



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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Bicycle and Pedestrian Community Advisory Committee

Thursday, January 7, 2016, 5:30 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

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Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

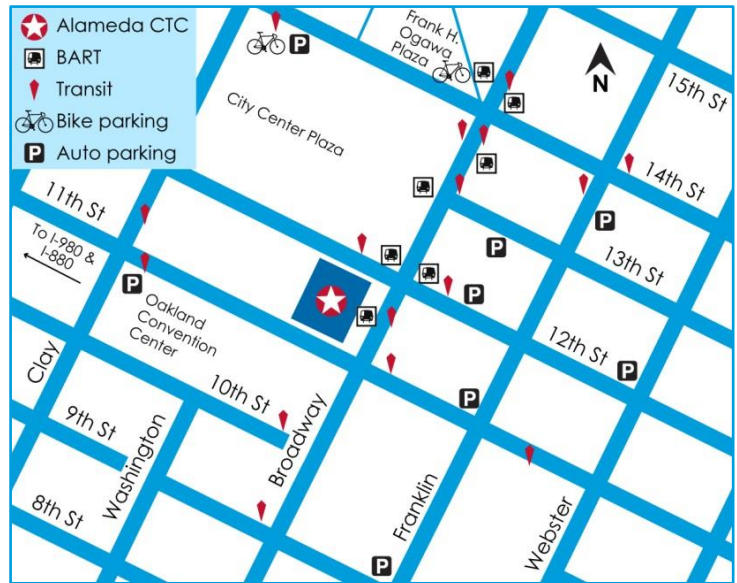
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). **There is bicycle**



parking inside of the garage located off of 11th Street. Press the white button on the call box to inform security of the meeting you are attending at Alameda CTC. Once approved, security will open the gate and there is bicycle parking straight ahead.

Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.

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Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, January 7, 2016, 5:30 p.m.

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Chair: Midori Tabata
Vice Chair: Matt Turner
Bicycle and Pedestrian Coordinator: Matt Bomberg
Staff Liaison: Tess Lengyel
Public Meeting Coordinator: Angie Ayers

5:30 – 5:35 p.m.
Midori Tabata
 5:35 – 5:40 p.m.
Public
 5:40 – 5:45 p.m.
Midori Tabata

- 1. Welcome and Introductions**
- 2. Public Comment**
- 3. BPAC Meeting Minutes**

3.1. Approval of October 8, 2015 BPAC Meeting Minutes	Page 1	A/I A
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5:45 – 6:20 p.m.
City of Emeryville Staff

- 4. Presentation on City of Emeryville Christie Avenue Bay Trail Gap Closure Project (Verbal)**

I

6:20 – 7:10 p.m.
Laurel Poeton

- 5. Update on Safe Routes to Schools Program, Bicycle Safety Education Program, and iBike Campaign**

9

I

7:10 – 7:40 p.m.
BPAC Members

- 6. Discussion on Future Agenda Topics (Verbal)**

I

7:40 – 7:55 p.m.
Matt Bomberg

- 7. Staff Reports (Verbal)**

I

7.1. Assembly Bill 1096 – E-bike Legislation	Page 13	A/I I
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7:55 – 8:00 p.m.
BPAC Members

- 8. BPAC Member Reports (Verbal)**

8.1. BPAC Roster	Page 27	A/I I
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8:00 p.m.
Midori Tabata

- 9. Adjournment**

Next meeting: April 7, 2016

All items on the agenda are subject to action and/or change by the Committee.

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, October 8, 2015, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli and Matt Turner. Midori welcomed new member Dave Murtha.

2. Public Comment

There were no public comments.

3. Approval of July 9, 2015 Minutes

David Fishbaugh moved to approve the July 9, 2015 minutes. Diane Shaw seconded the motion. The motion passed unanimously (Lucy Gigli and Matt Turner were absent).

4. Review of City of Dublin Iron Horse Connectivity Feasibility Study

Matt Bomberg informed the committee that the Iron Horse Connectivity Feasibility Study is an ongoing project Alameda CTC is funding in part through the Sustainable Communities Technical Assistance Program that is looking to develop short- and long-term potential improvements to the Iron Horse Trail. He noted that the project team is mid-way through the project. Matt introduced Obaid Khan, project manager, with the City of Dublin and the consultant team, Ryan McClain and Patrick Glister, from Fehr & Peers.

The project team presented the Iron Horse Connectivity Feasibility Study to the committee and covered the progress to date, gave an overview of the preliminary improvement plan, and discussed an alternative activity and the next steps. Matt Bomberg requested committee members email their comments to him during the week of October 12, 2015.

See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

5. Annual Report on Countywide Bicycle and Pedestrian Plan Implementation

Matt Bomberg introduced this agenda item. He noted that the Countywide Bicycle and Pedestrian Plans were adopted in 2012 and each Plan has an implementation section that include 16 areas of actions and 63 sub-actions that fall into the category of funding, technical tools and assistance, and countywide initiatives. Matt noted that two of the actions include developing an annual review of the progress and creating a public report. He highlighted some of the 2015 actions, in particular, the technical tools and assistance category. Matt stated that in terms of technical assistance, Alameda CTC staff met four times with the Pedestrian Bicycle Working Group (PBWG), which is comprised of city bicycle and pedestrian staff, planning and public works staff, and East Bay Regional Parks, BART and AC Transit representatives. Topics the PBWG discussed in 2015:

- Complete streets and emergency responses
- Incorporating green infrastructure treatments into complete streets projects
- Integrating repaving programs and bike lane network implementation in complete streets

