Solano Transportation Authority

Solano Transportation Authority

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

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Email: info@sta.ca.gov ♦ Website: sta.ca.gov

BICYCLE ADVISORY COMMITTEE (BAC)
MEETING AGENDA

6:00 p.m. - 7:30 p.m., Thursday, November 5, 2026
The meeting is being provided both in-person at 423 Main St., Suisun City, CA 94585
STA Zoom Link
https://us02web.zoom.us/j/87114082633?pwd=bOBgEZBSRcTay7Om52YXE8VWGqXwpb.1
Join by Phone: 1 (669) 900 6833
Meeting ID: 871 1408 2633 **Passcode**: 463116

ITEM	STAFF PERSON
1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM (6:00 – 6:05 p.m.)	Jacob Francisco, Chair
2. APPROVAL OF AGENDA (6:05 – 6:10 p.m.)	Jacob Francisco, Chair
3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS (6:10 – 6:30 p.m.)	Jacob Francisco, Chair
• Upcoming Community Meeting for Solano Transportation Resiliency Plan	Kathrina Gregana, STA
• MTC Active Transportation & Vision Zero Regional Coordination	Dulce Jiménez, STA
• Upcoming Caltrans State Bicycle and Pedestrian Plan	Dulce Jiménez, STA
4. CONSENT CALENDAR Approve the following consent items in one motion. (6:30 – 6:35 p.m.)	Jacob Francisco, Chair
A. Joint BAC/PAC Meeting Minutes	Josué Jiménez, STA

Recommendation:
Approve the Joint BAC/PAC Meeting Minutes of September 3, 2026

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The complete Bicycle Advisory Committee packet is available on STA's website: www.sta.ca.gov

2026 BAC MEMBERS

Rachel Mixon **Member at Large**	David Belef **City of Vallejo**	Jacob Francisco **City of Fairfield** **Chair**	Jason Gray **Solano County**	Neal Iverson **City of Vacaville** **Vice Chair**	Brenda Lundy **City of Rio Vista**	Tyler Meirose **City of Suisun City**
		Terry Stenz **City of Dixon**		VACANT **City of Benicia**		

5. PRESENTATIONS (6:35 – 6:45 p.m.)

A. Suisun City Lotz Way Pedestrian and Bicycle Path Project — Maribel de la Cruz, City of Suisun City
Review of Complete Streets Checklist required by the Regional Measure (RM) 3 Safe Routes to Transit Bay Trail Program – Cycle 2
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6. ACTION NON-FINANCIAL

A. None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Draft Approach to Joining the Bicycle and Pedestrian Advisory Committee into the BAC & PAC Active Transportation Advisory Committee (ATAC) (6:45 – 7:00 p.m.) — Dulce Jiménez, STA

- Brainstorm Session – Vision for ATAC Work Plan

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B. E-Mobility Related Items (7:00 – 7:15 p.m.) — Dulce Jiménez, STA

- Status of E-Mobility Legislative Bills
- SR2S E-Bike Handbook

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8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None.

9. MEMBER UPDATES/ ROUND TABLE — BAC Members
(7:15 – 7:30 p.m.)

10. ADJOURNMENT
The next meeting will be the first anticipated Active Transportation Advisory Committee (ATAC) meeting on February 4, 2027, from 6:00-7:30 p.m. at the STA Building.

Questions? Please contact STA Assistant Planner, Dulce Jimenez, at (707) 399-3214 or djimenez@sta.ca.gov.

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
September 3, 2026

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

BAC Chair, Jacob Francisco, called the Special Joint Bicycle and Pedestrian Advisory Committee (BAC and PAC) to order at approximately 6:00 p.m. at the STA. A quorum was confirmed for both the STA BAC and the STA PAC.

BAC Members Present:	David Belef	City of Vallejo
	Jacob Francisco, Chair	City of Fairfield
	Jason Gray	Solano County
	Neal Iverson, Vice-Chair	City of Vacaville
	Tyler Meirose (Zoom)	City of Suisun City
	Rachel Mixon	Member at Large
Absent BAC:	Terry Stenz	City of Dixon
	VACANT	City of Benicia
	VACANT	City of Rio Vista
PAC Members Present:	Bob Berman	Bay Area Ridge Trail (Member at Large)
	Cookie Clark (Zoom)	City of Vacaville
	Dr. Diane Dooley (Zoom)	City of Benicia
	David George, Vice-Chair	City of Suisun City
	Joseph Green-Heffern	City of Fairfield
	Avery Livingood (Zoom)	Member at Large
	Patrick Murphy	Member at Large
Absent PAC:	Teresa Booth, Chair	City of Vallejo
	Virginia Hernandez-Chavez	Solano County
	VACANT	City of Dixon
	VACANT	Member at Large
Others Present:	Amy Antunano	STA
	Robert Guerrero	STA
	Kathrina Gregana	STA
	T.C. Hulsey	Member of the Public
	Dulce Jimenez	STA
	Josue Jimenez	STA
	Brenda Lundy	Member of the Public
	Greg Malcolm (Zoom)	City of Rio Vista
	Riley Martinson	County of Solano
	Rick Navarro (Zoom)	City of Vacaville

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2. APPROVAL OF THE AGENDA

On a motion by Bob Berman, seconded by Patrick Murphy, the STA BAC and PAC unanimously approved the agenda. (13 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

- Upcoming Changes to BAC/PAC Committees
  Presented by Robert Guerreo, Interim Executive Director for STA.

  Summary of Committee Member Comments:
  - Joseph Green-Heffern voiced support for the merging of the two committees. He commented that many of the trails are multi-use and therefore would make it easier for biking and pedestrian committee members to weigh in on items/projects that pertain to both committees. Mr. Green-Heffern also mentioned how it would be an efficient use of staff time.
  - Jason Gray was in consensus and commented that it is natural to merge the two committees.
  - Dave Belef expressed support for consolidating the committees to save on resources and staff time. He suggested that future agenda items have adequate time for committee members to discuss biking and pedestrian issues.
  - Avery Livengood commented on support for consolidation for efficiency, allowing multiple committee members to be engaged in conversation. She commented that staff should consider equitable distribution of bicycle and pedestrian advisory representatives.
  - Dr. Diane Dooley shared her support for joining the two committees. She also commented that if the need arises, the two committees should be able to communicate on related biking and pedestrian issues.
  - BAC Chair Francisco concluded by sharing that any additional comments should be forwarded to STA Staff.

