motorized needs into all program areas including project and system planning.
- Ensures that the needs of the non-motorized travelers are incorporated in Personal Movement Strategies.

Deputy Director, Project Delivery:

- Ensures that projects incorporate best practices for non-motorized travel in the design and construction of Capital projects.

Deputy Director, Maintenance and Operations:

- Ensures that the transportation system is maintained and operated in a safe and efficient manner with the recognition that non-motorized travel is a vital element of the transportation system.
- Ensures that the needs of non-motorized travelers are met in maintenance work zones.

District Directors:

- Ensure that best practices for non-motorized travel are included in all district projects and project planning.

- Ensure that best practices for non-motorized travel are implemented in maintenance and travel operations practices.

Chief, Division of Design:

- Ensures that project delivery procedures and design guidance include the needs of non-motorized travelers as a regular part of doing business.
- Ensures that all Project Delivery staff is trained and consider the needs of the non-motorized traveler while developing and designing transportation projects.

Chief, Division of Planning:

- Ensures incorporation of non-motorized travel elements in transportation plans, programs and studies prepared by Transportation Planning.
- Ensures planning staff understand and are trained in the principles and design guidelines, non-motorized funding sources and the planning elements of non-motorized transportation.
- Coordinates Caltrans projects with non-motorized interest groups.
- Ensures incorporation of non-motorized travel elements in Corridor Studies prepared by Transportation Planning.

Chief, Division of Environmental Analysis:

- Ensures that non-motorized travel groups potentially affected by Caltrans projects are identified and have the opportunity to be involved in the project development process.
- Advocates effectively for all reasonable project-specific best practices that support or promote non-motorized travel.

Chief, Division of Maintenance:

- Ensures State-owned facilities are maintained consistent with the needs of motorized and non-motorized travelers.
- Provides guidance and training to those maintaining roadways to be aware of and sensitive to the needs of non-motorized travel.

Chief, Division of Traffic Operations:

APPENDIX C – CALTRANS DEPUTY DIRECTIVE DD-64

- Ensures that the transportation system is operated in accordance with the needs of all travelers including non-motorized travel.
- Provides training and guidance on the operation of the transportation facility consistent with providing mobility for all users.
- Recommends safety measures in consideration of non-motorized travel on California's transportation system.

Chief, Division of Local Assistance:

- Ensures that Local Assistance staff, local agencies and interest groups are familiar with funding programs that are available for non-motorized travelers.
- Ensures that program coordinators are responsible for non-motorized travel modes are familiar with non-motorized issues and advocate on behalf of non-motorized travelers.

APPLICABILITY

All Caltrans employees who are involve in planning, design, construction, maintenance and operations of the transportation system.

TONY V. HARRIS
Chief Deputy Director

This document can be found on Caltrans' website at: <http://www.dot.ca.gov/hq/oppd/non-motor-travel.pdf>

APPENDIX D

“REPORTABLE ACCIDENTS” DEMYSTIFIED

If you've been hurt or your property has been damaged, you absolutely need an accident report. Though not admissible as evidence ([cvc 20013](#)), an accident report contains information that will later prove itself invaluable. The responding officer should investigate as to how the accident occurred, including taking skid mark measurements, speaking with witnesses, and diagramming the accident scene. The accident report will include the driver's statements as well as all other witness statements. If the driver is receives a ticket, it will also be noted in the report ([DGO 9.01, II, C](#)), which can be useful when trying to settle the case with the insurance company.

Trouble is, officers aren't always willing to take a report for a bicyclist, or worse, falsify them. This has remained an ongoing problem despite the former Chief Fred Lau distributing a [Department Bulletin](#) addressing this issue, back in 1998. Reasons for officers' refusal stems from what they consider a "reportable accident", popularly defined as an accident resulting in property damage in excess of \$500 (\$750 now), serious injury (the kind that requires immediate care), or death. An accident, irregardless of whether it meets the aforementioned [misinformed or otherwise misrepresented](#) criteria, is also reportable if it's a hit and run ([cvc 20001](#), [20002](#)), and punishable by some rather stiff penalties.

