



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

PAC

PEDESTRIAN ADVISORY COMMITTEE MEETING AGENDA

Thursday, November 20, 2008

Start at 6:00 p.m. in STA Conference Room

**STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

The STA Pedestrian Advisory Committee is a citizen's advisory committee made up of pedestrian advocates and supporters that help recommend funding for pedestrian projects in Solano County.

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS (6:00 p.m.)	Lynne Williams, Chair
II.	OPPORTUNITY FOR PUBLIC COMMENT (6:00 – 6:05 p.m.)	Lynne Williams, Chair
III.	APPROVAL OF AGENDA: NOVEMBER 20, 2008 <i>Recommendation:</i> <i>Approve the STA Pedestrian Advisory Committee meeting agenda.</i> (6:05 – 6:07 p.m.)	Lynne Williams, Chair
IV.	APPROVAL OF MINUTES OF SEPTEMBER 18, 2008 <i>Recommendation:</i> <i>Approve STA Pedestrian Advisory Committee meeting minutes of September 18, 2008.</i> (6:07 – 6:10 p.m.) Pg. 1	Lynne Williams, Chair
V.	PRESENTATIONS FROM STA STAFF A. I-80/I-680/SR 12 Interchange Project Update (6:10 – 6:30 p.m.)	Janet Adams, Director of Projects

PAC MEMBERS

<u>Lynne Williams</u> Chair City of Vallejo	<u>Carol Day</u> City of Benicia	<u>Michael Smith</u> City of Dixon	<u>Erica Gallegos</u> City of Fairfield	<u>Larry Mork</u> City of Rio Vista	<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. 2009 Chair and Vice-Chair Appointments** Sara Woo, Planning Assistant
Recommendation:
Nominate and Elect a Chair and Vice-Chair for the 2009
Calendar Year
(6:30 – 6:35 p.m.)
Pg. 5
- B. SR 12 Jameson Canyon Road Bicycle and Pedestrian Plan Update and Working Group Appointments** Sara Woo, Planning Assistant
Recommendation:
Appoint two members to represent the PAC on the SR 12
Jameson Canyon Road Bicycle and Pedestrian Plan Working
Group
(6:35 – 6:45 p.m.)
Pg. 6

VII. INFORMATIONAL ITEMS – DISCUSSION

- A. McGary Road Status Update** Sara Woo, Planning Assistant
Informational
(6:45 – 7:00 p.m.)
Pg. 9
- B. Solano Bicycle and Pedestrian Program (SBPP) Working Group Status Update** Sara Woo, Planning Assistant
Informational
(7:00 – 7:05)
Pg. 9
- C. McCoy Creek Class I Bicycle and Pedestrian Path Ribbon Cutting** Sara Woo, Planning Assistant
Informational
(7:05 – 7:10 p.m.)
Pg. 10
- D. Comprehensive Transportation Plan (CTP) Status Update** Robert Macaulay, Director of Planning
Informational
(7:10 – 7:15 p.m.)
Pg. 10
- E. Regional Pedestrian Committee (RPC): 10/16/08 Meeting Summary** Sara Woo, Planning Assistant
Informational
(7:15 – 7:20 p.m.)
Pg. 10

VIII. INFORMATIONAL ITEMS – NO DISCUSSION NECESSARY

A. Funding Opportunities Summary
Informational
Pg. 33

Sara Woo,
Planning Assistant

IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS
(7:20 – 7:30 p.m.)

X. ADJOURNMENT

The next regular meeting of the Pedestrian Advisory Committee is scheduled on January 15, 2009 at One Harbor Center, Suite 130 Suisun City, CA 94585

2009 PAC Meeting Dates

January 15, 2009
March 19, 2009
May 21, 2009
July 16, 2009
September 17, 2009
November 19, 2009



Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

Table with 2 columns: Acronym and Full Name. Rows are organized by letter: A, B, C, D, E, F, G, H, I, J, L, M, N, O, P, R, S, T, U, V, W, Y, & Z.

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
PDA:	Priority Development Area
RBPP:	Regional Bicycle and Pedestrian Program
RBWG:	Regional Bicycle Working Group
RPC:	Regional Pedestrian Committee
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 (PAC)
Meeting Minutes
September 18, 2008**

PEDESTRIAN ADVISORY COMMITTEE CALL TO ORDER

The Pedestrian Advisory Committee meeting was called to order by Committee Chair, Lynne Williams at 6:03 p.m.

- | | | |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Committee Members Present: | Carol Day
Michael Smith
Erica Gallegos
Michael Hudson
Linda Williams
Frank Morris
Allan Deal | Benicia
Dixon
Fairfield
Suisun City
Solano County
Solano Land Trust
Member at Large |
| Committee Members Not Present: | Lynne Williams
Larry Mork
Linda Williams
Kathy Hoffman
Maureen Gaffney
Brian Travis | Chair (Vallejo)
Vice-Chair (Fairfield)
Solano County
Bay Area Ridge Trail Council
San Francisco Bay Trail
Tri-City and County Cooperative
Planning Group |
| Others Present: | None | |
| Staff Present: | Robert Guerrero
Sara Woo | STA
STA |

- I. CALL TO ORDER—SELF INTRODUCTIONS**
Participants exchanged introductions.

- II. OPPORTUNITY FOR PUBLIC COMMENT**
Paul Wiese commented that the old town Cordelia pedestrian project has received environmental approval and is moving forward next year.

- III. APPROVAL OF AGENDA: SEPTEMBER 18, 2008**
On a motion by Member Hudson, and second by Member Morris, the STA PAC unanimously approved the agenda.

IV. APPROVAL OF MINUTES FROM LAST MEETING: JULY 17, 2008

On a motion by Member Morris, and second by Member Travis, the STA PAC unanimously approved the minutes of July 17, 2008.

V. STATUS REPORTS FROM STA STAFF

None.

VI. ACTION ITEMS

A. Solano Comprehensive Transportation Plan (CTP): Alternative Modes Element Purpose Statement, Goals, and Policies

Sara Woo provided an update on the status of the Solano CTP Alternative Modes Element. She commented that the purpose statement and goals have been reviewed by the Alternative Modes Committee and that their action was to forward the item to the PAC and Bicycle Advisory Committee to review.

The committee provided the following comments:

- Add “Work with utilities regarding solar and natural gas for easy transition to alternative fuels and associated infrastructure as they expand”
- Include “safety and security” to Goal #7 after “Develop and implement plans to improve awareness of...”
- Add, “Encourage local businesses to participate in alternative fuels and modes of transportation.”
- Add, “Work with schools to educate youth about sharing the sidewalk with pedestrians.”
- Promote education of alternative modes not yet considered, including modes utilized through waterways (i.e. segways, kayaks, skateboards, roller skates, and other modes)
- Promote public health through recreation on transportation corridors such as trails identified by STA plans

Recommendation:

Forward a recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Comprehensive Transportation Plan.

On a motion by Member Morris, and second by Member Deal, the STA PAC unanimously approved the recommendation as amended to include the comments from the committee.

VII. INFORMATION ITEMS

A. Solano Bicycle and Pedestrian Program (SBPP) Working Group Update

Sara Woo briefly presented a brief background to the SBPP evaluation effort. Member Mork and Member Day discussed the outcomes of the working group's meeting. Member Day commented that the STA and other Congestion Management Agencies (CMA) in the San Francisco Bay Area do not currently have a plan to address the forthcoming changes that will affect the region's transportation funding. She further commented that the working group would potentially work to develop a plan for future funding. Member Smith commented that funding is a constant challenge and suggested considering planning for the construction of the "baseline" or foundation of priority projects. He further commented that landscaping and similar improvements can be completed at later phases.

B. SR12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update

Sara Woo explained that the STA had been awarded \$55,000 in grant funding from the Bay Area Ridge Trail Council for a plan that would consider bicycle and pedestrian options for the Jameson Canyon corridor of SR12 (between Interstate 80 and SR 29). She further explained that Questa engineering corporation would be helping STA to develop the multi-agency effort that will be coordinated among the Bay Area Ridge Trail Council, Caltrans, City of Fairfield, County of Napa, Napa County Transportation and Planning Authority, County of Solano and STA.

C. Regional Pedestrian Committee (RPC): 06/19/08 Meeting Summary

Sara Woo reviewed the items discussed at the MTC Regional Pedestrian Committee (RPC) meeting. She noted that the Pedestrian and Bicycle counting project being conducted by Alameda County is focused primarily on pedestrian counts, as opposed to bicycle counts. Ms. Woo further commented that the project could be a resource that STA can potentially utilize when updating its safety data.

Ms. Woo also explained the status of the Regional Transportation Plan update. She commented that the recommendation for the future of the Regional Bicycle and Pedestrian Program is to dedicate the program's funding toward bicycle projects only, intending complete the Regional Bikeway Network. She also explained that the Transportation for Livable Communities (TLC) program is expanding also, which would consider more pedestrian-friendly projects.

VIII. INFORMATION – NO DISCUSSION

A. Funding Opportunities Summary

No comments provided.

B. Regional Transportation Plan (RTP) Update

No comments provided.

IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

Michael Smith suggested an additional report summarizing the relevant Technical Advisory Committee (TAC) and STA Board action items on future agendas.

X. ADJOURNMENT

The PAC meeting was adjourned at approximately 7:07 p.m. The next meeting is regularly scheduled for Thursday November 20, 2008 in the STA Conference Room at 1 Harbor Center Suisun City, CA 94585 at 6:00 p.m.

