

City of Davis  
226 "F" Street  
Davis, CA 95616

BICYCLE PROGRAMS

Davis City Council  
May, 1976

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## Preface

This publication is a composite of many documents gathered together for the purpose of informing the public on bicycle programs in the City of Davis.

We are indebted to the many contributors both on the City staff and those in the community interested in promoting biking for all citizens. Special thanks go to Tosca Arbini, Departmental Secretary, for her many hours of work in collecting, typing and assembling the documents into readable form, and to Kathy Johnson, for the cover design.

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DEVELOPMENT OF BICYCLE FACILITIES

Interim Status Report

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## ARE BIKE FACILITIES NEEDED?

The answer is an unqualified yes. If the community will provide the necessary system of bike lanes and pathways, the citizen will use them. Nowhere is this more graphically demonstrated than in Davis.

For eight years Robert Sommer and Dale Lott have provided a continuous analysis of the Davis system. Their article in Bicycling!, a magazine for the industry, revealed that apart from those using the school bus, 80 percent of Davis junior high students rode bikes to school while only 38 percent did so in Woodland. Among high school students, the comparable figure drops to 60 percent in Davis and down to 7 percent in Woodland.

It was reported in the DeLeuw, Cather Study that over 25 percent of the travel done in Davis is by bicycle. Counts have been made on streets where the number of bikes exceeds the motor vehicles during peak hours.

## WHAT FACILITIES ARE PROVIDED?

Two basic types of bikeways are in use. Variations have been tried in the past and some are still in use (Sycamore Lane, between Russell and Wake Forest, and Villanova Drive, Anderson to Redwood, for example). The standards adopted by most agencies define three basic classes:

Class I: Completely separated right-of-way designated for use by bicycles. Crossflows of motorists are minimized. These are designated in the Davis vocabulary as bike paths. Examples, Covell Greenbelt; Russell Blvd. west of S.R. 113; Covell Blvd., Anderson to Catalina.

Class II: A restricted right-of-way designated for exclusive or semi-exclusive use of bicycles. Crossflows by motorists for parking or entering driveways is permitted. Designated bike lanes in Davis. Examples, 8th Street, 14th Street, Anderson Road.

Class III: A shared right-of-way designated by signs marking a route. No such class exists in Davis and should not be used. If a street does not have sufficient width to accommodate a cyclist in a

designated lane, then it should not be a signed route, either. In Davis the local streets serve all modes adequately and this mixed traffic needs no special designation.

As a very general guideline the plotted curves in Figure 1 show the relationship of the various types of facilities to ADT and motor vehicle travel speed. The use of these data must be tempered with a knowledge of who will be using the bikeway, the user's needs, and where he or she will be going.

The entire portion of the City's on-street bike lane system is designated for streets well in excess of 500 ADT. Most streets painted with the standard bike lane line carry approximately 2,000 to 10,000 ADT. Speed limit for these streets averages 25 mph.

Existing streets built under former standards generally are 50 feet in width with bike lane lines painted 14 feet out from the curb line. (This allowed 8 feet for parked cars and 6 feet for the one-way bike lane on each side of the street, with the remaining area divided into two 11-foot auto travel lanes.)

Our experience has shown that the absolute minimum width for a one-way bike lane is 6 feet. Studies have determined that 7 feet is more desirable from the standpoint of ease of traveling. This width allows two bicycles to travel together without encroaching upon the traveled way. Current standards as adopted in the General Plan have added one more foot (to a total of 7 feet) to each bike lane, for a total street width of 52 feet.

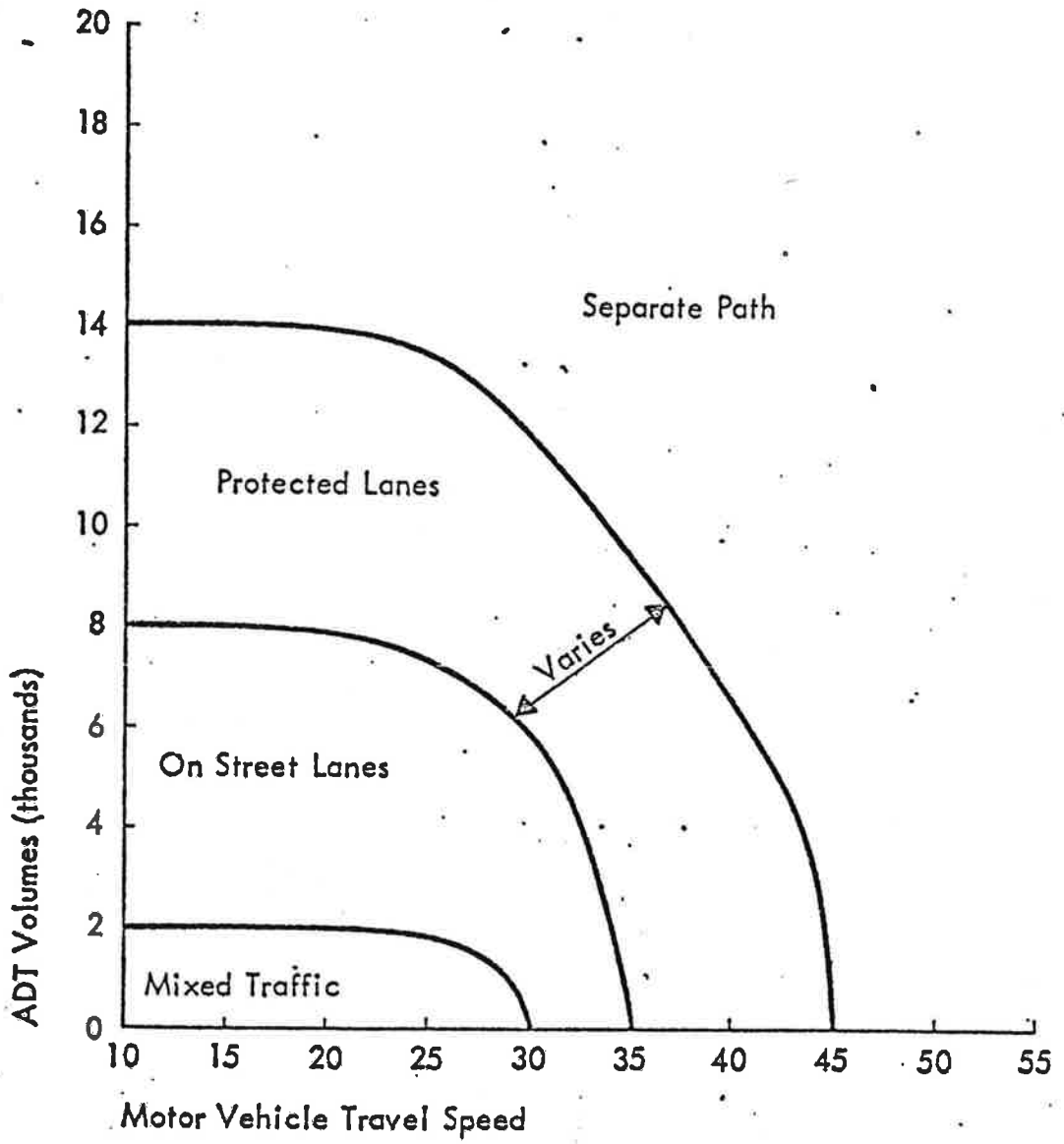
#### HOW DO YOU PLAN FOR THE RIGHT BIKE FACILITY?

##### A. Who will use it?

A general process for planning can be outlined and applied as needed to any situation. Before you can look at a specific area, however, there must be an understanding of the bicyclist and his or her needs.

Certain factors can be attributed to cyclists and the intensity or weight of these factors varies with age and ability. These are:

- Speed - short distance
- Speed - long distance
- Degree of purpose



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RELATIONSHIP OF MOTOR VEHICLE SPEED VOLUMES TO BICYCLE FACILITIES REQUIREMENTS

Awareness  
Confidence  
Directional stability  
Knowledge of street system  
Knowledge of vehicle code  
Reaction to intimidation  
Desire to avoid traffic  
Willingness to violate rules of the road

As you can see, the various shades of difference in each of these factors can have a marked effect on how we look at the nature of ridership. It is easier to classify the bike rider by trip purpose for planning purposes. Broad categories to be used are outlined below.

1. Commuter trip  
Usually home to work or school and back again, although the trip home may be a...
2. Utility trip  
A trip to the neighborhood "mom and pop store" for milk or to the hardware store for a "plumber's friend" or just maybe a neighborhood visit.
3. Recreational trip  
This might mean a 20-mile ride for an overnight campout or a short half-hour ride to work off an excess pound or two.
4. Sporting or racing trip  
Usually long and out-of-town by a few muscular enthusiasts on \$200 bikes.

