



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Traffic Commission

Thursday, July 24, 2025, 8:30 AM

Regular Meeting
City of Rolling Hills

AGENDA

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Approve Order of the Agenda

This is the appropriate time for the Chair or Commissioners to approve the agenda as is or reorder.

5. Blue Folder Items (Supplemental)

Blue folder (supplemental) items are additional back up materials to administrative reports, changes to the posted agenda packet, and/or public comments received after the printing and distribution of the agenda packet for receive and file.

6. Public Comment on Non-Agenda Items

This is the appropriate time for members of the public to make comments regarding items not listed on this agenda. Pursuant to the Brown Act, no action will take place on any items not on the agenda.

7. Consent Calendar

Business items, except those formally noticed for public hearings, or those pulled for discussion, are assigned to the Consent Calendar. The Chair or any Commissioner may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Chair will call on anyone wishing to address the Traffic Commission on any Consent Calendar item on the agenda, which has not been pulled by Commissioners for discussion.

7.A. Approve Affidavit of Posting for the Traffic Commission Regular Meeting

7.B. Approve the following Traffic Commission Minutes: May 22, 2025

8. Excluded Consent Calendar Items

9. Presentation

9.A. Receive and file a report from the Los Angeles County Sheriff's Department, Lomita Station, on traffic statistics for the City of Rolling Hills for May-June 2025 (Verbal report)

10. Discussion Items

10.A. Consideration and discussion regarding vehicles parked within roadside easements and potential public safety impacts on major evacuation routes as well as ingress/egress access on smaller roads

10.B. Consideration and discussion regarding Electric Bicycle (E-Bike) regulations, prohibition and safety measures

10.C. Consideration and discussion regarding resident request for the installation of guardrails near 44 Eastfield Drive and along Crest Road East between Caballeros Road and 60 Crest Road East, as well as adding "Slow Down" signage on the major roads

11. Matters From Members of the Traffic Commission

12. Matters From Staff

13. Adjournment

Next regular meeting: Thursday, September 25, 2025 at 7:00 p.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Notice:

Documents pertaining to an agenda item received after the posting of the agenda are available for review in the City Clerk's office or at the meeting at which the item will be considered.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting due to your disability, please contact the City Clerk at (310) 377-1521 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility and accommodation for your review of this agenda and attendance at this meeting.



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 7.A.

Meeting Date: 7/24/2025

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Approve Affidavit of Posting for the Traffic Commission Regular Meeting

Background:

None.

Discussion:

None.

Fiscal Impact:

None.

Recommendation:

Approve.

Attachments:

1. CL_AGN_250724_TC_AffidavitofPosting



Administrative Report

7.A., File # 2025-31

Meeting Date: 7/24/2025

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) §§
CITY OF ROLLING HILLS)

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations below.

Legislative Body	Traffic Commission
Posting Type	Regular Meeting Agenda
Posting Location	2 Portuguese Bend Road, Rolling Hills, CA 90274 City Hall Window City Website: https://www.rolling-hills.org/government/agendas_meetings.php https://rollinghillsca.portal.civicclerk.com/
Meeting Date & Time	JULY 24, 2025 8:30am

As City Clerk of the City of Rolling Hills, I declare under penalty of perjury, the document noted above was posted at the date displayed below.

Christian Horvath, City Clerk

Date: July 21, 2025



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 7.B.

Meeting Date: 7/24/2025

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Approve the following Traffic Commission Minutes: May 22, 2025

Background:

None.

Discussion:

None.

Fiscal Impact:

None.

Recommendation:

Approve as presented.

Attachments:

1. CL_MIN_250522_TC_F



1. CALL MEETING TO ORDER

The Traffic Commission of the City of Rolling Hills met on the above date at 8:33 a.m. Chair Wilson presiding.

2. ROLL CALL

Commissioners Present: Virtue, Raine, Chair Wilson
Commissioners Absent: Margeta, Bobit
Staff Present: Christian Horvath, Assistant to the City Manager / City Clerk
Vanessa Munoz, Traffic Engineer

3. PLEDGE OF ALLEGIANCE – Chair Wilson

4. APPROVE ORDER OF THE AGENDA – NONE

5. BLUE FOLDER ITEMS (SUPPLEMENTAL) – NONE

6. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public Comment: William Hassoldt, Judith Haenel, Mark Grindle

7. CONSENT CALENDAR

Motion by Commissioner Raine, seconded by Commissioner Virtue to approve consent calendar. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

7.A. APPROVE AFFIDAVIT OF POSTING FOR THE TRAFFIC COMMISSION REGULAR MEETING OF MAY 22, 2025

7.B. APPROVE THE FOLLOWING TRAFFIC COMMISSION MINUTES: MARCH 27, 2025

8. EXCLUDED CONSENT CALENDAR ITEMS – NONE

9. PRESENTATION

9.A. RECEIVE AND FILE A REPORT FROM THE LOS ANGELES COUNTY SHERIFF'S DEPARTMENT, LOMITA STATION, ON TRAFFIC STATISTICS FOR THE CITY OF ROLLING HILLS FOR MARCH-APRIL 2025 (VERBAL REPORT)

Presented by Los Angeles County Sheriff Deputy Lopez

Motion by Commissioner Raine, seconded by Commissioner Virtue to receive and file. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

10. OLD BUSINESS – NONE

11. NEW BUSINESS

11.A. CONSIDERATION AND DISCUSSION REGARDING REPUBLIC SERVICES FIELD OPERATION EXPANSION OF MOTHER TRUCK STAGING SITE LOCATIONS

Presented by Assistant to the City Manager / City Clerk Horvath

Motion by Commissioner Raine, seconded by Commissioner Virtue to approve as presented. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

11.B. CONSIDERATION AND DISCUSSION REGARDING VEHICLES PARKED WITHIN ROADSIDE EASEMENTS AND POTENTIAL PUBLIC SAFETY IMPACTS ON MAJOR EVACUATION ROUTES AS WELL AS INGRESS/EGRESS ACCESS ON SMALLER ROADS

Presented by Assistant to the City Manager / City Clerk Horvath

Public Comment: Los Angeles County Fire Battalion Chief John Butorovich

Motion by Chair Wilson, seconded by Commissioner Raine to continue this item to July with additional information. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

12. MATTERS FROM MEMBERS OF THE TRAFFIC COMMISSION

12.A. UPDATE ON EASTFIELD DRIVE SPEED LIMIT VARIANCE AND CURRENT SIGNAGE

Presented by Assistant to the City Manager / City Clerk Horvath

Motion by Commissioner Raine, seconded by Commissioner Virtue to receive and file; direct staff to follow the Traffic Engineer's report recommendations. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

12.B. UPDATE ON CREST ROAD WEST SPEED LIMIT BETWEEN CRENSHAW BLVD. AND GATE WITHIN THE RANCHO PALOS VERDES CITY LIMITS

Motion by Commissioner Raine, seconded by Commissioner Virtue to receive to receive and file. Motion carried unanimously with the following vote:

AYES: Virtue, Raine, Chair Wilson
NOES: None
ABSENT: Margeta, Bobit

Per earlier public comment the Commission requested staff return with an agenda item on e-bikes at the next meeting.

13. MATTERS FROM STAFF

Assistant to the City Manager / City Clerk Horvath announced that the City Council had officially declared a vacancy for Traffic Commissioner Margeta's seat.

14. ADJOURNMENT: 9:54 A.M.

The meeting was adjourned at 9:54 a.m. to a regular meeting of the Traffic Commission scheduled to be held on Thursday, July 24, 2025, beginning at 8:30 a.m. in the City Council Chamber, Rolling Hills City Hall, 2 Portuguese Bend Road, Rolling Hills, California, 90274.

Respectfully submitted,

Christian Horvath, City Clerk

Approved,

Patrick Wilson, Chair



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 9.A.

Meeting Date: 7/24/2025

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Receive and file a report from the Los Angeles County Sheriff's Department, Lomita Station, on traffic statistics for the City of Rolling Hills for May-June 2025 (Verbal report)

Background:

The Los Angeles County Sheriff's Department (LASD) provides traffic enforcement and other public safety services for the City of Rolling Hills under a multi-jurisdictional contract with Rolling Hills Estates and Rancho Palos Verdes.

Supplemental traffic enforcement, utilizing deputies on overtime, is specific to the City of Rolling Hills. It is covered via a separate agreement with the LASD and funded through the COPS fund.

Hazardous citations are usually moving violations such as speeding, unsafe turning, following too closely, etc. Non-hazardous citations include broken taillights, seatbelt violations, no license plates, etc. Speeding tickets are usually issued using radar or lidar (light detection and ranging).

Discussion:

Regular Traffic Enforcement - May/June 2025:

The LASD did not supply regular enforcement data for this time period at the time of Agenda publishing. Therefore, the numbers below are reflective of data provided from March/April 2025.

- Citations: 25
- Violations: 25
- Hazardous Citations: 25
- Hazardous Violations: 25
- Non-Hazardous Citations: 0
- Non-Hazardous Violations: 0
- Radar Citations: 6

Traffic Collisions (year to date): None

DUI Arrests (year to date):0

- DUI Citations: 0
- Actual DUI: 0

Supplemental Traffic Enforcement - May 2025:

Speeding Violations: 3

- Resident Cites: 1
- Non-Resident Cites: 2

Stop Sign Violations: 0

Supplemental Traffic Enforcement - June 2025:

No supplemental OT was conducted for the month of June.

Note: At the request of the Commission, staff have also included the previous Regional Law Committee's presentation from the LASD on Quarterly Traffic Enforcement stats and will continue to do so at each subsequent commission meeting. **This meeting will not have a quarterly report because it was presented at the May 2025 meeting.**

Fiscal Impact:

None.

Recommendation:

Receive and file.

Attachments:

1. PS_LAS_250715_TrafficStats_Sup_May2025

May-25 ROLLING HILLS TRAFFIC 25RE011333

May-25 ROLLING HILLS TRAFFIC 25RE011333

May-25 ROLLING HILLS TRAFFIC 25RE011333

DATE	LOCATION	VIOLATION	SPEED	RESIDENT CITES	NON-RESIDENT CITES	DEPUTY
5/21/2025	Crest Rd.St. John's Canyon Rd.	Speed	50	0	1	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	46	1	0	Gonzalez
	Crest Rd.St. John's Canyon Rd.	Speed	46	0	1	Gonzalez
Inventor List						7/10/2025

~~Inventory List~~

~~7/19/2025~~



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.A.

Meeting Date: 7/24/2025

To: Traffic Commission

From: Christian Horvath, Assistant to the City Manager / City Clerk

Thru: Karina Bañales, City Manager

Subject: Consideration and discussion regarding vehicles parked within roadside easements and potential public safety impacts on major evacuation routes as well as ingress/egress access on smaller roads

Background:

At the May 22, 2025 Traffic Commission meeting, the Commission requested that this item be continued for further discussion based on input provided by LA County Battalion Chief Butorovich specific to ingress/egress, public safety, and the City of Los Angeles Ordinance regarding parking restrictions within canyons during Red Flag Events. The Administrative Report from May can be found as Attachment A.

Staff has collected further information for the Commission to consider and discuss.

Discussion:

At the May 22, 2025 Traffic Commission meeting, LA County Battalion Chief Butorovich provided input specific to ingress/egress, public safety, and the City of Los Angeles Ordinance (Attachment B) specific to parking restrictions within their canyons or other Very High Fire Hazard Severity Zones (VHFHSZ) during Red Flag Events. Staff has also included a map of those areas (Attachment C).

The City of Los Angeles implemented their Red Flag Parking Restrictions program in January 2006. When a Red Flag Day is declared by the Los Angeles Fire Department (LAFD), parking is strictly prohibited in posted areas within the VHFHSZ. Zones include narrow roads, sharp curves, hairpin turns and key intersections or areas where parked vehicles can block access for emergency responders and trap residents during an evacuation.

More than 1700 signs were installed to clearly mark the restricted areas. Illegally parked vehicles are towed to ensure roadways remain clear for emergency access during Red Flag Events.

LAFD have a specific web page regarding Red Flag Parking restrictions (Attachment D) as does the Laurel Canyon Association (Attachment E). Both pages are meant to provide information for residents in any designated areas.

Staff recommend the Commission continue the discussion in consideration of the new information provided and provide further direction to staff and/or recommendations to the City Council.

Fiscal Impact:

Unknown at this time.

Recommendation:

Receive and file. Provide direction to staff and/or recommendation to City Council.

Attachments:

1. Attachment A - CL_AGN_250522_TC_Item11B_AR_F
2. Attachment B - CL_AGN_250724_TC_CoLA_RedFlag_ParkingOrd
3. Attachment C - CL_AGN_250724_TC_LA_RedFlagOrd_Map-GIS
4. Attachment D - CL_AGN_250724_TC_LAFD_RedFlag_Website
5. Attachment E - CL_AGN_250724_TC_LaurelCanyonAssoc_RedFlag_WebPage



City of Rolling Hills

INCORPORATED JANUARY 24, 1957

Agenda Item No.: 11.B
Mtg. Date: 05/22/2025

TO: HONORABLE CHAIR AND MEMBERS OF THE TRAFFIC COMMISSION

FROM: CHRISTIAN HORVATH, CITY CLERK / EXECUTIVE ASSISTANT TO CITY MANAGER

THRU: KARINA BAÑALES, CITY MANAGER

SUBJECT: CONSIDERATION AND DISCUSSION REGARDING VEHICLES PARKED WITHIN ROADSIDE EASEMENTS AND POTENTIAL PUBLIC SAFETY IMPACTS ON MAJOR EVACUATION ROUTES AS WELL AS INGRESS/EGRESS ACCESS ON SMALLER ROADS

DATE: May 22, 2025

BACKGROUND:

In recent years, the topic of vehicular parking within roadside easements has been brought up by Commissioners under agenda item discussions or Matters from the Traffic Commission. At the March 27, 2025 Traffic Commission meeting, during the verbal report by the Los Angeles Sheriff's Department (LASD), conversation ensued regarding parking within easements specific to potential issues or concerns on major evacuation routes (Portuguese Bend Road, Eastfield Drive and Crest Road) and questions as to whether the LASD issues citations for parked vehicles, per the Rolling Hills Municipal Code (RHMC), between 2am and 4am.

As a result of the discussion between the LASD Deputy and Commissioners (Attachment A), LASD conducted proactive parking enforcement and issued parking citations along a variety of streets within Rolling Hills on April 9, 2025 between 2am and 4am. Staff was subsequently informed by residents expressing discontent with the ticketing and existing policy.

