



National Committee on Uniform Traffic Control Devices

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NOTE: This is a recommendation by NCUTCD to add or revise the content of the Uniform Vehicle Code. This proposal by itself does not constitute official standards or guidance. Regardless of NCUTCD approval status, any proposed change has no legal or official status until specifically adopted as a revision to the Uniform Vehicle Code.

TECHNICAL COMMITTEE:	Rules of the Road Committee
BTC Drafts:	07/10/2012
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RORC Task Force Concurrence:	00/00/0000
Transmitted to Sponsors:	00/00/0000
TC Revision:	00/00/0000
Council Approval:	00/00/0000

ORIGIN OF REQUEST: UVC RORC Task Force

AFFECTED SECTIONS OF UVC: Chapters 1 and 11

DISCUSSION:

This legislation establishes a Model Law for those provisions of the Uniform Vehicle Code which apply specially to operators of bicycles, other human-powered vehicles and mopeds. Other provisions of the Uniform Vehicle Code also apply, except as to special regulations and except as to those provisions which by their nature can have no application.

Applicability of law

The State may regulate and enforce rules for operation of bicycles, other human-powered vehicles and mopeds, subject to the conditions and limitations specified in this Act.

Scope of law

This document includes the entire Article XII--Operation of Bicycles, Other Human-Powered Vehicles, and Mopeds from Chapter 11, as well as additional sections of Chapter 11 and Chapter 1 which are relevant to bicycles and bicycle operators, and where changes have been suggested.

Mandate

The National Committee on Uniform Traffic Control Devices is mandated to review the rules of the road (Chapter 11) of the Uniform Vehicle Code, as this relates to the Committee's task of defining signs, signals and markings. Definitions of words and phrases in Chapter 1 are necessary to establish the meaning of provisions in Chapter 11. The few new definitions needed are included here.

RECOMMENDED UVC PROVISIONS/ REVISIONS:

Note: Deletions from the 2000 UVC text are noted in ~~striketrough red~~, and insertions in underline blue.

CHAPTER 1: Words and Phrases Defined (Selected items)

§ 1-109-Bicycle

Every vehicle propelled solely by human power or
electrically-assisted as defined in § 1-(new section), upon
which any person may ride, having two tandem wheels, except
scooters and similar devices.

Specific justifications for § 1-109 changes:

This change is needed because electrically-assisted bicycles operate similarly to bicycles and logically should be subject to the same equipment requirements and rules for driving.

§ 1-186-Roadway

That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk, berm or shoulder, even where such sidewalk, berm or shoulder may be used by persons riding bicycles or other human powered vehicles. In the event a highway includes two or more separate roadways, the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

Specific justifications for § 1-186 changes:

The words “where” and “may be” were added to emphasize that although bicycle travel on sidewalks is often permitted, it is associated with higher crash risks and should not be encouraged. In addition, bicycle travel on shoulders may be inadvisable in places where crossing and turning traffic is common or the shoulder is unimproved.

§ 1-(new)-Bicycle trailer

A device with one or more wheels designed to be towed by a bicycle.

Specific justifications for § 1-(new) changes:

This definition is added in order to support § 11-1203 and § 11-1204, which address transporting persons (usually children) in trailers towed by bicycles.

§ 1-(new)-Electrically-assisted bicycle

Every vehicle upon which any person may ride, and propelled by the operator, having two tandem wheels and an electric motor, whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.

Specific justifications for § 1-(new) changes:

With improvements in battery, motor and control technology, bicycles with low-powered electric motors to aid in propulsion are becoming common. Their speed capability is low, and can be controlled electronically. They are quiet and non-polluting, so they are acceptable on paths open to bicycles. The proposed new definition is based on wording from the United States Consumer Product Safety Commission: see <http://www.cpsc.gov/businfo/frnotices/fr03/low.html>

§ 1-(new)-Shared-use path

§1-(new)- Shared-Use Path—a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.

Specific justifications for § 1-(new) changes:

This definition is needed to support rules for travel on shared-use paths; see § 11-505.

§ 1-(new)-Wheelchair

Any manual or electrically driven mobility assistance device, scooter, tricycle or similar vehicle used by a person with a disability as a substitute for walking.

Specific justifications for § 1-(new) changes:

Rules applicable to wheelchair users are in § 11-1103 and §11-1116 of the UVC, but a definition is needed to establish what may be identified as a wheelchair. The definition here is based on New York Vehicle and Traffic Code, Article 1 - § 130-A, to be found at

http://law.onecle.com/new-york/vehicle-traffic/VAT0130-A_130-A.html

Chapter 11: Rules of the Road

ARTICLE II-TRAFFIC CONTROL DEVICES

Changes in this section are not being released to sponsors yet, as it is still under preliminary review in the NCUTCD. It will be released when ready.

