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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: **TPP-1**
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October 15, 2019

TO: Each Supervisor

FROM: Mark Pestrella
Director of Public Works

BOARD MOTION OF OCTOBER 16, 2018, AGENDA ITEM 14 COUNTY BIKE PATH GUIDANCE DOCUMENT

On October 16, 2018, the Board directed Public Works to establish a County Bike Path Guidance Document in collaboration with County Counsel and various jurisdictions where bike paths exist. The attached document outlines recommendations for consistent rules on allowable usage for bike paths. This document will aid the County and partner cities in drafting policies and municipal codes for their respective jurisdictions.

If you have any questions, please contact me or your staff may contact David B. MacGregor, at (626) 458-3900 or dmacgreg@pw.lacounty.gov.

JB:pr

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Attach.

cc: Chief Executive Office
Executive Office

County Bike Path Usage Regulations Guidance Document

Executive Summary

The emergence of the shared mobility device (SMD), including electric scooters and electric bicycles, along the Marvin Braude Bike Path (MBBP) raised questions about allowable usage along the County's 104 miles of Class I bike paths. Although Public Works operates and maintains these bike paths, local rules and enforcement are the responsibility of each jurisdiction the bike path crosses through.

Public Works operates and maintains 16 miles of the MBBP, which runs through eight separate jurisdictions. Currently, six of the eight have permanent ordinances and two have temporary restrictions regulating SMDs.

As each bike path has its unique circumstances, we recommend the following actions:

1. MBBP through cities with permanent ordinances for SMDs:
 - a. Coordinate with cities to install or provide guidance on appropriate signage
2. MBBP through cities with temporary ordinances for SMDs
 - a. Provide a Draft Ordinance to cities to consider for adoption
3. Flood Control Bike Paths
 - a. Continue to monitor SMD usage.

Background

Public Works operates and maintains approximately 104 miles of paved Class I bike paths. Class I bike paths are two-way, off street facilities for users of bicycles, electric bicycles, scooters, as well as pedestrians and other nonmotorized modes of travel. These bike paths pass through 29 incorporated cities, as well as several unincorporated County communities.

The California Vehicle Code contains laws that regulate bike path usage by individuals. State law allows local jurisdictions in their discretion to further regulate certain operations by ordinance. Several cities and the County have local ordinances regulating bicycle, pedestrian, and motorized-device usage on the bike paths. Since each local jurisdiction adopts their own local ordinances and regulations for allowable bike path usage, this could cause confusion or unawareness for users who cross multiple jurisdictions along a contiguous bike path.

This guidance document examines State law, local ordinances, and best management practices to develop recommendations to guide the County and local agencies to enhance continuity and consistency for bike path usage regulations.

1. Bike Path Types and Users

a. Beach Bike Path (Marvin Braude Bike Path)

The MBBP is approximately 20 miles in length and runs along the shoreline between Will Rogers State Beach and Torrance Beach. The County and the Cities of Hermosa Beach, Los Angeles, and Redondo Beach operate and maintain various segments of this bike path. Public Works operates and maintains 16 miles of the MBBP along the shoreline Cities of: El Segundo, Hermosa Beach, Los Angeles, Manhattan Beach, Redondo Beach, Santa Monica, and Torrance, as shown on Exhibit A.

This bike path is typically 14-foot wide and was constructed incrementally with Portland Cement Concrete pavement from the early 1970's through the late 1980's. Signage, pavement striping, and ground markings are present along the bike path to alert the users of pedestrian crossings, Walk Your Bike areas, and other regulations or advisory conditions.

There are separated pedestrian paths adjacent to the bike path along various segments of the MBBP, namely in parts of Hermosa Beach, Manhattan Beach, Santa Monica, Torrance, and Los Angeles community of Venice. Pedestrians are prohibited from using a bike path where there is an adjacent adequate pedestrian facility in accordance with Vehicle Code Section 21966. Bike path signage and pavement markings are placed on the MBBP to alert path users of an adjacent pedestrian path where these conditions exist.

b. Flood Control Channel Bike Paths

Public Works operates and maintains 85 miles of 12-foot wide bike paths along nine flood control channels that are owned and maintained by the Los Angeles County Flood Control District and/or the United States Army Corps of Engineers. These bike path segments pass through 22 incorporated Cities. 20 miles of the flood control channel bike paths pass through unincorporated County areas.

