



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA

6:00 – 7:30 P.M.
Thursday, April 17, 2014

Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

ITEM

STAFF PERSON

- 1. CALL TO ORDER Chair Totah
2. CONFIRM QUORUM Chair Totah
3. APPROVAL OF AGENDA Chair Totah
4. OPPORTUNITY FOR PUBLIC COMMENT (6:05pm ) Chair Totah
5. STA PAC MEETING MINUTES OF December 12, 2013 Chair Totah
Recommendation:
Approve the STA PAC Meeting Minutes of December 12, 2013
(6:05 - 6:10pm)
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6. PRESENTATIONS
A. Solano Land Trust (6:10 – 6:30pm) Natalie DuMont Solano Land Trust
B. Clean Air Programs (6:30 – 6:45pm) Sofia Recalde

PAC MEMBERS

Table listing PAC members: Pete Turner (City of Benicia), Tamer Totah (Chair, City of Fairfield), Bil Paul (Vice Chair, City of Dixon), Kevin McNamara (City of Rio Vista), Mike Hudson (City of Suisun City), Shannon Lujan (City of Vacaville), Vacant (City of Vallejo), Vacant (County of Solano), Tim Choi (Member at Large), Christian Ogden (Solano Community College), Kathy Hoffman (Bay Area Ridge Trail Council), Vacant (Tri-City and County Cooperative Planning Group).

**7. ACTION ITEMS**

- A. Bike/Ped Count and Data Collection Letter** Drew Hart  
Recommendation:  
Forward a recommendation to the STA Board to authorize the Executive Director to send the letter to the City Managers to amend agreements with data collection firms to allow STA free access to collision data as shown in Attachment A.  
(6:45 – 6:55pm)  
**Pg. 7**

**8. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

- A. 2014 Pedestrian Advisory Committee Field Trip** Sofia Recalde  
(6:55 – 7:00 pm)  
**Pg. 11**
- B. Electric Bicycle Legislation** Drew Hart  
(7:00 – 7:10 pm)  
**Pg. 13**
- C. Active Transportation Program (ATP) Update** Sofia Recalde  
(7:10-7:20 pm)  
**Pg. 19**
- D. Project Update**
- 1. PDAs** Sofia Recalde
  - 2. Bay Trail Vine Trail Feasibility Study** Sofia Recalde
  - 3. PCA** Drew Hart
- (7:20 – 7:30 pm)  
**Pg. 21**

- 9. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS** Sofia Recalde  
Chair Totah

- 10. ADJOURNMENT**  
The next regular meeting of the Pedestrian Advisory Committee is scheduled for **6:00 p.m. on Thursday, June 19, 2014.**