DISCUSSION:

Considering the expressed concerns specific to public safety, staff is bringing this item formally for discussion and/or direction as to whether the Traffic Commission would like to recommend potential changes to the existing Municipal Code (Attachment B) regarding:

- Parking within easements along major evacuation routes
- Parking within easements along narrow roads
- All-night parking

Los Angeles County Fire and Sheriff Department representatives will be in attendance at the meeting to answer any potential questions.

FISCAL IMPACT:

None.

RECOMMENDATION:

Receive and file. Provide direction to staff or continue the item to July when Vice Chair Bobit returns.

ATTACHMENTS:

[Attachment A - CL_AGN_250327_Item9A_DiscussionSummary.pdf](#)

[RHMC_10.52_StoppingStanding&Parking.pdf](#)

Summary of March 27, 2025 Traffic Commission discussion during the Presentation of Traffic Stats by Los Angeles Sheriff's Department

- **Around the 7:40 mark** – Vice Chair Bobit asked about whether parking citations were ever issued as he sees parking for extended periods of time along major routes and expressed concern about possible issues in the event of a potential evacuation.
- **Around the 8:34 mark** – Deputy Lopez-Beltran noted that she could let the early morning shift know to give out citations during the 2am-4am window and maybe that would help out.
- **Around the 8:58 mark** – Vice Chair Bobit reiterated his intent was “on the major routes... doesn’t mean going on every little street” that it might be helpful.
- **Around the 9:10 mark** – Chair Wilson noted that he believed Deputies only responded if it was complaint driven, but he could be wrong. He assumed there was no reason a ticket could not be administered.
- **Around the 9:30 mark** – Deputy Lopez-Beltran noted that in the past the LASD had received emails specific to overnight parking. But they had not received anything recently. She further stated that deputies could patrol.
- **Around the 9:59 mark** – Vice Chair Bobit noted that it wouldn’t be high-priority, but if they were coming through to keep an eye out.
- **Around the 10:25 mark** – Staff notes that previous conversations had been had by the commission related to overnight parking and that the Commission could have a broader discussion around parking at a future meeting with a safety nexus built in.

Chapter 10.52 STOPPING, STANDING AND PARKING¹

Sections:

10.52.010 Applicability of regulations.

The provisions of this title prohibiting the stopping, standing or parking of a vehicle shall apply at all times or at those times herein specified, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control.

(Ord. 261 § 1(part), 1996).

10.52.020 Stop sign erection.

Whenever any ordinance or resolution of the City designates and describes any road or portion thereof as a through road, or any intersection at which vehicles are required to stop at one or more entrances thereto, the City Manager shall erect and maintain stop signs. A stop sign shall be erected on each and every road intersecting such through road or portion thereof so designated and at those entrances to other intersections where a stop is required. Every such sign shall conform with, and shall be placed as provided in, the California Vehicle Code.

(Ord. 261 § 1(part), 1996).

10.52.030 Through roads and intersections.

Those roads and parts of roads established by resolution of the Council are through roads for the purposes of this title. The provisions of this title shall also apply at one or more entrances to the intersections as such are established by resolution of the Council.

(Ord. 261 § 1(part), 1996).

10.52.040 Emerging from driveway.

The driver of a vehicle emerging from a driveway shall stop such vehicle immediately prior to driving into the bermed area extending across such driveway.

(Ord. 261 § 1(part), 1996).

10.52.050 Stops required at stop signs.

- A. The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection, or railroad grade crossing shall stop at a limit line, if marked, otherwise before entering the crosswalk on the near side of the intersection.

¹ Prior history: Ords. 116 and 138.

If there is no limit line or crosswalk, the drive shall stop at the entrance to the intersecting roadway or railroad grade crossing.

- B. The City Manager may, with the review of the Traffic Commission and the approval of the City Council, provide for the placement of a stop sign at any location on a road where the stop sign would enhance traffic safety.

(Ord. 261 § 1(part), 1996).

10.52.060 Stop for school bus.

- A. The driver of any vehicle, upon meeting or overtaking, from either direction, any school bus equipped with signs as required in this code, that is stopped for the purpose of loading or unloading any schoolchildren and displays a flashing red light signal and stop signal arm if equipped with a stop signal arm, visible from front or rear, shall bring the vehicle to a stop immediately before passing the school bus and shall not proceed past the school bus until the flashing red light signal and stop signal arm, if equipped with a stop signal arm, cease operation.
- B. The driver of a vehicle upon a road with separate roadways need not stop upon meeting or passing a school bus which is upon the other roadway. The driver of a vehicle need not stop upon meeting or passing a school bus when the school bus is stopped at an intersection where traffic is controlled by a traffic officer or official traffic control signal, or when the school bus is stopped at a place where traffic is controlled by a traffic officer or official traffic control signal.
- C. 1. If a vehicle was observed overtaking a school bus in violation of subsection A of this section, and the driver of the school bus witnessed the violation, the driver may, within twenty-four hours, report the violation and furnish the vehicle license plate number and description and the time and place of the violation to the Sheriff's Department. The Sheriff's Department shall issue a letter of warning prepared in accordance with subdivision (2) of this subsection with respect to the alleged violation to the registered owner of the vehicle. The issuance of a warning letter under this subdivision shall not be entered on the driving record of the person to whom it is issued, but does not preclude the imposition of any other applicable penalty.
2. The Attorney General shall prepare and furnish to every law enforcement agency in the state a form letter for purposes of subdivision (1) of this subsection, and the Sheriff's Department may issue those letters in the exact form prepared by the Attorney General. The Attorney General may charge a fee to any law enforcement agency that requests a copy of the form letter to recover the costs of preparing and providing that copy.
- D. This section also applies to a roadway upon private property.

(Ord. 261 § 1(part), 1996).

10.52.070 Temporary parking signs.

Whenever the City Manager shall determine that unusual traffic congestion is likely to result from the holding of public or private assemblages, gatherings or functions, or for other reasons, the City Manager shall have the power and authority to order temporary signs to be erected or posted indicating that the operation, parking or standing of vehicles is prohibited on such roads as the City Manager shall direct, during the time such temporary signs are in place. Such signs shall remain in place only during the existence of such assemblages, gatherings or functions, and the City Manager shall cause such signs to be removed promptly thereafter. When signs authorized by the provisions of this section are in place giving notice thereof, no person shall operate, park or stand any vehicle contrary to the directions and provisions of such signs.

(Ord. 261 § 1(part), 1996).

10.52.080 Parking adjacent to schools.

The City Manager is authorized to erect signs indicating no parking upon that side of any road adjacent to any school property when such parking would, in his opinion, interfere with traffic or create a hazardous situation. When official signs are erected prohibiting parking upon that side of a road adjacent to any school property, no person shall park a vehicle in any such designated place.

(Ord. 261 § 1(part), 1996).

10.52.090 Parking on narrow roads.

The City Manager is authorized to place signs or markings indicating no parking upon any road when the width of the roadway does not exceed twenty feet or upon one side of a road as indicated by such markings when the width of the roadway does not exceed thirty feet. When official signs or markings prohibiting parking are erected upon narrow roads as authorized herein, no person shall park a vehicle upon any such road in violation of any such sign or marking.

(Ord. 261 § 1(part), 1996).

10.52.100 Parking in intersection prohibited.

No person shall park, stop or leave standing any vehicle, whether attended or unattended, within an intersection, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.110 Parking in crosswalk prohibited.

No person shall stop, park or leave standing any vehicle; whether attended or unattended, within a crosswalk, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.120 Parking near fire station prohibited.

No person shall stop, park or leave standing any vehicle whether attended or unattended within fifteen feet of the driveway entrance to any fire station, except when necessary to avoid conflict with other traffic or in compliance to the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.130 Hazardous parking prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, which, when so stopped or parked, constitutes a hazard to other traffic, except when necessary to avoid conflict with other traffic or in compliance to the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.140 Parking on equestrian path prohibited.

No person shall stop, park or leave standing any vehicle; whether attended or unattended, upon any bridle trail or equestrian path so as to cause equestrians to use the road instead of such trail or path.

(Ord. 261 § 1(part), 1996).

10.52.150 Parking near fire hydrant prohibited.

No person shall stop, park or leave standing any vehicle within fifteen feet of a fire hydrant except as follows:

- A. If the vehicle is attended by a licensed driver who is seated in the front seat and who can immediately move such vehicle in case of necessity;
- B. If the City Council adopts an ordinance or resolution reducing that distance. If the distance is less than ten feet total length when measured along the curb or edge of the road, the distance shall be indicated by signs or markings;
- C. If the vehicle is owned or operated by a fire department and is clearly marked as a fire department vehicle.

(Ord. 261 § 1(part), 1996).

10.52.160 Setting brakes and stopping motor required when parking.

- A. No person driving, or in control of, or in charge of, a motor vehicle shall permit it to stand on any road unattended without first effectively setting the brakes thereon and stopping the motor thereof.
- B. No person in control of, or in charge of, any vehicle, other than a motor vehicle, shall permit it to stand on any road without first effectively setting the brakes thereon, or blocking the wheels thereof, to effectively prevent the movement of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.170 Leaving person locked in vehicle prohibited.

No person shall leave standing a locked vehicle in which there is any person who cannot readily escape therefrom.

(Ord. 261 § 1(part), 1996).

10.52.180 Opening doors of vehicle.

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 upon the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

(Ord. 261 § 1(part), 1996).

10.52.190 Parking near posted areas prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, upon any road or in an area adjacent to and within fifteen feet of the road which is posted with official signs prohibiting such parking, stopping or standing, except on the property of the owner or driver of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.200 Blocking wheels required when.

No person driving, or in control of or in charge of a motor vehicle shall permit it to stand on any road unattended when upon any grade exceeding three percent without blocking the wheels of the vehicle by turning them against the curb or by other means.

(Ord. 261 § 1(part), 1996).

10.52.210 All-night parking prohibited.

No person shall stop, stand or park a vehicle on any road for a period of time longer than one hour **between the hours of two a.m. and four a.m.** of any day, except authorized emergency vehicles and the vehicle of any regularly licensed physician when engaged in making professional calls.

(Ord. 261 § 1(part), 1996).

10.52.220 Blocking driveway prohibited.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, in front of a public or private driveway, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.230 Parking near excavation prohibited when.

No person shall stop, park or leave standing any vehicle, whether attended or unattended, alongside or opposite any street or road excavation or obstruction when such stopping, standing or parking would obstruct traffic, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Deputy Sheriff or official traffic control device.

(Ord. 261 § 1(part), 1996).

10.52.240 Parking near traffic control devices prohibited.

No person shall stop, park, or leave standing any vehicle, whether attended or unattended, within twenty feet of a stop sign, official electric flashing device or any other official traffic control device or sign.

(Ord. 261 § 1(part), 1996).

10.52.250 Parking over seventy-two hours prohibited.

No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any road for more than a consecutive period of seventy-two hours.

(Ord. 261 § 1(part), 1996).

10.52.260 Parking for sale prohibited.

No person shall park any vehicle on any road for the principal purpose of advertising or displaying it for sale. This section includes areas adjacent to and within fifteen feet of the roadway, except on the property of the owner of the vehicle.

(Ord. 261 § 1(part), 1996).

10.52.270 Repairing vehicles on roads prohibited when.

No person shall construct or cause to be constructed, repair or cause to be repaired, grease or cause to be greased, dismantle or cause to be dismantled any vehicle or any part thereof upon any road in the City. Temporary emergency repairs may be made upon a road.

(Ord. 261 § 1(part), 1996).

10.52.280 Washing vehicles on road for charge prohibited.

No person shall wash or cause to be washed, polish or cause to be polished, any vehicle or any part thereof upon any road in this City, when a charge is made for such service.

(Ord. 261 § 1(part), 1996).

10.52.290 Vehicle removal—Traffic obstructions or hazards.

A Deputy Sheriff may remove a vehicle from a road when any vehicle is left standing upon a road in such a position as to obstruct the normal movement of traffic or in such condition as to create a hazard to other traffic upon the road.

(Ord. 261 § 1(part), 1996).

10.52.300 Vehicle removal—Blocking entrances.

A Deputy Sheriff may remove a vehicle from a road when it is left standing blocking any driveway, entrance to a private road or bridle trail.

(Ord. 261 § 1(part), 1996).

10.52.310 Vehicle removal—Blocking fire hydrant.

A Deputy Sheriff may remove a vehicle from a road or adjacent area when such vehicle is left standing so as to prevent access by fire fighting equipment to a fire hydrant.

(Ord. 261 § 1(part), 1996).

10.52.320 Vehicle removal—Incapacitated driver.

A Deputy Sheriff may remove a vehicle from a road when the person or persons in charge of such vehicle are by reason of physical injuries or illness incapacitated to such an extent as to be unable to provide for its custody or removal.

(Ord. 261 § 1(part), 1996).

10.52.330 Vehicle removal—Arrested driver.

Any peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or Deputy Sheriff; or any regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations of the City may remove a vehicle located within the City: (1) when the officer or Deputy Sheriff arrests any person driving or in control of a vehicle for an alleged offense and the officer or Deputy Sheriff is, by this title or other law, required or permitted to take, and does take, the person into custody; or (2) when an officer or Deputy Sheriff serves a notice of an order of suspension or revocation.

(Ord. 261 § 1(part), 1996).

10.52.340 Vehicle removal—Hit-and-run investigations.

- A. When any peace officer, as that term is defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or Deputy Sheriff, has reasonable cause to believe that a motor vehicle on a road or on private property open to the general public onto which the public is explicitly or implicitly invited, located within the City, has been involved in a hit-and-run accident, and the operator of the vehicle has failed to stop and comply with the provisions of Chapter 10.20 of this title, the officer may remove the vehicle from the road or from public or private property for the purpose of inspection.
- B. Unless sooner released, the vehicle shall be released upon the expiration of forty-eight hours after such removal from the road or private property upon demand of the owner. When determining the forty-eight-hour period, weekends, and holidays shall not be included.
- C. Notwithstanding subsection B of this section, when a motor vehicle to be inspected pursuant to subsection A of this section is a commercial vehicle, any cargo within the vehicle may be removed or transferred to another vehicle.

This section shall not be construed to authorize the removal of any vehicle from an enclosed structure on private property which is not open to the general public.

(Ord. 261 § 1(part), 1996).

10.52.350 Vehicle removal—Over seventy-two hours.

A Deputy Sheriff may remove a vehicle from a road when such vehicle is left parked or standing for seventy-two hours in violation of this title.