The Cities of Burbank, Claremont, Compton, Culver City, Glendora, Long Beach, Los Alamitos, Los Angeles, and West Covina also operate bike paths along the District channels pursuant to agreements or by permit.

It is also very typical to have unpaved equestrian and walking trails along flood control channels. These riding and hiking trails are operated and maintained by the Los Angeles County Department of Parks and Recreation, pursuant to agreements with the District. The trails are often running parallel to the bike paths but located on different alignments, including the dirt shoulder area outside of the bike path pavement, at the bottom of the levee backslope (as opposed to the top of levee), or on the opposite bank levee access road. At most underpasses, the path and trail users share the tunnel.

c. On-Road Bike Paths

Public Works operates and maintains approximately 3 miles of on-road Class I bike paths that are located in the unincorporated County community of Lake Los Angeles in the Antelope Valley. These on-road bike paths are within the roadway but are completely separated from the vehicular traffic lanes with an unpaved section of at least 5 feet in width.

d. Bike Path Users

- i. Bicyclists
 - (a) Pedal-operated/nonmotorized
 - (b) Type 1 or 2 electric bicycle – referred to as an e-bicycle with a maximum motor assisted speed of 20 miles per hour. Type 3 e-bicycles have a maximum motor assisted speed of 28 miles per hour and are prohibited for use on bike paths per Vehicle Code Section 21207.5 as referred to in Section 3 below.
- ii. Pedestrians: Walkers, joggers, roller skaters, skateboarders, etc.
- iii. Motorized scooters (also referred to as e-scooters)
- iv. Electric Personal Assistive Mobility Devices (EPAMD): powered wheel chairs and Segway-type devices
- v. Equestrians

2. Trends and Reported Observations – Bike Path Impacts

Public Works communicated with staff from cities that front the MBBP and the flood control channel bike paths, reviewed their city ordinances, and obtained information from the South Bay Cities and Westside Cities Council of Governments and Caltrans.

Additional research of pertinent press releases and newspaper articles was also performed.

a. Beach Bike Path

In late 2017 electric shared mobility devices (SMD), namely e-scooters and e-bicycles, began emerging on city streets and sidewalks in communities around the County. These devices quickly became popular along the beach bike path but were initially unregulated and unpermitted. These new, commercially backed and distributed but publicly available SMDs pose safety concerns, as exemplified by the 249 reported emergency room visits associated with SMD-related injuries in two UCLA hospitals for calendar year 2018.¹

The areas fronting the MBBP experienced a significant influx of SMDs and some cities subsequently placed temporary bans or moratoriums on the devices until a comprehensive set of regulations could be established. The Cities of Los Angeles and Santa Monica were early adopters of pilot regulatory programs for the e-scooters, both launching SMD pilot programs in late 2018. The smaller beach cities in the South Bay, including El Segundo, Hermosa Beach, Huntington Beach, Redondo Beach, and others, are still in the process of developing SMD pilot programs.

Currently, the Cities of Santa Monica and Los Angeles both require their permitted SMD to establish a wireless, global positioning system-based, geofence that prevents their SMD users from operating on the MBBP. Santa Monica reports the geo-fence works well on the MBBP. Mobility devices owned by individuals, or those rented from unpermitted vendors, can still potentially use the MBBP unhindered, except for by law enforcement action, as they are immune to the permitted vendors' geofence.

b. Flood Control Channel Bike Path

Public Works has not received report of conflicts between SMDs, pedestrians, bicyclists, and other users. Observation by maintenance staff and other staff who are weekend path riders observed minimal usage of scooters on these paths. Additionally, Public Works' staff received minimal reports of usage or concerns with SMDs from communications with the 22 cities along flood control

¹ Sarah Holder, "Electric Scooters Sent Nearly 250 Riders to L.A. Emergency Rooms Last Year. Is that a Lot?" *City Lab*, Jan. 29. 2019.

channel bike paths during this report preparation period. Based on these observations, Public Works will continue to monitor the usage trends along the flood control channel bike paths before considering implementing any regulations.