ARTICLE III-DRIVING ON RIGHT SIDE OF ROADWAY; OVERTAKING AND PASSING-USE OF ROADWAY (Sections especially concerning bicycling)

§ 11-301 Drive on right side of roadway—exceptions

(a) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

1. When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
2. When an obstruction exists making it necessary to drive to the left of the center of the highway; provided any person driving to the left of the center of the highway shall yield the right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
3. Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or
4. Upon a roadway restricted to one-way traffic.

(b) Upon all roadways any vehicle proceeding at less than the normal and lawful speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, ~~or as close as practicable to the right hand curb or edge of the roadway, 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, alley, or driveway.~~ or far enough to the right to allow overtaking and passing by faster vehicles if such passing is safe and reasonable, except under any of the situations listed below.

1. When overtaking and passing another 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 the operator must necessarily drive in a lane other than the right-hand lane to continue on such operator's intended route.

(c) The intent of this subsection is to facilitate the overtaking of slowly moving vehicles by faster vehicles, and shall not require the drivers of such slowly moving vehicles to risk their own safety in order to facilitate

overtaking. If there is a marked bicycle lane at the right side of the road, operators of bicycles shall not be required to use such lane.

- (d) Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle shall be driven to the left of the center line of the roadway, except when authorized by official traffic-control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes, or except as permitted under subsection (a) 2. This subsection shall not be construed as prohibiting the crossing of the center line in making a left turn into or from an alley, private road or driveway.

Specific justifications for § 11-301 changes:

This section is being expanded to include all slow-moving vehicles. The changes enhance safety and clarity. An operator of a bicycle, moped or motorcycle can facilitate overtaking in a wide lane while still maintaining a position in the lane which maintains visibility and avoids potential hazards. Section (b) 3 applies to situations where the right-hand lane is obstructed or unsafe, or is a right-turn lane, or is to the right of a right-turn lane.

§ 11-303 Overtaking a vehicle on the left

The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions and special rules hereinafter stated:

- (a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass at a safe distance to the left of the vehicle being overtaken and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.
- (b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall ~~give way to the right in favor of the overtaking vehicle on audible signal and~~ not increase the speed of the vehicle until completely passed by the overtaking vehicle. If the roadway is of sufficient width to permit safe passing, the overtaken driver shall not unnecessarily obstruct the overtaking vehicle.

Specific justifications for § 11-303 changes:

The current language in part (b) requiring an audible signal is an antiquated leftover from the days of Model T Fords and dirt roads. Then, people drove towards the center of such roads to avoid ruts at the edge. A faster driver would signal with the horn to alert the leading driver to move over. On modern roads, people normally drive near the right; therefore this instruction has little meaning. Occupying a lane is not unnecessarily obstructive if another lane is available for travel. Use of horns must be reserved for emergency situations, not to intimidate or startle slower drivers, and avoiding noise pollution.

§ 11-304 When passing on the right is permitted

(a) The driver of a vehicle may overtake and pass upon the right of another vehicle only under one or more of the following conditions:

1. When the vehicle overtaken is making or about to make a left turn;
2. Upon a roadway with unobstructed pavement of sufficient width for two or more lines of vehicles moving lawfully in the direction being traveled by the overtaking vehicle.

The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. Such movement shall not be made by driving off the roadway, except that a person operating a bicycle may pass on the shoulder, provided the movement may be done in safety.

Specific justifications for § 11-304 changes:

As bicyclists may ride on the shoulder of the highway in most jurisdictions (and as clarified in proposed change to 11-1202), bicyclists should be permitted to overtake on the right on the shoulder under the same conditions that apply to any vehicle in the right-hand travel lane.

§ 11-307-No-passing zones

- (a) The (State highway commission) and local authorities are authorized to determine those portions of any highway under their respective jurisdictions where overtaking and passing or driving on the left side of the roadway would be especially hazardous and may by appropriate signs or markings on the roadway indicate the beginning and end of such zones.
- (b) When such signs or markings are in place and clearly visible to an ordinarily observant person every driver of a vehicle shall obey the directions thereof.
- (c) Where signs or markings are in place to define a no-passing zone as set forth in paragraph (a) no driver shall at any time drive on the left side of the roadway within such no-passing zone or on the left side of any pavement striping designed to mark such no-passing zone.
- (d) This section does not apply under the conditions described in 11-301(a)2, nor to the driver of a vehicle turning left into or from an alley, private road or driveway.
- (e) Division (c) of this section does not apply when all of the following apply:
 - 1. The slower vehicle is proceeding at less than half the speed of the speed limit applicable to that location.
 - 2. The faster vehicle is capable of overtaking and passing the slower vehicle without exceeding the speed limit.
 - 3. There is sufficient clear sight distance to the left of the center or center line of the roadway to meet the overtaking and passing provisions of sections 11-305 and 11-306, considering the speed of the slower vehicle.