- 29th Annual STA Awards – Reminder for Nominations
  Presented by Amy Antunano, Safe Routes to School Program Manager for STA.

  Ms. Antunano reminded BAC/PAC members of the current call for nominations and announced that the 29th Annual STA Awards will be held at the Joseph Nelson Center in the City of Suisun City on November 4, 2026.

4. CONSENT CALENDAR

On a motion by Joseph Green-Heffern and a second by Bob Berman, the STA BAC and PAC approved the Consent Calendar listed below. (13 Ayes)

A. Joint BAC/PAC Meeting Minutes

Recommendation:
Approve the Joint BAC/PAC Meeting Minutes of July 16, 2026.

5. OVERVIEW OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3) FUNDS & DRAFT MULTI-YEAR FUNDING SCENARIO

Presented by Dulce Jimenez, Assistant Planner for STA.

Summary of Committee Member Comments:

- David Belef commented on his support for the TDA-3 draft multi-year funding scenarios. He also noted that since the TDA-3 allocations spanned up to four years, he wanted to understand how staff was considering unexpected changes to project priorities. In response, STA staff will coordinate with the respective project sponsors to guide them in the submittal of their TDA-3 allocations as TDA-3 funding is made available each fiscal year. There is flexibility to have the funding scenarios modified if the project sponsor has communicated a shift in their project timeline.

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6. PROJECT PRESENTATIONS

a. Farm to Market Phase 4

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- Bob Berman suggested the County consider increasing the visibility of the bike lane, especially with ongoing vehicles traveling to the Suisun Valley wineries.

b. City of Rio Vista Safe Routes to Rio Vista High School

Presented by Greg Malcom, Public Works Director for the City of Rio Vista.

Summary of Committee Member Comments:

- David Belef expressed support for the City of Rio Vista to receive funding.
- Patrick Murphy asked if the sidewalks along Bruning and South 4th Street where the crossing signs will be installed. In response, Mr. Malcom replied that it would be only on South 4th Street.

c. City of Rio Vista Safe Routes to Riverview Middle School

Presented by Greg Malcom, Public Works Director for the City of Rio Vista.

Summary of Committee Member Comments:

- Rachel Mixon strongly advised finding a way to incorporate bicycle infrastructure, suggesting a Class III facility.

d. Alamo Safe Routes to School Project

Presented by Rick Navarro, Deputy Director of Public Works for the City of Vacaville.

Summary of Committee Member Comments:

- Cookie Clark voiced support for this project as it will help alleviate the congestion with children being picked up and dropped off for school.
- Neal Iverson expressed support for the project as it will increase overall student safety.
- Rachel Mixon advocated for the project to incorporate bicycle improvements. Neil Iverson mentioned that students riding their bikes to schools in Vacaville are required to dismount and walk the rest of the way, therefore, students biking to school could also benefit from the project.
- Mr. Navarro clarified that through the City of Vacaville's Safe Routes to School plans, the city developed a priority list of schools and projects to enhance active transportation infrastructure around them. Alamo Elementary School ranked high in the priority schools, and the proposed improvements are feasible and can be constructed within the requested funding.

e. Vaca Valley Bike Route Connection Project

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- Neal Iverson expressed potential safety concerns about encroachments from overhanging trees in the bicycle facilities.
- Rachel Mixon commented that widening the road may induce faster speeds from drivers, and therefore highly encouraged the County to consider traffic calming infrastructure to decrease vehicle speeds while increasing visibility to the bikers. David George and Bob Berman were in agreement with Mrs. Mixon's comments.

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f. Vallejo Sidewalk Gap Connector Project

Presented by Riley Martinson, Public Works Engineering Manager for the County of Solano.

Summary of Committee Member Comments:

- David Belef and David George expressed support for the project, as the improvement is a much-needed transportation investment that would benefit the community.

7. ACTION FINANCIAL

A. Consideration of the Draft Multi-Year Funding Scenario for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30) as shown in Agenda Item 5 Attachment B

Recommendation:

Forward the recommendation of the TAC and STA Board to approve the Draft Multi-Year Funding Scenario for TDA-3 Funds (FY26-27 to FY29-30). STA staff, in coordination with the respective project sponsors, shall have discretion to modify the Draft Multi-Year Funding Scenario as necessary to address project needs and requirements.

On a motion by David Belef and a second by Joseph Green-Heffern, the STA BAC and PAC approved the recommendation unanimously. (13 Ayes)

Summary of Committee Member Comments:

- Bob Berman wanted to know if the Public Works Directors had provided any feedback or comments in the allocation of TDA-3 funding. To clarify, Ms. Gregana discussed how the draft funding scenarios for TDA-3 were brought forward to the informational item at the September 30th STA TAC meeting. She summarized how overall feedback was positive from the Public Works Directors, noting that the scenarios were able to maximize the allocation of funding for the greatest number of projects.
- Joseph Green-Heffern voiced his support for the TDA-3 multi-year funding scenarios and the collaboration with the other STA discretionary fund sources (OBAG/CARE/TFCA), to ensure there is no funding left on the table.
- David Belef and Dr. Diane Dooley shared their support for the multi-year funding scenarios.

8. ACTION NON-FINANCIAL

A. Discuss the request for the BAC/PAC to recommend the STA Board include E-Bikes in the 2027 STA Legislative Platform

Dulce Jimenez and Dr. Diane Dooley provided a brief overview and context to the committee.

Recommendation:

Forward the recommendation to the STA Board to consider including **E-Mobility** in the 2027 STA Legislative Platform.

On a motion by David Belef and a second by Roel Francisco, the STA BAC and PAC approved the recommendation unanimously to forward a recommendation for STA to track **E-Mobility**, at the request of the committee members, and related devices through their processes for the purpose of the BAC&PAC to be able to have more comment and more say. (13 Ayes)

Summary of Committee Member Comments:

- Bob Berman requested clarification on "E-Bikes" and to broaden it to include "E-mobility"
- David Belef noted that language should be clarified that it's not simply what the law currently defines as an E-Bike, but what legislation is considering defining, and what other similar modes of transportation are being defined.
- Rachel Mixon expressed support as there is a rising trend of children on high-speed e-bikes and safety accidents.

