

**PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA**

6:00 – 7:30 p.m.

**Thursday, September 17, 2009
Solano Transportation Authority Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM	ADMINISTRATOR
I. CALL TO ORDER	Lynne Williams, Chair
II. OPPORTUNITY FOR PUBLIC COMMENT	Lynne Williams, Chair
III. APPROVAL OF AGENDA	Lynne Williams, Chair
IV. MINUTES FROM MEETING OF JULY 2, 2009	Lynne Williams, Chair
V. PRESENTATIONS – California Department of Transportation (Caltrans) PAC (6:00 – 6:15 p.m.) Pg. 6	Beth Thomas
VI. ACTION ITEMS	
A. Solano Countywide Pedestrian Plan Goals and Objectives <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to adopt the purpose statement, goals, and objectives for the Solano Countywide Pedestrian Plan.</i> (6:15 – 6:45 p.m.) Pg. 8	Sara Woo, Planning Assistant

PAC MEMBERS

<u>Lynne Williams</u> Chair City of Vallejo	<u>Larry Mork</u> Vice Chair City of Rio Vista	<u>Carol Day</u> City of Benicia	<u>Michael Smith</u> City of Dixon	<u>Erica Gallegos</u> City of Fairfield	<u>Michael Hudson</u> City of Suisun City	<u>VACANT</u> City of Vacaville
<u>Linda Williams</u> County of Solano	<u>Allan Deal</u> Member at Large	<u>Kathy Hoffman</u> Bay Area Ridge Trail Council	<u>Maureen Gaffney</u> San Francisco Bay Trail Program	<u>Frank Morris</u> Solano Land Trust	<u>Brian Travis</u> Tri-City and County Cooperative Planning Group	

B. PAC Subcommittee for Pedestrian Plan Update Sara Woo, Planning Assistant
Recommendation:
Appoint 3-4 PAC members to serve on a subcommittee to review the criteria for selecting priority projects for the Solano Countywide Pedestrian Plan update.
(6:45 – 6:50 p.m.)

VII. INFORMATIONAL ITEMS

A. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Plan Sara Woo, Planning Assistant
Informational
(6:50 – 6:55 p.m.)
Pg. 24

B. Comprehensive Transportation Plan (CTP) Update and Call for Projects Submittals Robert Guerrero, Senior Planner
Informational
(6:55 – 7:00 p.m.)
Pg. 24

C. Solano Countywide Pedestrian Plan Status Update Sara Woo, Planning Assistant
Informational
(7:00 – 7:05 p.m.)
Pg. 25

D. Committee Membership Robert Guerrero, Planning Assistant
Informational
(7:05 – 7:10 p.m.)
Pg. 25

E. MTC Complete Streets/Routine Accommodations Policy Sara Woo, Planning Assistant
Informational
(7:10 – 7:15 p.m.)
Pg. 26

F. Regional Pedestrian Committee Meeting Summary: 08/20/09 Sara Woo, Planning Assistant
Informational
(7:15 – 7:20 p.m.)
Pg. 26

G. Benicia-Martinez Bridge Bicycle and Pedestrian Path

Informational

(7:20 – 7:25 p.m.)

Pg. 26

Sara Woo, Planning Assistant

H. 2009 PAC Work Plan

Informational

(7:25 – 7:30 p.m.)

Pg. 26

Lynne Williams, PAC Chair

VIII. COMMITTEE MEMBER COMMENTS

IX. ADJOURNMENT

The next meeting of the STA PAC is proposed to be scheduled October 15, 2009 at a time to be determined.



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRFP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
RATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RADA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RKP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR25	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W, Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

Helpful Definitions for Pedestrian Advisory Committee Members

Below is a list of terms and acronyms that you may encounter in technical reports, plans, data, informational materials, or conversations when working with STA staff.

<u>Acronyms</u>	(Note: These acronyms have not yet been added to the “STA Acronyms List of Transportation Terms”)
ARB:	Air Resources Board
ARRA:	American Recovery and Reinvestment Act
PDA:	Priority Development Area
RBWG:	Regional Bicycle Working Group
RPC:	Regional Pedestrian Committee
RBP:	Regional Bicycle Program
SBPP:	Solano Bicycle and Pedestrian Program

Planning Agencies

MTC (MPO):	The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA):	The transportation planning, coordinating and financing agency for the seven-city County of Solano
MPO:	Metropolitan Planning Agency; regional planning agency
CMA:	Congestion Management Agency; local countywide planning agency

Committees

BAC:	Advisory committee to STA for implementing the Countywide Bicycle Plan
RBWG:	Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan
PAC:	Advisory committee to STA for implementing the Countywide Pedestrian Plan
RPC:	Ad hoc advisory committee to MTC for addressing pedestrian-related issues in the Bay Area

Pedestrian Advisory Committee
DRAFT Meeting Minutes
August 12, 2009

PEDESTRIAN ADVISORY COMMITTEE CALL TO ORDER

The Pedestrian Advisory Committee (PAC) meeting was called to order by Member Kathy Hoffman at approximately 6:00 p.m.

Committee Members Present: Carol Day City of Benicia
Michael Smith City of Dixon
Linda Williams County of Solano
Kathy Hoffman Bay Area Ridge Trail Council
Frank Morris Solano Land Trust

Committee Members Not Present: Lynne Williams Chair (City of Vallejo)
Larry Mork Vice-chair (City of Rio Vista)
Allan Deal Member at Large
Erica Gallegos City of Fairfield
Michael Hudson City of Suisun City
Maureen Gaffney San Francisco Bay Trail
Brian Travis Tri-City and County Cooperative
Planning Group

Participants: Garland Wong City of Fairfield Public Works
James Loomis City of Vacaville Public Works
Matt Tuggle Solano County Public Works
Therese Trivedi Metropolitan Transportation
Commission (MTC)
Robert Guerrero STA
Sara Woo STA

- I. CALL TO ORDER—SELF INTRODUCTIONS
Participants exchanged introductions.
- II. OPPORTUNITY FOR PUBLIC COMMENT
None presented.
- III. APPROVAL OF AGENDA
A quorum was not met. It was by consensus of the committee to review the information items on the agenda.

- IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: May 21, 2009
A quorum was not met.
- V. APPROVAL OF MINUTES FROM JOINT BAC/PAC MEETING: June 1, 2009
- VI. PRESENTATIONS
 - A. **Priority Development Areas (PDAs), presented by Robert Guerrero (STA staff) and Therese Trivedi (MTC staff)**

Robert Guerrero provided a brief presentation about the Transportation for Livable Communities (TLC) program and its benefits to bridging transportation and land use planning. He also noted that the TLC program is expanding at the regional level and will relate to Priority Development Areas (PDAs). He introduced Metropolitan Transportation Commission (MTC) staff, Therese Trivedi.

Ms. Trivedi provided a brief overview of the discussed the Bay Area FOCUS program, which is intended to encourage the planning and development of more sustainable communities. She discussed the TLC funding program and commented that the program would be eligible only to PDAs as an incentive for more communities to participate.

Ms. Trivedi further explained that approximately \$10M of station area plans has been funded and that the TLC program will increase from \$27 million to \$60 million per year. Mr. Guerrero commented that the shift of the TLC program toward PDAs is a potential opportunity to involve the PAC in the process. He further explained that the Regional Bicycle Program (RBP) is a new component of the MTC Regional Transportation Plan (RTP), which, the bicycle advisory committee (BAC) can identify with and focus their work program around. Mr. Guerrero noted that the PAC might focus its work program around the TLC program in a similar fashion, and that the committee could have a larger role in prioritizing the dollars for PDAs. He also added that the BAC would not be excluded from PDA planning.

- VII. ACTION ITEMS
 - A. **Comprehensive Transportation Plan (CTP) State of the System – Alternative Modes Element Report (Sara Woo, STA)**

Recommendation:

Forward a recommendation to the STA Board to adopt the State of the System report for the Alternative Modes Element.

Sara Woo provided a brief presentation regarding the State of the System report for the Solano Comprehensive Transportation Plan (CTP) Alternative Modes Element. She reviewed the three parts of the Alternative Modes

Element: bike/ped, alternative fuels, and transit oriented development. She encouraged the committee members present to provide comments on the report.

Member Mike Smith asked STA staff to provide further information regarding types of vehicles using alternative energy, such as electric vehicles. STA staff commented that this topic would be further discussed through the alternative modes committee as well as the BAC and PAC. Robert Guerrero commented that it would be important to invest money into infrastructure; however, it would be equally important to identify the trends.

Member Frank Morris commented that he would like to incorporate the accommodation of multimodal transportation per trip. He further explained that foldable bicycles provide an effective and flexible method to reaching public transportation alternatives and destinations that may not always permit bicycles or have the facilities to secure them. Member Morris also commented that it is important to not only plan long term accommodations, but to also short term strategies to assist commuters with travelling by alternative modes efficiently. He also noted he would like to see how the committee can assist staff with developing accommodations for all alternative modes users (including, but not limited to mopeds, bicycles, rollerblades, skateboards, kayaks, etc.) without causing discomfort to other passengers.

Mr. Guerrero commented that in lieu of a committee recommendation to the Board, the committee could provide comments to STA staff by August 21, 2009.

VIII. INFORMATIONAL ITEMS—DISCUSSION

A. **Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Pedestrian Projects**

Robert Guerrero discussed the CTP Call for Projects for pedestrian projects and referred the committee to the list of alternative modes and pedestrian projects included in the agenda. He explained that the deadline to submit suggestions for projects is September 4, 2009. He encouraged the group to contact their public works staff to develop projects for submittal. Mr. Guerrero noted that suggestions for projects could also be submitted by individual committee members. Mr. Guerrero noted that STA staff would follow up to provide the contacts list of their public works representatives for bicycle and pedestrian facilities.

B. **California State Budget Update**

Robert Guerrero stated that the California State budget does not directly affect the SBPP. He explained that the majority of the funds in the SBPP are federal and are not typically governed by the State budget. Mr. Guerrero further explained that the California State budget could affect bicycle and pedestrian related projects indirectly through various accounts that fund bonds and/or

other related programs. He commented that at present, STA staff is working with its legislative advocacy group to obtain more detailed information.

C. Letter Regarding State Park Closures

Sara Woo explained the potential closure of the Benicia State Recreation Area pursuant to the recently signed California State budget. She provided information regarding the bicycle and pedestrian path that connects the suburban areas of Benicia to downtown Benicia. Ms. Woo commented that the BAC had requested that a letter advocating that the park remain open be sent to the governor and budget hearing committee, which was mailed on July 9, 2009.

D. City of Benicia Park Road Pedestrian Accessibility

Sara Woo provided a brief presentation about the completion of the Benicia-Martinez Bridge bicycle and pedestrian path. She explained the need for improvements to accommodate pedestrian access on Park Road in the City of Benicia. Ms. Woo further explained that the project is an important regional project from a staff point of view and solicited comments from the committee. It was the general consensus of the committee that the project should be supported as a priority pedestrian project.

E. Metropolitan Transportation Commission (MTC) Regional Pedestrian Committee (RPC) Meeting Summary

Sara Woo reported on the main items discussed at the MTC RPC meeting, which included the MTC Routine Accommodations checklist policy and potential funding sources for a regional bicycle and pedestrian counts project.

