

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC & PAC)
SPECIAL JOINT MEETING AGENDA**

6:00 p.m. - 8:00 p.m., Thursday, September 3, 2026

The meeting is being held both in-person at 423 Main St., Suisun City, CA 94585

Third Floor of the STA Building

STA Zoom Link

<https://us02web.zoom.us/j/87114082633?pwd=bOBgEZBSRcTay7Om52YXE8VWGqXwpb.1>

Meeting ID: 871 1408 2633 Passcode: 463116

ITEM

STAFF PERSON

- | | |
|--|---|
| 1. CALL TO ORDER/INTRODUCTIONS/
CONFIRM QUORUM (6:00 p.m.) | Teresa Booth, PAC Chair |
| 2. APPROVAL OF AGENDA (6:05 p.m.) | Jacob Francisco, BAC Chair |
| 3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS (6:10 p.m.) | Teresa Booth, PAC Chair |
| <ul style="list-style-type: none"> • Upcoming Changes to BAC/PAC Committees | Robert Guerrero, STA
Teresa Booth, PAC Chair
Jacob Francisco, BAC Chair |
| <ul style="list-style-type: none"> • 28th Annual STA Awards – Reminder for Nominations | Amy Antunano, STA |
| 4. CONSENT CALENDAR (6:15 p.m.)
Approve the following consent item in one motion. | Jacob Francisco, BAC Chair |
| A. Joint BAC/PAC Meeting Minutes
<u>Recommendation:</u>
Approve the Joint BAC/PAC Meeting Minutes of July 16, 2026. | Josue Jimenez, STA |

Pg. 3

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

2026 BAC MEMBERS

<u>Jacob Francisco</u> City of Fairfield Chair	<u>Neal Iverson</u> City of Vacaville Vice-Chair	<u>Tyler Meirose</u> City of Suisun City	<u>Rachel Mixon</u> Member at Large	<u>David Belef</u> City of Vallejo	<u>Jason Gray</u> Solano County	<u>Terry Stenz</u> City of Dixon	<u>VACANT</u> City of Benicia	<u>VACANT</u> City of Rio Vista
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2026 PAC MEMBERS

<u>Teresa Booth</u> City of Vallejo Chair	<u>David George</u> City of Suisun City Vice-Chair	<u>Bob Berman</u> Bay Area Ridge Trail (Member at Large)	<u>Patrick Murphy</u> City of Rio Vista	<u>Joseph Green-Heffern</u> City of Fairfield	<u>Diane Dooley</u> City of Benicia	<u>Cookie Clark</u> City of Vacaville
	<u>Avery Livengood</u> Member at Large	<u>Virginia Hernández-Chávez</u> Solano County	<u>Vacant</u> City of Dixon	<u>Vacant</u> Member at Large		

5. **OVERVIEW OF TRANSPORTATION DEVELOPMENT ACT
ARTICLE 3 (TDA-3) FUNDS & DRAFT MULTI-YEAR FUNDING
SCENARIO (6:20 p.m.) Pg. 9** Dulce Jimenez, STA
6. **PROJECT PRESENTATIONS** Teresa Booth, PAC Chair
3-minute presentations will be provided by each project sponsor
- a. Farm to Market Phase 4 (6:25 p.m.) **Pg. 13** Riley Martinson,
County of Solano
 - b. City of Rio Vista Safe Routes to Rio Vista High School (6:30 p.m.) **Pg. 17** Greg Malcolm,
City of Rio Vista
 - c. City of Rio Vista Safe Routes to Riverview Middle School (6:35 p.m.) **Pg. 21** Greg Malcolm,
City of Rio Vista
 - d. Alamo Safe Routes to School Project (6:40 p.m.) **Pg. 27** Brant Beavers,
City of Vacaville
 - e. Vaca Valley Bike Route Connection Project (6:45 p.m.) **Pg. 31** Riley Martinson,
County of Solano
 - f. Vallejo Sidewalk Gap Connector Project (6:50 p.m.) **Pg. 35** Riley Martinson,
County of Solano
7. **ACTION FINANCIAL (6:50 -7:20 p.m.)** Jacob Francisco, BAC Chair
- 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.
- Pg. 9**
8. **ACTION NON-FINANCIAL (7:20 -7:30 p.m.)** Teresa Booth, PAC Chair
- A. Discuss the request for the BAC/PAC to recommend the STA
Board include E-Bikes in the 2027 STA Legislative Platform** Dulce Jimenez, STA
- Recommendation:
Forward the recommendation to the STA Board to consider
including E-Bikes in the 2027 STA Legislative Platform.
- Pg. 39**
9. **ADJOURNMENT**
- 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.
- Questions?**
- Please contact STA Assistant Planner, Dulce Jimenez, at (707) 399-3214 or djimenez@sta.ca.gov.
- Translation Services:** For document translation, please email: iec@ie-center.org



**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)
JOINT SPECIAL MEETING AGENDA
Minutes for the Meeting of
July 16, 2026**

1. CALL TO ORDER/ INTRODUCTIONS/ CONFIRM QUORUM

BAC Chair, Jacob Francisco, and PAC Chair, Teresa Booth, both 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
	Tyler Meirose (Zoom)	City of Suisun City
	Rachel Mixon	Member at Large

Absent BAC:	Neal Iverson, Vice-Chair	City of Vacaville
	Jason Gray	Solano County
	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)
	Teresa Booth, Chair	City of Vallejo
	Cookie Clark	City of Vacaville
	Dr. Diane Dooley	City of Benicia
	David George, Vice-Chair	City of Suisun City
	Joseph Green-Heffern	City of Fairfield
	Virginia Hernandez-Chavez (Zoom)	Solano County
	Avery Livingood (Zoom)	Member at Large

Absent PAC:	Patrick Murphy	Member at Large
	VACANT	City of Dixon
	VACANT	Member at Large

Others Present:	Jasper Alve (Zoom)	STA
	Robert Armijo (Zoom)	City of Vacaville
	Annalee Barnard	STA
	Ruben Brunt	Member of the Public
	Tony Chu (Zoom)	City of Vallejo
	Dennis Elliott (Zoom)	Member of the Public
	Kathrina Gregana	STA
	Leonard Job (Zoom)	City of Vallejo
	Dulce Jimenez	STA

Josue Jimenez
Neil Leary (Zoom)
JT Lee
Brenda Lundy
Greg Malcolm (Zoom)
Glen March (Zoom)
Riley Martinson
Rick Navarro (Zoom)

STA
City of Benicia
County of Solano
Member of the Public
City of Rio Vista
City of Vallejo
County of Solano
City of Vacaville

2. APPROVAL OF THE AGENDA

On a motion by Bob Berman, seconded by David Belef, the STA BAC and PAC unanimously approved the agenda (12 Ayes).

3. I-80/I-680/SR12 INTERCHANGE PROJECT PACKAGE 5 REGIONAL MEASURE 3 FUNDING REQUEST - Review of Complete Streets Checklist

Presented by Jasper Alve, Senior Project Manager for STA.

Summary of Committee Member Comments:

- In response to Joseph Green-Heffern's question, Mr. Alve noted that the plan for the project is to be a continuous roadway from Business Center Drive to Red Top Road. In addition, he explained that the bicycle trail intersection will have traffic control.
- In response to David Belef's question, Mr. Alve clarified that a biking route that connects to American Canyon is beyond the scope of this project.

4. OVERVIEW OF ONE BAY AREA GRANT CYCLE 4 (OBAG 4) & COMMUNITY ACTION RESOURCE & EMPOWERMENT (CARE) PROGRAM

Kathrina Gregana, Senior Planner for STA, and Jasper Alve briefed the committee about the timeline and schedule of the coordinated call for projects for these fund sources.

5. PROJECT SPONSOR PRESENTATIONS

3-minute presentations will be provided by each project sponsor

5. A OBAG 4

a. Downtown Complete Streets Improvements

Presented by Neil Leary, Public Works Deputy Director for the City of Benicia.

Summary of Committee Member Comments:

- In response to David Belef's inquiry about tree pits to be covered so pedestrians do not fall into them, Neil Leary clarified that the project would comply with ADA design requirements, which included the green infrastructure planned for the project, and are looking to have a stamped replacement standard to replace the brickwork.
- In response to Bob Berman's question about changing the configuration of the current parking spaces, Mr. Leary commented that currently the design was considering the parking remaining parallel. In addition, Mr. Leary continued by saying that the designated buffer for the bike lane will be about two feet wide with a diagonal hatch

b. Safe Routes to School Roadway Safety Improvements

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

Summary of Committee Member Comments:

- In response to Rachel Mixon's question regarding adding biking lanes to the project, Mr. Malcom replied that the roadways are too narrow to add bike lanes.

c. Ulatis Creek Bike Path Extension Project - Phase I

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

Summary of Committee Member Comments:

- In response to Joseph Green-Heffern's question about the Ulatis Creek Path Bike Extension, Robert Armijo, Assistant Director of Public Works for the City of Vacaville, shared that the project would be leveraging the segment that Caltrans completed underneath I-80, which would be connecting the project to the Vacaville Transportation Center. Once the southern portion of the project is completed, the City will plan to expand the bike path to the north.

d. Broadway/Alameda Street Road Diet

Presented by Tony Chu, City Traffic Engineer for the City of Vallejo.