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9. ADJOURNMENT

On a motion by David George and a second by David Belef, the STA BAC and PAC adjourned the meeting at approximately 7:35 p.m. unanimously. (13 Ayes)

The next meeting of the STA BAC is at *6:00 p.m., Thursday, November 5, 2026,* at STA building in 423 Main Street, Suisun City, CA 94585.

The next meeting of the STA PAC is at *6:00 p.m., Thursday, December 3, 2026,* at STA building in 423 Main Street, Suisun City, CA 94585.

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Agenda Item 5. A
November 5, 2026

DATE: October 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Regional Measure (RM) 3 Safe Routes to Transit Bay Trail Cycle 2 – Review of Complete Streets Checklist for the Lotz Way Pedestrian and Bicycle Path Project

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Background:
The Regional Measure (RM3) Safe Routes to Transit/Bay Trail (SR2TBT) Cycle 2 call for projects was released on June 24, 2026, with applications due on October 5, 2026. The second cycle of SR2TBT covers five fiscal years (FY26-27 to FY30-31) with $75 million available for programming.

As part of the application, project sponsors must submit a Complete Streets Checklist, to be reviewed by the countywide Bicycle and Pedestrian Advisory Committees. As part of this grant cycle, two projects were submitted: 1.) City of Vallejo requesting $9.360 million for the Vallejo Bluff Trail Project and 2.) City of Suisun City requesting $4.066 million for the Lotz Way Pedestrian and Bicycle Path Project.

The BAC's Role:
At the November 5th BAC meeting, the City of Suisun staff will be presenting on the Lotz Way Pedestrian and Bicycle Path Project. In advance of their presentation, the BAC can review their complete streets checklist (Attachment A).

The BAC can provide feedback on the project either verbally at the November 5th BAC meeting or in writing by **Friday, November 13th** to Dulce Jimenez at djimenez@sta.ca.gov.

Recommendation:
Informational

Attachments:
A. Complete Streets Checklist – Suisun City Lotz Way Pedestrian and Bicycle Path Project

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Maribel De La Cruz

Email Address:

mdelacruz@suisun.com

Contact Phone Number:

707-989-8287

Project Sponsor:

Suisun City Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Measure 3

Project Name/Title:

Lotz Way Pedestrian and Bicycle Path Project

Project Location:

Suisun City

Project Description:

The Lotz Way Pedestrian and Bicycle Path Project will construct two segments totaling approximately 2,015 feet (0.38 mile) of 10-foot-wide concrete Class I multi-use path along the north side of Lotz Way: approximately 1,380 feet from Marina Boulevard to Alder Street and approximately 635 feet from Civic Center Boulevard to Main Street. The segment between Alder Street and Civic Center Boulevard is currently under construction as part of a private development project. Together, these improvements will provide a continuous and accessible bicycle and pedestrian connection between the existing Grizzly Island Trail at Marina Boulevard, the Marina Shopping Center, Central County Bikeway, downtown, the Fairfield-Suisun Train Depot, and nearby bus services.
The Project will improve bicycle and pedestrian connectivity between residential, commercial, recreational, and transit destinations; provide a safer and more convenient route for people walking and bicycling; and improve access to the existing regional bicycle and pedestrian network.

Project Phase(s):

Planning (PLN)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Safe Routes to School Plan, Transit Plan, Community-Based Transportation Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), City/County General + Specific Area Plans

Details on plan recommendations affecting the project area (with adoption date):

The proposed project is consistent with recommendations in the Solano County Active Transportation Plan (ATP) Project adopted in 2020.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Project will be designed consistent with NACTO's All Ages & Abilities guidance and applicable PROWAG accessibility requirements. The proposed 10-foot-wide Class I multi-use path will provide a comfortable, separated facility for people walking and bicycling, while ADA-compliant curb ramps and accessible connections will provide a continuous route for people of varying ages and abilities. Lighting and signage will further improve visibility, comfort, and wayfinding. Final design will verify compliance with applicable accessibility standards and NACTO guidance.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The City will coordinate with applicable mobility and transit providers during project development to support connections to the Suisun-Fairfield Mobility Hub. Hub-supportive elements include a continuous 10-foot-wide Class I multi-use path, ADA-compliant pedestrian connections, lighting, and signage. The Project will improve first- and last-mile access between the Mobility Hub, nearby bus services, the Central County Bikeway, Grizzly Island Trail, and surrounding residential and commercial destinations.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Lotz Way is a major collector with discontinuous pedestrian facilities, including sections where the existing north-side sidewalk is deficient or missing. These conditions can create conflicts and barriers for people walking and bicycling, particularly near intersections and connections to nearby destinations.
The Project will address these conditions by constructing approximately 2,015 feet of 10-foot-wide Class I multi-use path along the north side of Lotz Way. The separated path will provide a more continuous and predictable facility for people walking and bicycling. ADA-compliant curb ramps, signage, and lighting will improve accessibility, visibility, and user awareness. The Project will also connect to existing pedestrian and bicycle facilities, including the Grizzly Island Trail and Central County Bikeway, improving overall network safety and continuity.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Sidewalk Gap Closure

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Vine Transit (Napa Valley Transportation Authority), SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The Project is located near the Fairfield-Suisun Train Depot and nearby bus services along the Lotz Way corridor. The proposed Class I multi-use path will improve pedestrian and bicycle access to the Train Depot and nearby transit services and provide improved first- and last-mile connections.

The Project is not expected to adversely affect transit operations because it will construct a path along the north side of Lotz Way without changes to transit lanes or roadway operations. The City will coordinate with affected transit agencies during project development and construction to identify and address any potential conflicts, maintain access to transit stops, and minimize temporary impacts to transit operations.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-11-05

Summary of BPAC meeting comments:

Meeting is scheduled for November 5, 2026.

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DATE: October 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: Draft Approach to Joining the Bicycle and Pedestrian Advisory Committee to the BAC & PAC Active Transportation Advisory Committee (ATAC)

Background:

The STA is the only CTA in the Bay Area that has two distinct citizen advisory committees for active transportation, separated between bicycle and pedestrian issues. All other CTAs in the region have one consolidated Bicycle and Pedestrian Advisory Committee (BPAC), with members representing both pedestrian and bicycle-related issues. Historically, the BAC and PAC have annually convened joint meetings to review projects seeking funding through the Transportation Development Act Article 3 (TDA-3) funds. Accordingly, an established process for conducting these joint meetings is already in place and will be carried forward into the Active Transportation Advisory Committee structure.