Much of this definition is based on a section of California Vehicle Code ([cvc 16000](#)) that defines a [driver's responsibility](#) to report an accident to the DMV (**Traffic Accident Report, SR-1**), NOT the police or CHP's responsibility. This is confirmed in the SFPD General Order Manual ([DGO 9.02, II, J](#)). The law requires the driver to file an SR-1 form with DMV regardless of fault. This report is made in addition to any other report filed with a law enforcement agency, insurance company, or the California Highway Patrol (CHP) as their reports do not satisfy the filing requirement. SR-1's are generally filed by insurance carriers on behave of their clients. You can obtain a photocopy of the report that the other driver, or their insurance carrier, submitted to DMV by completing a **Financial Responsibility Document Request form SR-19C**, found at any DMV office or on the web (<http://www.dmv.ca.gov/forms/sr/sr19c.htm>). You may also request the other driver's insurance

APPENDIX D – “REPORTABLE ACCIDENTS” DEMYSTIFIED

information and/or a certification that the other driver was not insured (Uninsured Motorist Certificate, on the same form).

The types of vehicle accidents officer's are required to investigate and report is clearly spelled out in their own operations manual (DGO 9.02, I, A), specifically:

1. Vehicle accidents resulting in death or injury.
2. All hit and run vehicle accidents resulting in death, injury or property damage.
3. All runaway vehicle accidents resulting in death, injury or property damage.
4. All vehicle accidents involving a city-owned vehicle or damage to city-owned property.
5. All school bus accidents.
6. All vehicle accidents involving an arrest.

There is no mention as to the extent of injury required before an accident is considered "reportable". Also, there are numerous occasions when nobody needs to be injured or property damaged for the accident to be "reportable". The amount of property damage is not a deciding factor in whether an accident needs to be investigated and a report taken; indeed, if there is only property damage (non-injury accident), the officer is often not required to take a report (DGO 9.02, I, B). In a non-injury accident, you can still insist on having a report filed. The officer is required to provide you with, and assist you in the completion of, an accident report (DGO 9.02, II, H).

So, if you're hurt in an accident, no matter how minor, the police are required to take a report..."complain of pain", and get a police report. If the officer still insists that he/she's not required to take a report, ask him to furnish YOU with a copy (SFPD 19) to complete yourself, and enlists his/her help in getting the driver's, and any witnesses', information.

IMPORTANT EXCEPTION: If you were hit by a city owned vehicle (e.g. police vehicle), a report MUST be taken, regardless of injury or property damaged (DGO 9.02, I, A, 4)

APPENDIX E

TAKING THE LANE

Taking the proper position on the roadway is crucial to bicyclists' safety. Many motorists do not know that legally, bicyclists on conventional roadways are never required to use a separated path, or even a shoulder ([cvc 530](#)).

Bicycles have every right to the road ([cvc 21200](#)); and further, in San Francisco are required to be on the road ([San Francisco Municipal Traffic Code Sec. 96](#)). The disadvantages associated with riding too far to the right are numerous: in addition to car doors opening and the increased likelihood of encountering rough surfaces and debris, there are concerns of decreased visibility. Swerving in and out of parking lanes and shoulders decrease a bicyclist's visibility to overtaking traffic. Riding to close to parked cars, or sandwiched between parked cars and traffic, obscures a bicyclist's presence to oncoming vehicles turning left and passing vehicles turning right.

THE "KEEP RIGHT" RULE

Slower traffic, be it bicycles ([cvc 21202](#)) or vehicles ([cvc 21654](#)), must keep farther to the right. This "keep right" rule primarily serves to facilitate traffic flow, not to promote safety. Its purpose is to require the operator of the slower vehicle to keep to the right in order to allow faster vehicles unobstructed passage. The "keep right" rule for bicycles and vehicles differ in only one significant way. Because a bicycle is narrower than an automobile, and need not always occupy an entire lane, bicyclists cannot comply merely by riding in the right-hand lane, but must ride as close as practicable to the right-hand edge or curb. The language of the laws, and effect of the rule, is otherwise identical.

Additionally, the "five-in-a-row" rule ([cvc 21656](#)) also applies to bicycles ([cvc 21202.a.3](#)); wherein, slower vehicles are required to turn off the roadway when "five or more vehicles are formed in line" behind it. This is the sort of situation a bicycle, or vehicle for that matter, really only encounters on mountain passes (narrow two-lane highways with intermittent passing lanes and turnouts); still, it further illustrates the purpose of the "keep right" rule to facilitate traffic flow.

Unlike vehicles, bicyclists may if they choose, ride on the shoulder ([cvc 21650.g](#)). There are situations when the traffic is so heavy, the shoulder wide and clear, and the adjacent lane so narrow, that riding this far right is actually favorable.