(Ord. 261 § 1(part), 1996).

10.52.360 Curb markings.

The City Manager is authorized to place the following berm (also known as "curb") markings and/or signs to indicate parking or standing regulations. Such markings shall have the following meanings:

- A. Red means no stopping, standing or parking at any time except as permitted by this title, and excepting that a school bus may stop in a red zone marked or signed as a bus loading zone.
- B. White means stopping for loading or unloading of passengers, or for depositing mail in an adjacent mailbox.
- C. Green means no standing or parking for a period of time longer than twenty minutes at any time between the hours of eight a.m. and five p.m. of any day, excepting Sundays and holidays.
- D. Blue means parking is limited exclusively to the vehicles of disabled persons and disabled veterans.

(Ord. 261 § 1(part), 1996).

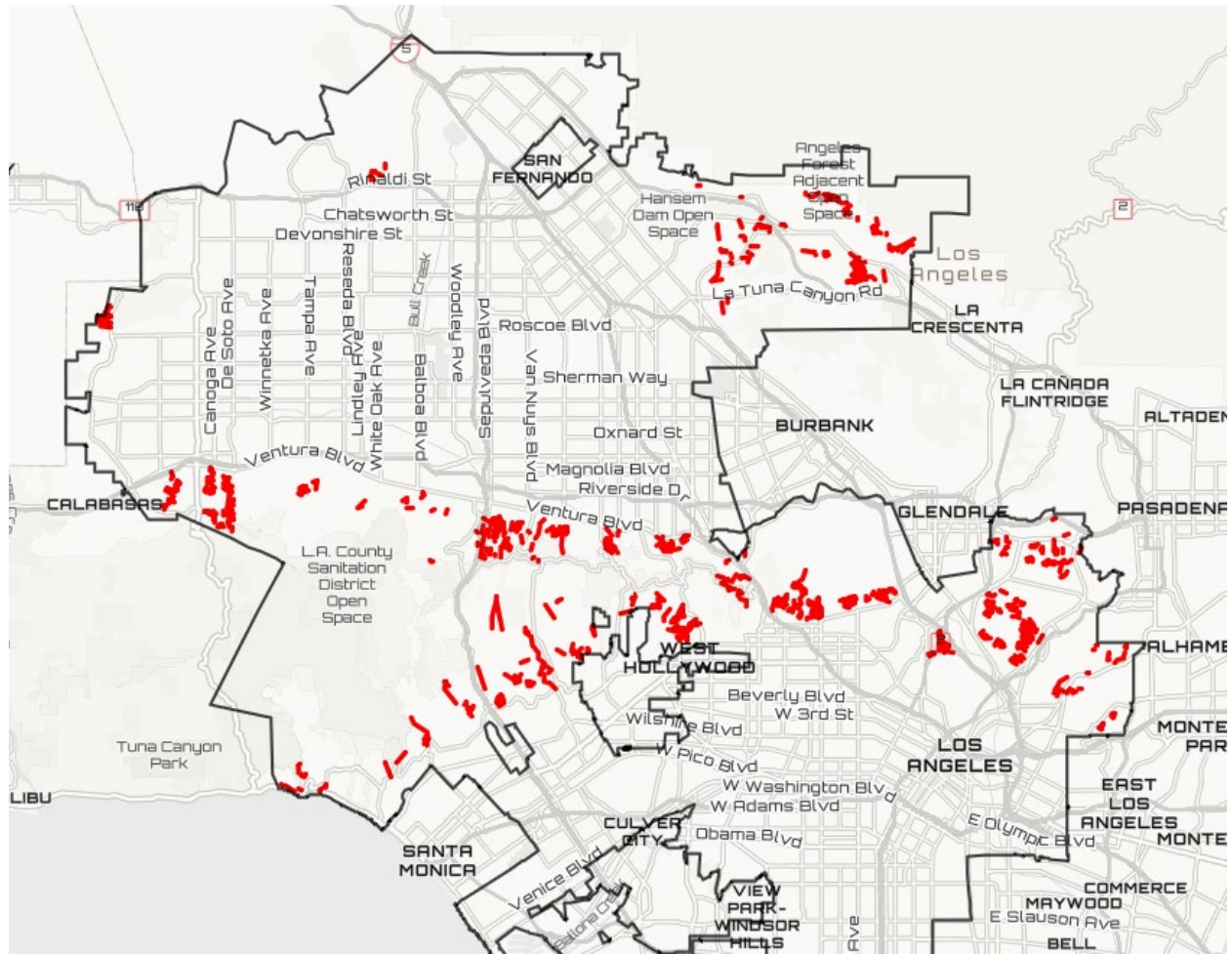
SEC. 80.72. PARKING PROHIBITED OR LIMITED ON CERTAIN STREETS ON RED FLAG ALERT DAYS.
(Added by Ord. No. 177,215, Eff. 2/8/06.)

(a) Whenever, with reference to any street or portion of a street in the City of Los Angeles' Very High Fire Hazard Severity Zone, the Fire Department determines that parking on one or both sides of the street would create a hazard to life or property by interfering with emergency vehicle access and resident evacuation during a major brush fire, the Department of Transportation is hereby authorized to install and maintain at that place signs giving notice that no person shall park a vehicle during a Red Flag Alert in the City of Los Angeles. The Department of Transportation is further authorized to include notice, on any sign that prohibits the parking of vehicles on Red Flag days, that vehicles parked in violation of the sign may be removed.

(b) It shall be unlawful, when authorized signs are in place giving notice, to park any vehicle on any of the streets or portions of streets in the City's Very High Fire Hazard Severity Zone in violation of the signs.

(c) Signs prohibiting parking installed pursuant to this section are only enforceable on Red Flag Alert days in the City of Los Angeles as declared by the Mayor or the Mayor's designee.

(d) The provisions of Section 88.01.1 of this chapter are not applicable to signs erected pursuant to this section.





THE LOS ANGELES FIRE DEPARTMENT

RED FLAG PARKING RESTRICTIONS

Sign up for notifications



RED FLAG STATUS

Red Flag restrictions are NOT in effect

NOTE: In July 2025, the Red Flag website moved to this platform. Those already subscribed who do not want to change their contact details do not need to take any action. Those wishing to update their information will need to create a new account via the link [HERE](#) or at the top of the page.

How To Video:

LAFD: Red Flag Parking Restrictions Has a New Home



To protect lives and property during wildfire conditions, the City of Los Angeles implemented the Red Flag Parking Restrictions Program, active since January 1, 2006.

When a Red Flag Day is declared by the Los Angeles City Fire Department, parking is strictly prohibited in posted areas within the Very High Fire Hazard Severity Zones.

These zones include narrow roads, sharp curves, hairpin turns, and key intersections, areas where parked vehicles can block access for emergency responders and trap residents during evacuation.

More than 1,700 signs were installed by the Department of Transportation to clearly mark these restricted areas. Illegally parked vehicles will be towed to ensure roadways remain clear for emergency access.

[View the Red Flag restricted parking areas map.](#)

WHAT IS A RED FLAG DAY?

The City of Los Angeles declares a Red Flag Day when the weather conditions are such that the potential for a fast-moving brush fire is extremely high. The conditions are defined as wind speeds 25 mph or more and humidity 15% or less.

HOW OFTEN WILL THERE BE RED FLAG DAYS?

Over the past years, the maximum number of Red Flag days has been 12. The average of Red Flag days per year is 4 to 7.

HOW WERE THE AREAS IDENTIFIED?

Fire Department Station Commanders were asked to survey their districts and identify the areas that would create a problem for citizens while evacuating and for fire companies entering the area during a fast moving brush fire. Station Commanders were directed to identify narrow roads, tight curves, and critical intersections that

would create choke points. The areas identified were reviewed by the Fire and Transportation Departments to make sure the criteria for posting was accurate. Once identified, the Department of Transportation took the role of posting signs.

WHY IS THERE ENFORCEMENT ONLY DURING RED FLAG DAYS?

The potential for a choke point being created is a daily concern in the identified areas, but during a situation of mass exodus during a brush fire event a choke point can trap, hinder, or delay lifesaving efforts from first responders.

HOW WILL I KNOW IF THERE IS A RED FLAG DECLARATION?

- Residents can choose to receive push-notifications (text, phone, email) via the LAFD Red Flag Notification System
 - Residents can visit www.lafd.org to check the current status of the flag located in www.lafd.org/redflag
 - Every local news outlet has agreed to broadcast during traffic, and weather segments that the City of Los Angeles is in a Red Flag situation
 - Every fire station will fly a red flag during the declaration.
-

WHY DO WE HEAR ON THE RADIO OR TELEVISION THAT THERE IS A RED FLAG CONDITION YET THE CITY OF LOS ANGELES IS NOT ENFORCING THE PARKING RESTRICTIONS?

Radio and Television weather reports are broadcast to a wider community than the City of Los Angeles, and the information they share on “Red Flag Warnings” for instance, may not apply to the areas served by Your LAFD. Visit www.lafd.org or contact your local LAFD fire station to determine if the Red Flag Parking Restrictions have been enacted.

HOW DOES THE RED FLAG ALERT SYSTEM WORK?

When fire weather conditions in the City of Los Angeles dictate that special parking restrictions be enacted, Fire Department staff will activate the Red Flag Alert System. The System will send a notification to all subscribers of the system via text, phone, or email depending on the selections made during registration.

IS MY CONTACT INFORMATION STORED IN THE RED FLAG ALERT SYSTEM'S DATABASE?

The Red Flag Alert System is an Opt-In System and as such does not store any information other than that which was provided by the registrant.

WHAT PRECAUTIONS ARE TAKEN TO PROTECT PERSONAL CONTACT INFORMATION STORED IN THE SYSTEM? STILL ACCURATE?

Red Flag Alert System data is not shared, distributed, traded, leased, or loaned to any private or public party. Access to the information stored is only accessible to a limited number of members in the City of Los Angeles Fire Department.

HOW DOES THE RED FLAG ALERT SYSTEM RESPOND TO BUSY SIGNALS OR NO-ANSWER SITUATIONS?

When the System encounters a busy signal, the system will attempt to deliver the message to the secondary point of contact provided by the registrant; if one is provided.

WILL THE RED FLAG ALERT SYSTEM BE USED FOR EMERGENCIES?

The System is an Opt-In system; hence, it is considered incomplete for a resident outreach campaign. As an advisory system, the System only provides important versus critical information. During an established emergency the City, County, and other government entities will coordinate to disseminate information through all available communication channels.

IF I HAVE PROVIDED MORE THAN ONE PHONE NUMBER, WHAT NUMBER WILL BE CALLED? STILL ACCURATE?

The System will call your primary number, if there is no answer the system will call your secondary number if one is provided. The System is programmed to leave a message if it encounters a recording device. Furthermore, the System will only make one attempt per device.

WILL THE RED FLAG ALERT SYSTEM CALL NUMBERS OUTSIDE THE CITY'S AREA CODES?

Yes. The area code does not impact whether or not a call is made. In addition, the program is aware that, from time to time, guests, visitors, and other entities can have an extended visit to the City and as such we owe the same courtesy to all registrants.

WILL THE RED FLAG ALERT SYSTEM WORK IF I SCREEN MY COMMUNICATION?

The System works with call screening devices but it is best practice to add the communication information to your screening device. Failure to add the Red Flag Alert System information may result in a failed delivery. In relation to E-mail's spam filters, the System cannot circumvent such technology. To receive an prompt and accurate message the System's E-mail address must be allowed to pass.

IF I AM LISTENING TO A MESSAGE LIVE, IS THERE A WAY TO REPEAT IT?

The System is interactive. The registrant is given options on how to process the call. At a given time during the call, the registrant is given an option to repeat the message or terminate the call.

How do I change or delete the information I registered? The registrant may use the log in feature in the System to change or delete contact information.



Red Flag Days

In an attempt to increase public safety, the Los Angeles Fire Department and Department of Transportation created a program to remove illegally parked vehicles in posted locations within the Very High Fire Hazard Severity Zones. These are essentially the narrow streets in our canyon where it may be difficult to move a high amount of traffic through. You will see signs all over the neighborhood that look like this:

How Do I know when it's a Red Flag Day?

To determine if an LAFD red flag is in place, you can check lafd.org/redflag for the current status. While the duration of each red flag lasts 24 hours, it may be renewed once that period is over, so it's a good idea to recheck the website [or LAFD's Twitter](#).



JOIN LCA CONTACT US





City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.B.

Meeting Date: 7/24/2025

To: Traffic Commission
From: Christian Horvath, Assistant to the City Manager / City Clerk
Thru: Karina Bañales, City Manager
Subject: Consideration and discussion regarding Electric Bicycle (E-Bike) regulations, prohibition and safety measures

Background:

At the May 22, 2025 Traffic Commission meeting during Public Comment on Non-Agenda Items, the Rolling Hills Community Association (RHCA) Gate Supervisor, Mark Grindle, spoke about the growing use of E-Bikes within the City, both on the trails and streets. He expressed concern about existing trail prohibitions, the safety dangers posed to equestrian activities or residents, the potential liability to individuals and the community, and inquired about the possibility of enforcement via tickets and/or fines. The RHCA has submitted a letter for Public Comment (Attachment A).

The Traffic Commission requested this topic be added to the July agenda for discussion. Staff have collected information regarding E-Bikes to assist the Commission.

Discussion:

Due to the recent proliferation of e-bikes, several cities have adopted regulations requiring that e-bike riders follow all road rules in California, including but not limited to speed limits, passing other vehicles and pedestrians with precautions, and other safety measures. City staff have collected information on E-Bikes (Attachments B & C) researched neighboring jurisdictions and some cities similar to Rolling Hills that may be unique equestrian communities or have a public trail system.

California State law defines e-bike classifications and further outlines existing regulations in the California Vehicle Code (CVC). Some provisions include helmet laws for persons 17 years of age and under, requirements to ride with the flow vehicle traffic, and specific minimum age restrictions for the operation of class III electric bicycles and mopeds. The sections in the CVC mainly pertain to the "Rules of the Road" chapters that address motor vehicles on the roadway/streets and are applicable to cyclists. Additionally, a State of California e-bike regulation(s) summary can be found in Attachments D & E.

The Rolling Hills Municipal Code (RHMC) includes sections specific to definitions, prohibitions, and requirements, both in accordance with the CVC and in addition to (Attachment F). Staff have highlighted some portions that are applicable to this report.