For our purposes an adequate planning job can be done for the first three categories. The bikers in the fourth category are a small group with unusual needs and can only be dealt with during special events.

B. Where will they go?

Now that the user is identified, it is necessary to analyze the trip generators for any particular neighborhood. Some suggested ones are listed below.

1. Schools (Junior High, High, Elementary or University)
2. Shopping facilities (neighborhood or core area)
3. Life enrichment facilities (library, pools, parks, Senior Center, day care center and schools, again)



4. Centers of work activity (University, core area, factory, etc.)

C. How many will there be?

In Davis we can use statistical data on trip generation characteristics available from Dept. of Transportation studies and assume that 25 percent of those trips will be on bikes.

D. Which route will they take?

The answer to this question is the critical one when you are faced with subdivision design. To some extent the future decision of a resident on whether to use a car or a bike for a certain trip can be influenced at this point.

Key design decisions need to be made after a careful analysis of factors listed in parts A, B and C above. These design features are not limited to the list below.

- a. The right combination of lanes and paths
- b. Special intersection treatment
- c. Midblock "shortcuts" or access openings
- d. Curb cuts
- e. Lighting
- f. Grade separation structures
- g. Visibility
- h. System continuity
- i. Minimize number of stops

Each tentative subdivision map is looked at from the standpoint of bike circulation and what easements may be appropriate to connect neighborhoods with shopping and public facilities. Construction of bike paths is then required of the developer during subdivision work. The onstreet lanes are required by specific street sections detailed in the General Plan. The developer is required to pay for all necessary street width to accommodate the lanes, but City crews do the actual painting and signing at general City expense. Developers may be required to dedicate right-of-way and construct facilities in accordance with the master plan for extension of the bike path system.

E. How will they be financed?

Costs for onstreet bicycle lanes were first funded through gasoline tax revenues and subsequently have been funded through the use of S.B. 325 funds or gasoline sales tax revenues.

## THE SUMMARY

The selection of the type of bike facility can only be made in the context of a thorough understanding of the factors outlined above. The pro and con arguments for Class I and Class II facilities are shown below.

	<u>ARGUMENTS FOR</u>	<u>ARGUMENTS AGAINST</u>
Class I - Separate Paths	<ol style="list-style-type: none"><li>1. Good for leisure-time recreation.</li><li>2. Peaceful ride away from noise and confusion.</li><li>3. Peace of mind from a safety standpoint.</li></ol>	<ol style="list-style-type: none"><li>1. Higher cost.</li><li>2. Increased maintenance (or none at all).</li><li>3. Problem at terminals.</li><li>4. Street crossings become safety problem.</li></ol>
Class II - On sidewalk	<ol style="list-style-type: none"><li>1. Less cost.</li><li>2. May be only alternative in existing condition.</li></ol>	<ol style="list-style-type: none"><li>1. Increased accident rate (doubled in Palo Alto when tried).</li><li>2. Intersection problems.</li><li>3. Conflicts with pedestrians.</li><li>4. In residential areas, smooth travel interrupted by toys, children playing, etc.</li></ol>
Class II - On street	<ol style="list-style-type: none"><li>1. Assigns space on road.</li><li>2. Desired by most bikers.</li><li>3. Alternatives usually more expensive.</li><li>4. Shared by all modes of transportation.</li><li>5. System continuity easier to maintain.</li></ol>	<ol style="list-style-type: none"><li>1. Right-turn conflict.</li><li>2. Bike space not clean enough.</li><li>3. False sense of security.</li></ol>

An example of a Class II sidewalk facility is the portion along Villanova Drive between Redwood Lane and Anderson Road. This facility, designed into a new subdivision, was intended to provide a 6' wide meandering path for bicycles, combined with an additional 8' paved section to be occupied by pedestrians and the various surface utilities normally found in a subdivision. It was determined very early that the majority of bikers (on commuter and utility trips) did not like to meander and preferred the street, while others had difficulty with the driveway ramps at each intersection and the condition of the surfacing. This street will be widened to provide for lanes on the street.

For some time Davis also included a Class II, Type B bike lane in the standards. An example of this type is still being used on Sycamore Lane between Russell Boulevard and Wake Forest Drive. This facility is constructed on a 64' wide street and includes concrete bumper blocks placed approximately 10' out from each curb. Parked cars occupy the street side of the blocks and bikes use the space between curb and blocks.

An attempt was made to apply the Type B lane to a portion of 14th Street between Redwood Lane and "F" Street. It was found that due to the residential nature of the south side of this street and the many intersecting driveways difficulties were created for the residents and hazards for the bikers. Normal residential services, such as garbage and yard pruning pickup, contributed to the problem. This type of lane is no longer part of the Davis specification.

# Bicycles

## CHAPTER 5.

### BICYCLES.<sup>1</sup>

#### Article I. In General.

- § 5-1. Definitions.
- § 5-2. Responsibility of parent.
- § 5-3. Applicability of chapter.
- § 5-4. Penalty for violating chapter.
- § 5-5. Transfer of ownership.
- § 5-6. Requirements imposed on rental agencies.
- § 5-7. Reports by dealers.

#### Article II. Licenses.

- § 5-8. Required.
- § 5-9. Application; fee.
- § 5-10. Issuance; term; records.
- § 5-11. Renewal.
- § 5-12. Penalty for failure to obtain or renew.
- § 5-13. Issuance, attachment and removal of plates.
- § 5-14. Inspection of bicycles.
- § 5-15. Impoundment of unlicensed bicycles.
- § 5-16. Storage fees.

#### Article III. Operation Generally.

- § 5-17. Applicability of traffic laws.
- § 5-18. Obedience to traffic control devices.
- § 5-19. Method of riding; number of riders.
- § 5-20. Riding on roadways and bicycle lanes.
- § 5-21. Speed.
- § 5-22. Emerging from alley, driveway, bicycle path, etc.; entering bicycle lane or roadway.
- § 5-23. Clinging to vehicles prohibited.
- § 5-24. Carrying packages, etc.
- § 5-25. Parking.
- § 5-26. Riding on sidewalks, playgrounds, etc.
- § 5-27. Passengers.

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1. For state law as to operation of bicycles, see Veh. C., § 21200 et seq. As to authority of city to license and regulate the operation and equipment of bicycles, see Veh. C., § 21206. As to bicycle parking zones, see § 16-66 of this Code.

Article IV. Equipment.

- § 5-28. Lights and reflectors.
- § 5-29. Brakes.
- § 5-30. Stands.

Article V. Bicycle Paths and Lanes.

- § 5-31. "Right hand side of roadway" defined.
- § 5-32. Establishment; signs.
- § 5-33. Riding on roadway adjacent to bicycle lane.
- § 5-34. Direction of travel.
- § 5-35. Right of way at intersections.
- § 5-36. Leaving lane.
- § 5-37. Walking bicycles.
- § 5-38. Driving vehicles across paths or lanes.

Article I. In General.Sec. 5-1. Definitions.

For the purposes of this chapter, the following words and phrases shall have the meanings respectively ascribed to them by this section:

Bicycle lane. That portion of a roadway set aside for the use of bicycles and so designated as provided in section 5-33.

Bicycle path. A pathway for bicycles and pedestrians paralleling a roadway, the side of the bicycle path closest to the roadway being not more than seventy-five feet distant from said roadway. Persons riding bicycles upon such pathways shall be subject to the provisions of section 5-22. (Ord. No. 568, § 6.)

Sec. 5-2. Responsibility of parent.

The parent of any child and the guardian of any ward shall not authorize or knowingly permit any child or ward to violate any of the provisions of this chapter. (Code 1964, § 4-3.1701.)

Sec. 5-3. Applicability of chapter.

The regulations contained in this chapter shall apply whenever a bicycle is operated upon any street or sidewalk, or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein. (Code 1964, § 4-3.1701.)

Sec. 5-4. Penalty for violating chapter.

Where this chapter has been violated by persons under the age of eighteen years, in lieu of fines and imprisonment therefore, and in lieu of filing charges in juvenile court, the chief

of police or his duly appointed representative may impound the bicycle so used in such violation for a period not to exceed thirty days and the owner's registration card shall be held for like period or require of the violator any of the following or any combination thereof:

- (a) Attend traffic school for a period of six Saturdays.
- (b) Be deprived of bicycle for a period not to exceed thirty days.
- (c) Have parents of violator deprive violator of bicycle for a period not to exceed thirty days.
- (d) Have bicycle equipment inspected at the police department within five days of any equipment violations.
- (e) Write a composition of not less than two hundred words on a subject, title specified by the chief of police or his representative.
- (f) Obtain a city bicycle license immediately and pay the penalty required in section 5-9.
- (g) Copy the section of bicycle chapter violated one hundred times. (Code 1964, § 4-3.1701.)