Summary of Committee Member Comments:

- Dr. Diane Dooley noted that both roads have a low pavement condition index.
- David Belef pointed out that the Broadway Alameda project will connect to the Carquinez Bridge all the way to the city of American Canyon when it is completed, since there is the 5th Street Bikeway Corridor about to enter construction.
- Rachel Mixon raised concerns about the design of the Class 2 bike lane next to parking, as people can get hit by a door opening.
- In response to Bob Berman's question on the designation of the two-foot buffer, Tony Chu clarified the buffer will be striped.
- Chair Booth asked if there could be red marked-off zones for an area near an egress point or corner for safety for the project.
- Avery Livengood discussed the two pedestrian fatalities these past seven years on Broadway and expressed support for the project as a much-needed safety project.

e. Georgia Streets Complete Streets Improvements

Presented by Glen March, Assistant Director of Public Works for the City of Vallejo.

Summary of Committee Member Comments:

- None.

f. Benicia Road Phase 3

Presented by JT Lee, Associate Planner for the County of Solano.

Summary of Committee Member Comments:

- None.

g. Farm to Market Phase 4

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

Summary of Committee Member Comments:

- David Belef wanted to know what would be done about the uncovered ditch for the project and the possibility of securing private funding. In response, Riley Martinson noted that potential options for the ditch could include reducing its size or installing a very large culvert. Mr. Martinson also indicated that outreach for potential private funding would be explored.

h. Main Street/Transit Center Pedestrian and Safety Improvements

Presented by Maribel de la Cruz, Associate Engineer for the City of Suisun City.

Summary of Committee Member Comments:

- None.

5. B BAC/PAC & Members of the Public Questions/Feedback on OBAG 4 Projects

Summary of BAC/PAC & Members of the Public Comments:

- Ruben Brunt, a member of the public, noted that paving conditions are bad for Broadway/Alameda Street Roads in the City of Vallejo and especially affect the visually impaired community. In addition, Mr. Brunt noted that the design for bike lanes should consider people with disabilities.
- Mr. Brunt commented on the City of Benicia's Downtown Complete Streets Improvements as he shared his experience with getting out of rideshare vehicles and noted that placing a buffer between the side parking and the bike lane would enhance safety for all roadway users.

5. C CARE Program

a. D.H. White Elementary Safe Routes to School

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

Summary of Committee Member Comments:

- In response to David Belef's comments on who was responsible for completing the sidewalk gap, Mr. Malcom clarified that the responsibility falls on the city in coordination with the school district to address the sidewalk gap.

b. State Route 12 Refuge Island Project

Presented by Maribel de la Cruz, Associate Engineer for the City of Suisun City.

Summary of Committee Member Comments:

- Maribel de la Cruz clarified that the existing striping will be upgraded to high visibility. In addition, Ms. Cruz clarified that the control buttons in the refuge areas could affect traffic patterns, and that the project design will consider enhancements to the refuge areas to maximize comfort of pedestrians waiting to cross.

c. Fairgrounds Drive Sidewalk Gap Closure & Speed Radar Signs

Presented by Tony Chu, City Traffic Engineer for the City of Vallejo.

Summary of Committee Member Comments:

- In response to Avery Livengood's question regarding the locations of the radar feedback signs, Mr. Chu shared that the plan for the location of the speed radar signs would be on a rotating basis.
- David Belef asked if there was a possibility of lengthening the left turn lane that goes from Northbound Fairgrounds since the traffic backs up especially on school mornings. Furthermore, Mr. Belef expressed his support for the project, noting that it could address the need for a sidewalk for school children, as he described this corridor as particularly busy.

5. D BAC/PAC & Members of the Public Questions/Feedback on CARE Projects

Summary of Committee Member Comments:

- None.

6. ADJOURNMENT

The meeting adjourned at approximately 7:59 p.m., and the next meeting will be the **Special Joint Bicycle and Pedestrian Advisory Committee on September 3, 2026**, in the STA Building at 423 Main Street, Suisun City, CA 94585.

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DATE: August 27, 2026
TO: BAC & PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Draft Multi-Year Funding Scenario for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30)

Background:

The STA, after obtaining STA Board approval on May 13, 2026, released a coordinated call-for-projects for One Bay Area Grant (OBAG), Community Action Resource and Empowerment (CARE), Transportation Development Act Article 3 (TDA-3), and Transportation Fund for Clean Air (TFCA) 40% Funds Program.

Grant applications for these fund sources were due on June 30, 2026. Following the grant application deadline, STA received 20 competitive grant applications from most of the agencies in the County for each grant program. The STA will maximize the funding capacity of each grant program to ensure the optimum number of projects are funded either in whole or in combination of OBAG, CARE, TDA-3, or TFCA funds. One of the main goals of the STA with this coordinated call-for-projects is to match projects with each grant program where it will be eligible and competitive for funding. The draft funding plan scenarios identified in this staff report offer the most funding to the County – approximately \$21.137 million as shown in Attachment A.

The draft funding plan for all four discretionary fund sources (Attachment A) was presented as an information item at the August 26, 2026 TAC meeting. The full report can be found under [Agenda Item 8.B, page 17](#).

Looking ahead, STA staff will coordinate with the project sponsors to incorporate their feedback into the draft funding plan scenarios in advance of the September 30th TAC meeting. At that meeting, STA staff will be presenting final recommendations for TAC consideration and action to forward the project funding for STA Board approval at their October 14, 2026 meeting.

Discussion – Transportation Development Act Article 3 Funds

STA staff conducted an internal review of nine TDA-3 grant applications requesting close to a total of \$3.4 million in funding. The projects evaluated for TDA-3 funding included the Solano County Farm to Market Phase 4 Project, which was an OBAG 4 project recommended for funding through TDA-3. Additionally, it included the Solano County Vallejo Sidewalk Gap Connector Project, which was a TFCA project recommended for funding through the TDA-3 funding pot. Following a review of the applications against the criteria established in MTC's TDA-3 guidelines, STA staff developed a multi-year draft funding scenario for TDA-3 funds, outlined in Attachment B.

Of the nine grant applications evaluated, three projects are recommended for funding through alternative funding sources that are considered a better fit based on each project's eligibility and funding criteria, which include the following:

- The City of Rio Vista's Safe Routes to School to D. H. White Elementary School project is recommended for funding through the CARE Fund Program;
- The City of Benicia's East 5th Street Transit Access, Pedestrian Safety and Access Improvements Project; and
- City of Suisun City's Rectangular Rapid Flashing Beacon are recommended for funding through the Transportation Fund for Clean Air (TFCA) 40% Fund Program.

Accounting for the three projects recommended for alternative funding sources, there are six (6) projects recommended for TDA-3 funding. Three of the projects, for Farm to Market Phase 4, City of Rio Vista High School, and Riverview Middle School Projects, were previously presented at the July 16th Joint meeting. Three new project presentations will be provided for the Alamo Safe Routes to School, Vaca Valley Bike Route Connection, and the Vallejo Sidewalk Gap Connector Projects.

To ensure the six (6) projects are funded at their funding request, funding allocations for each project may include multi-year recommendations starting from FY26-27 to FY29-30 as shown in Attachment B. In anticipation of this meeting, STA staff are recommending reviewing the complete streets checklist attached to the agenda packet.

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.

Attachments:

- A. Coordinated Call-for-Projects Draft Funding Scenario Summary
- B. Draft Multi-Year Funding Scenario for Transportation Development Act Article 3 Funds (FY26-27 to FY29-30)

Coordinated Call for Projects Funding Scenario Summary - OBAG4/CARE/TDA-4/TFCA

PROJECT SPONSOR	PROJECT NAME	Funding Request	Funding Scenario Summary						
			OBAG 4 (CON)	CARE TA (PA&ED)	CARE PBI (CON)	TDA-3 (4-Year) FYs 2026/27-2029/30	TFCA (4-Year) FYs 2026/27-2029/30	**TIRCP Pending Approval	Total Funding
City of Benicia	Downtown Complete Streets Improvements (First Street)	\$ 2,775,000	\$ 2,600,000						\$ 2,600,000
City of Benicia	East 5th St. Transit Access, Pedestian Safety, and Accessibility Improvement Project	\$ 644,000					\$ 644,000		\$ 644,000
City of Benicia	East 3rd St/ Military East Intersection	\$ 133,963					\$ 103,865		\$ 103,865
City of Benicia	Military West/ West K St/ I-780 Intersection in Benicia	\$ 252,135					\$ 252,135		\$ 252,135
City of Rio Vista	Safe Routes to D.H. White Elementary School	\$ 511,340			\$ 511,340				\$ 511,340
City of Rio Vista	Safe Routes to Rio Vista High School	\$ 268,733				\$ 268,733			\$ 268,733
City of Rio Vista	Safe Routes to Riverview Middle School	\$ 102,890				\$ 102,890			\$ 102,890
City of Suisun City	State Route 12 Refuge Island Project	\$ 545,630		\$ 80,000	\$ 465,630				\$ 545,630
City of Suisun City	Pedestrian Improvements (Transit Center & Surrounding Area)	\$ 1,301,000	\$ 725,000	\$ 288,000					\$ 1,013,000
City of Suisun City	Rectangular Rapid Flashing Beacons Project	\$ 133,325					\$ 133,325		\$ 133,325
City of Vacaville	Ulati Creek	\$ 8,710,000	\$ 6,276,000					\$ 4,200,000	\$ 6,276,000
City of Vacaville	Alamo School Safe Routes to School	\$ 240,000				\$ 240,000			\$ 240,000
City of Vallejo	Broadway/Alameda Street Road Diet	\$ 2,914,000	\$ 2,914,000						\$ 2,914,000
City of Vallejo	Fairgrounds Dr. Sidewalk & Speed Radar Signs	\$ 310,000		\$ 53,000	\$ 295,000				\$ 348,000
County of Solano	Benicia Road Phase 3	\$ 2,245,000	\$ 1,625,000	\$ 310,000					\$ 1,935,000
County of Solano	Farm to Market Phase 4	\$ 700,000				\$ 700,000			\$ 700,000
County of Solano	Vaca Valley Bike Route Connection Project	\$300,000 *\$200k minimum*				\$ 200,000			\$ 200,000
County of Solano	Vallejo Sidewalk Gap Connector	\$500,000 *\$300k minimum*				\$ 300,000			\$ 300,000
STA	Mobility Program	\$ 1,200,000	\$ 1,200,000						\$ 1,200,000
STA	Safe Routes to School Program	\$ 850,000	\$ 850,000						\$ 850,000
Total Funding Scenario		\$ 24,637,016	\$ 16,190,000	\$ 731,000	\$ 1,271,970	\$ 1,811,623	\$ 1,133,325	\$ 4,200,000	\$ 21,137,918
Funding Capacity		\$ 21,658,692	\$ 16,190,000	\$ 731,000	\$ 1,357,000	\$ 1,930,692	\$ 1,450,000	\$ -	\$ 21,658,692
Remaining Funding		\$ (2,978,324)	\$ -	\$ -	\$ 85,030	\$ 119,069	\$ 316,675	\$ -	\$ 520,774