<b>A</b>		<b>J</b>	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACTC	Alameda County Transportation Commission	JPA	Joint Powers Agreement
ADA	American Disabilities Act	<b>L</b>	
AVA	Abandoned Vehicle Abatement	LATIP	Local Area Transportation Improvement Program
APDE	Advanced Project Development Element (STIP)	LEV	Low Emission Vehicle
AQMD	Air Quality Management District	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
<b>B</b>		LS&R	Local Streets & Roads
BAAQMD	Bay Area Air Quality Management District	<b>M</b>	
BABC	Bay Area Bicycle Coalition	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
BAC	Bicycle Advisory Committee	MIS	Major Investment Study
BART	Bay Area Rapid Transit	MOU	Memorandum of Understanding
BATA	Bay Area Toll Authority	MPO	Metropolitan Planning Organization
BCDC	Bay Conservation & Development Commission	MTC	Metropolitan Transportation Commission
BT&H	Business, Transportation & Housing Agency	MTS	Metropolitan Transportation System
<b>C</b>		<b>N</b>	
CAF	Clean Air Funds	NCTPA	Napa County Transportation & Planning Agency
CALTRANS	California Department of Transportation	NEPA	National Environmental Policy Act
CARB	California Air Resources Board	NHS	National Highway System
CCCC (4'Cs)	City County Coordinating Council	NOP	Notice of Preparation
CCCTA (3CTA)	Central Contra Costa Transit Authority	<b>O</b>	
CCJPA	Capitol Corridor Joint Powers Authority	OBAG	One Bay Area Grant
CCTA	Contra Costa Transportation Authority	OTS	Office of Traffic Safety
CEQA	California Environmental Quality Act	<b>P</b>	
CHP	California Highway Patrol	PAC	Pedestrian Advisory Committee
CIP	Capital Improvement Program	PCC	Paratransit Coordinating Council
CMA	Congestion Management Agency	PCRCP	Planning & Congestion Relief Program
CMIA	Corridor Mobility Improvement Account	PCA	Priority Conservation Study
CMAQ	Congestion Mitigation & Air Quality Program	PDS	Project Development Support
CMP	Congestion Management Plan	PDA	Priority Development Area
CNG	Compressed Natural Gas	PDT	Project Delivery Team
CTC	California Transportation Commission	PDWG	Project Delivery Working Group
<b>D</b>		PMP	Pavement Management Program
DBE	Disadvantaged Business Enterprise	PMS	Pavement Management System
DOT	Department of Transportation	PNR	Park & Ride
<b>E</b>		PPM	Planning, Programming & Monitoring
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPP (P3)	Public Private Partnership
EIR	Environmental Impact Report	PS&E	Plans, Specifications & Estimate
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Environmental Protection Agency	PTA	Public Transportation Account
EV	Electric Vehicle	PTAC	Partnership Technical Advisory Committee (MTC)
<b>F</b>		<b>R</b>	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
<b>G</b>		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
<b>H</b>		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
<b>I</b>		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		

**S**

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

**T**

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

**U, V, W, Y, & Z**

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

**Pedestrian Advisory Committee  
Minutes for the meeting of  
February 20, 2014**

**1. CALL TO ORDER**

The regular meeting of the STA's Pedestrian Advisory Committee (PAC) was called to order by Mike Hudson at approximately 6:01 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**PAC Members Present:**

Tim Choi	Member at Large
Kathy Hoffman	Bay Area Ridge Trail
Mike Hudson	City of Suisun City
Shannon Lujan	City of Vacaville
Kevin McNamara	City of Rio Vista
Bil Paul	City of Dixon
Tamer Totah	City of Fairfield
Pete Turner	City of Benicia

**BAC Members Absent:** Christian Ogden Solano Community College

**STA Staff Present:** *(In Alphabetical Order by Last Name)*

Nancy Abruzzo	STA
Robert Guerrero	STA
Sofia Recalde	STA

**Others Present:** *(In Alphabetical Order by Last Name)*

James Loomis	City of Vacaville
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**2. Confirm Quorum**

Quorum was confirmed.

**3. APPROVAL OF THE AGENDA**

On a motion by Kathy Hoffman, and a second by Shannon Lujan, the STA PAC approved the agenda.

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. STA PAC MEETING MINUTES OF JANUARY 9, 2014**

On a motion by Tamer Totah, and a second by Kevin McNamara, the STA PAC approved the Meeting Minutes of December 12, 2013 with three abstentions.

## 6. PRESENTATIONS

### A. **Priority Development Area (PDA) Overview**

Sofia Recalde presented the Priority Development Area (PDA's). Ms. Recalde noted the PAC will be encouraged to participate in and give guidance to the PDA in the coming months and years. She provided background information on the Priority Development Areas and explained what priority development areas are and what Solano County is doing as it relates to priority development areas.

## 7. ACTION ITEMS

### A. **PAC Officer Elections**

Sofia Recalde presented the PAC Officer Elections noting the current Chair is Mike Hudson, and the Vice-Chair is Bil Paul. PAC Member Hudson and PAC Member Paul have both served for one term and are eligible to serve a second consecutive term. The newly elected Chair is Tamer Totah and Vice-chair is Bil Paul.

#### Recommendation:

Elect a Chair and Vice-Chair for the 2014 calendar year.