Sec. 5-5. Transfer of ownership.

Upon the sale or other transfer of a licensed bicycle, the licensee shall remove the license plate and shall either surrender the same to the chief of police, or may upon proper application, but with payment of an additional fee of twenty-five cents, have the plate assigned to another bicycle owned by the applicant for the unexpired term thereof. (Code 1964, § 4-3.1710.)

Sec. 5-6. Requirements imposed on rental agencies.

A rental agency shall not rent or offer any bicycle for rent unless the bicycle is licensed and a license plate is attached thereto as provided in this chapter and such bicycle is equipped with the lamps and other equipment required in this chapter. (Code 1964, § 4-3.1711.)

Sec. 5-7. Reports by dealers.

Every person engaged in the business of buying or selling new or secondhand bicycles shall make a report, within ten days, to the chief of police of every bicycle purchased or sold by such dealer, giving the name and address of the person from whom purchased or to whom sold, a description of such bicycle by name or make, frame number thereof and the number of license plate, if any, found thereon. (Code 1964, § 4-3.1712; Ord. No. 558, § 3.)

Article II. Licenses.Sec. 5-8. Required.

No person shall ride or propel a bicycle on any street or sidewalk, or upon any public path set aside for the exclusive use of bicycles, within the city unless such bicycle has been licensed and a license plate is attached thereto as provided in this article. (Code 1964, § 4-3.1702.)

Sec. 5-9. Application; fee.

Application for a bicycle license shall be made upon a form provided by the city and shall be made to the chief of police. A fee of two dollars per fiscal year or portion thereof shall be paid to the city before each license is granted. For the purpose of this article, fiscal year shall mean from September 1 of any year to August 31 of the following year. (Code 1964, § 4-3.1703; Ord. No. 370; Ord. No. 398, § 1; Ord. No. 558, § 1; Ord. No. 706, § 1.)

Sec. 5-10. Issuance; term; records.

(a) The chief of police, upon receiving proper application therefor, is authorized to issue a bicycle license for such period of time as he may determine, but in no event, for not more than two years from the date issued. All licenses issued during each period of two years following July 1, 1964, shall be issued for the time remaining in such two year period and shall expire simultaneously.

(b) The chief of police shall not issue a license for any bicycle when he knows or has reasonable ground to believe that the applicant is not the owner of or entitled to the possession of such bicycle.

(c) The chief of police shall keep a record of the number of each license, the date issued, the name and address of the person to whom issued, the number on the frame of the bicycle for which issued and a record of all bicycle license fees collected by him. (Code 1964, § 4-3.1704.)

Sec. 5-11. Renewal.

(a) Upon the expiration of any bicycle license, the same may be renewed for a two year period upon application, the same as upon an original application, and payment of two dollars per fiscal year or any portion thereof.

(b) Application for renewal of a bicycle license shall be made by the owner between September 1 and November 1 succeeding the expiration date of the license. (Code 1964, § 4-3.1708; Ord. No. 398, § 2; Ord. No. 558, § 2; Ord. No. 706, § 2.)

Sec. 5-12. Penalty for failure to obtain or renew.

A penalty of fifty cents shall be imposed upon any bicycle owner who fails to comply with sections 5-8 and 5-11; provided, that this penalty shall not be imposed

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prior to the expiration of ten days from the date of purchase of the bicycle, or that the bicycle has not been operated on the streets, sidewalks or public bicycle paths since the expiration of the renewal period, or to a new resident of the city who has not been a resident for more than sixty days. (Code 1964, § 4-3.1703; Ord. No. 370; Ord. No. 398, § 1.)

Sec. 5-13. Issuance, attachment and removal of plates.

(a) The chief of police, upon issuing a bicycle license, shall also issue a license plate bearing the license number assigned to the bicycle and the name of the city.

(b) The chief of police shall cause such license plate to be firmly attached to the rear mudguard or frame of the bicycle for which issued in such position as to be plainly visible from the rear.

(c) No person shall remove a license plate from a bicycle during the period for which issued, except upon a transfer of ownership or in the event the bicycle is dismantled or no longer operated upon any street in this city. (Code 1964, § 4-3.1706.)

Sec. 5-14. Inspection of bicycles.

The chief of police, or an officer assigned such responsibility, shall inspect each bicycle before licensing the same and shall refuse a license for any bicycle which he determines is in unsafe mechanical condition. (Code 1964, § 4-3.1707.)

Sec. 5-15. Impoundment of unlicensed bicycles.

Bicycles parked or left standing in public places, which bear no city license, may be impounded until such time as owner purchases license as required and paid penalty as required by this chapter. (Code 1964, § 4-3.1702.)

Sec. 5-16. Storage fees.

Failure of owner to claim a bicycle within seven days after notification of storage by the police department may result in the charging of twenty-five cents per day storage fee. Fees shall not be charged for the first seven days of storage. (Code 1964, § 4-3.1702.)

Article III. Operation Generally.

Sec. 5-17. Applicability of traffic laws.

Every person riding a bicycle upon a street or sidewalk shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles, this Code or other ordinances of this city applicable to the driver of a vehicle, except as to those provisions of laws and ordinances which by their nature can have no application, and except as otherwise provided in this chapter. (Code 1964, § 4-3.1713; Ord. No. 442, § 1.)



Sec. 5-18. Obedience to traffic control devices.

Any person operating a bicycle shall obey the instructions of official traffic control signs, and other control devices applicable to vehicles and bicycles, unless otherwise directed by a police officer. (Code 1964, § 4-3.1714; Ord. No. 442, § 2.)

Sec. 5-19. Method of riding; number of riders.

(a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped. (Code 1964, § 4-3.1715.)

Sec. 5-20. Riding on roadways and bicycle lanes.

(a) Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast, except on lanes or parts of roadways set aside for exclusive use of bicycles. (Code 1964, § 4-3.1716; Ord. No. 442, § 3; Ord. No. 568, § 1.)

Sec. 5-21. Speed.

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing. (Code 1964, § 4-3.1717.)

Sec. 5-22. Emerging from alley, driveway, bicycle path, etc.; entering bicycle lane or roadway.

The operator of a bicycle emerging from an alley, driveway, bicycle path, building or otherwise approaching upon a sidewalk or a sidewalk area extending along any such area shall yield the right of way to all pedestrians approaching on such sidewalk or sidewalk area, and upon entering a bicycle lane, shall yield the right of way to all bicycles approaching on such lane, and upon entering the roadway shall yield the right of way to all vehicles or bicycles approaching on such roadway. (Code 1964, § 4-3.1718; Ord. No. 442, § 4; Ord. No. 568, § 2.)

Sec. 5-23. Clinging to vehicles prohibited.

No person riding upon any bicycle shall attach the same or himself to any vehicle upon a roadway. (Code 1964, § 4-3.1719.)

Sec. 5-24. Carrying packages, etc.

No person operating a bicycle shall carry any package, bundle or article which

prevents the rider from keeping at least one hand upon the handlebars. (Code 1964, § 4-3.1720.)

Sec. 5-25. Parking.

No person shall park a bicycle upon a street other than the roadway against the curb or in a rack to support the bicycle or against a building or at a curb, in such a manner as to afford the least obstruction to pedestrian traffic. When a parking rack is provided, no person shall park a bicycle, except in such rack, on an adjacent street or sidewalk within a distance of four hundred feet from such rack. (Code 1964, § 4-3.1721; Ord. No. 358.)

Sec. 5-26. Riding on sidewalks, playgrounds, etc.

(a) No person shall ride a bicycle upon a sidewalk within the central traffic district.

(b) The city traffic engineer, with the approval of the traffic committee, is authorized to erect or place signs in any other district on any sidewalk or roadway, prohibiting the riding of bicycles thereon by any person and when such signs are in place no person shall disobey the same. Before such a sign is erected or placed, it must be found by the traffic committee, (1) that the riding of bicycles on such sidewalk or roadway will endanger pedestrian traffic or the public safety, or (2) that a property right or interest belonging to the city may be terminated or forfeited if the riding of bicycles on such sidewalk or roadway is not prohibited.

