



California Bicycle Coalition

The Protected Bikeways Act of 2014 — Fact Sheet in support of AB 1193 (Ting)

Bike lanes marked with a painted white stripe are good safety improvements and have succeeded in getting more people to bicycle in California. In fact, bicycling has doubled since 2000 in California.

Still, only 1.5% of Californians bicycle for everyday trips. The feeling of danger on California streets prevents a majority of people from trying a bicycle, even for short trips in their neighborhood. Studies indicate that about 60% of Californians would consider bicycling as transportation if they felt it were safer to do so. A majority already own a bike.

People know that bicycling makes them healthier and wealthier. Public demand for safer bicycling 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 local 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.”

How AB 1193 helps

Assembly Bill 1193 (with amendments proposed by Assemblymember Phil Ting but not yet in print) will end the prohibition on protected bikeways, implementing the SSTI recommendation. It will encourage the development of the safest kinds of bikeways and lead to millions more bike trips every day. Specifically, it amends sections 890-891 to do the following:

- It permits cities and counties to use the best available guidance for bikeways on local streets and roads by removing the requirement to conform to Caltrans’ outdated guidelines.
- 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.
- It makes other minor changes to facilitate appropriate development of protected bikeways including assurances that new designs will not endanger people with disabilities.