If it is desired to establish consistent bike path usage restrictions for SMD use along these bike paths, the County and the 22 cities would each have to pass ordinances.

3. Codes, Laws and Regulations

There are several codes, laws, and rules that specify where and how devices must operate on bikeways. Refer to Exhibit B for a comprehensive list of regulations that are relevant to bike path usage.

4. Advisory Signage on Segments of MBBP with Adjacent Pedestrian Path

The County implements advisory signage on the bike paths to enhance safety for pedestrians, cyclists, and other users. This includes installation of improved signage and pavement markings, and high visibility crosswalks directing pedestrians to use the adjacent pedestrian path in the Venice Beach area of the MBBP to enhance path user safety. The City of Santa Monica has installed similar signage along the MBBP along their beach frontage.

Advisory signage was installed to alert cyclists regarding pedestrian crossings along the MBBP in the City of Manhattan Beach and in the City of Redondo Beach. Public Works will reach out to the Cities of El Segundo and Manhattan Beach regarding our potential installation of advisory signage for their local SMD ordinances. Graphical examples of this signage and pavement markings are shown in Exhibit C.

5. Regulatory Signage

The Cities of Santa Monica and Los Angeles have signage on the MBBP citing their respective ordinances prohibiting the use of SMDs.

The City of Hermosa Beach has signage alerting path users of their 8-mile per hour speed limit along their bike path.

The Cities of El Segundo, Manhattan Beach, and Hermosa Beach have not installed bike path signage along the MBBP reflecting their current ordinances prohibiting SMD usage.

County Bike Path Guidance Document

6. Enforcement

Enforcement of State law and local bike path ordinances is the responsibility of each jurisdiction's respective law enforcement agency. Implementation of appropriate and consistent signage and pavement markings will facilitate enforcement to enable continuity for all users.

Discussions with the City of Santa Monica staff found that current City staffing makes it difficult to properly enforce bike path ordinances. Newspaper articles also reflect similar circumstances within the City of Los Angeles.

7. Draft Ordinance

Below is the draft language for beach cities to consider when adopting an ordinance prohibiting SMD's along the MBBP, to provide regulatory uniformity and continuity. As stated in item 2 (b) of this report, we are not recommending SMD ordinances for the flood control channel bike paths at this time because current conditions do not warrant this. If SMD usage conditions change on the flood control channel bike paths, Public Works will coordinate with the appropriate jurisdictions and Board offices prior to taking any action to enact new ordinances.

It shall be unlawful to operate or ride a motorized scooter, electrically motorized board, low-speed vehicle, motorized bicycle, or other vehicles as defined by Vehicle Code Section 670, upon the Marvin Braude Bike Path, as defined by the Public Resources Code Section 5002.7. All persons riding bicycles on the Marvin Braude Bike Path shall comply with all lawful signs and directional markings, including, but not limited to, painted direction arrows, bike-path route boundaries, and signs designating permissible travel lanes.

8. Recommendations / Next Steps

- a. Coordinate with the local cities that regulate bike path usage to install or provide guidance on installing consistent signage and pavement markings and reminding path users of current ordinances.
- b. Continue dialogue with cities fronting the MBBP that have not adopted ordinances regulating bike path usage to offer support in implementing ordinances consistent with those enacted by the County and the five northerly beach cities.
- c. Monitor usage along the flood control channel bike paths and coordinate with the 22 inland cities if further regulations warrant future consideration.

