



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

6:00 – 7:30 P.M.

Thursday September 22, 2011

Solano Transportation Authority, Conference Room 1  
One Harbor Center, Suite 130  
Suisun City, CA 94585-2473

<u>ITEM</u>	<u>COMMITTEE/STAFF PERSON</u>
<b>I. CALL TO ORDER/SELF-INTRODUCTIONS</b>	Larry Mork, Chair
<b>II. CONFIRM QUORUM</b>	Larry Mork, Chair
<b>III. APPROVAL OF AGENDA</b>	Larry Mork, Chair
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT</b>	Larry Mork, Chair
<b>V. MINUTES FROM MEETING OF July 20, 2011.</b> <i>Recommendation:</i> <i>Approve the STA PAC Meeting Minutes of July 20, 2011.</i> <i>Pg. 1</i>	Larry Mork, Chair
<b>VI. INFORMATIONAL ITEMS</b>	
<b>A. MTC's One Bay Area Anticipated Cycle 2 TLC/PDA funding</b> (6:02 – 6:10 p.m.) <b>Pg. 4</b>	Robert Macaulay, Planning Director
<b>B. Safe Routes to Transit Plan Status Update</b> (6:10-6:15 p.m.) <b>Pg. 4</b>	Robert Guerrero, Senior Planner

**Pedestrian Advisory Committee Members**

<u>Larry Mork</u> Chair Rio Vista	<u>Lynne Williams</u> Vice Chair City of Vallejo	Vacant City of Benicia	<u>Bil Paul</u> City of Dixon	<u>Betty Livingston</u> City of Fairfield	<u>Michael Hudson</u> City of Suisun City	<u>Joel Brick</u> City of Vacaville
<u>Thomas Kiernan</u> County of Solano	<u>Allan Deal</u> Member at Large	<u>Carol Day</u> Bay Area Ridge Trail Council	<u>Maureen Gaffney</u> San Francisco Bay Trail	<u>Frank Morris</u> Solano Land Trust	<u>Brian Travis</u> Tri-City and County Cooperative Planning Group	



**C. Transportation for Livable Communities  
(TLC) Program Update  
(6:15 – 6:30 p.m.)  
Pg. 5**

Robert Guerrero,  
Senior Planner

**D. Bicycle and Pedestrian Wayfinding Sign  
Plan Development Update  
(6:30 – 6:45 p.m.)  
Pg. 5**

Sara Woo, Associate Planner

**E. Priority Pedestrian Projects  
(6:45 – 7:00 p.m.)  
Pg. 5**

Sara Woo, Associate Planner

**VII. INFORMATIONAL ITEMS- NO DISCUSSION**

**A. Funding Opportunities  
*Informational*  
Pg. 35**

Sara Woo, STA

**VIII. COMMITTEE MEMBER COMMENTS AND  
FUTURE AGENDA TOPICS**

Larry Mork, Chair

**IX. ADJOURNMENT**

Larry Mork, Chair

**2011 PAC MEETING SCHEDULE**

**\*Please mark your calendars for these dates\*  
November 17, 2011 (confirmed)**

Please contact STA staff, Sara Woo at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) if you have any questions regarding the agenda items or need special accommodations for attending the meeting.