**TIRCP: STA is currently working with the California State Transportation Agency (CalSTA) to reprogram this funding away from other TIRCP projects and into the City of Vacaville's Ulati Creek Class I Project

Draft Multi-Year Funding Scenario for Transportation Development Act Article 3 Funds - FY26/27 - FY29-30

PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING	FY26-27	FY27-28	FY28-29	FY29-30
							TDA-3 Funding Available \$430,692	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k	TDA-3 *Estimated Funding \$500k
Projects being considered for TDA-3 funds - FY26/27 - FY29/30	Solano County	Farm to Market Phase 4 <i>*This is an OBAG4 project being considered for TDA-3 Funds*</i>	The project includes Class II bike lanes, EV charging stations, a proposed transit stop, pedestrian improvements including sidewalks, curb ramps, and crosswalks, upgraded signage and striping, and community beautification of the Suisun Valley.	\$3,210,000	\$700,000	\$2,510,000	\$700,000	\$327,802	\$372,198	
	City of Rio Vista	City of Rio Vista Safe Routes to Rio Vista High School	The City intends to install yield signage and six Rectangular Rapid Flashing Beacons at the three crossings of Bruning Avenue and South Fourth Street as well as at the South Fourth Street and St. Gertrudes Avenue crossings, primary entrances to Rio Vista High School. This Safe Routes to School project also includes building two ADA-compliant curb ramps and reconstructing a driveway and curb, gutter, and sidewalk along South Fourth Street as noted in the attached project documents.	\$303,550	\$268,733	\$34,817	\$268,733	\$127,802	\$140,931	
	City of Rio Vista	City of Rio Vista Safe Routes to Riverview Middle School	The City will install four rectangular rapid flashing beacons and yield signage at S. Second St and Hamilton Ave. The City will also improve the safety of the school entrance by reconstructing Hamilton's curb, gutter, and sidewalk.	\$116,220	\$102,890	\$13,330	\$102,890	\$102,890		
	City of Vacaville	Alamo Safe Routes to School Project	The current project will install high-visibility crosswalks with appropriate signage, accessible ramps, rectangular rapid flashing beacons with appropriate signage, and radar feedback signs.	\$287,000	\$240,000	\$47,500	\$240,000		\$240,000	
	Solano County	Vaca Valley Bike Route Connection Project	Improve a one-mile segment of Vaca Valley Road, a designated route of regional significance. The Pleasants Valley corridor and rural northern Solano County. It lacks paved shoulders, forcing cyclists to share lanes with vehicles. Widen roadway from 24-32 ft and install Class II bike lanes.	\$1,250,731	\$300,000	\$950,731	\$200,000		\$119,069	\$80,931
	Solano County	Vallejo Sidewalk Gap Connector <i>*This is a TFCA project being considered for TDA-3 Funds*</i>	Construct approximately 3,500 linear ft. of new ADA-compliant, 5 ft-wide concrete sidewalk along Idora Ave., Lewis Ave., and Woodrow Ave., in the unincorporated area of Vallejo. Will include ADA curb ramps, drainage improvements, and updated regulatory and warning signage to create a safer, more accessible pedestrian network.	\$1,704,000	\$500,000	\$1.2M	\$300,000			\$300,000

The following are projects that applied for TDA-3 funds, however they are recommended for funding through an alternative discretionary fund source										
PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST	FUNDING REQUESTED	COMMITTED FUNDING	MINIMUM FUNDING				
City of Benicia	East 5th St. Transit Access, Pedestrian Safety, and Accessibility Improvement Project <i>*Project applied for TDA-3, however, it is being recommended for TFCA funding*</i>	The project will construct a complete, ADA-accessible pedestrian corridor at the intersection of East 5th Street and East N Street and along East 5th Street between East N Street and East O Street. Improvements include: • Four curb extensions with ADA-compliant curb ramps; • Three new marked pedestrian crosswalks; • Two-way Rectangular Rapid Flashing Beacons (RRFBs) and associated yield lines at the East 5th Street/East N Street intersection; • Approximately 250 linear feet of new 12.5-foot-wide sidewalk; • Five new street trees and associated landscaping; • Two reconstructed driveway crossings meeting ADA requirements; • A new curb ramp and crosswalk at the East O Street/East 5th Street intersection.	\$644,000	\$644,000	\$0	\$644,000 <i>*Recommended for TFCA*</i>				
City of Rio Vista	City of Rio Vista Safe Routes to D.H. White Elementary School <i>*Project applied for TDA-3, however it is being recommended for CARE*</i>	The City will install 16 Rectangular Rapid Flashing Beacons; 9 ADA-compliant curb ramps, and 8 yield signs at primary access points to the D.H. White campus as noted in the attached project map. The project will also add 1,820 square feet of new sidewalk along Linda Vista Way, remove and replace 496 square feet of existing sidewalk, and remove and replace 358 linear feet of curb, gutter, and sidewalk along Elm Way.	\$577,590	\$511,340	\$66,250	\$511,340 <i>*Recommended for CARE*</i>				
City of Suisun City	Rectangular Rapid Flashing Beacons Project <i>*Project applied for TDA-3, however it is being recommended for TFCA funding*</i>	Add a rectangular Rapid Flashing Beacon (RRFB) at the existing mid-block crossing on Lotz Way between Main Street and the Highway 12 off-ramp. Help conect nearby train depot, Park-and-Ride lot, Downtown District, surrounding neighborhoods, and student traveling to Crystal Middle School.	\$133,325	\$133,325	\$0	\$133,325 <i>*Recommended for TFCA*</i>				

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Riley Martinson

Email Address:

RCMartinson@solanocounty.gov

Contact Phone Number:

7077843177

Project Sponsor:

Solano County Department of Resource Management

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Farm to Market Phase 4

Project Location:

Unincorporated Solano County

Project Description:

Farm to Market Phase 4 aims to improve transportation infrastructure, enhance pedestrian and cyclist accessibility and support local agriculture and businesses. By fostering stronger connections between urban areas and local agricultural zones, this project seeks to promote the use of local produce, thereby supporting the regional farm economy, reducing vehicle miles traveled (VMT) and reducing environmental impacts.

Improvements include:

- 1) Installation of four new electric vehicle charging stations,
- 2) Class II bike lanes,
- 3) Transit stop,
- 4) Sidewalks, crosswalks, and other pedestrian enhancements,
- 5) Traffic calming measures,
- 6) Suisun Valley gateway sign; and
- 7) Upgraded intersection improvements.

The project will include traffic calming measures to enhance safety by reducing speed and injuries. New Class II bike lanes, improved pedestrian facilities, and proposed transit stop will provide emissions reductions by encouraging diverse transportation modes and lowering VMT.

Construction will commence with site preparation, shoulder widening to accommodate new Class II bike lanes, and the transit stop. Installation of ADA-compliant sidewalks, crosswalks, and other pedestrian facilities to improve safety for all users. The phase will conclude with roadway resurfacing to enhance Suisun Valley's aesthetic appeal. Post-construction efforts will emphasize user-friendliness enhancements, including green spaces, rain gardens for storm water and heat mitigation, and new site furnishings such as bus stops and EV chargers. These additions aim to improve user experience and promote sustainable transportation options, aligning with a modern, eco-friendly semi-urban commitment. By improving connectivity and accessibility to our PCA, the project will foster local and regional uses of Suisun Valley's vibrant and sustainable farm community.

Project Phase(s):

Preliminary Engineering (PE), Environmental (ENV), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

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:**

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Other

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

Suisun Valley Road is a Route of Regional Significance that connects Suisun Valley to Interstate 80 to the south as well as Napa County to the north. The Solano Comprehensive Transportation Plan identifies transit hubs on Suisun Valley Road and Rockville Road as "Transit Centers of Regional Significance." This plan outlines how these local arterials provide intercity connections and critical routes that parallel interstate freeways or state highways. The upgrades and improvements along the route and intersection of these roads aim to create safer mobility access for all road users, particularly by establishing a northern bike and pedestrian gap connection to Solano County Community College. Additionally, these improvements will enhance mobility access to the two large regional open space parks on Rockville Road.

