



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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PEDESTRIAN ADVISORY COMMITTEE (PAC) MEETING AGENDA

6:00 – 7:30 p.m.

Thursday, November 19, 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 SEPTEMBER 23, 2009 Pg. 1	Lynne Williams, Chair
V. PRESENTATIONS	
A. Ribbon Cutting Event Photos	Sara Woo, Planning Assistant
a. Benicia-Martinez Bridge Bicycle/Pedestrian Path	
b. Suisun City Waterfront Access Project	
c. Suisun City Central County Bikeway	
B. STA Annual Awards	Sara Woo, Planning Assistant
a. Photos	
b. Winners	

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>VACANT</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	

VI. ACTION ITEMS

A. Officer Elections

Recommendation:

Elect a Chair and Vice-chair for the 2010 calendar year.

(6:00 – 6:05 p.m.)

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Robert Guerrero, Senior
Planner

B. Solano Countywide Pedestrian Network Criteria

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Countywide Pedestrian Network Criteria.

(6:05 – 6:25 p.m.)

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Sara Woo, Planning Assistant

C. Criteria for Prioritizing Planned Pedestrian Projects

Recommendation:

Forward a recommendation to the STA Board to adopt the criteria for prioritizing planned pedestrian projects for future funding.

(6:25 – 6:45 p.m.)

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Sara Woo, Planning Assistant

D. 2010 Pedestrian Advisory Committee Overall Work Plan

Recommendation:

Forward a recommendation to the STA Board to adopt the 2010 overall work plan for the Solano Transportation Authority (STA) Pedestrian Advisory Committee (PAC).

(6:45 – 6:55 p.m.)

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Robert Guerrero, Senior
Planner

VII. INFORMATIONAL ITEMS – DISCUSSION

A. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update

Informational

(6:50 – 6:55 p.m.)

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Sara Woo, Planning Assistant

**B. MTC Complete Streets/Routine
Accommodations Policy Update**

Robert Guerrero, Planning
Assistant

Informational

(6:55 – 7:00 p.m.)

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**VIII. INFORMATIONAL ITEMS – NO DISCUSSION
NECESSARY**

A. Funding Opportunities Summary

Sara Woo, Planning Assistant

Informational

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**IX. COMMITTEE MEMBER COMMENTS &
FUTURE AGENDA TOPICS**

- Review Pedestrian Plan Projects List
- Review Priority Pedestrian Projects List
- SR12 Jameson Canyon Corridor Bicycle and
Pedestrian Connections Plan Status Update

X. ADJOURNMENT

The next meeting of the STA PAC is scheduled for
January 21, 2010 at 6:00 p.m.

2010 PAC MEETING SCHEDULE

Please mark your calendars for these dates

January 21, 2010

March 18, 2010

May 20, 2010

July 15, 2010

September 16, 2010

November 18, 2010



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	PCRPP	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
BATA	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	RABA	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	RRP	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	SR2S	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

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Pedestrian Advisory Committee
DRAFT Meeting Minutes
September 23, 2009

PEDESTRIAN ADVISORY COMMITTEE CALL TO ORDER

The Pedestrian Advisory Committee (PAC) meeting was called to order by Chair, Lynne Williams, at approximately 6:05 p.m.

Committee Members Present:

Lynne Williams	Chair (City of Vallejo)
Larry Mork	Vice-chair (City of Rio Vista)
Allan Deal	Member at Large
Michael Hudson	City of Suisun City
Kathy Hoffman	Bay Area Ridge Trail Council
Frank Morris	Solano Land Trust
Brian Travis	Tri-City and County Cooperative Planning Group

Committee Members Not Present:

Carol Day	City of Benicia
Michael Smith	City of Dixon
Linda Williams	County of Solano
Maureen Gaffney	San Francisco Bay Trail

Participants:

Garland Wong	City of Fairfield Public Works
Ed Huestis	City of Vacaville Public Works
Matt Tuggle	Solano County Public Works
Beth Thomas	California Department of Transportation (Caltrans)
Keith Wayne	Caltrans
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

On a motion by Member Hoffman, and a second by Member Morris, the agenda for the meeting of September 23, 2009 was unanimously approved.

IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: August 12, 2009
Member Morris commented on Agenda Item VII.A and clarified his comments regarding the alternative modes element. He further explained his suggestion that the alternative modes element should discuss the inclusion of other methods to travelling, beyond bicycling and walking. On a motion by Member Hoffman, and a second by Member Morris, the minutes for the meeting of August 12, 2009 were unanimously approved to include the changes made by Member Morris.

