

## BILL ANALYSIS

SENATE RULES COMMITTEE Office of Senate Floor Analyses 1020 N Street, Suite 524 (916) 651-1520 FAX: (916) 327-4478	AB 1581
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### THIRD READING

Bill No: AB 1581  
Author: Fuller (R)  
Amended: 7/12/07 in Senate  
Vote: 21

**Senate Transportation & Housing Committee** : 9-0, 6/26/07

*Ayes:* Lowenthal, McClintock, Ashburn, Cedillo, Dutton, Harman, Kehoe, Torlakson, Yee  
*No Vote Recorded:* Corbett, Simitian

**Senate Appropriations Committee** : 16-0, 7/9/07

*Ayes:* Torlakson, Cox, Aanestad, Ashburn, Battin, Cedillo, Corbett, Dutton, Florez, Kuehl, Oropeza, Ridley-Thomas, Runner, Steinberg, Wyland, Yee  
*No Vote Recorded:* Simitian

**ASSEMBLY FLOOR** : 73-0, 5/17/07 (Consent) - See last page for vote

**SUBJECT** : Traffic-actuated signals that detect motorcycles and bicycles

**SOURCE** : ABATE of California, Inc.

**Digest** : This bill requires cities and counties, upon placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, to install those signals that detect motorcycle and bicycle traffic on the roadway.

**Analysis** : Existing law defines an "official traffic control signal" to be any device, whether manually, electronically, or mechanically operated, by which traffic is alternatively directed to stop or proceed and which is erected by the authority of a public body or official having jurisdiction.

There are two general types of traffic signal devices: pre-timed and traffic-actuated. Pre-timed controllers actuate a pre-determined, regularly repeated signal sequence, whereas traffic-actuated only actuate at the presence of traffic. Traffic-actuated signals are most appropriate for intersections with irregular traffic volume or where it is desirable to minimize interruptions to the flow of traffic on the street carrying the heavier volume of traffic. Standards for traffic signs and signals are enumerated in the California Manual on Uniform Traffic Control Devices, which the Department of Transportation (Caltrans) adopts administratively.

This bill requires, to the extent feasible, cities and counties to install, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, a signal that is capable of detecting lawful bicycle or motorcycle traffic on the roadway. This bill stipulates that cities and counties shall not be required to comply with this provision until Caltrans has established uniform standards, specifications, and guidelines for the detection of bicycles by traffic-actuated signals.

**Fiscal Effect** : Appropriation: No Fiscal Com.: Yes Local: Yes

According to the Senate Appropriations Committee:

<b>Fiscal Impact (in thousands)</b>				
Major Provisions	2007-08	2008-09	2009-10	Fund
Caltrans Guidelines Cost Special*	Minor and absorbable			

Local signals (mandate) unknown reimbursable mandate; General costs, potentially over \$150, beginning in 2008-09.

\* State Highway Account

**Support : (Verified 7/12/07)**

Abate of California, Inc. (source)  
Automobile Club of Southern California  
California State Automobile Association  
California Traffic Safety Institute  
East Bay Bicycle Coalition  
I Drive Safely  
Marin County Bicycle Coalition  
National Association of Driving Safety Educators  
Orange County Bicycle Coalition  
Sacramento Area Bicycle Advocates  
Silicon Valley Bicycle Coalition

**ARGUMENTS IN SUPPORT :** According to the author's office, many traffic signals currently in use in California are traffic-actuated. These signals help to manage traffic flow and eliminate needless delays. Currently, many traffic-actuated signals do not detect motorcycle or bicycle traffic. Loop detectors embedded in the roadway respond to metal mass, and there is often insufficient metal in bicycles or motorcycles to actuate the signal. Since the signal will not respond, the cyclist must choose between waiting for a car to arrive that will actuate the signal or running a red light. By requiring local governments to install more sensitive loop detectors upon the first placement or replacement of a traffic-actuated signal, this bill helps to ensure that bicyclists and motorcyclists are able to adhere to traffic signals and safely proceed through an intersection.

**Assembly Floor :**

AYES: Adams, Aghazarian, Anderson, Arambula, Bass, Beall, Benoit, Berg, Berryhill, Blakeslee, Brownley, Caballero, Charles Calderon, Carter, Cook, Coto, Davis, De La Torre, De Leon, DeSaulnier, DeVore, Duvall, Dymally, Emmerson, Eng, Evans, Feuer, Fuller, Gaines, Galgiani, Garcia, Garrick, Hancock, Hayashi, Hernandez, Horton, Houston, Huff, Huffman, Jeffries, Jones, Karnette, Keene, Krekorian, La Malfa, Laird, Leno, Levine, Lieber, Lieu, Ma, Maze, Mendoza, Mullin, Nakanishi, Nava, Niello, Parra, Plescia, Portantino, Sharon Runner, Salas, Saldana, Smyth, Solorio, Spitzer, Strickland, Swanson, Torrico, Tran, Walters, Wolk, Nunez  
NO VOTE RECORDED: Price, Richardson, Ruskin, Silva, Soto, Villines, Vacancy

JJA:mw 7/12/07 Senate Floor Analyses

**Support/Opposition: See Above**

\*\*\*\* END \*\*\*\*

Source: [http://leginfo.ca.gov/pub/07-08/bill/asm/ab\\_1551-1600/ab\\_1581\\_cfa\\_20070712\\_112216\\_sen\\_floor.html](http://leginfo.ca.gov/pub/07-08/bill/asm/ab_1551-1600/ab_1581_cfa_20070712_112216_sen_floor.html)