F. Solano Bicycle and Pedestrian Program (SBPP) Funding Outlook

Robert Guerrero explained the various sources of funding that make up the SBPP. He further explained that in addition to local Transportation Development Act (TDA) Article 3 funds, the biggest portion of funding is from federal Congestion Mitigation and Air Quality (CMAQ) program. Mr. Guerrero noted that MTC determines the funding amounts for regional bicycle and pedestrian related programs approximately every 6 years. He also noted that MTC is still determining how to split the funding between the TLC, PDA, and other pedestrian related programs.

G. Benicia-Martinez Bridge Bicycle-Pedestrian Path Ribbon Cutting Ceremony

Sara Woo provided a brief presentation regarding the ribbon cutting ceremony event for the Benicia-Martinez Bridge bicycle-pedestrian path. Member Kathy Hoffman discussed the ceremony and encouraged the members to attend the event. She further explained that the event would be held on August 29, 2009.

H. Safe Routes to School (SR2S) Program Update

Sara Woo presented the status of the Safe Routes to School (SR2S) program. She commented that the projects on the work program include hiring two safety coordinators and a mapping project to identify “preferred” routes to school. Ms. Woo notified the committee that the criteria used for identifying “preferred” routes to school would be a useful tool for future work with planning pedestrian projects.

IX. INFORMATIONAL ITEMS—NO DISCUSSION NECESSARY

No comments provided.

X. COMMITTEE MEMBER COMMENTS

None provided.

XI. ADJOURNMENT

The PAC meeting was adjourned at approximately 7:15 p.m.

Minutes prepared by: Sara Woo, STA

Agenda Item V
September 17, 2009



DATE: September 10, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Presentations

Caltrans District 4 Pedestrian Advisory Committee Roles and Responsibilities – (Beth Thomas, Caltrans)

Caltrans Community Planning Branch Chief, Beth Thomas will be providing a presentation regarding the Caltrans District 4 Pedestrian Advisory Committee (<http://www.dot.ca.gov/dist4/transplanning/pedcomm/>). The committee work plan has been provided for reference (**Attachment V**).



Caltrans District 4 Pedestrian Advisory Committee

FY 08-09 Work Plan

1. Become familiar with Caltrans document types and processes and give related input.
 - Start with Deputy Directive 64 and the Strategic Highway Safety Plan.
2. Review and comment on project initiation documents (PIDs) for routine accommodation
3. Review Strategic Highway Safety Plan (SHSP) Challenge Area 7 (CA 7): “Improve Intersection and Interchange Safety for Roadway Users” and Challenge Area 8 (CA 8): “Make Walking and Street Crossing Safer” implementation strategies for application and recommendation to District 4 (either for D4 policy implementation or education/training)
 - Some of the CA 7 priorities include: review of high-crash intersections and interchanges and implementation of appropriate safety countermeasures, including visibility, advance warning, geometrics, and provision of streetscapes that incorporate land use and traffic measures that increase the safety of the intersections for pedestrians, bicyclists and motorists.
 - Some of the CA 8 priorities include: pedestrian safety action plans, pedestrian data think tank, Safe Routes to Schools, pedestrian roadway markings & standard upgrades in routine maintenance & striping, pedestrian infrastructure improvement program (state highway funding), complete streets in plans and policy documents.
4. Review and comment/advise on California guidelines for crosswalk placement, painting, and signage (also covered under CA 8 priorities above)
5. Review and discuss data on pedestrian collisions and hazardous intersections
6. Review and comment on CEQA Initial Study checklist for addressing pedestrian needs and issues.
7. Review and comment/advise on multiuse trail time restrictions and Caltrans funding oversight
 - Multiuse paths intended to serve commuters but with restricted hours are compromised in their capacity to compete with other modes and reduce emissions. Examples of programs where Caltrans selects projects includes the SHOPP, Safe Routes to Schools, and the Highway Safety Improvement Program.
8. Review and discuss Caltrans policies and procedures on value analysis/value engineering and applications thereof to actual projects.



DATE: September 10, 2009
TO: STA PAC
FROM: Sara Woo, STA Planning Assistant
RE: Solano Countywide Pedestrian Plan Purpose Statement, Goals, and Objectives

Background:

The effort to develop a Solano Countywide Pedestrian Plan began in 2002 through the guidance of the STA Trails Advisory Committee (TRAC), which later became the STA Pedestrian Advisory Committee (PAC). The development of the plan was in response to the need for a long-range plan to guide the future development of pedestrian access facilities to public transportation and recreation. The Solano Countywide Pedestrian Plan compliments local city plans for pedestrian access facilities with a proposed system of regional pedestrian access points for the local public transportation systems to connect to. The Solano Countywide Pedestrian Plan also compliments the Comprehensive Transportation Plan (CTP) Alternative Modes Element. Work by the Alternative Modes Committee is underway to develop an element that will not only inventory current practices, but also prepare a guiding foundation for accommodating Solano County's future multimodal transportation needs.

Discussion:

One component of multimodal transportation is walking. The ability to walk to get to community places and public transportation has been recognized as an affordable and healthy method to reducing vehicle miles travelled as well as air emissions. The 2009 update to the Solano Countywide Pedestrian Plan provides an opportunity to revise the vision document that guides the County's jurisdictions' ability to take advantage of the community benefits of walking. STA staff reviewed the 2004 Countywide Pedestrian Plan for ways to improve the document's guiding principles which are embodied in the "Goals, Objectives, and Policies" section. The two main objectives of staff review were to compare the 2004 pedestrian plan's consistency with previous plans and also to compare previous plans' consistency with current STA policies for planning, which are guided by the CTP.

The current structure of the CTP has incorporated a new "Purpose Statement, Goals, and Objectives" framework. The 2009 update to the Solano Countywide Pedestrian Plan will provide the PAC with an opportunity to revise the purpose statement as well as its set of goals and objectives. The purpose statement and goals were previously reviewed and approved by the PAC at their June 1, 2009 meeting. Since the June 2009 meeting, STA staff has reevaluated the goals to further develop the objectives. The primary additions to the goals include language to strengthen the vision for pedestrian transportation and new objectives to streamline the focus of planning and implementing pedestrian projects through transit-oriented development (TOD)

related programs such as Transportation for Livable Communities (TLC) and Priority Development Area (PDA) designation.

Other key additions to the goals and objectives include the following topics:

- A larger emphasis on strategic capital programs such as PDA and TLC;
- A larger emphasis on education and safety programs such as Safe Routes to School and Safe Routes to Transit;
- Including a greater emphasis on input from pedestrians for transportation projects; and
- Developing objectives to address the inclusion of pedestrian travel in all new transportation projects

A draft of the 2009 update to the Pedestrian Plan purpose statement, goals, and objectives has been revised by STA staff for input from the PAC (Attachment A). For reference, the objectives identified in the 2004 plan have also been included (Attachment B).

Fiscal Impact:

None

Recommendation:

1. Forward a recommendation to the STA Board to adopt the purpose statement, goals, and objectives for the Solano Countywide Pedestrian Plan.

Attachments:

- A. STA Solano County Pedestrian Plan draft purpose statement, goals, and objectives
- B. 2004 STA Solano Countywide Pedestrian Plan objectives

**SOLANO COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN
DRAFT PURPOSE STATEMENT, GOALS, AND OBJECTIVES
FOR THE PEDESTRIAN ELEMENT
(New content is highlighted)**

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility – To establish programs and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal transportation choices for Solano’s residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

DRAFT PEDESTRIAN ELEMENT PURPOSE STATEMENT: **Making walking an everyday means of transportation and recreation in Solano County** – To create a complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to the use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano Countywide Pedestrian Plan, the following goals are/will be established:

DRAFT GOALS (all new):

1. Plan and maintain a current Countywide Pedestrian Connections Network.
2. Develop the Countywide Pedestrian Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local pedestrian plan.
3. Build the pedestrian transportation network by planning, designing, funding, and constructing transportation facilities that will meet the needs of the walking public.
4. Improve pedestrian safety in Solano County.
5. Increase the use of walking as a viable alternative to the automobile.
6. Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, bicycling, driving, and taking public transportation.
7. Provide safe access for pedestrians to all points in Solano County
8. Develop a pedestrian network that connects to northern California’s alternative modes system
9. Develop a standard countywide wayfinding signage system to connect pedestrians to park-and-ride lots, transit, water transportation, and other key local destinations (i.e. downtowns, farmer’s markets/produce stands, local commerce and retail, etc.).

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

DRAFT OBJECTIVES:

→Goal #1: Plan and maintain a current Countywide Pedestrian Plan

Objective 1 – Establish Selection Criteria for the Countywide Pedestrian Connections Network to include (but not be limited to) the following criteria:

- Safety and Access (gap closures, accessibility, safety)
- Quality of Life (health benefits, reduction of vehicle usage, best practices in design)
- Implementation (community participation, long-term plans/policies, cost-benefit calculations, strategically funded project)

Objective 2 – Maintain the Countywide Pedestrian Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years.

- a. Update the Countywide Pedestrian Plan every three to five years, or as necessary to maintain eligibility for state and federal funds.
- b. Review the projects identified in the Countywide Pedestrian Plan annually to identify projects that have been completed.
- c. Ensure that the Countywide Pedestrian Plan is consistent with all existing regional, state, and federal pedestrian documents, and is consistent with current adopted local pedestrian master plans.
- d. Develop the Countywide Pedestrian Plan as a resource and coordinating document for local jurisdictions while utilizing existing/planned local pedestrian facilities to the extent possible.

Objective 3 – Develop detailed and ranked improvements in the Countywide Pedestrian Plan

- a. Identify the top 10 to 20 pedestrian transportation projects to be completed in the short-term (2010-2015), mid-term (2015-2020), and long-term (2020-2025), based on a variety of objective and subjective criteria, including (but not limited to) number of activity centers served, closure of critical gaps, immediate safety hazards, existing and potential pedestrian use, support from the public and local jurisdictions, and availability of funding.
- b. Develop detailed implementation information for each recommended segment, including approximate length or area covered, project type, adjacent traffic volumes and speeds, proximity to activity centers, cost, and overall feasibility.
- c. Develop education and maintenance programs that may be adopted by local jurisdictions.

→Goal #2: Develop the Countywide Pedestrian Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local pedestrian plan.

Objective 4 – Support local plans and actions

- a. Encourage local jurisdictions to make safe, convenient, enjoyable pedestrian access a priority in their policies, plan, and projects
- b. Encourage the use of the Pedestrian Plan as a toolkit to help local jurisdictions identify, document, support, and implement pedestrian-friendly projects, digital maps, policy background, guidelines, and funding information provided in the Plan.

- c. Encourage local jurisdictions to expand on the current projects and basic framework of pedestrian routes and places in this Plan to create their own comprehensive transportation plans
- d. Recognize and support pedestrian access and activity in existing zones and destinations such as downtowns, waterfronts, and historic districts
- e. Acknowledge and build upon the many current efforts to improve and create places within local jurisdictions that support pedestrian circulation and activity
- f. The highest priority pedestrian improvements should be those where pedestrian facilities are lacking or deficient in close proximity (1/4 to 1/2 mile) to pedestrian destinations such as schools, parks, transit, and shopping
- g. Coordinate planning for pedestrian improvements with planning for transit and regional parking centers
- h. Ensure that pedestrian improvements meet applicable standards for access to people with disabilities
- i. Coordinate with local schools from elementary to college level, to encourage and support walking, including preparation of Safe Routes to School studies, plans, programs, and projects.
- j. Encourage each local agency to collect and maintain data on pedestrian safety for reference in funding applications and future Pedestrian Plan updates.