Discussion:

At the September 3, 2026 Joint BAC/PAC meeting, STA staff introduced the goal of joining the BAC/PAC committees starting in 2027. The joint BAC/PAC committee meetings will be renamed the BAC & PAC Active Transportation Advisory Committee (ATAC).

The joining of BAC and PAC will not only become consistent with the committee structure at the regional level, but also at the local level by aligning with the adopted 2020 Countywide Active Transportation Plan, which consolidated STA's separate Countywide Bicycle and Pedestrian plans into one cohesive plan.

Recognizing that the transition to the BAC & PAC Active Transportation Advisory Committee is a new effort, the first year of the committee will serve as a pilot year. At the end of the pilot year, STA staff will revisit the ATAC structure and, at that time, adjust the committee to reflect the needs and priorities of the STA Board. Currently, the long-term goal is to retain the BAC/PAC committees joined through the ATAC well after the completion of the pilot year.

Draft Approach to the ATAC Structure:

Meeting Frequency/Length and Platform:

During calendar year 2027, the BAC & PAC Active Transportation Advisory Committee will be held on the first Thursday of every even month, from 6:00-7:30 p.m. Meetings will continue to be hybrid.

The meetings will be scheduled for the following dates:

- February 4, 2027
- April 1, 2027
- June 3, 2027
- August 5, 2027
- October 7, 2027
- December 2, 2027

Membership:
With the joining of both committees, membership of the committee will be composed of 20 members, nine (9) for the BAC and eleven (11) for the PAC, in accordance with the membership outlined in the respective BAC and PAC Bylaws.

As for the four (4) Member-at-Large positions further described below:

- Bay Area Ridge Trail Representative: There is currently a dedicated PAC position to represent the Bay Area Ridge Trail, and this position will continue in the ATAC.
- Transit User Representative: Recognizing the strong nexus between pedestrian and transit issues to provide a key first- and last-mile connection, STA staff are considering including Transit User as a Member-At-Large position. This request would also align with the recent changes made to the Complete Streets Checklist, which now require project sponsor coordination with transit operators for projects near transit stops/hubs.
- The remaining two (2) Member-at-Large positions will be left as general positions that will serve to bring both countywide bicycle and pedestrian issues to the committee.

Selecting the Chair and Vice Chair:
At the first Active Transportation Advisory Committee meeting (February 4, 2027), the committee members will nominate and vote for a Chair and Vice Chair for the 2027 calendar year, with their term effective immediately. The selected Chair will then lead the rest of the agenda items set for the February meeting. The goal is to have a BAC and PAC member as the Chair/Vice Chair.

BAC/PAC Bylaws:
Committee members will still be identified as part of their respective BAC/PAC committees. Therefore, their respective Bylaws. Since the individual BAC/PAC committees will remain in effect in the ATAC, at the start of each meeting, quorum will need to be established separately for the BAC and PAC members. As for agenda items that require committee action, the BAC and PAC will continue to vote separately.

Next steps following the completion of the first year of the ATAC:
STA staff will be revisiting the structure of the ATAC and will make necessary adjustments to the meeting frequency, length, and membership, which may include exploring the reduction of membership positions.

Looking ahead, STA staff also encourage BAC members to start thinking about their priorities and focus areas that can be reflected in the draft work plan for the ATAC. This item will also be up for committee members' discussion.

Recommendation: Informational.

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DATE: October 30, 2026
TO: STA BAC
FROM: Dulce Jimenez, Assistant Planner
RE: E-Mobility Related Items

Background:
At the September 3, 2026 Joint BAC/PAC meeting, committee members recommended that the STA Board incorporate "E-Mobility" into the 2027 STA Legislative Platform. The draft 2027 STA Legislative Platform is expected to be brought forward to the STA Technical Advisory Committee in November for release to the public for a 30-day comment period.

Attachment A includes a summary matrix outlining the status of the e-mobility-related legislation. The tracking of e-mobility-related bills will continue as the new legislative session commences.

Discussion:
At the local level, there has been an increase in the number of students using e-bikes. To help educate parents and students about the safe use of these devices, Safe Routes to School (SR2S) Program staff have developed an E-Bike Handbook, provided in Attachment B.

SR2S staff are requesting that the BAC review the handbook and provide feedback either verbally at the November 5, 2026, BAC meeting and/or via email to Dulce Jimenez at djimenez@sta.ca.gov by Monday, November 16, 2026.

Following the review period, SR2S staff will review the submitted comments and make any necessary revisions to the handbook before its official distribution to schools and member agencies.

Recommendation:
Informational.

Attachments:
A. Status of E-Mobility Legislative Bills
B. Safe Routes to School E-Bike Handbook

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Status of E-Mobility Legislative Bills

	Bill Number	Brief Description	Implementation Timeline	E-Bike Classification	Speed Limit	Age Limit	Manufacturer Requirements (Technology Mandates)	Labeling Requirements	Seller Requirements
Bills Signed into Law	AB 1569 (Davies)	Requires the State Department of Education and Department of Highway Patrol to develop a standardized e-bike safety program for students in grades 7 - 12. Statewide	On or before March 1, 2028	Class 1, Class 2, Class 3	N/A	N/A	N/A	N/A	N/A
	AB 1614 (Dixon)	No "piggybacking" on bikes and e-bikes on a Class I bikeway. Statewide	Effective January 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A	N/A	N/A
	AB 2595 (Papan)	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes San Mateo County	Until January 1, 2031	Class 1, Class 2	N/A	12 years of age (subject to local ordinance)	N/A	N/A	N/A
	SB 1167 (Blakespear)	Distinguishes e-bikes from mopeds or "e-motos"; establishes requirements for labeling and advertising; establishes new operational and safety requirements Statewide	Effective January 1, 2027	Class 3	Reinforces existing thresholds for e-bikes (≤20 mph motor-only; ≤28 mph pedal assist)	N/A	Requires Class 3 vehicles are equipped with lamp-type turn signals; prohibits production of misclassified devices	Extensive permanent labeling (manufacturer, classification, speed, wattage)	Must comply with labeling + disclosure rules; unlawful to sell non-compliant or mislabeled devices
	AB 2346 (Wilson)	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed Statewide	Effective January 1, 2027	Class 1, Class 2	Bicycle Path: 15 or 20 mph (set by local authority) Multiuse trail: 10, 15, or 20 mph (set by local authority) Sidewalk: 10 mph	Recommends that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour	Class 1 & 2 e-bikes are required to have a speedometer All e-bikes required to have a front lamp, and rear lamp.	Requires permanent labels (classification, speed, wattage; specific formatting like font size)	Must provide written disclosures at sale (classification, speed, wattage, age limits, helmet rules + legal warning on modifications)