Topics that are anticipated to be bicycle/pedestrian planning priorities in 2016 include:

- Sidewalk maintenance
- An agency complete streets policy

Questions/feedback from members on actions within the Bicycle and Pedestrian Plans:

- Action 2.1 – A member requested clarifying funding local master plans through the technical assistance program, which happens every two years. Matt noted that the City of Piedmont's master plan was funded in 2013 and that Alameda CTC seeks to fund a mix of planning and projects from grant cycles.
- Action 4.1 – A member commented that it would be great if the sidewalk maintenance item could tie into what the City of Albany is doing. The research from this effort may be able to support Albany's efforts and may help agencies understand best practices across the state or the country.
- Action 14.1 – A member noted that not much has happened on this item in working with the Public Health Department.
- Action 15.3 – A member noted that this action item shows a geographic information system database for bikeways and inquired if there is something similar for sidewalks. Matt said not at this time.
- Action 16.13 – The cost of maintaining pavements along bikeways ties into an urgent item that is coming and is important for the pavement management program.
- A member inquired if Alameda CTC considered hosting the Association of Pedestrian and Bicycle Professionals Webinars at satellite locations, in east or south counties. Matt noted that Alameda CTC has paired the PBWG meetings on the same day as the webinars to make it a worthwhile opportunity for folks coming from Dublin to attend.
- A member inquired if the annual Countywide Bicycle and Pedestrian Count Program will report data compiled in 2015. Matt mentioned that data from 63 locations is usually used to generate a report on the walking and bicycling trends in the county. He noted that the counts increased in 2010, 2011, and 2012. The counts decreased in 2013 and 2014. Matt said Alameda CTC is looking at a new approach for gathering data for this program that is more statistically robust. He informed the committee that a few automated counters are installed around the county, and Alameda CTC is collecting data through those. The committee wanted to know if the automated counters follow the same trend as the manual counts in terms of data decreasing. Matt said that he doesn't believe that the automated counts are decreasing. The BPAC expressed an interest in a future update on the count program.

6. Review of Measure B and Vehicle Registration Fee Bicycle/Pedestrian Grant

Progress Reports

Matt Bomberg informed the committee that the progress reports are in the packet for informational purposes.

7. Staff Reports

- **Report on Alameda County Pedestrian-Bicycle Working Group Discussion on Integrating Bicycle/Pedestrian Plans and Pavement Management Program**

Matt Bomberg mentioned that BPAC requested information on integration of pavement programs and bike networks. He said that this is a topic that all cities handle differently and as such Alameda CTC organized a discussion of the topic with the PBWG. The cities involved in the discussion were Berkeley, Emeryville, Oakland, and San Leandro. Representatives from the County of Alameda and Metropolitan Transportation Commission (MTC) were also present for the discussion on how each city handled its pavement program and bicycle routes.

Midori Tabata informed the committee that MTC requires jurisdictions to have a certified Pavement Management Program if they receive funding. She further explained the history of MTC's Pavement Management Program and, in particular, the Streetsaver software application, which allows cities and counties to maintain and diagnose pavement conditions. MTC's Streetsaver does not allow cities to explicitly consider if streets are bicycle or transit routes. The committee inquired about how cities choose which streets to repave, and Matt Bomberg noted that this decision often involves a mix of pavement management best practices (such as maintaining streets that will become significantly more expensive to resurface if not repaired urgently) and other factors.

Preston Jordan moved that BPAC recommend to Alameda CTC that pavement management planning software and systems address the typology of active transportation routes with weighted streets maintained in a similar manner as motorist typology is addressed. Sara Zimmerman seconded the motion. The motion passed unanimously (Lucy Gigli and Matt Turner were absent).

- **Report on Arterial Plan Technical Advisory Committee Meeting**

Tess Lengyel informed the committee that the Arterial Plan Technical Advisory Committee meeting was held today to review and approve the street typology and modal priorities for the Countywide Multimodal Arterial Plan. Tess stated that the Arterial Plan is taking complete streets to the next level. She let the committee know that the project team received approximately 700 comments from jurisdictions, transit agencies, and stakeholders.

8. BPAC Member Report

David Fishbaugh informed the committee that on October 11, 2015 the Niles Canyon Stroll and Roll will take place. He stated that Niles Canyon Road along Highway 84 will be closed to traffic and open to everyone else from 6 a.m. to 4 p.m.

Sara Zimmerman talked about Kaboom grant opportunities in the Bay Area. She said that the program has about \$750,000 to award for small permanent infrastructure projects in the community such as playgrounds. Sara noted that the application is due by October 19, 2015.

Jeremy Johansen discussed the San Leandro community events on September 29, 2015 for the new tech campus. He said a lot of discussion took place on transit, the East Bay Greenway, and the art being brought into San Leandro.

Diane Shaw said that the City of Fremont released its draft Pedestrian Plan, and the comment period will end in October. The Bicycle Plan will be released in the spring of 2016.

Midori Tabata discussed upcoming agenda items that she gave the committee via Google Docs. Tess let the committee know that this is a possible Brown Act issue. She noted that the work of the committee should be done at the meeting. Tess requested Midori to send the future agenda items for discussion to Matt Bomberg, and Alameda CTC will compile a document to put in the agenda packet or send it out to the entire committee to not create a Brown Act violation.

Preston Jordon stated that as a future agenda item he would like to discuss the City of Albany Strollers and Rollers warning signs along bike routes to warn the community to detect hazardous conditions.

8.1. BPAC Roster

The committee roster is in the agenda packet for review purposes.

