



California Bicycle Coalition

## **FLOOR ALERT – AB 1193 (Ting) – The Protected Bikeway Act – SUPPORT**

Bike lanes marked with a painted white stripe have succeeded in getting more people to bicycle in California. In fact, bicycling has doubled since 2000 in California. But still, only 1.5% of Californians bicycle for everyday trips. Most people are still too afraid to ride a bicycle on streets with car traffic, and studies indicate that 60% of Californians would consider bicycling for transportation if they felt it was safe. This is crucial when 40% of all trips are under two miles - the perfect distance to ride a bicycle.

People know that bicycling makes them healthier and wealthier. Public demand for modern bicycle infrastructure is growing. Local officials are responding by creating more bike lanes and building more bike paths, but **state restrictions on bikeway design prohibit the best kinds of bike facilities: protected bikeways**. To make matters worse, an unusual state law requires strict conformity to Caltrans bikeway design guidelines even on locally owned streets and roads, effectively prohibiting protected bikeways everywhere. The recent State Smart Transportation Initiative (SSTI) review of Caltrans expressly recommended “legislation to end the archaic practice of imposing state rules on local streets for bicycle facilities” and further urged Caltrans to “adopt modern guidance as laid out in the NACTO Urban Street Design Guide.”

**AB 1193 ends the prohibition on protected bikeways by lifting the requirement to adhere to Caltrans’ outdated guidelines, implementing the SSTI recommendation.** It will encourage the development of the safest kinds of bikeways that are accommodating for everyone ages 8 to 80, and will lead to millions more bike trips every day and lead to millions more bike trips every day. Specifically, it amends sections 890-891 to do the following:

- It gives cities and counties the same freedoms and the same responsibilities for local bikeways that they have for local streets and roads by permitting guidance other than Caltrans’ guidance, provided that guidance adheres to standards “established by a national association of public agency transportation officials.”
- It defines protected bikeways in the law by adding a new “class 4” “separated bikeway” to the three existing types: bike paths, bike lanes, and shared bike routes.
- It requires Caltrans to develop standards for “class 4” bikeways, but only after consulting with its advisory committee for people with disabilities.

**AB 1193 is supported by almost every local bicycle advocacy organization in the state:**

Bike Bakersfield  
Bike East Bay  
Bike Walnut Creek  
BIKEable Communities  
Chico Velo Cycling  
Delta Pedalers Bicycle Club  
Inland Empire Biking Alliance  
Los Angeles County Bicycle Coalition  
Marin County Bicycle Coalition

Napa County Bicycle Coalition  
People Power of Santa Cruz County  
Sacramento Area Bicycle Advocates  
San Diego County Bicycle Coalition  
San Francisco Bicycle Coalition  
San Luis Obispo County Bicycle Coalition  
Shasta Living Streets  
Silicon Valley Bicycle Coalition  
Women on Bikes California

**AB 1193 is also supported by the following agencies and organizations:**

Cities of Long Beach, Los Angeles, and San Jose;  
California Park and Recreation Society;  
American Academy of Pediatrics, California District IX