Minutes prepared by: Sara Woo, STA



DATE: October 30, 2008
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: PAC 2009 Officer Elections

Background:

According to the PAC By-Laws, Article V. Section 2, “the PAC shall, at the last meeting of each calendar year, nominate and elect Chairperson and the Vice-Chairperson for one calendar year term.” The November 20, 2008 meeting is the last scheduled meeting for the 2008 calendar year.

Discussion:

Lynne Williams is the current Chairperson with Larry Mork as Vice-Chairperson. The role of the Chair is to preside over all PAC meetings, coordinate the meeting agendas with STA staff, represent the PAC’s actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the PAC. The Vice-Chair shall assist the Chair in the execution of the duties of the Chair office and in the absence of the chair, preside over meetings.

The PAC will be encouraged to nominate and elect members to act as Chairperson and Vice-Chairperson for the 2009 calendar year at this time. STA staff will work with the PAC to discuss the committee’s 2009 overall work program at their January 2009 meeting.

Recommendation:

Nominate and elect a PAC Chair and Vice-Chair for the 2009 calendar year.



DATE: October 30, 2008
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian
Connections Plan Update and Working Group Appointments

Background:

A primary route identified in the Solano Countywide Bicycle Plan is the I-80/I-680/SR 12 Interchange Project – Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 interchange.

There are other agencies with bicycle and pedestrian plans located along SR 12 Jameson Canyon corridor in addition to the STA, specifically:

1. Napa County Transportation and Planning Agency (NCTPA)
2. Bay Area Ridge Trail Council
3. City of Fairfield
4. County of Solano

Not all of the proposed bicycle routes and pedestrian improvements are consistent. As more improvements are proposed for SR 12 Jameson Canyon corridor, it will be beneficial to have a clear, concise, and coordinated plan for bicycle and pedestrian improvements. This will enable agencies involved with constructing improvements to have better clarity and guidance on how to address bicycle and pedestrian issues and improvements within the corridor.

On December 12, 2007, the STA Board approved a Bay Area Ridge Trail Grant application to address the inconsistency of the various planned bicycle routes along the SR 12 Jameson Canyon Corridor. On June 6, 2008, STA was notified of its success in obtaining the Bay Area Ridge Trail grant for \$55,000 from the California Coastal Conservancy.

Discussion:

Questa Engineering Corporation was selected to assist in coordinating with agencies and key stakeholder groups to develop a conceptual plan that will identify the potential alternatives for bicycle and pedestrian connectivity from Solano County to Napa County along SR 12 Jameson Canyon Road. The SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan entails the forming of a partnership working group to help develop the plan. Two participants from the STA BAC will need to be appointed to this working group (Attachment A). It is anticipated that the working group will meet four (4) times throughout the development of the plan. The working group meetings will be

scheduled in the late afternoon to accommodate participating member's daily work schedule.

Fiscal Impact:

The Bay Area Ridge Trail Grant will provide \$55,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

Recommendation:

Appoint two PAC members to participate on the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Working Group.

Attachment A

**SR 12 Jameson Canyon Road
Bicycle and Pedestrian Connections Plan Working Group**

	Agency	Participant Name
1	STA Bicycle Advisory Committee	Mick Weninger
2	STA Bicycle Advisory Committee	Glen Grant
3	STA Pedestrian Advisory Committee	TBD
4	STA Pedestrian Advisory Committee	TBD
5	County of Solano	Paul Wiese
6	City of Fairfield	Brian Miller
7	County of Napa	TBD
8	Napa County Transportation & Planning Agency	TBD
9	Bay Area Ridge Trail Council	Dee Swanhuysen
10	Solano Transportation Authority	Sara Woo
11	Napa County Bicycle & Pedestrian Advisory Committee	TBD



DATE: October 30, 2008
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

VII.A McGary Road Status Update – (Sara Woo, STA)

The estimated cost for the McGary Road/ Solano Bikeway Phase 2 project is \$2.5 million. On October 10, 2007, the STA Board approved \$825,000 of bicycle and pedestrian funding for the City of Fairfield to rebuild McGary to include a class III bicycle facility. A total of \$650,000 from the \$825,000 is funded with a federal fund source called the Congestion Mitigation Air Quality (CMAQ) Improvement Program. The remaining balance is funded through a local bicycle fund source called Transportation Development Act (TDA) Article 3 funds. The entire \$825,000 was included as part of a larger construction funding package which also included requested grant funds from the Caltrans Bicycle Transportation Account (BTA) Grant Program.

Recently, the STA and the City of Fairfield was informed that they did not receive funding from the BTA Program. STA staff is currently working with the staff from the City of Fairfield and Solano County to address the funding shortfall for their project. STA staff will provide additional details at the November 6, 2008 meeting. No attachments.

VII.B Solano Bicycle and Pedestrian Program (SBPP) Working Group Status Update – (Sara Woo, STA)

The Solano Bicycle and Pedestrian Program (SBPP) is the primary source of funding for Solano County's priority bicycle and pedestrian projects identified in the Solano Transportation Authority's Bicycle and Pedestrian Plans respectively. As such, the program is faced with challenges associated with forthcoming changes to the Federal Transportation Bill and the Regional Transportation Plan (RTP).

The funding levels and enactment date of the successor bill to the current federal transportation bill, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, are yet to be determined by Congress (see **Attachment VII.B**, page 11). Changes in the federal bill will directly reflect through programs in the RTP. The Metropolitan Transportation Commission (MTC) anticipates adoption of the RTP in early 2009. The final RTP will help shape the SBPP's ability to fund qualified bicycle and pedestrian projects.

To evaluate the current SBPP, the BAC, Pedestrian Advisory Committee (PAC), and Technical Advisory Committee (TAC) have appointed members to a dedicated “SBPP Working Group.” The two main aspects of the SBPP that will be evaluated by the working group are its funding structure and its ability to fund bicycle and pedestrian projects. On September 4, 2008, the SBPP Working Group met with representatives from Marin County and Contra Costa County to discuss bicycle and pedestrian funding programs that are currently in practice in the Bay Area. The SBPP Working Group will reconvene in 2009 when more information is available to better consider potential options to revise the SBPP. STA staff will provide additional details at the November 6, 2008 meeting.

VII.C Mc Coy Creek Class I Bicycle Path Ribbon Cutting – (Sara Woo, STA)
On October 23, 2008, the City of Suisun City hosted the grand opening and ribbon cutting ceremony for the McCoy Creek Class I bicycle path that recently completed construction. Mayor Pete Sanchez, Council Member Mike Segala, and Council Member Mike Hudson were present to speak about the benefits of the brand new facility. This facility provides a direct and alternative connection for Suisun City’s residential area to the Sunset Avenue shopping hub. (see **Attachment VII.C1 and VII.C2**, pages 12 and 13)

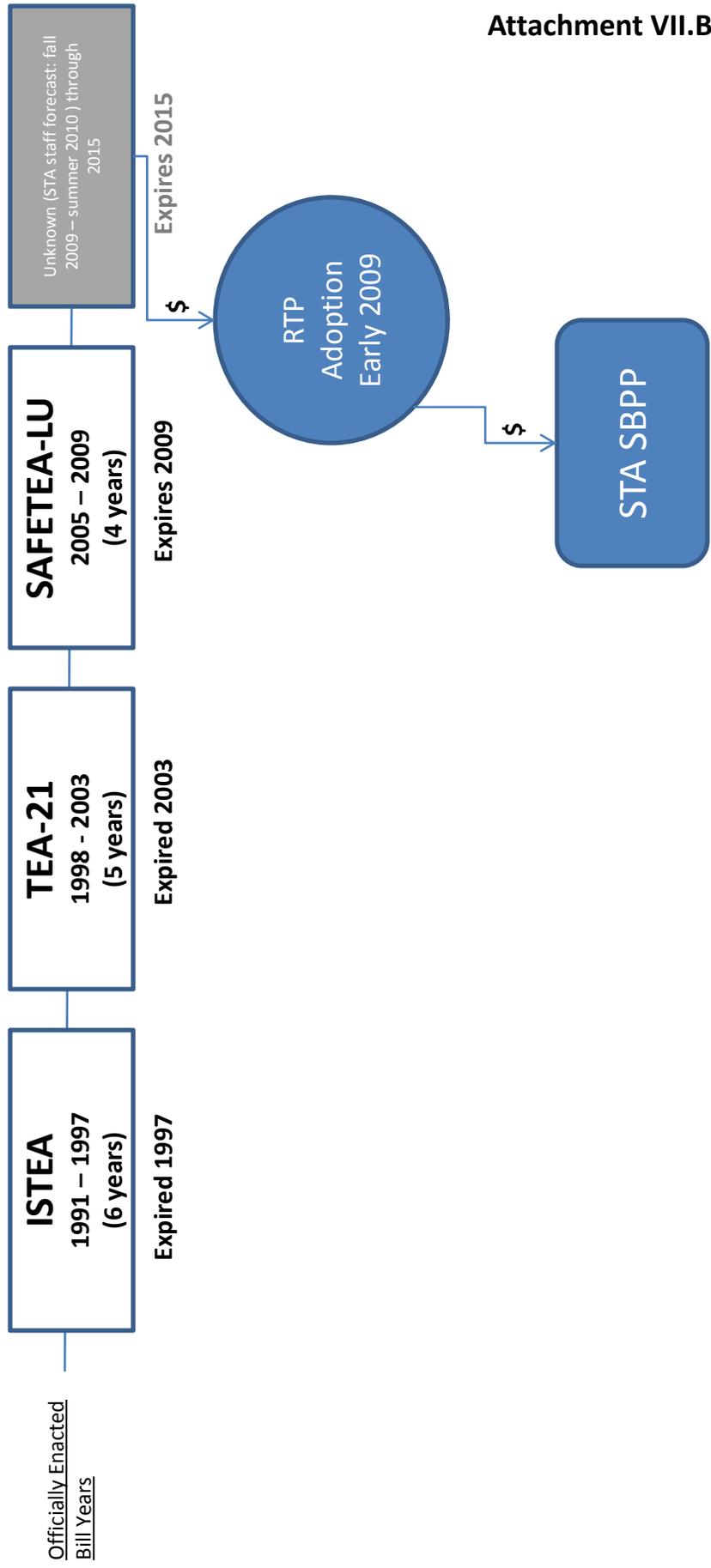
VII. D Comprehensive Transportation Plan (CTP) Status Update – (Robert Macaulay, STA)
The CTP is in the process of getting updated. The CTP consists of three elements: Arterials Freeway & Highways, Transit, and Alternative Modes. The Alternative Modes Element primarily pertains to bicycle and pedestrian needs.