<b>A</b>			
ABAG	Association of Bay Area Governments	MIS	Major Investment Study
ACTC	Alameda County Transportation Commission	MOU	Memorandum of Understanding
ADA	American Disabilities Act	MPO	Metropolitan Planning Organization
AVA	Abandoned Vehicle Abatement	MTC	Metropolitan Transportation Commission
APDE	Advanced Project Development Element (STIP)	MTS	Metropolitan Transportation System
AQMD	Air Quality Management District	<b>N</b>	
ARRA	American Recovery and Reinvestment Act	NCTPA	Napa County Transportation & Planning Agency
<b>B</b>		NEPA	National Environmental Policy Act
BAAQMD	Bay Area Air Quality Management District	NHS	National Highway System
BABC	Bay Area Bicycle Coalition	NOP	Notice of Preparation
BAC	Bicycle Advisory Committee	<b>O</b>	
BART	Bay Area Rapid Transit	OTS	Office of Traffic Safety
BATA	Bay Area Toll Authority	<b>P</b>	
BCDC	Bay Conservation & Development Commission	PAC	Pedestrian Advisory Committee
BT&H	Business, Transportation & Housing Agency	PCC	Paratransit Coordinating Council
<b>C</b>		PCRP	Planning & Congestion Relief Program
CAF	Clean Air Funds	PSR	Project Study Report
CALTRANS	California Department of Transportation	PDS	Project Development Support
CARB	California Air Resources Board	PDT	Project Delivery Team
CCCC (4'Cs)	City County Coordinating Council	PDWG	Project Delivery Working Group
CCCTA (3CTA)	Central Contra Costa Transit Authority	PMP	Pavement Management Program
CCJPA	Capitol Corridor Joint Powers Authority	PMS	Pavement Management System
CCTA	Contra Costa Transportation Authority	PNR	Park & Ride
CEQA	California Environmental Quality Act	PPM	Planning, Programming & Monitoring
CHP	California Highway Patrol	PPP (P3)	Public Private Partnership
CIP	Capital Improvement Program	PS&E	Plans, Specifications & Estimate
CMA	Congestion Management Agency	PSR	Project Study Report
CMAQ	Congestion Mitigation & Air Quality Program	PTA	Public Transportation Account
CMP	Congestion Management Plan	PTAC	Partnership Technical Advisory Committee (MTC)
CNG	Compressed Natural Gas	<b>R</b>	
CTC	California Transportation Commission	RABA	Revenue Alignment Budget Authority
<b>D</b>		RBWG	Regional Bicycle Working Group
DBE	Disadvantaged Business Enterprise	RFP	Request for Proposal
DOT	Department of Transportation	RFQ	Request for Qualification
<b>E</b>		RM 2	Regional Measure 2 (Bridge Toll)
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RPC	Regional Pedestrian Committee
EIR	Environmental Impact Report	RRP	Regional Rideshare Program
EIS	Environmental Impact Statement	RTEP	Regional Transit Expansion Policy
EPA	Environmental Protection Agency	RTIF	Regional Transportation Impact Fee
EV	Electric Vehicle	RTP	Regional Transportation Plan
<b>F</b>		RTIP	Regional Transportation Improvement Program
FEIR	Final Environmental Impact Report	RTPA	Regional Transportation Planning Agency
FHWA	Federal Highway Administration	<b>S</b>	
FPI	Freeway Performance Initiative	SACOG	Sacramento Area Council of Governments
FTA	Federal Transit Administration	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
<b>G</b>			Sustainable Community Strategy
GHG	Greenhouse Gas	SCS	Sonoma County Transportation Authority
GIS	Geographic Information System	SCTA	San Francisco County Transportation Authority
<b>H</b>		SFCTA	San Joaquin Council of Governments
HIP	Housing Incentive Program	SJCOG	State Highway Operations & Protection Program
HOT	High Occupancy Toll	SHOPP	Sacramento Metropolitan Air Quality Management District
HOV	High Occupancy Vehicle	SMAQMD	San Mateo City-County Association of Governments
<b>I</b>		SMCCAG	Solano Napa Commuter Information
ISTEA	Intermodal Surface Transportation Efficiency Act	SNCI	Solano Highway Improvement Plan
ITIP	Interregional Transportation Improvement Program	SoHip	Single Occupant Vehicle
ITS	Intelligent Transportation System	SOV	State Planning & Research
<b>J</b>		SP&R	State Route
JARC	Jobs Access Reverse Commute Program	SR	State Route
JPA	Joint Powers Agreement	SR2S	Safe Routes to School
<b>L</b>		SR2T	Safe Routes to Transit
LATIP	Local Area Transportation Improvement Program	STAF	State Transit Assistance Fund
LEV	Low Emission Vehicle	STIP	State Transportation Improvement Program
LIFT	Low Income Flexible Transportation Program	STP	Federal Surface Transportation Program
LOS	Level of Service	<b>T</b>	
LS&R	Local Streets & Roads	TAC	Technical Advisory Committee
<b>M</b>		TAM	Transportation of Marin
		TAZ	Transportation Analysis Zone
		TCI	Transportation Capital Improvement
		TCM	Transportation Control Measure



## STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: March 2011

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TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
<b>U, V, W, Y, &amp; Z</b>	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



*Solano Transportation Authority*

**Pedestrian Advisory Committee (PAC)**

**Meeting Minutes of**

**July 20, 2011**

**6:00 – 7:30 p.m.**

STA Conference Room  
One Harbor Center, Suite 130  
Suisun City, CA 94585-2473

**I. CALL TO ORDER**

Chair Larry Mork called the meeting to order at 6:00 p.m.

**MEMBERS PRESENT:**

Larry Mork, Chair	City of Rio Vista
Lynne Williams, Vice Chair	City of Vallejo
Bil Paul	City of Dixon
Betty Livingston	City of Fairfield
Allan Deal	Member-At-Large
Brian Travis	Tri-City and County Cooperative Planning Group

**MEMBERS ABSENT:**

Carol Day	City of Benicia
Thomas Kiernan	County of Solano
Michael Hudson	City of Suisun City
Joel Brick	City of Vacaville

**STAFF PRESENT:**

Robert Macaulay	STA, Director of Planning
Robert Guerrero	STA, Senior Planner
Sara Woo	STA, Associate Planner

**ALSO PRESENT:**

<i><b>In Alphabetical Order by Agency:</b></i>	
Garland Wong	City of Fairfield
Nick Lozano	City of Suisun City
James Loomis	City of Vacaville Public Works
Matt Tuggle	Solano County Public Works

**II. CONFIRM QUORUM**

A quorum was confirmed.

**III. APPROVAL OF AGENDA**

On a motion by Member Deal and second by Member Williams, the PAC unanimously approved the agenda.

#### **IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **V. APPROVAL OF MEETING MINUTES OF May 18, 2011**

On a motion by Member Deal, and a second by Member Livingston, the PAC unanimously approved the minutes of May 18, 2011.

#### **VI. PRESENTATIONS**

##### **A. STA Board Workshop**

Robert Macaulay provided an overview of the Workshop held for the STA Board on June 27, 2011. He discussed many of the informational items including express lanes, ramp metering, transit sustainability, and climate change.

Mr. Macaulay explained that climate change initiatives encompass a broad spectrum of projects and that pedestrian related transportation improvements support climate change efforts to improve sustainability and air quality.

#### **VII. INFORMATIONAL ITEMS**

##### **A. Safe Routes to Transit Plan Status (SR2T) Update – (Robert Guerrero, STA)**

Robert Guerrero provided a brief presentation regarding the SR2T update. He notified the committee that STA staff would be formulating task forces in each of the local jurisdictions. Mr. Guerrero invited the committee members to participate in the forthcoming walking audits of 5 transit facilities of regional significance. He commented that he would invite the committee members as the walking audits are scheduled. He further explained that the walking audits are modeled after the planning process implemented by the Safe Routes to Schools Plan and Program.

Member Deal expressed interest in participation.

##### **B. Transportation for Livable Communities (TLC) Program Update – (Robert Guerrero, STA)**

Robert Guerrero provided an update regarding the Transportation for Livable Communities (TLC) element of the CTP and noted STA staff's effort to update the CTP. He explained that the TLC Plan goes beyond transit by looking at downtown, access to key locations, and how to support incentives to increased density and higher land use. Mr. Guerrero explained that there will be an emphasis for linking projects to transit centers within priority development areas. He reminded the committee that scope of work has been completed and would be keeping the committee informed of forthcoming work to be completed by STA staff and a consultant team from Fehr and Peers.