The Solano Transportation Authority (STA) prepared the Solano Priority Conservation Area Assessment & Implementation Plan in 2016, to consolidate the various PCA areas within Solano County. This plan recognizes that the Suisun Valley PCA which was established in 2013 by Solano County as a high value conservation area. The Suisun Valley PCA meets designation criteria under all four categories: Natural Landscapes, Agricultural Lands, Regional Recreation, and Urban Greening (Compact Growth). This plan lays out the importance of the Farm to Market Project(s) and their necessity for the long-term viability of Suisun Valley.

The Farm to Market Project is also in the STA's Solano County Congestion Management Program, recently updated in 2023, which describes bike and pedestrian improvements in and around the Suisun Valley PCA.

The Solano Countywide Active Transportation Plan (2020 update) promotes access, quality of life, environmental stewardship, and community collaboration. This critical regional plan emphasizes that people should be able to walk and bike throughout Solano County on a maintained network. The Farm to Market Phase 4 project is the fourth phase in completing the Suisun Valley pedestrian and cyclist network. This phase includes over 8 miles of Class II bike lanes, improved pedestrian facilities, and plazas for residents to enjoy the beauty of the Valley. The implementation of Class II bike lanes and additional transit stops has proven to reduce air pollution, vehicle miles traveled, and greenhouse gas emissions.

The transportation connections and farmland/open space conservation are also consistent with the Solano County General Plan. Chapter 7, Circulation and Transportation, outlines goals from the vision statement which include: providing a range of sustainable travel choices that serve county residents and businesses and improving circulation serving the county's agricultural community. The plan states, "Transportation facilities are required to connect all other land use activities within and through Solano County" and "they are also required to link into the larger regional setting". These goals and visions have been implemented into the design of the Project.

All upgrades from this project align with the goals of Plan Bay Area 2050. In an equitable future, all Bay Area residents, regardless of race, age, or income, should have access to open space, clean air, and a comprehensive suite of sustainable, accessible transportation choices. Upgrading existing infrastructure to provide necessary amenities will create a healthy and safe environment for pedestrians, bicyclists, and all roadway users entering Suisun Valley. Plan Bay Area 2050 pledges to "enable a seamless mobility experience" and "build a complete streets network." Solano County's project will promote transit to the Suisun Valley PCA region, enhance facilities, and encourage walking and biking. The complete streets network will meet the needs of pedestrians, cyclists, transit users, and drivers. These facilities will provide safe and healthy options for new housing and business developments in the area.

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

No

Is there a MTC Mobility Hub within the project area?

No

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:

The Farm to Market Phase 4 project addresses existing traffic safety concerns along a rural corridor where limited multimodal facilities, and inconsistent roadway geometry contribute to elevated crash risks for drivers, pedestrians, bicyclists, and other vulnerable users. To mitigate these conditions, the project implements a comprehensive set of Vision Zero aligned safety countermeasures, including roadway geometry improvements, shoulders, and upgraded signage and striping to create more predictable and forgiving driver conditions. It further enhances multimodal safety through new sidewalks, on road bicycle facilities, ADA access that reduces conflicts and clearly defines user spaces. Consistent with the Safe System Approach, these improvements support safer speeds, safer roads, and safer user behavior while improving emergency access, collectively transforming the corridor into a safer, more resilient facility aligned with local, state, and federal safety goals.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements

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

No

Census tract(s) designated as EPCs affected by this project:

N/A

Will the project integrate green infrastructure?

Yes

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:

FAST (City of Fairfield 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 will extend the fixed route option to Rockville Road so a new transit stop is incorporated into the project. Route 7 drops off at Solano Community College and can now use Suisun Valley Road to Rockville Road to save time along the route.

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

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

The project was presented to the BAC (1/8/26) and PAC (2/5/2026) separately when we applied for PCA funding. The project will go before the BAC/PAC on 7/16/26 to be reviewed for OBAG 4. The project was presented at STA Board and multiple Advisory Committees with positive scores but was not awarded OBAG 3 funding.

Generated on: 6/30/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Greg Malcolm

Email Address:

gmalcolm@ci.rio-vista.ca.us

Contact Phone Number:

707-249-7506

Project Sponsor:

City of Rio Vista Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

City of Rio Vista Safe Routes to Rio Vista High School

Project Location:

Rio Vista

Project Description:

This project will install yield signage and six Rectangular Rapid Flashing Beacons at the three crossings of Bruning Avenue and South Fourth Street as well as at the South Fourth Street and St. Gertrudes Avenue crossings, primary entrances to Rio Vista High School. This Safe Routes to School project also includes building two ADA-compliant curb ramps and reconstructing a driveway and about 25 linear feet of curb, gutter, and sidewalk along South Fourth Street. The closest transit stop to the school is on Front St and Main St about 0.5 miles away from the campus.

Project Phase(s):

Construction (CON)

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:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Safe Routes to School Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

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

This project carries out pedestrian safety recommendations from several adopted local and countywide plans. The Solano Countywide Active Transportation Plan, Rio Vista Chapter (2020) names Rio Vista High School and identifies near-term Safe Routes to School corridors, including a Class IV separated bikeway on State Route 12 and a Cross-Downtown Bikeway, that establish safe routes to school for the high school (pp. 24 to 25). The Solano Countywide Local Road Safety Plan, Rio Vista Chapter (August 2022) documents five priority crash locations, including the State Route 12 corridor near the school, which recorded the city's highest severity score (Table 32, p. 127). The Rio Vista Community-Based Transportation Plan (2023 to 2024) documented community concern about afternoon-dismissal speeding on State Route 12 (p. 167). The 2025 Solano County Safe Routes to School Plan, approved by the STA Board, applies the STA Transportation Equity Framework to direct investment to communities with historic transportation inequities. The project is also consistent with the City of Rio Vista General Plan, which prioritizes improved pedestrian connectivity and student safety. The City of Rio Vista ADA Self-Evaluation and Transition Plan (Kimley-Horn and Associates, June 2024) identifies schools as high-priority pedestrian attractors for ADA barrier removal (p. 24) and establishes a citywide framework for bringing sidewalk corridors, curb ramps, and unsignalized pedestrian crossings into compliance with ADA Standards and PROWAG (pp. 17-18).

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

No

Is there a MTC Mobility Hub within the project area?

No

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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Solano Countywide Local Roadway Safety Plan documents five priority crash locations city-wide, including the Highway 12 corridor itself, near the school, which recorded three KSI crashes and 70 total crashes, the highest severity score in Rio Vista (Solano Countywide LRSP, August 2022, Table 32, p. 127). State Route 12 functions as both the community's primary regional connection and its most dangerous barrier, separating neighborhoods from the high school and from downtown amenities, including the library. The project applies the Safe System approach through high-visibility rectangular rapid flashing beacon crossings and pedestrian yield treatments at the school's primary entrances, which address the speeding-related and intersection crashes that dominate the city's record, along with two ADA-compliant curb ramps and reconstructed curb, gutter, and sidewalk that improve accessibility.

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, New Traffic Signal or Control Device

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

No

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

Has a local BPAC reviewed this Checklist?

Yes

Generated on: 6/28/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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SOLANO TRANSPORTATION AUTHORITY
CALL FOR PROJECTS FOR
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3)
APPLICATION FORM

Project Title: City of Rio Vista Safe Routes to Riverview Middle School Project Location: South Second Street and Hamilton Avenue in Rio Vista <i>As part of the application submittal, please provide a map of the project location</i>	
Lead Agency Contact Information Agency Name: City of Rio Vista Mailing Address: One Main Street, Rio Vista CA 94571	
Project Manager Contact Information Name: Greg Malcolm Email Address: gmalcolm@ci.rio-vista.ca.us Phone Number: 707-249-7506	Secondary Contact Name: Krystine Ball Email Address: kball@ci.rio-vista.ca.us Phone Number: 707-374-6447 ext: 1122
TDA-3 Funding Request* Minimum Funding Request: \$102,890 Total Project Cost: \$116,220	Current Project Phase: Construction Estimated Construction Date: Q1-2 Fiscal year 2027-28
<i>*If the TDA-3 funding request is over \$250,000 the grant applicant will need to submit a draft Complete Streets Checklist. More information can be found here: Complete Streets Metropolitan Transportation Commission</i>	
Description of Overall Project Scope Proposed for Funding and Project Benefits: Riverview Middle School serves 160 students in grades 7 and 8, 77.5% of whom qualify as socioeconomically disadvantaged (2025 California School Dashboard). A 2019 Walking and Bicycle Audit of Riverview noted that sidewalks around campus have trip hazards, one of the identified interventions in this proposed project. Further, the intersection of Hamilton Avenue and South Second Street is especially treacherous given the high volume student pedestrians and bus and auto drop offs. The report noted "Parents make illegal U-turns along South 2nd Street after dropping off their students. The school is located at the edge of town and all parents need to turn around." And, "Many vehicles speed along South 2nd Street, particularly heading in the northbound direction." To address these and other safety issues, the City will install four rectangular rapid flashing beacons and yield signage at S. Second Street and Hamilton Avenue. The City will also improve the safety of the school entrance by reconstructing Hamilton's curb, gutter, and sidewalk. In Rio Vista, safe access to education is essential to the well-being and success of the community. More than 1,000 Rio Vista residents are under the age of 18 and rely on local streets, sidewalks, and bicycle facilities to access schools, parks, libraries, and other community destinations. As the eastern gateway to Solano County, Rio Vista faces transportation challenges due to its location and socioeconomic status. Investments in Safe Routes to School infrastructure will help ensure that students can travel safely and independently while supporting healthy transportation choices and stronger community connections. The proposed project's neighborhood improvements also provide broader community benefits by enhancing safety and accessibility for older adults and all residents with mobility limitations.	