V. PRESENTATIONS

A. Caltrans District 4 Pedestrian Advisory Committee (PAC) and Pedestrian-Related Policies, presented by Beth Thomas (Caltrans, Community Development Branch Chief, District 4)

Sara Woo provided a brief introduction to Beth Thomas and discussed the Caltrans District 4 PAC. Beth Thomas provided a presentation regarding Caltrans District 4 efforts to address pedestrian needs as part of each project.

VI. ACTION ITEMS

A. Solano Countywide Pedestrian Plan Goals and Objectives (Sara Woo, STA)

Recommendation:

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

Sara Woo provided a brief presentation regarding the Solano Countywide Pedestrian Plan update process. She discussed its progress in relation to the Solano Comprehensive Transportation Plan (CTP) update schedule and provided an overview of the changes to the Countywide Pedestrian Plan goals and objectives. Ms. Woo commented that the changes in the 2009 update to the Pedestrian Plan provide a larger emphasis on enabling the development of facilities to accommodate pedestrian travel as a standalone, viable mode of travel.

Ms. Woo also noted the larger emphasis on capital programs (i.e. Priority Development Areas and Transportation for Livable Communities) and education and safety programs (i.e. Safe Routes to School and Safe Routes to Transit). She commented that the inclusion of pedestrian travel in all new transportation projects would also be reflected in the plan's updated goals and objectives.

The committee provided the following comments for staff to consider:

- Clarify Objective 3a's reference to the "top 10 to 20 pedestrian transportation projects"
- Combine Objective 5 and Objective 6

- Combine Objective 9e and Objective 9i
- Objective 12c: Spell SWITRS and add acronym to “STA Acronyms List”
- Combine Objective 15c and Objective 15d

On a motion by Member Hoffman and a second by Member Hudson, the Solano Countywide Pedestrian recommendation was unanimously approved.

B. PAC Subcommittee for Pedestrian Plan Goals and Objectives Update

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.

Larry Mork, Kathy Hoffman, and Mike Hudson were appointed by Chair Williams.

VII. INFORMATIONAL ITEMS—DISCUSSION

A. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Plan

Sara Woo provided a brief status report regarding the SR 12 Jameson Canyon Road Bicycle and Pedestrian Plan. She notified the committee that the working group will be meeting to discuss the plan goals and objectives at their next meeting scheduled for November. She reviewed the schedule with the committee. Ms. Woo also commented that the consulting team selected to work with STA will provide a presentation to the group with draft proposals for the plan at a later date to be determined.

B. Solano Comprehensive Transportation Plan (CTP) Update and Call for Project Submittals

Robert Guerrero discussed the status of the CTP update and call for project submittals. He reminded the committee that the deadline for submittals was on September 4, 2009. Mr. Guerrero provided an overview of the process for updating the pedestrian-related projects in the alternative modes element through the pedestrian plan. He further explained that the committee would be reviewing criteria for identifying projects for the countywide pedestrian network at their next meeting.

C. Solano Countywide Pedestrian Plan Status Update

Sara Woo provided a brief review of the Solano Countywide Pedestrian Plan update schedule. No comments were provided by the committee.

D. Committee Membership

Robert Guerrero explained the committee membership terms and explained to the committee that STA staff would follow up with their respective agencies to update any expiring terms.

E. MTC Complete Streets/Routine Accommodations Policy

Sara Woo notified the committee that STA staff is working with its Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) members to identify an appropriate implementation plan for the MTC Complete Streets Policy. She explained that the next step would be to provide a weblink from STA's website to the MTC database for submitted checklists.

F. Regional Pedestrian Committee Meeting Summary: 08/20/09

Sara Woo commented that the Metropolitan Transportation Commission (MTC) Regional Pedestrian Committee (RPC) discussed the Transportation for Livable Communities (TLC) Best Practice Guidelines. She further explained that the RPC was encouraged to provide comments to MTC staff.

G. Benicia-Martinez Bridge Bicycle and Pedestrian Path

Sara Woo provided a brief overview of the Benicia-Martinez Bridge bicycle-pedestrian path and the status of the local connection to the path within the City of Benicia. She further explained that Park Road will need pedestrian improvements to enable the safe access to the bridge path by walking. Ms. Woo presented the issue as a potential priority to the committee and that STA staff would continue to keep the committee updated with City of Benicia's efforts to improve the access to the bridge.

H. 2009 BAC Work Plan

Sara Woo provided an overview of the current tasks the committee has assisted STA staff with completing during the 2009 calendar year. She notified the committee that staff will bring the 2010 work plan to committee at the November 2009 meeting. She encouraged the committee to provide suggestions for the work plan.