##### **C. Introduction to Pedestrian Brochure – (Sara Woo, Associate Planner)**

Sara Woo provided a brief presentation regarding the idea of developing a pedestrian-focused informational brochure for the public. She explained that information that would be in the brochure would include the Pedestrian Advisory Committee, resources, safety tips,

and general information about the STA and its role in pedestrian transportation. She invited the committee members to share their thoughts. Committee members expressed general consensus in support of the pedestrian brochure.

**D. Wayfinding Sign Plan Development – (Sara Woo, Associate Planner)**

Sara Woo explained the overall approach and purpose for developing a wayfinding sign plan. She provided a schedule and update regarding upcoming efforts to meet with each agency in the upcoming month. She further explained that she would be coordinating with the appropriate staff from each agency to learn about existing policies regarding bicycle and pedestrian wayfinding and potential needs that can be accomplished through the wayfinding signage plan.

**E. Complete Streets – (Sara Woo, Associate Planner)**

Sara Woo discussed the regional complete streets policy being implemented by the Metropolitan Transportation Commission (MTC). She explained that STA staff would be reviewing various policies related to complete streets to identify the resources needed to support local jurisdictions with implementing the policy at the local level.

**IX. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. Funding Opportunities Summary**

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

None presented.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 6:58 p.m. The next meeting of the STA PAC is currently scheduled for September 22, 2011.

Minutes prepared by STA staff, Sara Woo, (707) 399-3214, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)



DATE: September 16, 2011  
TO: STA PAC  
FROM: Sara Woo, Associate Planner  
RE: Informational Items – Discussion

A. MTC's One Bay Area Anticipated Cycle 2 TLC/PDA funding – (Robert Macaulay, STA)

As part of the new Regional Transportation Plan called One Bay Area, the Metropolitan Transportation Commission is currently working on a bicycle and pedestrian fund distribution agreement for the next 3 Years of federal funding (i.e. Cycle 2 funds spanning fiscal years 2012-13, 2013-14 and 2014-15). MTC's original proposal was to require 70% of the County discretionary federal funds be provided to bicycle and pedestrian projects within Priority Development Areas projects.

Although the amounts and funding distribution formula will likely be less, STA staff anticipates significant TLC funding during Cycle 2. In Cycle 1, Solano County received over \$5 million in discretionary federal funds for priority bicycle, pedestrian and Transportation for Livable Communities (TLC) Projects. The funds assisted in the completion of phase 1 of the Vallejo Downtown Renaissance Project, seed funding for the Dixon's West B Undercrossing, Benicia's Rose Drive/I-780 Class 1 bridge extension, and Fairfield's McGary Road project.

Robert Macaulay, Director of Planning has been tracking this item and will provide an overview and update on the direction MTC is heading with Cycle 2 funds.

No Attachments.

B. Solano County Safe Routes to Transit (SR2T) Plan – (Robert Guerrero, STA)

The SR2T Plan focuses on safety and access to regional transit facilities in Solano County. To assist in the development of the plan, STA staff formed a Steering committee consisting of users, committee members and staff to guide the development of the study. A separate set of participants with a similar make-up in backgrounds were invited to participate in Task Forces that were responsible for surveying conditions at selected transit locations. The five Transit Facilities of Regional Significance (TFORS) that were selected to be surveyed were:

1. Fairfield Transportation Center
2. Vacaville Transportation Center
3. Suisun City Capitol Corridor Train Station
4. Vallejo Transit Station
5. Vallejo Curtola Park and Ride

The STA kicked off the SR2T study by convening the Steering Committee in August. The separate Task Force participants followed up by conducting the first three walking audit/surveys in September. The attachments provided are the powerpoint presentation given to the Steering Committee in August (Attachment B1) and the Walking Audit Forms used by the Task Force Participants (Attachment B2).