TAKE THE LANE

The law provides bicyclists latitude to use their own judgment in determining what a safe position on the road is, in the form of numerous exemptions and flexible language. Exceptions include provisions for overtaking and passing, left turns, and conditions that make it unsafe to continue along the right-hand curb or edge, such as fixed or moving objects, surface hazards, and substandard width lanes ([cvc 21202.a.1-4](#)).

The exception that provides bicyclists with the most latitude, and applies most often, is that of "substandard width lanes" ([cvc 21202.a.3](#)). Where a lane is too narrow for a following vehicle to overtake and pass a slower bicycle safely within the lane, the rule permits bicyclists to occupy the center of the lane. Although it may seem counterintuitive to non-cyclists, this is the recommended practice, called "taking the lane". Taking the lane enhances safety by making the cyclist more visible and discouraging attempts to pass within a lane that is too narrow to allow safe passing. On a multilane road, overtaking traffic can still pass by using the adjacent lane; on a two-lane road, overtaking traffic can pass by changing lanes if visibility and oncoming traffic permit.

"Substandard width lanes" is open to broad interpretation, and a frequent source of friction between motorists and bicyclists; but, with the term defined "for the purposes of this section" within a subsection listing criteria that call on a bicyclists subjective judgments, the bicyclist's determination as to how close he/she can "travel safely side by side " with a vehicle prevails. Worth noting, most streets in San Francisco beyond failing to meet this loose standard, fail to even meet the standard for vehicle traffic, **3.6 m / 11.8 ft** ([Caltrans Highway Design Manual 301.1](#)).

The "five-in-a-row" rule ([cvc 21656](#)), itself clearly intended to facilitate traffic flow, also contains flexible language in the interest of safety. The phrase, "or wherever sufficient area for a safe turnout exists", is open to broad interpretation, subjective judgment , and further reinforces a bicyclist's right to the full lane.

Proper position on the roadway is not fixed but varies with conditions. The rule requires bicyclists to ride “as close as practicable to the right-hand curb or edge”. “Practicable” should not be confused with “possible”. The critical phrase “as close as practicable” is a highly flexible directive, varying widely according to conditions (e.g. a bicyclist may need to avoid surface hazards that are immaterial to a motorist). Positions well away from the edge of the road can still be in compliance with the rule.

The “keep right” rule only applies to bicycles traveling “at a speed less than the normal speed of traffic moving in the same direction at such time” ([cvc 21202.a](#)). Bicyclists moving at or above traffic speed, which is common on downhills, in urban traffic, or with just plain scorchers, are not subject to the requirement. “Normal speed of traffic” is a poorly defined concept that leaves room for ambiguity. Where the traffic at a certain time consists predominantly of bicycles (e.g. Critical Mass), it would be plausible to argue that their speed determines the normal speed at that time. As of this writing, the current revision of [cvc 21202](#) being reviewed by the State Assembly, clarifies this with the language: “at a speed less than the speed limit for that highway or at less than the speed of traffic moving in the same direction at that time”.

Follow the progress of **AB 1408** - An act to amend Sections 21201 and 21800, to repeal and add Section 21202, and to repeal Section 21208, relating to vehicles, here:

http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ab_1408&sess=CUR&hou

BIKE LANES

Municipalities have the authority to establish bicycle lanes separated from any vehicular lanes upon highways ([cvc 21207](#)). Whenever a bicycle lane has been established on a roadway pursuant to Section 21207, any person operating a bicycle upon the roadway “at a speed less than the normal speed of traffic moving in the same direction” is required to ride in the lane except under provision virtually identical to the “keep right” rule ([cvc 21208](#)).

The one substantial difference is that on roads with bike lanes, slow bicyclists cannot comply merely by riding as “close as practicable to the right-hand edge or curb”; it is necessary to ride in the bike lane. The exceptions

given in the bike-lane rule are less detailed, but “conditions ... that make it unsafe to continue along the right-hand curb or edge” in the “keep right” rule are clearly analogous to the “hazardous conditions” in the bike-lane rule.

RIDING TWO ABREAST

As yet ([see AB1408](#)), nothing in California law explicitly requires bicyclists to ride single file or prevents them from riding two or more abreast, as bicyclists often do for social reasons. Regardless, some police officers insist that the “keep right” rule does so implicitly, because the bicyclist on the left is not riding “as close as practicable to the right-hand curb or edge of the roadway”. This interpretation lacks any reason or common sense.

