



BICYCLE FRIENDLY STATE REPORT CARD



11% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
CALIFORNIA BICYCLE COALITION & CABO

CALIFORNIA

#4 NATIONAL RANK (OF 50)

#3 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding						Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for California, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in California.

California has made significant advances in bicycle policy in recent years, but those advances must be institutionalized more thoroughly in local Caltrans offices and in funding decisions made by Caltrans and the state legislature. For example, while California's Active Transportation Program has expanded in recent years, it still fails to meet the demand for biking and walking investments with a nearly \$2 billion gap in funding in the last application round.

2021 drew renewed and unprecedented attention to the federal Manual on Uniform Traffic Control Devices (MUTCD). California should ensure that its version of the MUTCD reflects the leadership of Caltrans in promoting Complete Streets. Work with bicycling and walking advocates on a comprehensive update that prioritizes safety.

Local advocates point to lack of community engagement and outdated design standards often imposed on local projects by Caltrans as issues. Caltrans should work to improve its community engagement and design standards so that it can more effectively implement cultural change for safe streets and encourage more biking and walking.

Caltrans District Level Active Transportation Plans are a great initiative. Advocate concerns persist about a disconnect between Caltrans leadership and day-to-day activities.

Caltrans' implementation of a Safe System Approach and development of state-level guidance for quick builds are welcome steps to creating a cultural change that prioritizes safety for all people and recognizes changes to the built environment as key to safer streets.

AB43 provides significant new authority for localities in California to lower speed limits and we look forward to its implementation.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.87% of commuters biking to work	7/50
Safety 7.1 fatalities per 10K bike commuters	23/50
Spending \$2.05 per capita FHWA spending on biking and walking	39/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.