Each of the three committees has met at least twice and have provided recommendations for the Purpose Statement and Goals for their respective elements. The Alternative Modes Committee has acted on the Alternative Modes Element Purpose Statement and Goals, which will help guide STA staff in the identification of key facilities pertaining to the element. Currently, the Arterials, Highways and Freeways Committee and Transit Committee have identified the Routes of Regional Significance (see separate enclosure, **Attachment VII.D1**) and Transit Facilities of Regional Significance respectively (see separate enclosure, **Attachment VII.D2**). These items will be presented at the next Alternative Modes Committee to assist in the identification of the element’s key facilities and programs. A date for this meeting has not been set, but is anticipated for January 2009.

VII. E Regional Pedestrian Committee (RPC): 10/16/08 Meeting Summary – (Sara Woo)
The Regional Pedestrian Committee met to discuss the past year’s work accomplished by the committee and the work plan for 2009 (see **Attachment VII.E1, page 15**). The RPC also discussed the white paper posing the regional pedestrian planning needs. MTC staff will be using this document to help them consider how to best approach the need for regional pedestrian planning (see **Attachment VII.E2**, page 16). STA staff will provide additional details at the November 20, 2008 meeting.

Federal Transportation Bill Timeline

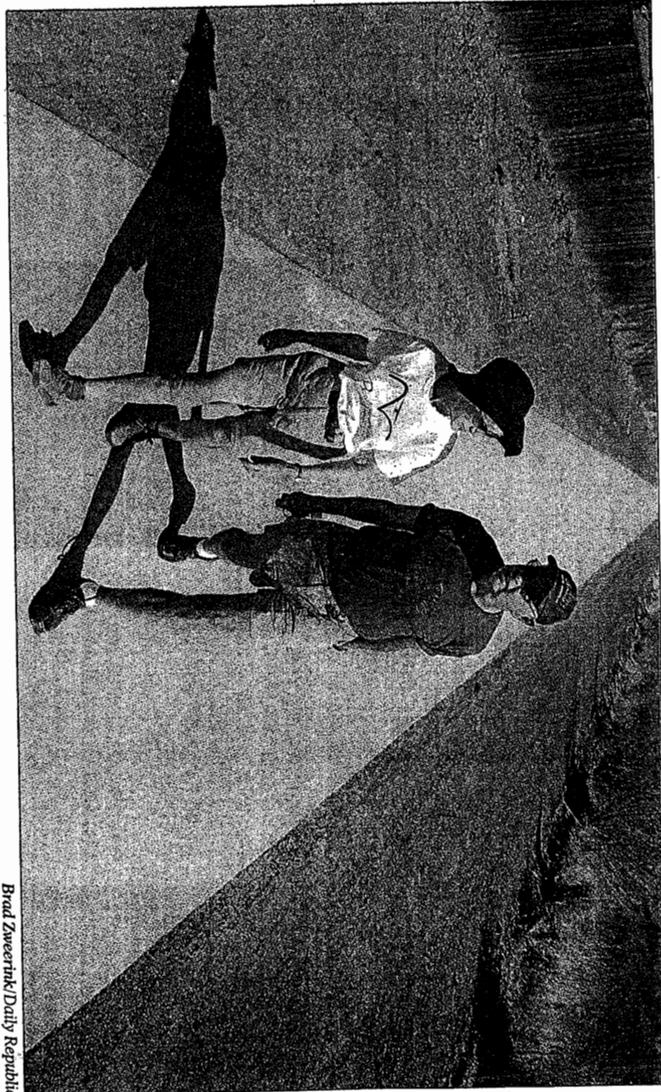
The Federal Bill Term Expires Every 6 Years.



beats the streets

ILLUSTRATION

Suisun City opens first phase of McCoy Creek trail



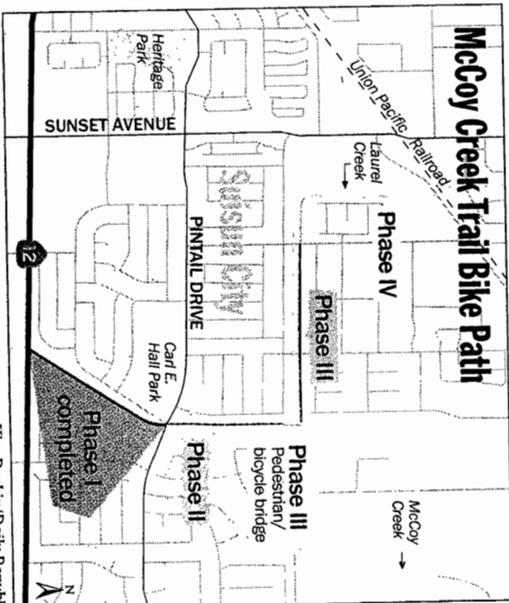
Allan and Jennifer Deal, of Benicia, walk on the new McCoy Creek trail in Suisun City Thursday morning.

By IAN THOMPSON
DAILY REPUBLIC 10/24/08

SUISUN CITY — It may not rank with Davis as far as being pedestrian and bicyclist friendly, but Suisun City is pushing hard to make itself one of the more bike and pedestrian-friendly cities in Solano County.

City officials opened the first half-mile of the McCoy Creek bicycle and pedestrian trail between Highway 12 and Pintail Drive Thursday. The city's still-growing network of bike paths, which are nearly 3 miles long, will help make Suisun City a healthier city, Mayor Pete Sanchez said.

"The more people that bike and walk, the more healthier they will be," Sanchez said during a small ribbon-cutting ceremony largely attended by city and Solano



See Trail, Back Page

Trail: Long-range plans call for extension to Railroad Ave.

From Page One

Transportation Authority officials.

While Vacaville has nearly nine miles of bike and pedestrian paths, the much smaller Suisun City, with its two miles of bike paths, has most bike paths per street mile.

STA Executive Director Daryl Halls said Suisun City has long been the most dogged in its efforts to create bike paths that will allow residents to cross the city

without using their cars.

The cost of the 10-foot-wide trail is \$300,000, with the money coming from grants administered by the STA and the Metropolitan Transportation Commission.

The trail will eventually extend another mile to follow McCoy Creek and Laurel Creek to Blossom Road. There are also longer-range plans to eventually extend it to Railroad Avenue.

Just when the other portion of the bike path, which

is divided into three more phases, gets completed entirely depends on when Suisun City gets more grants.

"We are already moving to get funds for phase II," said Councilman Mike Segala, who is also a bicycle advisory committee member.

Councilman Mike Hudson called the latest addition "a project for the neighborhoods" that will provide more opportunity for exercise and mobility for residents.

This is not the last of the city's bicycle and pedestrian path projects. Crews are laying the foundations for a half-mile bike path and pedestrian bridge that will allow residents to ride from Marina Boulevard to the north end of Main Street.

"We hope to finish it by January," Public Works Management Analyst Alysa Majer said.

The city has also received a \$900,000 grant that will allow it to start planning for building another bike path

on the south side of Highway 12 that will run from Grizzly Island Road to Marina Boulevard.

City leaders are particularly looking forward to the section's construction because it will allow students from eastern Suisun City to get to Crystal Middle School without having to cross Highway 12 twice.

Reach Ian Thompson at 427-6976 or ithompson@dailyrepublic.net.

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SUISUN CITY NEWS

LIVE WEB HEADLINES

Suisun | TheReporter.com - Four seek seats in Suisun

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THURSDAY, OCTOBER 23, 2008

McCoy Creek Bikeway Now Open

SUBSCRIBE VIA EMAIL

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Delivered by FeedBurner

The newest link in Suisun City's expanding recreational trail system was officially opened Thursday in a small Pintail Avenue ceremony.

The \$300,000 McCoy Creek Bikeway provides an important new access for residents in the heart of Suisun City's residential area directly to the Sunset Avenue shopping hub. The dedicated bikeway allows children, seniors and families a safer way to use non-polluting alternative transportation options.