On a motion by PAC Member Hudson, and a second by PAC Member Hoffman, the STA PAC unanimously approved the recommendation.

### B. **2014 PAC Work Plan**

Sofia Recalde presented the 2014 PAC Work Plan noting the STA every year puts together a work plan to guide the agenda and also the activities that the PAC participates in. Ms. Recalde provided a draft work plan for the CY 2014.

#### Recommendation:

Forward a recommendation to the STA Board to adopt the 2014 PAC Work Plan as shown in Attachment A.

On a motion by PAC Member Hoffman, and a second by PAC Member Lujan, the PAC unanimously approved the recommendation.

### C. **Pedestrian Priority Projects**

Sofia Recalde presented and outlined the Pedestrian Priority Projects. Ms. Recalde noted the STA Board approved the Pedestrian Priority Projects List and the Tiered Pedestrian Priority Projects List in January 2014. She added that the Pedestrian Priority Projects List and Tiered Pedestrian Priority Projects List are being revised to reflect the funding status of the Rio Vista Waterfront Project. The Rio Vista Waterfront Project is fully funded and, as a result, the project will be removed from the Pedestrian Priority Projects List.

#### Recommendation:

Forward a recommendation to the TAC and STA Board to approve the following:

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014)

On a motion by PAC Member McNamara, and a second by PAC Member Paul the PAC unanimously approved the recommendation.

## 8. INFORMATIONAL - DISCUSSION

### A. **Transportation Development Act (TDA) Article 3 Funding Update**

Sofia Recalde provided an update on the TDA Article 3 funding source generated by a ¼ cent tax on retail sales collected in California's 58 counties. Ms. Recalde stated two percent of the total TDA goes towards bicycle and pedestrian projects, and every year this money becomes available through the Metropolitan Transportation Commission (MTC). She reported that in February 2014, MTC released the TDA Article 3 fund estimate for FY 14-15. Solano County has approximately \$400,000 in TDA Article 3 to distribute for pedestrian and bicycle related projects. Ms. Recalde stated that during February and March 2014, STA staff will work with project sponsors to determine which projects will be ready for implementation in 2014 and the most strategic use of TDA Article 3 funds.

### B. **Active Transportation Program (ATP) Update**

Sofia Recalde presented and outlined the new funding program for active transportation projects that includes bicycle and pedestrian projects. She noted the goals of the program (Active Transportation Program) are to increase the number of biking and walking trips and also improve safety, to advance the greenhouse gas reduction to improve public health and to ensure that these projects benefit disadvantaged communities. Approximately \$120M will be available annually for FY 13/14, 14/15 and 15/16 (total \$360M). The Call for Projects for the statewide program will occur on March 21, 2014.

### C. **2014 Pedestrian Project Tour Discussion**

Sofia Recalde presented the 2014 Pedestrian Project Tours and noted the tour stops are tentatively scheduled for mid-late July. Ms. Recalde stated that in previous years, STA staff has organized a Pedestrian Projects Tour for the Pedestrian Advisory Committee (PAC) in order to familiarize new and veteran members with the status of countywide pedestrian projects.

### D. **PAC Membership Status**

Sofia Recalde presented the PAC Membership Status noting that the City of Vallejo, Solano County and Tri City and County Cooperative Planning Group members have not been filled. Ms. Recalde commented that the Solano Land Trust, San Francisco Bay Trail Program and the Solano County Agriculture Commission requested to be removed from the roster and the STA Board approved the request.

### E. **2014 PAC Meeting Calendar**

Sofia Recalde explained that all meetings will be held on the 3<sup>rd</sup> Thursday of every other even numbered month at the STA office, Conference Room 1, 6:00 p.m. – 7:00 p.m. with the exception of the December meeting. The PAC will revisit this item at the October meeting to decide if a December meeting will be scheduled.

**9. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS**

- Nicole Byrd, Solano Land Trust
- Pedestrian Safety
- Safe Routes to School
- Pete Turner, Oz Cat Radio
- Daily Republic, Calendar of Events
- Vallejo Times Herald, New Membership

**10. ADJOURNMENT**

The meeting was adjourned at 7:10 p.m.

