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**County Bike Path Guidance Document**

The County operates approximately 104 miles of Class I bike path. These are paved pathways for the exclusive use of bicyclists as well as pedestrians and other non-motorized modes of travel. These bike paths traverse numerous incorporated cities as well as some unincorporated County communities.

The bike paths operated and maintained by the County fall into one of two categories:

1. Bike paths along flood control channels or along County roads. Some cities may also operate bike paths on flood control channels under a permit or agreement.
2. Beach bike path (Marvin Braude Bike Path). This paved path spans a length of over 20 miles along the beach frontage of the coastal cities from the City of Los Angeles (Will Rogers State Beach) at the northern end, to the City of Torrance at the southern end.

**MOTION**

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The California Vehicle Code sets forth the state law specifying where and how human powered bicycles, electric motor-assisted bicycles, and electric motor-assisted scooters must operate. These regulations define the types of devices that can operate on bicycle paths or trails. State law allows the local jurisdictions to prohibit certain operations by ordinance.

The fact that each local jurisdiction adopts local codes and regulations for allowable bike path usage can lead to confusion or a lack of awareness for users that cross multiple jurisdictions along a contiguous bike path. Considering the recent emergence of electric motor-assisted bicycles and scooters, and their increased availability to the public through bike-share and scooter-share systems, there is potential for numerous modes of travel on these bike paths. As a result, there is a need to review the rules related to safety and whether there is continuity for all users.

Some cities currently have ordinances that regulate usage on the bike paths within their jurisdiction. Other cities are evaluating how to regulate electric-motor assisted scooters that may have an impact on types of devices that use bike paths or trails. An evaluation of current bike path safety regulations promulgated by the various jurisdictions would allow for the development of best practices to enhance continuity of regulatory and advisory signage and ground markings to better inform users as well as enhance enforcement mechanisms.

**WE, THEREFORE, MOVE** that the Board of Supervisors direct the Department of Public Works, in collaboration with County Counsel and various jurisdictions where bike paths exist, to develop a guiding document that outlines recommendations for

consistent rules on allowable usage that can be used by jurisdictions to draft their policies and adopt municipal codes that address bike path usage. Public Works shall report back in 9 months once the evaluation is complete with recommendations for providing guidance on bike path usage and signage.

S:MCC/County Bike Path Guidance Document