Which adopted local and/or county plan is the project located in? *If the project is not in a plan, please explain how this project meets the needs of the community.*

The City's 2024 Community-Based Transportation Plan incorporated input from over 1,000 local residents who identified youth as a priority population and documented significant barriers to active transportation. Among survey respondents, 32% identified poor pavement conditions and obstacles as the primary pedestrian issue, 24% cited a lack of sidewalks, and 22% noted general safety concerns. Nearly 20% utilize walking as their primary mode of travel. Community members specifically noted the need for safer walking and bicycling connections throughout the city. Given that nearly half of Rio Vista's residents are age 65 or older, investments that make routes safer for students also support independent mobility, access to services, and quality of life for many of the community's most vulnerable residents. This vision is consistent with the Solano Countywide Active Transportation Plan, the Solano Safe Routes to School Program, and the City of Rio Vista General Plan, all of which identify improved pedestrian and bicycle connectivity, student safety, and accessible mobility options as priorities for creating a safer, healthier, and more connected community.

Project Budget and Schedule

Project Phase	TDA-3*	Other Funds	Total Cost	Estimated Completion (Month/Year)
Bike/Ped Plan				
ENV	N/A			
PA&ED	N/A			
PS&E				
ROW	N/A			
CON	\$102,890	\$13,330	\$116,220	10/2028
Total Cost	\$102,890	\$13,330	\$116,220	

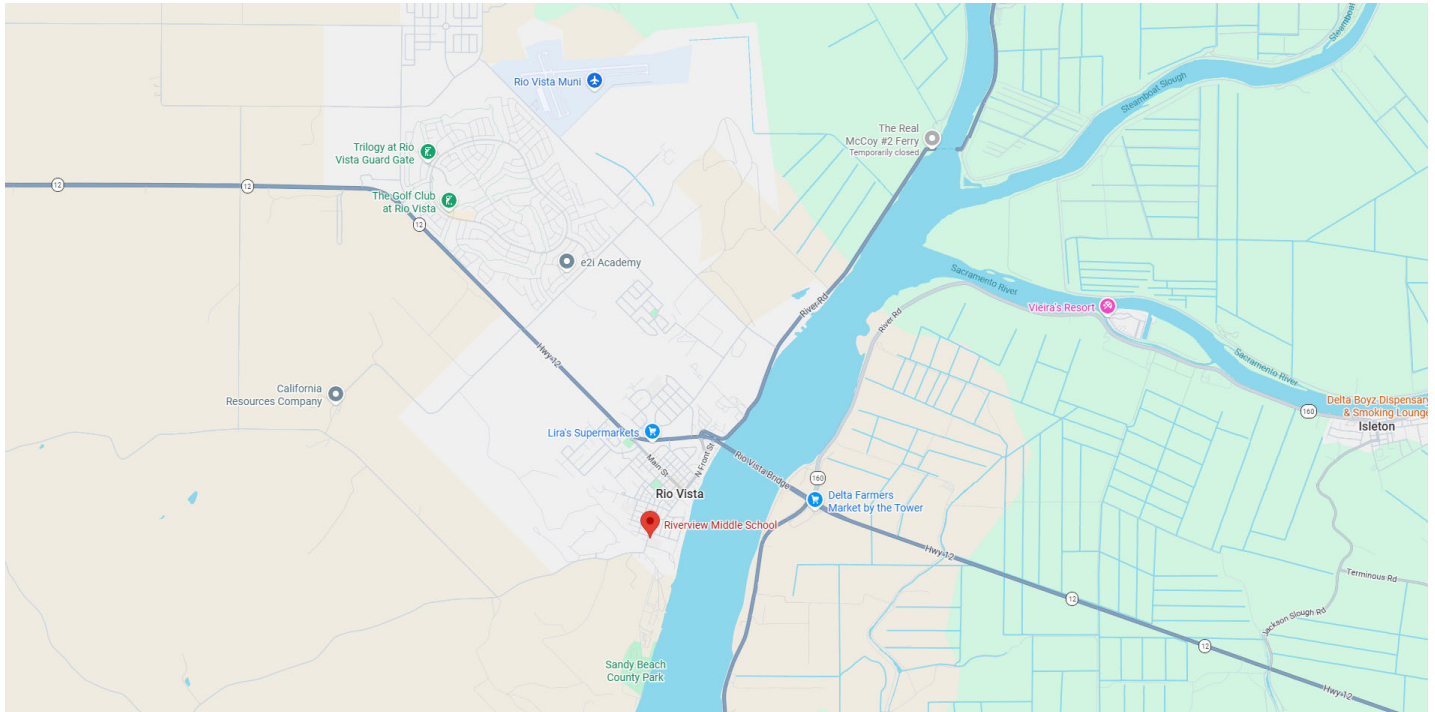
**Project-level environmental, preliminary planning, and ROW are ineligible uses of TDA-3 funds*

Please answer the following questions:

- 1- Is the project located in or serve an [MTC Equity Priority Community](#)? Yes___ No ☒ N/A___
- 2- Is the project located in or serve a marginalized community identified by the Solano Equity Framework? Yes ☒ No___ N/A___
- 3- Is the project located in or in close proximity to a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes___ No ☒ N/A___
- 4- Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), existing facility? Yes ☒ No___ N/A___
- 5- Has the environmental phase of the project been completed and/or when will it be scheduled to be completed? Leave blank if the project is categorically exempt. _____
- 6- If you marked "NO" above, is the project exempt from CEQA for another reason? Yes___ No___ N/A___ Cite the basis for exemption _____
- 7- If your project is a "bikeway," does the project meet Caltrans' minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? Yes___ No___ N/A ☒
- 8- Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? Yes ☒ No___ N/A___

Riverview Middle School

Project Location in the City of Rio Vista



Imagery ©2026 , Map data ©2026 Google 2000 ft



DATE: 06/01/2026
JOB NO.: R2619
SHEET NO.: 1 OF 1
REVISION: 0



**RIVERVIEW MIDDLE
SCHOOL PEDESTRIAN
IMPROVEMENTS
CITY OF RIO VISTA**

SCALE: N.T.S.
DRAWN BY: NM
DESIGNED BY:
CHECKED BY:



RRFB = Rectangular Rapid Flashing Beacons



847 N. Cluff Avenue, Suite A-2 • Lodi, California 95240
P.O. Box • Lodi, California 95241
(209) 334-6613 • Fax (209) 334-0723

Project No. R2619

Date: 6/3/2026

**ENGINEERS COST ESTIMATE
FOR
RIVERVIEW MIDDLE SCHOOL PEDESTRIAN IMPROVEMENTS**

ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE
1.	MOBILIZATION/DEMOBILIZATION	LS	1	\$ 10,000.00	\$10,000.00
2.	REMOVE AND REPLACE SIDEWALK	SF	50	50.00	2,500.00
3.	REMOVE AND REPLACE CURB, GUTTER, AND SIDEWALK	LF	62	200.00	12,400.00
4.	INSTALL POLE WITH RRFB'S AND ALL SIGNS AND APPURTENANCES - COMPLETE	EA	4	13,500.00	54,000.00
5.	INSTALL YIELD MARKINGS, SIGN, AND POLE	EA	2	2,000.00	4,000.00
6.	EROSION AND SEDIMENT CONTROL	LS	1	1,500.00	1,500.00
7.	TRAFFIC CONTROL	LS	1	5,000.00	5,000.00

CONSTRUCTION TOTAL				\$89,400.00
10% CONSTRUCTION CONTINGENCY				\$8,940.00
10% DESIGN				\$8,940.00
10% CONSTRUCTION ADMINISTRATION & CONSTRUCTION MANAGEMENT				\$8,940.00
TOTAL				\$116,220.00

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SOLANO TRANSPORTATION AUTHORITY
CALL FOR PROJECTS FOR
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3)
APPLICATION FORM

Project Title Alamo School Safe Routes to School	
Project Location: Alamo School - Orchard Avenue, Vacaville	
<i>As part of the application submittal, please provide a map of the project location</i>	
Lead Agency Contact Information Agency Name: City of Vacaville	
Mailing Address: 610 Merchant Street, Vacaville CA 95688	
Project Manager Contact Information	Secondary Contact Name: Brant Beavers
Name: Rick Navarro	Email Address:
Email Address: rick.navarro@cityofvacaville.gov	brant.beavers@cityofvacaville.gov
Phone Number: 707-449-5173	Phone Number: 707-449-5179
TDA-3 Funding Request* Minimum	Current Project Phase: Preliminary Engineering
Funding Request: \$240,000	Estimated Construction Date: September 2027
Total Project Cost: \$240,000	
*If the TDA-3 funding request is over \$250,000 the grant applicant will need to submit a draft Complete Streets Checklist. More information can be found here: Complete Streets Metropolitan Transportation Commission	
Description of Overall Project Scope Proposed for Funding and Project Benefits: The City of Vacaville has developed Safe Routes to School plans for twenty schools. A priority list was developed based on traffic safety and socio-economic factors. One of the schools that ranked high on the list is Alamo Elementary School, located along North Orchard Avenue. The proposed citywide safe routes to school improvements are being done in phases as funding becomes available. In the vicinity of Alamo Elementary School, some improvements have already been implemented, but additional improvements are still needed. The current project for which funding is being sought will install high-visibility crosswalks with appropriate signage, accessible ramps, rectangular rapid flashing beacons with appropriate signage, and radar feedback signs. These improvements will enhance safety for students who choose to use alternative modes of transportation, such as bicycling and walking, for their commutes to and from school. The proposed improvements will also enhance pedestrian awareness, provide safe routes and encourage active transportation.	