Participants from the PAC include:

- Joel Brick (Vacaville Task Force Member)
- Betty Livingston (Fairfield Task Force Member)
- Mike Hudson (Suisun City Task Force Member)
- Lynne Williams (Vallejo Task Force Member)
- Allan Deal (SR2T Steering Committee Member)

C. Solano County Transportation for Livable Communities (TLC) Plan Update – (Robert Guerrero, STA)

The Solano County TLC Plan focuses on the nexus between transportation and land use. The original TLC Plan was completed in 2004 and is currently being updated by the STA with assistance from Policy in Motion and Fehr and Peers consultants. The Pedestrian Advisory Committee is the primary citizen review committee to assist in the development of the TLC Plan. A separate Technical Working Group made up of planning and public works staff was established to provide technical input on the plan.

Attached are the draft goals and objectives for PAC review and discussion (Attachment C). STA staff will discuss the attachment in detail and will be seeking comments from the committee. Comments will formally be due to the STA by September 30<sup>th</sup>.

D. Bicycle and Pedestrian Wayfinding Sign Plan Development Update: Background and Goals – (Sara Woo, STA)

STA staff has met with each agency to review existing signage policies and understanding of signage needs. Based on discussions with local staff, attached is a prototype for the PAC to review and provide comments (Attachment D). Signs for pedestrian wayfinding will be focused primarily in Downtowns and Transit Facilities of Regional Significance.

E. Priority Pedestrian Projects – (Sara Woo, STA)

STA staff will present the list of Solano Pedestrian priority projects submitted by staff from each agency in early September 2011 (Attachment E). At their August 16, 2011 meeting, the Solano Project Delivery Working Group (PDWG) members were asked to discuss the deliverability of their priority projects, considering the policies and programming of Cycle 2 STP/CMAQ funding. The Solano PDWG is a technical committee of staff from each city and the county responsible for implementing committed projects throughout the county. Each agency was asked to submit up to three priority pedestrian projects to update the projects submitted through the localized planning process in late 2009. Agencies who did not submit any projects by the September 2<sup>nd</sup> deadline are highlighted in gray.

# Safe Routes to Transit Plan

Steering Committee Kick-Off Meeting  
August 11, 2011



## Agenda

- Project Purpose
- SR2T Community Task Forces
- Walking Audit/Survey and Selected Survey Locations
- Collision Summary
- Plan Development Schedule



## Project Purpose

The purpose of the STA Safe Routes to Transit Plan is to generate increased transit ridership by identifying specific strategies that improve access to transit centers and routes.

These strategies provide what is often referred to as the “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) solutions.



## TFORS Community Task Force

- Potential Partners:
  - Transit Services Staff
  - Bicycle/Pedestrian Advisory Committee Members
  - Bicycle/Pedestrian Coordinators
  - Business Owners or Residents in Focus Location(s)
  - Caltrans District/ Headquarters Staff
  - City Planning Department Staff
  - Elected Officials
  - Engineering/Public Works Department Staff
  - Health Organizations including EMS
  - Police Traffic Safety Enforcement Officer\*
  - School District Staff/ PTA/PTO Leaders
  - Senior Citizen Advocates
  - Traffic Safety Advisory Committee Members



## Walking Audit & Survey

Audit Locations determined by:

- Station catchment areas: focusing on 0.5 miles; refining based on accidents within 1 mile
- Collision analysis to identify “hot spots”
- Existing plans & projects underway
- Local priorities



Walking Audit Form

- Evaluation Tool for TFORS catchment areas
  - On-Site amenities
  - Surrounding roadways & intersections



## Draft Walking Audit Form

- The STA selected five locations to conduct a walking audit survey.
  - Vacaville Transportation Center
  - Fairfield Transportation Center
  - Suisun City Capitol Corridor Train Station
  - Vallejo Transit Station
  - Vallejo Curtola Park and Ride Lot.

