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SB-689 Local coastal program: bicycle lane: amendment. (2023-2024)

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Senate Bill No. 689

CHAPTER 445

An act to add Section 30610.91 to the Public Resources Code, relating to coastal resources.

[Approved by Governor September 22, 2024. Filed with Secretary of State September 22, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

SB 689, Blakespear. Local coastal program: bicycle lane: amendment.

The California Coastal Act of 1976 requires any person wishing to perform or undertake any development in the coastal zone, as defined, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit, as provided. The act requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission.

This bill would provide that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program. The bill would require, if a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, that the amendment be processed in accordance with the procedures applicable to de minimus local coastal program amendments if the executive director of the commission makes specified determinations.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 30610.91 is added to the Public Resources Code, to read:

30610.91. (a) The Legislature finds and declares that designing and building complete streets that safely accommodate the needs of nonmotorized vehicles, pedestrians, and motorized vehicles in the coastal zone is preferred and encouraged.

(b) In order to expedite the provision of safe, nonvehicular travel within urbanized areas for the purpose of increasing recreational public access to the coast, limiting vehicle miles traveled, and reducing greenhouse gas emissions, an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway, shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program.

(c) If a proposal to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway within the developed portion of an existing road right-of-way requires an amendment to a local coastal program, the amendment shall be processed pursuant to subdivision (d) of Section 30514, if the executive director determines that, on balance, the project will provide additional public access benefits without significantly reducing existing public access opportunities.