Staff gathered e-bike research and found that some cities have adopted local ordinances to impose additional regulations for e-bike operation within the jurisdiction (Attachment G & H). Common locally adopted and implemented safety regulations include:

- Setting speed limits
- Requirements for yielding to pedestrians
- Requirements that passengers have a separate seat
- Prohibition of operation in open space or trail areas
- Requirements that rides are done as a single file and not more than two abreast
- Prohibition on racing or stunt activity

Over the last year, the Los Angeles Sheriff Department (LASD) Lomita Station Community Relations Team trained local Lomita Station deputies on e-bike classifications and safety topics. Similarly, patrols of neighboring city Rolling Hills Estates bridle trails, are conducted by the Lomita Station Community Relations Team and Lomita Sheriff Station Posse.

The South Bay Cities Council of Governments (SBCCOG) is working toward a pilot e-bike sticker program for participating schools within the Palos Verdes Unified School District (PVPUSD). In the fall of 2024, SBCCOG, and representatives from the Lomita Sheriff's Station and Palos Verdes Estates Police Department were invited to speak at the Parent Teacher's Association (PTA) leadership meeting to discuss e-bike safety, trends, partnerships, and the e-bike registration pilot program (Attachment I).

Most recently, SBCCOG applied for and was awarded a grant under the Safe Streets and Roads for All (SS4A) to support E-bike safety in the sub-region. This includes the potential for assistance with additional E-bike safety events and initiatives for the Palos Verdes Peninsula area. The SS4A is a U.S. Department of Transportation grant program. Funds have not yet been disbursed and the timeline for availability remains uncertain due to federal executive orders.

State Legislation:

The Cal Bike online legislative tracker (Attachment J) is a resource for following pending Active Transportation / E-bike State legislation. Some current state regulations the SBCCOG is following include:

1. E-bikes are categorized into 3 classes. Class 3 e-bikes can go 28 mph but cannot have a throttle in California. Additionally, riders must be at least 16 years old to operate these.
2. AB 875 (Muratsuchi) - In the First Chamber
 - a. Authorizes law enforcement to remove electric motor-powered vehicles with fewer than four wheels that:
 - i. Exceed 20 mph (not legally classified as e-bikes), and
 - ii. Are operated without proper registration or license.
 - b. Allows removal of class 3 e-bikes if operated by someone under 16 (which is prohibited by law).
 - c. May require minors whose class 3 e-bike is impounded to complete a CHP e-bike safety course.
 - d. Responds to rising e-bike injuries and misuse of modified e-bikes like Super73 that exceed legal speed limits.

- e. Supported by law enforcement and safety organizations; no opposition filed.

Local Regulations:

1. Manhattan Beach

- a. Adopted September 2023
- b. Prohibits riding on City sidewalks, plazas, grass areas, the Strand, parking structures, and Veterans Parkway.
- c. Prohibits riding at speeds over 15 miles per hour on the Marvin Braude Bike Trail
- d. Requires riders to ride in single file and not more than two abreast.
- e. Prohibits riding on the back of a bicycle or e-bike without a seat.
- f. Prohibits speeding, racing, or stunt activity.

2. Hermosa Beach

- a. Adopted June 2024
- b. Prohibits riding on the Greenbelt
- c. Transporting a passenger is prohibited unless the passenger uses a separate seat that is attached to the conveyance.
- d. Juveniles under the age of 18 who are cited may have their electric bicycle impounded, to be released to a responsible adult upon payment of a fee.
- e. Rental bikes must install geofencing technology.

3. Rancho Palos Verdes

- a. Prohibits operation of e-bikes on riding or hiking trails or over any fire break or fire protection roads, city parks, beaches and recreational facilities
- b. Prohibits racing or speed contests, acrobatic or stunt riding
- c. Requires helmets for all ages
- d. Prohibits riding on sidewalks (except for children up to 14 years old)

School Districts:

Finally, local school districts have been at the forefront of E-bike safety education, partnering with law enforcement to administer E-bike sticker programs. These programs require students to undergo safety training before being permitted to ride and park their E-bikes at school. The following school districts have adopted E-bike sticker programs:

1. Palos Verdes Peninsula Unified School District

- a. Begins September 2025
- b. All PVPUSD students will be required to complete an e-bike safety course and registration process through Pedal Ace, E-Bike Sense, or PVE Police Department
- c. This program was piloted by Ridgecrest Intermediate School for the past two school years

2. Hermosa Beach City School District

- a. Program introduced during the 2023-24 school year
- b. Requires all Hermosa Valley School students (grades 5-8) to complete in-person training with E-Bike Sense

3. Redondo Beach Unified School District

- a. Program introduced during the 2024-25 school year
- b. Requires students grades 6-12 to complete e-bike safety training through E-Bike Sense,

Pedal Ace, or RBPD

4. Manhattan Beach Unified School District

- a. Program introduced during the 2024-25 school year
- b. Requires all MBUSD students to complete e-bike safety training through E-Bike Sense or Pedal Ace

5. El Segundo Unified School District

- a. Program introduced during the 2024-25 school year

The City of Rolling Hills has not implemented any specific educational or safety guidance related to the use of E-Bikes at this time via the website or Blue Newsletter, but could begin to remind residents of existing regulations and general safety tips in coordination with the RHCA.

Staff recommend the Commission begin discussions about E-bikes and provide direction to staff and/or recommendations to the City Council if potential legislative action may be necessary.

Fiscal Impact:

None.

Recommendation:

Receive and file. Provide direction to staff.

Attachments:

1. Attachment A - CL_AGN_250724_TC_RHCA_PublicComment
2. Attachment B - CL_AGN_250724_TC_GuideToE-BikeClassifications
3. Attachment C - CL_AGN_250724_TC_CBC_InfoSheet
4. Attachment D - CL_AGN_250724_TC_CA_VehicleCode_D11_C1_A4_21200-21214.7
5. Attachment E - CL_AGN_250724_TC_CA_VehicleCode_Sec312.5
6. Attachment F - CL_AGN_250724_TC_RHMC_Bikes
7. Attachment G - CL_AGN_250724_TC_SouthBay_E-bike_Info
8. Attachment H - CL_AGN_250724_TC_SouthBay_E-bike_Matrix
9. Attachment I - CL_AGN_250724_TC_PVPUSD_E-BikeSafetyProgram
10. Attachment J - CL_AGN_250724_TC_CalBike_LegislativeWatch

Rolling Hills Community Association
of Rancho Palos Verdes

NO. 1 PORTUGUESE BEND RD. • ROLLING HILLS, CALIF. 90274

(310) 544-6222

ROLLING HILLS



CALIFORNIA

(310) 544-6766 FAX

July 15, 2025

Rolling Hills City Traffic Commission
2 Portuguese Bend Road
Rolling Hills, CA 90274

Re: Bicycles and e-bikes on bridle trails

Honorable Commissioners,

I am contacting you on behalf of the RHCA Board of Directors about a recent incident on the Johns Canyon bridle trail where a horse was startled by an e-bike on the trail and bucked off it's rider. The cyclist did not stop to see if the rider was ok and had ignored the signs at the trail entrance bikes are prohibited on the bridle trails. Thankfully, no one was seriously hurt, but it could have had a very tragic outcome.

When the RHCA gate supervisor offered to provide photos of the cyclist and discussed the incident with the Sheriff's department, they were reluctant to accept them because there was essentially nothing to enforce because there is no consequence in the city's ordinance for biking on the trails.

Because of the potential risk of a cyclist encountering a horse and rider, pedestrian or pet on the trail, the RHCA is formally requesting that the City consider amending the city code to allow for some kind of adverse action or consequence for cyclists who ride on the bridle trails, and escalate those consequences for repeat offenders. It could be a traffic ticket, fine or impound of a bike. Just over the last two years we are seeing a marked increase in bicycles and e-bikes on the trails in Rolling Hills. I don't think people fully appreciate the potential danger they create when biking on the bridle trails. In addition to the potential hazard, the bikes also damage the bridle trails by creating ruts and erosion that we are not always able to restore.

Thank you for your consideration of this matter.

Sincerely,

Kristen Raig
RHCA Manager

What Is an E-Bike?

A Guide to California E-Bike Classifications.

June 21, 2024 / by Kevin Claxton, *California Bike Coalition*

Note: This information was compiled in August of 2023 and updated in June 2024. California laws and regulations are subject to change. Please consult the California Vehicle Code (CVC) sections governing e-bikes for the most up-to-date information.

Some of the recent furor over the increased presence of e-bikes on California streets has centered on mobility devices sold as e-bikes that may push the boundaries of what counts as an electric bicycle in the state of California. So here's a look at e-bike classification, an emerging class of two-wheeled vehicles called ZEMs, and the gray area in between.

E-bikes and the law

As legally defined vehicles, e-bikes are subject to several laws in California (and even some federal regulations as well). Under California law, an e-bike is essentially treated the same as a standard bicycle—with a few exceptions. E-bikes are to be operated like conventional bicycles in California and are not considered motor vehicles under the California Vehicle Code.

As such, e-bikes in California are exempted from various laws and requirements that apply to motorcycles and automobiles. For example, e-bike operators need not have or use:

- Operator's licenses
- State or local registration
- Motor vehicle insurance
- License plates

So what is an e-bike?

California's e-bike classifications

The California vehicle code defines e-bikes as: "[A] bicycle equipped with fully operable pedals and an electric motor of less than 750 watts." It further breaks e-bikes into three categories, following a classification system created by PeopleForBikes that has been adopted in 40 states.

- Class 1: Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 mph
- Class 2: Operates via pedal-assist or throttle and ceases to provide assistance when the bicycle reaches a speed of 20 mph
- Class 3: Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 mph

Because there is some variation in e-bike classification from state to state, an e-bike manufacturer may not specify an e-bike's class on their website. You can determine the class by comparing the bike's specifications to the information above or asking at the bike shop where you buy your e-bike.

Who can operate an e-bike in California?

There are no age restrictions on Class 1 and 2 e-bikes. Riders must be at least 16 to operate a Class 3 e-bike, and all Class 3 riders must wear helmets. All riders under 18 must wear a helmet on any type of bike, motorized or not.

Who can carry passengers on an e-bike?

All e-bikes set up to accommodate passengers are permitted to carry a passenger. Riders and passengers under 18 must wear a helmet. Passengers of all ages on Class 3 e-bikes must wear helmets.

Which e-bikes are pedal assist only?

Class 1 and Class 3 e-bikes provide a boost from the motor only when the rider pedals. If the rider stops pedaling, the motor cuts out and the bike loses momentum.

What's the top speed of a throttle e-bike?

Class 2 e-bikes, which have a throttle that allows the motor to power the bike without the rider pedaling, have a maximum motor speed of 20 mph.

Can e-bikes go faster than their assist limits?

E-bikes provide a boost up to their speed limits (20 and 28 mph). A rider may go faster than that by pedaling harder, but the motor won't give any additional propulsion over those speeds.

What's a zero-emission motorcycle (ZEM)?

Electric motorcycles, classified as zero-emission motorcycles (ZEMs) by the California Air Resources Board (CARB), can include anything from a moped or motorized scooter to a full-sized motorcycle. A ZEM may have a powerful enough engine to travel at freeway speeds, but not all do.

Unlike e-bikes, ZEMs must be registered with the DMV and are not allowed to ride in bike lanes. ZEMs do not have pedals and operate solely on motor power.

CARB is working on creating incentives for ZEMs as part of California's transition to clean transportation.

Where can I ride?

The law prevents cities from restricting access to e-bike riders in places like bicycle paths or trails, bikeways, and bicycle lanes.

People may ride e-bikes on roadways but are subject to the California Vehicle Code (CVC)—which covers basic rules of the road, like going with the flow of traffic and obeying lights and signs.

Local authorities could still block access to e-bikes on certain equestrian trails or hiking and recreational trails. The Department of Parks and Recreation may prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.

New e-bike regulations in the works

Several laws relating to e-bikes are moving through the California legislature and, in addition, local jurisdictions are creating local restrictions on where people can ride e-bikes. You can find a list of Orange County local regulations in this spreadsheet and we recently wrote a summary of e-bike bills. Join CalBike's mailing list to stay up to date on the latest developments.

Two-wheeled EVs in the gray area

Some electric, two-wheeled vehicles fall into a gray area between e-bikes and ZEMs. These bikes can be manufactured and sold in California but may not be street-legal under California e-bike regulations.

For example, at least one manufacturer markets their products as e-bikes but sells bikes with an "off-road" setting with a top speed listed as "28+ mph," implying that the motor is capable of providing a boost above California's top e-bike speed of 28 mph. Another brand doesn't list the top speed or e-bike class on its website.

It's unclear whether bikes like these qualify as e-bikes under California law, which states, in part: "On and after January 1, 2017, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type."

It may not look like a bike

E-bikes evolved from traditional bikes, so many e-bikes resemble standard bikes modified to include a motor and battery. However, some new e-bike models are moving away from traditional bicycle design. They may have fat tires and frames that resemble small motorbikes more than standard bicycles. As long as they have operable pedals and fall within California's e-bike classification system, these e-bikes are bicycles and may use bike lanes.

What is not an e-bike?

According to the California DMV, two categories of classification exist between e-bikes and motorcycles.

A motor-driven cycle is "a motorcycle with less than a 150 cc motor size." These bikes are not allowed to operate on controlled-access freeways or highways.

A motorized bicycle or moped is "a two or three-wheeled device, capable of no more than 30 miles per hour (mph) on level ground." The vehicle code further defines this type of bike as "having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy." The DMV notes that these vehicles may use bike lanes, if authorized by local ordinance.

Both motor-driven cycles and mopeds must be registered with the DMV (e-bikes are not required to register), and riders need a motorcycle license to operate them.

Some of the bikes that fall into the gray area may be more properly classified as mopeds or motorcycles (if their motors go faster than 30 mph) than e-bikes.