9. Meeting Adjournment

The meeting adjourned at 8:00 p.m. The next meeting is scheduled for January 7, 2016 at the Alameda CTC offices.

Project: Iron Horse Trail Connectivity Feasibility Study

Project Managers: Martha Aja (Martha.aja@dublin.ca.gov), Obaid Khan (obaid.khan@dublin.ca.gov)

Comment	Response
Is it possible to put glass beads in the pavement, similar to what San Leandro has installed near its BART station?	This could work with some crosswalk treatments; with other treatments it could obscure the reflectivity of the crosswalk
The crossing near Dublin Boulevard is particularly difficult for bicyclists given the number of sharp turns and the need to use the sidewalk. Is it possible to realign the trail to be more direct? In the long term a bridge would be better.	The trail will be realigned along with the Scarlett Drive extension project. In the short term it is not possible to realign the trail due to ROW constraints.
Would prefer a wider trail over landscaping space, particularly in the vicinity of the BART station. Trees can leave litter/debris on the trail.	
Restriction on Right Turn on Red is highly needed at Scarlett/Dougherty, especially when Scarlett Drive gets extended.	
Delineation of bicycle and pedestrian space is key.	
Connections to the park adjacent to the trail should be prioritized.	
Decorative pavers installed elsewhere in the city have issues with cars encroaching in pedestrian space.	
Signage in advance of the crossing for drivers should be investigated.	Project team can investigate potential for custom regulatory signage.
Trees on the side of the trail would be useful for shade, particularly in the section between Dublin Blvd and BART station.	The park being developed as part of the Dublin Crossings project will add trees on the northeast side of the trail between Dublin Blvd and Dougherty Rd. These will be set back from the trail, not overhanging, to address concerns of debris raised earlier.
Benches could be space between the trees rather than a separate zone within the cross section, to free space for additional trail width. Need to think about trail capacity for future bicycle and pedestrian volumes.	
Recommend up to 16 feet of width and striping both walking and bicycling lanes in each direction. Long distances between intersections mean bicyclists will have lots of speed so separation from pedestrians is key.	
Decomposed gravel shoulders need a weed mat (Ohlone Greenway provides lesson learned)	
Is it possible to have separate bicyclists and pedestrian push buttons and crossing times, to minimize driver delay?	

Comment	Response
Don't understand the No Right Turn on Red proposal at Scarlett/Dougherty. Isn't it preferable to have vehicles make right turns when there is not a ped crossing of Dougherty Rd, rather than having vehicles make right turns at the same time as the ped crossing of Dougherty Rd?	Issue is that given the skewed angle of the intersection drivers looking for a gap in traffic to make a right turn from Scarlett WB to Dougherty NB are looking far over left shoulder and do not easily see peds in crosswalk across north leg of Dougherty.
Separating out bicyclists and pedestrians would make facility much safer and more comfortable.	
Would shortening the Dougherty Crossing result in more sharp turns for bicyclists crossing?	No – should lead to more gentle angles.
Shortening crossing of Dougherty is key for pedestrians.	
Is it possible to do Built Environment Factors for bicyclists and pedestrians separately?	Possibly – could be some differences in level of benefit provided by shoulder.
Many bicyclists do like trees.	
Intersections should be considered as part of LTS analysis. For instance, 9 th Street Pathway in Berkeley feels like abrupt transitions between pathway and street.	
What are cons to passive detection?	Potential cons include trusting that it works; active detection may still be needed for accessibility; and could trigger unnecessary bicyclist phases if they cross the detector and then make a turn onto a crossing trail that does not involve going through the intersection.
Old railroad ROW is 100 ft wide. Is there a defined easement? Can a more direct alignment at Dublin Blvd be accomplished within the short term?	There is a parcel at the northwest corner of Dublin Blvd/Scarlett Drive that would need to be acquired. This is contemplated as part of Scarlett Drive extension. No other options for more direct alignment.
Will the Dublin Crossings project add new crossings of the trail?	There will be only one crossing added; it will be designed using the principles being applied at Dougherty Rd and Dublin Blvd coming out of this study.
City of Fremont is looking into lights that look like bikes or peds	Bike signals would be needed if there are different bike and ped crossing times
User conflicts will increase with new development – need additional width	
Shade is needed – existing environment can be hot and desolate	
Active signals can be inconvenient for bicyclists	
Cycling route through BART station needs improvement	Two options are considered. One would be a two-way cycletrack that would require relocating bus loading. Another would be a center running cycletrack that would require bicyclists to cross the bus lane to get in and out of it.

Comment	Response
Lighting should be sufficient for bicycling speed – proportionally more lumens are needed as speed increases	
Is it possible to have the bulb out space illuminated? Could be activated by push buttons.	
Lighting should create a continuous stream, not hot spots.	
Video detection may not pick up cyclists at night.	
Triple four crosswalk works well in Albany. It provides more traction than a normal continental crosswalk.	

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Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: December 29, 2015

SUBJECT: Safe Routes to Schools Program Update

RECOMMENDATION: Receive an update on Safe Routes to Schools Program.

Summary

The purpose of this item is to provide the Committee with information related to the Alameda County Safe Routes to Schools (SR2S) Program and key activities for the 2015-2016 school year. This item is for information only.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past nine years;
- An update on the High School Program;
- How students are traveling; and,
- A look at the 2015-2016 school year.

An update on the Bicycle Safety Education component of the SR2S program and plans for the 2016 iBike promotional campaign will be discussed verbally at the BPAC meeting.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's Climate Initiatives program, the nine year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 185 schools across the County during the 2015-2016 school year, engaging students from kindergarten through 12th grade.