Objective 5 – Encourage the City Council adoption of the Countywide Pedestrian Plan by all STA member agencies

- a. Inventory the adoption of the countywide pedestrian plan or a local pedestrian plan for each jurisdiction in Solano County

Objective 6 – Make the Countywide Pedestrian Plan available for adoption by local agencies that do not have a pedestrian master plan.

→Goal #3: Build the pedestrian transportation network by planning, designing, funding, maintaining, and constructing transportation facilities that will meet the needs of the walking public.

Objective 7 – Implement Transit Oriented Development (TOD) programs such as FOCUS Priority Development Area (PDA) planning/development and Transportation for Livable Communities (TLC)

- a. Develop a local implementation strategy for the Bay Area FOCUS program
- b. Develop a suburban strategy for PDA designation and funding
- c. Ensure consistency with Metropolitan Transportation Commission (MTC) TOD-related plans and programs
- d. Maintain a current TLC plan and funding program

Objective 8 – Maximize the amount of state and federal funding for pedestrian improvements that can be received by Solano County jurisdictions.

- a. Maintain and revise the Solano Bicycle and Pedestrian Program (SBPP) as needed to strategically fund the construction of projects.

- b. Regularly update and disseminate the information on funding sources contained in this Plan, including STA’s own Countywide Transportation for Livable Communities Program, to encourage applications.
- c. Develop a prioritized regional list of projects with significant pedestrian components, with detailed cost estimates, and identify appropriate funding sources for each proposal.
- d. Encourage multi-jurisdictional and multi-objective funding applications for pedestrian-supportive projects.
- e. Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.
- f. Encourage the grouping of reliable local, regional, and state funding sources which can be used to leverage federal funds.
- g. Encourage local jurisdictions to include countywide pedestrian transportation improvements in their planning programs and capital improvement plans.
- h. Develop education and maintenance programs that may be adopted by local jurisdictions.

Objective 9 – Build upon the existing pedestrian facilities and programs in Solano County

- a. Develop an implementation plan for the Solano Countywide Bicycle and Pedestrian Plan
- b. Inventory and map the existing system
- c. Identify existing and proposed pedestrian transportation projects, and design a regional system to maximize its use
- d. Identify and implement gap closure projects
- e. Include pedestrian transportation in the development of all new road, and roadway improvement projects.
- f. Encourage the use of existing natural and manmade corridors such as creeks, railroad rights of way, and corridors for future pedestrian connections
- g. Identify existing pedestrian safety education programs, and target future expansion as need warrants
- h. Conduct pedestrian counts at specific locations and times to measure the change in pedestrian traffic over time; submit all data to STA for review and storage
- i. Ensure that new roadways, transportation projects, and developments improve pedestrian travel and system continuity
- j. Work with local agencies to improve maintenance of existing sidewalks and walkways
- k. Identify guidelines for best practices in pedestrian project planning that local agencies may adopt
- l. Develop a Safe Routes to Transit (SR2T) plan
- m. Maintain the Safe Routes to School (SR2S) plan and continue the implementation of the program

Objective 10 – Encourage public participation and continuation of the STA Pedestrian Advisory Committee (PAC)

- a. Utilize the STA's Pedestrian Advisory Committee as a resource and coordinating body for local jurisdictions' input into the Pedestrian Plan implementation and update, identifying local pedestrian issues, opportunities and projects, and to communicate information and ideas back to local agencies.
- b. Use this Pedestrian Plan, the Pedestrian Advisory Committee, and any related local plans or planning efforts, as sounding boards and clearinghouses for concerns and ideas about pedestrian access, safety, and amenities.
- c. Develop and revise a PAC Overall Work Plan annually based on the goals and objectives identified in the Solano Countywide Bicycle and Pedestrian Plan.
- d. Continue regular meetings of the PAC; PAC members should help member agencies develop local pedestrian master plans and submit them for approval to local City Councils
- e. Continue to provide wide outreach to local and regional groups, agencies, and organizations regarding the implementation and update of this Pedestrian Plan, and any related local documents.
- f. Identify a Pedestrian Coordinator in each jurisdiction who is a staff member whose responsibility is to (a) provide support to the PAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide inter-departmental coordination
- g. Public involvement in the planning process should be maximized through workshops, making STA staff contact information available, and other means

→Goal #4: Improve pedestrian safety in Solano County.

Objective 11 – Ensure that safety for pedestrians, especially young people, elderly people, and people with disabilities, is the highest priority among competing pedestrian improvement priorities, and a high priority among overall transportation improvement priorities

- a. Develop criteria to identify priority pedestrian safety projects.
- b. Develop a system for reporting and responding to maintenance problems on the existing pedestrian system
- c. Work closely with user groups to identify, plan, design, and implement pedestrian transportation projects that address the most critical safety needs

Objective 12 – Collect and analyze data and citizen input regarding pedestrian-related accidents/collisions/incidents and issues to identify, plan, and design pedestrian transportation projects.

- a. Monitor and track pedestrian-related collision levels through available data sources
- b. Maintain and track SWITRS information
- c. Coordinate with California Highway Patrol (CHP) to obtain data needed beyond SWITRS data
- d. Review available hospital and health clinic data
- e. Utilize and contribute to collaborative data collection efforts (i.e. National Bicycle and Pedestrian Documentation Project, MTC bicycle and pedestrian counts, other).
- f. Maintain data collected through the Safe Routes to Schools (SR2S) program.

Objective 13 – Coordinate with schools, Parent Teacher Associations (PTAs), senior centers and associations, and facilities and groups serving people with disabilities to identify their specific needs, and opportunities to address them.

Objective 14 – Assist, support, or sponsor information and education programs for drivers and pedestrians to increase safety.

- a. Coordinate with bicyclist and pedestrian safety programs (i.e. Safe Routes to School (SR2S), Safe Routes to Transit SR2T)
- b. Develop a comprehensive pedestrian education program with opportunities to be taught to all school children in Solano County
- c. Develop a pedestrian education program for adults in Solano County
- d. Incorporate pedestrian safety curriculum into existing motorist education and training

Objective 15 – Follow the latest standards and best practices for design and implementation of safe pedestrian facilities, starting from references provided in this Plan

- a. Incorporate provisions for safe pedestrian travel and/or detours in traffic control plans and through construction zones
- b. Include lighting and emergency call boxes along Class I paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources
- c. Provide references to best practices and standards implemented locally and regionally (i.e. Highway Design Manual Chapter 1000, Manual of Uniform Traffic Control Devices, California Blueprint for Bicycling and Walking, etc.)
- d. Provide links to best practice references for bicycle and pedestrian project implementation on the STA website.

→Goal #5: Increase the use of walking as a viable alternative to the automobile

Objective 16 – Secure significant benefits for Solano County by preserving, creating, and enhancing pedestrian routes and places, including:

- Health, including physical and mental well-being derived from regular exercise;
- Social and civic health, including preservation of the traditional form and features of communities, and better awareness and appreciation of the people and places that make each community special;
- Environmental benefits, including a reduction in the air quality and land use impacts of automobile-oriented development, and the addition of amenities that add or protect aesthetic and habitat resources;
- Economic benefits, through reduction in the cost of some auto-oriented infrastructure and direct savings in money spent on automobile travel.

Objective 17 – Develop a regional pedestrian connections system which meets the needs of commuters and recreational travelers, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide.

- a. Identify connections to lower volume streets, Class I multi-use paths, as well as regional and natural destinations countywide

- b. Develop criteria for pedestrian connections which balance the need for directness with concerns for safety and user convenience.
- c. Strive to develop facilities that separate bicyclists and pedestrians over facilities that accommodate both without separation

Objective 18 – Develop a coordinated marketing strategy to encourage walking in Solano County.

- a. Develop a series of promotional/marketing incentives to encourage employees to use walking and other means to reach work. Quantify the estimated future benefits of walking in terms of air quality, congestion, and health.
- b. Encourage use of the SNCI program to assist residents, visitors, and workers to achieve commute alternatives to the automobile
- c. Develop a countywide pedestrian connections map for public distribution to reflect pedestrian facilities and information
- d. Sponsor and support annual commuting events that involve walking, countywide tours of pedestrian facilities, and adult safety courses in conjunction with other congestion management efforts
- e. Encourage the coordination of pedestrian and health advocacy groups, such as health care providers and coalitions
- f. Prepare and distribute or post maps of pedestrian routes and districts, and general information promoting the opportunities and benefits of walking.
- g. Promote walking and awareness of the benefits of walking by supporting or coordinating with local events that feature walking or that occur in pedestrian-oriented areas

→Goal #6: Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, bicycling, driving, and taking public transportation.

Objective 19 – Solicit input from pedestrians for all transportation projects

Objective 20 – Maximize the multimodal connections to the pedestrian system

- a. Ensure that the countywide pedestrian system serves all multi-modal stations, ferry terminals, and park-and-ride lots in Solano County
- b. Work with local and regional transit agencies to provide real-time information for pedestrian users
- c. Develop an intermodal transportation system that serves the transportation needs of Solano County’s residents, workers, and visitors in a manner that is compatible with characteristics of natural, economic, and social resources
- d. Encourage the review of projects by user groups such as the PAC

Objective 21 – Implement California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) Complete Streets Policies

- a. Refer to Caltrans Deputy Directive 64 (DD-64):
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
- b. Fill out and submit a complete streets checklist with all applications for funds administered by STA:

http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Objective 22 – Implement Caltrans Context-Sensitive Solutions Policy

a. Refer to Caltrans Context-Sensitive Solutions resources:

<http://www.dot.ca.gov/hq/oppd/context/index.htm>

→Goal #7: Provide safe access for pedestrians to all points in Solano County.

Objective 23 – Plan and implement a pedestrian connections network that enables pedestrians to safely reach all areas in Solano County

Objective 24 – Inventory areas that are not safely accessible by walking

→Goal #8: Develop a pedestrian connections network that connects to northern California's alternative modes system.

Objective 25 – Maintain current policies that are consistent with MTC's regional pedestrian-related plans and documents

a. Review regional pedestrian-related transportation projects applying for funds administered by STA

Objective 26 – Plan and implement access to public transit connections to neighboring counties (i.e. Yolo County, Napa County, Sacramento County, etc.)

→Goal #9: Develop a standard countywide wayfinding signage system to connect pedestrians to park-and-ride lots, transit, water transportation, and other key local destinations (i.e. downtowns, farmer's markets/produce stands, local commerce and retail, etc.)

2 PEDESTRIAN POLICIES, PROJECTS, AND CONCEPTS

2.1 INTRODUCTION

The focus of this Countywide Pedestrian Plan is on identifying the major pedestrian routes and places, and those projects and concepts that will make a significant contribution to the regional system. The Pedestrian Plan is intended to encourage incorporation of pedestrian access and amenities in new major projects of all types, as well as to identify and encourage pedestrian-specific projects such as over crossings and safe routes to school. The countywide pedestrian circulation system consists of elements of larger transportation systems and urban development patterns within the local cities and unincorporated communities. Pedestrian facilities are very local and the details and decisions that comprise them are usually part of these larger projects or efforts. This first Countywide Pedestrian Plan provides a framework and status report, but does not fully illustrate or quantify the ultimate future countywide pedestrian system, or detail its current status versus the requirements to complete it. Working with local jurisdictions as they may undertake preparation of their own pedestrian studies and plans, STA will be able to define a more comprehensive countywide pedestrian system through future updates of the Pedestrian Plan.