CALIFORNIA'S NEW E-BIKE LAW:

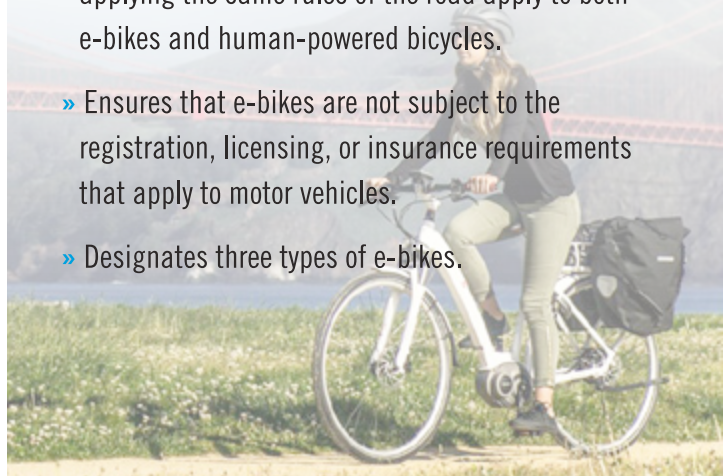
INFO FOR RIDERS

Q&A **ELECTRIC BICYCLE**

Electric bicycles, more commonly referred to as e-bikes, are bicycles fitted with a motor and battery that provide extra power assistance. This added power enables riders to ride longer and more frequently. E-bikes benefit riders who may be discouraged from traditional bicycles due to convenience, age, limited physical fitness, disability or injury. For many, e-bikes provide new transportation solutions for consumers of all ages.

In 2015, California passed a law that clarifies how e-bikes are regulated in California (AB 1096). The bill:

- » Provides clear rules on how e-bikes must be equipped and operated.
- » Regulates e-bikes like bicycles and not like mopeds, applying the same rules of the road apply to both e-bikes and human-powered bicycles.
- » Ensures that e-bikes are not subject to the registration, licensing, or insurance requirements that apply to motor vehicles.
- » Designates three types of e-bikes.



» **WHAT ARE THE DIFFERENT TYPES OF ELECTRIC BICYCLES?**

- » **TYPE 1** Bikes with a top assisted speed of 20 mph that must be pedaled to operate.
- » **TYPE 2** Bikes with a top assisted speed of 20 mph that can be operated without pedaling by using a handlebar-mounted throttle.
- » **TYPE 3** Bikes with a top assisted speed of 28 mph that must be pedaled to operate.

» **WHERE CAN I RIDE MY ELECTRIC BICYCLE?**

E-bikes have access to bike paths and protected bike lanes, bike lanes and designated bike routes (depending on the type of your e-bike). See the chart on page 2 for where people can ride their e-bikes in California.

» **WHAT IS THE DIFFERENCE BETWEEN CALIFORNIA'S CLASS I, II, III, AND IV BIKEWAYS?**

- » **CLASS I BIKEWAY (BIKE PATH)** Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized (multi use paths).
- » **CLASS II BIKEWAY (BIKE LANE)** Provides a striped lane for one-way bike travel on a street or highway (bike lane).
- » **CLASS III BIKEWAY (BIKE ROUTE)** Provides for shared use with pedestrian or motor vehicle traffic (no special road marking or pathway, just a suggested safer route).
- » **CLASS IV BIKEWAY (PROTECTED LANE)** Separated from motor traffic using a physical barrier, such as curbs, planters, or parked cars (on street bike lane that's protected from traffic).



CALIFORNIA'S NEW E-BIKE LAW: *INFO FOR RIDERS*

» HOW DO I KNOW WHAT TYPE OF ELECTRIC BICYCLE I HAVE?

As of 2017, all e-bikes in California are required to have a label that describes its type, top assisted speed, and motor wattage. If you are unsure about the type of your e-bike, contact your local retailer or the manufacturer.

» WHAT OTHER RULES OF THE ROAD SHOULD I FOLLOW?

Always follow the posted speed limit signs, especially on bike paths. E-bike riders are subject to the same rules and legal requirements that apply to people riding traditional bicycles when it comes to speed, proper passing, following local traffic laws, obeying posted speed limits, and other state and local ordinances. All bicycle and electric bicycle riders 17 and under must wear a properly fitted helmet. Type 3 electric bicycle riders must always wear a helmet and be at least 16 years old.

» CAN LOCAL LAWS BE DIFFERENT THAN STATE LAWS?

The e-bike type model allows local agencies, by local ordinance, to permit e-bikes on paths or bikeways where they are traditionally not allowed, in the event that the alternative route is considered hazardous. This is a local jurisdictional decision.

Local authorities and public agencies with jurisdiction over bicycle paths or trails may also prohibit the operation of any type of electric bicycles on a particular path or trail.

If you would like to ride in places where your e-bike does not currently have access, contact your city or county transportation department.

» For more information visit:

<http://www.peopleforbikes.org/pages/e-bikes>.



		VEHICLE		USER				BIKEWAY ACCESS			
		PEDAL OPERATED	MAXIMUM MOTOR-ASSISTED SPEED (MPH)	MINIMUM AGE (YEARS)	DRIVER'S LICENSE	LICENSE PLATE	HELMET	CLASS I BIKE PATH	CLASS II BIKE LANE	CLASS III BIKE ROUTE	CLASS IV PROTECTED LANE
VEHICLE TYPE	BICYCLE 	YES	N/A	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
	TYPE 1 E-BIKE 	YES	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
	TYPE 2 E-BIKE 	NO	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
	TYPE 3 E-BIKE 	YES	28	16	NO	NO	YES	NO	YES	YES	NO
	MOPED 	NO	N/A	16	YES	YES	YES	NO	YES	YES	NO





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VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336] (*Division 11 enacted by Stats. 1959, Ch. 3.*)

CHAPTER 1. Obedience to and Effect of Traffic Laws [21000 - 21300] (*Chapter 1 enacted by Stats. 1959, Ch. 3.*)

ARTICLE 4. Operation of Bicycles [21200 - 21214.7] (*Article 4 added by Stats. 1963, Ch. 479.*)

21200. (a) (1) A person riding a bicycle or operating a pedicab 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.

(2) A person operating a bicycle on a Class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code, has all the rights and is subject to all the provisions applicable to the driver of a vehicle pursuant to Section 20001, except those provisions which by their very nature can have no application.

(b) (1) A 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.

(Amended by Stats. 2018, Ch. 139, Sec. 1. (AB 1755) Effective January 1, 2019.)

21200.5. 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.

(Amended by Stats. 1999, Ch. 22, Sec. 17. Effective May 26, 1999.)

21201. (a) No person shall operate a bicycle on a roadway unless it is equipped with a brake that will enable the operator to make one braked wheel skid on dry, level, clean pavement.

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

(c) No person shall operate upon a highway a bicycle that is of a size that prevents 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) A bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined in Section 890.4 of the Streets and Highways Code, shall be equipped with all of the following:

(1) A lamp emitting a white light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the bicycle.

(2) A red reflector or a solid or flashing red light with a built-in reflector on the rear that 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) A white or yellow reflector on each pedal, shoe, or ankle visible from the front and rear of the bicycle from a distance of 200 feet.

(4) 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 that are equipped with reflectorized tires on the front and the rear need not be equipped with these side reflectors.

The 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 paragraph (1) of subdivision (d).

(Amended by Stats. 2015, Ch. 549, Sec. 2. (AB 28) Effective January 1, 2016.)

21201.3. (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).

(Added by Stats. 1998, Ch. 877, Sec. 65. Effective January 1, 1999.)

21201.5. (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.

(Amended by Stats. 1980, Ch. 399, Sec. 2. Effective July 11, 1980.)

21202. (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.

(Amended by Stats. 1996, Ch. 674, Sec. 4. Effective January 1, 1997.)

21203. 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.

(Amended by Stats. 1981, Ch. 813, Sec. 11.)

21204. (a) A person operating a bicycle upon a highway shall not ride other than upon or astride a permanent and regular seat attached thereto, unless the bicycle was designed by the manufacturer to be ridden without a seat.

(b) An operator shall not allow a person riding as a passenger, and a person shall not 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.

(Amended by Stats. 2009, Ch. 594, Sec. 1. (SB 527) Effective January 1, 2010.)

21205. 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.

(Added by Stats. 1963, Ch. 479.)

21206. 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.

(Amended by Stats. 1976, Ch. 751.)

21207. (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.

(Amended by Stats. 1993, Ch. 517, Sec. 4. Effective January 1, 1994.)

21207.5. (a) Notwithstanding Sections 21207 and 23127 of this code, or any other law, a motorized bicycle shall not 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 the path or trail permits, by ordinance, that operation.

(b) The local authority or governing body of a public agency having jurisdiction over an equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on that trail.

(c) The Department of Parks and Recreation may prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.

(Amended by Stats. 2022, Ch. 343, Sec. 1. (AB 1909) Effective January 1, 2023.)

21208. (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.

(Amended by Stats. 1996, Ch. 674, Sec. 5. Effective January 1, 1997.)

21209. (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.

(Amended by Stats. 1988, Ch. 262, Sec. 1.)

21210. 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.

(Added by Stats. 1976, Ch. 751.)

21211. (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.

(Amended by Stats. 2001, Ch. 127, Sec. 7. Effective July 30, 2001.)

21212. (a) A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor 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) A 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) A person shall not 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 that is not of a type meeting requirements established by this section.

(d) A charge under this section 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 section, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) (1) 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).

(2) 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) A record of the action shall not be transmitted to the court and a fee shall not be imposed pursuant to Section 40611 upon a citation for not wearing a properly fitted and fastened bicycle helmet pursuant to subdivision (a) if the parent or legal guardian of the person described in subdivision (a) delivers proof to the issuing agency within 120 days after the citation was issued that the person has a helmet meeting the requirements specified in subdivision (a) and the person has completed a local bicycle safety course or a related safety course, if one is available, as prescribed by authorities in the local jurisdiction.

(g) Notwithstanding Section 1463 of the Penal Code or any other 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 persons under 18 years of age, 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).

(Amended by Stats. 2019, Ch. 497, Sec. 273. (AB 991) Effective January 1, 2020.)

21213. (a) A person under 16 years of age shall not operate a class 3 electric bicycle.

(b) A person shall not operate a class 3 electric bicycle, or ride upon a class 3 electric bicycle 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 helmet requirement also applies to a person who rides upon a class 3 electric bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

(Added by Stats. 2015, Ch. 568, Sec. 6. (AB 1096) Effective January 1, 2016.)

21214. (a) On or before January 1, 2026, the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, shall conduct a study on electric bicycles to inform efforts to improve the safety of all users of the transportation system, and submit a report of the findings from the study to the Legislature. The study shall examine, identify, and analyze available information, including, but not be limited to, all of the following topics:

- (1) Data on injuries, crashes, emergency room visits, and deaths related to bicycles and electric bicycles.
- (2) Factors and circumstances that are correlated with the crashes of bicycles and electric bicycles.
- (3) Best practices for policy to promote safe use of electric bicycles.
- (4) Laws in other state vehicle codes pertaining to electric bicycles.
- (5) Data on the safety impacts from electric bicycle components and accessories including, but not limited to, headlights, speedometers, brakes, tires, bells, and reflectors.
- (6) Data on the safety performance of electric bicycle batteries.
- (7) Data on the manufacturing of electric bicycles, including, but not limited to, the market of electric bicycles, manufacturer information, sales patterns, and the number of electric bicycles on California roads, including the usage by city and the reasons behind the usage.
- (8) Review of policies that other countries with high electric bicycle ridership use to promote the safe use of electric bicycles, including, but not limited to, cyclist and driver training, street infrastructure policy, and insurance or licensing requirements.
- (9) Recommendations for state policy to support expanded use of electric bicycles that protects the safety of riders and other road users, including, but not limited to, recommendations on whether there are needed revisions to the Vehicle Code, and improved data collection on electric bicycles.

(b) (1) A report to be submitted pursuant to subdivision (a) shall be submitted in compliance with Section 9795 of the Government Code.

(2) Pursuant to Section 10231.5 of the Government Code, this section is repealed on January 1, 2030.

(Added by Stats. 2023, Ch. 869, Sec. 2. (SB 381) Effective January 1, 2024. Repealed as of January 1, 2030 by its own provisions.)

21214.5. (a) This section shall be known, and may be cited, as the Marin Electric Bicycle Safety Pilot Program.

(b) A local authority within the County of Marin, or the County of Marin in unincorporated areas, may, by ordinance or resolution, prohibit a person under 16 years of age from operating a class 2 electric bicycle.

(c) A local authority within the County of Marin, or the County of Marin in unincorporated areas, may, by ordinance or resolution, require a person operating a class 2 electric bicycle to wear a bicycle helmet, as described in subdivision (b) of

Section 21213.

(d) (1) An ordinance or resolution adopted pursuant to this section shall make a violation punishable by warning notices for the first 60 days after the prohibition comes into effect.

(2) An ordinance or resolution prohibiting a person under 16 years of age from operating a class 2 electric bicycle shall make, after the first 60 days the prohibition has been in effect, a violation an infraction punishable by a fine of twenty-five dollars (\$25). A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation of this infraction if the parent or legal guardian of the person who violated the prohibition delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed an electric bicycle safety and training course pursuant to Section 894 of the Streets and Highways Code.

(3) An ordinance or resolution requiring a person operating a class 2 electric bicycle to wear a bicycle helmet shall make, after the first 60 days the prohibition has been in effect, a violation an infraction punishable by a fine of twenty-five dollars (\$25). A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation of this infraction if the person who violated the requirement, or if that person is an unemancipated minor, their parent or guardian, delivers proof to the issuing agency within 120 days after the citation was issued that the person has a helmet meeting the requirements specified in subdivision (a) of Section 21212 and the person has completed a local bicycle safety course or a related safety course, if one is available, as prescribed by authorities in the local jurisdiction.

(4) If the person who violates an ordinance or resolution adopted pursuant to this section is an unemancipated minor, the parent or legal guardian having control or custody of the minor shall be jointly and severally liable with the minor for the amount of any fine imposed pursuant to this subdivision.

(e) (1) If an ordinance or resolution is adopted pursuant to this section, the county shall, by January 1, 2028, submit a report to the Legislature that includes all of the following:

(A) The total number of traffic stops initiated for violations.

(B) The results of the traffic stops, including whether a warning or citation was issued, property was seized, or an arrest was made.

(C) The number of times a person was stopped for allegedly operating a class 2 electric bicycle while under 16 years of age but was found to be over the age limit.

(D) If a warning or citation was issued, a description of the warning or the violation cited.

(E) If an arrest or traffic stop was made, the offense cited by the officer for the arrest or traffic stop and the perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics is solely based on the observation and perception of the peace officer who initiated the traffic stop.

(F) The actions taken by a peace officer during the traffic stops, including, but not limited to, all of the following:

(i) Whether the peace officer asked for consent to search the person, and, if so, whether consent was provided.

(ii) Whether the peace officer searched the person or any property, and, if so, the basis for the search and the type of contraband or evidence discovered.

(iii) Whether the peace officer seized any property and, if so, the type of property that was seized and the basis for seizing the property.