The Alameda County SR2S program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically and during the 2014-2015 school year, reached more than 155 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2014-2015 school year, Alameda County's SR2S team organized and delivered over 600 individual events to 130 schools, up from 400 individual events and 105 schools the prior school year. A selection process was again implemented with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Schools were evaluated based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided a comprehensive program to 130 elementary, middle, and high schools and technical assistance to 25 elementary and middle schools in Alameda County. The SR2S program is currently providing a comprehensive program to 165 schools, and will continue to bring schools into the program throughout the school year.

The Alameda County SR2S program is primarily structured around three countywide events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2014-2015 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these coordinated events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2014-2015, 158 monthly Walk and Roll to School Days were held and 30 Walking School Bus routes were running at least weekly. Five of the eight high schools in the SR2S program also organized a student-led Cocoa for Carpools Day in December. As part of the program expansion for the 2015-2016 school year, Cocoa for Carpools Day became an official high school event, with nine schools celebrating in December.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S programs. During the 2014-2015 school year, the BikeMobile made 140 visits throughout Alameda County, including community events and schools participating in Alameda County's Safe Routes to Schools program. The BikeMobile repaired over 3,200 bicycles during the visits. The BikeMobile is on track to make even more visits during the 2015-2016 school year.

During the 2014-2015 school year, the high school program continued as a fully integrated aspect of the Alameda County Safe Routes to Schools program. The high school program expanded from six to eight schools for the 2014-2015 school year and is expanding again, to 12 high schools, for the 2015-2016 school year. Integrating Alameda County SR2S into existing clubs and classes has helped establish program activities as part of the ongoing school curriculum, which is important for sustaining the program. Furthermore, there is a demonstrated level of interest and enthusiasm from students and school staff in the topic area of public health and the environment, and about projects that impact behavior changes.

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, and taking public transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning with the fall semester 2012, the evaluation effort expanded to request that all schools enrolled in the comprehensive program complete student hand tallies and parent surveys. The fall 2012 semester serves as a baseline against which to measure mode shift.

According to the student tally data, 33 percent of trips are via active transportation, with 28 percent of trips by foot, 3 percent of trips by bike, and 2 percent of trips by skateboard, scooter, or other active mode. Shared trips, including school bus, public transit, and carpool, currently account for 14 percent of trips.

During the 2015-2016 school year, Alameda County SR2S is focusing on the following improvements and new items:

- Launch a new tiered recognition system for schools that will encourage program sustainability as well as more school-initiated participation in activities and events. The system includes Bronze, Silver, Gold, and Platinum level schools, based on their participation in SR2S programming throughout the school year.
- Expand the number of School Site Assessments available to schools. Assessments will be provided based on established metrics, such as frequency and type of collisions near schools.
- Integrate use of a new mobile app to track how students are getting to school and routes most frequently utilized for school trips.
- Strengthen program evaluation by collecting more data and continuing to build data collection into programming.
- Expand participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May), while continuing to pilot new, innovative activities and events.
- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Alameda County Safe Routes to Schools, Participating Schools for 2015-2016 School Year](#) – Hyperlinked to website

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Laurel Poeton](#), Assistant Program Analyst

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Assembly Bill No. 1096

CHAPTER 568

An act to amend Sections 406, 12804.9, 21113, 21207.5, and 24016 of, and to add Sections 312.5 and 21213 to, the Vehicle Code, relating to vehicles.

[Approved by Governor October 7, 2015. Filed with
Secretary of State October 7, 2015.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1096, Chiu. Vehicles: electric bicycles.

Existing law defines a "motorized bicycle" or a "moped" as a 2-wheeled or 3-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and motor, as specified.

Existing law also defines a "motorized bicycle" as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements. Existing law requires a motorized bicycle, as described by this definition, to comply with specified equipment and manufacturing requirements. Existing law also imposes specified requirements relating to the operation of bicycles. A violation of the Vehicle Code is a crime.

This bill would delete the latter definition of a "motorized bicycle." The bill would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements. The bill would also require an electric bicycle to operate in a manner so that the electric motor disengages or stops functioning when brakes are applied, or in a manner so that the release or activation of a switch or other mechanism disengages or stops the electric motor from functioning.

The bill would require a person riding an electric bicycle to comply with the above-described requirements relating to the operation of bicycles. The bill would prohibit persons under 16 years of age from operating a class 3 electric bicycle. The bill would also require persons operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. The bill would prohibit the operation of a class 3 electric bicycle on specified paths, lanes, or trails, unless that operation is authorized by a local ordinance. The bill would also authorize a local authority or governing body to prohibit, by ordinance, the operation of class 1 or class 2 electric bicycles on specified

paths or trails. The bill would prohibit a person from tampering with or modifying an electric bicycle to change its speed capability, unless he or she appropriately replaces the classification label. The bill would specify that a person operating an electric bicycle is not subject to financial responsibility, driver's license, registration, or license plate requirements. The bill would also make conforming changes.

This bill would incorporate additional changes to Section 21113 of the Vehicle Code proposed by AB 604 that would become operative only if this bill and AB 604 are both chaptered, and this bill is chaptered last.

Because the bill would create new requirements regarding electric bicycles, the violation of which would be a crime, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 312.5 is added to the Vehicle Code, to read:

312.5. (a) An "electric bicycle" is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts.

(1) A "class 1 electric bicycle," or "low-speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

(2) A "class 2 electric bicycle," or "low-speed throttle-assisted electric bicycle," is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

(3) A "class 3 electric bicycle," or "speed pedal-assisted electric bicycle," is a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour, and equipped with a speedometer.