(c) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

(d) No person shall ride or operate a bicycle upon any playground, park or school ground, where children are playing, without the permission of the persons having supervision of the playground, park or school ground. (Code 1964, § 4-3.1722.)

Sec. 5-27. Passengers.

No person riding or operating a bicycle in the city shall carry another person on the bicycle, unless such person or passenger is seated upon an individual seat or carrier separate from that intended to be used by the operator. No person shall ride upon a bicycle as a passenger, unless he is seated upon an individual seat or carrier separate from that intended to be used by the operator. (Code 1964, § 4-3.1725.)

Article IV. Equipment.

Sec. 5-28. Lights and reflectors.

Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred feet to the front and with a red reflector on the rear of a type which shall be visible from all distances from fifty feet to three hundred feet to the rear when directly in front of

(Code-41)

lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of five hundred feet to the rear may be used in addition to the red reflector. (Code 1964, § 4-3.1723.)

Sec. 5-29. Brakes.

Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement. (Code 1964, § 4-3.1723.)

Sec. 5-30. Stands.

Every bicycle shall be equipped with a stand, and such stand shall be of a type approved by the chief of police. (Code 1964, § 4-3.1724.)

Article V. Bicycle Paths and Lanes.

Sec. 5-31. "Right hand side of roadway" defined.

If a bicycle lane is separated from the traffic lane by a parking lane, then the edge of the bicycle lane nearest the center of the roadway shall be deemed the equivalent of the "curb" or the "right hand side of the roadway" or the "shoulder of the roadway" or any other word or phrase in this Code, or in the state law, which word or phrase references the extreme right hand side of the roadway. It is the intent of this section that a substitute right hand side of the roadway be created for purposes of compliance with local and state laws which reference the right hand side of the roadway for parking, emergency parking, driving and all other purposes. (Ord. No. 442, § 5.)

Sec. 5-32. Establishment; signs.

The city engineer, upon approval of the traffic committee, is authorized to erect or place signs upon any street or adjacent to any street in the city indicating the existence of a bicycle lane and otherwise regulating the operation and use of vehicles and bicycles with respect thereto, so long as the same are consistent with this chapter. Before such a sign is erected, the subject bicycle lane shall be designated on such street by a raised curb, appropriate painting, reflectorized buttons or in such other manner as the city engineer, upon approval of the traffic committee shall determine will provide sufficient notice of existence of such bicycle lane. When such signs are in place, no person shall disobey the same. Before such a sign is erected or placed, it shall be found by the traffic committee that without the establishment of a bicycle lane separated from a vehicle lane, the public is endangered. (Ord. No. 442, § 5.)

Sec. 5-33. Riding on roadway adjacent to bicycle lane.

No person shall ride or operate a bicycle upon a roadway adjacent to which or upon which bicycle lanes have been designated, except within such bicycle lane or except as otherwise permitted by the provisions of this chapter. No person shall ride or operate a bicycle upon a roadway adjacent to which there is a bicycle path which

parallels such roadway and which bicycle path, when measured from the edge of the roadway to the edge of the bicycle path nearest the roadway, is not more than seventy-five feet distant, except within such bicycle path or except as otherwise permitted by the provisions of this chapter. (Ord. No. 442, § 5; Ord. No. 568, § 3.)

Sec. 5-34. Direction of travel.

No person shall ride or operate a bicycle within a bicycle lane in any direction except that permitted of vehicular traffic traveling on the same side of the roadway; provided, that bicycles may proceed either way along a lane where arrows appear on the surface of the lane designating two-way traffic. (Ord. No. 442, § 5.)

Sec. 5-35. Right of way at intersection.

Upon approaching an intersection, any person riding or operating a bicycle in a bicycle lane shall yield the right of way to all vehicles within or approaching such intersection; except, that all vehicles which must stop before entering an intersection because of a stop sign and all vehicles making a left-hand turn at an intersection shall not proceed into such intersection nor make such a turn without first yielding the right of way to all bicycles within or approaching such intersection, and shall proceed only when it is safe to do so. (Ord. No. 442, § 5; Ord. No. 568, § 4.)

Sec. 5-36. Leaving lane.

Once having entered a bicycle lane, no person riding or operating a bicycle shall leave such lane except at intersections; provided, that such person may leave a bicycle lane upon dismounting from a bicycle, walking the same, and being subject then to all laws applicable to pedestrians; provided further, that such person may leave the bicycle lane between intersections in order to make a U-turn, where such a turn is permissible for vehicular traffic or to turn into driveways on the right or left hand sides of the bicycle lane. Upon leaving a bicycle lane, the rider or operator of such bicycle shall yield the right of way to all vehicles and shall not leave the bicycle lane until it is safe to do so. (Ord. No. 442, § 5.)

Sec. 5-37. Walking bicycles.

Bicycles may be walked subject to all provisions of law applicable to pedestrians. (Ord. No. 442, § 5.)

Sec. 5-38. Driving vehicles across paths or lanes.

No person shall drive a vehicle upon or across a bicycle path or lane except to enter a driveway and except to park such vehicle or leave a parking space. No person shall drive upon or across a bicycle lane as permitted by this section except after giving the right of way to all bicycles within the lane. (Ord. No. 442, § 5; Ord. No. 568, § 5.)

ORDINANCE NO. 775

ORDINANCE REPEALING AND REENACTING ARTICLE II OF CHAPTER 5 OF THE DAVIS CITY CODE RELATING TO THE LICENSING OF BICYCLES AND DECLARING THE URGENCY THEREOF AND THAT SAID ORDINANCE SHALL HAVE IMMEDIATE EFFECT

THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Article II of Chapter 5 of the Code of the City of Davis, 1971, as amended, is hereby repealed and reenacted to read as follows:

ARTICLE II - LICENSES

Section 5-8. Bicycle Defined.

For purposes of this article, a bicycle is any device upon which a person may ride, which is propelled by human power through a system of belts, chains or gears, and which has wheels at least twenty (20) inches in diameter and a frame size of at least fourteen (14) inches.

Section 5-9. License Required.

No person shall ride, move or leave standing or allow to be ridden, moved or left standing any bicycle on any street, highway, public way or public property within the City of Davis unless such bicycle has been registered and licensed pursuant to the licensing requirements of state law, and a current license or renewal tag affixed to the bicycle in accordance with the provisions of this chapter.

Any license tag issued prior to the effective date of this ordinance shall be recognized as valid in satisfaction of the requirements of this section until August 31, 1976, at which time a new license must be obtained pursuant to this chapter.

Section 5-10. Same--Application.

Application for a bicycle license shall be made upon a registration form provided by the City. The registration form shall contain the name and address of the owner of the bicycle; a description of the bicycle, including its serial number; the make, type and model of the bicycle; and such other information as may be required by the Chief of Police to properly register and identify the bicycle to be licensed.

Section 5-11. Same--Renewal.

Application for renewal of a bicycle license shall be made upon a renewal form provided by the City. The renewal form shall contain such information as may be required by the Police Chief to properly renew the bicycle license.

Section 5-12. Same--Fees.

Every applicant for a bicycle license and every applicant for renewal of a bicycle license shall pay to the Police Chief a license fee to be assessed on the basis of ONE DOLLAR and FIFTY CENTS (\$1.50) per year or fractional part thereof. The time period for which the license fee is to be calculated shall commence from the date the applicant is liable for the licensing of the bicycle to the last day of the license period.

All amounts collected in excess of the cost of conducting and administering the bicycle licensing program shall be used for the support of this ordinance and to improve bicycle safety programs and to construct, maintain and promote bicycle trails, paths, and lanes.

Section 5-13. License Period.

The license period shall be as specified by the Director of the Department of Motor Vehicles for the State of California. A license issued after the first day of a license period shall be valid from the date of issuance of the license to the last day of the license period.

Section 5-14. License--Issuance by Sellers.

The Police Chief may authorize the issuance of licenses by sellers of bicycles in conformity with the requirements of this chapter, and may adopt administrative regulations to implement this section.

Section 5-15. License and Registration Certificate.

Upon satisfactory completion of the registration form and payment of the license fee, the City shall issue to the applicant a license and a registration certificate which shall have corresponding numbers. The license shall be provided by the State of California and shall be affixed to the frame of the bicycle on the seat support member halfway between the seat and the pedals facing forward. The Police Chief shall keep a record of the date of issue of each license, to whom issued, and the number thereof. The license shall bear a unique license number and shall be permanently assigned to the bicycle. Renewal tags shall be provided by the State of California and shall be affixed in the manner prescribed by law. If a license is damaged or destroyed, a replacement shall be obtained from the Police Chief upon presentation of the registration certificate and a fee to be determined by the Police Chief, but not to exceed ONE DOLLAR (\$1.00).

