

Date of Hearing: April 22, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 1614 (Dixon) – As Introduced January 21, 2026

Policy Committee: Transportation

Vote: 16 - 0

Urgency: No

State Mandated Local Program: Yes

Reimbursable: No

SUMMARY:

This bill requires a person operating a bicycle upon a bicycle path, referred to in statute as a Class I bikeway, and a person who is a passenger on a bicycle on such a bicycle path be properly seated.

FISCAL EFFECT:

Negligible direct state costs.

The state is not obligated to compensate local governments for any costs that result from this bill because any such cost would be the result of the creation of a new crime or infraction.

COMMENTS:

Existing law requires a person operating a bicycle—which statute defines to include electric bicycles (e-bikes)—on a highway to ride the bicycle while seated on a permanent regular attached seat unless the bicycle was designed by the manufacturer to be ridden without a seat. The law makes the same requirement of a passenger of a bicycle. The law, however, does not require the operator or passenger of a bicycle to be seated while riding the bicycle on a Class I bikeway, which statute defines as providing a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

According to the author, not requiring bike riders to remain seated while riding on bike paths is unsafe, especially given what the author describes as the “increased speed and accessibility” of e-bikes. The League of California Cities, echoes the author’s concerns, writing:

Cal Cities strongly support efforts that promote safe and responsible use of active transportation infrastructure and by extending well-established safety standards to Class I bikeways, AB 1614 ensures that the basic rules governing safe bicycle operation apply on these heavily used shared-use paths.

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