DRAFT



DATE: April 9, 2014  
TO: STA PAC  
FROM: Drew Hart, Associate Planner  
RE: Bike/Ped Count and Data Collection Letter

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**Background:**

During the joint Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) meeting on Wednesday, April 2, PAC member at large Tim Choi asked about obtaining bicycle and pedestrian accident data. Data would direct committees to prioritize projects based on data indicating dangerous intersections or insufficient infrastructure.

Making this information available requires great amounts of coordination. Local police departments and highway patrols record accidents in reports. These reports would then be recorded in a central database, then be analyzed or geocoded on maps. Due to the lack of resources at the local jurisdictions to input reports to a central database, accident data are mostly not available to the public. Contracted firms collect these data for the local jurisdictions. Under current agreements, these firms have the right to charge fees for access to this information.

It should be noted that the University of California, Berkeley oversees the Transportation Injury Mapping System (TIMS). This is funded through the California Office of Traffic Safety and is a good, yet incomplete, resource. California Highway Patrol (CHP) is the sole provider of crash data, which lacks the local jurisdiction reporting. Their ongoing effort provides one option as a central database for these collected data.

**Discussion:**

In response to the data request at the joint BAC and PAC meeting, STA staff is presenting a draft of a letter that would be sent to city managers from the STA Executive Director. Once approved, the PAC will forward a recommendation to the STA Board to authorize the Executive Director to send the letter to the City Managers allowing STA free access to bicycle and pedestrian crash data.

Attachment A is a draft of the letter for the PAC to consider.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to send the letter to the City Managers to amend agreements with data collection firms to allow STA free access to collision data as shown in Attachment A.

Attachment:

- A. Draft letter to City Managers Requesting Accident Data

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May 14, 2014

City Managers:

It has recently come to our attention at the Solano Transportation Authority by the Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) that information regarding bicycle and pedestrian accident data is not available, not because this information is not collected, but because it is collated by third party firms. This data is then only available to outside agencies, including the STA, for a fee. We request an amendment to any existing agreements and all future agreements that a provision allows for STA to have access to all bicycle, pedestrian, and vehicle crash data free of charge.

STA staff conducts many studies. These studies lead to projects that benefit traffic flow and safety in Solano County. We request access to the bike and pedestrian accident data that is collected by the individual cities and the county. With this information the STA and committees can make data-driven recommendations and obtain more grant funding to enhance our bike-ped infrastructure in Solano County.

With cooperation, data-driven decisions will steer prioritization of projects, improve traffic flow, and ultimately save lives in Solano County. Please support our wishes to have access to the bicycle and pedestrian crash data.

Sincerely,

Daryl Halls

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DATE: April 10, 2014  
TO: STA PAC  
FROM: Sofia Recalde, Associate Planner  
RE: 2014 Pedestrian Advisory Committee Field Trip

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**Background:**

In previous years, STA staff has organized a Pedestrian Projects Tour for the Pedestrian Advisory Committee (PAC) in order to familiarize new and veteran members with the status of countywide pedestrian projects.

**Discussion**

STA staff plans to organize a 2014 Pedestrian Projects Tour, tentatively scheduled for Wednesday July 23, 2014 from 9am-3pm. Potential tour stops include:

- Benicia: First Street Pedestrian Improvements or SRTS improvements at Robert Semple Elementary School
- Dixon: West B Undercrossing or Safe Routes to School Improvements at CA Jacobs Intermediate School
- Fairfield: Fairfield/Vacaville Train Station
- Rio Vista: Waterfront Promenade or Sandy Beach Connection
- Suisun City: Suisun Train Station Improvements or Lotz Way
- Vacaville: Ulatis Creekwalk Extension
- Vallejo: Downtown Streetscape Improvement Project
- Solano County: Farm to Market (Mankas Corner)

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: April 11, 2014  
TO: STA PAC  
FROM: Drew Hart, Associate Planner  
RE: Electric Bicycle Legislation

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**Background:**

In February Assembly Member Bradford introduced Assembly Bill 2173 regarding the use of electric bicycles on paths and trails. Existing law defines a “motorized bicycle” as a device with fully operative pedals for propulsion by human power and an electric motor that meets specified requirements. Requirements limit the power output of not more than 1,000 watts. It must be incapable of propelling the device at a speed of more than 20 mph, and be incapable of further increasing speed when the bicycle is propelled faster than 20mph by human power.