The new trail was completely funded through grants:

- Transportation for Clean Air Program, issued by the Solano Transportation Authority
- Bicycle Transportation account gran, issued by the Metropolitan Transportation Authority

LINKS

- Suisun City's homepage - Suisun.com
- Main Street West
- Business Improvement District
- Suisun City Events
- Suisun Kayakers
- Register to Vote

The McCoy Creek Bikeway runs from Pintail Avenue to the Central County Bikeway, a 2-mile long Class I bike path that runs along the north side of Highway 12 from Walters Road to Marina Boulevard. By connecting to the Central County Bikeway, the 0.6-mile McCoy Creek link allows residents to easily reach

- Sunset and Heritage Park Shopping Centers
- Lawler Ranch commercial area
- Lambrecht Sports Complex
- Residential neighborhoods
- Local schools
- City parks

ARCHIVES

- ▼ 2008 (167)
 - ▼ November (3)
 - Sandbag Stations Deployed
 - Initial Ruling Finds Suisun City Wal-Mart Project ...
 - Don't Forget the Batteries When You Change the Clo...
 - ▶ October (20)
 - ▶ September (17)
 - ▶ August (5)
 - ▶ July (10)
 - ▶ June (10)

By the first of the year, pedestrians and bicyclists will be able to access the Waterfront District with its Amtrak Station, Marina, Promenade, dining, shopping, and outdoor activities using a continuous recreational trail that won't require a single crossing of Highway 12. An extension of the Bikeway from Marina to the Waterfront District Amtrak Station is now under construction.

The newly opened trail along the west side of McCoy Creek is the first phase of a trail that will be extended north along the creek to Blossom Road. Plans call for the bikeway to extend all the way to Railroad Avenue. City staff is pursuing grant funding to complete these projects.



Regional Pedestrian Committee – Vision and Work Plan

The Regional Pedestrian Committee (RPC) is an ad hoc advisory body to MTC staff and provides a forum for information-sharing on pedestrian issues throughout the Bay Area. The committee is composed of agency staff and advocates and its meetings are open to the public. Each year the vice-chair becomes the chair and in December staff solicits nominations for the vice-chair and at the following February meeting the vice-chair is elected.

Vision

Everyone is a pedestrian almost every day. The Bay Area is committed, at the local and regional level, to encouraging walking as a safe, convenient and healthy way to get around. The Regional Pedestrian Committee strives to improve pedestrian safety, mobility, and connectivity by promoting the best engineering, planning, public education, and law enforcement practices available.

The committee's work scope addresses the following areas.

1. Improving data collection and analysis with respect to pedestrian counts, pedestrian collisions, and quality of service measures.
2. Providing technical assistance through trainings and information sharing on best practices.
3. Educating the public on pedestrian safety and physical activity promotion through outreach campaigns.
4. Securing long-term and stable funding for pedestrian planning and infrastructure improvements.
5. Promoting pedestrian planning and policies throughout the San Francisco Bay Area.
6. Monitoring state-level legislation, projects, and programs that affect pedestrians.

Work Plan – 2008-2009:

1. Provide input to MTC staff on how pedestrian needs fit into Transportation 2035 vision and policy strategies.
2. Conclude regional pedestrian planning needs:
 - Present recommendations to MTC staff on how a pedestrian plan may be relevant to the region.
3. Implement MTC's Routine Accommodations Policy:
 - Checklist - Review effectiveness of process

4. Act as a regional resource to provide a flow of information:
 - Establish a link with county Bicycle and Pedestrian Advisory Committees to monitor and provide support to local agency staff
 - Share information with MTC's advisory committees and other MTC ad hoc committees
 - Maintain and disseminate information about MTC's Safety Toolbox
5. Provide feedback to MTC staff on pedestrian issues:
 - Review opportunities to fit pedestrian interests into MTC's existing programs
 - Provide resources to implement projects that address pedestrian needs
6. Continue informational presentations at RPC. Topics of special interest include:
 - Approaches to enforcement
 - Data analysis
 - Local pedestrian plans
7. Monitor and review legislative and funding developments

Regional Pedestrian Planning for the San Francisco Bay Area: Recommendations for Moving Forward

Regional Pedestrian Committee
Metropolitan Transportation Commission
Oakland, CA

October 16, 2008

Contributors

Nancy Baer (Contra Costa Health Services, RPC Chair 2008), Roger Bazeley (San Francisco PTA), Brad Beck (Contra Costa Transportation Authority), John Brazil (City of San José), Michelle DeRobertis (Santa Clara Valley Transportation Authority), Robert Guerrero (Solano Transportation Authority), Heath Maddox (City of San Francisco), Jason Patton (City of Oakland, RPC Chair 2007), Bob Planthold (MTC Advisory Council), Beth Thomas (California Department of Transportation), Ana Validzic (City of San Francisco), Rochelle Wheeler (Alameda County Transportation Improvement Authority, RPC Chair 2006), Sara Woo (Solano Transportation Authority)

Regional Pedestrian Committee

The Regional Pedestrian Committee is an ad hoc advisory body to staff at the Metropolitan Transportation Commission and provides a forum for information-sharing on pedestrian issues throughout the Bay Area. The committee is composed of agency staff and advocates and its meetings are open to the public. The work of the RPC is guided by this vision: *“Everyone is a pedestrian almost every day. The Bay Area is committed, at the local and regional level, to encouraging walking as a safe, convenient and healthy way to get around. The Regional Pedestrian Committee strives to improve pedestrian safety, mobility, and connectivity by promoting the best engineering, planning, public education, and law enforcement practices available.”*

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1. Executive Summary

In June 2007, the Regional Pedestrian Committee (RPC) of the Metropolitan Transportation Commission (MTC) undertook a one year project to evaluate the pedestrian planning needs of the San Francisco Bay Area. **Based on the analysis presented in this concept paper, the RPC recommends that the MTC develop a Regional Pedestrian Plan.** Such a plan will provide a coherent vision on the central role of walking to the success of regional policies on smart growth, traffic safety, air quality, climate change, and public health. This paper makes the case for such a Plan by establishing the regional significance of pedestrian considerations and proposing an outline for the planning effort.

MTC's Regional Transportation Plan (T-2030) called for the development of a Regional Pedestrian Plan (p. 56). In the development of T-2035, the need for a Regional Pedestrian Plan became evident when the Regional Bicycle and Pedestrian Program was proposed to be a bicycle-only funding program, dedicated to fully funding the construction of the regional bikeway network as proposed in the Regional Bicycle Plan. Although other funding programs will address pedestrian infrastructure and programs, it is unknown how funding levels compare to the outstanding need given the absence of a Regional Pedestrian Plan.

In the San Francisco Bay Area, pedestrians account for 10.3% of weekday trips, 24% of fatalities in motor vehicle collisions, 8% of injuries in motor vehicle collisions, and less than a few percent of anticipated transportation spending. Additionally, thirty percent of all Bay Area trips are one mile or less in length, indicating significant opportunities to increase walking rates. The region lacks the following: a cost estimate of the pedestrian need, pedestrian volume data for generating collision rates, and performance measures to evaluate progress. A Regional Pedestrian Plan will fill these gaps while improving multijurisdictional coordination and promoting best practices.

Regionally developed and adopted policies on land use, transportation, and air quality impact pedestrians throughout the nine-county San Francisco Bay Area. The success of these policies increasingly depends upon the safety and quality of the pedestrian environment. Faced with sprawl, climate change, and social disparities in traffic safety and public health, the region cannot afford to dismiss walking as a merely local concern. The readily achievable opportunity for MTC is developing a pedestrian plan that would coordinate and thereby add value to the numerous policies and programs at the regional level that already affect pedestrians. The focus and clarity provided by this plan will add value beyond its cost, helping the region to achieve its policy goals and promoting equity in transportation decision-making.

2. Introduction: The Case for Regional Pedestrian Planning

Regional policies on land use, transportation, and air quality impact pedestrians throughout the nine-county San Francisco Bay Area. More and more of these policies are being developed in response to regional challenges, and yet the pedestrian issues and ramifications are not being examined directly. **In the Bay Area, pedestrians account for 10.3% of all weekday trips** (San Francisco Bay Area Travel Survey 2000, Regional Travel Characteristics Report, 2004). The integration of walking as a legitimate transportation mode into new policies and programs would dramatically improve the pedestrian environment while helping the Bay Area meet its policy goals in these pressing areas. This section makes the case for regional pedestrian planning by identifying regional policies that affect pedestrians, defining “regional pedestrian facilities,” and summarizing the efforts of other areas to integrate walking into regional transportation planning.

2.1 Pedestrians and Regional Policies

Smart Growth/Transit-oriented Development: The success of smart growth and transit-oriented development (TOD) is dependent on creating high-quality pedestrian environments. However, the focus on planning safe and convenient pedestrian facilities may sometimes get lost in the complexity of the region’s transportation system. The Bay Area has many policies on the books to foster smart growth and promote TODs. The development of regional guidance and incentives for pedestrian safety and access will improve the quality of smart growth in the Bay Area, thereby helping to fully realize the region’s investment in public transit.

Public Health/Physical Activity Policies and Promotion: The link between public health and transportation infrastructure is being developed at the local and countywide levels, and should be recognized and formalized at the regional level. The transportation system and associated land uses impact people’s health, from asthma rates, to traffic-related injuries, to obesity linked to physical inactivity, to personal security. The public health consequences of transportation decisions provide further impetus to public officials and citizens to fund and build walking facilities. Regional promotional and policy efforts will make a key contribution through improved coordination and economies of scale.