VIII. INFORMATIONAL ITEMS—NO DISCUSSION NECESSARY

No comments provided.

IX. COMMITTEE MEMBER COMMENTS

None provided.

X. ADJOURNMENT

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

Minutes prepared by: Sara Woo, STA



DATE: November 10, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Officer Elections

Background:

The Pedestrian Advisory Committee (PAC) has two officer positions to assist staff with developing agendas and running meetings. These positions are Chair and Vice-Chair. According to the by-laws, “the PAC shall, at the last meeting of each calendar year, nominate and elect the Chair and the Vice-chair for a one (1) calendar term. No officer shall serve more than two (2) consecutive terms in a given office.”

Discussion:

The current Chair is Lynne Williams, who has served for two consecutive terms. The vice-chairperson is Larry Mork, who has also served two consecutive terms. The role of the Chair is to preside over all PAC meetings and coordinate the meeting agendas with STA staff. The role of the Vice-chair is to assist the Chair and to preside over meetings in the absence of the Chair. With the close of calendar year 2009, the PAC will need to elect a new Chair and Vice-chair for 2010.

Fiscal Impact:

None.

Recommendation:

Elect a Chair and Vice-chair for the 2010 calendar year.



DATE: November 10, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Pedestrian Network Criteria

Background:

The Solano Countywide Pedestrian Plan identifies the short-term and long-term projects that will be needed to complete a countywide pedestrian network. The plan was last updated in 2004 and included 36 pedestrian projects and 41 concept projects. To identify eligible projects, STA staff worked with staff from each partner agency to identify projects that would provide significance on a countywide basis. STA staff inventoried and mapped the pedestrian routes in each city in the 2004 Solano Countywide Pedestrian Plan.

Discussion:

To identify new pedestrian projects for the Solano Countywide Pedestrian Plan, STA staff is proposing a general set of criteria to assist the STA staff and the PAC with selecting routes and improvements for the countywide pedestrian network (Attachment A). The pedestrian “network” includes direct routes to/within major activity centers as well as connections to other modes (i.e. regional transit, rideshare) to accomplish longer trips. STA staff has identified three (3) criteria:

1. **Connections** that support pedestrian movement (routes)
2. Creation or enhancement of **places** that support pedestrian travel or activity (Transportation for Livable Communities/Priority Development Area projects)
3. Other Pedestrian Routes

The selection criteria document was reviewed by a PAC subcommittee on October 28, 2009. The subcommittee’s comments included the following:

- Planning criteria should emphasize connectivity and accessibility (i.e. providing useful amenities at end-destinations to encourage walking)
- Planning criteria should be separate from prioritization criteria

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the Countywide Pedestrian Network Criteria.

Attachments:

- A. Draft 2009 Countywide Pedestrian Network Criteria

Draft 2009 Countywide Pedestrian Network Criteria

The following three (3) criteria are to be used as a guide for STA staff and its advisory committees to identify appropriate projects for the Solano Countywide Pedestrian Plan. If a route or proposed project location meets one or more of the three criteria as defined below, it is eligible for inclusion in the Solano Countywide Pedestrian Plan.

1. **Connections that Support Pedestrian Movement (Routes)** – Direct pedestrian routes and pedestrian-transit connections serve as a viable transportation network within and through Solano County. Pedestrian routes can be made to or within an identified pedestrian-oriented place. Pedestrian-transit connections also address connections across barriers created by the regional transportation system (e.g. freeways, interchanges, railroads) and natural barriers (e.g. rivers, creeks, and bays). Although walking to a bus stop or other transit service may appear local in nature, the complete trip can also be countywide or regional despite a change in mode. A person may arrive via transit, but having accessed transit by walking.

Guidance for Identifying Eligible Projects:

- A. Connections to and within designated Priority Development Areas (PDAs)
 - B. Connections across barriers
 - C. Connections to and within major hubs of the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station
 - D. Connections to and within major employment centers of Solano County and/or each of the seven cities
 - E. Connections to and within significant shopping/education/services centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues
 - F. Gaps and needed improvements
2. **Creation or Enhancement of Places That Support Pedestrian Travel or Activity (Transportation for Livable Communities/Priority Development Area projects)** – Creating or enhancing places for pedestrian travel/activity serve as the bond between people and major destinations in Solano County (e.g. improvements to and through major activity centers and central business districts). Pedestrian-oriented places improve the walkability of an area and have many health, environmental, and economic benefits. Priority Development Areas (PDAs) should be included.