These motorized bicycles are currently prohibited by law on bicycle paths or trails, bikeways, equestrian trails, or hiking or recreational trails.

**Discussion**

AB 2173 redefines “motorized bicycle” and renames it a “low-speed electric bicycle.” The new definition states that, among other requirements, it can have either 2 or 3 wheels, a maximum power output of 750 watts, and weigh no more than 80 pounds. Except where otherwise provided, the bill would also exempt a low-speed electric bicycle from the provision prohibiting the operation of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail.

The bill was presented in February and in March was referred to the Transportation Committee where it received amendments (see attachment A). It will be heard before the Assembly on April 21, 2014.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. AB 2173 (Dated: March 19, 2014)

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*California*  
LEGISLATIVE INFORMATION

**AB-2173 Vehicles: electric bicycles.** (2013-2014)

AMENDED IN ASSEMBLY MARCH 19, 2014

CALIFORNIA LEGISLATURE— 2013–2014 REGULAR SESSION

**ASSEMBLY BILL**

**No. 2173**

**Introduced by Assembly Member Bradford**

**February 20, 2014**

An act to amend Sections 406, 21207.5, and 24016 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2173, as amended, Bradford. Vehicles: electric bicycles.

Existing law defines a motorized bicycle in one case as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements, including that it has a power output of not more than 1,000 watts, is incapable of propelling the device at a speed of more than 20 miles per hour on ground level, and is incapable of further increasing the speed of the device when human power is used to propel the motorized bicycle faster than 20 miles per hour, and requires it to meet other specified criteria.

This bill would redefine this type of “motorized bicycle” by, among other things, renaming it a “low-speed electric bicycle,” stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds. The bill, *except as provided*, would exempt a low-speed electric bicycle from the provision prohibiting the operation of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane established as provided, equestrian trail, or hiking or recreational trail. The bill would also make conforming changes.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 406 of the Vehicle Code is amended to read:

**406.** (a) A “motorized bicycle” or “moped” is any two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 2 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.

(b) A “low-speed electric bicycle” is a two-wheeled or three-wheeled device that has fully operative pedals for propulsion by human power and has an electric motor that meets all of the following requirements:

(1) Has a power output of not more than 750 watts (1 hp).

(2) Is incapable of propelling the device at a speed of more than 20 miles per hour on a paved level surface, when powered solely by a motor when ridden by an operator who weighs 170 pounds.

(3) Is incapable of further increasing the speed of the device when human power is used to propel the device faster than 20 miles per hour.

(4) Has a weight of not more than 80 pounds.

(5) Every manufacturer of low-speed electric bicycles, as defined in this subdivision, shall provide a disclosure to buyers that advises buyers that their existing insurance policies may not provide coverage for these bicycles and that they should contact their insurance company or insurance agent to determine if coverage is provided.

(c) The disclosure required under paragraph (5) of subdivision (b) shall meet both of the following requirements:

(1) The disclosure shall be printed in not less than 14-point boldface type on a single sheet of paper that contains no information other than the disclosure.

(2) The disclosure shall include the following language in capital letters:

“YOUR INSURANCE POLICIES MAY NOT PROVIDE COVERAGE FOR ACCIDENTS INVOLVING THE USE OF THIS BICYCLE. TO DETERMINE IF COVERAGE IS PROVIDED YOU SHOULD CONTACT YOUR INSURANCE COMPANY OR AGENT.”