Section 5-16. Removal or Alteration of Numbers or Licenses.

No person shall wilfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame licensed under this chapter. No person shall remove, destroy, mutilate, reproduce, or alter any license, renewal tag, or registration certificate during the time such license, renewal tag, or registration certificate is in effect; provided, however, that nothing in this chapter shall prohibit the City of Davis from stamping numbers on the frames of bicycles on which no serial number can be found, or on which the number is illegible or insufficient for identification purposes.

Section 5-16.1. Police Chief Authorized to Number Bicycle Frames.

All bicycles shall have, as a means of identification, serial numbers stamped on the frame of the bicycle. The Police Chief, or the Police Chief's authorized representative, may stamp numbers or symbols on the frames of bicycles not bearing manufacturers' serial numbers.

Section 5-16.2. Retailers.

Any person engaged in the retail business of selling new or secondhand bicycles shall make periodic reports to the Police Chief, as specified by the Police Chief on forms provided by the City, giving a list of all sales by such retailer which shall include:

- a. The name and address of each person to whom a bicycle is sold.
- b. A description of the bicycle sold, including the brand name, color and other distinguishing marks.
- c. The serial number and where located on bicycle.
- d. The number of the state license affixed thereto, if any.

Such retailer shall also send to the Police Chief with such reports, the registration certificate, if any, of the former owner of each secondhand bicycle sold. In addition, such retailer shall supply to each purchaser a record of the information, name of retailer, address of retailer, year and make of bicycle and serial number.

Section 5-16.3. Change of Owner or Address.

- a. Whenever the owner of a bicycle which is licensed pursuant to provisions of this chapter sells or otherwise disposes of the bicycle, he or she shall, within ten (10) days, notify the Police Chief of such disposition.

- b. Whenever the owner of a bicycle which is licensed pursuant to the provisions of this chapter changes his or her address, he or she shall within ten (10) days, notify the Police Chief of the old and new address.

#### Section 5-16.4. License Transferrable.

Any person who purchases or otherwise acquires possession of a bicycle which is licensed pursuant to the provisions of this chapter shall, within ten (10) days of taking possession, apply for the transfer of the license to his or her name. Such person shall present the current registration certificate for the bicycle and other proof of ownership as may be required by the Police Chief with a fee to be determined by the Police Chief, not to exceed ONE DOLLAR (\$1.00) at the time of application for transfer of the license.

#### Section 5-16.5. Rental Agencies.

A rental agency shall not rent or offer any bicycle for rent in the City unless the bicycle is licensed, a license is attached thereto, and the bicycle complies with the equipment requirements of the California Vehicle Code.

#### Section 5-16.6. Licenses Required--Exceptions.

- a. Bicycles owned by children living in any charitable institution or owned by such institution, shall be licensed, but no fee shall be collected for these licenses.
- b. Bicycles purchased by any group or organization qualifying for the state welfare exemption as defined in Revenue and Taxation Code Section 214 shall be licensed, but no fee shall be collected for these licenses.
- c. Any person who is not a resident of the City is not required to obtain a Davis City license for a bicycle which remains in the City for a period of less than five (5) days.

#### Section 5.16-7. Penalties and Storage.

- a. Any bicycle left standing in a public place, which bears no license, may be impounded until the owner obtains a license as required under this chapter. If the bicycle is held for ninety (90) days and within that time no one lawfully entitled to the



bicycle appears at the Police Department and requests the release of the bicycle and obtains a license, the bicycle may be sold or disposed of according to law.

- b. No parent of any child or the guardian of any ward shall authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.
- c. Any violation of this chapter shall be deemed to be an infraction. The fine imposed for any violation shall not exceed the sum of FIVE DOLLARS (\$5.00).
- d. Failure of owner to claim a bicycle within seven (7) days after notification of storage by the Police Department may result in the charging of twenty-five cents (\$.25) per day storage fee. Fees shall not be charged for the first seven (7) days of storage.

SECTION 2. This ordinance is hereby declared to be an emergency measure to take effect immediately. The facts which support this declaration are as follows:

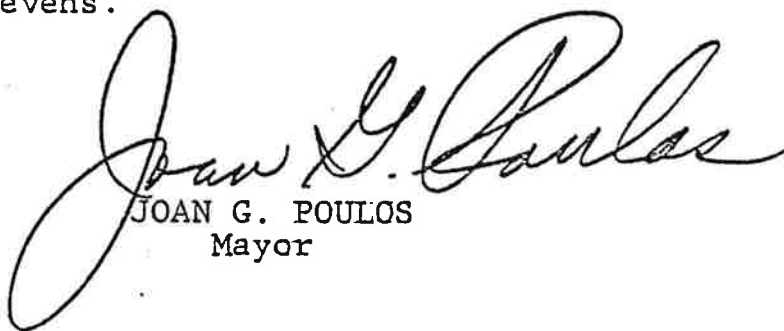
The existing disparity between bicycle license fees within the Yolo and Solano County areas has caused many residents of Davis to seek State of California bicycle license indicia in other cities with a resultant loss of revenue to the City of Davis; such loss of revenue threatens the fiscal stability of the City of Davis bicycle education, enforcement, and facilities programs. Therefore, this ordinance is urgently required in order to meet the usual and current expenses of the City.

PASSED AND ADOPTED by the City Council of the City of Davis on this 1st day of October, 1975, by the following vote:

AYES : Councilmen Black, Holdstock, Tomasi, Mayor Poulos.  
NOES : Councilman Stevens.  
ABSENT: None.

ATTEST:

  
HOWARD L. REESE  
City Clerk

  
JOAN G. POULOS  
Mayor

ORDINANCE NO. 785

AN ORDINANCE ADDING SECTION 5-12.1 TO ARTICLE II OF  
CHAPTER 5 OF THE CODE OF THE CITY OF DAVIS, 1971, AS AMENDED,  
RELATING TO THE LICENSING OF BICYCLES

THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY ORDAIN AS  
FOLLOWS:

SECTION 1. Section 5-12.1 is hereby added to Article II of  
Chapter 5 of the Code of the City of Davis, 1971, as amended, to  
provide as follows:

Section 5-12.1. Same--refunds.

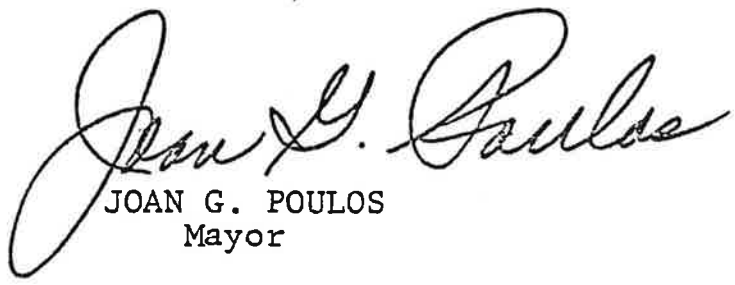
Whenever the owner of a bicycle licensed by the City under  
this Article intends to establish residence in another state or foreign  
country and to remove said licensed bicycle to such out of state or  
foreign residence, such person may, within sixty (60) days of the change  
of residence, apply for a refund of a prorata portion of the license fee  
attributable to the unexpired licensing period calculated from the first  
(1st) day of the month following the change of residence.

All such applications for refund shall contain a declaration  
under penalty of perjury that the applicant intends to terminate his or  
her California residency upon a stated date, within sixty (60) days of  
the application for refund. Such application shall be accompanied by  
the bicycle license indicia.

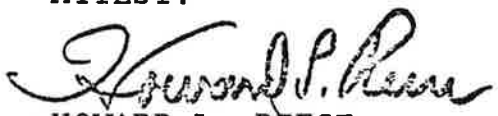
SECTION 2. This ordinance shall become effective on and after  
the thirtieth (30th) day following its adoption.

PASSED AND ADOPTED by the City Council of the City of Davis on  
this 15th day of October, 1975, by the following vote:

- AYES : Councilmen Black, Holdstock, Stevens, Tomasi, Mayor Poulos.
- NOES : None.
- ABSENT: None.