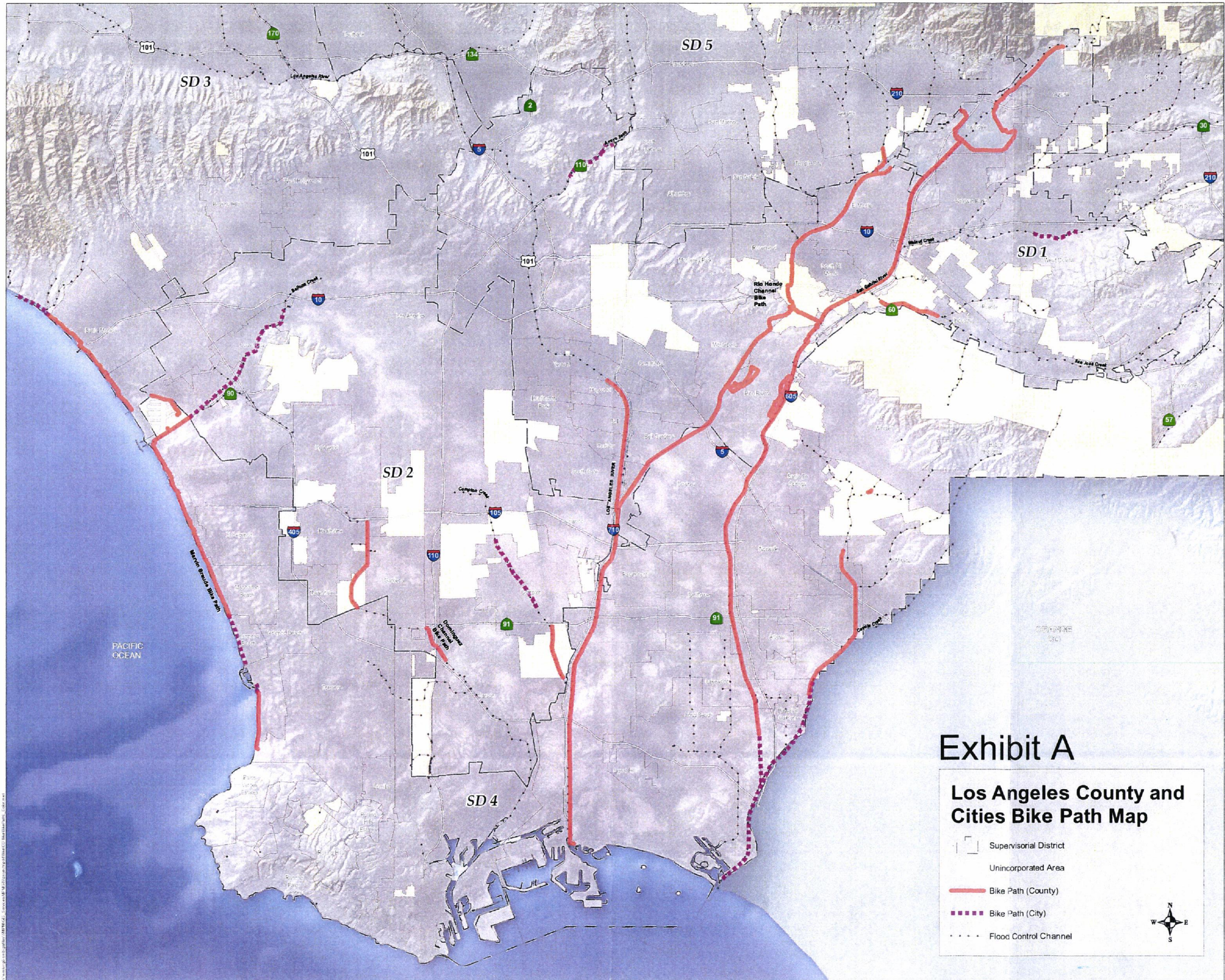







Exhibit A

Los Angeles County and Cities Bike Path Map

-  Supervisorial District
-  Unincorporated Area
-  Bike Path (County)
-  Bike Path (City)
-  Flood Control Channel



This map is for planning purposes only.