Which adopted local and/or county plan is the project located in? *If the project is not in a plan, please explain how this project meets the needs of the community.*

The project is not in an adopted plan. Based on various school zone traffic safety concerns and inquiries raised by Councilmembers, in 2022 Vacaville Public Works staff initiated a School Zone Traffic Safety Survey. The survey was designed to engage the broader community and school district staff to participate in identifying traffic safety issues around school zones and to provide a mechanism for the public to offer their comments, suggestions, and possible solutions.

The offshoot from this survey was the development of a priority list for desired safety improvements in the vicinity of schools as determined with input from the community. Although not part of an "adopted" plan, the prioritization of improvements was shared with the Vacaville City Council.

Project Budget and Schedule

Project Phase	TDA-3*	Other Funds	Total Cost	Estimated Completion (Month/Year)
Bike/Ped Plan				
ENV	N/A	\$2,000	\$2,000	07/27
PA&ED	N/A	\$5,000	\$5,000	03/27
PS&E		\$22,000	\$22,000	07/27
ROW	N/A			
CON	\$240,000		\$240,000	03/28
Total Cost	\$240,000	\$47,500	\$287,500	

**Project-level environmental, preliminary planning, and ROW are ineligible uses of TDA-3 funds*

Please answer the following questions:

- 1- Is the project located in or serve an [MTC Equity Priority Community](#)? Yes___ No_X___ N/A___
- 2- Is the project located in or serve a marginalized community identified by the Solano Equity Framework? Yes___ No_X___ N/A___
- 3- Is the project located in or in close proximity to a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes___ No_X___ N/A___
- 4- Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), existing facility? Yes_X___ No___ N/A___
- 5- Has the environmental phase of the project been completed and/or when will it be scheduled to be completed? Leave blank if the project is categorically exempt. _____
- 6- If you marked "NO" above, is the project exempt from CEQA for another reason? Yes___ No___ N/A___ Cite the basis for exemption _____
- 7- If your project is a "bikeway," does the project meet Caltrans' minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? Yes___ No___ N/A___
- 8- Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? Yes_X___ No___ N/A___



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MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Frances Neade

Email Address:

flineade@solanocounty.gov

Contact Phone Number:

707-784-6779

Project Sponsor:

Solano County Department of Resource Management

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Vaca Valley Bike Route Connection Project

Project Location:

Unincorporated Solano

Project Description:

The Vaca Valley Bike Route Connection Project will improve a one-mile segment of Vaca Valley Road, a designated Route of Regional Significance that serves as a critical non-highway connection between the City of Vacaville, the Pleasants Valley corridor, and rural northern Solano County. The project extends from Pleasants Valley Road to the existing 32-foot-wide section of Vaca Valley Road and addresses a key gap in the regional bicycle network. Currently, the narrow two-lane rural roadway lacks paved shoulders and dedicated bicycle facilities, forcing cyclists to share travel lanes with vehicles in constrained conditions. This creates safety concerns for both recreational and commuting cyclists, particularly given the corridor's popularity as a regional biking route and the increasing volume of bicycle activity. The proposed improvements will enhance safety, improve multimodal connectivity, and support safer travel for all roadway users.

To address this, Solano County will widen the roadway from 24-32 feet to install Class II bike lanes, creating a safer and more comfortable corridor for cyclists. Improvements include shoulder widening, pavement reconstruction, culvert replacement, ditch realignment, updated signage and striping, and the planting of native oak trees. These enhancements respond to long-standing community input and close a critical gap in the regional bicycle network.

Equally important, the project incorporates tree planting to enhance the corridor's environmental and visual quality. Native oaks will provide shade for cyclists, contribute to climate resilience, and reinforce the rural character that makes this route a valued recreational destination.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

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:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Other, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

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

Solano County General Plan 2008: Vaca Valley Road is a Route of Regional Significance.
Solano County Active Transportation Plan 2020: Recommends Vaca Valley as Class III Bicycle Route & ranked Medium priority.
Countywide Bicycle Plan 2012: Vaca Valley is a proposed/planned bike network.
Plan Bay Area 2050: Although not a project in the Plan Bay Area 2050, the Vaca Valley Bike Route Connection Project directly supports Plan Bay Area 2050's goals to expand urban greening, improve environmental resilience, and increase equitable access to healthy outdoor spaces. By enhancing the roadway corridor with bike lanes and drought tolerant native canopy trees, the project advances regional objectives to reduce heat exposure, improve local air quality, and strengthen green infrastructure in developed areas. These improvements align with the plan's strategies to modernize open spaces, promote climate resilient landscapes, and invest in community-level greening that benefits residents' health and wellbeing.

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

No

Is there a MTC Mobility Hub within the project area?

No

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

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

No

Will the project integrate green infrastructure?

Yes

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:

None

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-09-03

Summary of BPAC meeting comments:

Meeting comments to be provided after the meeting on 9/3/2026.

Generated on: 6/8/2026

This is a DRAFT version - not yet submitted

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MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Frances Neade

Email Address:

flneade@solanocounty.gov

Contact Phone Number:

7077846779

Project Sponsor:

Solano County Department of Resource Management

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Vallejo Sidewalk Connector Project Phase 2

Project Location:

Unincorporated Solano

Project Description:

The Vallejo Sidewalk Connector Project will construct approximately 3,500 linear feet of new ADA compliant, 5-foot-wide concrete sidewalk along Idora Avenue, Lewis Avenue, and Woodrow Avenue in the unincorporated area of Vallejo. This work will close existing sidewalk gaps that currently force pedestrians into active traffic lanes. Project features include new ADA curb ramps, drainage improvements, and updated regulatory and warning signage to create a safer, more accessible pedestrian network. On Woodrow Avenue, the project will also link previously constructed sidewalk segments, forming a continuous corridor that better serves nearby residential neighborhoods.

The project also improves pedestrian access to public transit by establishing safe, continuous sidewalk connections to nearby bus stops that serve local and regional routes. These new walkway links provide residents with a reliable and ADA accessible path to transit, making it easier and safer for community members to use transit for short and medium travel needs. Strengthening the pedestrian to transit connection supports GHG objectives by encouraging mode shift, reducing vehicle emissions, and promoting cleaner, more efficient mobility options.

Project Phase(s):

Construction (CON)

Project Mode(s):

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:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Other

Other relevant plan (specify):

Solano Transportation Authority's Comprehensive Transportation Plan 2026 (pending).

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

Install sidewalks in various locations that currently do not have sidewalks. Solano Countywide Active Transportation Plan 2020 Appendix E, Solano Countywide Active Transportation Plan - Project List Amendment 2022, Solano Transportation Authority's Comprehensive Transportation Plan 2026 (pending).

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:

A small portion of our project is in the AT Network. The portion of Lewis Ave in the AT Network will be accessible to the public during construction on the south side of the road. Due to right of way constraints sidewalk will only be installed on one side of the road. This section of roadway does not have enough room for both sidewalk and on street parking, there are no transit stops, or pedestrian signals it is a rural local roadway with houses and two religious organizations. All locations that have crosswalks will be maintained in perpetuity by Solano County.

Is there a MTC Mobility Hub within the project area?

No

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:

The existing conditions on Lewis Avenue present clear pedestrian safety concerns due to the absence of sidewalks, forcing people to walk along roadway edges where conflicts with vehicles are more likely. Vision Zero data for the Bay Area show that severe and fatal pedestrian injuries frequently occur on corridors lacking adequate pedestrian infrastructure, particularly within High Injury Network areas where concentrated investments in engineering and visibility improvements have the greatest impact. Providing a dedicated pedestrian space reduces exposure to vehicle traffic, improves visibility, and supports safer travel for all road users.

The proposed project's countermeasure aligns with regional Vision Zero strategies and Bay Area Vision Zero (BayVIZ) recommendations. Installing a new sidewalk enhances pedestrian safety by physically separating walkers from traffic.

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure

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

Yes

Census tract(s) designated as EPCs affected by this project:

250601

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:

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

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:

Notified of project eligibility for funds on 8/18/2026. Emailed all transit agencies on August 25th 2026. Project is adjacent to transit stops but no transit stops within project limits. Will update as we hear back from both SolTrans and Vine Transit.

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

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-09-03

Summary of BPAC meeting comments:

Will provide meeting notes after the meeting on September 3rd 2026.

Generated on: 8/26/2026

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DATE: August 27, 2026
TO: BAC & PAC
FROM: Dulce Jimenez, Assistant Planner
RE: Discuss the request for the BAC/PAC to recommend the STA Board include E-Bikes in the 2027 STA Legislative Platform

Background:

At the beginning of the year, the STA Board adopts the STA Legislative Platform, setting the legislative priorities for the year. The update process for the 2027 STA Legislative Platform is anticipated to commence in November/December 2026, with the STA Board adoption expected in January 2027.

The Pedestrian Advisory Committee seeks to have a joint recommendation with the Bicycle Advisory Committee to request the STA Board include E-bikes in the 2027 STA Legislative Platform.

Discussion:

Currently, the 2026 STA Legislative Platform does not include the tracking of e-bikes, which has been a shared priority interest to both the BAC/PAC. During the Summer/Fall of 2025, an ad hoc committee on e-mobility was established to hold further discussion on the safety issues concerning the uptake of e-bikes. The ad hoc committee members at that time recognized the lack of data available to have a comprehensive analysis on e-bike incidents in Solano County.