(G) The number of times that a person under 16 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality in the six months prior to the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(H) The number of times that a person under 16 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality after the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(2) A report submitted pursuant to this section shall be submitted in compliance with Section 9795 of the Government Code.

(f) A local authority or the County of Marin shall administer a public information campaign for at least 30 calendar days prior to the enactment of an ordinance or resolution pursuant to this section, including public announcements in major media outlets and press releases.

(g) This section shall become inoperative on January 1, 2029, and as of that date is repealed.

(Added by Stats. 2024, Ch. 1005, Sec. 1. (AB 1778) Effective January 1, 2025. Repealed as of January 1, 2029, by its own provisions.)

21214.7. (a) This section shall be known, and may be cited, as the San Diego Electric Bicycle Safety Pilot Program.

(b) A local authority within the County of San Diego, or the County of San Diego in unincorporated areas, may, by ordinance or resolution, prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle.

(c) (1) A violation of an ordinance or resolution adopted pursuant to this section shall be punishable as follows:

(A) For the first 60 days after the prohibition comes into effect, a warning notice.

(B) After the first 60 days, a violation of the ordinance or resolution shall be an infraction punishable by a fine of twenty-five dollars (\$25).

(2) A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation for this infraction if the parent or legal guardian of the person who violated the prohibition delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed an electric bicycle safety and training program pursuant to Section 894 of the Streets and Highways Code.

(3) If an unemancipated minor violates an ordinance or resolution adopted pursuant to this section, a parent or legal guardian with control or custody of the minor shall be jointly and severally liable with the minor for the amount of a fine imposed pursuant to this subdivision.

(d) (1) If an ordinance or resolution is adopted pursuant to this section, the county shall, by January 1, 2028, submit a report to the Legislature that includes all of the following:

(A) The total number of traffic stops initiated for a violation of the ordinance or resolution adopted pursuant to this section.

(B) The results of those traffic stops, including whether a warning or citation was issued, property was seized, or an arrest was made.

(C) The number of times a person was stopped for allegedly operating a class 1 or class 2 electric bicycle while under 12 years of age but was found to be over the age limit.

(D) If a warning or citation was issued, a description of the warning or the violation cited.

(E) If an arrest or traffic stop was made, the offense cited by the officer for the arrest or traffic stop and the perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics is solely based on the observation and perception of the peace officer who initiated the traffic stop.

(F) The actions taken by a peace officer during a traffic stop, including, but not limited to, all of the following:

(i) Whether the peace officer asked for consent to search the person and, if so, whether consent was provided.

(ii) Whether the peace officer searched the person or property, and, if so, the basis for the search and the type of contraband or evidence discovered.

(iii) Whether the peace officer seized property and, if so, the type of property that was seized and the basis for seizing the property.

(G) The number of times a person opted to complete, and did complete, the training course in lieu of paying the fine.

(H) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality in the six months prior to the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(I) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality after the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(2) A report submitted pursuant to this section shall be submitted in compliance with Section 9795 of the Government Code.

(e) A local authority shall administer a public information campaign for at least 30 calendar days prior to the enactment of an ordinance or resolution adopted pursuant to this section, which shall include public announcements in major media outlets and press releases.

(f) This section shall remain in effect only until January 1, 2029, and as of that date is repealed.

(Added by Stats. 2024, Ch. 823, Sec. 1. (AB 2234) Effective January 1, 2025. Repealed as of January 1, 2029, by its own provisions.)



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VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336] (*Division 11 enacted by Stats. 1959, Ch. 3.*)

CHAPTER 1. Obedience to and Effect of Traffic Laws [21000 - 21300] (*Chapter 1 enacted by Stats. 1959, Ch. 3.*)

ARTICLE 4. Operation of Bicycles [21200 - 21214.7] (*Article 4 added by Stats. 1963, Ch. 479.*)

21200. (a) (1) A person riding a bicycle or operating a pedicab 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.

(2) A person operating a bicycle on a Class I bikeway, as defined in subdivision (a) of Section 890.4 of the Streets and Highways Code, has all the rights and is subject to all the provisions applicable to the driver of a vehicle pursuant to Section 20001, except those provisions which by their very nature can have no application.

(b) (1) A 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.

(Amended by Stats. 2018, Ch. 139, Sec. 1. (AB 1755) Effective January 1, 2019.)

21200.5. 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.

(Amended by Stats. 1999, Ch. 22, Sec. 17. Effective May 26, 1999.)

21201. (a) No person shall operate a bicycle on a roadway unless it is equipped with a brake that will enable the operator to make one braked wheel skid on dry, level, clean pavement.

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

(c) No person shall operate upon a highway a bicycle that is of a size that prevents 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) A bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined in Section 890.4 of the Streets and Highways Code, shall be equipped with all of the following:

(1) A lamp emitting a white light that, while the bicycle is in motion, illuminates the highway, sidewalk, or bikeway in front of the bicyclist and is visible from a distance of 300 feet in front and from the sides of the bicycle.

(2) A red reflector or a solid or flashing red light with a built-in reflector on the rear that 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) A white or yellow reflector on each pedal, shoe, or ankle visible from the front and rear of the bicycle from a distance of 200 feet.

(4) 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 that are equipped with reflectorized tires on the front and the rear need not be equipped with these side reflectors.

The 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 paragraph (1) of subdivision (d).

(Amended by Stats. 2015, Ch. 549, Sec. 2. (AB 28) Effective January 1, 2016.)

21201.3. (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).

(Added by Stats. 1998, Ch. 877, Sec. 65. Effective January 1, 1999.)

21201.5. (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.

(Amended by Stats. 1980, Ch. 399, Sec. 2. Effective July 11, 1980.)

21202. (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.

(Amended by Stats. 1996, Ch. 674, Sec. 4. Effective January 1, 1997.)

21203. 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.

(Amended by Stats. 1981, Ch. 813, Sec. 11.)

21204. (a) A person operating a bicycle upon a highway shall not ride other than upon or astride a permanent and regular seat attached thereto, unless the bicycle was designed by the manufacturer to be ridden without a seat.

(b) An operator shall not allow a person riding as a passenger, and a person shall not 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.

(Amended by Stats. 2009, Ch. 594, Sec. 1. (SB 527) Effective January 1, 2010.)

21205. 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.

(Added by Stats. 1963, Ch. 479.)

21206. 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.

(Amended by Stats. 1976, Ch. 751.)

21207. (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.

(Amended by Stats. 1993, Ch. 517, Sec. 4. Effective January 1, 1994.)

21207.5. (a) Notwithstanding Sections 21207 and 23127 of this code, or any other law, a motorized bicycle shall not 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 the path or trail permits, by ordinance, that operation.

(b) The local authority or governing body of a public agency having jurisdiction over an equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of an electric bicycle or any class of electric bicycle on that trail.

(c) The Department of Parks and Recreation may prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.

(Amended by Stats. 2022, Ch. 343, Sec. 1. (AB 1909) Effective January 1, 2023.)

21208. (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.

(Amended by Stats. 1996, Ch. 674, Sec. 5. Effective January 1, 1997.)

21209. (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.

(Amended by Stats. 1988, Ch. 262, Sec. 1.)

21210. 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.

(Added by Stats. 1976, Ch. 751.)

21211. (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.

(Amended by Stats. 2001, Ch. 127, Sec. 7. Effective July 30, 2001.)

21212. (a) A person under 18 years of age shall not operate a bicycle, a nonmotorized scooter, or a skateboard, nor 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) A 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) A person shall not 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 that is not of a type meeting requirements established by this section.

(d) A charge under this section 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 section, unless it is otherwise established in court that the charge is not the first charge against the person.

(e) (1) 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).

(2) 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) A record of the action shall not be transmitted to the court and a fee shall not be imposed pursuant to Section 40611 upon a citation for not wearing a properly fitted and fastened bicycle helmet pursuant to subdivision (a) if the parent or legal guardian of the person described in subdivision (a) delivers proof to the issuing agency within 120 days after the citation was issued that the person has a helmet meeting the requirements specified in subdivision (a) and the person has completed a local bicycle safety course or a related safety course, if one is available, as prescribed by authorities in the local jurisdiction.

(g) Notwithstanding Section 1463 of the Penal Code or any other 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 persons under 18 years of age, 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).

(Amended by Stats. 2019, Ch. 497, Sec. 273. (AB 991) Effective January 1, 2020.)

21213. (a) A person under 16 years of age shall not operate a class 3 electric bicycle.

(b) A person shall not operate a class 3 electric bicycle, or ride upon a class 3 electric bicycle 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 helmet requirement also applies to a person who rides upon a class 3 electric bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

(Added by Stats. 2015, Ch. 568, Sec. 6. (AB 1096) Effective January 1, 2016.)

21214. (a) On or before January 1, 2026, the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, shall conduct a study on electric bicycles to inform efforts to improve the safety of all users of the transportation system, and submit a report of the findings from the study to the Legislature. The study shall examine, identify, and analyze available information, including, but not be limited to, all of the following topics:

- (1) Data on injuries, crashes, emergency room visits, and deaths related to bicycles and electric bicycles.
- (2) Factors and circumstances that are correlated with the crashes of bicycles and electric bicycles.
- (3) Best practices for policy to promote safe use of electric bicycles.
- (4) Laws in other state vehicle codes pertaining to electric bicycles.
- (5) Data on the safety impacts from electric bicycle components and accessories including, but not limited to, headlights, speedometers, brakes, tires, bells, and reflectors.
- (6) Data on the safety performance of electric bicycle batteries.
- (7) Data on the manufacturing of electric bicycles, including, but not limited to, the market of electric bicycles, manufacturer information, sales patterns, and the number of electric bicycles on California roads, including the usage by city and the reasons behind the usage.
- (8) Review of policies that other countries with high electric bicycle ridership use to promote the safe use of electric bicycles, including, but not limited to, cyclist and driver training, street infrastructure policy, and insurance or licensing requirements.
- (9) Recommendations for state policy to support expanded use of electric bicycles that protects the safety of riders and other road users, including, but not limited to, recommendations on whether there are needed revisions to the Vehicle Code, and improved data collection on electric bicycles.

(b) (1) A report to be submitted pursuant to subdivision (a) shall be submitted in compliance with Section 9795 of the Government Code.

(2) Pursuant to Section 10231.5 of the Government Code, this section is repealed on January 1, 2030.

(Added by Stats. 2023, Ch. 869, Sec. 2. (SB 381) Effective January 1, 2024. Repealed as of January 1, 2030 by its own provisions.)

21214.5. (a) This section shall be known, and may be cited, as the Marin Electric Bicycle Safety Pilot Program.

(b) A local authority within the County of Marin, or the County of Marin in unincorporated areas, may, by ordinance or resolution, prohibit a person under 16 years of age from operating a class 2 electric bicycle.

(c) A local authority within the County of Marin, or the County of Marin in unincorporated areas, may, by ordinance or resolution, require a person operating a class 2 electric bicycle to wear a bicycle helmet, as described in subdivision (b) of

Section 21213.

(d) (1) An ordinance or resolution adopted pursuant to this section shall make a violation punishable by warning notices for the first 60 days after the prohibition comes into effect.

(2) An ordinance or resolution prohibiting a person under 16 years of age from operating a class 2 electric bicycle shall make, after the first 60 days the prohibition has been in effect, a violation an infraction punishable by a fine of twenty-five dollars (\$25). A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation of this infraction if the parent or legal guardian of the person who violated the prohibition delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed an electric bicycle safety and training course pursuant to Section 894 of the Streets and Highways Code.

(3) An ordinance or resolution requiring a person operating a class 2 electric bicycle to wear a bicycle helmet shall make, after the first 60 days the prohibition has been in effect, a violation an infraction punishable by a fine of twenty-five dollars (\$25). A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation of this infraction if the person who violated the requirement, or if that person is an unemancipated minor, their parent or guardian, delivers proof to the issuing agency within 120 days after the citation was issued that the person has a helmet meeting the requirements specified in subdivision (a) of Section 21212 and the person has completed a local bicycle safety course or a related safety course, if one is available, as prescribed by authorities in the local jurisdiction.

(4) If the person who violates an ordinance or resolution adopted pursuant to this section is an unemancipated minor, the parent or legal guardian having control or custody of the minor shall be jointly and severally liable with the minor for the amount of any fine imposed pursuant to this subdivision.

(e) (1) If an ordinance or resolution is adopted pursuant to this section, the county shall, by January 1, 2028, submit a report to the Legislature that includes all of the following:

(A) The total number of traffic stops initiated for violations.

(B) The results of the traffic stops, including whether a warning or citation was issued, property was seized, or an arrest was made.

(C) The number of times a person was stopped for allegedly operating a class 2 electric bicycle while under 16 years of age but was found to be over the age limit.

(D) If a warning or citation was issued, a description of the warning or the violation cited.

(E) If an arrest or traffic stop was made, the offense cited by the officer for the arrest or traffic stop and the perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics is solely based on the observation and perception of the peace officer who initiated the traffic stop.

(F) The actions taken by a peace officer during the traffic stops, including, but not limited to, all of the following:

(i) Whether the peace officer asked for consent to search the person, and, if so, whether consent was provided.

(ii) Whether the peace officer searched the person or any property, and, if so, the basis for the search and the type of contraband or evidence discovered.

(iii) Whether the peace officer seized any property and, if so, the type of property that was seized and the basis for seizing the property.

(G) The number of times that a person under 16 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality in the six months prior to the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(H) The number of times that a person under 16 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality after the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(2) A report submitted pursuant to this section shall be submitted in compliance with Section 9795 of the Government Code.

(f) A local authority or the County of Marin shall administer a public information campaign for at least 30 calendar days prior to the enactment of an ordinance or resolution pursuant to this section, including public announcements in major media outlets and press releases.

(g) This section shall become inoperative on January 1, 2029, and as of that date is repealed.

(Added by Stats. 2024, Ch. 1005, Sec. 1. (AB 1778) Effective January 1, 2025. Repealed as of January 1, 2029, by its own provisions.)

21214.7. (a) This section shall be known, and may be cited, as the San Diego Electric Bicycle Safety Pilot Program.

(b) A local authority within the County of San Diego, or the County of San Diego in unincorporated areas, may, by ordinance or resolution, prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle.

(c) (1) A violation of an ordinance or resolution adopted pursuant to this section shall be punishable as follows:

(A) For the first 60 days after the prohibition comes into effect, a warning notice.