	Bill Number	Brief Description	Implementation Timeline	E-Bike Classification	Speed Limit	Age Limit	Manufacturer Requirements (Technology Mandates)	Labeling Requirements	Seller Requirements
Bills that were not passed	AB 2284 (Dixon)	Public list of non-compliant e-bikes & e-bike products Statewide	On or before, June 1, 2027	Class 1, Class 2 , Class 3	N/A	N/A	N/A	N/A	N/A
	AB 1942 (Bauer-Kahan)	License plates for class 2 & 3 e-bikes Statewide	Effective January 1, 2027	Class 2, Class 3	N/A	N/A	N/A	N/A	N/A
	SB 956 (Choi)	Authorizes Orange County to establish a pilot program to require the display of a special license plate on e-bikes Orange County	Until January 1, 2032	Class 1, Class 2, Class 3	N/A	N/A	N/A	N/A	N/A
	AB 1557 (Papan) **SUPPORT**	Limits e-bike definition to "not capable of exceeding 750 watts of peak power", sets a speed limit of 16 mph for Class 1 & 2 e-bikes, and prevents persons 16 years or younger from operating a Class 3 e-bike. Statewide	Effective January 1, 2027	Class 1, Class 2, Class 3	16 mph (Class 1 & 2)	Prohibits persons under 16 years of age from operating a bike > 250w	Prohibits a motor capable of exceeding 750 watts of peak power. Prohibits a manufacturer from equipping any device labeled as a Class 1 or 2 e-bike with a motor capable of exceeding 250 watts of peak power.	N/A	Prohibits the sale or advertisement of non-compliant bikes

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E-BIKE HANDBOOK

RESOURCES FOR FAMILIES AND STUDENTS IN SOLANO COUNTY

Provided by:
Solano Safe Routes to School
a program of Solano Transportation Authority

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ACKNOWLEDGMENTS

Solano Safe Routes to School (SR2S), a program of the Solano Transportation Authority (STA), works to support safer walking, biking, and rolling for students throughout Solano County.

This handbook was developed as a resource for students, parents, and caregivers to help them better understand e-bike safety, California riding requirements, and responsible riding practices. Its goal is to provide families with practical information that can help young riders build the knowledge, skills, and confidence needed to ride safely.

This Solano SR2S handbook was adapted from an e-bike safety handbook originally provided through the California Office of Traffic Safety (OTS) and developed with support from the San Mateo County Office of Education, City/County Association of Governments of San Mateo County (C/CAG), and San Mateo County Transportation Authority.

The original handbook was also informed by e-bike education and safety resources developed by Marin County Safe Routes to School. Solano SR2S appreciates these organizations and agencies for creating and sharing resources that help families better understand e-bike safety.

Additional safety resources are included at the end of this handbook.

E-BIKE BASICS AND RIDER READINESS

E-Bikes Are Changing the Way We Travel

E-bikes are becoming an increasingly popular transportation option, especially among teens. They can make hills, longer trips, backpacks, and sports equipment easier to manage while giving students and families another way to travel without relying on a car.

But an e-bike is not quite the same as a traditional bicycle.

E-bikes are generally heavier, accelerate more quickly, and can travel at much higher speeds. That can make them more difficult to control and stop, especially for inexperienced riders.

A traditional bicycle may travel around 10–12 mph, while:

- **Class 1 e-bikes** can provide motor assistance up to 20 mph.
- **Class 2 e-bikes** can provide motor assistance up to 20 mph.
- **Class 3 e-bikes** can provide motor assistance up to 28 mph.

That increase in speed gives riders less time to react to vehicles, pedestrians, intersections, road hazards, and unexpected situations.

What Parents and Caregivers Should Know

Is your child ready for an e-bike?

The U.S. Consumer Product Safety Commission's age-development guidance indicates that children ages 9–12 can generally operate motorized wheeled vehicles that do not exceed 10 mph. Faster motorized bicycles and scooters are generally not considered age-appropriate because of the added difficulty of balancing, steering, and controlling the vehicle at higher speeds.

Parents and caregivers should consider a child's riding experience, judgment, ability to follow traffic laws, and comfort handling a heavier and faster bicycle before allowing them to ride an e-bike.

Is Your Child Ready To Ride?

Before allowing a young person to ride an e-bike on a street, bike lane, or pathway, make sure they can safely demonstrate basic bicycle and traffic skills.

A rider should be comfortable:

- Coming to a complete stop at intersections
- Taking turns appropriately with vehicles

- Riding in a straight, predictable line
- Riding with the direction of traffic
- Staying out of the "door zone" beside parked vehicles
- Using hand signals before turning, stopping, or changing lanes
- Following posted speed limits
- Yielding to pedestrians
- Stopping quickly when necessary
- Avoiding obstacles without swerving into traffic
- Wearing a properly fitted helmet
- Keeping phones and other distractions put away

Practice Before Riding Independently

Riding confidently in traffic takes practice. Start in a quiet, low-traffic area where a new rider can get comfortable with how the e-bike accelerates, brakes, turns, and balances. Riders should also practice using motor assistance and throttle control, when applicable, while learning how the bike's added speed and weight affect stopping distance.

Whenever possible, have a young rider ride with an experienced adult first. Adults can model safe, predictable riding behavior and help young riders learn how to handle real-world traffic situations.

A bicycle or e-bike skills class can also help build confidence and defensive riding skills.

Class 1 E-Bike

Provides motor assistance **only when you pedal.**

Class 2 E-Bike

Provides motor assistance when you pedal **and** also has a throttle.

Class 3 E-Bike

Provides motor assistance when you pedal and is designed for higher speeds.

E-Bikes Must Follow the Rules of the Road

E-bike riders are subject to many of the same traffic laws as people riding traditional bicycles.

That includes:

- Stopping at stop signs and red lights
- Riding in the correct direction with traffic
- Following lane markings
- Yielding when required
- Using hand signals
- Following applicable speed and traffic laws

An e-bike should be treated as transportation, not as a toy.