Exhibit B

A. Vehicle Code Sections pertinent to Bike Paths (2019 Edition)

i. Vehicle Code Section 670

A vehicle is a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

ii. Vehicle Code Section 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 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).

iii. Vehicle Code Section 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.

iv. Vehicle Code Section 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.

v. Vehicle Code Section 21207.5

- (a) Notwithstanding Sections 21207 and 23127 of this code, or any other law, a motorized bicycle or class 3 electric 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 a bicycle path or trail, equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of a class 1 or class 2 electric bicycle on that path or trail.

vi. Vehicle Code Section 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 persons route.
- (e) This section does not apply to the driver or owner of a rubbish or garbage truck while 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 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.

vii. Vehicle Code Section 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 or the United States Consumer Product Safety Commission, 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.
 - (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.
- (e) 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.
- (f) Notwithstanding Section 1463 of the Penal Code or any other provision of law, the fines collected for a violation of this section shall be allocated as follows:

Seventy-two and one-half percent of the amount collected shall be deposited in a special account of the Los Angeles County Department of Public Health, 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 children under the age of 18 years, 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.

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).

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).

viii. Vehicle Code Section 21230

Notwithstanding any other provision of law, a motorized scooter may be operated on a bicycle path or trail or bikeway, unless the local authority or the governing body of a local agency having jurisdiction over that path, trail, or bikeway prohibits that operation by ordinance.

ix. Vehicle Code Section 21281.5

(a) A person shall not operate an EPAMD on a sidewalk, bike path, pathway, trail, bike lane, street, road, or highway at a speed greater than is reasonable and prudent having due regard for weather, visibility, pedestrians, and other conveyance traffic on, and the surface, width, and condition of, the sidewalk, bike path, pathway, trail, bike lane, street, road, or highway.

(b) A person shall not operate an EPAMD at a speed that endangers the safety of persons or property.

(c) A person shall not operate an EPAMD on a sidewalk, bike path, pathway, trail, bike lane, street, road, or highway with willful or wanton disregard for the safety of persons or property

(d) A person operating an EPAMD on a sidewalk, bike path, pathway, trail, bike lane, street, road, or highway shall yield the right-of-way to all pedestrians on foot, including persons with disabilities using assistive devices and service animals that are close enough to constitute a hazard.

x. Vehicle Code Section 21966

No pedestrian shall proceed along a bicycle path or lane where there is an adjacent adequate pedestrian facility.

B. Marvin Braude Bike Path – Local Ordinances

The unincorporated County community of Marina del Rey and five of the seven cities along MBBP have permanent ordinances that regulate SMD usage on the bike path, as shown on Table A below. The existing ordinances are included in Exhibit D.

Table A	
Jurisdiction	Permanent Ordinances Restricting Shared Mobility Devices
Los Angeles Santa Monica El Segundo	Yes Yes Yes
Hermosa Beach Manhattan Beach Los Angeles County	Yes Yes Yes
Redondo Beach Torrance	No ¹ No ¹

Note 1: The Cities of Redondo Beach and Torrance have temporary ordinances banning SMD usage on the MBBP along their beach frontage.

Los Angeles County Code Section 17.12.230 prohibits motorized vehicles on the MBBP in the unincorporated County area in Marina del Rey.

Public Works has reached out to the Cities of Redondo Beach and Torrance, briefing them on the permanent MBBP ordinances the County and the northerly five beach cities have adopted.