Riding two abreast is expressly permitted when one bicyclist is passing another, even if both are slower than other traffic. No law currently prevents a car and a bicycle, regardless of speed, from traveling abreast in a single lane wide enough to allow it (lane splitting). If such a law were enacted, it would disrupt traffic flow unnecessarily by preventing a motorist from passing a bicyclist in a lane wide enough to permit passing to be done safely, in contradiction to the seemingly primary purpose of the “keep right” rule”. If traffic can pass by changing lanes, or if it could not pass even if the bicyclists were riding single file, there should be no violation.

Regardless of how the “keep right” or “bike lane” rules are interpreted, bicyclists may lawfully ride two or more abreast on the shoulder, because the shoulder is not part of the roadway ([cvc 530](#)), and therefore not subject to the slow bicycle rule. Likewise, bicyclists may ride abreast, one on the roadway and one or more on the shoulder, provided that the one on the roadway observes the “keep right” rule, when applicable. Finally, bicyclists may ride two or more abreast in a bike lane; the “bike lane” rule, when applicable, merely requires that they ride within the bike lane, without specifying any particular position in it.

THE “KEEP LEFT” RULE

The “keep right” rule can also be considered the “keep left” rule ([cvc 21202.b](#)), an oft overlooked but important sub-section, with very specific ramifications to a bicyclist's safety. This provision allows a bicyclist to ride on the left side of one-way street, in the same direction as traffic of course. All the language, provision, and exceptions of the “keep right” rule apply, just exchange “left” for “right”. This rule allows bicyclists to avoid slower traffic

(e.g. leapfrogging with Muni), more safely and efficiently execute left turns, and make themselves more visible to motorist.

CONCLUSION

If there's any one section of code every bicyclists should familiarize themselves with, it's [cvc 21202](#). The question of a bicyclists' right to the road and position on a road, can be taken none too lightly, not merely from an advocacy standpoint, but for the sake of our own personal safety while sharing the road with vehicles. The "keep right" rule should be seen less as a restriction on our movements; as, it should be seen as a legal standing for our right to ride in a manner that doesn't threaten our lives.

APPENDIX F

ROAD HAZARDS AND LIABILITY

City streets make for terrible riding surfaces. While one eye scans traffic, the other has to be maintain on the pavement directly ahead of you. Whether it's potholes, cracks, debris, grates, traffic delineators, puddles, painted lines, manhole covers, or just one of the innumerable open trenches or slick steel bridging plates, the condition of the street can often present more hazards to a bicyclists than there are with sharing said street with motor vehicles. Inevitably, every cyclist finds one of these hazards staring right back at them from under their front wheel. Maybe it's just slipping on a wet crosswalk stripe; or, maybe it's discovering a "brand new" knee deep pothole at 30 mph and turning your road bike into that "nifty little folding commuter bike" you were thinking about getting anyways.

Who's liable? Far too often, bicyclists will chalk these experiences up to bad luck; after all, if a vehicle or another bicyclist wasn't involved, who's at fault? Potholes and gratings pointing the wrong direction are not "Acts of God"; they can often be the result of negligence.

POTHOLES AND PAVEMENT FAILURES

Potholes are a nuisance to everyone who uses the streets, not only bicyclists. Some can get large enough to damage a vehicle or even cause the driver to loose control of the wheel; while, many pedestrians have been injured by tripping in them.

The most common way potholes form is when water seeps into cracks in the surface of the road and combined with the vibration of the tires over the crack, causes the asphalt to fail. That is why there are more potholes after it rains. Potholes are also created when the roadway is stresses by trucks and buses, which can cause a movement of the subsurface. Once there is a weak spot, every car that travels over it makes the problem worse, and eventually a section of the material will fail, causing a pothole. In the end, though they may not be the catalyst, motor vehicles are the cause of these public nuisances.

APPENDIX F – ROAD HAZARDS AND LIABILITY

If you are injured, or your bike damaged after, running over a pothole, ideally you'd be able to hold a public entity liable for the streets it's supposed to maintain. In practice though, state law all but admonishes public entities from all liability ([California Government Code § 835](#)). You must be able to establish:

(a) That the "[public entity's] property was in a dangerous condition at the time of the injury, that the injury was proximately caused by the dangerous condition, [and] that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred"

and

(b) That a "negligent or wrongful act or omission of an employee of the public entity" created the condition

or

That the "public entity had actual notice... [and]... knowledge of the existence of the condition and knew or should have known of its dangerous character". ([cgc § 835.2](#)).

see also ([California Government Code § 835.4](#))

These laws may at first seem excessive; but without these conditions, the City would be getting sued every time someone got a splinter from a utility pole. Rightly, it would also be difficult to hold a public entity liable for a pothole before it had had a chance to repair it. This is assuming the failure was a result of normal "wear and tear".