KNOW YOUR E-BIKE

California identifies three classes of e-bikes. Understanding your e-bike's class is important because speed, rider age, helmet requirements, and equipment requirements can differ by class.

CLASS 1

- Uses pedal-assist, meaning the motor provides assistance while the rider is pedaling
- Provides motor assistance up to 20 mph
- May include a limited start-assist or "walk mode" that can propel the bike without pedaling at speeds up to 3.7 mph

CLASS 2

- May use a throttle to propel the bicycle without the rider pedaling
- Provides motor assistance up to 20 mph

CLASS 3

- A Class 3 e-bike:
- Uses pedal-assist, meaning the motor provides assistance while the rider is pedaling
- Provides motor assistance up to 28 mph
- May include a limited start-assist or "walk mode" that can propel the bike without pedaling at speeds up to 3.7 mph
- Must be equipped with a speedometer
- May only be operated by a rider who is at least 16 years old
- Requires the operator and any passenger to wear a helmet, regardless of age

Where Can Each Class Ride?

Different types of bikeways have different rules for e-bike use. Before riding, know your e-bike class and make sure it is permitted on the route you plan to take.

Under California law, all three classes of e-bikes may generally be ridden anywhere conventional bicycles are permitted. Local agencies and California State Parks may restrict e-bike use on certain trails or paths, so always check posted signs and local rules.

Is It Really An E-Bike?

Some electric vehicles look like e-bikes but may actually be classified as electric motorcycles or another type of motor vehicle.

This is especially important when shopping online, where some products may be advertised as "Class 2 e-bikes" even though their power or speed exceeds legal e-bike limits.

A Legal E-Bike Has:

1. A Motor Rated at 750 Watts or Less — E-bikes must stay within the motor power limits established under California law.

2. Speed-Limiting Safety Features — An e-bike must meet the speed requirements for its designated class.

Class 1 and Class 2 e-bikes provide motor assistance up to **20 mph**, while Class 3 e-bikes provide pedal assistance up to **28 mph**.

3. Working Pedals — A legal e-bike must have functioning pedals that allow it to be operated as a bicycle.

E-Bike Or E-Motorcycle?

A vehicle that exceeds California's e-bike requirements may be considered an electric motorcycle or another type of motor vehicle, even if the manufacturer or seller calls it an "e-bike."

Vehicles that do not meet the legal definition of an e-bike may be subject to additional motor vehicle requirements, including:

- Registration
- Motorcycle-compliant lighting
- Mirrors
- A driver's license
- Other required motor vehicle equipment

Unregistered electric motorcycles are not legal to operate on roads, sidewalks, or bicycle paths as though they are e-bikes.

What About E-Scooters?

Electric scooters follow different rules than e-bikes in California.

Riders must have a *valid driver's license or instruction permit,* and scooters do not need to be registered with the DMV. **The maximum legal speed is 15 mph.**

E-scooters may be used on bike paths, trails, and bikeways unless locally restricted. On roadways, they are generally allowed on streets with speed limits of **25 mph or less**. Sidewalk riding is prohibited except when entering or leaving adjacent property, and **passengers are not allowed**.

Riders should always check local rules and posted signs before riding.

Riders under age 18 are required to wear a bicycle helmet. On roads with speed limits above 25mph, scooters generally must use a Class 2 or Class 4 bikeway.

Local Rules Matter

California establishes statewide e-bike requirements, but local jurisdictions may have additional rules about where e-bikes can be used.

Rules may differ between cities, counties, parks, trails, multi-use paths, school campuses, and other public facilities.

Before riding somewhere new, check posted signs and local regulations. A route that allows one class of e-bike may not allow another.

Learn more:
California DMV – Motorcycles, Mopeds, and Scooters
www.dmv.ca.gov/portal/vehicle-registration/new-registration/motorcycles-mopeds-and-scooters/

RIDING SAFELY

Where To Ride

E-bikes can move much faster than traditional bicycles, so riders should choose locations that are appropriate for their speed and e-bike class.

AROUND PEDESTRIANS

Avoid riding at high speeds in places with heavy pedestrian activity.

When passing someone walking or riding more slowly, reduce your speed, give plenty of room, and use your voice or bell to let them know you're approaching. Wait for a safe opportunity to pass and always ride courteously and predictably.

E-bikes can be very quiet, which means pedestrians may not hear you approaching.

SIDEWALKS

Stick to roads and appropriate bicycle facilities rather than sidewalks. E-bikes can travel too quickly for spaces with heavy foot traffic, and sidewalk riding may also be prohibited by local rules.

Check local ordinances before riding.

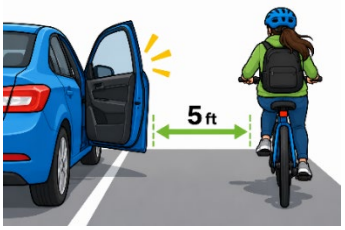
RIDING IN TRAFFIC & BIKE LANES

Use designated bicycle lanes whenever they are available and your class of e-bike is permitted to use them.

If you need to leave the bicycle lane to avoid a hazard, make a left turn, avoid a turning vehicle, or enter another lane, remember:

- SCAN — Look behind you and check surrounding traffic.
- SIGNAL — Clearly communicate your intention.
- CHECK & MERGE — Make sure there is enough space and then move predictably into traffic.

If there is no bicycle lane, ride in the roadway as permitted and share the road with motor vehicles.