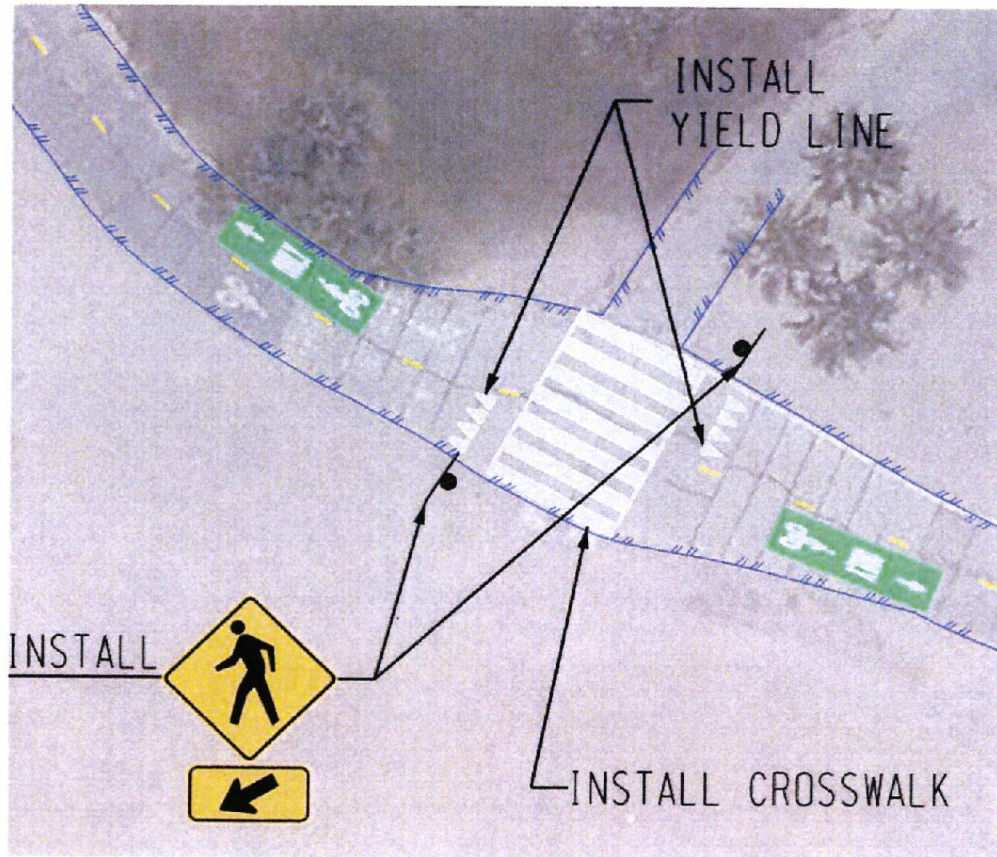
C. Flood Control Channel Bike Paths

The County does not have an ordinance prohibiting SMDs along the flood control channel bike paths. Vehicle Code Section 21207.5 allows e-bicycles on bike paths that have a maximum speed below 20 miles per hour, unless prohibited by local ordinance. Vehicle Code Section 21230 allows e-scooters on bike paths if a local ordinance does not prohibit such use.

None of the 22 cities that have a County bike path passing through their jurisdiction have ordinances regulating the use of SMDs on the bike path.

Exhibit C

Advisory Signage and Pavement Markings along the Marvin Braude Bike Path to promote bike and pedestrian safety in the Venice Beach area



Continental Crosswalk and other safety related pavement markings and signage to facilitated pedestrian crossing at the bike path

Exhibit C

**Advisory Signage and Pavement Markings along the Marvin Braude Bike Path
promote bike and pedestrian safety in the Venice Beach area**



No E-Scooter



Vehicular Traffic Warning



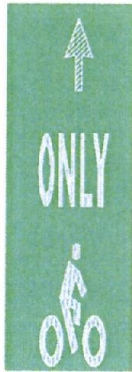
No Pedestrian

Exhibit C

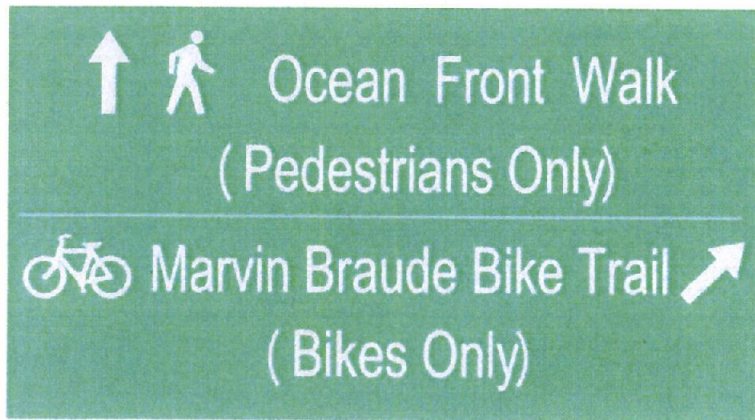
Advisory Signage and Pavement Markings along the Marvin Braude Bike Path promote bike and pedestrian safety in the Venice Beach area