Many pavement failures, often the more hazardous, are those connected with street excavations. Whomever (private party/agent or public agency) "causes to be made an excavation in the public right-of-way shall be responsible to maintain, repair, or reconstruct the site of the excavation so as to maintain a condition acceptable... until such time as the public right-of-way is reconstructed, repaved, or resurfaced by the Department [of Public Works]" ([San Francisco Public Works Code § 2.4.70](#)). If the pavement over or immediately adjacent to that excavation becomes depressed, broken, or fails in any way, they may be found responsible and there for liable ([San Francisco Public Works Code § 2.4.71](#)). *see also* ([San Francisco Public Works Code § 2.4.72](#).)

To report a pothole, no matter how insignificant, call the DPW Pothole Hotline at **(415) 695-2100**, or email potholes@ci.sf.ca.us. They will respond and repair any pothole that is their responsibility ([San Francisco Public Works Code § 2.4.70-73.](#)) within 48 hours during weekdays. Before you call, it's helpful to determine the street address and the nearest cross-street where the pothole is located.

EXCAVATIONS

Street excavations present many hazards in the present, not just in the repair phase. Contractors, it seems, don't always consider bicycles when tearing trenches down the streets bicyclists use. It's not too uncommon to see narrow pipe trenches exposed: inconsequential to a motor vehicle, but potentially lethal for bicyclists. Further hazards include large amounts of debris being swept out of traffic lanes only to end up in the bike lane, diminished lane widths, and slippery plates over trenches. State and local code holds contractors accountable for this sort of negligence, requiring appropriate measures to ensure the safety of bicyclists on ALL streets on which there is construction, specifically:

- (a) **Open excavations must be covered with steel plates** ([San Francisco Public Works Code § 2.4.53.a](#)). **The plates must have a non-skid coating** ([DPT Blue Book § 7.1.2](#)) and be graded (ramped) to the elevation of the contiguous street ([San Francisco Public Works Code § 2.4.53.a](#))([DPT Blue Book § 7.1.3](#))

On state highways, bridge plating isn't required on shoulders not used for turning movements, or on connecting driveways, etc., not open to the public. ([Caltrans Encroachment Permit Manual, Appendix K](#))

- (b) Excavation sites and the surrounding area are required to be kept clean and free of loose dirt or other debris. Sites must be cleaned at the completion of each work day, including the removal of all excavated material from the site ([San Francisco Public Works Code § 2.4.53.b](#)).
- (c) The bases of cyclone (chain-link) fences mustn't extend over traffic or bicycle lanes ([DPT Blue Book § . 7.1.4](#)).
- (d) Bicycle routes, including paths and lanes, must be maintained in the construction area, or an alternate route provided ([DPT Blue Book § 10.1-4.](#)).

- (e) **On resurfacing projects, the entire paved shoulder and traveled way shall be resurfaced.** When adding lanes or turn pockets, a minimum 1.2 m shoulder shall be provided ([Caltrans Highway Design Manual § 1002.1](#))

The Department of Public works maintains an online database of all current excavation permits, listed by street: <http://209.77.149.9/public/>

DRAINAGES GRATES AND MANHOLE COVERS

Drainage grates, as part of a road's drainage system, are an important roadway feature. They allow storm water runoff that has flowed from the roadway into the gutter to be taken away via a subsurface system of pipes. Traditional parallel-bar drain grates, however, were not designed with bicycle traffic in mind. Many have slots wide enough to swallow some bicycle's wheels, causing serious crashes. These situation can be avoided, as state and local regulations maintain that grates, manhole covers, etc., should not be hazardous to bicycle riders.