  
 JOAN G. POULOS  
 Mayor

ATTEST:

  
 HOWARD L. REESE  
 City Clerk

RESOLUTION NO. 3, SERIES 1964

RESOLUTION ADOPTING POLICY ESTABLISHING DEVELOPERS' RESPONSIBILITIES IN CONSTRUCTION OF NEW STREETS

WHEREAS continuing growth of the City of Davis requires modification of City policy regarding City participation in the construction of new subdivision streets; and

WHEREAS it is in the interest of the developer to know his improvement requirements; now, therefore,

BE IT RESOLVED that the developer shall be responsible for the following improvements on new streets, as classified in the City General Plan:

1. Local and Cul-de-sac Streets -- all required improvements.
2. Collector Streets - all required improvements.
3. Secondary Streets - all required improvements.
4. Major Street without vehicle access from adjacent property.
  - a) Dedicate required right-of-way;
  - b) Relinquish access rights;
  - c) Construct frontage road if required;
  - d) Construct major street curb and gutter;
  - e) Construct drainage facilities to serve the major street and abutting properties;
  - f) Construct sidewalk, bicycle path and fencing if required by the City;
  - g) Construct street lighting for the major street;
  - h) Grade and construct temporary pavement between the major street gutter and existing major street pavement, unless City is concurrently constructing permanent major street pavement.

5. Major Street with vehicle access from adjacent property.

- a) Dedicate required right-of-way;
- b) Construct major street curb, gutter and sidewalk;
- c) Construct drainage facilities to serve the major street and abutting properties;
- d) Construct bicycle path if required by the City;
- e) Construct street lighting for the major street;
- f) Grade and pave with permanent pavement between gutter and median curb.

BE IT FURTHER RESOLVED that Resolution No. 10, Series 1958, is hereby rescinded.

PASSED AND ADOPTED by the City Council of the City of Davis this 13th day of January, 1964, by the following vote:

AYES: Councilmen Jacobs, Markham, McMurdie, Nicholson and Mayor Woodbury.

NOES: None.

ABSENT: None.

/s/ NORMAN E. WOODBURY  
Mayor

ATTEST:

/s/ C. W. BIRKELO  
City Clerk

## **CIRCULATION-TRANSPORTATION ELEMENT**

The Circulation Element is provided for in Section 65302 (b) of the Government Code. This section calls for "A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan." As Davis' size is not large enough to warrant separate elements, these are included in a single Circulation and Transportation Element.

### GOAL:

The provision of a balanced, comprehensive transportation and circulation system coordinated with land use that adequately accommodates the total travel needs of the community

Objective No. 1: Provision for mobility for all segments of the community

#### Policies:

1. Planning and development of convenient and efficient public transit
2. Preservation and expansion of the bicycle circulation systems, including adequate provision for bicycles in all new developments
3. Preservation and expansion of the pedestrian circulation system

Objective No. 2: Minimization of pollution of the environment caused by the total transportation system

#### Policies:

1. Support and development of effective alternatives to the use of the automobile, such as bicycles and public transit
2. Maintenance of an automobile circulation system consistent with the goal of reduced automobile travel

3. Development of planning policies (such as land uses near freeways, building and site design, etc.) to reduce the impact of transportation generated noise upon adjacent land use
4. Development of control standards for transportation pollutants
5. Development of standards for the depression and/or screening of freeways
6. Development of standards for the synchronization of traffic signals

Objective No. 3: Improvement of the safety, efficiency and convenience of all modes of transportation

Policies:

1. Encouragement of the use and enhancement of the safety of public transit through the location and design of transit facilities
2. Coordination of intracity and intercity public transit within the region and with other forms of transportation such as air and rail
3. Provision for the safe use of all circulation systems by the handicapped through the imposition of design standards that recognize their needs
4. Minimization of conflict between vehicular, pedestrian and bicycle traffic

Objective No. 4: Development of circulation and transportation plans as part of a total land use plan

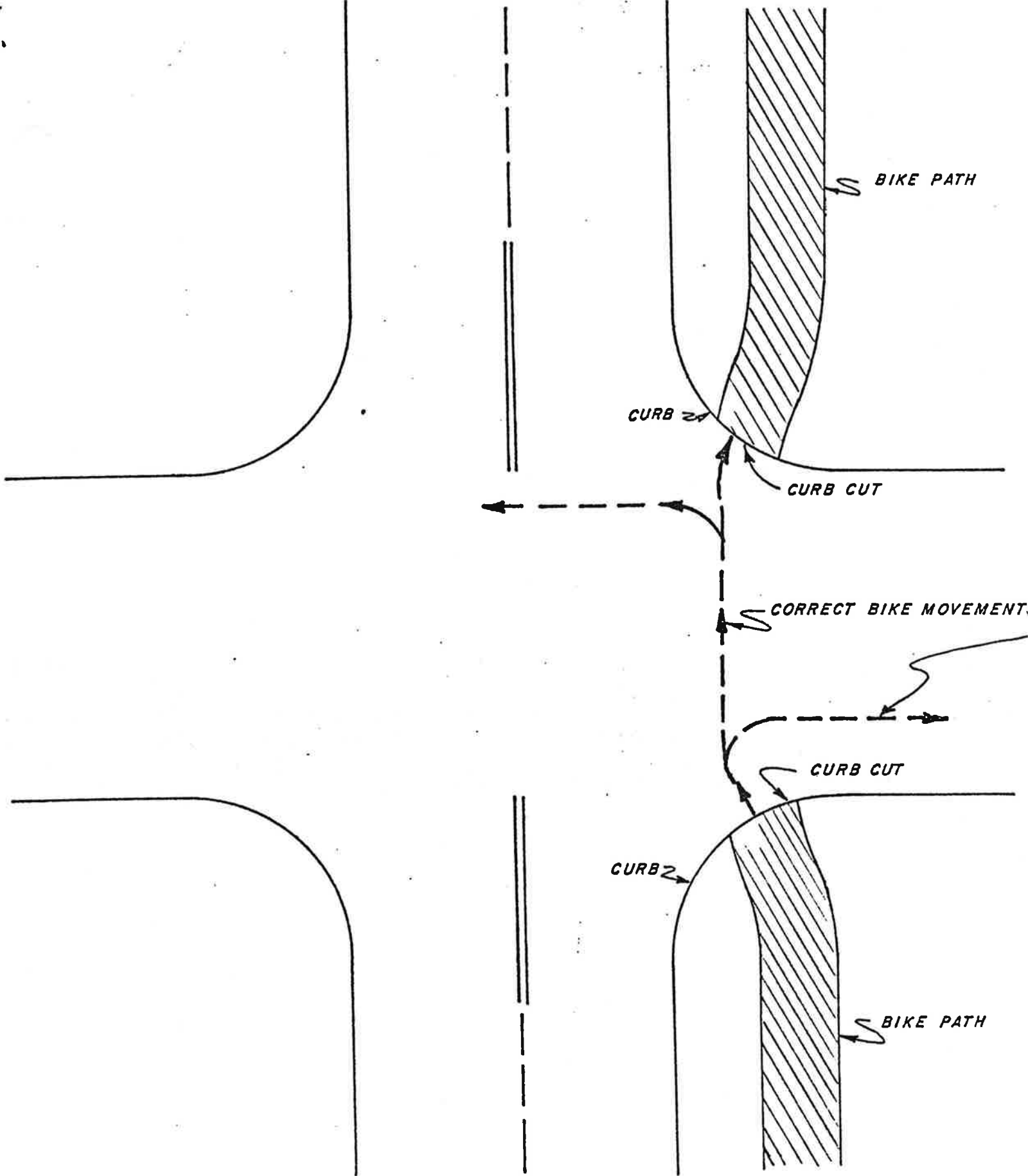
Policies:

1. Coordination of the total transportation-circulation system with the Land Use Element
2. Location, operation and maintenance of transportation facilities so that they are compatible with adjacent areas
3. Development of circulation and transportation standards that serve the needs of the area