Guidance for Identifying Eligible Projects:

- A. Projects that will be designed and constructed to provide *Materials, Scale, and Sense of Place* that attract pedestrian travel and use, and supports nearby land uses
- B. Projects that will be designed and constructed to improve pedestrian *Safety*, including lighting, visibility, separation from vehicular traffic and shelter from weather extremes

- C. “Park Once and Walk” facilities that allow those who drive to an area to leave their vehicles parked at a single location (e.g., strategically placed parking structure or pricing of parking) and walk to multiple destinations and uses
- D. Pedestrian facilities that complement and support adjoining land uses, including residences, businesses, and recreational, cultural, and institutional facilities.

3. Other Pedestrian Routes – A few regional systems (i.e. San Francisco Bay Trail) and local systems provide connections to and through Solano County. Completing the segments of these routes that are within the city and county transportation network is important to improving safety and linking residential areas for pedestrian trips.

Guidance for Identifying Eligible Projects:

- A. Specified segments of spine and connectors of regional recreational routes (e.g., San Francisco Bay Trail, Bay Area Ridge Trail) that connect to a pedestrian route or pedestrian-oriented area in Solano County
- B. Other pedestrian routes/improvement areas that serve multiple jurisdictions or connect to adjoining regions



DATE: November 10, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Criteria for Prioritizing Planned Pedestrian Projects

Background:

Beginning in Fiscal Year (FY) 2005-06, the Solano Bicycle and Pedestrian Program (SBPP) has been the primary source of funding for bicycle and pedestrian projects in Solano County. The SBPP was developed to strategically implement the funding that is disbursed to the Solano Transportation Authority (STA) for the development of bicycle and pedestrian facilities. The SBPP included scoring criteria to prioritize projects for funding. The application process prioritized both bicycle and pedestrian projects. Funding sources for the SBPP included Transportation Development Act (TDA) Article 3 funds, the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and the Eastern Solano CMAQ Improvement Program.

In past SBPP funding cycles, STA staff would issue a call for projects based on the cumulative funding that would be provided by the aforementioned funding sources over a three-year period. To prioritize bicycle and pedestrian projects, STA staff and a BAC/PAC subcommittee would score each project submittal with a scoring criteria form. As a result, the process for prioritizing projects was based largely on available funding. In addition, a significant amount of staff and committee time was required to implement the scoring before providing an opportunity for the advisory committees to discuss their priorities as users of the proposed facilities.

Discussion:

STA staff worked with a subcommittee of the PAC on October 28, 2009 to define a process for prioritizing the pedestrian projects identified in the Solano Countywide Pedestrian Plan. The subcommittee recommended a process that would provide more control to the PAC in recommending priority projects, while also reducing the burden of having to provide technical scoring to rank projects. The PAC subcommittee provided the following comments:

- Weight criteria with preference for deliverability
- Weight criteria with preference for safety
- Technical scoring should be conducted by STA staff, while leaving it as an option for PAC committee members to score projects on their own
- Review and sensitivity analysis for adjusting priority projects should be conducted by the PAC

The new criteria and organization of the overall scoring addresses the goals and objectives identified by the PAC for the 2009 Solano Countywide Pedestrian Plan update.

With the 2009 Solano Comprehensive Transportation Plan (CTP) Update, STA staff has been directed by the STA Board to transition toward a more delivery-based approach to prioritizing and funding projects. This means that prioritizing projects would be conducted independent of the availability of funding estimates.

Attachment A provides a flowchart of the overall process recommended by the PAC subcommittee. A draft of the criteria for prioritizing planned projects has been prepared by STA staff for the PAC to consider (Attachment B).

Fiscal Impact:

None.