(B) After the first 60 days, a violation of the ordinance or resolution shall be an infraction punishable by a fine of twenty-five dollars (\$25).

(2) A record of the action shall not be transmitted to the court and a fee shall not be imposed upon a citation for this infraction if the parent or legal guardian of the person who violated the prohibition delivers proof to the issuing agency within 120 days after the citation was issued that the person has completed an electric bicycle safety and training program pursuant to Section 894 of the Streets and Highways Code.

(3) If an unemancipated minor violates an ordinance or resolution adopted pursuant to this section, a parent or legal guardian with control or custody of the minor shall be jointly and severally liable with the minor for the amount of a fine imposed pursuant to this subdivision.

(d) (1) If an ordinance or resolution is adopted pursuant to this section, the county shall, by January 1, 2028, submit a report to the Legislature that includes all of the following:

(A) The total number of traffic stops initiated for a violation of the ordinance or resolution adopted pursuant to this section.

(B) The results of those traffic stops, including whether a warning or citation was issued, property was seized, or an arrest was made.

(C) The number of times a person was stopped for allegedly operating a class 1 or class 2 electric bicycle while under 12 years of age but was found to be over the age limit.

(D) If a warning or citation was issued, a description of the warning or the violation cited.

(E) If an arrest or traffic stop was made, the offense cited by the officer for the arrest or traffic stop and the perceived race or ethnicity, gender, and approximate age of the person stopped, provided that the identification of these characteristics is solely based on the observation and perception of the peace officer who initiated the traffic stop.

(F) The actions taken by a peace officer during a traffic stop, including, but not limited to, all of the following:

(i) Whether the peace officer asked for consent to search the person and, if so, whether consent was provided.

(ii) Whether the peace officer searched the person or property, and, if so, the basis for the search and the type of contraband or evidence discovered.

(iii) Whether the peace officer seized property and, if so, the type of property that was seized and the basis for seizing the property.

(G) The number of times a person opted to complete, and did complete, the training course in lieu of paying the fine.

(H) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality in the six months prior to the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(I) The number of times that a person under 12 years of age was operating an electric bicycle and was involved in a crash that resulted in a permanent, serious injury, as defined in Section 20001, or a fatality after the adoption of the ordinance or resolution, the cause of the crash, and the class of the electric bicycle that was being operated at the time of the crash.

(2) A report submitted pursuant to this section shall be submitted in compliance with Section 9795 of the Government Code.

(e) A local authority shall administer a public information campaign for at least 30 calendar days prior to the enactment of an ordinance or resolution adopted pursuant to this section, which shall include public announcements in major media outlets and press releases.

(f) This section shall remain in effect only until January 1, 2029, and as of that date is repealed.

(Added by Stats. 2024, Ch. 823, Sec. 1. (AB 2234) Effective January 1, 2025. Repealed as of January 1, 2029, by its own provisions.)

10.04.080 Motor-driven cycle.

A "motor-driven cycle" is any motorcycle with a motor that displaces less than one hundred fifty cubic centimeters. A motor-driven cycle does not include a motorized bicycle.

(Ord. 261 § 1(part), 1996).

10.12.100 Applicability of regulations.

The regulations set forth in this title shall give to every person operating a vehicle of any nature whatsoever upon any road, within the City and other places as provided in this title and, except as to those provisions which by their very nature can have no application, shall apply to every person riding a bicycle, riding, driving or leading any animal, and to pedestrians walking or running on the roadway.

(Ord. 261 § 1(part), 1996: Ord. 116 § 12009, 1973).

10.16.010 Driver's license required.

- A. No person shall drive a motor vehicle upon a road unless he then holds a valid driver's license issued under Division 6 of the California Vehicle Code, except such persons as are expressly exempted under the California Vehicle Code.
- B. No person shall drive any motorcycle, motor-driven cycle, or motorized bicycle upon a road, unless the person then holds a valid driver's license or endorsement issued under the California Vehicle Code for that class, except those persons who are expressly exempted under this code, or those persons specifically authorized to operate motorized bicycles with a valid driver's license of any class.

(Ord. 261 § 1(part), 1996).

Chapter 10.24 BICYCLES¹

Sections:

10.24.005 Bicycle defined.

A "bicycle" is 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.

(Ord. 261 § 1(part), 1996).

10.24.010 Applicability of regulations.

Every person riding a bicycle upon a roadway has all the rights and is subject to all the duties applicable to the driver of a vehicle by this title except those provisions which by their very nature can have no application.

¹ Prior history: Ords. 116, U-53 and 226.

(Ord. 261 § 1(part), 1996).

10.24.020 Equipment requirements.

No person shall operate a bicycle on a road unless it is equipped as prescribed and required in Division 11, Chapter 1, Article 4 of the California Vehicle Code.

(Ord. 261 § 1(part), 1996).

10.24.030 Keeping to right required when.

- 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 such 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. 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 upon a roadway which 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 such roadway as practicable.

(Ord. 261 § 1(part), 1996).

10.24.040 Attaching to vehicles prohibited.

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

(Ord. 261 § 1(part), 1996).

10.24.050 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.

(Ord. 261 § 1(part), 1996).

10.32.010 Driving on right required—Exceptions.

Upon all roads, a vehicle shall be driven upon the right half of the road, 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 road is closed to traffic under construction or repair;
 - D. Upon a road restricted to one-way traffic;
 - E. When the road 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 road adjacent to the right edge of the road 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 road, where the operation is not otherwise prohibited by this title.

(Ord. 261 § 1(part), 1996: Ord. 116 § 21650, 1973).

10.32.110 Unlawful riding.

- A. No person driving a motor vehicle shall knowingly permit any person to ride on any vehicle or upon any portion thereof not designed or intended for the use of passengers.
- B. No person shall ride on any vehicle or upon any portion thereof not designed or intended for the use of passengers.
- C. Subsections A and B of this section shall not apply to any employee engaged in the necessary discharge of his duty or in the case of persons riding completely within or upon vehicle bodies in spaces intended for any load on the vehicle.
- D. No person shall drive a motor vehicle that is towing a trailer coach, camp trailer, or trailer carrying any vessel, containing any passenger, except when a trailer carrying or designed to carry a vessel is engaged in the launching or recovery of the vessel.
- E. No person shall knowingly drive a motor vehicle which is towing any person riding upon any motorcycle, motorized bicycle, bicycle, coaster, roller skates, sled, skis or toy vehicle.
- F. Subsection D of this section shall not apply to a trailer coach being towed with a fifth-wheel device if the trailer coach is equipped with safety glazing materials wherever glazing materials are used in windows or doors, with an audible or visual signaling device which a passenger inside the trailer coach can use to gain the attention of the motor vehicle driver, and with at least one unobstructed exit capable of being opened from both the interior and exterior of the trailer coach.

(Ord. 261 § 1(part), 1996: Ord. 116 § 21658, 1973).

10.36.060 Authorized emergency vehicles.

Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of one thousand feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer or Deputy Sheriff, do the following:

- A. The driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the road, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.
- B. All pedestrians upon the road (including those riding bicycles, skateboards, roller skates or horses) shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

(Ord. 261 § 1(part), 1996).

10.64.160 Motor vehicles and bicycles on horseback riding trails.

No person shall operate an unauthorized motor vehicle or bicycle on any state, county, city, private or district horseback riding trail.

For the purpose of this section "unauthorized motor vehicle or bicycle" means any motor vehicle or bicycle that is driven or ridden upon a horseback riding trail without the written permission of an agent or the owner of the trail.

This section does not apply to the operation of an authorized emergency or maintenance vehicle on a horseback riding trail whenever necessary in furtherance of the purpose for which the vehicle has been classed as an authorized emergency vehicle.

(Ord. 261 § 1(part), 1996).

E-bike resources, reports, and article links

Irvine Transportation Commission to Propose E-bike Safety Ordinance - Irvine Watchdog

May 16, 2023 City Council meeting

- Update the Municipal Code to include a definition of an e-bike and identify their individual classes
- Update the definition of a “highway” to coincide with the California Vehicle Code
- Preclude e-bike owners from tampering with or modifying their e-bike in order to change the speed capability of the bicycle
- Set a speed limit for e-bikes on highways (28 mph) and a separate speed limit for all bicyclists and e-bike operators on bike paths and trails in Irvine (20 mph)
- Require all bicycle and e-bike operators to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bike path, or sidewalk
- Mandate all bicyclists, e-bike, electric scooter, and electric skateboard operators to travel in the same direction as vehicles are required to be driven upon the roadway; regardless of whether the operator is on a highway or in a bike lane. This section would also apply to all sidewalks less than 8 feet in width or wherever posted signs prohibit traveling in the opposite direction as vehicular traffic
- Require all bicycles and e-bike passengers to have their own separate seat
- Disallow the operation of e-bikes in the Open Space Area (as defined in IMC 3-4-128)
- Remove all bicycle licensing requirements to align with California Assembly Bill (AB) 1909

Manhattan Beach – urgency ordinance: 638297049227770000 (manhattanbeach.gov)

- Prohibits riding on City sidewalks, plazas, grass areas, the Strand, parking structures owned or operated by the City, County, or State, and Veterans Parkway.
- Prohibits riding at speeds over 15 miles per hour on the Marvin Braude Bike Trail (i.e. Beach Bike Path), and maintains the current “Walk Only Zone” on both sides of the pier.
- Requires wearing of properly strapped helmets for all riders under 18 years of age;
- Requires riders to use bike lanes where possible, and on streets without bike lanes, to ride close to the right curb or edge of roadway.
- Requires riders to ride in single file and not more than two abreast.
- Prohibits riding on the back of a bicycle or e-bike without a seat.
- Prohibits speeding, racing, or stunt activity.
- Reaffirms requirements to yield to pedestrians at all times.

Hermosa Beach: Strand Pedestrian Safety Pilot Project | City of Hermosa Beach

- All motors to be turned off on e-bikes and e-scooters when on the Strand;
- Cyclists traveling on the Strand shall not exceed 8 miles per hour;
- Cyclists must dismount and walk bikes and e-bikes on the Strand between 11th and 14th streets;
- Cyclists under the age of 18 must wear helmets – although helmets are strongly recommended for all ages.

El Segundo: E-Bike Safety | El Segundo Police Department (elsegundopd.org)

Rules of the Road

All cyclists (e-bike riders included) are subject to all the same rules of the road as motorists. Cyclists who don't follow the rules are subject to ticketing and fines as defined by the California Vehicle Code or local Municipal Code.

Make sure to follow these guidelines:

- Cyclists 17 years and under must wear a helmet.
- Traffic lights, signs, and signals apply to all road users, including e-bike riders.
- If you're riding slower than traffic, ride in the bike lane. You can leave the bike lane to turn left, pass someone, avoid a road hazard or avoid cars turning right.
- Sidewalks and cross walks are meant for pedestrians. Dismount and walk your e-bike in these areas. You must stop at crosswalks for pedestrians.
- Be aware of other road users, and try to match the average speed. This means riding slowly in areas with pedestrians.
- Must stop at red lights.
- Must stop before right turn at red lights.
- Must stop at stop signs.
- Weaving in and out of traffic is prohibited.
- Riding against the flow of traffic is prohibited.
- Cyclists must ride to the right edge of road as practical.
- Proper reflective equipment must be used during night operation.
- When a bicycle lane is available, bicyclists are required to use the bike lane unless they are traveling as fast as traffic.
- It is illegal to carry passengers on your e-bike unless your bike has an extra permanent seat or when using a child safety seat.

City of Torrance: Electric Bikes (E-Bikes) | City of Torrance (torranceca.gov)

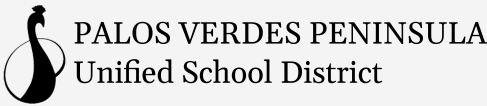
- TMC 62.1.3 RIDING IN A GROUP.
Persons operating bicycles upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- TMC 62.1.4 RIDING ON SIDEWALKS.
 - a) No person shall ride a bicycle upon a sidewalk within any business district or upon the sidewalk adjacent to any public school building, church, recreation center or playground.
 - b) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian, and when overtaking or passing a pedestrian, after giving an audible signal, shall at all times, pass to the left of such pedestrian.
- TMC 62.1.5 BICYCLE PATHS.
Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.
- TMC 62.1.7 DISMOUNT IN CROSSWALK.
Every bicycle operator using a crosswalk to cross an intersection shall dismount to cross.
- TMC 62.1.8 PARKING.
(Amended by O-3849)
 - a) No person shall park a bicycle upon a public street or roadway.

- b) It is permissible to park upon a sidewalk in a rack to support the bicycle or against a building or upon a sidewalk in such a manner as to afford the least obstruction to pedestrian traffic.
- c) No person shall leave a bicycle standing, unattended or otherwise parked upon the driveways, paths, or grounds of the Civic Center of the City of Torrance. Bicycles may only be parked in designated bicycle rack areas.
- d) Any person who violates subsection (a), subsection (b), or subsection (c) of this section, will be guilty of an infraction.

City

Regulations/Resources

	Helmet Requirement	Speed Limits	Yielding to Pedestrians	Prohibition on City Trails	Bicycle License Requirement	Separate Seat Requirement for Passengers	Dedicated City Webpage (safety info / rules)	E-bike Safety Events / Workshops	Open Space Prohibition
Rolling Hills Estates				X					
Rolling Hills			X	X					
Rancho Palos Verdes				X					X
Palos Verdes Estates									
Torrance			X				X		
Lomita									
Redondo Beach									
Hermosa Beach	X	X					X		
Manhattan Beach	X	X	X	X		X	X	X	X
El Segundo	X	X	X			X	X		
West Lake Village							X		



Search this site

[Curriculum](#) » E-Bike Safety Program

E-Bike Safety Program

We are excited to announce a new district-wide e-bike safety initiative for the 2025-26 school year, designed to enhance the safety of students who ride e-bikes to school. **Starting September 2, 2025**, all PVPUSD students who wish to park their e-bikes on campus must complete an e-bike safety course and registration process.

Given the rise in e-bike use across Palos Verdes, this initiative will provide essential education on safe riding practices to ensure the safety of both riders and others in our community. Please note that e-bikes are permitted on PVPUSD campuses only for students in grades 4 and above.

In order to get a head start on e-bike safety, you can also have your student take this [free safety and training course](#) designed and offered by the California Highway Patrol. It is a good way to help orient our e-bike riders to the rules of the road and ride more safely. This course will **not** fulfill the requirements for a sticker but will help your student be safer on the road.