Specific justifications for § 11-307 changes:

Overtaking slow vehicles does not require as much distance as overtaking vehicles traveling near the speed limit. In particular, it is often only necessary to merge partway into the oncoming lane to overtake a bicyclist, and so the distance required for overtaking is even shorter then. Such overtaking is common and has not been shown to be a problem. Ohio, Maine and New Jersey have adopted provisions to make this legal. This change is necessary for safe and legal passing distances on many roads. The wording is from Ohio statute, and is also relevant to farm equipment and animal-drawn vehicles. See <http://codes.ohio.gov/orc/4511.31>

§ 11-310-Following too closely

- (a) The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.
- (b) Whenever conditions permit, the driver of any truck or motor vehicle drawing another vehicle when traveling upon a roadway outside of a business or residence district and which is following another truck or motor vehicle drawing another vehicle, shall leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger, except that this shall not prevent a truck or motor vehicle drawing another vehicle from overtaking and passing any vehicle or combination of vehicles.
- (c) Motor vehicles being driven upon any roadway outside of a business or residence district in a caravan or motorcade whether or not towing other vehicles shall be so operated as to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle to enter and occupy such space without danger. This provision shall not apply to funeral processions.
- (d) The operator of a bicycle may follow another bicycle closely only if both operators consent, except when traffic or roadway conditions make this unduly hazardous. Any following bicycle operator injured in an accident resulting from such close following shall be deemed to have contributed to the accident to the extent that the close following was a proximate cause of the accident

Specific justifications for § 11-310 changes:

There is no safety reason to apply this provision to drivers of non-motorized vehicles. The current version of this section could be misinterpreted to make illegal the long established practice of close following and paceline bicycle riding.

Due to the unenclosed and silent operation of the bicycle, operators are able to communicate verbally with one another. Each bicyclist will, in turn, drop back from the front to the rear of the group so that all take turns pulling for the group. This practice allows bicyclists to avoid exhaustion when facing headwinds, to form shorter groups, which are easier to overtake, and to maintain a higher speed, reducing inconvenience to other vehicle operators. The proposed added part (d) would permit close following when both the lead and following bicyclist consent and when it is reasonably safe, and would assign responsibility for accidents in which it is a proximate cause.

In case of a collision, the following cyclist is the one who suffers for following too closely, not the one being followed, as is the case with motor vehicles. Safe following is therefore self-enforcing.

ARTICLE V-PEDESTRIANS' RIGHTS AND DUTIES (Selected sections)

§ 11-505--Pedestrians to use right half of crosswalks and shared-use paths.

Whenever practicable, pedestrians shall move upon the right half of crosswalks and shared-use paths, unless indicated otherwise by traffic-control devices.

Specific justifications for § 11-505 changes:

The narrowness of most shared-use paths, and the slower travel speeds of bicycles compared with those of motor vehicles, make it more practical and reasonably safe for pedestrians to keep to the right. This is the practice in most states. Then bicyclists can at least keep moving at a slow riding pace, or by walking. If pedestrians walk on the left, head-on conflicts with bicyclists occur and the capacity of the path is greatly reduced when it is congested. This addition refers to the new definition of "shared-use path" proposed for Chapter 1 of the UVC.

ARTICLE VI-TURNING AND STARTING AND SIGNALS ON STOPPING AND TURNING (Selected sections)

§ 11-601 Required position and method of turning

- (a) The driver of a vehicle intending to turn shall do so as follows:
1. *Right turns* - Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway. Where there is a separate lane for bicycles at the right edge of the roadway, a driver making a right turn must merge into this bicycle lane before turning.
 2. *Left turns* - The driver of a vehicle intending to turn left shall approach the turn in the extreme left lane lawfully available to traffic moving in the direction of travel of such vehicle. Whenever practicable, the left turn shall be made to the left of the center of the intersection so as to leave the intersection or other location in the extreme left lane lawfully available to traffic.
 3. *Two-way left-turn lanes* - Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices:
 - i. A left turn shall not be made from any other lane.
 - ii. A vehicle shall not be driven in the lane except when preparing for or making a left turn from or into the roadway or when preparing for or making a U turn when otherwise permitted by law.
- (b) 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 different course from that specified in this section be traveled by turning vehicles, and when such devices are so placed no driver shall turn a vehicle other than as directed and required by such devices.