- (a) Such hazards meet the definition of a "dangerous condition of public property" ([California Government Code § 830](#)) for which a public entity can be held liable ([California Government Code § 835](#)).
- (b) Constructions on or after July 1st, 1973, are permitted to install "only those types of grates which are not hazardous to bicycle riders." ([California Street and Highway Code § 1805.5](#)) *see also* ([California Street and Highway Code § 161](#))
- (c) Drainage inlet grates on bikeways must be openings narrow enough and short enough to assure bicycle tires will not drop into the grates, regardless of the direction of bicycle travel. Where existing grates cannot be replaced, steel cross straps should be welded to the grates to adequately reduce the size of the openings. ([Caltrans Highway Design Manual § 1003.3.6](#))

see also:

[California Government Code § 830.8.](#), FAILURE TO PROVIDE SIGNS OR SIGNALS
[California Government Code § 831.](#), WEATHER EFFECTS ON HIGHWAYS
[California Government Code § 831.7.](#), HAZARDOUS RECREATIONAL ACTIVITY

APPENDIX G

BICYCLES ON FREEWAYS

Freeways, by definition, are controlled-access highways; meaning, you can only enter and exit them at designated on and off ramps, with no access to local destinations. They're typically prohibited to traffic that cannot attain fast motor vehicle speeds (bicycles, mopeds, pedestrians, horses), allowing them to be designed with features that are beneficial to high speed traffic (such as high speed multi-lane on and off ramps) without having to provide consideration for non-motorist travel.

In some instances, however, bicyclists are permitted on freeway shoulders. Seldom would a freeway be signed or striped as a bikeway, but it can be opened for use if it meets certain criteria. Essentially, the criteria involve assessing the safety and convenience of the freeway as compared with available alternate routes ([Caltrans Highway Design Manual 1003.4](#)). Factors considered in determining the suitability of a freeway shoulder for bicycle travel include:

- Shoulder widths
- Bicycle hazards on shoulders (drainage grates, expansion joints, etc.)
- Number and location of entrance/exit ramps
- Traffic volumes on entrance/exit ramps

If a suitable alternate route exists, it would normally be unnecessary to open the freeway.

Of the more than 4,000 miles of freeways in California, about 1,000 miles are open to bicyclists. These open sections are typically in rural areas with low traffic volumes, in which the operation of a bicycle across on and off ramps can be done safely without inconvenience to high speed traffic, and where there is no alternate route. Normally, freeways in urban areas will have characteristics that make them unfeasible to permit bicycle use.

APPENDIX G – BICYCLES ON FREEWAYS

There are no signs explicitly permitting bicyclists on freeways; though, the omission of the word "bicycle" from regulatory signage does so implicitly ([Caltrans Traffic Manual 4-03.6, R44](#)). When bicyclist are legally traveling on a freeway, they may be directed off the freeway at the next off-ramp by a sign that says "Bicycles Must Exit"([ctm 4-03.6, R44B](#)). Restricted sections of freeway MUST have appropriate regulatory signs posted at the on-ramps ([cvc 21960](#))([ctm 4-03.6, R44](#)).

see also

[cvc Division 11, Chapter 13: Vehicular Crossings and Toll Highways](#)

[Caltrans Traffic Manual 4-03.1 APPLICATION OF REGULATORY SIGNS](#)

WEBSITES:

RESOURCES

- **CALIFORNIA VEHICLE CODE**
<http://www.dmv.ca.gov/pubs/vctop/vc/vctoc.htm>
- **SAN FRANCISCO MUNICIPAL CODE**
http://www.sfgov.org/site/government_index.asp#codes
- **DEPARTMENT OF PARKING AND TRAFFIC: BLUE BOOK**
http://www.sfgov.org/site/dpt_index.asp?id=13464
- **CALTRANS HIGHWAY DESIGN MANUAL**
<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm#hdm>
- **CALTRANS TRAFFIC MANUAL**
<http://www.dot.ca.gov/hq/traffops/signtech/signdel/trafficmanual.htm#trafman-revisions>
- **CALTRANS ENCROACHMENT PERMITS MANUAL:**
http://www.dot.ca.gov/hq/traffops/developserv/permits/encroachment_permits_manual/index.html
- **CALIFORNIA STREETS AND HIGHWAYS CODE**
<http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=shc>
- **CALIFORNIA GOVERNMENT CODE**
<http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=gov&codebody=&hits=20>
- **UNIFORM VEHICLE CODE**
http://neo3.sba.com/multi_client_article/user/index.cfm?client_id=1003

MORE INFO

● **SAN FRANCISCO BICYCLE PLAN**

The San Francisco Bicycle Plan ("Bicycle Plan") presents a guideline for the City to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The report presents a comprehensive review of the many aspects of the policies, procedures, practices and physical infrastructure of the City that affect bicycling. It recommends ways to make bicycling safer and more convenient through a variety of efforts including street improvements, bicycle parking facilities, new city policies, education programs, promotional efforts and transit access.