PVPUSD currently has approved 3 approved safety courses for families to choose from:

1. Pedal Ace

Fully online
Approximately 2 hours
55 lessons, 8 chapter quizzes, and 1 final exam
[Click here to sign up!](#)

2. E-bike Sense

In-Person
Two in-person options: 75-minute and 2-hour options based on students' needs
You can also put use PV25 to get \$25 off
Includes a bike check, a helmet check, and a brake check
Schedule will be based on the availability of the instructor
[Click here to sign up!](#)

3. PVE Police Dept

In-Person
Parent/Guardian MUST also attend
No Cost
Dates will be sent at a later time

Once you have a certificate, please [fill out the survey and upload your certificate](#).
Office managers will begin distributing stickers in August 2025.

[Educational Services Home](#)

[Curriculum](#)

[Alternative Instruction](#)

[Career Technical Education & Dual Enrollment](#)

[Content Standards](#)

[Course Handbooks](#)

[Curriculum and Instructional Materials](#)

[Curriculum Webinar Series](#)

[Diplomas - State Seals](#)

[Dual Immersion](#)

[E-Bike Safety Program](#)

[English Language Arts](#)

[English Language Development](#)

[GATE](#)

[Independent Study P.E.](#)

[Instructional Coaches](#)

E-Bike Reminders

- 🔊 If your e-bike has no pedals (e.g. Surron E-Bikes) and can't be powered by human effort, it is **not** an e-bike!
- 🔊 All riders must follow traffic rules—stop at signs and obey speed limits.
- 🔊 Riders under 16 cannot ride Class III e-bikes.

Our local police departments are strictly enforcing these rules!

Additional E-Bike Safety Resources

[State of California DMV Department of Motor Vehicles](#), Motorcycle Handbook (Scroll down to Electric Bicycles & Motorized Scooter)
[South Bay Bicycle Coalition Plus](#), Bike Safety - [Rules of the Road](#)
Beach Cities Health District - [Streets For All](#)
[Beach Cities Health District - Bicycle Safety Tips](#)

PVPUSD does not endorse or promote the use of e-bikes. However, recognizing that many families choose this option, the District aims to support student safety by requiring the completion of an e-bike safety course.

E-Bike Safety Course Flyer PVEPD

If you want to open the file instead of downloading it:

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- PVPUSD Internship Programs
- Math
- Request for Placement
- Science Research & Fairs
- Social Emotional Learning
- Software Licenses

E-bike Flyer

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Palos Verdes Infographic E-Vehicle Safety v2

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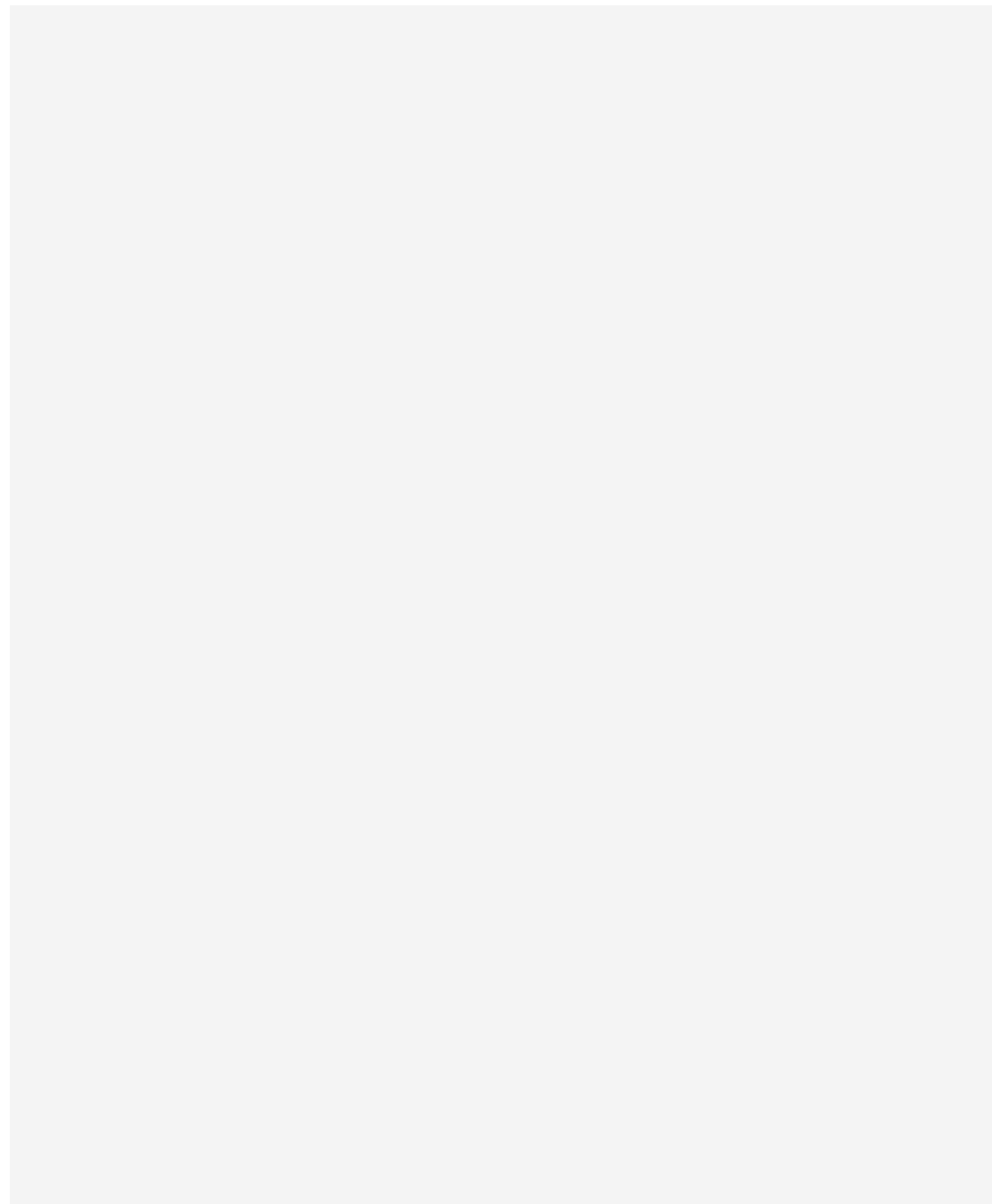
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What Classifies as an E-Bike?

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2025 Legislative Watch

CalBike sponsors and advocates for legislation that makes California streets safer for people who walk and bike for everyday transportation.

The California Bicycle Coalition is your voice in Sacramento for state policies that enable your community and your neighbors to feel safe and comfortable using active transportation. We update our Legislative Watch regularly.

Using CalBike's Legislative Watch table

All the bills we're sponsoring, supporting, watching, and opposing are in the chart below. You can use the Search box at the top right to search for a term in any field or column and view a chart showing only your search results. You can also search for a term in a specific column by typing that into the gray box at the top of the column. For example, if you want to see all the bills on the topic of e-bikes, type "e-bikes" into the gray search box above the Topic column or in the Search box. Only the e-bike bills will appear.

We've color-coded the chart for ease: Bills we're sponsoring are orange, bills we're opposing are yellow, and our Active Transportation Slate, the rest of the bills we're supporting, are green.

Search:

BILL	#	AUTHOR & TITLE	POSITION	DESCRIPTION	STATUS	TOPIC
AB	954	Bennett: Caltrans Bike Highway System	Sponsor	This bill would include Bike Highways within the state interregional planning process.	Senate Appropriations Committee	Infrastructure



BILL	#	AUTHOR & TITLE	POSITION	DESCRIPTION	STATUS	TOPIC
AB	891	Zbur: Caltrans Quick-Build Program	Sponsor	This bill would establish the Quick-Build Project Pilot Program within Caltrans to expedite, develop, and implement low-cost projects on the state highway system.	Senate Appropriations Committee	Quick-Build
AB	382	Berman: Speed Limits Near Schools	Support	This bill lowers speed limits around schools to 20 mph and allows for other standards to be using other than “when children are present.	Senate Appropriations Committee	Safety
AB	612	Rogers: Highway Design Manual: Increase Fire Department Authority	Oppose	This bill would require Caltrans to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.	Died	Infrastructure
AB	981	Gipson: Intelligent Speed Assistance for Dangerous Drivers	Support	This bill will require reckless drivers to install intelligent speed systems on their cars.	Two-year Bill	Safety
AB	1014	Rogers: Caltrans Slower Streets	Support	This bill would authorize Caltrans to lower speed limits on state highways.	Senate Appropriations Committee	Safety
AB	1085	Stefani: License Plate Covers	Support	This bill would further prohibit drivers from obscuring their license plates and further prohibit the manufacture of these products and devices in the state.	Senate Appropriations Committee	Safety
AB	1132	Schiavo: Roads to Resilience Act	Support	This bill would require Caltrans to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions.	Died	Climate Change
SB	71	Wiener: CEQA Exemption for Active Transit	Support	This bill would extend the CEQA exemption indefinitely for transit and active transportation projects.	Assembly Appropriations Committee	Infrastructure
SB	572	Gonzalez: Advanced Driver Assistance System Accountability	Support	This bill would will require manufacturers of Level 2 advanced driver assistance system (ADAS) vehicles to report collisions to the Department of Motor Vehicles (DMV) if the federal government ceases requiring crash reporting.	Assembly Appropriations Committee	Safety
SB	671	Cervantes: Safer Pedestrian Crossings	Support	This bill would require the walk indication and other visual signals at crosswalks to comply with CA MUTCD.	Assembly Appropriations Committee	Safety

BILL	#	AUTHOR & TITLE	POSITION	DESCRIPTION	STATUS	TOPIC
SB	720	Ashby: Red Light Camera Reform	Support	This bill would additionally authorize a city, county, or city and county to establish an automated traffic enforcement system program to use those systems to detect a violation of a traffic control signal.	Asm Privacy and Consumer Protection	Safety
AB	544	Davies: E-bike reflector requirement	Watch	This bill would require an electric bicycle during all hours to be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear.	Signed by Governor	E-Bikes
AB	545	Davies: E-bike application modification	Watch	This bill would prohibit a person from selling an application that can modify the speed capability of an e-bike.	Signed by Governor	E-Bikes
AB	875	Muratsuchi: Illegal Electric Motorcycles	Watch	This bill would further allow police officers to remove illegal electric bicycles.	Senate Appropriations Committee	E-Bikes
AB	965	Dixon: E-Bike purchases	Watch	This bill would prohibit a person from selling a new electric bicycle to a person under 16 years of age.	Senate Appropriations Committee	E-Bikes
AB	1243	Addis: Polluters Pay Climate Superfund Act of 2025	Watch	This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere.	2-year Bill	Funding
AB	1275	Elhawary: Regional Housing Needs and Transportation Plans	Watch	This bill would harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.	Senate	Infrastructure
SB	63	Wiener/Arreguin: San Francisco Bay Area Local Revenue Measure	Watch	This bill would authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public	Assembly Appropriations Committee	Funding

BILL	#	AUTHOR & TITLE	POSITION	DESCRIPTION	STATUS	TOPIC
				transportation system, as well as other transportation improvements.		
SB	78	Seyarto: Study for Road and Safety Improvements	Watch	This bill would require caltrans to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations	Assembly Appropriations Committee	Safety
SB	455	Blakespear: E-Bikes	Watch	This bill would revise labeling requirements for e-bikes, clarify that illegal electric motorcycles cannot be sold as e-bikes, and require manufacturers to notify consumers if they purchased any product sold as an illegal e-bike.	Died	E-Bikes
SB	586	Jones: EMotos	Watch	This bill would define "eMotos" as off-highway vehicles.	Assembly Appropriations Committee	E-Bikes

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City of Rolling Hills

INCORPORATED JANUARY 24, 1957

2 PORTUGUESE BEND ROAD, ROLLING HILLS, CA 90274 | (310) 377-1521

Item: 10.C.

Meeting Date: 7/24/2025

To: Traffic Commission

From: Christian Horvath, Assistant to the City Manager / City Clerk

Thru: Karina Bañales, City Manager

Subject: Consideration and discussion regarding resident request for the installation of guardrails near 44 Eastfield Drive and along Crest Road East between Caballeros Road and 60 Crest Road East, as well as adding "Slow Down" signage on the major roads

Background:

At the March 27, 2025 Traffic Commission meeting, a letter from resident Judith Haenel was read into the record (Attachment A) regarding safety concerns near 44 Eastfield Drive and a section of Crest Road East between Caballeros Road and 60 Crest Road East.

Ms. Haenel is concerned that there is no guardrail at both locations to prevent the possibility of a vehicle driving off road while in the downhill turn (Eastfield) or while potentially distracted by the northerly vista (Crest Road).

Ms. Haenel has also requested the addition of signage along the three major arterial alerting drivers to "Slow Down." She provided an example from Long Beach that says "Slower is Safer. Safe Drivers Make Better Neighbors."

Discussion:

Initially, the Commission provided direction to have Ms. Haenel speak with the Rolling Hills Community Association (RHCA) because guardrails would be installed within their easement.

In June, the RHCA Manager informed staff that considering the City Traffic Commission evaluates and makes decisions on traffic safety and signage related to regulations, traffic safety, traffic patterns and other road safety requirements, the RHCA had no objections and allowed traffic signs and other safety equipment to be installed on their road easements without any special permission from the Association Board.

Staff have requested the Traffic Engineer evaluate the two areas prior to the meeting and provide verbal input to the Commission during discussions. Staff recommend the Commission consider the requests, discuss, and provide any further direction to staff.

Fiscal Impact:

Unknown.

Recommendation:

Receive and file. Provide direction to staff.

Attachments:

1. CL_AGN_250327_TC_6A_PublicComment

3:25.25

TO THE:
Traffic Commission

re: curve by 44 Eastfield

RECEIVED

MAR 26 2025

City of Rolling Hills

by _____

I would like to bring attention to two areas
for consideration of street barriers.

Curve on Eastfield drive just past #44 Eastfield
as road continues to Chuckwagon Road.

Crest Road East between Eastfield and Caballeros Road
inbetween houses along stretch of Crest Road.

Also please consider SLOW DOWN signs
along main thoroughfare roads.

Portuguese Bend Road
Crest Road
Eastfield Drive

example sign seen in Long Beach:

SLOWER IS SAFER

Safe drivers make
Better neighbors

City of Long Beach / bit.ly/Lbyard sign c Go Active LB

Thank you. Judith Hienel
31 Eastfield Drive
hayjude31@hotmail.com
Hm/310.377.4423