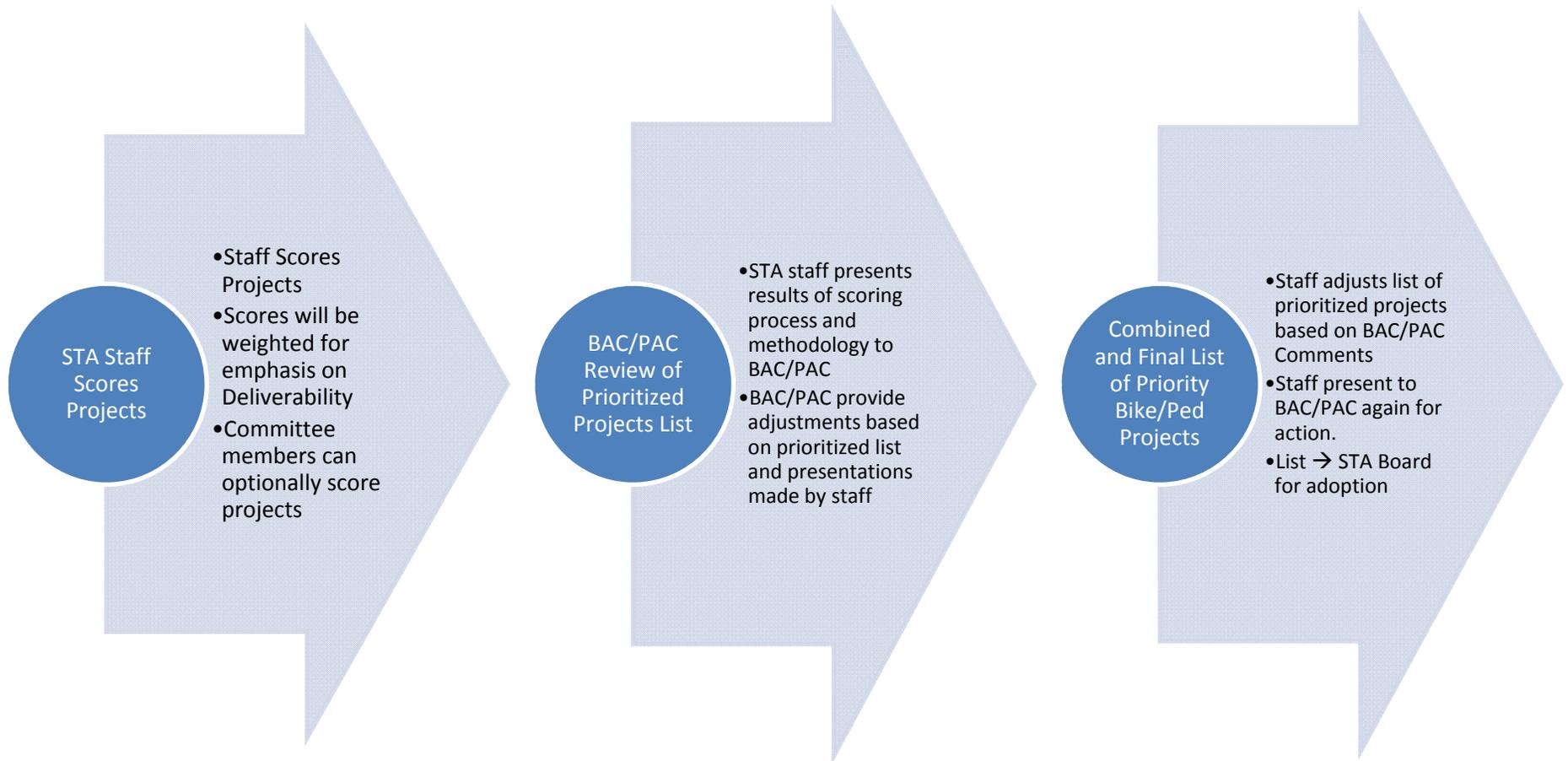
Recommendation:

Forward a recommendation to the STA Board to adopt the criteria for prioritizing planned pedestrian projects for future funding.

Attachments:

- A. Flow Chart of Pedestrian Project Prioritization Process
- B. Draft Criteria for Prioritizing Planned Pedestrian Projects

Pedestrian Project Prioritization Process



STA Staff Evaluation Criteria for Prioritizing Pedestrian Projects

Six (6) criteria have been developed by STA staff based on the 2004 Solano Bicycle and Pedestrian Program (SBPP) criteria as well as their ability to meet the goals identified in the 2009 pedestrian plan update. **The criteria will be applied by STA staff during the prioritization process for the proposed pedestrian system in Solano County. **New items are highlighted.****

Criterion	Description	Points
Criterion #1 – Implementation: The system should be constructed as efficiently as possible.		
Project Readiness	High: Short-term project that can be constructed within 0-5 years of the Plan’s adoption (Tier1)	8-10
	Med: Mid-term project that can be constructed within 6-10 years of the Plan’s adoption (Tier2)	4-7
	Low/Needs Improvement: Long-term project that is highly expensive or may take a long time to construct and should therefore not begin until 11 or more years after the plan’s adoption (Tier3)	0-3
Additional Local Match/Other Funding Availability (Strategically funded project: other funds with a copy of local resolution¹)	High: Project can commit over 35% of project cost from other sources	2
	Med: Project can commit 20 – 34% of project cost from other sources	1
	Low/Needs Improvement: Project can commit 10 – 19% of total project cost from other sources OR project cannot commit other fund sources	0
Prior Commitment/Performance	High: Project sponsor has completed past projects with committed STA funding on-time or within 12 months of its agreement’s original termination date	4-5
	Med: Project sponsor has completed past projects with committed STA funding within 24 months of its agreement’s original termination date	2-3
	Low/Needs Improvement: Project sponsor has not completed past projects with committed STA funding or has taken beyond X years or the agreement terms (an appropriate period of time for this part TBD)	0-1
Federal Mandates	High: Federal mandate requires the proposed project improvements	2
	Med: Federal mandate encourages the proposed project improvements	1
	Low: No known Federal mandate applies to the project	0
Addresses Goal #2: Build the pedestrian transportation network by planning, designing, funding, constructing, and managing transportation facilities that will meet the needs of the walking public.		