**SEC. 2.** Section 21207.5 of the Vehicle Code is amended to read:

**21207.5.** (a) Except as provided in subdivision (b), and notwithstanding Sections 21207 and 23127 or any other law, a motorized bicycle shall not be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over that path or trail permits, by ordinance, that operation.

(b) ~~The~~ *(1) Except as provided in paragraph (2), the* prohibition on a motorized bicycle being operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, pursuant to subdivision (a), does not apply to a low-speed electric bicycle as defined in subdivision (b) of Section 406.

*(2) The local authority or the governing body of a public agency having jurisdiction over a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, by*

*ordinance, may prohibit the operation of a low-speed electric bicycle, as defined in subdivision (b) of Section 406, on that path, trail, bikeway, or lane.*

**SEC. 3.** Section 24016 of the Vehicle Code is amended to read:

**24016.** (a) A low-speed electric bicycle described in subdivision (b) of Section 406 shall meet the following criteria:

(1) Comply with the equipment and manufacturing requirements for bicycles adopted by the Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.) or the requirements adopted by the National Highway Traffic Safety Administration (49 C.F.R. 571.1, et seq.) in accordance with the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. Sec. 1381, et seq.) for motor driven cycles.

(2) Operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied, or operate in a manner such that the motor is engaged through a switch or mechanism that, when released, will cause the electric motor to disengage or cease to function.

(b) All of the following apply to a low-speed electric bicycle described in subdivision (b) of Section 406:

(1) A person shall not operate a low-speed electric bicycle unless the person is wearing a properly fitted and fastened bicycle helmet that meets the standards described in Section 21212.

(2) A person operating a low-speed electric bicycle is subject to Sections 21200 and 21200.5.

(3) A person operating a low-speed electric bicycle is not subject to the provisions of this code relating to financial responsibility, driver's licenses, registration, and license plate requirements, and a low-speed electric bicycle is not a motor vehicle.

(4) A low-speed electric bicycle shall only be operated by a person 16 years of age or older.

(5) Every manufacturer of a low-speed electric bicycle shall certify that it complies with the equipment and manufacturing requirements for bicycles adopted by the Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(c) A person shall not tamper with or modify a low-speed electric bicycle described in subdivision (b) of Section 406 so as to increase the speed capability of the bicycle.



DATE: April 10, 2014  
TO: STA PAC  
FROM: Sofia Recalde, Associate Planner  
RE: Active Transportation Program (ATP) Update

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**Background:**

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The goals of the ATP are to:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

The ATP will consolidate multiple state and federal funding programs into one program:

- Transportation Alternatives
- Recreational Trails
- Safe Routes to Schools (state and federal)
- Bicycle Transportation Account (BTA)
- Environmental Enhancement and Mitigation Act

Approximately \$120M will be available annually for FY 13/14, 14/15, and 15/16 (total \$360M), and distributed via 3 funding programs:

- Statewide competition: 50% (\$180M)
- Small urban/rural areas: 10% (\$36M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

The Call for Projects for the statewide and small urban/rural programs was announced on March 21, 2014, and applications will be due to Caltrans on May 21, 2014. The Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, and MPO/ regional applications will be due to MTC on July 24, 2014.

**Discussion:**

**Potential ATP applicants**

- 1) **STA Safe Routes to School Application:** STA staff is working with the SR2S Advisory Committee and Solano County Public Health to prepare an ATP application for Safe Routes to School non-infrastructure projects. The final details are yet to be decided;

however the plan is to expand the Walking School Bus program and develop a program evaluation component. The ATP application request will be approximately \$500,000.

Strengths of application:

- SR2S programs are a state and regional priority
- Recently completed SR2S Plan with identified priority projects and programs
- Significant public participation and planning
- Multi-jurisdictional impact
- Fairfield and Vallejo contain Communities of Concern

- 2) Suisun Valley Priority Conservation Area (PCA): Solano County intends to prepare an application for the Suisun Valley PCA. The PCA will improve bicycle and pedestrian connections to the PCA as well as to local agricultural, vineyard, and commercial locations within the PCA.