Traffic Injuries/Fatalities and Pedestrian Safety: Local government agencies do not have sufficient analytic tools or resources for reporting, analyzing, and rectifying pedestrian-involved collisions. **In the San Francisco Bay Area, pedestrians account for 24% of all fatalities and 8% of all injuries in motor vehicle collisions** (Bay Area Transportation State of the System, 2006). Poor data lead to a lack of understanding of pedestrian collisions and an inability to correct the conditions that create them. Local analysis of pedestrian collisions may miss areas and trends that could be seen only when looking at collisions more broadly. Collisions along city, county, and/or special district borders may seem insignificant in one jurisdiction until viewed as a

whole. Similarly, trends in collisions at and along regional roadways and rail lines could be seen and addressed systematically.

Regional Funding Decisions: The current need for pedestrian facilities throughout the region is unknown. Without this information, decisions about limited regional transportation funds cannot equitably address pedestrian needs. Existing funding sources are focused on capital improvements, while there is a large and unmet need for more extensive planning, enforcement, and education programs. Incentives based on funding priorities will encourage well-designed facilities without necessarily increasing the overall cost of existing programs.

Regional Air Quality Goals and Carbon Emissions: All of the walking trips in the region today, including those linked to transit, improve air quality and reduce carbon emissions. **Thirty percent of all transportation trips in the San Francisco-Oakland Consolidated Metropolitan Statistical Area are one mile in length or less** (Nationwide Personal Transportation Survey, 1995). Replacing some of the many short auto trips with walk trips will have a large impact due to the proportionally high emissions generated by these trips. The current air quality and carbon benefits of the walking mode share should be quantified to justify the maintenance and expansion of current efforts like Marin County's Safe Routes to School program.

2.2 Regional Facilities Serving Pedestrians

A pedestrian facility is a physical improvement that enables walking for transportation or recreation. Such facilities are regionally significant if (a) they serve destinations (including transit stops and stations) that generate cross-county trips; (b) the facility is responding to a pedestrian deficiency created by a regional roadway; or (c) if the facility itself spans multiple counties. There are six categories of such facilities and for each category illustrative examples are provided from around the region.

Pedestrian Connections to Regionally Significant Transit: Pedestrian access to regional transit stations is a key component of successful transit and supportive land uses. The catchment area for walk trips in a station area depends upon the quality of that walking environment. Comprehensive pedestrian facilities around regional transit stations are needed to fully realize the region's transit investment. Such station areas will serve more people in a manner that is space efficient and help energize those station areas. *Examples:* Fruitvale BART Station, Hayward Downtown/BART Station connection.

Pedestrian/Transit Connections to Regionally Significant Destinations: University campuses, hospitals, airports, major sports facilities, and other regionally significant destinations are land uses that generate trips from across the region. With proper planning and coordination, such existing and future destinations could be served by transit and pedestrian facilities, providing regional access that is not automobile dependent. *Examples:* San Jose State University, Kaiser

Permanente Walnut Creek Medical Center, San Francisco International Airport (BART), AT&T Park (San Francisco).

Pedestrian Design and Mitigations on Regionally Significant Roadways: Freeways, interchanges, state highways, and major arterials create barriers to pedestrian travel. These roadways can divide areas that would otherwise be connected by pedestrian trips. Surface streets that are part of Congestion Management Programs have a mandate for moving vehicular traffic that can compromise pedestrian safety and access. There is no mechanism to systematically address these unintended consequences of the Metropolitan Transportation System. *Examples:* El Camino Real (Peninsula), 19th Ave (San Francisco), International Blvd/E 14th St (East Bay), Interstate 80 (Emeryville, Berkeley, Albany, El Cerrito waterfront).

Trips Using Multiple Transit Agencies: Linkages between multiple transit agencies allow for pedestrian-based trips that span the Bay Area. However, there are significant needs for the physical integration of these services at intermodal stations. Key pedestrian facilities include coherent wayfinding signage and schedule information as well as waiting areas, shelters, and street crossings. *Examples:* Richmond Intermodal Station (BART, Capitol Corridor, AC Transit, Golden Gate Transit), Millbrae Station (BART, CalTrain, SamTrans), San Jose Diridon Station (Valley Transportation Authority, Caltrain, Capitol Corridor, Altamont Corridor Express).

Cross-county Projects: There are a growing number of pedestrian trails and bridges that are explicitly regional in nature. These projects require systematic planning, coordination, and funding at the regional level to promote coordination between local jurisdictions, special districts, and state agencies. *Examples:* San Francisco Bay Trail, San Francisco Ridge Trail, Golden Gate Bridge, Zampa Bridge, San Francisco Bay Bridge Eastern Span Path.

Areas with Significant Inter-county Pedestrian Trips: In some areas, there is significant pedestrian activity that spans the boundary between two counties. Such areas will benefit from regional coordination to ensure that the jurisdictional boundaries don't perpetuate physical barriers that inhibit walking. *Examples:* Albany/El Cerrito (Alameda and Contra Costa Counties), San Francisco/Daly City (San Francisco and San Mateo Counties), and Palo Alto/East Palo Alto (Santa Clara and San Mateo Counties).

2.3 Learning from Other Regions

The Regional Pedestrian Committee conducted an informal survey of regional and state pedestrian plans to understand their purpose and common elements. These plans are providing leadership within their respective regions or states by establishing walking as a travel mode, setting policies and design standards to support it, and identifying regionally-significant pedestrian connections. The following regional and state pedestrian plans were reviewed:

- Maricopa Association of Governments (Phoenix, AZ area), *Pedestrian Plan 2000*
- New Jersey Department of Transportation, *New Jersey Statewide Bicycle and Pedestrian*

Regional Pedestrian Planning for the San Francisco Bay Area

Master Plan, Phase 2, 2004 (updates 1995 plan)

- Ohio-Kentucky-Indiana Regional Council of Governments, *OKI Regional Pedestrian Plan, 2004*
- Puget Sound Regional Council, *Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region, 2002*
- Washington State Department of Transportation, *Washington State Bicycle Facilities and Pedestrian Walkways Plan (in development)*

In addition to these plans, the review included two other related documents: Maricopa Association of Governments (Phoenix, AZ area), *Regional Pedestrian Program Overview, 2003*; and Wisconsin Pedestrian Planning Guidance (for MPOs & larger communities), 1993.

The common elements of these plans are visions, goals, and objectives; an analysis of existing conditions; a mechanism for public participation; implementation strategies; policies and design standards; regional growth policies and incentives; education and enforcement; performance measures; funding sources; and means for monitoring progress. None of the plans provide a comprehensive list of capital projects for the region, instead relying on city and county plans. Perhaps the most intriguing of the plans surveyed is from the Maricopa Association of Governments (MAG) for the Phoenix, Arizona region. The plan modeled latent demand for pedestrian trips and then classified pedestrian activity districts. A pedestrian level of service (LOS) was used to develop goals and performance measures for those districts.

The San Francisco Bay Area has a growing need for such analysis as development density increases around transit nodes and in downtowns. Such development will create pressure to increase the capacity of intersections to maintain or improve automobile level of service (LOS). Designating pedestrian activity districts with associated performance measures like pedestrian LOS is an example of how pedestrian planning could work as a component of multimodal planning to achieve regional goals.

3. Outline for a Regional Pedestrian Plan

Without a regional plan for pedestrian accommodation, resources cannot be allocated with a full accounting of the needs and benefits for the San Francisco Bay Area. The lack of a regional vision leaves a void in identifying and justifying the need for pedestrian infrastructure. Anyone who walks or uses a wheelchair has experienced the consequences: inability to safely and conveniently access transit, travel across jurisdictional boundaries, or reach regional destinations without a car. This section describes how a Regional Pedestrian Plan will build on work to date by the Metropolitan Transportation Commission and suggests how to improve upon these efforts. The following outline explains how the Plan will address existing conditions, policies and plans, programs and resources, and implementation.

3.1 Existing Conditions

The existing conditions chapter will provide an overview of current needs and best practices in order to establish the “state of the system” for pedestrians. While the geographical extent of a Regional Pedestrian Plan precludes an exhaustive inventory, a summary of regional conditions will provide the necessary basis for policy recommendations. An accounting of financial needs can be extrapolated from county-level planning documents while a survey of selected jurisdictions will provide local details, including best practices. The Existing Conditions chapter will address the following topics:

Data: Who is walking in the Bay Area? Where are they walking to? How safe is it? How many pedestrians walk to transit? Answers to these basic questions are generally unavailable due to significant gaps in data collection and analysis. Data necessary for pedestrian planning include pedestrian counts, collisions and injuries, mode share, and existing facilities and programs. MTC’s Pedestrian Tool Box provides a helpful collection of data sources addressing many of these needs, including those of federal and state government agencies, local agencies, and non-governmental organizations. However, these data are neither uniformly nor consistently collected across public agencies, and data required for effective pedestrian planning are often unavailable. A comprehensive assessment of available data will inform the design and frequency of future data collection efforts.

Facilities: The size of the San Francisco Bay Area precludes a comprehensive inventory of all pedestrian facilities. This analysis will therefore be general, highlighting key examples that illustrate the state of the system for pedestrians. These examples should cover the range of regional pedestrian facilities described in the Section 2.2, “Regional Facilities Serving Pedestrians.”

Regional Air Quality Goals and Carbon Emissions: The air quality and climate benefits of walking and walking to transit should be quantified to define the benefits already being realized, as well as the benefits by increasing pedestrian travel. Thirty percent of trips in the San Francisco Bay Area are one mile or less in length. Replacing some of the many short auto trips with walk trips will have a large impact due to the proportionally high emissions generated by these trips. Collaboration with the Air District and the Congestion Management Agencies as partners will support this effort.

