



To: California State Legislators
From: California Bicycle Coalition
Date: November 2018
Re: 2019 Legislative Agenda

The following proposals for the 2019-2020 legislative session will help implement our mission to create more equitable, prosperous and inclusive communities where bicycling enables Californians to lead healthy and joyful lives. We very much welcome your support of any of these ideas, including as an author or co-author. Please contact CalBike's Senior Policy Advocate, **Linda Khamoushian**, to discuss, at **916-668-9401** or **linda@calbike.org**.

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| <i>Repave Streets as Complete Streets</i> | Existing policy requires Caltrans <i>to consider</i> biking and walking safety improvements when repaving or rehabilitating a street. In practice, such consideration is cursory and the public is left with little opportunity to affect a Caltrans project when it is most cost-effective to improve the safety of a street. This bill would <i>require</i> all projects using SHOPP funding to include bike/ped safety facilities <i>if reasonable</i> . Sen. Scott Wiener is the initial author and we look forward to working with him again. |
| <i>Create a new program to fund active transportation networks</i> | Bike safety infrastructure is inexpensive to build with a huge return on investment but disproportionately high planning and outreach costs, so local leaders prioritize "low-hanging fruit." This approach does not result in contiguous networks of safe streets connecting key destinations. State funding does nothing to incentivize such complete network planning. This proposal would allocate \$50 - \$100 million in competitive grants to build complete networks of biking and walking facilities, resulting in model communities that other leaders will aspire to copy. |
| <i>Better Legislative Oversight Role over CTC</i> | The California Transportation Commission programs billions of dollars for transportation improvements whose effects contradict the climate change, safety, equity, and environmental justice goals set by the Legislature. Giving the Legislature greater influence over transportation funding priorities would require the agency to focus more attention on how our transportation investments might actually help us meet our goals. |
| <i>Incentivize sustainable modes in competitive grant programs</i> | Existing guidelines for competitive transportation grants are so weak that local agencies too often fund projects that serve the car-oriented priorities of decades ago instead of the sustainable transportation priorities of today. This bill would require the CTC to update its guidelines for competitive programs to incentivize investments in sustainable modes and intersectoral projects that support related housing, air quality, and climate goals. |
| <i>Align the STIP with 21st century equity and sustainability goals</i> | The State Transportation Improvement Program was reformed in 1997 (AB 45) to delegate major decisions to local agencies. Since then, as with too many competitive grant programs, the lion's share of funding supports decades-old car-oriented priorities, often without meaningful community engagement from the state's most vulnerable communities. This bill would update the STIP guidelines to reflect our state's new equity and sustainability goals. |
| <i>Require ARB approval of STIPs</i> | The Air Resources Board has the responsibility to prevent increases in greenhouse gas emissions and has succeeded except in the transportation sector where progress is stalled. This bill would authorize a role for the Air Resources Board in the approval of the State's Transportation Improvement Program, the largest fund dedicated to expanding the capacity of California's transportation system. |

<i>Clarify “ride to the right” language</i>	Like most states, California’s requirement to ride a bike "as far to the right as practicable" has an important safety exception for lanes that are "too narrow for a bicycle and a vehicle to share." California's law is poorly written, however, resulting in a dangerous misconception that the law always requires bike riders to ride at the right edge. This bill would improve the grammar of the code without changing its meaning in order to encourage legal and safe lane positioning by people on bicycles.
<i>Permit 20 mph speed limits</i>	Because almost everybody survives a collision at 20 mph, cities and towns all over the world say “twenty is plenty” for safety for kids on bikes and a pleasant neighborhood environment. Yet California law prohibits local jurisdictions from setting speed limits lower than 25 mph. This bill would allow speed limits of 20 mph on streets designated as bicycle boulevards or in school zones.
<i>Include e-bikes as a Mobility Option in scrap and replace programs</i>	California's program to reward residents who turn in their old polluted car with vouchers for a clean car was recently expanded. Now, low-income Californians and those who cannot afford a car may also receive a voucher for a public transit pass or a car-share membership. Unfortunately, vouchers for e-bikes are not allowed. This bill would include e-bikes in the voucher program so that Californians may avail themselves of this very practical alternative to automobile transportation.
<i>Automated Speed Enforcement as a Pilot Project in Select Cities</i>	Every jurisdiction that has used cameras to enforce speed limits has seen injuries and fatalities from car crashes go down substantially, but such cameras are illegal in California. This bill would permit cities to operate speed cameras for a limited time and with restrictions prohibiting their use as revenue generating schemes. Last year San Francisco and San Jose sponsored this legislation.
<i>Light Electric Vehicle definition cleanup</i>	Mobility innovations are accelerating and the Vehicle Code can't keep up. The many varying definitions and regulations around Light Electric Vehicles are confusing for the public and law enforcement and don't reflect best practice now that we have experience with these devices in common use. This bill would update and consolidate the definitions for Light EVs, preparing for the next innovation and improving public safety.
<i>Get gas scooters and mopeds out of bike lanes</i>	Gas-powered mopeds are allowed to use the bike lane in California. This has always been unsafe, but it's much worse now that "bike lanes" are also being used by e-bikes and low-speed electric scooters. This bill would prohibit mopeds from using the bike lane.
<i>Eliminate local mandatory bike licensing</i>	A vestige of archaic ideas about bike safety education and theft prevention, some local governments require all bicycles owned by residents in their jurisdiction to be registered with their local police departments. The programs cost more than is recovered by the fee, are unenforceable against nonresidents’ bikes, and set up unnecessary confrontation between police and residents. This should be a noncontroversial "clean-up" bill to abolish mandatory but permit voluntary bike registration.
<i>Legalize Existing Practice of Slowing, not Stopping, for STOP Signs</i>	Where they can, people on bikes choose quiet streets with stop signs at every intersection. At empty intersections, most will roll through the intersection safely, slowing but not stopping. Motorists often encourage this practice by waving bikes through. It's confusing and unsafe. This bill would legalize the existing behavior of slowing but not stopping when traffic is not present, and strictly require yielding to traffic with the right-of-way, including stopping for pedestrians.
<i>Allow bikes to go straight in a right-turn-only lane</i>	When people on bikes approach an intersection with a right-turn lane and the intention to go straight, they commonly use the left portion of the right-turn lane. This maneuver politely permits cars to pass in the through lane and is recommended as safe by educators, but it's illegal. This bill would legalize that practice and permit Caltrans to approve official pavement markings to direct people on bikes to navigate intersections in this safe and courteous manner.