Strengths of application:

- Development of PCAs is a regional priority
- Significant public participation and planning
- Developing a PCA assessment and implementation plan
- PAC approved Tier 1 Pedestrian Priority Project

- 3) Vallejo Downtown Pedestrian Enhancements: The City of Vallejo intends to prepare an application for the Vallejo Downtown Pedestrian Enhancements (previously called Vallejo Downtown Streetscape Improvement Project) for Maine Street.

Strengths of application:

- Proximity to Vallejo Transportation Center, Vallejo Ferry Terminal and schools
- Located in a PDA
- PAC approved Tier 1 Priority Project
- Downtown Vallejo is a Community of Concern
- Significant public participation and planning

**Recommendation:**

Informational.



DATE: April 10, 2014  
TO: STA PAC  
FROM: Sofia Recalde and Drew Hart, Associate Planners  
RE: Project Update

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**Priority Development Areas:**

In March 2013, the STA Board approved an OneBayAreaGrant allocation that included providing PDA Planning funds to the City of Fairfield (\$850,000) and Suisun City (\$163,000), and STP funds to be used for PDA Planning to the cities of Benicia (\$250,000), Dixon (\$75,000) and Rio Vista (\$161,000).

STA and the five recipient cities have developed scopes of work and funding agreements for the PDA and STA Planning funds. These were approved for the cities of Benicia, Dixon, Fairfield, Rio Vista, and Suisun City. The cities of Fairfield and Suisun City will select their own consultant(s) and prepare the PDA Plans on the project lead, in consultation with STA. The cities of Benicia, Dixon and Rio Vista have selected to have STA contract with a single consultant for the preparation of their local PDA plans.

The cities of Fairfield have released their respective RFPs, and on April 11, 2014 STA staff released the RFP on behalf of the cities of Benicia, Dixon and Rio Vista. The Benicia, Dixon, and Rio Vista PDA plans are scheduled to be completed in early 2016. The Fairfield and Suisun City documents will be completed by the end of May 2016, just before the June 30 expiration of fund availability.

**Bay Trail Vine Trail Feasibility Study:**

Within the City of Vallejo, two regional trail systems, the San Francisco Bay Trail and the Napa Valley Vine Trail, share some common planned and built alignments that connect Napa and Solano Counties. On behalf of the City of Vallejo, the Solano Transportation Authority (STA) is leading a collaboration with the Bay Trail and Vine Trail to develop a feasibility study and preliminary engineering to deliver both the Bay Trail and Vine Trail segments within City of Vallejo. The feasibility study will determine the scope of the gap closure project and costs involved with constructing a bicycle and pedestrian path that is consistent with the Bay Trail and Vine Trail alignments.

The Bay Trail and the Vine Trail have each offered \$50,000 grants to support the pursuit of the document through a cooperative agreement. Together, a total of approximately \$100,000 is available to complete the document.

STA staff has selected a consultant to conduct the feasibility study and preliminary engineering. STA staff anticipates a kick-off meeting to be held before the end of April 2014.

**Priority Conservation Areas:**

The STA Board approved the allocation of PCA Pilot Program funds in March 2013. Of the \$1.25 million, \$1.175 million went to Solano County for the Suisun Valley Farm to Market Phase 1 Project. This is currently moving forward with environmental reviews. \$75,000 was allocated for the STA to develop a PCA Assessment and Implementation Plan. This plan will closely examine the other five PCAs in the county, looking for opportunities to enhance these areas in potential future funding cycles. The plan will also look at connectivity as well as other possible PCA designations.

STA staff is currently organizing this stakeholder group that was approved by the STA Board in September 2013. This stakeholder group aims to represent a wide variety of interests and perspectives in addition to a diversity of locations throughout Solano County. Stakeholders will include growers, farmers, vintners, preservationists, conservationists, and agency staff.

The kick-off meeting for this stakeholder group to discuss the aims of the PCA Assessment and Implementation Plan is Wednesday, April 23<sup>rd</sup>.