(b) A person riding an electric bicycle, as defined in this section, is subject to Article 4 (commencing with Section 21200) of Chapter 1 of Division 11.

(c) On and after January 1, 2017, manufacturers and distributors of electric bicycles shall apply a label that is permanently affixed, in a prominent location, to each electric bicycle. The label shall contain the classification number, top assisted speed, and motor wattage of the electric bicycle, and shall be printed in Arial font in at least 9-point type.

SEC. 2. Section 406 of the Vehicle Code is amended to read:

406. (a) A "motorized bicycle" or "moped" is a two-wheeled or three-wheeled device having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an

automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground.

(b) Every manufacturer of a motorized bicycle or moped, as defined in this section, shall provide a disclosure to buyers that advises buyers that their existing insurance policies may not provide coverage for these bicycles and that they should contact their insurance company or insurance agent to determine if coverage is provided. The disclosure shall meet both of the following requirements:

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

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

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

SEC. 3. Section 12804.9 of the Vehicle Code is amended to read:

12804.9. (a) (1) The examination shall include all of the following:

(A) A test of the applicant’s knowledge and understanding of the provisions of this code governing the operation of vehicles upon the highways.

(B) A test of the applicant’s ability to read and understand simple English used in highway traffic and directional signs.

(C) A test of the applicant’s understanding of traffic signs and signals, including the bikeway signs, markers, and traffic control devices established by the Department of Transportation.

(D) An actual demonstration of the applicant’s ability to exercise ordinary and reasonable control in operating a motor vehicle by driving it under the supervision of an examining officer. The applicant shall submit to an examination appropriate to the type of motor vehicle or combination of vehicles he or she desires a license to drive, except that the department may waive the driving test part of the examination for any applicant who submits a license issued by another state, territory, or possession of the United States, the District of Columbia, or the Commonwealth of Puerto Rico if the department verifies through any acknowledged national driver record data source that there are no stops, holds, or other impediments to its issuance. The examining officer may request to see evidence of financial responsibility for the vehicle prior to supervising the demonstration of the applicant’s ability to operate the vehicle. The examining officer may refuse to examine an applicant who is unable to provide proof of financial responsibility for the vehicle, unless proof of financial responsibility is not required by this code.

(E) A test of the hearing and eyesight of the applicant, and of other matters that may be necessary to determine the applicant’s mental and

physical fitness to operate a motor vehicle upon the highways, and whether any grounds exist for refusal of a license under this code.

(2) (A) Before a class A or class B driver's license, or class C driver's license with a commercial endorsement, may be issued or renewed, the applicant shall have in his or her driver record a valid report of a medical examination of the applicant given not more than two years prior to the date of the application by a health care professional. As used in this paragraph, "health care professional" means a person who is licensed, certified, or registered in accordance with applicable state laws and regulations to practice medicine and perform physical examinations in the United States. Health care professionals are doctors of medicine, doctors of osteopathy, physician assistants, and registered advanced practice nurses, or doctors of chiropractic who are clinically competent to perform the medical examination presently required of motor carrier drivers by the United States Department of Transportation. The report shall be on a form approved by the department. In establishing the requirements, consideration may be given to the standards presently required of motor carrier drivers by the Federal Motor Carrier Safety Administration.

(B) The department may accept a federal waiver of one or more physical qualification standards if the waiver is accompanied by a report of a nonqualifying medical examination for a class A or class B driver's license, or class C driver's license with a commercial endorsement, pursuant to Section 391.41(a)(3)(ii) of Subpart E of Part 391 of Title 49 of the Code of Federal Regulations.

(3) A physical defect of the applicant that, in the opinion of the department, is compensated for to ensure safe driving ability, shall not prevent the issuance of a license to the applicant.

(b) In accordance with the following classifications, an applicant for a driver's license shall be required to submit to an examination appropriate to the type of motor vehicle or combination of vehicles the applicant desires a license to drive:

(1) Class A includes the following:

(A) Except as provided in subparagraph (H) of paragraph (3), a combination of vehicles, if a vehicle being towed has a gross vehicle weight rating or gross vehicle weight of more than 10,000 pounds.

(B) A vehicle towing more than one vehicle.

(C) A trailer bus.

(D) The operation of all vehicles under class B and class C.

(2) Class B includes the following:

(A) Except as provided in subparagraph (H) of paragraph (3), a single vehicle with a gross vehicle weight rating or gross vehicle weight of more than 26,000 pounds.

(B) A single vehicle with three or more axles, except any three-axle vehicle weighing less than 6,000 pounds.

(C) A bus with a gross vehicle weight rating or gross vehicle weight of more than 26,000 pounds, except a trailer bus.

(D) A farm labor vehicle.

(E) A single vehicle with three or more axles or a gross vehicle weight rating or gross vehicle weight of more than 26,000 pounds towing another vehicle with a gross vehicle weight rating or gross vehicle weight of 10,000 pounds or less.

(F) A house car over 40 feet in length, excluding safety devices and safety bumpers.

(G) The operation of all vehicles covered under class C.

(3) Class C includes the following:

(A) A two-axle vehicle with a gross vehicle weight rating or gross vehicle weight of 26,000 pounds or less, including when the vehicle is towing a trailer or semitrailer with a gross vehicle weight rating or gross vehicle weight of 10,000 pounds or less.

(B) Notwithstanding subparagraph (A), a two-axle vehicle weighing 4,000 pounds or more unladen when towing a trailer coach not exceeding 9,000 pounds gross.