¹ If applicable, required federal funding local match of 11.47% will be included

Criterion	Description	Points
Criterion #2 – Accessibility and Safety: The system should provide safe access from all portions of Solano County’s population centers.		
Elimination of barriers ² to major destinations/ <u>gap closures</u> in a regional pedestrian network serving mobility needs	High: Project provides means to overcome a barrier (e.g. bridge over freeway, expressway, interchanges, or rail line) or eliminates a gap (e.g. a new sidewalk or path in a corridor without facilities) where <u>no</u> nearby facility exists.	11-15
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	6-10
	Low/Needs Improvement: Project <u>extends</u> a pedestrian route (e.g. sidewalk or path), working towards a gap closure, but not eliminating it.	0-5
Access to schools, transit, lifeline transit ³ or to/within activity centers (commercial/employment centers or recreational facilities)	High: Project is specifically designed to significantly improve access to a destination and/or planned/existing link. Project will be within ¼ mile in actual walking distance from the destination and/or planned/existing link	8-10
	Med: Project will generally enhance access to the destination and/or planned/existing link. Project will be within ½ mile in actual walking distance from the destination and/or planned/existing link.	4-7
	Low/Needs Improvement: Project improves upon limited existing access. Project will be beyond ½ mile in actual walking distance from the destination and/or planned/existing link.	0-3
Safety improvement for all groups of pedestrians	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure	11-15
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	6-10
	Low/Needs Improvement: Project will generally improve safety, even though there are no known problems	0-5
Population Served	High: The ratio of potential pedestrians served relative to the traffic volume on the street is 3% or greater.	8-10
	Med: The ratio of potential pedestrians served relative to the traffic volume on the street is greater than one percent, but less than three	4-7
	Low/Needs Improvement: The ratio of potential pedestrians served relative to the traffic volume on the street is less than one percent	0-3
Addresses Goals #3, 4, 5, and 6: Goal #3: Improve pedestrian safety in Solano County; Goal #4: Increase the use of walking as a viable alternative to the automobile; Goal #5: Develop an integrated and coordinated transportation system that connects walking with other modes of transportation; Goal #6: Provide safe access for pedestrians to all points in Solano County.		

² Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams/bays, etc. A substandard or deficient facility is generally considered a “medium” gap.

³ Lifeline transit serves low-income, transit-dependent communities

Criterion	Description	Points
Criterion #3 – Connectivity and Regional Significance: The system will serve the routes of regional significance and transit facilities of regional significance.		
Countywide Destinations (multimodal)	High: Serves a route of regional significance and creates connections to the regional transit system – including transit centers, ferry terminals, bus rapid transit, and rail stations (e.g. BART stations, light rail stations, airports, and commuter rail) – from all directions surrounding each station	4-5
	Med: Provides access to and through the major central business districts of the county	3
	Low: Establishes connections to activity centers including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues	1
	Needs Improvement: Does not establish a connection to any of the above areas.	0
Connectivity	High: Project provides <u>continuous connection</u> for users to primary activity centers or provides a connection between two modes.	4-5
	Med: Project provides an <u>improvement to</u> an existing connection for users to a primary activity center or connection between two modes.	2-3
	Low/Needs Improvement: Project <u>extends</u> an existing pedestrian facility, but does not connect to a destination or provide a connection to a planned/existing pedestrian route or other mode.	0-1
Regional Significance (e.g. RRS, TFRS)	High: Project provides at least a sidewalk improvement on a Route of Regional Significance (RRS) or serves a Transit Facility of Regional Significance (TFRS)	3-4
	Med: Project improves access to a existing pedestrian route or connection to a RRS or TFRS	1-2
	Low/Needs Improvement: Project does not connect to a RRS or TFRS	0
Addresses Goal #7: Develop a pedestrian network that connects to northern California’s alternative modes system		