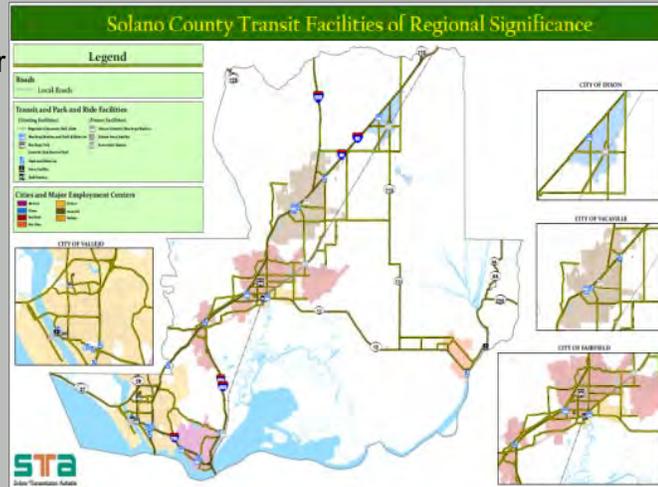
Transit Facility of Regional Significance			
Walking Audit Form			
On-Site			
	Yes	No	N/A
1. Is there a defined drop-off / pick-up area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Does it provide a safe path of travel to transit loading areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does congestion cause unsafe drop-off / pick-up behavior?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there sufficient passenger amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Shelters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Benches?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Trash bins?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Restrooms?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Vending machines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the transit facility well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is trash picked up?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there graffiti?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is there adequate transit rider information?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there maps, brochures, and/or schedules available for passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is real-time information available to passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there adequate security features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there security cameras?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do signs indicate that security cameras are present?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there sufficient lighting of passenger waiting areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are there emergency phones available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Do you perceive the transit facility as safe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is attractive and secure bike parking available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there enough short-term bike racks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are short-term bike racks secure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there long-term bike parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Is long-term bike parking easy to use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Were bicyclists observed using the transit facility? How many?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the site conveniently accessible to pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there worn paths from bicycle or pedestrian use through surrounding landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there a safe, defined pathway from the roadway to the transit facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is there wayfinding signage to nearby destinations available for transit users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## Transit Facilities of Regional Significance (TFORS)

Selected Transit Facilities:

- Fairfield Transportation Center
- Suisun City Train Station
- Curtola Park and Ride
- Vallejo Intermodal Station
- Vacaville Intermodal Center



## Transit Facilities of Regional Significance (TFORS)

	Fairfield/ Suisun Transit System (FAST)	Vacaville Transit	Vallejo Transit	Bay Link Ferry	Amtrak	Greyhound
Fairfield Transportation Center	3A, 3B, 7, 8, 20, 30, 40, 90					
Suisun City Train Station	5, 8, 50, 90				✓	✓
Curtola Park and Ride			Local Routes 1,6 Intercity Routes 80, 85			
Vallejo Intermodal Station			Local Routes 1-7, Intercity Routes 80, 85, 200	Service to San Francisco		✓
Vacaville Intermodal Center		Routes 1-6, 8				✓

## TFORS: Fairfield Transportation Center

- Commercial Destinations
- Residential Neighborhoods
  - Fairfield Linear Park
  - Alan Witt Park
- Barriers
  - Interchange & large arterials



## TFORS: Suisun City Train Station

- Main Street retail area
- Residential Neighborhoods
- Civic destinations
  - City Hall
  - STA
- Barriers
  - Hwy 12
  - Railroad



## TFORS: Curtola Park and Ride

- Light Industrial area
- Residential Neighborhoods
- Barriers
  - Curtola Parkway
  - Freeway interchange



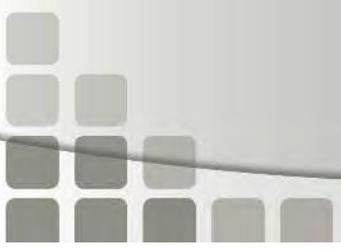
## TFORS: Vallejo Intermodal Station

- Waterfront
  - Industrial
  - Commercial
  - Recreational
- Civic destinations
  - City Hall
  - JFK Library
  - Post Office
- Residential Neighborhoods