(C) A house car of 40 feet in length or less.

(D) A three-axle vehicle weighing 6,000 pounds gross or less.

(E) A house car of 40 feet in length or less or a vehicle towing another vehicle with a gross vehicle weight rating of 10,000 pounds or less, including when a tow dolly is used. A person driving a vehicle may not tow another vehicle in violation of Section 21715.

(F) (i) A two-axle vehicle weighing 4,000 pounds or more unladen when towing either a trailer coach or a fifth-wheel travel trailer not exceeding 10,000 pounds gross vehicle weight rating, when the towing of the trailer is not for compensation.

(ii) A two-axle vehicle weighing 4,000 pounds or more unladen when towing a fifth-wheel travel trailer exceeding 10,000 pounds, but not exceeding 15,000 pounds, gross vehicle weight rating, when the towing of the trailer is not for compensation, and if the person has passed a specialized written examination provided by the department relating to the knowledge of this code and other safety aspects governing the towing of recreational vehicles upon the highway.

The authority to operate combinations of vehicles under this subparagraph may be granted by endorsement on a class C license upon completion of that written examination.

(G) A vehicle or combination of vehicles with a gross combination weight rating or a gross vehicle weight rating, as those terms are defined in subdivisions (j) and (k), respectively, of Section 15210, of 26,000 pounds or less, if all of the following conditions are met:

(i) Is operated by a farmer, an employee of a farmer, or an instructor credentialed in agriculture as part of an instructional program in agriculture at the high school, community college, or university level.

(ii) Is used exclusively in the conduct of agricultural operations.

(iii) Is not used in the capacity of a for-hire carrier or for compensation.

(H) Firefighting equipment, provided that the equipment is operated by a person who holds a firefighter endorsement pursuant to Section 12804.11.

(I) A motorized scooter.

(J) A bus with a gross vehicle weight rating or gross vehicle weight of 26,000 pounds or less, except a trailer bus.

(K) Class C does not include a two-wheel motorcycle or a two-wheel motor-driven cycle.

(4) Class M1. A two-wheel motorcycle or a motor-driven cycle. Authority to operate a vehicle included in a class M1 license may be granted by endorsement on a class A, B, or C license upon completion of an appropriate examination.

(5) (A) Class M2 includes the following:

(i) A motorized bicycle or moped, or a bicycle with an attached motor, except an electric bicycle as described in subdivision (a) of Section 312.5.

(ii) A motorized scooter.

(B) Authority to operate vehicles included in class M2 may be granted by endorsement on a class A, B, or C license upon completion of an appropriate examination, except that no endorsement is required for a motorized scooter. Persons holding a class M1 license or endorsement may operate vehicles included in class M2 without further examination.

(c) A driver's license or driver certificate is not valid for operating a commercial motor vehicle, as defined in subdivision (b) of Section 15210, any other motor vehicle defined in paragraph (1) or (2) of subdivision (b), or any other vehicle requiring a driver to hold any driver certificate or any driver's license endorsement under Section 15275, unless a medical certificate approved by the department that has been issued within two years of the date of the operation of that vehicle and a copy of the medical examination report from which the certificate was issued is on file with the department. Otherwise, the license is valid only for operating class C vehicles that are not commercial vehicles, as defined in subdivision (b) of Section 15210, and for operating class M1 or M2 vehicles, if so endorsed, that are not commercial vehicles, as defined in subdivision (b) of Section 15210.

(d) A license or driver certificate issued prior to the enactment of Chapter 7 (commencing with Section 15200) is valid to operate the class or type of vehicles specified under the law in existence prior to that enactment until the license or certificate expires or is otherwise suspended, revoked, or canceled. Upon application for renewal or replacement of a driver's license, endorsement, or certificate required to operate a commercial motor vehicle, a valid medical certificate on a form approved by the department shall be submitted to the department.

(e) The department may accept a certificate of driving skill that is issued by an employer, authorized by the department to issue a certificate under Section 15250, of the applicant, in lieu of a driving test, on class A or B applications, if the applicant has first qualified for a class C license and has met the other examination requirements for the license for which he or she is applying. The certificate may be submitted as evidence of the applicant's skill in the operation of the types of equipment covered by the license for which he or she is applying.

(f) The department may accept a certificate of competence in lieu of a driving test on class M1 or M2 applications, when the certificate is issued

by a law enforcement agency for its officers who operate class M1 or M2 vehicles in their duties, if the applicant has met the other examination requirements for the license for which he or she is applying.

(g) The department may accept a certificate of satisfactory completion of a novice motorcyclist training program approved by the commissioner pursuant to Section 2932 in lieu of a driving test on class M1 or M2 applications, if the applicant has met the other examination requirements for the license for which he or she is applying. The department shall review and approve the written and driving test used by a program to determine whether the program may issue a certificate of completion.

(h) Notwithstanding subdivision (b), a person holding a valid California driver's license of any class may operate a short-term rental motorized bicycle without taking any special examination for the operation of a motorized bicycle, and without having a class M2 endorsement on that license. As used in this subdivision, "short-term" means 48 hours or less.

(i) A person under the age of 21 years shall not be issued a class M1 or M2 license or endorsement unless he or she provides evidence satisfactory to the department of completion of a motorcycle safety training program that is operated pursuant to Article 2 (commencing with Section 2930) of Chapter 5 of Division 2.