Avoid the Door Zone

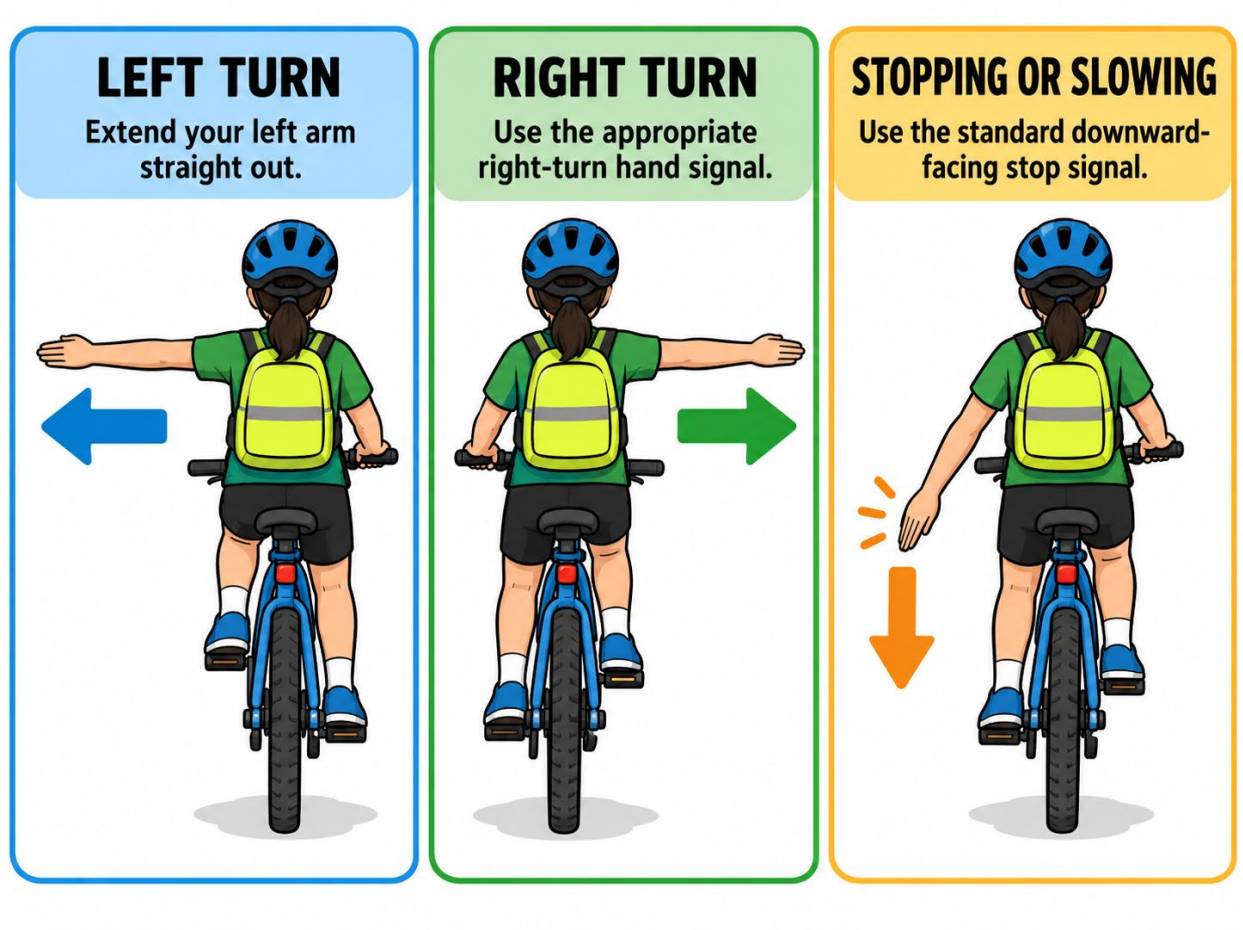
Leave approximately 5 feet of space between yourself and parked vehicles whenever possible. This helps reduce the chance of being struck by an open car door, improves your visibility, and gives you more room to react.

Using Hand Signals

Hand signals help motorists, bicyclists, and pedestrians understand what you plan to do.

Signal before turning, changing lanes, slowing, or stopping.

Signal early enough for other road users to react.



Helmet Requirements

Helmets are one of the most important pieces of safety equipment a rider can use.

Riders Under 18

Riders under age 18 are required to wear a properly fitted and fastened bicycle helmet.

Passengers Under 18

Passengers under age 18 are also required to wear a helmet.

Class 3 Riders

Anyone operating or riding as a passenger of a Class 3 e-bike **must** wear a helmet, *regardless of age*.

Even when a helmet is not legally required, Solano Safe Routes to School encourages every e-bike rider to wear a properly fitted helmet every ride.

Riding With Passengers

Only carry a passenger if your e-bike is specifically designed to accommodate one and has a separate passenger seat securely attached to the bicycle.

Never allow someone to sit on the handlebars, stand on rear pegs not intended for passengers, ride on an unsecured rack, or share a seat designed for one person.

Extra weight can significantly affect acceleration, steering, braking, and balance.

Lighting and Visibility

Being visible is important every time you ride, especially at night or in low-light conditions.

Rear Visibility Is Required at All Times

Beginning January 1, 2026, California law requires e-bikes to have either a red rear reflector or a solid or flashing red light with a built-in reflector that is visible from at least 500 feet to the rear. This requirement applies during all hours of operation, not just at night.

When Riding in Darkness

California law requires bicycles and e-bikes ridden after dark to have:

- A white front light visible from at least 300 feet in front and from the sides
- A red rear reflector or qualifying red rear light visible from at least 500 feet
- A white or yellow reflector on each pedal, shoe, or ankle that is visible from at least 200 feet
- Side reflectors on the front and rear portions of the bicycle, unless the bicycle has reflectorized tires that meet state requirements
- The required white front light may also be worn by the rider, as long as it is visible from at least 300 feet in front and from the sides.

Be Seen

In addition to required lights and reflectors, wear bright or reflective clothing whenever possible and make sure all lighting equipment is working before each ride.

Lights and reflectors help others see you but never assume that a driver has noticed you.

E-BIKE CARE AND MAINTENANCE

A quick inspection before riding can help prevent mechanical problems while you're on the road.

TIRES

- Check that both tires feel firm.
- Inflate tires to the recommended pressure printed on the tire or listed by the manufacturer.

BRAKES

- Squeeze each brake lever.
- The brakes should engage properly, and the lever should not pull completely against the handlebar.
- Because e-bikes are heavier and faster than traditional bicycles, brake pads may wear out more quickly.

CHAIN & CRANK

- Make sure the chain is clean and properly lubricated, seated correctly, and that the cog teeth are not excessively worn. Pedals and crank arms should also feel secure.

BATTERY & WIRES

- Make sure the battery is properly installed and locked into place. Check that the display turns on normally and that wiring, cables, and electrical components are secure and free from visible damage.

QUICK-RELEASE PARTS

- Check wheels, the seat post, and other quick-release components to make sure they are fully secured.

FINAL CHECK

- Gently lift and set down each wheel. If you hear rattling or notice anything loose, inspect and tighten it before riding.

E-Bikes Need Extra Maintenance

Greater weight and speed can cause tires, brakes, chains, and other components to wear more quickly than they might on a traditional bicycle.

