

Excerpts of Uniform Vehicle Code: <http://www.geocities.com/fredoswald/bike-laws/Present-UVC-excerpts.rtf>

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## Rating of Bicycle Traffic Rules in the Uniform Vehicle Code (2000 revision)

UVC Bicycle Traffic Rules earn a **TENTATIVE** rating of **B** (78 points)

Note: A bicycle IS defined as a vehicle in the UVC.

A: 91 to 98 points	(89-90 is A-, over 99 is A+)
B: 79 to 86 points	(87-88 is B+, 77-78 is B-)
C: 66 to 74 points	(75-76 is C+, 64-65 is C-)
D: 52 to 61 points	(62-63 is D+, 50-51 is D-)
F: 40 to 47 points	(48-49 is F+, below 40 points is F-)

<b>Traffic Law Defects</b>	
	Mandates riding wrong way (creates failing score) <span style="float: right;">[-100]</span>
	Mandates riding on sidewalk (creates failing score) <span style="float: right;">[-80]</span>
	Prohibits bicycles from all main streets (a “stealth” sidewalk law) <span style="float: right;">[-80]</span>
	Lower deduction if prohibition applies only where speed limit is above 50 mph <span style="float: right;">[-30]</span>
	Lower deduction if engineering study, alternate route & signs reqd. <span style="float: right;">[-30]</span>
	Mandates riding on sidewalk only for under age 16 <span style="float: right;">[-30]</span>
	Mandates riding on sidepath, shoulder or bike lane <span style="float: right;">[-40]</span>
	Lower deduction if applies only where sidepath is “usable” and signed <span style="float: right;">[-25]</span>
	Restriction only for under age 16 <span style="float: right;">[-25]</span>
	Lower deduction if includes UVC “far right” type exceptions <span style="float: right;">[-20]</span>
	Lower deduction if also includes CA “right turn authorized” exceptions <span style="float: right;">[-15]</span>
<b>-1</b>	Unlimited local “regulation of the operation of bicycles” (non-uniform laws) <span style="float: right;">[-30]</span> Lower deduction if allows only local sidepath ordinance. <span style="float: right;">[-20]</span> Allows local bicycle ban only on major highway <span style="float: right;">[-15]</span> Local authorities may mandate registration (rather than voluntary program) <span style="float: right;">[-1]</span> <b>§ 15-102(a) Powers of local authorities [-1]</b> (a) The provisions of this code shall not be deemed to prevent local authorities with respect to streets and highways under their jurisdiction, or with respect to private property when specifically authorized in this section, and within the reasonable exercise of the police power from: 8. Regulating the <b>parking</b> of bicycles and adult tricycles <b>and requiring the registration and inspection of same</b> , including the a registration fee, the requirement that a bicycle and adult tricycle must have a frame number before being licensed, and a prohibition on altering or removing any such frame number.
<b>-10</b>	“Shall ride within 3 feet of right edge of road” (or similar unsafe rule) <span style="float: right;">[-25]</span> “Shall ride as close as practicable to the right-hand curb”, with no exceptions <span style="float: right;">[-20]</span> Lower deduction if includes all UVC exceptions <span style="float: right;">[-10]</span> The phrase” as close as practicable” in 11-1205 below is often misinterpreted by police and courts as requiring riding as close as POSSIBLE to the edge of the road. Although the usual position of bicycles is near the right edge of the road, there are situations where this is unsafe and unreasonable. The present provision encourages the novice cyclist’s mistake of “hugging the curb”. Riding too close to the curb encourages motorists to attempt to pass even where passing is not safe. It contributes to mistakes where motorists turn in front of cyclists, the so-called “right hook”. It tends to force cyclists to ride too close to parked cars, exposing them to risk of being “doored”, and to ride over and through hazards rather than around them. It also leads to novice cyclists making left turns by swerving in

