



## Bicycle & Pedestrian Advisory Committee

October 15, 2014

### Update on New California Laws for Bicycle and Pedestrian Planning & Activities

**Issue:** What recently enacted legislation may affect bicycle and pedestrian transportation and planning in the Sacramento region?

**Recommendation:** This item is for information only.

**Discussion:** Following the recent conclusion of the California legislative session, several bills were either signed into law by Governor Brown or allowed to become law without his signature. The following enacted bills are highlighted for their potential to affect current and future bicycle and pedestrian transportation planning efforts in the region.

#### Bikeways

Assembly Bill (AB) 1193 (Ting) establishes a Class IV bikeway designation and offers new flexibility to local governments in adopting design standards for local bikeway facilities. Commonly known as cycle tracks or separated bikeways, Class IV facilities provide a right-of-way designated for bicycle travel adjacent to a roadway and protected from vehicular traffic. AB 1193 also requires Caltrans to work with local agencies to establish by January 2016 minimum safety design criteria for each type of bikeway (Class I-IV), taking into account “vulnerable populations” (seniors, students, disabled persons), while allowing local governments to modify the Caltrans standards as appropriate for their individual communities. This provision removes the requirement for jurisdictions to receive permission for these bikeways from the Federal Highways Administration in order to avoid the liability of operating outside of the Highway Design Manual.

#### Vehicles: Buses: Bicycle Transportation Devices

AB 2707 (Chau) authorizes transit buses up to 40 feet in length to be equipped with a front-mounted bicycle rack that extends out to 40 inches from the front body of the bus when fully deployed, rather than the 36 inches allowed under current law. The bill also expands the handlebar length limits of a bicycle that is being transported on such a rack from 42 inches to 46 inches. AB 2707 extends to all transit operators in California the exemption given to Sacramento Regional Transit District in 2013 with AB 206 to install higher-capacity bike racks (three-bike capacity) on their buses.

#### Surcharge for Bicycle Infrastructure

Senate Bill 1183 (DeSaulnier) allows a city, county, or regional parks district to propose to the voters the imposition of a surcharge of up to five dollars on each vehicle registration to fund the construction or maintenance of paved or natural surface bikeways or trails, as well as bicycle parking infrastructure. The bill provides a new tool to fund off-road bike paths, which currently lack a stable funding source, until 2025.

LSH:VSC:pm

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