http://www.bicycle.sfgov.org/site/dptbike_index.asp?id=4301

● **CITY OF SAN FRANCISCO BICYCLE MASTER PLAN: INNOVATIVE DESIGN GUIDELINES**

This is a Supplemental Design Guidelines package, contracted to Alta Planning + Design, to update the 1997 San Francisco Bicycle Plan for adoption as part of the 2003 Bicycle Master Plan update. These design concepts are intended to supplement the bikeway design guidelines for typical bikeway situations provided in Caltrans Highway Design Manual Chapter 1000, the AASHTO Guide for the Development of Bicycle Facilities, and the MUTCD 2000 Part 9 Traffic Controls for Bicycle Facilities. These designs are conceptual at this stage, and must be reviewed further before being applied to actual situations.

<http://www.altaplanning.com/news/designguidelines2-12-03.pdf>

● **METROPOLITAN TRANSPORTATION COMMISSION (MTC) REGIONAL BICYCLE PLAN**

The MTC Regional Bicycle Plan is a component of the 2001 Regional Transportation Plan for the San Francisco Bay Area. It represents the sustained efforts of MTC staff, the Plan Oversight Committee, local agencies, advocacy groups, and countless dedicated citizens in the Bay Area. It is intended to be a resource document for Bay Area town, city, and county planners and advocates. This plan provides a framework for identifying regional priorities for routes and facilities and recommends a series of activities and policies to encourage bicycling at the regional level.

<http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

- **MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD): PART 9 TRAFFIC CONTROLS FOR BICYCLE FACILITIES**

The MUTCD contains standards for traffic control devices that regulate, warn, and guide road users along the highways and byways in all 50 States.

<http://mutcd.fhwa.dot.gov/pdfs/millennium/12.18.00/9.pdf>

- **TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)**

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. TEA-21 contains important new program initiatives, makes changes to State and metropolitan planning processes, augments the portfolio of innovative financing strategies, and strengthens safety programs across the Department of Transportation.

<http://www.fhwa.dot.gov/tea21/index.htm>

- **ALL ABOUT BART BROCHURE**- rules, schedules, bike blackout periods

<http://www.bart.gov/docs/BA090902.pdf>

- **BICYCLE CIVIL LIBERTIES UNION** - champions equal treatment for those who do not drive

<http://www.bclu.org>

- **TALK FAST RIDE SLOW** - a Critical Mass website

<http://www.talkfastrideslow.org>

- **CRITICAL MASS.ORG** - a catalog of links to hundreds of Critical Mass web sites around the world

<http://www.critical-mass.org>

- **SCREED** - source for stickers, pamphlets, flyers, and various other xerocratic materials

<http://www.scorcher.org/screed/>

WEBSITES:

CONTACTS/NUMBERS:

SF BICYCLE COALITION

The San Francisco Bicycle Coalition is an alliance of thousands of people who ride bicycles; who, through education, organizing, lobbying and promoting the bicycle for everyday transportation, seek to transform San Francisco's streets and neighborhoods into more livable and safe places.

San Francisco Bicycle Coalition
1095 Market Street, #215
San Francisco, CA 94103

(415) 431-BIKE

fax: (415) 431-2468

General Email: sfbc@sfbike.org

Homepage:

<http://www.sfbike.org>

SFBC Staff List:

http://www.sfbike.org/contact_us/staff_list/index.html

The SFBC general discussion list, **SFBike**:

<http://www.topica.com/lists/sfbike/>

DPT BICYCLE PROGRAM

The San Francisco Bicycle Program, part of the Department of Parking & Traffic's Division of Traffic Engineering and Operations, is dedicated to providing objective and professional service to improve and enhance bicycling as a safe, viable transportation option. They do this through planning, engineering and implementing bicycle facilities, and educating the community and agencies about bicycle transportation. The Program's Director, Peter Tannen, personally rode every street in San Francisco in 1996 to survey dangerous drainage grates; as a result of which, approximately 1000 grates were replaced.