Despite the lack of data, committee members commented on the respective observations and trends they have noticed with students using e-bikes and the need to educate both students and parents on the classifications and also the safety precautions. With the uptake of students using e-bikes, another ongoing challenge is the enforcement of helmets for both bikes and e-bikes. Seeing that these issues were proliferating concerning students, the ad hoc committee supported having the STA Safe Routes to School Program staff take the lead in collaborating with schools to enhance e-bike safety education.

Although the initial scope of the ad hoc committee has been concluded, a new need has arisen to have STA monitor e-bike legislation and support its member agencies in implementing any new policies that are approved at the state level to address e-bike safety. To ensure that the e-bike legislation is being tracked at the state and federal levels, it needs to be added to the upcoming 2027 STA Legislative Platform.

To support the inclusion of e-bikes into the legislative platform, the Pedestrian Advisory Committee requests a joint recommendation with the Bicycle Advisory Committee to recommend that the STA Board consider including e-bikes in the 2027 STA Legislative Platform.

Recommendation:

Forward the recommendation to the STA Board to consider including e-bikes in the 2027 STA Legislative Platform.

Attachments:

- A. American College of Surgeons – Article on Gaps in E-Bike Regulation

FEATURE

Gaps in E-Bike Regulation Heighten Risks for Young Riders

*Romeo Ignacio Jr., MD, FACS, Sigrid Burruss, MD, FACS, Phyllis Agran, MD, and
John Maa, MD, FACS*

June 3, 2026



Image was created by AI.

Electric bicycles (e-bikes) have rapidly emerged as a major source of pediatric injury, with trauma patterns increasingly resembling those seen in motor vehicle collisions.¹

Global e-bike sales were estimated to total 30 million units between 2020 and 2023, reflecting widespread availability and declining cost barriers.² Although precise ridership estimates are not available, observations indicate increased e-bike use among middle- and high-school students.

Pediatric trauma centers are seeing the consequences. Several now report e-bikes as the leading mechanism of injury among school-aged children presenting to emergency rooms (ERs) across the US.

Healthcare providers at Rady Children's Health in Orange County, California, treated only one pediatric e-bike crash patient in 2021, compared with more than 220 in 2025. At Rady Children's Hospital in San Diego, California, 446 e-bike patients were treated in 2025, comprising 40% of the institution's trauma activations. These injuries are not only more frequent, they also are more severe, with patterns that resemble high-energy trauma rather than traditional bicycle crashes.¹

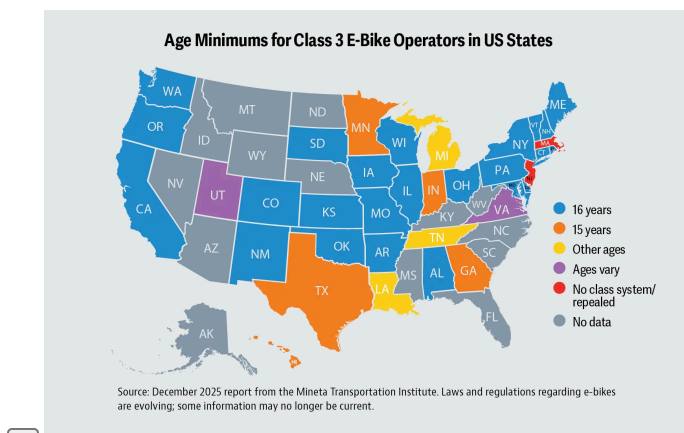
This e-bike injury surge in the US contrasts with trends in Asia, Europe, and the Middle East, where e-bikes were adopted a decade earlier and regulatory changes were made in response to serious injury patterns in both adults and children.

The Mineta Transportation Institute's 2025 report notes that the US regulatory approach is "by no means common worldwide."³ In fact, most e-bikes sold in the US would not meet European standards, underscoring the permissive regulatory environment.

US e-bike motors are typically three times more powerful than those allowed in Europe and the rest of the world (750 W versus 250-400 W, respectively). As a result, many US e-bikes would be classified as mopeds elsewhere, requiring minimum age thresholds, maximum speeds, licensure, insurance, and formal safety education. Many countries set a minimum age for e-bike use (often around 16 years of age for devices like US Class 2 e-bikes) and do not allow the use of throttle e-bikes.

In the US, children are allowed to operate devices capable of 20–28 mph—and, when illegally modified, more than 50 mph—without formal training or consistent helmet enforcement.

State policymakers are beginning to respond to this issue, but the pace of policy development lags far behind the rate of adoption. The widening gap continues to expose children to high-energy injury risk.



What Research Shows

More than 150 studies have examined e-bikes, primarily focusing on lower-powered models comparable to US Class 1 e-bikes, and demonstrate a very serious pattern of e-bike-related injury and mortality. A limitation of these studies is the variability in motor wattage and maximum speed permitted across countries.

In a 2-year, Level I US trauma center study published before the pandemic, e-bike injuries accounted for 14% of all pediatric traffic-related hospitalizations.⁴ National Electronic Injury Surveillance System (NEISS) data show a sharp spike in injuries since that time with pediatric e-bike injuries increasing from 4.18% of all recorded cases in 2019 to 49.8% in 2023.² In California, e-bike incidents rose 1,800% from 2018 to 2023.⁵

A 2018 Dutch Level I trauma study found that while e-bikes accounted for only 2.9% of total bicycle crashes, they represented 27.6% of all bicycle-related fatalities

nationwide.⁵ Prompted by research showing high-crash risks, Dutch policymakers reclassified e-bikes in 2017. For high-speed e-bikes (up to 28 mph), they mandated a minimum owner age of 16, while restricting standard e-bikes to a 15-mph maximum speed.

A 2019 World Health Organization report described efforts to protect e-bike riders in China, who accounted for 14% of all traffic-related deaths. E-bikes in that country have been limited to a maximum of 16 mph, with a 400-W motor, and a minimum age of 16 to operate in some regions. In addition, e-bikes are banned in many pedestrian throughfares.

Why Children Are at Heightened Risk

High-powered devices, inexperienced riders, and unprotected road environments created a perfect storm for pediatric trauma. The risk factors for pediatric e-bike injuries are multifactorial, and include mechanical, developmental, and environmental factors that extend beyond the risk associated with conventional bicycles.



Mechanical: Speed and Kinetic Energy

E-bikes allow speeds of 20–28 mph with minimal effort; illegal modifications can push speeds past 50 mph.

In a NEISS study, nearly half of speed-related (more than 20 mph) pediatric e-bike injuries involved the head, neck, or face, and 24.1% resulted in internal organ injury—more than double the rate of non-speed-related crashes.² The heavier weight of e-bikes (30–60 pounds) and higher speeds increase kinetic energy and lengthen stopping distance, often beyond what young riders can safely manage.

Low Rates of Helmet Use

Helmet use among injured pediatric e-bike riders remains low. In a neurosurgical series of 20 children with e-bike-related cranial trauma, none wore a helmet.⁶ Another pediatric ER study found helmet use in only 19% of cases.⁷ The predictable result is a pattern of skull fractures, intracranial hemorrhage, and long-term neurologic morbidity.

Developmental Limitations

Children lack the hazard recognition, braking control, and judgment required to safely operate a motor-assisted device. Their limited ability to anticipate traffic behavior is compounded by perceptual errors made by drivers: Motorists underestimate the time-to-arrival of fast-moving e-bikes, increasing the collision risk.⁸

Environmental Factors: Unsafe Infrastructure

Children riding in dense traffic or on rural roads without protected lanes face substantially higher exposure to high-energy collisions. Built-environment studies show that unsafe or unprotected routes increase the likelihood of traffic conflict for school-aged riders.⁹

Injury Patterns Are More Like Motorcycles than Bicycles

Head and Cranial Trauma

Head injuries remain the most devastating category of pediatric e-bike trauma. One study reported that 85% of children with e-bike-related cranial injuries sustained skull fractures, 30% had intracerebral contusions, 15% had epidural hematomas, and 30% had subdural hematomas.⁶ Nationally, head trauma from e-bike crashes increased 49-fold between 2017 and 2022 across all age groups.¹⁰

Internal Organ Injury and Hospitalization

Internal injuries are increasingly recognized as a hallmark of high-speed e-bike crashes. A study demonstrated that 24.1% of speed-related e-bikes crashes result in internal organ injuries, compared to 10.4% of non-speed-related crashes.² This internal trauma included abdominal and thoracic organ injuries, including splenic lacerations, hepatic injury, and pulmonary contusions. Even low-velocity crashes can result in occult internal trauma when handlebars strike the abdomen or chest.



Orthopaedic Trauma

Orthopaedic injuries are another major component of pediatric e-bike trauma. One study noted 50% of e-bike-injured children sustained skeletal injuries—significantly higher than automobile passengers (24%).⁴

Comparative Severity of E-Bike Injuries versus Non-Motorized Bicycles

Across multiple studies, pediatric e-bike injuries consistently demonstrate greater severity than injuries from conventional bicycles. Children injured on e-bikes are more likely to present with multisystem trauma, higher Injury Severity Scores, and a greater likelihood of requiring operation or intensive care admission.^{2,4,6-8}

Burn and Electrical Injuries

Lithium-ion battery malfunction introduces a distinct and increasingly recognized category of pediatric e-bike injury not seen with traditional bicycles. E-bikes rely on high-energy rechargeable batteries that can fail, triggering rapid, uncontrolled heating. E-bike battery explosions release toxic gases and may reignite after appearing extinguished. These events can cause deep dermal or full-thickness burns requiring operative management and have caused multiunit housing fires leading to many deaths.⁵

Prevention Strategies

Effective prevention of pediatric e-bike trauma requires a multipronged approach addressing the child rider, device, and environment.