The long-term benefits of a complete and effective pedestrian system, and current trends in Solano County and the nation, are discussed in detail in Section 3. Benefits range from health to environment to economics, but basic safety, especially for children and seniors, is one of the principal benefits. Among the nine Bay Area counties, Solano County has the third highest pedestrian accident rate. One of the strongest incentives to improve pedestrian systems is the relative safety, or lack thereof, of walking in the United States versus other countries. Per distance traveled, U.S. pedestrians are roughly 3 times more likely to be killed than German pedestrians, and over 6 times more likely to be killed than Dutch pedestrians.

2.2 GOALS, OBJECTIVES, AND POLICIES

This section presents specific goals, objectives, and policies to support walking as a viable alternative transportation mode, an important social and recreational activity, and a key civic amenity. The goals, objectives, and policies below are related to information in various sections of this Plan. Section numbers are noted in the column on the right for reference to more information on the subjects.



Overall Pedestrian Plan Goal: A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.

Section numbers for relevant info

Objective 1, Benefits of Walking: Secure significant benefits for Solano County by preserving, creating, and enhancing pedestrian routes and places, including:

3.1

- Health, including physical and mental well-being derived from regular exercise;
- Social and civic health, including preservation of the traditional form and features of communities, and better awareness and appreciation of the people and places that make each community special;
- Environmental benefits, including a reduction in the air quality and land use impacts of automobile-oriented development, and the addition of amenities that add or protect aesthetic and habitat resources;
- Economic benefits, through reduction in the cost of some auto-oriented infrastructure and direct savings in money spent on automobile travel.

3.1.a

3.1.b

3.1.d

3.1.b

Objective 2, Safety: Ensure that safety for pedestrians, especially young people, old people, and people with disabilities, is the highest priority among competing pedestrian improvement priorities, and a high priority among overall transportation improvement priorities.

Policies:

1. Collect and analyze data and citizen input regarding pedestrian/vehicular accidents and issues to identify safety improvement needs for each jurisdiction.
2. Coordinate with schools, PTA, senior centers and associations, and facilities and groups serving people with disabilities to identify their specific needs, and opportunities to address them.
3. Identify, plan, design and implement projects that address the most critical safety needs, working closely with user groups.
4. Follow the latest standards and best practices for design of safe pedestrian facilities, starting from references provided in this Plan.

3.4

3.2.d

3.3

Table 2.1

6

8.2



	Section numbers w/ relevant info
5. Assist, support or sponsor information and education programs for drivers and pedestrians to increase safety.	3.4
Objective 3, Local Plans and Actions: Formulate, use and update the Countywide Pedestrian Plan to reflect and support local agencies' plans, policies, and standards, recognizing that walking is a very local activity and each agency must determine its own needs and course of action.	Tables 2.1, 2.2 4 6
Policies:	
1. Encourage local jurisdictions to make safe, convenient, enjoyable pedestrian access a priority in their policies, plans, and projects.	5
2. Encourage the use of the Pedestrian Plan as a toolkit to help local jurisdictions identify, document, support, and implement pedestrian-friendly projects, through the digital maps, policy background, guidelines and funding information provided in the Plan.	7
3. Encourage local jurisdictions to expand on the current projects and basic framework of pedestrian routes and places in this Plan to create their own comprehensive pedestrian plans.	Table 2.2 7
4. Recognize and support pedestrian access and activity in existing zones and destinations such as downtowns, waterfronts and historic districts.	4 6
5. Acknowledge and build upon the many current efforts to improve and create places within local jurisdictions that support pedestrian circulation and activity.	4 6
6. The highest priority pedestrian improvements should be those where pedestrian facilities are lacking or deficient in close proximity (1/4 to 1/2 mile) to pedestrian destinations such as schools, parks, transit, and shopping.	5.1
7. Coordinate planning for pedestrian improvements with planning for transit and regional parking centers.	5.1



	Section numbers w/ relevant info
8. Ensure that pedestrian improvements meet applicable standards for access to people with disabilities.	3.2.d
9. Coordinate with local schools, from elementary to college level, to encourage and support walking, including preparation of Safe Routes to School studies, plans, programs and projects.	3.3
10. Encourage each local agency to collect and maintain data on pedestrian safety for reference in funding applications and future Pedestrian Plan updates.	3.4
Objective 4, Public Information and Participation: Maximize public awareness and involvement in the planning of pedestrian routes and places, through the activities of STA and its member agencies.	7
Policies:	
1. Continue to provide wide outreach to local and regional groups, agencies and organizations regarding the implementation and update of this Pedestrian Plan, and any related local plans.	7
2. Utilize the STA’s Pedestrian Advisory Committee as a resource and coordinating body for local jurisdictions’ input into the Pedestrian Plan implementation and update, identifying local pedestrian issues, opportunities and projects, and to communicate information and ideas back to local agencies.	7.2
3. Use this Pedestrian Plan, the Pedestrian Advisory Committee, and any related local plans or planning efforts, as sounding boards and clearinghouses for concerns and ideas about pedestrian access, safety, and amenities.	7.2
4. Prepare and distribute or post maps of pedestrian routes and districts, and general information promoting the opportunities and benefits of walking.	7.2



	Section numbers for relevant info
5. Promote walking and awareness of the benefits of walking by supporting or coordinating with local events that feature walking or that occur in pedestrian-oriented settings, such as walking and running events, historic district tours, downtown or commercial district promotional events, street fairs, and school fairs.	7.2
Objective 5, Regional Planning and Coordination: Support and coordinate the planning of pedestrian connections, improvements and pedestrian-oriented development throughout Solano County.	7
Policies:	
1. Encourage the use of the Pedestrian Plan, the Pedestrian Advisory Committee, and STA staff technical assistance for guidance, resources, incentives and countywide coordination on pedestrian improvements.	7.1
2. Identify a Pedestrian Safety Coordinator in each jurisdiction – a staff member with the responsibility to support any local committee and the STA PAC member, provide inter-departmental and inter-agency coordination, and prepare or coordinate funding applications.	7.1
3. Update the Pedestrian Plan every three to five years to ensure that it is consistent with local, regional and state conditions, needs, plans, standards, and funding opportunities.	7.1
4. Coordinate with the County-wide Bicycle Plan and the STA Bicycle Advisory Committee on routes and projects that may be shared between pedestrians and bicycles.	4.2.b
5. Support the completion of regional trails that link destinations within Solano County and beyond, including the San Francisco Bay Trail and the Bay Area Ridge Trail.	4.4.c 4.4.d
6. Coordinate with the local jurisdictions to monitor pedestrian-related accident levels annually, and target a 10% reduction on a per capita basis over the next 20 years.	3.4



	Section numbers for relevant info
7. Coordinate with the local jurisdictions to collect and organize a reference library of examples of pedestrian improvement project applications and plans, and bid and construction cost data.	7.2
Objective 6, Funding: Maximize the amount of regional, state and federal funding for pedestrian improvements received by Solano County jurisdictions.	7.4
Policies:	
1. Regularly update and disseminate the information on funding sources contained in this Plan, including STA’s own Countywide Transportation for Livable Communities Program, to encourage applications.	7.4
2. Develop a prioritized regional list of projects with significant pedestrian components, along with detailed cost estimates, and identify appropriate funding sources for each proposal.	Tables 2.1, 2.2 7.3 7.4
3. Encourage multi-jurisdictional and multi-objective funding applications for pedestrian-supportive projects.	7.4.b
4. Encourage the identification or creation of reliable local, regional, and state funding sources, which can be used to leverage state or federal grant funds for pedestrian improvements.	7.4.a
5. Encourage local jurisdictions to include pedestrian improvements in their planning programs and capital improvement plans.	7.2 7.3

2.3 SOLANO COUNTY PEDESTRIAN PROJECTS AND CONCEPTS

Achieving the overall Pedestrian Plan goal of the most complete and effective possible pedestrian system for Solano County requires a long-term commitment. This Pedestrian Plan is the first effort to focus on pedestrian routes and places on a Countywide basis, and in most cases it is the first time local agencies have been encouraged to consider this subject comprehensively. The current Plan identifies many concepts and projects that together will make great strides toward implementing the ultimate complete system. Future updates of the Pedestrian Plan, coordinated with efforts by the member agencies to define their own needs and





DATE: September 9, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

VII.A State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Plan – (Sara Woo, STA)

In July 2008, SR12 Jameson Canyon Road Bicycle and Pedestrian Plan project was selected for a \$55,000 grant from the Bay Area Ridge Trail Council with California Coastal Conservancy bond funds. In August 2008, the development of the plan was initiated to identify a Class I connection between Solano County and Napa County along the SR12 Jameson Canyon Road corridor between Red Top Road and SR29, respectively. However, due to the bond freezes that occurred in November 2008, the project was requested to stop work until further notice that funding for the plan would be available.

On July 9, 2009, the California Coastal Conservancy notified the Solano Transportation Authority (STA) staff that funds would be available to resume work on the development of the bicycle-pedestrian connections plan. Since then, STA staff has convened the plan's Partnership Working Group, which consists of participants representing Solano County, Fairfield, STA, Napa County, Napa County Transportation and Planning Agency (NCT&PA), the Bay Area Ridge Trail Council, and local users. The partnership working group met on September 3, 2009 at the Solano Transportation Authority to kick-off the development of the plan. Further details will be provided at the September 17, 2009 meeting. No attachments.

VII.B Solano Comprehensive Transportation Plan (CTP) Call for Projects Submittals – (Robert Guerrero, STA)

On June 10, 2009, the STA Board authorized the Planning Director to execute a call for projects for the Comprehensive Transportation Plan (CTP). As part of this effort, STA planning staff will be working with the PAC and Bicycle Advisory Committee to identify appropriate bicycle and pedestrian projects. A list of projects was prepared by STA staff for the PAC members to consider (**Attachment VII.B**). This list was presented to the PAC at their August 12, 2009 meeting. Projects on this list include all projects from the 2005 Alternative Modes Element and 2004 Pedestrian Plan. The goal of the 2008/2009 update will be to consolidate both lists into one list to be included in the Alternative Modes Element. This list of pedestrian projects will be mapped and used in the Countywide Pedestrian Plan as well. Since the August PAC meeting, STA staff

has received comments by some PAC members. A subcommittee is proposed to meet in late September 2009 to conduct a preliminary review of the projects submitted by agency staff as well as PAC members. The subcommittee will also review criteria for selecting regional pedestrian projects. The criteria for selecting regional pedestrian projects will be further reviewed and developed by the PAC at their October 2009 meeting.

