

SB 569 (Blakespear) review

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SB 569 history (2025)

- 2/20/2025: Introduced in State Senate as the “**California Homeless Encampment Collaboration Act**”
 - Collaboration between Caltrans and local agencies to clear homeless encampments on property owned or managed by Caltrans
 - Funding for:
 - Temporary housing and shelter services
 - Outreach and support programs
 - Environmental cleanup and restoration efforts
- 6/4/2025: Passed Senate 38-0-2
- Hearings in State Assembly postponed

SB 569: 2026 gut-and-amend #1

- 6/11/2026: Gutted-and-amended to become **“Bikeways: reversions and modifications”**
- Sponsored and authored by the “California Bicycle Coalition”
- Would have required local agencies to have an engineer make specific findings before modifying any segment of any bikeway

SB 569: 2026 gut-and-amend #1

- Four classes of bikeways (I-IV)
 - Focus is on Class IV (“separated” or “protected” bikeways)
 - Green plastic posts (or similar)
 - Curb stops
 - Behind parking lanes



Leucadia Boulevard, Encinitas: Fatality



South Coast Highway 101, Encinitas

59% increase in bike crashes

Caused by posts and curbs

- Fatality
- Numerous injuries, including several severe





Santa Fe Drive, Encinitas



SB 569: 2026 gut-and-amend #1

- Required finding for removal #1:
 - “...postremoval corridor design is not **predicted** to result in an increase in the frequency or severity of crashes”
 - Flawed research suggests that separated bikeways are always predicted to have lower frequencies of crashes
 - Does not include solo bike crashes caused by separators
 - All intersection crashes were excluded to achieve statistical significance

SB 569: 2026 gut-and-amend #1

- Required findings for removal #2:
 - “...the removal does not result in a net reduction in bicycle network connectivity at **Level of Stress 2** or below”
 - Scale of 1 to 4, but no validated consensus on calculating
 - Streets with speed limits >30 mph would need to have physical separation to meet Level of Stress 2 standard

SB 569: 2026 gut-and-amend #2

- 6/22 and 6/24/2026 largely gutted again
 - From all bikeways permanently to only those constructed using any state General Fund moneys for 20 years → very narrow?
 - From the very specific findings to “reverted to a nonactive transportation use or modified in a manner that reduces the safety, accessibility, or mobility of nonmotorized users”

SB 569: Current status

- 6/30/2026: Asm Transportation Committee approved 13-2-1
- Assembly floor vote was scheduled for today
 - Delayed until at least August 6th?
- Must go back to Senate and be signed by Governor