Specific justifications for § 11-601 changes:

The first sentence of §11-601(a) already implicitly requires drivers to merge into a bike lane, parking lane or other special-purpose lane before turning right. Language added to §11-601(a) will help prevent the dangerous error called the "right hook". This is similar to [California CVC § 21717](#).

Reorganization of the section clarifies that standard rules for left turns, as well as

the option to specify special rules, apply to all vehicles. Also see section 11-1208, which describes the two-step left-turn option for bicyclists.

§ 11-606—Method of giving hand-and-arm signals

All hand-and-arm signals shall be given from the left side of the vehicle in the following manner and such signals shall indicate as follows:

1. Left turn—Hand and arm extended horizontally.
2. Right turn—Hand and arm extended upward.
3. Stop or decrease speed—Hand and arm extended downward.

Notwithstanding the foregoing provisions, a person operating a bicycle may give a right turn signal by extending the right hand and arm horizontally and to the right side of the bicycle, and a stop or decrease speed signal with the right hand and arm extended downward. The signal is not required to be continuous. A bicycle operator is not required to make a signal if the bicycle is in a designated turn lane or if no other driver's operation would be affected, and a signal need not be given when the operator's hands are needed for the safe operation of the bicycle.

Specific justifications for § 11-606 changes:

The left hand is the only hand which the operator of an enclosed motor vehicle can extend out a window. The left side is the only side which a following operator can usually see. A bicyclist suffers no such limitations. The onus should be on the bicyclist to give a visible signal, notwithstanding the shape or size of the bicycle, or which hand is used. The signal should preferably be given with the arm closest to conflicting traffic.

If the bicyclist is preparing to merge to the right or is slowing at the left side of a one-way street, a signal with the right hand is more visible to operators behind the bicyclist than one with the left hand.

The bicyclist may also need to keep the left hand on the handlebar for control of the bicycle: for example, to operate a brake or shift lever, or to sound a bell. Allowing the use of the right hand for the stop or decrease speed signal preserves these options. The UVC already allows bicyclists to make a right-turn signal with the right hand, and so the right-handed stop or decrease-speed signal does not require any great leap of understanding. This provision has been in [Massachusetts General Laws, Ch. 85, § 11B](#) at least since 1973.

A bicyclist, in addition, should be excused from signaling when both hands must remain on the handlebar. In practice, this is not a significant limitation because operators behind the bicyclist can see past the bicyclist and determine the need to stop or decrease speed; because the bicyclist's ceasing pedaling indicates that the bicyclist intends to slow or stop; and because the bicyclist's position on the roadway and turning of the head serve as signals of the intent to merge or turn.

Many states already have this provision.

§ 11-1103 Driving upon sidewalk

No person shall drive any vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized temporary driveway. This section shall not apply to a bicycle or any vehicle moved exclusively by human power or to any motorized wheelchair.

This section is unchanged.

§ 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, 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 or cargo.

Specific justifications for § 11-1105 changes:

Any vehicle can collide with an opened car door, but being “doored” is a particular hazard to bicycle operators. However, passengers and cargo must sometimes unload from the street side. Modern passenger vehicles with a center console do not allow easy exit from the right side, unlike older ones with bench seats. Sometimes cargo must be unloaded from the street side. This may be the right side on a one-way street.

**ARTICLE XII--OPERATION OF BICYCLES, OTHER HUMAN-POWERED
VEHICLES, AND MOPEDS**

NOTE: This Article is included in its entirety though some sections have not been modified.

§ 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.

This section is unchanged.

11-1202-Traffic laws apply to persons on bicycles and other human powered vehicles

- (a) 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
- (b) Bicycle travel on the shoulder of the roadway shall be permitted except where regulations prohibit or restrict shoulder travel for bicyclists.

Specific justifications for § 11-1202 changes:

Shoulder travel should be permitted, but as a shoulder may be unpaved or otherwise unsuitable for bicycling, shoulder travel should not be required, except on those limited-access highways where bicycle use is permitted.

§ 11-1203-Riding on bicycles

- (a) 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~~ an adult rider may carry a child securely attached to the bicycle in a seat designed for carrying children.
- (b) No bicycle trailer shall be used to carry more persons at one time than the number for which it is designed or equipped.