VII.C Solano Countywide Pedestrian Plan Status Update – (Sara Woo, STA)

The Solano Countywide Bicycle Plan is the primary planning tool for countywide bicycle connections in Solano County. The plan is intended to capture the long-term vision for the countywide bicycle network as well as the short-term strategies needed to accomplish the longer term goals. The purpose statement, goals, and objectives document will assist STA staff and the PAC in the development of criteria for selecting countywide pedestrian projects. In late September a subcommittee of the PAC is proposed to meet to conduct a preliminary review of the project selection criteria as well as the pedestrian projects submitted for the CTP call for projects. At the October 2009, meeting, the PAC will review the projects and their selection criteria for the pedestrian plan. No attachments.

VII.D Committee Membership – (Robert Guerrero, STA)

The following is a list of PAC member terms and expiration dates:

Jurisdiction	Member	Appointed	Term Expires
Member-at-Large	Allan Deal	2005	2008
Benicia	Carol Day	2005	2008
Dixon	Michael smith	2006	2009
Fairfield	VACANT	N/A	N/A
Rio Vista	Larry Mork	2005	2008
Suisun City	Mike Hudson	2008	2011
Vacaville	VACANT	N/A	N/A
Vallejo	Lynne Williams	2005	2008
Solano County	Linda Williams	2006	2009
Other Agency PAC Representations:			
Tri City & County Cooperative Planning Group	Brian Travis	2008	2011
Solano Land Trust	Frank Morris	2006	2009
San Francisco Bay Trail Program	Maureen Gaffney	2007	2010
Bay Area Ridge Trail Council	Kathy Hoffman	2008	2011
Solano County Agriculture Commission	VACANT	N/A	N/A
Solano Community College	VACANT	N/A	N/A

There are no term limits for PAC members. Therefore, committee members are welcome to reapply for their position for another three-year term. Agencies will be notified of the vacancy of these positions. STA staff will be available to coordinate and provide information on the appointment procedures to anyone who wishes to apply for PAC membership. No attachments.

- VII.E MTC Complete Streets/Routine Accommodations Policy – (Sara Woo, STA)
The MTC Complete Streets/Routine Accommodations policy is evolving to become a more integral part of bicycle and pedestrian planning and construction. MTC’s policy requires that a checklist be submitted with all applications for regional funding. The checklist was applied for the first time this year with the American Reinvestment and Recovery Act (ARRA). Although STA staff and project sponsors were able to submit the checklists to fulfill the requirement for funding, there were challenges with the implementation process that will need to be addressed. STA staff is developing strategy to improve the process for collecting checklists as well as notifying the BAC and PAC for comments. The STA Technical Advisory Committee met on September 26, 2009 and provided a recommendation to direct staff to continue the development of an improved process for the Complete Streets/Routine Accommodations checklist policy (**Attachment VII.F**).
- VII.F Regional Pedestrian Committee Meeting Summary: 08/20/09 – (Sara Woo, STA)
The MTC Regional Bicycle Working Group met to discuss their STP/CMAQ proposal, Transportation for Livable Communities (TLC) Best Practices Guidelines and the Regional Pedestrian Conference. MTC staff solicited suggestions for TLC best practices from Congestion Management Agency (CMA) staff. The Regional Pedestrian Committee will be held on December 1, 2009. No attachments.
- VII.G Benicia-Martinez Bridge Bicycle and Pedestrian Path – (Sara Woo, STA)
The connection by bicycle and walking between the cities of Benicia and Martinez has been completed. The ribbon cutting ceremony was held on Saturday August 29, 2009. The BAC and PAC were invited to attend with their friends and family. Various residents of the local committees were volunteering at the bicycle rodeo. A ribbon cutting ceremony took place at the northbound entrance in Martinez at approximately 8:30 a.m., followed by a separate ribbon cutting ceremony for southbound users at an overlook near the entrance in Benicia at approximately 10:00 a.m. A bicycle rodeo coordinated by the STA and the City of Benicia Police Department was held from 10:45 a.m. to 12:30 p.m. No attachments.
- VII.H 2009 PAC Work Plan – (Lynne Williams, PAC Chair)
The 2009 PAC work plan consists of various tasks including the Solano Countywide Pedestrian Plan update, review of the Alternative Modes Element, and learning about various aspects of transportation planning and construction. Developed in late 2008, the majority of the tasks on the work plan have since been completed (**Attachment VII.H**). The PAC will need to develop a work plan for 2010 at their October 2009 meeting.

Local Agency Alternative Modes Projects Listed in 2005 CTP

Benicia:

Widen State Park Road Overcrossing I-780 with Bike/Ped Access
Construct Benicia Bridge Bike Path and Walkway Improvements
Construct Park Road (Adams to Oak) Bike Path and Walkway Improvements
Construct First Street Streetscape Project
Construct 3 New Park-n-Ride Facilities
Install Bike and Walkway Connections to the Historic Arsenal, Clocktower and Camel Barn Facilities
Install Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge
Install Citywide Bike Path Improvements Per General Plan/ CIP
Install Citywide Walkway Improvements Per General Plan/ CIP
Install Citywide Traffic Calming Improvements
Construct Benicia Intermodal Transportation Station
Provide Ferry Service to Benicia

Dixon:

City Bikeway Plan
Provide a grade separated pedestrian crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center
Intercity Bike Routes (to Vacaville)
Downtown Streetscape Project (Phases 2 & 3)
Dixon Multimodal Transportation Center
Alternative vehicle partnerships
Air quality projects
Add additional park and ride lots along the I-80 Corridor

Fairfield:

Fairfield/Vacaville Multi-modal Rail Station
Expand Fairfield Transportation Center
Acquire Land and Develop Transit Operations Center
Commuter Information Systems (GPS)
ADA Access at bus facilities
Expand local bus service
Expand express bus service
Construct N. Texas Bus Transfer Facility
Provide change of mode facilities

Rio Vista:

Waterfront Bikeways
General Plan Pedestrian/Bike System
SR 12 Pedestrian Underpass
Riverfront Access Signage Project
SR 12/Church Park-and-ride lot
SR 12/Waterfront Streetscape Project
Community Design Program

Solano County:

Old Town Cordelia Improvement Project
Pleasants Valley Road Bike Route
Jepson Parkway Bike Path and Landscaping Project
Green Valley Corridor Landscaping Project
Reopening of McGary Road
Vacaville-Dixon Bike Route
Fulton Avenue Sidewalk
Solano County Bridge Replacements to Provide Pedestrians and Bicycles

Suisun City:

SR 12 Pedestrian/Bike Gap Closure Path
Driftwood Waterfront Pedestrian Plaza
Petersen Road Bike Path
Blossom/UPRR Pedestrian Grade Separation
SR 12 Pedestrian Path (south side)
Suisun Marsh Pedestrian/Bike Path
Park-and-ride lot Landscape Project
Eastern Suisun City Park-and-ride lot
Main Street Improvements (Phase 2)
Rail Station Improvements
Union Pacific Railroad Sound Walls
Kellogg Street Waterfront Improvements

Vacaville:

Ulati Creek and Alamo Creek Bike Routes
Centennial Park Bike Route
Bicycle signage and markings
Bicycle route landscaping
Downtown Multi-Family Housing Program
Electric Vehicle Subsidy Program
Electric Vehicle Charging Station Program
Fleet replacement with alternative fuels

Vallejo:

Bay Trail Completion
I-80/Turner Overcrossing Bike Lanes
Blue Rock Springs Pedestrian/Bike Path
Columbus Parkway Pedestrian/Bike Path
I-780 Pedestrian/Bike Grade Separation
Fairgrounds Drive Pedestrian/Bike Path
Broadway Pedestrian/Bike Path
Mare Island Pedestrian & Bike System
Curtola Park-and-ride lot expansion
Ferry transit-oriented development
Investigate water taxi stops at Mare Island
Sonoma Blvd/ SR29 TLC Corridor

Pedestrian Projects Listed in 2004 Countywide Pedestrian Plan



Table 2.1: Solano County Pedestrian/TLC Projects

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description (see Section 6.0 for more detail)	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements		Separate Ped Project/ Enhancement Cost	Contact Info
1	Park Road Bike Lane and Sidewalks	City of Benicia	Class II bike lane along both sides of Park Road from Adams Street to Oak Road terminus of the Benicia Martinez Bridge bike path. This project improves bicycle and pedestrian safety and accessibility between downtown Benicia and the bridge bike path. This project also closes a major gap in the San Francisco Bay Trail	Connection	A/C	Park Road from Adams to Oak Street		\$300,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
2	First Street Streetscape and Parking Enhancements	City of Benicia	Construction improvements for decorative sidewalks and enhancements such as benches, decorative lighting, landmarks, signage, curb extensions, bus stop facilities, trees, and other special features in Benicia's historic downtown district on First Street.	Crossing/ Connection/ District/ Transit	A/C	First Street		\$2,000,000	\$350,000	Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
3	Benicia High School Access Improvement Project	City of Benicia	Installation of a traffic signal at the intersection of Military West and West 11th Street at Benicia High School, and other improvements to manage drop-off and pick-up traffic and to improve pedestrian safety.	Crossing/ Connection	A/C	Intersection of Military West & West 11th Street at Benicia HS				Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
4	Benicia Intermodal Train Station	City of Benicia	Construction of a new intermodal transit station near the Benicia Industrial Park, including pedestrian facilities connecting to nearby areas.	Transit	P	West of I-680 near Lake Herman Road		\$3,000,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
5	State Park Road/780 Bridge	City of Benicia	Widening of an existing bridge or construction of a separate Class I bridge facility at State Park Road to accommodate bicycle and pedestrian traffic from the Rose Drive/ Columbus Parkway intersection to the Benicia State Park.	Crossing/ Connection	A/C	State Park Road at I-780		\$2,500,000		Tonya Gilmore, Management Asst. II 746-4334 tgilmore@ci.benicia.ca.us
6	Vallejo Ferry Station Pedestrian and Streetscape Enhancements	City of Vallejo	Project will improve pedestrian linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility.	District/ Transit	C	Downtown Vallejo waterfront, generally one block		\$4,000,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
7	Downtown Vallejo Renaissance Project	City of Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative crosswalks; sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	District/ Crossing	A/C	Downtown Vallejo		\$5,500,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
8	Mare Island Bicycle and Pedestrian Access Improvements	City of Vallejo	Construction of a pedestrian and bicycle network to connect to residential, recreational, employment, and education uses throughout the island.	Corridor/ Connection	A/C	Mare Island		\$10,000,000 (private)		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
9	Wilson Avenue Improvement Project	City of Vallejo	Street corridor project includes pedestrian paths and amenities along the waterfront north of Mare Island Causeway. Includes a key segment of the SF Bay Trail/Bay Area Ridge Trail.	Corridor/ Connection	P	Wilson Avenue			\$1,000,000	Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
10	River Park Project	City of Vallejo/ Greater Vallejo Recreation District	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Corridor/ Connection	P	Vallejo waterfront from Mare Island Causeway to Sims Street			\$800,000 ped elements (\$6,800,000 total)	Hew Hesterman, Planner, Greater Vallejo Recreation District 648-4602 hew@svrtd.org
11	Vallejo Bay/Ridge Trail Connector	STACity of Vallejo	Connection from the existing regional Bay Trail/Ridge Trail east of the Carquinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carquinez Bridge.	Connection	P	along I-80 from Glen Cove to Sonoma Boulevard		\$600,000	\$400,000	Taner Aksu, Senior Engineer, City of Vallejo 648-4300 taksu@ci.vallejo.ca.us