(j) A driver of a vanpool vehicle may operate with a class C license but shall possess evidence of a medical examination required for a class B license when operating vanpool vehicles. In order to be eligible to drive the vanpool vehicle, the driver shall keep in the vanpool vehicle a statement, signed under penalty of perjury, that he or she has not been convicted of reckless driving, drunk driving, or a hit-and-run offense in the last five years.

SEC. 4. Section 21113 of the Vehicle Code is amended to read:

21113. (a) A person shall not drive a vehicle or animal, or stop, park, or leave standing a vehicle or animal, whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any public school, state university, state college, unit of the state park system, county park, municipal airport, rapid transit district, transit development board, transit district, public transportation agency, county transportation commission created pursuant to Section 130050 of the Public Utilities Code, joint powers agency operating or managing a commuter rail system, or any property under the direct control of the legislative body of a municipality, or a state, county, or hospital district institution or building, or an educational institution exempted, in whole or in part, from taxation, or any harbor improvement district or harbor district formed pursuant to Part 2 (commencing with Section 5800) or Part 3 (commencing with Section 6000) of Division 8 of the Harbors and Navigation Code, a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or state grounds served by the Department of the California Highway Patrol, or any property under the possession or control of a housing authority formed pursuant to Article 2 (commencing with Section 34240) of Chapter 1 of Part 2 of Division 24 of the Health and Safety Code, except with the permission of, and upon and subject to any condition or regulation

that may be imposed by, the legislative body of the municipality, or the governing board or officer of the public school, state university, state college, county park, municipal airport, rapid transit district, transit development board, transit district, public transportation agency, county transportation commission, joint powers agency operating or managing a commuter rail system, or state, county, or hospital district institution or building, or educational institution, or harbor district, or a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or housing authority, or the Director of Parks and Recreation regarding units of the state park system or the state agency with jurisdiction over the grounds served by the Department of the California Highway Patrol.

(b) A governing board, legislative body, or officer shall erect or place appropriate signs giving notice of any special conditions or regulations that are imposed under this section and the governing board, legislative body, or officer shall also prepare and keep available at the principal administrative office of the governing board, legislative body, or officer, for examination by all interested persons, a written statement of all those special conditions and regulations adopted pursuant to this section.

(c) When a governing board, legislative body, or officer permits public traffic upon the driveways, paths, parking facilities, or grounds under their control then, except for those conditions imposed or regulations enacted by the governing board, legislative body, or officer applicable to the traffic, all the provisions of this code relating to traffic upon the highways shall be applicable to the traffic upon the driveways, paths, parking facilities, or grounds.

(d) A public transportation agency that imposes any condition or regulation upon a person who parks or leaves standing a vehicle, pursuant to subdivision (a), is authorized to do either of the following:

(1) Enforce that condition or regulation in the manner provided in Article 3 (commencing with Section 40200) of Chapter 1 of Division 17 of this code. The public transportation agency shall be considered the issuing agency for that purpose.

(2) Designate regularly employed and salaried employees, who are engaged in directing traffic or enforcing parking laws and regulations, for the purpose of removing any vehicle in the same manner as a city, county, or jurisdiction of a state agency pursuant to Chapter 10 (commencing with Section 22650) of Division 11 of this code.

(e) With respect to the permitted use of vehicles or animals on property under the direct control of the legislative body of a municipality, no change in the use of vehicles or animals on the property, that had been permitted on January 1, 1976, shall be effective unless and until the legislative body, at a meeting open to the general public, determines that the use of vehicles or animals on the property should be prohibited or regulated.

(f) A transit development board may adopt ordinances, rules, or regulations to restrict, or specify the conditions for, the use of bicycles,

motorized bicycles, electric bicycles, skateboards, and roller skates on property under the control of, or any portion of property used by, the board.

(g) A public agency, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, may adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, and roller skates on public property under the jurisdiction of that agency.

(h) “Housing authority,” for the purposes of this section, means a housing authority located within a county with a population of over 6,000,000 people, and any other housing authority that complies with the requirements of this section.

(i) “Public transportation agency,” for purposes of this section, means a public agency that provides public transportation as defined in paragraph (1) of subdivision (f) of Section 1 of Article XIX A of the California Constitution.

SEC. 4.5. Section 21113 of the Vehicle Code is amended to read:

21113. (a) A person shall not drive a vehicle or animal, or stop, park, or leave standing a vehicle or animal, whether attended or unattended, upon the driveways, paths, parking facilities, or the grounds of any public school, state university, state college, unit of the state park system, county park, municipal airport, rapid transit district, transit development board, transit district, public transportation agency, county transportation commission created pursuant to Section 130050 of the Public Utilities Code, joint powers agency operating or managing a commuter rail system, or any property under the direct control of the legislative body of a municipality, or a state, county, or hospital district institution or building, or an educational institution exempted, in whole or in part, from taxation, or any harbor improvement district or harbor district formed pursuant to Part 2 (commencing with Section 5800) or Part 3 (commencing with Section 6000) of Division 8 of the Harbors and Navigation Code, a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or state grounds served by the Department of the California Highway Patrol, or any property under the possession or control of a housing authority formed pursuant to Article 2 (commencing with Section 34240) of Chapter 1 of Part 2 of Division 24 of the Health and Safety Code, except with the permission of, and upon and subject to any condition or regulation that may be imposed by, the legislative body of the municipality, or the governing board or officer of the public school, state university, state college, county park, municipal airport, rapid transit district, transit development board, transit district, public transportation agency, county transportation commission, joint powers agency operating or managing a commuter rail system, or state, county, or hospital district institution or building, or educational institution, or harbor district, or a district organized pursuant to Part 3 (commencing with Section 27000) of Division 16 of the Streets and Highways Code, or housing authority, or the Director of Parks and Recreation regarding units of the state park system or the state agency with

jurisdiction over the grounds served by the Department of the California Highway Patrol.

