

**San Francisco County Transportation Authority  
Vision Zero Committee – State Legislation – March 2019**

To view documents associated with the bill, click the bill number link.

This session, a number of Vision Zero-related bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22 was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to the Vision Zero Committee at future meetings as it becomes available.

After consulting with staff from the San Francisco Municipal Transportation Agency (SFMTA), Transportation Authority staff is recommending one new support position on Assembly Bill (AB) 47 (Daly) as shown in **Table 1**, which also includes several new Vision Zero related bills to watch. The Committee does not need to take an action on legislation recommended to watch. Any recommendations from the March 14 Vision Zero Committee will be referred to the full Transportation Authority Board for final approval on March 19.

**Table 1. Recommendations for New Positions**

Recommended Position	Bill # Author	Title and Description
Support	<a href="#">AB 47</a> <a href="#">Daly</a> D and <a href="#">Frazier</a> D	<p><b>Driver records: points: distracted driving.</b></p> <p>Current law prohibits the use of cell phones while driving a motor vehicle, unless the phone is used in hands-free mode. Violations of this law are not currently counted as points against a driver’s record. This bill would abolish the exemption, effective January 1, 2021.</p> <p>We reported on this bill to the full Transportation Authority Board in February, recommending that the Board watch the bill for the time being. Since then, the city’s State Legislation Committee, after nomination by the SFMTA, approved a support position on this bill. We are now recommending that the Transportation Authority Board also support the bill.</p>
Watch	<a href="#">AB 697</a> <a href="#">Ting</a> D	<p><b>Bicycles.</b></p> <p>This bill revises existing code language to state that a person riding a bicycle has the right to ride in the center of a traffic lane except when the lane is wide enough to safely travel side-by-side with vehicles. The bill does not revise legal rights or responsibilities, but clarifies the rights of bicycle riders. The California Bicycle Coalition is a sponsor. The SFMTA is also tracking this bill.</p>
Watch	<a href="#">AB 1266</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D	<p><b>Traffic control devices: bicycles.</b></p> <p>Under current law, riders of bicycles are technically required to merge out of marked bike lanes when traveling through an intersection that has a right-hand turn lane for vehicles to the right of a bike lane. This bill would permit people on bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane. This is consistent with typical behavior of people on bicycles. The California Bicycle Coalition is a sponsor, and the SFMTA is tracking the bill.</p>