Objective No. 5: Development of realistic parking standards

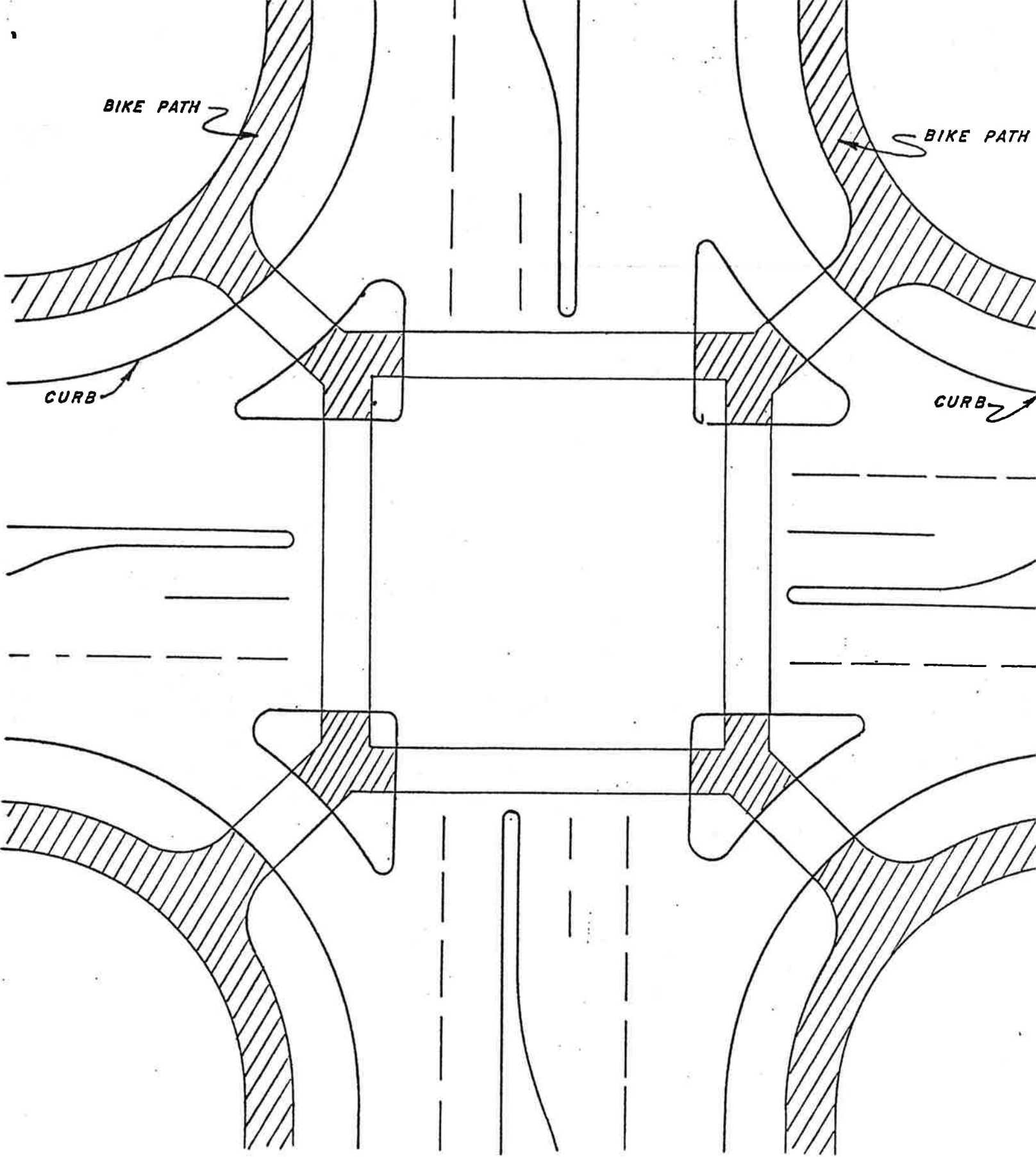
Policies:

1. Consideration of de-emphasis on the use of the automobile when setting parking standards
2. Consideration of reduced parking requirements to encourage non-auto use developments



TYPICAL INTERSECTION WITH BIKE PATH OFF STREET





INTERSECTION OF MAJOR STREETS WITH BIKE PATHS OFF STREET

City of Davis

BICYCLE SAFETY PROGRAM

The following is a brief description of the total bicycle education, safety and enforcement program provided by the City of Davis. Six separate programs are administered through the Police Department.

1. THREE "R" PROGRAM

A planned curriculum introduces bike safety in kindergarten classes and continues the educational process through the ninth grade. The curriculum on bikes includes a "talking bicycle," films, slides, lectures and hand-out material. The films used are:

"The Day the Bicycles Disappeared" (Color Print)  
Produced by AAA Foundation for Traffic Safety  
734 - 15th Street N.W., Room 803  
Washington, D.C. 20005

"Somebody Stole My Bike" (Color Print)  
Produced by Sid Davis Productions  
1046 South Robertson Boulevard  
Los Angeles, CA 90035

Additional aids used in this portion of the safety program are attached:

- A. Outlines of lesson plans for grades 1 through 4.
- B. Bicycle scripts used with slides and the "talking bicycle" (for grades 1 through 3).

2. THE BIKE RODEO

Held on school grounds during the school day. The bike rider's ability to balance, turn, stop and signal for turns is tested. A copy of the bike rodeo layout is attached.

3. BICYCLE SAFETY TRAINING SCHOOL

Coordinated between the Police Department and local PTA's, sessions are scheduled at the school to teach identification of traffic control signs and devices. The necessity for such controls and their various uses are explained. After a brief lecture the students are introduced to various signs and devices set up on a street diagram laid out on the school grounds; then they are taken by bikes on a prearranged route of local streets which incorporate traffic control devices.

#### 4. BIKE SAFETY CHECK DAY

Each bike at the schools is inspected for safe use. Bolts, nuts, pedals, etc. are checked and minor repairs are done by the Police Officer.

#### 5. BIKE LICENSING PROGRAM

Bike licenses are sold for a three-year period at a cost of \$4.50. The computerized license and theft data, tied to the CLETS Program of the Department of Motor Vehicles, provides control over thefts and the return of abandoned or stolen bicycles and permits identification of Davis-registered bikes in other areas, both in and out of state.

#### 6. BICYCLE CITATION PROGRAM

All uniformed patrol of the Davis Police Department can issue citations to individuals, regardless of age, who are in violation of the bicycle ordinance. Several correctional procedures are available depending upon the frequency of violation, including group meetings, parental involvement and counseling, through the Youth Services Division. (See sample citation letter attached.)

The "Bike Enforcement Officer" rides a 10-speed bike, in uniform, and enforces bicycle traffic laws. Currently this is a one-half time position. The "Bike Aide" is a regular employee who has the responsibility of locating and retrieving stolen and abandoned bicycles. The Bike Aide maintains the bike files, assists with licensing at rush times of the year and conducts bike auctions. Abandoned bicycles must be held 90 days prior to being auctioned. Approximately four auctions are held yearly.

Davis Police Officers devote over 1,000 class hours per year to the school curriculum program described in (1) above, paying three or four visits per grade, per year.

DAVIS POLICE DEPARTMENT

THREE R PROGRAM

FIRST GRADE

LESSON PLAN III - VISIT #3

TITLE: "SAFEST RIDE TO SCHOOL"

I. OBJECTIVES:

- A. To emphasize the proper safety procedures necessary for riding a bicycle to school in a safe manner.
- B. To demonstrate the proper method of riding a bicycle safely.

II. CONTENT:

- A. A Police Officer, in uniform, visits the classroom. He is introduced by the teacher.
- B. The Officer will use a series of overhead transparencies showing the proper safety rules to observe while riding a bicycle.
- C. The Officer will encourage questions and class participation.

III. ASSIGNMENT:

None

IV. RESOURCE MATERIALS:

- A. Overhead projector and screen.
- B. Bike Safety Transparencies.

DAVIS POLICE DEPARTMENT

THREE R PROGRAM

SECOND GRADE

LESSON PLAN III - VISIT #3

TITLE: "GHOST RIDER"

I. OBJECTIVES:

- A. To emphasize the proper safety procedures necessary for riding a bicycle to school in a safe manner.
- B. To demonstrate the proper method of riding a bicycle safely.

II. CONTENT:

- A. The Officer should be prepared to talk about the bicycle laws pertaining to the community.
- B. Officer should know the safety rules when riding a bicycle.

III. MAJOR ACTIVITIES:

- A. A Police Officer, in uniform, visits the classroom. He is introduced by the teacher.
- B. The Officer will use a series of overhead transparencies showing the proper safety rules to observe while riding a bicycle.
- C. The Officer will encourage questions and class participation.

IV. ASSIGNMENT:

None.

V. RESOURCE MATERIALS:

- A. Overhead projector and screen.
- B. Transparencies.
- C. "Ghost Rider" Comic Books.
- D. Classroom wall poster, "Rules of the Road."

DAVIS POLICE DEPARTMENT

THREE R PROGRAM

THIRD GRADE

LESSON PLAN I - VISIT #1

TITLE: "THE DAY THE BICYCLES DISAPPEARED"

I. OBJECTIVES:

- A. To emphasize the proper safety procedures necessary for riding a bicycle to school in a safe manner.
- B. To demonstrate the proper method of riding a bicycle safely.

II. CONTENT:

- A. The Officer should be prepared to talk about the bicycle laws pertaining to the community.
- B. The Officer should know the safety rules when riding a bicycle.