Criterion	Description	Points
Criterion #4 – Quality of Life: The system should enhance a community’s sense of place and quality of life. (Staff)		
Consistency with Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Design principles	High: Project scores 110-150 points based on MTC TLC scoring criteria	11-15
	Med: Project scores 60-109 points based on MTC TLC scoring criteria	6-10
	Low/Needs Improvement: Project scores 0-59 points based on MTC TLC scoring criteria	0-5
Reduction of vehicle usage by offering alternatives	High: Project sponsor is able to project <u>heavy</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	3
	Med: Project sponsor is able to project <u>moderate</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	2
	Low/Needs Improvement: Project sponsor is able to project <u>minimal</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	1
Cost/Benefit calculations used by BAAQMD	High: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is less than \$60,000	3
	Med: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is between \$60,000 and \$90,000	2
	Low/Needs Improvement: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is greater than \$90,000	1
Addresses All Goals		

Criterion	Description	Points
Criterion #5 – Local Coordination: The proposed system should consider local information in the pedestrian planning process. (Staff/User)		
In a locally adopted plan	High: Incorporated in the community's General Plan, Adopted Growth Management Plan, STA Pedestrian Plan, Local Plan, and Capital Improvement Plan	8-10
	Medium: Incorporated in local or trails master plan	4-7
	Low/Needs Improvement: Project is unplanned	0-3
Community Participation	High: Project has <u>strong</u> documented community, neighborhood, or user group participation (e.g. STA PAC, retailers of sporting goods, and the general public). Letters OR minutes indicating actions taken by communities, neighborhood groups, user groups, or countywide committees are provided. Projects are included in a local or community-based plan.	4-5
	Med: Project has <u>some</u> community, neighborhood, or user group participation (two or less public outreach meetings/workshops)	2-3
	Low/Needs Improvement: Project has submitted a Complete Streets Checklist. Community outreach will be completed as part of the project, but little or none conducted to date.	0-1
Long-term plans and policies of the project as part of the countywide pedestrian system	High: Project sponsor has adopted a long-term plan and policies that is consistent with Solano Countywide Pedestrian Plan with PAC support	4-5
	Med: Project sponsor is developing a long-term plan for a continuous countywide pedestrian system while obtaining PAC input	2-3
	Low/Needs Improvement: Project sponsor has not worked towards a long-term plan for a continuous pedestrian system and without PAC support	0-1
Design Aspects from pedestrian plans or advisory committee suggestions followed	High: Project uses or improves design recommendations from <u>both</u> the Solano Countywide Pedestrian Plan <u>and</u> recommendations by the PAC	4-5
	Med: Project uses or improves <u>some</u> design features recommended in the Solano Countywide Pedestrian Plan and <u>some</u> recommendations provided by the PAC	2-3
	Low/Needs Improvement: Project uses design features not found in the Solano Countywide Pedestrian Plan and <u>ignores recommendations</u> provided by the PAC	0-1
Addresses Goals #1 and 8: Goal #1: Plan and maintain a current Countywide Pedestrian Network; projects should be identified in a local plan (i.e. general plan, pedestrian plan, trails plan, CIP, etc.); Goal #8: 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.		

Criterion	Description	Points
Criterion #6 – Wayfinding: The system will provide adequate directional wayfinding signage system such as those incorporated on the highway system. (Staff)		
Wayfinding Sign Plan	High: Will include existing signs in the MUTCD and future standards for countywide wayfinding when it is developed	3
	Med: Will incorporate existing signs identified in the MUTCD	2
	Low/Needs Improvement: Project will consider as part of project, but has not been identified to date	1
Addresses Goal #9: Develop a countywide wayfinding signage plan		



DATE: November 10, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: 2010 Pedestrian Advisory Committee Overall Work Plan

Background:

At the end of each calendar year, STA staff works with the PAC to create a work plan to guide the agendas of PAC meetings for the upcoming year. The PAC's primary tasks can be organized into three categories: administrative, planning, and funding. Past tasks include the election of chair and vice-chair persons, updates to the Solano Countywide Pedestrian Plan, and reviewing the Solano Bicycle and Pedestrian Program (SBPP).

Discussion:

This year, STA staff is recommending the attached work plan to maintain the ability of STA staff to administer assignments involving the PAC (Attachment A). STA staff will continue to work with the PAC to review and develop the work plan at the end of each calendar year.