Inspect your e-bike regularly and replace worn parts when necessary.

E-Bike Battery Safety

Every e-bike relies on a rechargeable battery, and proper battery use is an important part of e-bike safety.

Beginning January 1, 2026, California law requires e-bikes, batteries, and charging systems sold or distributed in the state to meet applicable safety testing and labeling requirements. These products must be tested by an accredited laboratory to help reduce the risk of fires, electrical failures, and other battery-related hazards.

Look for UL Certification — When purchasing an e-bike, replacement battery, or charger, look for products that have been tested by an accredited laboratory and are clearly labeled for compliance. UL 2849 is one recognized safety standard for e-bike electrical systems.

Charging & Storage

To reduce the risk of fire or battery damage:

- Use only the charger intended for your e-bike and battery.
- Plug the charger directly into a wall outlet.
- Avoid using power strips or extension cords.
- Never stack batteries while charging or storing them.

- Give batteries space and proper ventilation.
- Keep batteries away from extreme heat or cold.
- Do not charge or store batteries where they block doors or emergency exits.
- Keep charging areas near working smoke alarms or fire detectors when possible.
- Follow the manufacturer's instructions for charging and storage.

For long-term storage, keep the battery partially charged and follow the manufacturer's recommendations.

BUYING AND RESPONSIBLE OWNERSHIP

Thinking About Buying An E-Bike? E-bikes can be a fun and efficient transportation option, but choosing the right bike is especially important for younger riders.

Before You Buy

Don't rely on the product name alone. Check the motor wattage, maximum motor-assisted speed, whether it has working pedals, whether it uses a throttle, and the manufacturer's designated e-bike class.

It's also important to know whether the bike can be modified to exceed legal speed or power limits.

Not every electric two-wheeler is an e-bike.

Check The Legal Requirements

A legal e-bike must meet California's requirements for motor power, speed, equipment, and e-bike classification.

- E-bike motors must meet California's 750-watt power limit
- Class 1 motor assistance stops at 20 mph
- Class 2 motor assistance stops at 20 mph
- Class 3 motor assistance stops at 28 mph
- Class 3 e-bikes must be equipped with a speedometer
- Class 3 riders must be at least 16 years old
- Class 3 e-bikes may not be sold to anyone under age 16
- All Class 3 operators and passengers must wear a properly fitted and fastened bicycle helmet, regardless of age

Buy From A Reputable Source

Purchasing from an established bicycle shop can help ensure the bike comes from a reliable manufacturer, replacement parts are available, and routine maintenance and repairs can be completed when needed.

Watch For Modifications

Some e-bikes can be altered through apps, software, controllers, or aftermarket parts to increase their speed or power.

Under California Assembly Bill 1774 (AB 1774), an e-bike may only be modified if it continues to meet California's legal definition of an electric bicycle. State law also prohibits the sale of products or devices designed to increase an e-bike's speed beyond those legal limits.

If a modification causes the bike to exceed legal e-bike speed or equipment requirements, it may no longer be legally classified as an e-bike.

Families should make sure young riders understand that speed- and power-limiting equipment should not be tampered with.

Taking E-Bike Safety Seriously

E-bikes can give students greater independence, but their additional speed and weight can also increase the severity of a crash.

In 2022, more than 3,000 children and teens in the United States were treated in emergency departments for e-bike-related injuries. In California, reported e-bike collisions increased from 184 in 2018 to more than 3,400 in 2023.

Research in Marin County also found that riders ages 10–15 were five times more likely to be involved in an e-bike collision than any other age group studied.

Before allowing a young rider to travel independently, consider whether they are prepared both physically and mentally for the responsibility of riding an e-bike.

Consider whether they consistently follow traffic rules, can control the bike at higher speeds, understand right-of-way, can judge vehicle speed and distance, and can brake quickly without losing control. They should also be willing to wear a helmet every ride, keep their phone put away, make safe decisions without an adult nearby, resist pressure to ride unsafely, and understand where their class of e-bike may legally be ridden.

An e-bike can be a great transportation option when the rider has the skills, knowledge, and maturity to use it responsibly.

BEFORE YOU RIDE

Know your bike — Know its class, maximum speed, power, and equipment.

Know the Law — Understand age, helmet, passenger, lighting, and riding-location requirements.

Know your route — Make sure your class of e-bike is permitted where you plan to ride.

Check your equipment — Inspect tires, brakes, battery, lights, and other components.

Wear your helmet — Every ride. Every time.

Ride predictably — Follow traffic laws, signal your movements, and stay alert.

Ride Smart. Ride Safe. Get There Together.

ADDITIONAL RESOURCES

Go Safely California – E-Bikes, E-Scooters & E-Motorcycles

The California Office of Traffic Safety's Go Safely California website provides information about e-bike classifications, e-scooter and e-motorcycle rules, current California safety laws, safe riding practices, and resources for parents and caregivers. The site also includes safety videos, printable materials, and resources available in English and Spanish.
gosafelyca.org/e-bikes-e-scooters-and-e-motorcycles/

E-Bike Safety Training Resources

CalBike provides an overview of three online e-bike safety training resources from the California Highway Patrol (CHP), PeopleForBikes, and Pedal Ahead/CARB. The trainings cover topics such as e-bike classifications, safe riding practices, pre-ride checks, sharing roads and paths, California laws, and battery safety.
https://www.calbike.org/new-e-bike-training-resources-come-online/

California Highway Patrol E-Bike Resources

CHP provides official information about California e-bike classifications, rider requirements, helmet laws, safe riding practices, and other rules for e-bikes and similar electric vehicles. CHP also offers an online e-bike safety and training program for riders and families.

Youth riders are encouraged to complete the training with a parent or caregiver. Participants may also be able to print a certificate after completing the course.
https://www.chp.ca.gov/programs-services/services-information/Bike-and-Ped-Safety/

Solano County Parks – FAQs

Solano County provides information about e-bike use in County parks. Class 1 e-bikes are allowed wherever conventional bicycles are permitted unless otherwise posted. Riders should always check posted signs and trail rules before riding.
www.solanocounty.gov/government/resource-management/solano-county-parks

Solano Safe Routes to School

Solano SR2S provides bicycle and pedestrian safety education, encouragement activities, community events, and resources for students and families throughout Solano County.
solanosr2s.ca.gov