Capacity: A Regional Pedestrian Plan will inventory the capacity of agencies to deliver pedestrian facilities and programs. Amongst local jurisdictions, a lack of capacity is a key barrier to improving pedestrian safety and access and meeting regional goals. Key aspects for such an inventory include staffing (pedestrian planners and coordinators), pedestrian advisory committees, and training opportunities. A portion of this information is already available from MTC's routine accommodation study.

3.2 Policies and Plans

In addition to the Americans with Disabilities Act, numerous policies at the federal, state, and regional levels create the mandate for pedestrian accommodation:

- The US Department of Transportation's *Policy Statement of Integrating Walking and Bicycling into Transportation Infrastructure* states that "walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."
- Caltrans *Deputy Directive 64* explains, "The Department fully considers the needs of all non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products."
- Assembly Concurrent Resolution 211 reads, "[T]he Legislature of the State of California hereby encourages all cities and counties to implement the policies of the California Department of Transportation Deputy Directive 64 and the United States Department of Transportation's design guidance document on integrating bicycling and walking when building their transportation infrastructure."

At the regional level, MTC has multiple policies and programs that address this mandate. **The missing component is the comprehensive approach for coordinating pedestrian-oriented planning and realizing the regional benefits to smart growth, public health, traffic safety, air quality, and carbon emissions.**

MTC Resolutions

Resolution 3765 (Routine Accommodation) reads, “Projects funded all or in part with regional funds ... shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64.”

Resolution 875 (Transportation Development Act Article 3) mandates that all pedestrian and bicycle projects receiving TDA Article 3 funds be reviewed by a Bicycle Advisory Committee. This requirement could be extended to include Pedestrian Advisory Committees (PAC) or Bicycle and Pedestrian Advisory Committees (BPAC) to help ensure that pedestrian projects are reviewed by people with an avocation for walking.

Resolution 3434 (Transit-oriented Development Policy for Regional Transit Expansion Projects) conditions funding for transit expansion on minimum residential densities at new stations. To assist cities in meeting these goals, MTC created a Station Area Planning grant program to fund city-sponsored planning efforts to support high levels of transit ridership, including transportation infrastructure that supports non-motorized access. The pedestrian district concept (described below) could be linked to Resolution 3434 to improve station area planning efforts with policy and design guidance. Ultimately, the higher quality pedestrian infrastructure will help realize the benefits of the regional transit investment – the goal of Resolution 3434.

Regional Transportation Plan 2035

Transportation 2035 (T-2035), MTC’s transportation blueprint for the next 25 years, establishes goals, policies, and funding programs for the region. The plan is anticipated to be adopted in 2009. The plan’s goals focus on the three “E’s” of improving the economy, environment, and equity. Performance objectives were developed to evaluate how well particular transportation projects and programs meet these goals.

T-2035 supports walking for transportation, as it results in emission reductions from motor vehicles, reduces automobile delay, and improves affordability for Bay Area households by reducing the need to drive, or even take transit. The plan supports focused growth to concentrate development within walking distance of transit and other destinations. Implementation of projects must increase walking while simultaneously reducing collisions between motor vehicles and pedestrians.

Of the entire \$223 billion in transportation funds expected through the 25-year life of the plan, T-2035 allocates \$1.75 billion to programs with a pedestrian focus. This includes establishing and expanding the following regional programs, to be administered by MTC:

- Transportation for Livable Communities (TLC) grant program was doubled to \$2.2 billion with \$1.5 billion to pedestrian projects.

- Climate Protection is a new \$113 million program with Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T) components, totaling \$57 million.
- Regional Bicycle Network program includes \$1 billion to fund bicycle projects of regional significance. Pedestrians will benefit from this investment to some degree, as one-third of the network is multi-use paths for both bicyclists and pedestrians.

Other Regional Planning Efforts

Community-based Transportation Planning Program (CBTPP) developed out of two reports completed in 2001: the “Lifeline Transportation Network Report” and the “Environmental Justice Report.” The program supports the development of collaborative plans and projects in low-income and minority communities to evaluate options and set priorities for filling transportation gaps. The communities with the largest health disparities, where public health efforts are focused, closely follow those where MTC is funding Community-based Transportation Plans. Collaboration between MTC, ABAG, and the Bay Area Regional Health Inequities Initiative (BARHII) would strengthen the efforts of all. The Regional Pedestrian Plan could address the transportation/public health connection and thereby guide such collaboration.

Pedestrian Districts Study was completed by MTC in 2006. It reviewed pedestrian planning in the Bay Area, developed a typology of pedestrian districts, presented case studies of Bay Area pedestrian districts, developed cost estimates for typical pedestrian improvements, defined next steps for MTC in the pedestrian realm, and made recommendations for updating MTC’s Regional Pedestrian Resource Guide. This study would provide a starting point for the Regional Pedestrian Plan.

Priority Development Areas (PDAs) are infill development opportunities within existing communities. The proposed PDAs could accommodate half of the Bay Area’s projected housing growth to the year 2035, at generally moderate densities. The regional agencies are working to develop a program of technical assistance, planning grants, and capital funding for local governments undertaking PDA development. An overall vision for pedestrian accommodation is critical to the success of this regional planning effort.

Transit Connectivity Plan details a comprehensive strategy for easing passengers’ movement from one transit system to another by providing more reliable connections, simplifying fare collection, improving wayfinding signage, and reducing overall travel times. Improving multi-operator transit trips is critical for improving the viability of walking and transit-riding and reducing automobile trips across jurisdictional boundaries.

3.3 Programs and Resources

This chapter will examine existing and potential programs of regional significance on resource sharing, data collection and analysis, funding incentives, and walking promotion. These

programs will be evaluated for their suitability at the regional level, either for standardizing a practice (like data collection and analysis) or for achieving economies of scale (like mass marketing or Safe Routes to School programs). Existing examples include the 511 traveler information system and the *Regional Pedestrian & Bicycle Training Workshops*.

Resource Sharing

Bicycle and Pedestrian Safety Toolbox is an on-line resource developed and maintained by the MTC.¹ This resource could be expanded in response to specific needs for information identified by the Regional Pedestrian Plan.

Regional Pedestrian Resource Guide was developed in 2001 in conjunction with the MTC's Pedestrian Task Force, the predecessor of the Regional Pedestrian Committee. This guide could be expanded into an on-line library for pedestrian-related plans and research generated by jurisdictions throughout the Bay Area. Examples include Pedestrian Master Plans, evaluations of traffic control devices, model ordinances, and the like. Such a library will realize the true value of the region's work by helping jurisdictions learn from each other.

Data Collection and Analysis

Pedestrian Counts are not collected or recorded in a systematic manner in the San Francisco Bay Area. Given the standardization of motor vehicle and transit counts, this knowledge gap contributes to an overall lack of understanding and action on pedestrian safety and access. In 2003, MTC's Bicyclist and Pedestrian Data Collection and Analysis Project developed a methodology for counts to be included in a regional database. This effort could be revisited in light of the intensive and methodical count project conducted in 2008 by the UC Berkeley Traffic Safety Center and the Alameda County Transportation Improvement Authority.

Pedestrian Collision Data are rarely analyzed at the countywide or regional level, which contributes to a similar knowledge gap on how pedestrians are affected by the Metropolitan Transportation System, railroad lines, and other transportation infrastructure of regional significance.

Travel Surveys like the Bay Area Travel Survey and the American Community Survey are key data sources. Existing data for the region should be used to analyze walking trips by purpose and geographic area. Improved data are also needed on the number of pedestrian trips linked to other modes (like transit) and the number of pedestrian trips that are not work related. MTC is well-positioned for contributing to the collection and analysis of these data.

¹ www.mtc.ca.gov/planning/bicyclespedestrians/safety/framework.htm

Travel Forecasting is dominated by future projections of private motor vehicle trips. Research and reform are critically needed to develop countywide transportation models that are consistent with multimodal transportation policies. The current practice of travel forecasting is a barrier to the region realizing its policy goals on transportation, land use, public health, air quality, and climate change.

Sidewalk Management System, analogous to the Pavement Management System, could provide local jurisdictions with a tool for more effectively managing their infrastructure. Developing such a tool at the regional level would create an economy of scale and improve the allocation of regional funds.

Funding Programs

Existing Funding Programs could provide a stronger emphasis on pedestrian safety and access by making these considerations an explicit factor in prioritizing allocations from related funding sources. Given the limitations on transportation funds, there are numerous opportunities for rewarding superior projects that will contribute to the implementation of the Regional Pedestrian Plan.

New Funding Programs could create new revenue streams for pedestrian infrastructure. In particular, future discussions of a regional gas tax, vehicle license fee increases, and bridge toll increases should explicitly address how pedestrian improvements can mitigate the externalities of private motor vehicles and internal combustion engines. Regional Measure 2 provides a model for these future discussions.

Regional Pedestrian and Bicyclist Safety Technical Assistance Program (Safety TAP) was a pilot project initiated by MTC in 2002 to assist local agencies in improving pedestrian and bicyclist safety by creating a “culture of safety” and institutionalizing these considerations into city policies and practices. Safety TAP could be re-established as an ongoing program to promote, document, and disseminate best practices in a focused and cost-effective manner.