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Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects

**Status: A = Pending & Approved; Cand. = Candidate; C = Capital; P = Planning; H = HRP

Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements		Contact
							Separate Ped Project/ Enhancement Cost	Cost	
12	Red Top Road Overcrossing	Solano County/ STA	Extension of Red Top Road with an overcrossing of Highway 12; part of the Highway 12 improvement project between I-80 and Rte. 29 - assumes a bike/ped addition to vehicular o.c. project	Connection	P	Red Top Road in the Green Valley area	\$800,000		Mike Duncan, Director of Projects, STA 424-6075
13	Homeacres Avenue Improvement Project	Solano County	Construct a sidewalk on Homeacres Avenue to link existing sidewalks on Benicia Road to a pedestrian overcrossing over I-780, leading to a local elementary school	Connection	Cand./C	Homeacres Avenue from Benicia Road to south of Taylor Avenue		\$165,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
14	Fulton Avenue Improvement Project	Solano County	Construct a sidewalk on Fulton Avenue to provide a central pedestrian corridor for the Homeacres area of unincorporated Vallejo	Connection	Cand./C	Fulton Avenue from existing sidewalk west of Gillcrest Avenue to Old Glen Cove Road		\$407,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
15	Old Town Cordelia Improvement Project	Solano County, City of Fairfield	Project will improve pedestrian/bicycle access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. The project also includes gateway signs, historical markers, trees and lighting.	District/ Connection	A/C&P	Cordelia Rd between Lopes Rd and Pittman Rd	\$700,000		Paul Wiese, Engineer 421-6072 pwiese@solanocounty.com
16	Jepson Parkway Concept Plan	Cities of Fairfield, Suisun, Vacaville; Solano County	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycles and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Corridor/ Transit/ Crossing	AC	Jepson Parkway in Fairfield, Suisun City and Vacaville	\$15,600,000		Fairfield, Vacaville, and Solano County Public Works staff
17	West Texas Street Gateway Project	City of Fairfield	The project will enhance pedestrian linkages among the Fairfield Linear Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the new Park Crossing Apartment project. Specific improvements include new sidewalks, signage, public art, and new street trees.	Corridor/ Transit/ Connection	AC	Texas Street between Oliver Road and Beck Avenue	\$1,500,000		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
18	West Texas Street Urban Village Project	City of Fairfield	Project will assist private developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Includes land assembly, new sidewalks, street trees, pedestrian crosswalks, landscaping, signage, development of public plazas/ seating areas, and enhancements to transit stops.	District/ Corridor	AC	Texas Street at Pennsylvania Avenue	\$1,500,000 (private)		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
19	Downtown Fairfield Live-Work Center	City of Fairfield	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	District/ Corridor	Cand./C	Texas Street	\$1,500,000 (private)		Julia Moseley, Asst. Planner 428-7040 jmoseley@ci.fairfield.ca.us
20	Vacaville-Fairfield Train Station Urban Center	City of Fairfield	Development of a master plan and ultimately construction of the Fairfield Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/ system connections, public transit -connections - stations and - facilities.	District/ Transit/ Connection	Cand./C & P	Peabody Road at Vanden	(plan) \$200,000 \$3,500,000 (improvements)		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7647 kdaughton@ci.fairfield.ca.us
21	Union Avenue to Main City of St. Streetscape Enhancements Program	Fairfield/ Suisun City/ Solano County	This project will involve enhancements of pedestrian corridors in the vicinity of the new County Government Center and improving the pedestrian links between downtown Fairfield and Suisun City. The project will include enhanced sidewalks, crosswalks, pedestrian scale wayfinding and transit signs, shade trees, pedestrian friendly lighting, landscaping for the new Civic Plaza, transit signs, and pedestrian gateway.	District/ Connection	AC	Union Ave betw. Texas St & Suisun City; Texas St betw. Jefferson St & Union Ave; Jefferson St betw. Texas St & Broadway	\$2,000,000		John Hilliard, Senior Planner 428-7447 jhilliard@ci.fairfield.ca.us

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Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted in Other CTP Elements		Separate Ped Project/ Enhancement Cost
							Cost	Cost	
22	North Texas Street Transportation Center and Community Hub	City of Fairfield	This project will be a new focal point for North Texas Street and the City. Its major role will be to serve as the Central Transfer Station (CTS) for the Fairfield/Suisun Transit (FST) local bus system. It will replace the current ineffective site at the Mall. Supports the proposed Teen Center across the street, and serves major destinations and connections for pedestrian, bicycling, and transit activity.	District/ Transit Connection	A/C	North Texas Street at Acacia Avenue	\$4,500,000		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7647 kdaughton@ci.fairfield.ca.us
23	North Connector	STA, City of Fairfield, Solano County	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I- 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Corridor/ Connection	A	north of I-80 between SR 12 West to Abernathy Road and SR 12 East	\$5,000,000	\$500,000	Dan Christians, Assistant Executive Director 424-6075 dchristians@sta-snci.com
24	Driftwood Drive Pedestrian Project	City of Suisun City	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping. This project is one phase of a larger project to create a public plaza at the waterfront.	District/ Transit/Connection	C	Driftwood Drive	\$550,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
25	Main Street Project/ Downtown Streetscape Improvement Project	City of Suisun City	The Redevelopment Agency launched a Façade Improvement Program for Main Street businesses. More than a dozen businesses participated by renovating their storefronts using matching funds provided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main St. and the waterfront promenade.	District	A/C	Main Street	\$1,500,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
26	Highway 12 Central County Bikeway	City of Suisun City	Class I multi-use path segment will continue the existing east-west route through Suisun City, connecting at its existing terminus at Marina Boulevard and leading to the Amtrak Station on Main Street via a Class I path on the north side of Highway 12.	Connection	P	Marina Blvd to Amtrak Station	\$679,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
27	Vacaville Creek Walk Extension to McClellan Street	City of Vacaville	This project will extend the Vacaville Creek Walk to McClellan Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	District/ Connection	Cand./C	School St from Creek Walk Plaza to McClellan Street	\$955,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
28	Vacaville Bus Terminal and Transfer Center	City of Vacaville	Timed transfer center to allow all City Coach, and interested intercity transit services, to meet and transfer passengers at one central location. Located in downtown, off of the north end of Kendall Street, the terminal would include bus shelters, bike racks, phone booths, and other amenities to support transit use.	Transit	A	Downtown Vacaville	\$2,500,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
29	Nut Tree Ranch Development Project	City of Vacaville	This city/private project will rebuild the historic 76-acre Nut Tree site just north of Interstate 80. The project is envisioned to feature a range of specialty retail shops and cafes, picnic grounds and residential units. The goal is to create a special setting that will attract visitors and serve the community.	District	C	Nut Tree property	\$0 (private)		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
30	PG&E Easement Bike Path Project	City of Vacaville	This project connects from Linwood Street to North Orchard Avenue with a bridge over Alamo Creek to link Cheyenne Drive to Shady Glen Court. The PG&E Easement Bike Route serves as a connector to the primary system to Gibson Canyon and Foothill Drive, providing bicycle access for residences in northwestern Vacaville.	Connection	A	Linwood St. to Cheyenne Dr.	\$350,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
31	Downtown Streetscape Plan Phase 3	City of Dixon	Project will include constructing streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B St. to UPRR.	District	A/C	SR 113 from B St. to UPRR.	\$300,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us

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Table 2.1 Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements	Separate Ped Project/ Enhancement Cost	Contact
32	West 'B' St. Pedestrian Undercrossing	City of Dixon	Pedestrian undercrossing to replace existing at grade crossing at future train station location.	Transit/ Crossing	A/C	West 'B' Street at UPRR	\$2,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
33	Multi-Modal Transportation Center	City of Dixon	Construction of a rail service platform to the multi-modal center to allow passenger trails to stop in Dixon per the Solano Rail Facilities Plan.	Transit	A/C	UPRR at West 'B' Street	\$3,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
34	Waterfront Plan and Improvement Project	City of Rio Vista	Designed to beautify the waterfront and link it to downtown. Project goals include a public walkway along the river from City Hall to the Highway 12 Bridge, streetscape improvements to create a memorable entry into Downtown and to preserve views of the river from Front Street, and building designs that respect the character of Downtown.	District	A/C	Rio Vista Waterfront	\$2,000,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
35	Downtown Revitalization Project	City of Rio Vista	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	District	A/C	Downtown Rio Vista	\$1,200,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
36	Highway 12 Corridor Planning Study/Improvements	City of Rio Vista	Corridor Plan will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Highway 12.	Corridor/ Crossing/ Connection	Cand./ A/C	Hwy 12 through Rio Vista	(plan) \$50,000 \$5,000,000 (Improvements)		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
							\$84,784,000	\$3,622,000	

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Table 2.2: Pedestrian Project Concepts

#	Name	Agency	Description (See Section 6.0 for more detail)	Project Type*	"Placeholder" Cost	Concept Source
1	Connection from Cordelia to King Ranch Open Space	Solano County	Connection from the existing trail at the south end of Cordelia to the King Ranch Open Space Area - a recreational trail	Connection	\$100,000	Tri-City and Co. OS Plan/County Parks & Rec Element
2	Connection from Red Top Road to Lynch Canyon Open Space	Solano County	Connection from the planned trail on Red Top Road via McGary Road to Lynch Canyon Open Space Area - involves repair of McGary Road landside for bike/ped access (Countywide Bicycle Plan Project #6 - \$500,000 estimate - add'l cost is pedestrian enhancement)	Connection	\$50,000	Highway 12 Improvement Plans - STA/Caltrens, County Parks and Rec. Element
3	Connection from Lake Herman Park to Sky Valley Open Space	Solano County	Connection from Benicia's Lake Herman Park north to Sky Valley Open Space Area - a recreational trail	Connection	\$100,000	Tri-City and Co. OS Plan, County Parks and Rec. Element
4	Safe Routes to School enhancements	City of Benicia	Safe Routes to School enhancements in many locations	Connection/ Crossing	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
5	I-780 overcrossing between high and middle schools	City of Benicia	Bike/pedestrian I-780 overcrossing between high school and middle school	Connection/ Crossing	\$2,000,000	General Plan Circulation Element; Traffic, Pedestrian & Bicycle Safety Committee
6	Civic Center area improvements	City of Benicia	Plaza, streetscape, crossing, transit connection, and Civic Center area improvements	District/Transit /Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
7	First Street pedestrian enhancements	City of Benicia	Additional First Street pedestrian crossing, street furniture, and parking improvements	District/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
8	Waterfront and Arsenal District pathway connections	City of Benicia / Bay Trail Project	Bay Trail and other pathway connections on Waterfront and through Arsenal District to Benicia-Martinez Bridge pathway and scenic overlook	Connection	\$500,000	Parks, Trails & Open Space Master Plan/Bay Trail Focus Study
9	6th Street Park crossing improvements	City of Benicia	Street narrowing, crossing improvements at 6th Street Park on Military East	Crossing	\$200,000	Traffic, Pedestrian & Bicycle Safety Committee
10	East H Street ball fields parking and crossing improvements	City of Benicia	Street narrowing and angled parking at ball fields on East H Street	Crossing	\$300,000	Traffic, Pedestrian & Bicycle Safety Committee
11	Sidewalk system gaps	City of Benicia	Complete gaps in the sidewalk system on major routes	Connection	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
12	Traffic calming	City of Benicia	Traffic calming, improved crossing and amenities on major routes	Corridor/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
13	Solano Square Circulation	City of Benicia	Improve site layout and pedestrian connections at Solano Square Shopping Center and Southampton Shopping Center (public/private project)	Connection/ Crossing	\$100,000	Traffic, Pedestrian & Bicycle Safety Committee
14	West 7th & Military intersection improvements	City of Benicia	Intersection redesign at Military West and West 7th Street - potentially traffic roundabout	Connection/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
15	Historic Arsenal pathway connections	City of Benicia	Pathway improvements throughout Benicia's historic Arsenal district, and connections to the waterfront, Bay Trail, and Benicia Bridge.	Connection	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
16	Ped & bike improvements to East E Street parking lot	City of Benicia	Pedestrian and bicycle improvements with sidewalk, pavements, lighting, signage, and landscaping improvements.	District	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
17	Glen Cove Bay Trail	Bay Trail / Ridge Trail / City of Vallejo / GVRD	Waterfront/Bluff top trail from Benicia S.R.A. thru Glen Cove Waterfront Park to Glen Cove Marina (using City streets - waterfront trail alt would be additional \$1 million +)	Connection	\$200,000	GVRD/Vallejo Trail Master Plan/Bay Trail Focus Study
18	Safe Routes to School projects	City of Vallejo	Safe Routes to School improvements to sidewalks, crossings at Lincoln Elementary School, Patterson Elementary School, Loma Vista Elementary School, Penny Cook Elementary School, Farragut Elementary School, Cave Elementary School	Connection/ Crossing	\$1,000,000	City of Vallejo Public Works and Police Departments
19	Connection from Wardlow Park to Blue Rock Springs	City of Vallejo / Solano Co.	Wardlow Park/Blue Rock Springs Park trail corridor in Vallejo	Connection	\$100,000	GVRD/Vallejo Trail Master Plan/ County Parks and Rec Element
20	Intersection Improvements, Sonoma Blvd & Curtola	City of Vallejo	Improvements to the intersections of Sonoma and Mini, Sonoma and Redwood, and Curtola and Lemon	Connection/ Crossing	\$500,000	City of Vallejo Public Works and Police Departments

