



TWO ABREAST IS PLENTY!

California law does not address how many riders can share a travel lane or bike lane. The 'minimum standard' "Class 2" Bike Lane is only 3 feet of pavement between the painted line and the edge of the gutter pan, or 4 feet from the line to the edge of the pavement with no curb. That is very tight for sharing, & the risk pushing a fellow rider off the edge, into a curb or into vehicle traffic makes single file riding safer unless the lane is wide enough to share. OC Highway Design Standards call for 8 to 10 foot bike lanes: If wide enough, riding side by side is fine, if everyone pays attention and rides a straight line. **In MOST cases – riding single**

file is the safest option in a narrow bike lane or a shoulder. A shoulder is striped with a 'fog' line, showing the edge of the roadway; it MAY be used by bicyclists but is NOT required, and is not maintained as well as travel lanes or bike lanes. Bike Lane rules do not apply to shoulders.



In IRVINE (Local ordinance) it is **illegal** to ride more than "two abreast"

Code of Ordinances TITLE 4-PUBLIC SAFETY Division 7 – Bicycles

CHAPTER 1. - IN GENERAL

Sec. 4-7-204. - Riding on roadways and bicycle lanes.

>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, subject to the provisions of Vehicle Code § 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.

>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 such roadway as practicable.

>C. Persons riding bicycles upon a roadway or bike lane **shall not ride more than two abreast.**

(Code 1976, § IV.F-204; Ord. No. 192, 5-10-77)

Sec. 4-7-208. - Leaving bicycle lanes.

(Almost identical to CVC Section 21208 Permitted Movements from Bicycle Lanes)

>A. Whenever a bicycle lane has been established, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic moving in the same direction **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. *(door zones, stopped or parked cars, trash cans, poor sight lines are all hazardous)*
4. When approaching a place where a right turn is authorized. *(almost every driveway and intersection)*

>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.

(Code 1976, § IV.F-207; Ord. No. 192, 5-10-77)

So we do not **have** to use a bike lane if going as fast as the normal speed of traffic at the time & may LEAVE a bike lane under **many** circumstances...but ONLY if the movement can be made safely & AFTER giving a legal signal and not affecting other road users by the movement.