Regionally Significant Roadways and Pedestrian Mitigations: Funding from pedestrian and bicycle grant programs is being used to mitigate design hazards on the Metropolitan Transportation System. For example, the Alameda County Transportation Improvement Authority’s Bicycle and Pedestrian Grant Program has awarded approximately 30% of available funding – comprising 50% of funded capital projects – to such mitigation efforts on regionally significant roadways. There is no regional mechanism for systematically addressing this regional issue.

Funding Criteria: MTC can implement policy priorities through its funding criteria. Changing program guidelines for funding would deliberately influence which projects are funded and

built. For implementation of the Regional Pedestrian Plan, possible funding priorities include the following:

- Locational Priorities could favor projects in transit station areas, priority development areas, pedestrian districts and/or other places defined by regional pedestrian planning.
- Routine Accommodation Policy could be strengthened to make successful projects contingent on the inclusion of pedestrian and bicyclist facilities.
- Local Policies could be required or incentivized as an eligibility criterion for certain funding sources, analogous to the State's requirement for Bicycle Transportation Plans to receive funding from the Bicycle Transportation Account.
- Regional Design Guidelines could be required or incentivized for funding eligibility to ensure that limited regional resources are being used to fund best practices.
- Cost effectiveness can be difficult to define but may be a useful criterion given the expense of pedestrian improvements involving geometric modifications (curb, gutter, drainage, utility relocation) and pedestrian-scale lighting. "Infrastructure over amenities" may be one approach that would emphasize pedestrian safety and access over improvements that are primarily aesthetic. Such a criterion could be used to improve the Transportation for Livable Communities program.

Walking Promotion

511 traveler information system could be expanded to include a "Walking" section that would be closely linked to the transit information, while also addressing safety, public health, and additional resources like walking maps.

Individualized Marketing is a highly effective method to increase walking, along with bicycling and transit riding, by providing personalized travel information to residents. The local TravelChoice program has shown that significant mode shift is possible through these marketing programs.

Mobility Training is an emerging concept for reforming driver's education to make it relevant to contemporary travel patterns and policy challenges. Such training teaches travel basics for all modes, thereby promoting multimodal transportation as well as safer drivers through increased awareness.

Pedestrian Safety Campaign could provide a coherent message through mass marketing at the regional level that would be more effective and inexpensive than comparable efforts at the local or countywide levels. The "Street Smarts" campaign developed in conjunction with the City of San José could be adapted for regional use.

Spare the Air Days and their associated marketing campaigns have become an established message in the Bay Area. This campaign could readily be expanded to include a pedestrian component.

Walk to School Day and Safe Routes to School educational programs are becoming an increasingly common feature across the country. As with Bike to Work Day, MTC could play a role in coordinating materials and publicity at the regional level to help these programs reach more people in a cost-effective manner. The programs could encourage “walk to transit” trips as well as promoting walking on Spare the Air days.

3.4 Implementation

The previous sections offer many suggestions on how to determine and fulfill the “regional pedestrian need.” These suggestions should receive a critical evaluation through the proposed planning process to establish the policies and programs most effective in meeting this need. This section suggests how generally to think about implementation by identifying issues and questions that would be addressed by an effective and realistic plan.

Roles: To ensure that the plan is realized, it should clearly state who would be responsible for implementing the recommendations. As the adopting agency and one of few regional agencies, MTC would have a significant role. For some efforts, such as programs, the region could see economies of scale and cost savings. New staffing may be recommended. If so, would it reduce other capital or program funding? In some cases, local agencies or other regional agencies or organizations could have a role. MTC could partner with other agencies to share in implementation while being sensitive to requiring implementation by other agencies.

Cost Estimates: A total cost estimate to implement the plan – even an imperfect one – will provide critical information on regional funding needs. The cost estimates will certainly be higher than available funding. However, without an estimate, it is impossible to gauge an appropriate amount of funding to dedicate to pedestrian improvements versus other modes and to prioritize projects and programs based on their cost-effectiveness. Such an estimate should reflect true costs by including infrastructure, programs, planning, staffing, and maintenance. Given the infeasibility of a total inventory, two approaches could be used to develop such an estimate. First, a sample inventory using MTC’s Pedestrian Districts Study would apply generalized cost estimates for various district types that could then be summed over the number of such districts planned in the region. This approach reinforces the MTC’s involvement in station area planning. Second, a summation of countywide pedestrian plans could provide a regional total of overall need. Of the nine Bay Area counties, currently five have adopted or are developing countywide pedestrian or combined pedestrian/bicycle plans: Alameda, Contra Costa, San Francisco, Solano, and Sonoma. For counties without pedestrian plans, figures could be extrapolated from the Alameda Countywide Strategic Pedestrian Plan given that the geographical variations in Alameda County are suggestive of the region.

Funding: A survey of existing funding sources would lead to recommendations in the Regional Pedestrian Plan regarding the outstanding needs for both funding programs and funding levels. For example, there may be important projects and programs that do not have an appropriate funding source: there is no capital program for rectifying pedestrian hazards on the Metropolitan Transportation System (MTS). Similarly, there is an ongoing lack of funds for education, encouragement, and enforcement, even when such programs have direct transportation benefits. A variety of federal, state, regional, and county sources fund pedestrian projects with an emphasis on capital improvements:

- Federal: Transportation Enhancements Activities (TEA), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), Safe Routes to School (SRTS) from SAFETEA-LU
- State: State Transportation Improvement Program (STIP), Safe Routes to School (SR2S), Office of Traffic Safety (OTS), Transportation Development Act Article III (TDA-3)
- Regional: Regional Measure 2 (RM2), Transportation Fund for Clean Air (TFCA), Safe Routes to Transit (SR2T), Traffic Engineering Technical Assistance Program (TETAP), MTC's Regional Bicycle and Pedestrian Program (RBPP), Transportation Livable Communities (TLC), Housing Improvement Program (HIP)
- County: Several counties have enacted local sales tax measures that fund transportation projects, including pedestrian facilities.

A survey of existing funding sources could estimate the projected funding amounts for pedestrian improvements, both for recent and future years. It could compare expected revenues to cost estimates and identify the most appropriate opportunities for additional funding.

Relation to the Regional Transportation Plan: The Regional Pedestrian Plan will provide a clear understanding of the regional pedestrian need and thereby help MTC to attain its regional goals. Once the need is defined, the Regional Transportation Plan can more accurately and fully address the need through the development and prioritization of capital improvements and programs. The Plan will provide policy direction, design guidance, and contribute to the prioritization of projects funded by programs including Transportation for Livable Communities, Safe Routes to Transit, and Safe Routes to School.

Priorities and Next Steps: The plan should clearly identify the priority efforts and describe the near term next steps.

4. Recommendations

The overall recommendation of this paper is that the Metropolitan Transportation Commission develop a Regional Pedestrian Plan for the San Francisco Bay Area. Specifically, the Regional Pedestrian Plan will help fill the following gaps that currently exist in the Bay Area's transportation planning and decision-making:

- *Regional Cost Estimate:* The regional need for pedestrian facilities and programs is unknown. This estimate will enable MTC to program funds in an informed, effective, and equitable manner.
- *Collision Rates:* Due to the lack of pedestrian volume data, it is not possible to normalize collision data by walking rates. This type of analysis – commonplace for motor vehicles – will critically inform and improve the prioritization of capital improvements.
- *Performance Measures:* There are no consistently used measures of effectiveness for pedestrian safety and access. Such measures are needed to identify deficiencies, program improvements, and measure progress.
- *Education and Economies of Scale:* Pedestrian safety education and walking promotion have clear transportation benefits. These programs are most cost-effective at the regional level through economies of scale and consistent branding across jurisdictions.
- *Multijurisdictional Coordination:* Local jurisdictions and transit operators are increasingly collaborating on capital improvements. The Plan will provide policy and design guidance on pedestrian facilities to realize the full value of transit capital improvements.
- *Prioritization and Best Practices:* Oversubscribed funding programs are an opportunity to prioritize the best projects. Especially for discretionary funding, the Plan will provide guidance to applicants and evaluators on best practices.

A Regional Pedestrian Plan will build upon the commendable work already undertaken by the MTC on smart growth, traffic safety, air quality, and environmental justice. It will help prepare and position the MTC for meeting the emerging transportation challenges posed by climate change and public health concerns. And it will enable MTC to respond to existing transportation needs in a more equitable, sustainable, and effective manner.



DATE: October 30, 2008
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
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	November 24, 2008
2008-09 Environmental Enhancement and Mitigation Program (EEMP)*	Laurie Heller, California Resources Agency (916) 651-7593	December 22, 2008

* New funding opportunity



FUNDING OPPORTUNITY

Bikes Belong Coalition Grants Program

Applications Due November 24, 2008

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants 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: Public agencies, private for profit organizations, private non-profit organizations

Program Description: The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.

Funding Available: Approximately \$180,000 per year

Eligible Projects: Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
 - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
 - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
 - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
 - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41> (Application)
<http://www.bikesbelong.org/node/42> (Grant Seeker's Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong),
(303) 449-4893 x3
elizabeth@bikesbelong.org

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



FUNDING OPPORTUNITY
2008-09 Environmental Enhancement and Mitigation Program (EEMP)
Applications Due December 22, 2008

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the EEMP 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: State, local federal or 501(c)(3) non-profit entities.

Program Description: This program, as provided by Streets and Highways Code Section 164.56, authorizes the allocation of up to \$10 million each year for grants to mitigate the environmental impacts of modified or new public transportation facilities.

Funding Available: Up to \$10 million per year and up to \$350,000 per individual project.