III. MAJOR ACTIVITIES:

- A. A Police Officer, in uniform, visits the classroom. He is introduced by the teacher.
- B. The Officer will refer to points covered in the film shown.
- C. The Officer will use projector showing film, "The Day the Bicycles Disappeared."
- D. The Officer will encourage questions and class participation relating to points of film.
- E. Distribute new bicycle regulations.

IV. ASSIGNMENT:

None.

V. RESOURCE MATERIALS:

- A. Projector and screen.
- B. Film, "The Day the Bicycles Disappeared."
- C. Handout.

FOURTH GRADE  
LESSON I - VISIT #1

TITLE: "BICYCLE LAWS & SAFETY"

I. OBJECTIVES:

- A. To reinforce the necessity for bicycle safety and courtesy.
- B. To emphasize bicycle laws and citation procedures.

II. CONTENT:

- A. The Officer will discuss with the class the regulations required for bicycle operation within the city.
- B. The Officer will use a film to show safety rules for bicycling.
- C. The Officer should be familiar with a 16 mm. projector.

III. MAJOR ACTIVITIES:

- A. A Police Officer from Davis P. D. and U.C.D. and Bicycle Aide, in uniform, visits the classroom. They are introduced by the teacher.
- B. The Officer will show a film to the students. The film illustrates proper bicycle safety rules.
- C. The Officer will make the students aware of:
  - 1. proper safety rules to observe while riding a bike;
  - 2. licensing requirements;
  - 3. bike auctions;
  - 4. introduce him to Bicycle Aide.
- D. Have students relate accidents experienced or seen.

IV. ASSIGNMENT:

None.

V. RESOURCE MATERIALS:

- A. Film, "Somebody Stole My Bike."
- B. Photograph, "Who was Careless?"
- C. Bicycle Regulations.
- D. 16 mm. projector and screen.

BICYCLE SCRIPT - GRADES 1, 2 & 3

Bike: Hi, Boys and Girls, it's really great to be here today!

Off.: Well, Mr. Smart Spokes what should we do today, should we dance or sing a song?

Bike: You know I can't sing, and you know very well I can't dance, let's tell the boys and girls about bicycle safety. That's really important!

Off.: Why don't you introduce yourselves to the boys and girls and tell them about bicycle safety?

Bike: Hi, Boys and Girls. My name's Mr. Smart Spokes, and my job is bicycle safety. I'm here today to talk about Bike Safety. Do you know that over 22,000 people in Davis ride bicycles? That's right. They ride them to work, to school, for health . . . bicycling is great exercise. They ride for pleasure, bicycles are great fun, for economy, it doesn't cost anything to ride a bike, and for ecology, bikes don't pollute the air like cars and motorcycles. Really, Bikes, are one of the most useful means of transportation. They're fun to ride, take you where you want to go and provide healthful exercise, and more people are riding bikes today than ever before. There will be more bikes sold this year than automobiles, and that's a lot of bikes and that creates a lot of problems for bikes like me. I don't like problems any more than you like problems. I believe that traffic safety, education, should begin right here! Today, Yes Sir! Right here in this classroom!

Off.: In that case, let's remind them of the rules of bicycle safety Mr. Smart Spokes. What should we start with?

Bike: Well, let's start with going to or coming home from school. I see lots of boys and girls riding down the wrong side of the road and riding side by side. Remember you must ride on the right hand side of the road in single file.

Off.: What does yield the right of way mean?

Bike: Well, you should always keep your eyes on the road and allow the cars to go first. You should always stop for cross-traffic. Don't ever ride your bike through cross traffic. When crossing the street with your bike, get off and walk it across the street. This is very important because many boys and girls are hit by cars each year while riding their bikes across the street.

Off.: How important is speed?

Bike: That's really important because more children are killed or injured by speed than any other cause.

Off.: Why is this? Bikes don't go as fast as cars?

Bike: A bike is just like a car, Officer. The faster you go, the less control you have. When you are riding your bike real fast, even a small stone can make you lose control and fall down. The faster you go, the longer it takes you to stop, so you see that it pays to slow down.

Off.: That's good advice Mr. Smart Spokes, how about giving hand signals before turning? Is this important?



**Bike:** You bet your life it's very important! Without a hand signal the driver of a car coming behind you has no idea what you are going to do. Don't forget, always check behind you before you make a turn. You may be driving a bicycle, but you should obey all the traffic laws and use all the hand signals your parents use when they drive a car.

**Off.:** Is it o.k. to give a friend a ride on your bike?

**Bike:** To be safe, Officer, there should only be one person on a bicycle at a time. When you ride double, it is too easy to lose control. The same thing goes for carrying packages. You should always carry packages in a basket. You should also keep both hands on the handlebars, except when you are signaling for a turn.

**Off.:** How about parking your bikes?

**Bike:** The best place to park is in a bike rack. If there isn't a rack available you should park in a place which will not be in the way of cars or pedestrians. Never leave them in doorways.

**Off.:** I've noticed that many boys and girls don't lock their bikes.

**Bike:** Well, Gang, those that don't lock their bikes will probably have them stolen. Always lock your bike when you leave it. That reminds me, I've seen many bikes in front yards at night. Whenever you go in for the night, be sure that your bike has been put away.

**Off.:** Why don't you tell them to get a bicycle license?

**Bike:** Every bike in Davis should have an up-to-date bicycle license just like mine. Those of you who don't have a license should ask your parents to take your bike to the Davis Police Department at 708 Third Street, Tuesday through Saturday during the day. Then if you lose your bike the police will know who it belongs to and will let you know that it has been found.

**Off.:** Well, Mr. Smart Spokes, after listening to you, it seems to me that the key to bicycle safety is common sense.

**Bike:** You're absolutely right. Common sense is the key. Everybody can be a safe biker. Know the rules of the road, be courteous, obey the traffic laws, and above all be alert because the other guy can cause an accident too. So Gang, be smart, use common sense, ride single-file, stay on the right, give signals, obey traffic laws, lock your bike, keep your eyes on the road, yield the right of way, stop for cross traffic, and keep your speed down. Aw, Heck, just use common sense!

**Off.:** Thanks Mr. Smart Spokes. I think the boys and girls get the idea. Have you anything more to say?

**Bike:** Well, I could talk about bike safety all day, but there are a lot of other boys and girls waiting to hear from me, so I'm going to have to leave now. You'd better get on if your going with me.

**Off.:** O.K., Mr. Smart Spokes, I'm ready.

Bike: One more thing! All those boys and girls look like safe bikers so I'd like to give them a salute with my siren when we leave.

Off.: You're right. They are all safe bikers, Let's give them a salute.

Bike: Good bye Gang!! Don't forget to be a safe biker (Siren)

Bike: O.K., I have to be getting on to other class rooms you ought to get back to your tables now, good-bye.

## BICYCLE SCRIPT

SOUND OF SIREN

MR. S. S.: Hi, Boys and Girls it's really great to be here today!

OFFICER: Well, Mr. Smart Spokes what should we do today, should we dance or sing a song?

MR. S.S.: You know I can't sing and you know very well I can't dance, let's tell the boys and girls about bicycle safety. That's really important!

OFFICER: Why don't you introduce yourselves to the boys and girls and tell them about bicycle safety?

MR. S.S.: Hi Boys and Girls. My name's Mr. Smart Spokes. And My Job is Bicycle Safety. I'm here today to talk about Bike Safety. Do you know that over 22,000 people in Davis ride bicycles? That's right, they ride them to work, to school, for health...bicycling is great exercise. They ride for pleasure ...bicycling is really great fun. For economy...it doesn't cost anything to ride a bike. And for econology... Bikes don't pollute the air like cars and motorcycles. Really bikes are one of the most useful means of transportation. Their fun to ride, take you where you want to go and provide healthful exercise. And more people are riding bikes today than ever before...There will be more bikes sold this year than automobiles...and thats alot of bikes and that creates alot of problems for bikes like me. And I don't like problems any more than you like problems. I believe that traffic safety, education, should begin right here! Today! Yes Sir! Right here in this classroom!

(Turn Overhead Projector on with #1 transparency)

OFFICER: Mr. Smart Spokes, why don't you tell the boys and girls what a "Ghost Rider" is?

MR. S.S.: A Ghost Rider is a bike rider, but not just any bike rider. A Ghost Rider rides a bike safely. In other words, you watch out for the other guy. You ride as if you were invisible to cars, buses, trucks or people. Never assume that they have seen you and will get out of your way. Other vehicles are bigger and faster than a bike rider so watch out for the other guy! And remember...the other driver may not see you until it's too late and you could be badly injured.

(Put up Transparency #2)