



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

Background:

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

Discussion:

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

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

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

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

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

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

Fiscal Impact:

None

Recommendation:

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

Attachments:

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

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

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

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

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

DRAFT GOALS (all new):

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

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

DRAFT OBJECTIVES:

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

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

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

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

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

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

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

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

Objective 4 – Support local plans and actions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective 19 – Solicit input from pedestrians for all transportation projects

Objective 20 – Maximize the multimodal connections to the pedestrian system

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

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

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

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

Objective 22 – Implement Caltrans Context-Sensitive Solutions Policy

a. Refer to Caltrans Context-Sensitive Solutions resources:

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

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

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

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

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

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

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

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

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