Eligible Projects: The categories of environmental enhancement and mitigation projects eligible for funding are:

- Highway Landscape and Urban Forestry
 - Projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants
- Resource Lands
 - Projects for acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements
- Roadside Recreation
 - Acquisition/development of roadside recreational opportunities (i.e. parks and greenways, roadside rests, scenic overlooks, trails, and sno-parks)

Further Details: <http://resources.ca.gov/eem/Guidelines.EEMP.08-09.pdf>

Program Contact Person: Laurie Heller, Program Coordinator (California Resources Agency), (916) 651-7593
eemcoordinator@resources.ca.gov

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

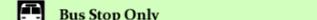
Solano County Draft Routes of Regional Significance (2008)

Legend

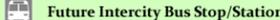
Roads
 Routes of Regional Significance  Local Roads

Transit and Park and Ride Facilities

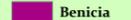
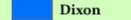
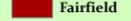
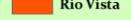
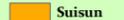
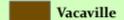
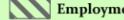
(Existing Facilities)

-  Regional Commuter Rail Lines
-  Bus Stop/Station and Park & Ride Lot
-  Bus Stop Only
-  Intercity Bus Service Yard
-  Park and Ride Lot
-  Ferry Facility
-  Rail Station

(Future Facilities)

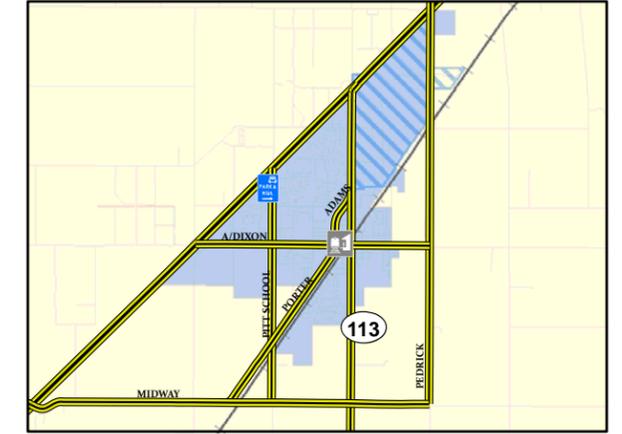
-  Future Intercity Bus Stop/Station
-  Future Ferry Facility
-  Future Rail Station

Cities and Major Employment Centers

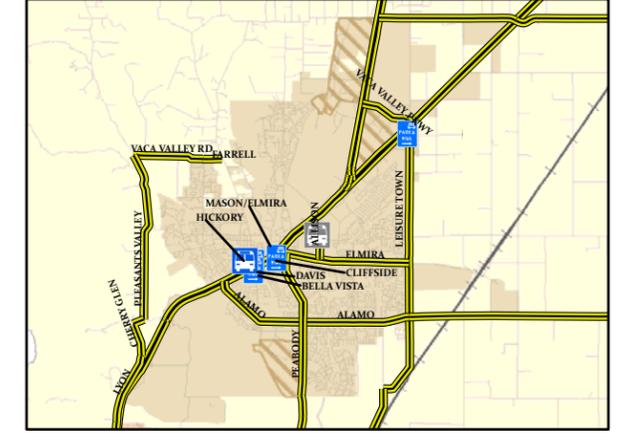
-  Benicia
-  Dixon
-  Fairfield
-  Rio Vista
-  Suisun
-  Vacaville
-  Vallejo
-  Employment Centers

Attachment VII.D1

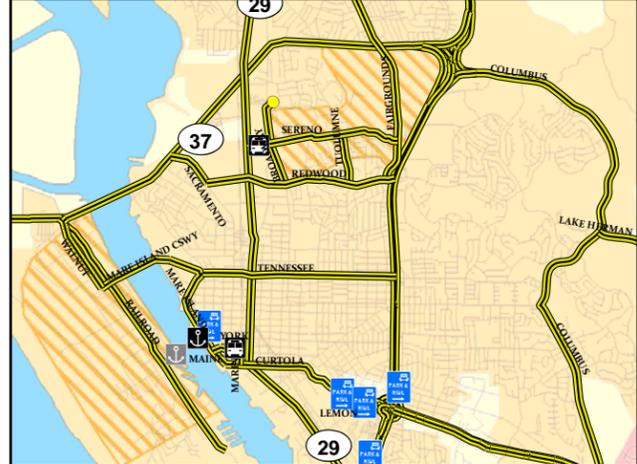
CITY OF DIXON



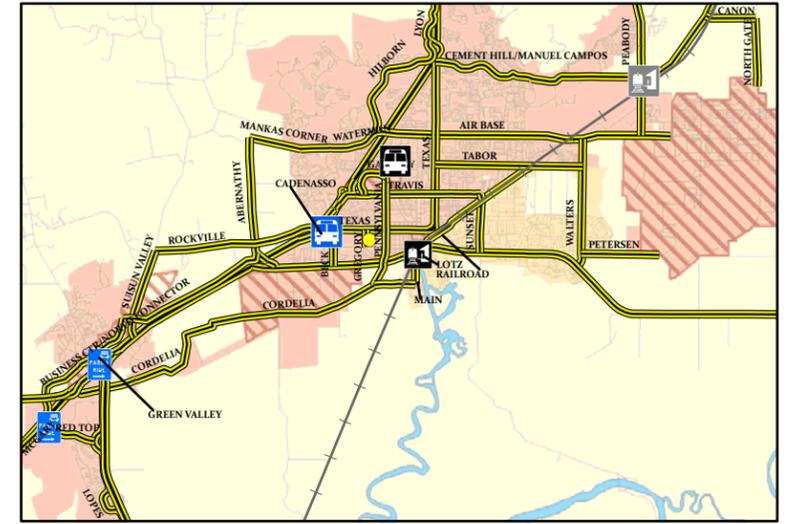
CITY OF VACAVILLE



CITY OF VALLEJO



CITY OF FAIRFIELD



Solano County Draft Transit Facilities of Regional Significance (2008)

Legend

Roads
 — Local Roads

Transit and Park and Ride Facilities

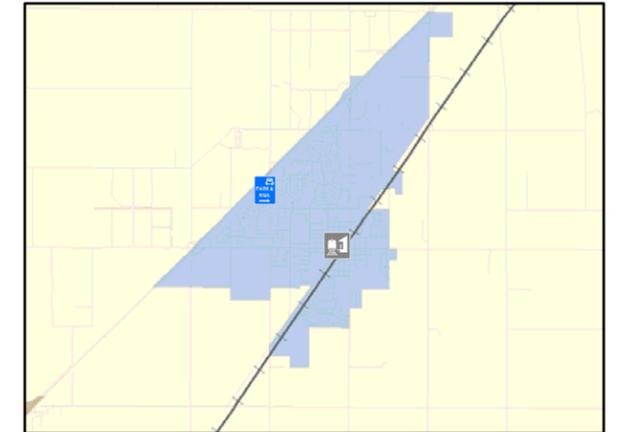
(Existing Facilities)		(Future Facilities)	
	Regional Commuter Rail Lines		Future Intercity Bus Stop/Station
	Bus Stop/Station and Park & Ride Lot		Future Ferry Facility
	Bus Stop Only		Future Rail Station
	Intercity Bus Service Yard		
	Park and Ride Lot		
	Ferry Facility		
	Rail Station		

Cities and Major Employment Centers

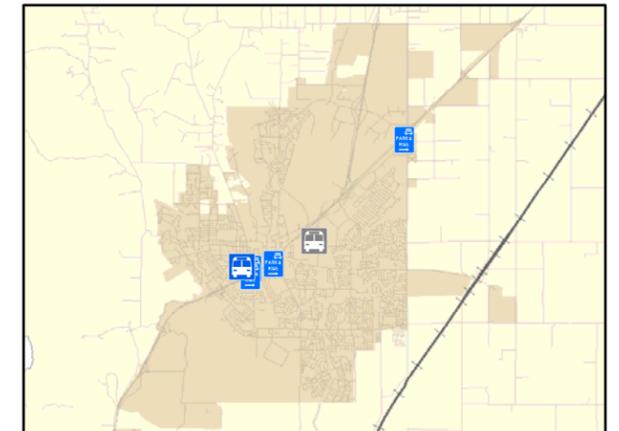
	Benicia		Suisun
	Dixon		Vacaville
	Fairfield		Vallejo
	Rio Vista		

Attachment VII.D2

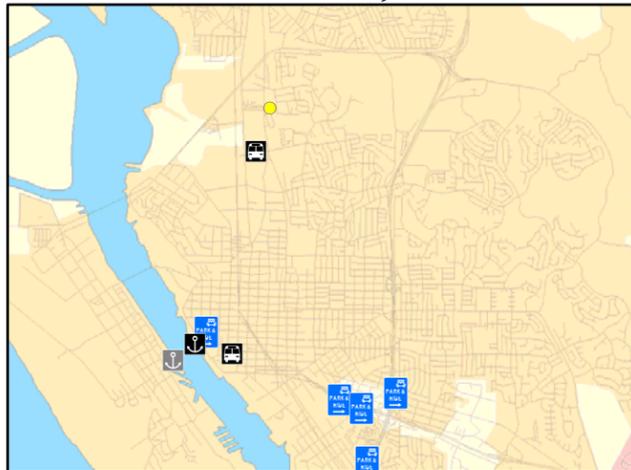
CITY OF DIXON



CITY OF VACAVILLE



CITY OF VALLEJO



CITY OF FAIRFIELD