	<p>front of traffic from the right edge, as in a “shooting gallery”.</p> <p>In 4 below, no cyclist should be riding in any part of a right turn-only lane if he is not turning right.</p> <p><b>§ 11-1205 Position on roadway</b></p> <p>(a) Any person operating a bicycle or a moped upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride <b>as close as practicable</b> to the right-hand curb or edge of the roadway except under any of the following situations:</p> <ol style="list-style-type: none"> <li>1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.</li> <li>2. When preparing for a left turn at an intersection or into a private road or driveway.</li> <li>3. When reasonably necessary to avoid conditions including but not limited to: fixed or moving objects; parked or moving vehicles; bicycles; pedestrians; animals; surface hazards; or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a motor vehicle to travel safely side by side within the lane.</li> <li>4. <b>When riding</b> in the right-turn-only lane.</li> </ol>	
	Mandatory helmet law that includes adult cyclists	[-6]
	Lower deduction if applies only to children under 12	[-3]
	Additional deduction if law lacks strong “contributory negligence” exclusion	[-10]
	Prohibits normal vehicular left turn	[-10]
	“Shall ride single file” (no exceptions)	[-10]
	Lower deduction depending on exceptions	[-5]
<b>-2</b>	<p><b>Motor</b> vehicle restrictions that should not apply to bicycles: [up to -5]</p> <p>(following too closely, racing, parking lights, tire tread depth, etc.)</p> <p><b>§ UVC 11-310 -- Following too closely</b></p> <p>(a) <b>The driver of a vehicle</b> shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.</p>	
	<p>Irresponsible brake requirements (skid braked wheel) [-3]</p> <p>The UVC has the best brake requirement we have seen:</p> <p><b>§ 12-706 Brake required</b></p> <p>Every bicycle shall be equipped with a brake or brakes which will enable its driver to stop the bicycle within 15 feet from a speed of 10 miles per hour on dry, level, clean pavement.</p>	
<b>-1</b>	<p>“Nuisance” safety equipment required (bell, front, wheel &amp; pedal reflectors, etc) [-2]</p> <p>11-704 should be deleted entirely. Side and wheel reflectors have very little value for safety. They may look impressive under some situations (typically where visibility is not important) but they often fail when visibility is essential. A headlight and taillight that spreads light to the sides are necessary and sufficient equipment for such situations. Specifying unnecessary equipment weakens the appeal for the necessary safety equipment – headlight, rear reflector and light. In addition, wheel reflectors unbalance the wheel. This can be dangerous at high speed. <b>Fortunately, the UVC does not require other unnecessary equipment, such as front reflector and bell.</b></p> <p><b>§ 12-704 Side reflector or light required at night</b></p> <p>Every bicycle when in use at the times described in § 12-201 shall be equipped with reflective material of sufficient size and reflectivity to be visible from both sides for 600 feet when directly in front of lawful lower beams of head lamps on a motor vehicle, or, in lieu of such reflective material, with a lighted lamp visible from both sides from a distance of at least 500 feet.</p>	
	Right-arm right turn signal not authorized	[-2]
<b>-1</b>	Unreasonable turn signal requirement (continuous, or even if not safe)	[-2]