(b) A governing board, legislative body, or officer shall erect or place appropriate signs giving notice of any special conditions or regulations that are imposed under this section and the governing board, legislative body, or officer shall also prepare and keep available at the principal administrative office of the governing board, legislative body, or officer, for examination by all interested persons, a written statement of all those special conditions and regulations adopted pursuant to this section.

(c) When a governing board, legislative body, or officer permits public traffic upon the driveways, paths, parking facilities, or grounds under their control then, except for those conditions imposed or regulations enacted by the governing board, legislative body, or officer applicable to the traffic, all the provisions of this code relating to traffic upon the highways shall be applicable to the traffic upon the driveways, paths, parking facilities, or grounds.

(d) A public transportation agency that imposes any condition or regulation upon a person who parks or leaves standing a vehicle, pursuant to subdivision (a), is authorized to do either of the following:

(1) Enforce that condition or regulation in the manner provided in Article 3 (commencing with Section 40200) of Chapter 1 of Division 17 of this code. The public transportation agency shall be considered the issuing agency for that purpose.

(2) Designate regularly employed and salaried employees, who are engaged in directing traffic or enforcing parking laws and regulations, for the purpose of removing any vehicle in the same manner as a city, county, or jurisdiction of a state agency pursuant to Chapter 10 (commencing with Section 22650) of Division 11 of this code.

(e) With respect to the permitted use of vehicles or animals on property under the direct control of the legislative body of a municipality, no change in the use of vehicles or animals on the property, that had been permitted on January 1, 1976, shall be effective unless and until the legislative body, at a meeting open to the general public, determines that the use of vehicles or animals on the property should be prohibited or regulated.

(f) A transit development board may adopt ordinances, rules, or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on property under the control of, or any portion of property used by, the board.

(g) A public agency, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, may adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency.

(h) "Housing authority," for the purposes of this section, means a housing authority located within a county with a population of over 6,000,000 people,

and any other housing authority that complies with the requirements of this section.

(i) “Public transportation agency,” for purposes of this section, means a public agency that provides public transportation as defined in paragraph (1) of subdivision (f) of Section 1 of Article XIX A of the California Constitution.

SEC. 5. Section 21207.5 of the Vehicle Code is amended to read:

21207.5. (a) Notwithstanding Sections 21207 and 23127 of this code, or any other law, a motorized bicycle or class 3 electric bicycle shall not be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant to Section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over the path or trail permits, by ordinance, that operation.

(b) The local authority or governing body of a public agency having jurisdiction over a bicycle path or trail, equestrian trail, or hiking or recreational trail, may prohibit, by ordinance, the operation of a class 1 or class 2 electric bicycle on that path or trail.

SEC. 6. Section 21213 is added to the Vehicle Code, to read:

21213. (a) A person under 16 years of age shall not operate a class 3 electric bicycle.

(b) A person shall not operate a class 3 electric bicycle, or ride upon a class 3 electric bicycle as a passenger, upon a street, bikeway, as defined in Section 890.4 of the Streets and Highways Code, or any other public bicycle path or trail, unless that person is wearing a properly fitted and fastened bicycle helmet that meets the standards of either the American Society for Testing and Materials (ASTM) or the United States Consumer Product Safety Commission (CPSC), or standards subsequently established by those entities. This helmet requirement also applies to a person who rides upon a class 3 electric bicycle while in a restraining seat that is attached to the bicycle or in a trailer towed by the bicycle.

SEC. 7. Section 24016 of the Vehicle Code is amended to read:

24016. (a) An electric bicycle described in subdivision (a) of Section 312.5 shall meet the following criteria:

(1) Comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

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

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

(c) Every manufacturer of an electric bicycle shall certify that it complies with the equipment and manufacturing requirements for bicycles adopted

by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.).

(d) A person shall not tamper with or modify an electric bicycle described in subdivision (a) of Section 312.5 so as to change the speed capability of the bicycle, unless he or she appropriately replaces the label indicating the classification required in subdivision (c) of Section 312.5.

SEC. 8. Section 4.5 of this bill incorporates amendments to Section 21113 of the Vehicle Code proposed by both this bill and Assembly Bill 604. It shall only become operative if (1) both bills are enacted and become effective on or before January 1, 2016, (2) each bill amends Section 21113 of the Vehicle Code, and (3) this bill is enacted after Assembly Bill 604, in which case Section 4 of this bill shall not become operative.

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

O

CALIFORNIA ELECTRIC BICYCLE POLICY

7.1A



VEHICLE TYPE	VEHICLE		USER				BIKEWAY ACCESS			
	PEDAL OPERATED	MAXIMUM MOTOR-ASSISTED SPEED (MPH)	MINIMUM AGE (YEARS)	DRIVER'S LICENSE	LICENSE PLATE	HELMET	CLASS I BIKE PATH	CLASS II BIKE LANE	CLASS III BIKE ROUTE	CLASS IV PROTECTED LANE
BICYCLE 	YES	N/A	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 1 E-BIKE* 	YES	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 2 E-BIKE* 	NO	20	N/A	NO	NO	17 AND UNDER	YES	YES	YES	YES
TYPE 3 E-BIKE* 	YES	28	16	NO	NO	YES	NO	YES	YES	YES
MOPED 	NO	N/A	16	YES	YES	YES	NO	YES	YES	NO

*PENDING AB-1096



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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0

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