

**From:** [Eris Weaver](#)  
**To:** [Drew Nichols](#)  
**Cc:** [Tanya Narath](#)  
**Subject:** Public Comment SCTA/RCPA Board Meeting Item #4.4  
**Date:** Monday, April 12, 2021 12:40:08 PM

---

## EXTERNAL

Dear SCTA/RCPA staff & board members:

I am happy to see the list of climate-related state and federal legislation proposed for your support. I would suggest adding a few others that may not seem as directly related to climate – except that they will make walking and cycling safer, thereby encouraging a reduction in VMT.

### California Bicycle Coalition Legislative Priorities

<https://www.calbike.org/legislative-watch>

- **AB 122: Boerner Horvath - The Safety Stop.** Requires people on bikes to yield at stop sign-controlled intersections, instead of stop, unless stopping is necessary for safety.
- **AB 1238: Ting - Freedom to Walk Act.** Repeals regressive jaywalking laws by allowing people to walk across the street when it's safe, even at midblock or against the signal.

### League of American Bicyclists Legislative Priorities

<https://bikeleague.org/content/2021-federal-policy-strategy-and-priorities>

- **HR 508: SAFE Streets Act.** Requires US Department of Transportation to rank states based on VRU fatalities and serious injuries (FSI) per capita and MPOs by VRU fatalities per capita. States and MPOs who fall above the median must perform a VRU safety assessment to identify high risk corridors for pedestrians, bicyclists and other vulnerable road users, and suggest projects or strategies to improve safety on those corridors. States with above the median FSI per capita will be required to address areas with high rates of VRU based on their assessments.
- **HR 463: Transportation Alternatives Act.** Ensures fair increases in and fair distribution of TA funds; increases local control; improves project application process; and gives States flexibility.
- **S 425: Complete Streets Act.** Strengthens language governing the design of federally funded surface transportation projects to require states and MPOs to adopt and implement complete streets standards; requires US DOT to create minimum standards for what a local complete streets policy must include, and requires states set aside 5% of their federal highway funding to establish a technical assistance and construction grant program to help local governments build complete streets projects.

Thank you for your consideration.



Eris Weaver, Executive Director  
Sonoma County Bicycle Coalition

[eris@bikesonoma.org](mailto:eris@bikesonoma.org)

707-545-0153 office • [REDACTED]

cell

[www.bikesonoma.org](http://www.bikesonoma.org)



[Take](#)

[the pledge!](#)

THIS EMAIL ORIGINATED OUTSIDE OF THE SONOMA COUNTY EMAIL SYSTEM.

**Warning:** If you don't know this email sender or the email is unexpected,  
**do not** click any web links, attachments, and **never** give out your user ID or password.