	<p>Clarifying language is needed to require cyclists to signal only when it is safe to do so.</p> <p><b>§ 11-604 Turning movements and required signals</b></p> <p>(a) No person shall turn a vehicle or move right or left upon a roadway unless and until such movement can be made with reasonable safety nor <b>without giving an appropriate signal.</b></p> <p>(b) For vehicles <b>equipped with mechanical or electrical turn signals</b>, a signal of intention to turn or move right or left shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning.</p>	
<b>-2</b>	<p>Authorizes bicycle-specific traffic control devices</p> <p>The people who would place bicycle traffic control devices mentioned in (c) are generally untrained in bicycle operation. Such bicycle “traffic control” is discriminatory and often requires practices more dangerous than what is prohibited. The language in (b) can easily be misunderstood to prohibit a vehicular style turn.</p> <p><b>§ 11-1208 Left turns</b></p> <p>(a) A person riding a bicycle or a moped intending to turn left <b>shall follow a course described in § 11-601</b> [required position and method of turning] or in subsection (b).</p> <p>(b) A person riding a bicycle or a moped intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway. After proceeding across the intersecting roadway to the far corner of the curb or intersection of the roadway edges, the bicyclist or moped driver shall stop, as much as practicable out of the way of traffic. After stopping the bicyclist or moped driver shall yield to any traffic proceeding in either direction along the roadway the bicyclist had been using. After yielding, and complying with any official traffic control device or police officer regulating traffic on the highway along which he or she intends to proceed, the bicyclist or moped driver may proceed in the new direction.</p> <p><b>(c) Notwithstanding the foregoing provisions, the state highway commission and local authorities in their respective jurisdictions may cause official traffic-control devices to be placed and thereby require and direct that a specific course be traveled by turning bicycles or mopeds, and when such devices are so placed, no person shall turn a bicycle or a moped other than as directed and required by such devices.</b></p>	[ -2 ]
<b>-1</b>	<p>Lacks provision allowing bicycle access to freeway shoulders</p> <p><b>§ 11-313 Restrictions on use of controlled-access roadway</b></p> <p>(a) <b>The (State highway commission) by resolution or order entered in its minutes, and local authorities by ordinance, may regulate or prohibit the use of any controlled-access roadway (or highway) within their respective jurisdictions by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.</b></p>	[ -1 ]
<b>-1</b>	<p>Slow vehicle “as close as practicable to the right-hand curb”</p> <p>11-301 is often misunderstood to require driving as far right as possible. It also fails to consider destination lane positioning (a driver not turning right should not be in a right turn lane).</p> <p><b>§ 11-301 Drive on right side of roadway—exceptions</b></p> <p>(b) Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or <b>as close as practicable to the right-hand curb or edge of the roadway</b>, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road, alley, or driveway. <b>The intent of this subsection is to facilitate the overtaking of slowly moving vehicles by faster moving vehicles.</b></p>	[ -1 ]
	Missing language “intent is to facilitate overtaking” in slow veh. rule	[ -1 ]
	Other excessive or unnecessary regulation	
<b>-4</b>	<b>Minor Defects (scored as a group)</b>	

<b>Y</b>	Lacks provision allowing preparing for left turn early	
<b>Y</b>	Lacks exception to no-passing zone rule for passing of slow vehicles	
<b>Y</b>	Lacks language prohibiting “points” for bicycle violations	
<b>Y</b>	“Give way to the right on audible signal”	
<b>Y</b>	Lacks cycling skills course for violators	
<b>Y</b>	Police authorized to inspect bicycles Police are not trained to inspect bicycles. This should be deleted because it invites abuse of police power. <b>§ 12-709 Inspecting bicycles</b> At any time upon reasonable cause to believe that a bicycle is unsafe or not equipped as required by law, or that its equipment is not in proper adjustment or repair, a uniformed police officer may require the person riding the bicycle to stop and submit the bicycle to an equipment inspection, including any equipment test which may be necessary.	
<b>Y</b>	Lacks child seat or trailer language or allow child in backpack	
	Lacks language authorizing additional lights or reflectors	
<b>Y</b>	Lacks language saying riding two abreast does not impede traffic if no conflicting traffic	
<b>Y</b>	Poor definition of bicycle (not recognizing recumbents or trikes) <b>§ 1-109 Bicycle</b> Every vehicle propelled solely by human power upon which any person may ride, having <b>two tandem wheels</b> and except scooters and similar devices.	
<b>Positive Factors (points added)</b>		
<b>na</b>	Have issued a good state “Bicycle Drivers' Manual” and/or --- Drivers Handbook has vehicular cycling info.	[up to +15]
	Permits <u>and</u> requires motorists to merge into a bike lane before turning.	[+2]
<b>+1</b>	Expressly permits but does not require cycling on the shoulder.	[+2]
	Local authorities may reduce the fine for bicycling offenses	[+2]
<b>na</b>	Share the road license plate (or similar) with proceeds to benefit cycling	[+2]
	Language to discourage unsafe sidewalk riding	[+2]