Pedestrian Crossing



BIKES ONLY
Markings



Advisory signage to direct pedestrians and cyclist to use their appropriate separated paths

Exhibit C

**Advisory Signage and Pavement Markings along the Marvin Braude Bike Path
promote bike and pedestrian safety in the Venice Beach area**



Exhibit C

Advisory Signage and Pavement Markings along the Marvin Braude Bike Path promote bike and pedestrian safety in the Venice Beach area



Exhibit D
City and County Ordinances Prohibiting E-scooter
and Bicycle Use on Beach Bike Paths

Los Angeles County

17.12.030 - Ban on Beach Bike Paths.

https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT17PABEOTPUAR_CH17.12BE_PT1DE_17.12.030BE

17.12.030 – Beach.

Beach means a public beach or shoreline area, inclusive of all appurtenant areas, such as, by way of illustration and not by limitation, beach facilities, **bicycle paths**, promenades, service and emergency roads, parking lots, pedestrian stairways and accessways, landscaping, slopes, jetties, creek beds, revetments, drains, and all navigable waters **within one thousand feet from the public beach** or shoreline area, bordering the Pacific Ocean owned, controlled, or managed by the County, in incorporated or unincorporated territory.

(Ord. 2012-0005 § 15, 2012: Ord. 9767 Art. 1 § 3, 1969.)

15.08.200 - Vehicle.

https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT15VETR_DIV1TRCO_CH15.08DE_15.08.200VE

Vehicle means every device or animal by which any person or property is or may be transported or drawn upon a street or highway, **excepting devices moved by human power** or used exclusively upon rails.

(Ord. 6544 Ch. 1 Art. 2 § 1221, 1954.)

https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT17PABEOTPUAR_CH17.12BE_PT3RURE_17.12.230MOVERE

17.12.230 - Motor vehicle restrictions.

If the Director finds that at certain times, or under specified restrictions, or at designated places a person can so operate a motor vehicle so as to not interfere in any way with the use of any beach, he may grant such person permission so to operate **such motor vehicle**. Otherwise, a person **shall not bring to or operate on any beach any motor vehicle except as permitted by the Director**, and subject to all of the conditions which are a part of such permission. If permission to operate a motor vehicle is granted, a person shall park such motor vehicle only in those areas designated by the director for parking.

(Ord. 2012-0005 § 32, 2012: Ord. 2007-0071 § 4, 2007: Ord. 9767 Art. 3 § 44, 1969.)

City of Los Angeles

Ban on Beach Bike Path

[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangeles_ca_mc](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates$fn=default.htm$3.0$vid=amlegal:losangeles_ca_mc)

§63.44.O

O. Within the limit of any park consisting of beach lands or beach properties adjoining the waterfront of the Pacific Ocean between the southerly boundary of the City of Santa Monica and Washington Boulevard in the City of Los Angeles: **(Amended by Ord. No. 183,134, Eff. 7/8/14.)**

1. **No person shall operate a motorized scooter** on any boardwalk, sidewalk, bike path or other public way. For the purpose of this Subsection, the term **motorized scooter** as defined in California Vehicle Code Section 407.5, shall mean any two-wheeled device that has handlebars, has a floorboard that is designed to be stood or sat upon when riding, and is powered by an electric motor.

