



CALIFORNIA ASSOCIATION OF BICYCLING ORGANIZATIONS
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CABO Position on
BIKEWAYS

Over the past few years in an attempt to make bicycling safer, many governmental jurisdictions have built special facilities for bicycles. Some of these facilities have failed to meet cyclists' needs for the following reasons:

1. Poor planning
2. Inferior physical design
3. Bad integration into existing road systems
4. Unwise laws requiring bicyclists to use bikeways by prohibiting the use of parallel roads.
5. Ill thought out local regulations that change the regular rules of the road around bikeways.

The already existing road and street network forms the basic bicycle transportation system. Bicyclists require that this street system be as safe and suitable for them as for any other road user. Any roadway improvement that is intended for cyclists must be safer and more convenient.

The bicycle is also a recreational vehicle, as well as a means of transportation. Recreational facilities can be quite enjoyable and can serve as a means for people to become experienced cyclists. Such paths must be carefully designed to avoid building in dangers. The more these facilities are designed like regular roads, the more successful they usually become.

Whether a recreational or transportation improvement is considered, cyclists need the option of using the regular street network.

Considering the foregoing, CABO supports the following:

1. CABO encourages efforts to make bicycling safer and more convenient for cyclists as legitimate users of the road.
2. CABO supports bike paths and bike lanes when they meet a specific need and are constructed to the spirit and recommended minimum general design criteria of Caltrans Planning and Design Criteria for Bikeways in California.
3. CABO considers of utmost importance that the bicyclists' role as a legitimate road user with all the rights and duties of the driver of a vehicle not be jeopardized by mandating the use of special facilities.

Reaffirmed February 20, 1994