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Table 2.2: Pedestrian Project Concepts (cont'd)

#	Name	Agency	Description (See Section 6.0 for more detail)	Project Type*	"Placemaker" Cost	Concept Source
21	Sidewalks below and north of Highway 37 on Sonoma Trail Project	City of Vallejo/Bay	Improve sidewalk or multi-use path along Sonoma Boulevard	Connection	\$200,000	City of Vallejo Public Works and Police Departments
22	Linear Park extension, Fairfield Ave to Cement Hill Road	City of Fairfield	Linear Park extension from Fairfield Ave. northeast to Cement Hill Road	Corridor/Connection	\$500,000	Fairfield Master Trails Plan
23	Laurel Creek Trail extension, Foothill Pkwy to The Masters Drive	City of Fairfield	Laurel Creek Trail extension from Foothill Pkwy. to The Masters Drive	Corridor/Connection	\$200,000	Fairfield Master Trails Plan
24	West Texas St pedestrian improvements	City of Fairfield	Pedestrian corridor and crossing improvements - West Texas Street from Pennsylvania Ave to Beck Ave	Corridor/Connection	\$1,000,000	City of Fairfield Planning, Public Works and Police Departments
25	Safe Routes to School railroad crossings	City of Fairfield	Railroad crossings at East Tabor Ave and Sunset Ave (supporting Safe Routes to School - replace uncontrolled crossing near Blossom Ave - needs coordination with Suisun City concepts)	Connection/Crossing	\$1,200,000	City of Fairfield Planning, Public Works and Police Departments
26	Union-Main St overcrossing	Cities of Fairfield and Suisun	Union-Main Street Pedestrian Overcrossing Enhancement	District/Connection/Crossing	\$2,000,000	City of Fairfield Planning, Public Works and Police Departments/City of Suisun City Planning and Public Works Departments
27	Green Valley Rd path extension	Fairfield / Solano County	Extend pathway along Green Valley Road from New Neitzel Road to Neitzel Road	Connection	\$100,000	Fairfield Trails Master Plan/County Parks & Rec Element
28	Mangels Blvd path extension	Fairfield / Solano County	Extend pathway on Mangels Blvd. from west end to Solano Community College	Connection	\$100,000	Fairfield Trails Master Plan/County Parks & Rec Element
29	Safe Routes to School	City of Fairfield	Safe Routes to School enhancements in many locations	Connection/Crossing	\$800,000	City of Fairfield Planning, Public Works and Police Departments
30	Main St Urban Renewal	City of Suisun City	Urban renewal on east side of Main Street	District	\$200,000	City of Suisun City Planning and Public Works Departments
31	Safe Routes to School rail crossings	City of Suisun City	Address rail crossing safety at: Marina Blvd, Blossom Ave, Worley Road (needs coordination with Fairfield concepts)	Connection/Crossing	\$1,200,000	City of Suisun City Planning and Public Works Departments
32	Safe Routes to School	City of Suisun City	Other Safe Routes to School enhancements in addition to the railroad crossings	Connection/Crossing	\$500,000	City of Suisun City Planning and Public Works Departments
33	Multi-Use Marsh Path	City of Suisun City	Marina to Sunset on south side of Highway 12	Connection/Corridor	\$200,000	City of Suisun City Planning and Public Works Departments
34	Connection from Lagoon Valley to Paradise Valley	City of Vacaville/ Solano Co.	Connection from Lagoon Valley Reservoir south to Paradise Valley in Fairfield	Connection	\$200,000	Vacaville Parks, Rec & OS Master Plan; Solano Co. Parks & Rec Element
35	Creek Walk extension	City of Vacaville	Creek Walk extension to McClellan Street, or beyond	Connection	\$500,000	Vacaville Parks, Rec & OS Master Plan
36	Tri-City and County Regional Trail Connections	Solano County, Benicia, Vallejo & Fairfield	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space	Connection	\$500,000	Tri-City and County Cooperative Plan
37	Safe Routes to School	City of Vacaville	Safe Routes to School enhancements in many locations	Connection/Crossing	\$500,000	City of Vacaville Planning and Public Works Departments
38	Safe Routes to School	City of Dixon	Safe Routes to School enhancements in many locations	Connection/Crossing	\$200,000	City of Dixon Planning and Public Works Departments
39	Connection from 2nd St. to Sandy Beach Park to Rio Vista	Rio Vista/Solano County	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	Connection	\$100,000	Rio Vista Circulation & Mobility Element/Solano County Parks & Rec Element
40	Safe Routes to School	City of Rio Vista	Safe Routes to School enhancements in many locations	Connection/Crossing	\$200,000	City of Rio Vista Planning and Public Works Departments
41	Loop Trail System	City of Rio Vista	Loop path/trail system extending through and around downtown, including an inner and an outer loop	Connection	\$500,000	Rio Vista Circulation & Mobility Element
					\$21,550,000	

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DATE: July 24, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Background:

Walking and bicycling are cost effective and healthy forms of transportation. In recent years, law makers, transportation planning and design professionals, and other interest groups have exhibited an increased awareness of the importance of incorporating these forms of travel into the transportation project development process. The concept of accommodating non-motorized travel is currently referred to as “Complete Streets” by MTC and other San Francisco Bay Area regional agencies. The policies related to Complete Streets that are being implemented or expect to be implemented are (in order of adoption):

- MTC Complete Streets/Routine Accommodations Policy (June 2006)
- Solano Transportation Authority (STA) Funding Policy for all applications for STA recommended funds (December 2007)
- California Complete Streets Act of 2008 (September 2008)
- Caltrans Deputy Directive 64: Complete Streets – Integrating the Transportation System, (October 2008)
- Federal Complete Streets Act (in review by Congress)

The focus of these policies is to integrate non-motorized vehicle, transit, and motor vehicle travel. Earlier this year, MTC implemented the Complete Streets/Routine Accommodations Checklist for the first time on the American Reinvestment and Recovery Act (ARRA) project submittals. Checklists were completed by Solano County project sponsors in the month of May 2009 and submitted to STA staff. The checklists were entered by STA staff into a database managed by MTC.

Discussion:

Solano County has not fully implemented the goals and expectations of MTC’s Complete Streets/Routine Accommodations Policy. MTC’s Complete Streets/Routine Accommodations checklist policy calls for CMA agencies to complete a checklist online for each project that requests funding, and, to post a link to the checklist database on their agency’s website. This would assist MTC staff in beginning a process to involve the bicycle and pedestrian advisory committees with all transportation projects. By making the checklists available for review, projects have an opportunity to be reviewed by non-motor vehicle travelers of facilities through

the STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). MTC's Complete Streets/Routine Accommodations policy requires the checklists as an eligibility criterion for all call for projects and requests for funding submitted to MTC. To comply with MTC's policy, STA adopted the following policy on December 12, 2007:

“All applications for STA recommended funds must complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for bicyclists and pedestrians.”

To execute the completion of the checklists, STA staff is required to direct project sponsors to complete a two-page downloadable PDF form online from MTC's website. These were static forms that project sponsors completed by hand and submitted to STA staff for transference of the data written on the paper forms to an online checklist with active fields. STA staff worked with project sponsors to submit a Complete Streets checklist by May 20, 2009 for all federal stimulus projects. The opportunity to provide notice to the BAC and PAC, however, has been delayed. STA staff will be placing a link to the checklists on the Projects and Construction page to comply with MTC's requirement.

The improvement of the Complete Streets Checklist implementation process will be a subject of discussion over the next few months. Providing a method of collecting questions and comments, improving the PDF checklist form to enable active checkbox fields, and other considerations brought up by the sponsors and committees will need to be addressed. Attachment A is a summary of preliminary comments provided by the Solano Project Delivery Working Group (PDWG) at their June 23, 2009 meeting.

To provide a better system of implementing the Complete Streets Checklist, STA staff will review the Complete Streets related policies and legislation, survey project sponsors for feedback, and discuss the implementation of the review of the checklists with the BAC and PAC, TAC, and Solano PDWG. STA staff has prepared a draft of items that will need to be addressed in the short term (within 1-2 weeks) and longer term (within 4-6 months) (Attachment B). STA staff's goal is to outline the longer term implementation strategy by the December TAC. The immediate task for STA staff is to update the website to include the routine accommodations link.

Recommendation:

Forward a recommendation to the STA Board to authorize staff to develop and implement a long term Complete Streets policy implementation strategy for Solano County.

Attachments:

- A. Preliminary comments regarding Complete Streets/Routine Accommodations checklist implementation
- B. Draft follow up items for Complete Streets/Routine Accommodations checklist implementation

MTC Complete Streets Checklist Process Review
STA PDWG Feedback

CMA Questions

1. Are the checklist questions appropriate for the projects?

Further development of Complete Streets is needed to address projects that are construction-ready. Some questions on the checklist are appropriate for the projects depending on the type of project, other questions were not appropriate without more specific policy requirements. For example, maintenance projects are not funded to design and construct additional accommodation for bicyclists or pedestrian users. It is challenging for project sponsors and for advocacy/user groups to implement the checklist at the project construction phase of a project. The current checklist implemented at the construction phase may suggest that a sponsor has the ability stop and go back to change the design for the project. A clearer regional checklist policy that specifies appropriate requirements for bicycle and pedestrian accommodation for each phase of delivering transportation projects is needed.