City of Santa Monica

<https://www.qcode.us/codes/santamonica/>

Santa Monica, CA, Municipal Code §3.12.600:

- (a) **Beach Promenade.** It shall be unlawful to ride or operate a bicycle, **electric bicycle**, electric personal assistive mobility device, electrically motorized board, low-speed vehicle, **motorized scooter**, or other vehicle upon the Beach Promenade.
- (b) **Beach Bike-Path.** It shall be **unlawful** to ride or operate a pedicab, **electric bicycle**, electric personal assistive mobility device, electrically motorized board, low-speed vehicle, **motorized scooter**, or other vehicle upon the beach bike-path. Bicycle riding shall be permitted along the beach bike-path, within the city limits and in those areas where the Promenade constitutes a portion of the bikeway and are otherwise permitted by sign. All persons riding bicycles on the beach bike-path shall comply with all lawful signs and directional markings, including, but not limited to, painted, directional arrows, bike-path route boundaries, and signs designating permissible travel lanes.

City of El Segundo

Ban on Beach Bike Path

http://sterlingcodifiers.com/codebook/index.php?book_id=587&chapter_id=37308#s334158

§10.3.10:

If the chief of police finds that at certain times, or under specified restrictions, or at designated places a person can so operate a motor vehicle so as not to interfere in any way with the use of any beach, he may grant such person permission so to operate such motor vehicle. **No person shall bring to, or operate on, any beach any motor vehicle except as permitted by the Chief of Police and subject to all of the conditions which are a part of such permission.** If permission to operate a motor vehicle is granted, a person shall park such motor vehicle only in those areas designated by the Chief of Police for parking. (Ord. 803, 3-12-1973; amd. 2000 Code.)

City of Hermosa Beach

Ban on Beach Bike Path

<https://www.codepublishing.com/CA/HermosaBeach/html/HermosaBeach12/HermosaBeach1220.html#12.20.220>

Municipal Code §12.20.220:

No **electric or motorized bicycle**, moped, electric scooter, electric skateboard, or **motorized vehicle** (as defined in Section [10.04.010](#)) of any kind other than those used for the purpose of protecting life or property shall be ridden, pedaled, walked, carried onto or otherwise enter any portion of the Strand walkway, Pier Plaza, or beach at any time when the motorized- or electric-propelled power is in use. A violation of this section shall be an infraction. (Ord. 18-1387 §5 (part), 2018: prior code § 5-24.)

City of Redondo Beach

Temporary Ban

<http://laserweb.redondo.org/weblink/0/doc/329309/Page1.aspx>

City Council Minutes, 01/22/2019

Item N.2:

Adopt by Title Only Ordinance No. 0-3185-19 An Urgency Ordinance of the City Council of the City of Redondo Beach, California to prohibit shared mobility devices from being placed in any public right-of-way or on public property or offered for use anywhere in the City and declaring the urgency thereof.

Motion carried unanimously.

<http://laserweb.redondo.org/weblink/DocView.aspx?id=327502&searchid=d8fa88ea-4c86-4586-922b-f79e413a6e37&dbid=0>

City of Manhattan Beach

Ban on Beach Bike Path

https://library.municode.com/ca/manhattan_beach/codes/code_of_ordinances?nodeId=TIT14TR_CH14.28MIDRRU_14.28.130BEBIPA

§14.028.130:

That facility designed, constructed and designated as the beach bicycle path, including all ingress or egress ramps thereto, as shown on the map on file in the City Engineer's office, shall be used exclusively for **the riding or propelling of bicycles by human power.**

City of Torrance

Temporary Ban Adopted on 08/28/2019

<https://www.torranceca.gov/Home/ShowDocument?id=44391>

City Council Minutes 08/28/2019:

ITEM 9E.: Consider the adoption of an Urgency Ordinance to establish a temporary moratorium on the issuance of business licenses, use permits, or any other applicable ministerial permit or discretionary land use entitlement or approval pertaining to shared mobility systems and on the placement, provision or offering for use of a shared on-demand personal mobility device, or the operation of a shared on-demand personal mobility device in any street or public right of way or other public place within the city in which the public has the right of travel...

Motion: Councilmember Aurelio Mattucci moved to adopt Urgency Ordinance No. 3834. The motion was seconded by Councilmember George K. Chen and passed by 7-0 vote.