Consistent helmet use remains the most important protective behavior. The Consumer Product Safety Commission (CPSC) recommends a Department of Transportation-approved helmet for bicycles exceeding 20 mph.

Helmet legislation, school-based education, and both law and parental enforcement, along with modeling behavior, are essential to increasing compliance. Training programs that teach braking technique, hazard recognition, and safe riding behavior can help align children's skills with the performance of the devices they operate. Most importantly, the CPSC recommends that children under 12 years should not operate motorized products that exceed speeds of 10 mph. Recommendations such as this have led some countries to prohibit children under 12 from operating any class of e-bike.

Device-focused strategies include selecting age-appropriate e-bikes with lower maximum speeds, lower motor wattage, restricting aftermarket modifications, and ensuring that lights, reflectors, batteries, and braking systems are properly maintained.

Environmental strategies—such as protected bike lanes, traffic calming, and safer intersection design—reduce exposure to high-risk traffic. Public health messaging that frames e-bike safety alongside seat belts and car seats may further normalize protective behaviors.

Parents must ensure their children can safely operate a pedal bicycle before advancing to a more powerful e-bike and understand the financial and liability risks if their child damages property or injures others.

California Youth E-Bike Safety Legislation		
Bill	Primary Impact	Key Provisions on Youth Safety
AB 1946 (2022)	Directs California Highway Patrol to develop a statewide safety and training program for e-bike users, with emphasis on vulnerable road users	Establishes standardized statewide education to improve rider skills and reduce youth injury risk
SB 1271 (2024)	Expands enforcement authority for unsafe e-bike operations; allows impoundment of e-bikes ridden dangerously or by underage riders	Strengthens enforcement of unsafe riding and underage operation
AB 2234 (2024)	Creates the San Diego Electric Bicycle Safety Pilot Program to prohibit riders under 12 from operating Class 1 and Class 2 e-bikes	Introduces age restrictions for younger riders
AB 1778 (2024)	Creates the Marin E-Bike Safety Pilot Program; prohibits individuals under 16 from operating Class 2 e-bikes; mandates helmet use for all ages	Introduces age restrictions and helmet requirements to reduce high-energy injuries among younger riders
AB 544 (2025)	Requires a rear red reflector or flashing red light visible from 500 feet at all times on e-bikes; extends helmet and safety-course requirements for minors	Improves visibility and strengthens protective requirements for youth riders
AB 965 (2025)	Prohibits the sale of Class 3 e-bikes to individuals under 16; violations subject to fines up to \$250	Limits youth access to the fastest, highest-risk e-bikes and holds retailers accountable

Why Legislative Action Cannot Wait

Legislative and regulatory frameworks have not kept pace with the rapid adoption of e-bike use among minors. Many jurisdictions classify e-bikes into tiers based on maximum-assisted speed and throttle capability, but enforcement of age restrictions and speed limits is inconsistent, and high-powered devices remain accessible to children.

The story of Amelia Stafford, a Marin County (California) teenager who sustained a serious e-bike injury, was featured in a [July/August 2024 ACS Bulletin article](#) and subsequently in *The New York Times*. Her story is described as the “crash heard around the country” and galvanized both California and federal-level action, highlighting the power of patient and surgeon advocacy to catalyze legislative change.

California Youth E-Bike Safety Legislation

As of May, three California bills aim to reduce youth injury. AB 2346, sponsored by the California Medical Association, will impose a 15-mph speed limit for riders under age 15 statewide (and a 10-mph limit on sidewalks). AB 2595 will allow San Mateo County cities to require e-bike riders to be at least 12 years old, following similar ordinances in San

Diego and Marin counties. SB 1167 will revise the existing vehicle code definition of mopeds or motorcycles to include electric devices with more powerful motors beyond 750 watts and subject them to new disclosures at the point of sale.

California law requires a driver's license to operate an e-scooter, whose motor ranges from 250-600 W and travels at slower maximum speeds of 15-22 mph. Perhaps a license also should be required for e-bike users. Class 3 e-bikes travel at speeds (28 mph) comparable to mopeds (limited to 30 mph by the Department of Motor Vehicles). Using the name "e-moped" could provide greater clarity to purchasers about Class 3 risks.

In 2026, legislators in New Jersey repealed the three-class e-bike system, and mandated licensure, insurance, registration, education, and a minimum age of 16 to operate an e-bike statewide.

Federal E-Bike Regulation

A fragmented, state-by-state approach is generating confusion for consumers, retailers, and law enforcement. To solve this crisis, we need immediate and comprehensive federal regulation. Convening a national task force to standardize state laws would be another starting point to clarify the current regulatory patchwork.

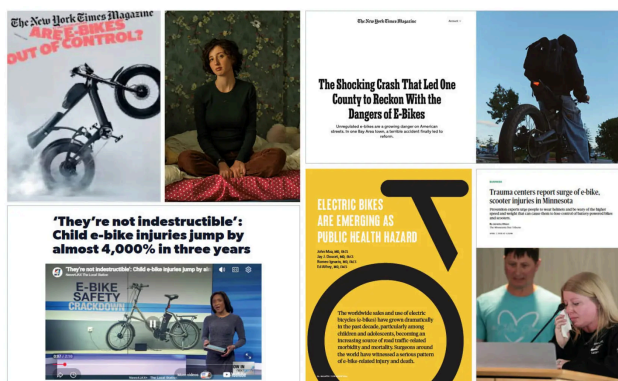
Fully understanding the problem requires examining its root cause. HR 727, passed by Congress in 2002 defined "low-speed bicycles" as having fully operable pedals, an electric motor less than 750 W (1 horsepower), and a maximum speed of 20 mph. HR 727 declared that e-bikes are not motor vehicles under federal transportation safety standards, placing them instead under the jurisdiction of the CPSC, effectively regulating them as consumer products like tricycles, not motorized vehicles like mopeds.

Congress never anticipated what would happen next. They did not define a "high-speed electric bicycle" or authorize throttle-powered Class 2 e-bikes or the 28-mph Class 3 models. Instead, industry advocacy groups proposed the 3-class system in the mid-2010s during a federal regulatory vacuum, and states adopted it piecemeal resulting in a

patchwork of conflicting state laws on age limits, speeds, helmet requirements, and motor wattage.

At the federal level, HR 5265, the SAFE Ride Act of 2025, directs the US Secretary of Transportation to support state grant programs that maintain comprehensive e-bike safety initiatives through the National Highway Traffic Safety Administration. States must create an effective system for enforcing safety requirements governing shared e-bike operations, and ensure operators and users comply with established rules. The states also must make e-bike safety education publicly available and incorporate national curricula into outreach. The ACS Legislative Committee endorsed HR 5265, and an action alert is available at [ACS SurgeonsVoice](#).

HR 5265 is directionally correct, but more needs to be done. The CPSC should end the deceptive sale of overpowered devices marketed online that exceed legal e-bike specifications. More broadly, Congress should redefine an e-bike as a motorized vehicle, move oversight to the Department of Transportation, and reduce motor power.



Media coverage of pediatric e-bike injuries has expanded alongside increasing concerns about safety, regulation, and preventable trauma among young riders.

Call to Action

The current e-bike safety crisis recalls the early days of mopeds in the 1970s, when regulations struggled to keep pace with their rapid adoption, triggering a strong

legislative response.

In 2025, the ACS, American Academy of Orthopaedic Surgeons, and American Association of Neurological Surgeons issued statements to increase public awareness and advocate for legislation to protect e-bike riders. Organizations focused on the health and well-being of children, including the American Academy of Pediatrics, American Medical Association, American Pediatric Surgical Association, and American College of Emergency Physicians, should develop similar policy statements.

The evidence is clear, and one possible solution is to require Class 1 e-bike users to be 12 years and older, while Class 2 and Class 3 e-bike riders must be 16 years or older.

These measures represent early but important steps toward a coordinated safety approach. This long-term effort will require health professionals to partner with school leaders, law enforcement, elected officials, and stakeholders like the Centers for Disease Control and Prevention and US Secretary of Transportation to stem the growing epidemic of youth e-bike-related morbidity and mortality.



Surgeons can advocate at the local, state, and federal levels by meeting with policymakers, attending ACS state advocacy days, submitting editorials to media outlets, and participating in forums and town halls to raise public awareness. The most powerful voices are the young patients who have been injured and their family members, alongside their physicians, calling for change.

Pediatric e-bike injuries represent a rapidly evolving public health challenge. The devices are powerful, widely accessible, and increasingly used by children who lack the ability to safely operate them. The resulting head trauma, internal organ damage, complex fractures, maxillofacial injuries, penetrating trauma, and battery-related burns are severe, costly, and preventable.

Without stronger regulation, the burden of pediatric e-bike trauma will continue to rise. Surgeons are uniquely positioned to advocate for evidence-based policy, including age restrictions, device regulation, and safety education. Decisive action is required to reduce preventable morbidity and mortality while preserving the benefits of e-bikes as a transportation option.

Dr. Romeo Ignacio Jr. is a nationally recognized pediatric trauma surgeon who serves as the trauma medical director at Rady Children's Health in San Diego, CA.

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