Specific justifications for § 11-1203 changes:

Trailers and semitrailers towed by bicycles (see new definition in Article I) are popular. Many semitrailers are in fact “half-bicycles” on which a child passenger sits and pedals as on a conventional bicycle, except that the towing bicycle takes the place of the front wheel. The added subsection (b) applies the same rule on the number of riders as for bicycles.

§ 11-1204-Clinging to vehicles

- (a) No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself or herself to any (streetcar or) vehicle upon a roadway.
- (b) This section shall not prohibit attaching a bicycle trailer or such attachment.

This section is unchanged.

§ 11-1205-Position on roadway

Changes in this section are not being released to sponsors yet, as it is still under preliminary review in the NCUTCD. It will be released when ready.

§-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. This provision does not prohibit the operator of one bicycle from passing other bicycles. Riding two abreast does not constitute an impediment to normal traffic at times of no conflicting traffic, if motor vehicle traffic can overtake in the adjacent lane, or if the lane is too narrow for a bicycle and a motor vehicle to travel safely side-by-side within the lane.

Specific justifications for § 11-1206 changes:

Added clarifying provisions avoid confusion about what constitutes riding two abreast, and when it is permissible.

§-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.~~

Specific justifications for § 11-1207 changes:

The existing UVC language would not allow even momentary “hands free” operation. This is necessary when changing hand positions to reach quickly for the brake levers. The difficulty of steering and balancing the bicycle when the hands are removed from the handlebar for a longer time is self-evident, and so keeping the hands on the handlebar is self-enforcing. Other provisions, in any case, enforce against unsafe operation.

§-11-1208-Left turns

- (a) A person riding a bicycle or a moped intending to turn left ~~shall~~ **may** follow a course described in § 11-601 or as described in subsection (b).
- (b) A person riding a bicycle or a moped and intending to turn left at an intersection may, if the rightmost lane of the intersecting roadway from which a through movement is permitted is not occupied by a vehicle waiting to enter the intersection, proceed into the intersection as if making a through movement, stop in the rightmost lane of the intersecting roadway from which a through movement is permitted, turn the bicycle or moped into the through direction on that roadway, and complying with any official traffic control device or police officer regulating traffic on the new highway, proceed in the new direction.
- (c) Notwithstanding the provisions of section 11-201 (a), the operator of a bicycle may merge into position for a left turn in advance of a designated left turn lane.
- (d) 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.

Specific justifications for § 11-1208 changes:

The revision to section (b) clarifies the movements to be made in a two-step left turn by placing the cyclist in a safe position for through travel. The new section (c) is needed because it can take some time (and distance on the road) to merge to the turn lane, depending on traffic. Sometimes, a courteous driver will give way. In such cases, the cyclist will enter the turn lane early, possibly before the place indicated by pavement markings.

§ 11-1209-Bicycles and human powered vehicles on sidewalks

- (a) A person riding 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. This audible signal may be given by the voice or by a bell or other warning device capable of giving an audible signal and shall be given at such a distance and in such a manner as not to startle the person or persons being overtaken and passed.
- (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 shall not operate a bicycle from a sidewalk so as to suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.
- (d) No person shall drive or operate a vehicle upon or along a sidewalk or shared pedestrian facility, or across a roadway upon or along a crosswalk, unless vehicles of that class are authorized by statute or by a posted traffic control device to be driven or operated upon or along a sidewalk or shared pedestrian facility or across a roadway upon or along a crosswalk.
- (e) No person shall operate a bicycle on a sidewalk in excess of an ordinary walking speed when approaching or entering a crosswalk, approaching or crossing a driveway or crossing a curb cut or pedestrian ramp if a vehicle is approaching the crosswalk, driveway, curb cut or pedestrian ramp. This paragraph does not require reduced speeds for bicycles when other vehicles are not present.
- (f) A person riding a bicycle 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.

The driver or operator of any vehicle so authorized when driving or operating said vehicle upon or along a sidewalk, or shared pedestrian facility, or across a roadway upon or along a crosswalk, shall first obey all traffic control devices posted to regulate, warn, or guide drivers or operators of that class of vehicle and second shall obey all traffic control devices posted to regulate, warn or guide pedestrians, except for those

provisions which by their very nature can have no application.

Specific justifications for § 11-1209 changes:

The existing wording of the UVC does not require bicyclists to operate at safe speeds on sidewalks or when entering crosswalks. In states where bicycles are not defined as vehicles, the restrictions in (c) and (d) must apply to bicycle traffic as well as vehicular traffic.

§ 11-1210 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.

This section is unchanged.

§ 11-1211 Bicycle racing

- (a) 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.
- (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 prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users.

This section is unchanged.

§ 11-1212-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.

This section is unchanged.