CONTACTS/NUMBERS:

Department of Parking & Traffic Bicycle Program
25 Van Ness Ave., Ste. 345
San Francisco, CA 94102-6033

(415) 585-BIKE

fax: (415) 554-2352

email: bicycle@sfgov.org

Homepage:

<http://www.bicycle.sfgov.org/>

Peter Tannen

Bicycle Program Manager

(415) 554-2396

email: Peter.Tannen@sfgov.org

DPW POTHOLE HOTLINE

Pothole repair is an ongoing operation of the Department of Public Works (DPW) street maintenance program. Repairs include the patching of potholes, depressions, bumps, and other defects on city streets. In some instances, other agencies such as the Water Department and PG&E are responsible for repairing potholes and other street defects resulting from inadequately restored utility cuts. DPW will respond and repair any pothole that is their responsibility within 48 hours during week days. An action plan will be developed for projects that require more than 48 hours to address. Before you call, it's suggested you determine the street address and the nearest cross-street where the pothole is located.

Bureau of Street and Sewer Repair

Email: potholes@ci.sf.ca.us

Phone: **415-695-2100**

(after hours: 695-2020)

OFFICE OF CITIZEN COMPLAINTS

The Office of Citizen Complaints was created by a voter initiated amendment to the San Francisco City Charter (Section 3.530.2) and placed under the direct supervision of the Police Commission in 1983. Its purpose is to investigate every complaint of alleged police misconduct or improper performance made by a member of the public, where the complaint involves one or more SF Police Department sworn members engaged on-duty. All complaints are investigated unless they show proper conduct on the face of the allegations, and those outside OCC's jurisdiction which are forwarded to proper authorities. It is staffed by civilians who have never been police

officers in San Francisco. (see [DGO 2.04, Citizen Complaints Against Officers](#))

The most effective way to file a complaint is to come into the OCC office. This will allow investigators to personally interview you and to do a thorough job of completing the initial, and one of the most important, phases of the investigation of a complaint.

Other ways a complaint may be filed are:

- Complete and return the complaint form by mail. Forms are also available by calling the OCC and requesting that one be sent to you. They are available at all nine district police stations, and from various community groups. Once completed, the complaint form may be folded and dropped in any mailbox. The postage is prepaid.
- Send them a letter detailing the incident. Be sure to include your address and your daytime and evening telephone numbers so they may contact you for additional information, if necessary.
- Call the OCC. Complaints may also be filed over the telephone.
- Go to a district police station. All district stations are open 24 hours a day. All police personnel are required to receive complaints courteously and to assist you with filing them.

Office of Citizen Complaints
480 2nd Street #100
San Francisco, Ca 94107
(415) 597-7711
fax: (415) 597-7733

Homepage:
http://www.sfgov.org/site/occ_index.asp?id=444

Online complaint form:
http://www.sfgov.org/site/occ_page.asp?id=1445

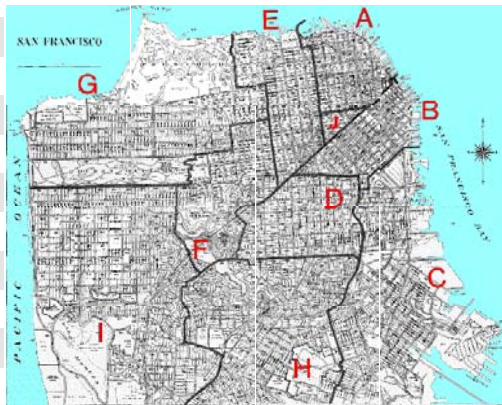
CONTACTS/NUMBERS:

SF POLICE DEPARTMENT

If you're involved in an accident, and have suffered injury or your bicycle damaged, you NEED an accident report. Immediately call the police; or, if you are unable, have a passer-by call for you. In cases involving injury (any degree) or death, a report is required to be made with the police ([cvc 20003](#), [20004](#) and [20008](#)). In cases of hit-and-run, it's important to complete a report at the police station serving the district in which the accident

SFPD Non-Emergency Dispatch (415) 553-0123

A Central Police Station	766 Vallejo Street (415) 315-2400
B Southern Police Station	850 Bryant Street (415) 553-1373
C Bayview Police Station	201 Williams Street (415) 671-2300
D Mission Police Station	630 Valencia Street (415) 558-5400
E Northern Police Station	1125 Fillmore Street (415) 614-3400
F Park Police Station	1899 Waller Street (415) 242-3000
G Richmond Police Station	461 - 6th Avenue (415) 666-8000
H Ingleside Police Station	1 John Young Lane (415) 404-4000
I Taraval Police Station	2345 - 24th Avenue (415) 759-3100
J Tenderloin Police Station	301 Eddy Street (415) 345-7300



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