Recommendation: Implement the Complete Streets Checklist during the planning and/or preliminary engineering ONLY. Otherwise, work with CMAs to develop a “checklist system” that provides appropriate and specific questions that can be applied at each phase of the project delivery process (i.e. planning, preliminary design, final design, construction). Some questions may be repeated on checklists to track that a project continues to address the need for bicycle and/or pedestrian access for projects.

2. Was the process to complete the checklist clear?

The process to complete the checklist could have been made clearer for both the CMAs and the project sponsors. The MTC Routine Accommodations Checklist page (http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm) provides the following link regarding the checklist: “[Routine Accommodations checklist — print version](#) (PDF) Note: actual checklist will be completed online”

Based on this information, it is undetermined who will complete the checklist (CMA agency or project sponsor). The PDF version is not as user-friendly as the online version. The PDF version of the checklist also did not have all of the checkboxes that were available on the online version. The process for completing the checklist could be more efficient by enabling project sponsors to submit checklists directly through MTC's website (with this approach, CMAs can provide a more useful link from their website for sponsors to access the checklist). It was a challenge for STA staff to interpret handwritten forms that were submitted by various project sponsors; some checklists were incomplete or unclear. In addition, some sponsors have multiple projects, and therefore multiple checklists.

Recommendation: Provide direct online access for project sponsors to fill out the Complete Streets Checklist. If direct online access for each project sponsor is not feasible at this time, project sponsors suggested that MTC develop a working form (via

Adobe Acrobat) where sponsors can check off fields as they would online. This would make sponsor submittals to the STA more convenient and accurate.

3. MTC requires that project sponsors make the checklist available to Bicycle and Pedestrian Advisory Committee (BPAC) members. Please describe the process in place to notify the BPACs that the checklists are available for review.

STA did not have a process in place to notify the Bicycle Advisory Committee or the Pedestrian Advisory Committee. STA staff mainly worked to develop a process to collect and submit checklists during the request for submittals period. STA staff is undergoing a similar process as MTC to improve the implementation for the Complete Streets Checklist policy.

Recommendation: Clarify the role of reviewers of the checklist for projects. For example, the checklist is intended to include BAC/PAC as part of the planning process. Therefore, it will be helpful to 1) implement the checklist during the planning phase 2) note that BAC/PACs are encouraged to review the checklists and provide comments as appropriate to their county

4. Please describe how questions from the BPAC members on specific projects are addressed

In the future, questions from the BAC/PAC about projects will be addressed through a comment submittal box or e-mail link on the STA website.

5. Is there a link from the CMA webpage to the checklist page? MTC hosts the checklist webpage at: <http://rac.mtc.ca.gov/rachecklist>

The link will be posted in the next few weeks. STA staff is developing policies and stronger provisions for a page dedicated to “Complete Streets” policy implementation.

6. How are comments from BPACs on specific projects addressed?

Comments from the BAC and PAC will be addressed through compiling comments and providing them to the project sponsors after filtering the questions for duplicates and unclear questions. STA will also assist with coordinating meetings between BAC/PAC members and project sponsors if needed.

7. Please provide any additional comments about the checklist process or the checklist form.

As this was the first time a new process was being implemented, these questions or a similar guide would have been beneficial to the CMAs before the Routine Accommodations policy was implemented live. Many CMA staff had questions that maybe have been answered through a “checklist” of policy compliance questions.

The Solano Project Delivery Working Group (PDWG) met on June 23, 2009 to discuss their experience with filling out the Checklist. The following recommendations were provided:

- **Implement the checklist for projects applying for funds to be used for planning or preliminary engineering ONLY and/or develop questions that are appropriate to a project during the final design/construction**

phase (i.e. Will bike/pedestrian signage be provided, will detours for bike and ped travel be provided?)

- The checklist is ineffective at the construction phase of the project implementation process
- Develop an appropriate checklist for each major phase of project implementation (i.e. planning checklist, preliminary design checklist, final design checklist, construction checklist).
- It would be easier to fill out the Checklists directly if the project sponsors were provided with individual logins
 - If this is not feasible, please develop a working PDF form with Adobe Acrobat

BAC/PAC Questions

1. How are the BAC and PAC notified that a checklist was completed and ready for review?

The BAC and PAC have not been notified that the checklists were completed and ready for review.

2. If you have specific questions about the project, how are those questions addressed?

Questions were not provided by the BAC or PAC per answer to question #1. However, STA staff is developing a better way to notify the committees and provide a forum for comments. Questions about the project will be addressed through an online forum, to be developed by STA staff. In the interim, STA staff will collect comments written comments, e-mailed comments, and comments provided over the phone.

3. Can you easily find the checklists for your county on the website?

No checklist available at this time. STA staff will be placing a link to the MTC checklist link on the STA website in the next few weeks.

4. Is there any additional information on the checklist that would help in your review of the project?

Clarify the definition of “trip generator” (question #2). Add a footnote or use another phrase (i.e. destination).

5. Please provide any additional comments about the checklist process or the checklist form.

A more specific Complete Streets policy could be more useful if it held more weight in terms of eligibility for funding.

Recommendation: Require the checklist to be completed and reviewed by BAC/PAC when sponsors are applying for planning and design funding only. “Shovel-ready” projects should have already been reviewed for accommodation of bike/ped users if the checklist is implemented appropriately at the early stages of project delivery.

Other BAC/PAC Comments:

- **The Complete Streets checklist is a valuable tool, but should be placed in the right time frame of project delivery (which is the planning/design funding phase). City and agency staff involved do not have unlimited staff or funding resources to fulfill requests to achieve the checklist requirement and address comments by the public when a project is already funded and designed.**
- Bike/Ped improvements are often not the same thing and the checklist should provide separate questions for bicycle and pedestrian accommodation.
 - What has been done to accommodate bicyclists?
 - Include a sub-checklist of best practice options that can be applied (i.e. sharrows, signage, other pavement markings, bicycle racks)
 - What has been done to accommodate pedestrians?
 - Include a sub-checklist of best practice options that can be applied (i.e. water fountains, rest areas, landscaping, lighting)
- Keep #6. STA will need enough advanced notice to have the sponsor fill out the checklist in advance to be reviewed by the BAC/PAC.
- What are trip generators?

STA COMPLETE STREETS POLICY/PROGRAM

Short Term – Create a new section under “Projects and Construction” titled “Complete Streets Checklist.” Under this section, create a new link to the MTC complete streets/routine accommodations checklist webpage. This section will include following language:

“In transportation planning, urban planning, and highway engineering, *complete streets* are roadways designed and operated to enable safe and comfortable access for all users. To accomplish this, policies at the state and regional level have been developed to provide general guidelines to help project sponsors consider complete streets elements.

The Metropolitan Transportation Commission (MTC) requires that a Complete Streets Checklist be filled out and submitted with all applications for funding administered by MTC. This provides the STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) with a forum to address project sponsors with comments or considerations for bicycle and pedestrian accommodation as part of the project.

The implementation process of Complete Streets policies is still in development by STA and changes are in progress to improve the ability of STA to assist project sponsors to accomplish the directives proposed by complete streets policies. A summary of adjustments to better implement the Complete Streets policy will be developed in a report to STA’s advisory committees (i.e. BAC, PAC, PDWG, and TAC) to review in August.

To view submitted Complete Streets checklists, please click [here](#).”

Long Term (to be further developed and implemented fully by January 2010) – Create a page on the STA website for information related to STAs bicycle and pedestrian efforts as well as links to related planning resources. This page will provide further information about any policies and new information specifically pertaining to bicycle and pedestrian planning/funding (i.e. MTC Complete Streets Policy, call for projects, other).

On this page, develop a link to a blog for bicycle and pedestrian planning resources. The blog will provide extra flexibility in providing more real-time information about bike/ped resources for project sponsors to utilize. A mock-up for the STA page for the Bicycle and Pedestrian information and blog will be developed and managed by STA staff.

NEXT STEPS

- Develop an implementation plan to address an improved long-term process for submitting the complete streets/routine accommodations checklists to STA
 - Include comments from the PDWG, BAC, and PAC
 - Analysis of how to implement Complete Streets Policies
 - Goals STA wants to/will accomplish through new STA policy; how it will meet and go beyond the requirements of regional policies
- Forward comments/suggestions to MTC staff

2009 PEDESTRIAN ADVISORY COMMITTEE WORK PLAN

Introduction

The Solano Transportation Authority (STA) Pedestrian Advisory Committee (PAC) acts to advise the STA on the development of pedestrian facilities as an alternative mode of transportation. The PAC shall review and prioritize Transportation Development Act (TDA) Article 3 pedestrian projects, Solano Countywide Bicycle and Pedestrian Program (SBPP) projects, and participate in the development and review of local and regional pedestrian plans.

*taken from STA Bicycle Advisory Committee By-Laws

Legal Mandate

The Metropolitan Transportation Commission (MTC) requires the review of Transportation Development Act (TDA) Article 3 funds by a bicycle advisory committee¹ and supporting resolutions from the City Council of the project sponsor.

Scope of Work

The Committee’s 2009 work scope will address the following areas:

1. Assist in the development of the Priority Development Area (PDA) implementation plan, Safe Routes to Transit (SR2T) Plan, and the update to the Transportation for Livable Communities (TLC) plan
2. Improve data collection and analysis with respect to pedestrian counts, pedestrian collisions, and quality of service measures
3. Promote pedestrian planning and policies throughout Solano County
4. Provide input to STA staff on how pedestrian needs fit into the Solano Comprehensive Transportation Plan vision and policy strategies
5. Review the Solano Bicycle and Pedestrian Program
6. Review priority pedestrian transportation projects that address pedestrian needs
7. Review state and federal legislation, projects, and programs that affect bicyclists

2009 Work Plan Schedule

ACTIVITY	Category	DATE
Approve 2009 Work Plan	N/A	March 5, 2009
Develop 2010 Work Plan	N/A	November 5, 2009
CTP – Update Countywide Pedestrian Plan	Legislation/Policy	Summer – Winter 2009
CTP – Review Alternative Modes Element	Legislation/Policy	Winter 2009
Implement MTC Routine Accommodations Policy	Education/Promotion	Continuous
Presentations: <ul style="list-style-type: none"> • Project Implementation Process (Guest Speaker) • STA Committees – Roles and Responsibilities • MTC Bicycle and Pedestrian Committee Roles and Responsibilities (Guest Speaker) • Caltrans Bicycle Advisory Committee (Guest Speaker) • Bicycle Counting Process 	Education/Promotion	Continuous
Provide feedback to STA staff on pedestrian issues: <ul style="list-style-type: none"> • Review opportunities to fit pedestrian interests into STA’s existing programs • Provide resources to implement projects that address pedestrian needs 	Education/Promotion	Continuous
Review Solano Bicycle and Pedestrian Program (SBPP)	Funding	Continuous
Review legislative and funding developments	Legislation/Policy	Continuous
Other tasks to be determined	N/A	TBD

¹ MTC Resolution 875; STA has applied this policy to the PAC for pedestrian-related projects