Tasks that have been requested by the PAC include the following:

- Develop a Solano PedestrianLinks Map (e.g. will show destinations like farmer's market and pedestrian routes; may also include Priority Development Area, Safe Routes to School, and Safe Routes to Transit information)
- Review of Solano Bicycle and Pedestrian Program (SBPP)
- Update Solano Countywide Pedestrian Plan
- Develop an implementation plan for Priority Development Areas
- Develop a Complete Streets Strategy

Attached is a draft of the calendar year 2010 PAC work plan with a tentative list of activities for the PAC to consider.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2010 PAC Overall Work Plan.

Attachments:

- A. Draft 2010 PAC Overall Work Plan

**CALENDAR YEAR (CY) 2010-11 PEDESTRIAN ADVISORY COMMITTEE
OVERALL 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 funded 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 Pedestrian Advisory Committee By-Laws

Legal Mandate

The Metropolitan Transportation Commission requires the review of Transportation Development Act Article 3 funds by a bicycle advisory committee¹ and supporting resolutions from the City Council of the project sponsor. STA has extended this requirement to include the pedestrian advisory committee.

Scope of Work

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

1. Improve data collection and analysis with respect to pedestrian counts, pedestrian-related collisions, and quality of service measures
2. Promote pedestrian planning and policies throughout Solano County
3. Provide input to STA staff on how pedestrian needs fit into the Solano Comprehensive Transportation Plan vision and policy strategies
4. Review the Solano Bicycle and Pedestrian Program
5. Review priority pedestrian transportation projects that address pedestrian needs

¹ MTC Resolution 875

Calendar Year (CY) 2010-11 Overall Work Plan

	ACTIVITY	TIMELINE
Admin	Approve CY 2010-11 PAC Overall Work Plan	November 19, 2009
	Elect 2010 Chair and Vice Chair	November 19, 2009
	Develop 2011-12 Work Plan	November 18, 2010
	Implement MTC Complete Streets/Routine Accommodations Policy	Continuous
	Begin Discussion for Solano PedestrianLinks Map	August 2010 – 2011
Funding	Prioritize pedestrian projects for funding	January – May 2010
	Review and monitor funded priority pedestrian projects	On-going
Planning	CTP – Review Alternative Modes Element	Early 2010
	CTP – Update Countywide Pedestrian Plan	Present – summer 2010
	Review SR12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan	Ongoing January – September 2010
	Develop an implementation plan for Priority Development Areas	May 2010
	Tour of pedestrian projects	2010 TBD
Other	Presentations to the PAC: <ul style="list-style-type: none"> • MTC Bicycle and Pedestrian Committee Roles and Responsibilities (Guest Speaker) • Solano County Priority Pedestrian Projects (various project sponsors) 	On-going
	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 	On-going
	Other tasks to be determined	TBD





DATE: November 10, 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 Connections Plan Status Update – (Sara Woo, STA)
The SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Partnership Working Group is developing the goals and objectives for the plan. The group met on November 12, 2009 and reviewed goals and objectives for the plan, a public outreach flyer, and a map of the proposed planning area. No attachments.
- VII.B MTC Complete Streets/Routine Accommodations Policy – (Robert Guerrero, STA)
A link to MTC's Complete Street's checklist database has been uploaded to the STA website and can be accessed through the STA website via each advisory committee's page: <http://solanolinks.com/stacommittees.htm#pac>
- The next step STA staff will be to develop a long term strategy for addressing Complete Streets in project development.



DATE: November 10, 2009
 TO: STA PAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
Bicycle Transportation Account*	Ken McGuire, Caltrans (916) 653-2750	December 1, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation Region 9
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Carl Moyer Off-road Equipment Replacement Program

For Sacramento Metropolitan Area

Application Due On First-Come, First-Served Basis

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,
(916) 874-4893
gbailey@airquality.org

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Carl Moyer Memorial Air Quality Standards Attainment Program
For San Francisco Bay Area
Application Due On First-Come, First-Served Basis

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, afournier@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, swoo@sta-snci.com



FUNDING OPPORTUNITY

Bicycle Transportation Account (BTA)

Application Due December 1, 2009

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties.

Program Description: The BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

Funding Available: Approximately \$7.2 million is available for the BTA.
Maximum amount an applicant may receive is \$1.8 million; 10 percent local match.

Eligible Projects:

- New bikeways serving major transportation corridors
- New bikeways removing travel barriers to potential bicycle commuters
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
- Bicycle-carrying facilities on public transit vehicles
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel
- Elimination of hazardous conditions on existing bikeways
- Planning
- Improvement and maintenance of bikeways

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Program Contact Person: Ken McGuire, Acting Branch Chief (Caltrans),
(916) 653-2750
ken.mcguire@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com