## TFORS: Vacaville Intermodal Center

- Retail destinations
  - Vacaville Commons
  - Vacaville Outlets
  - Nut Tree
- Civic destinations
  - City Hall
  - Vacaville Library
  - Ulatis Community Center
- Open Space/ Agricultural
- Residential Neighborhoods



## Pedestrian & Bicycle Collisions

### Fairfield

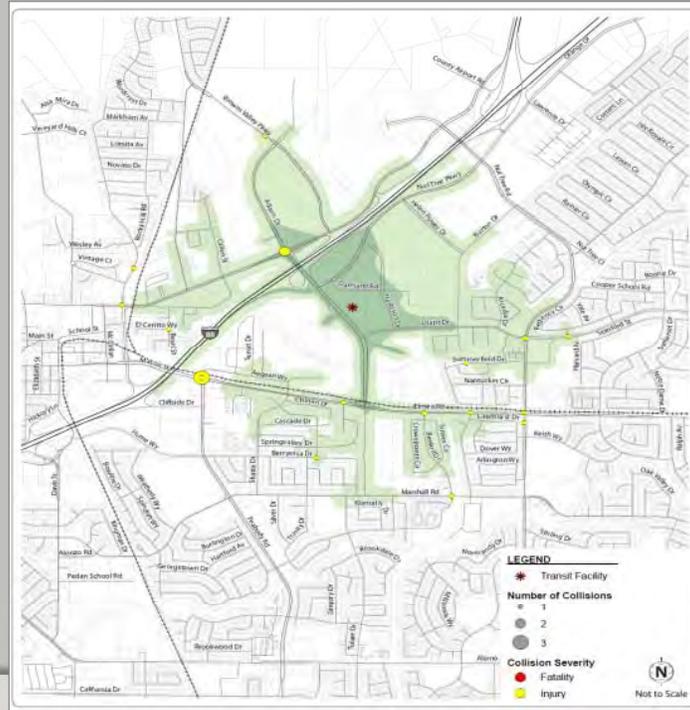
- Along arterials at intersections



## Pedestrian & Bicycle Collisions

### Vacaville

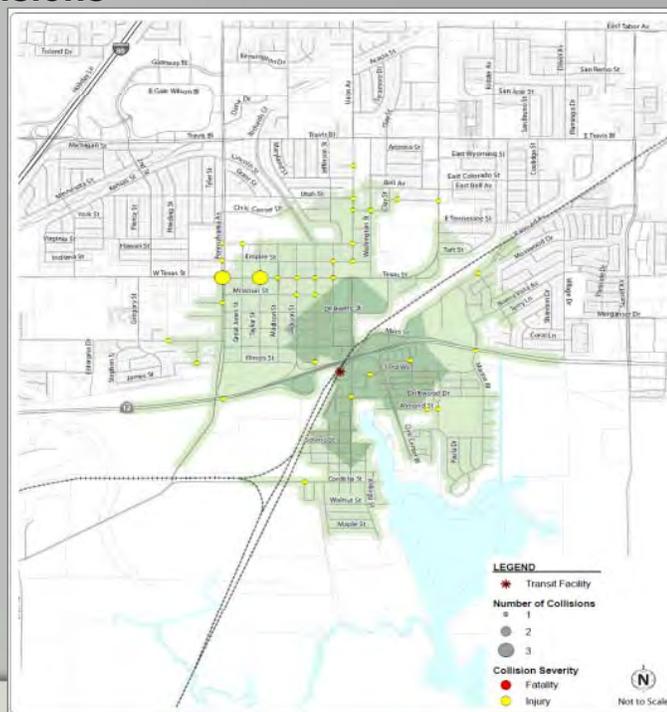
- Along Chelan/  
Lakehurst Drive
- Peabody/Chelan  
intersection



## Pedestrian & Bicycle Collisions

### Suisun City

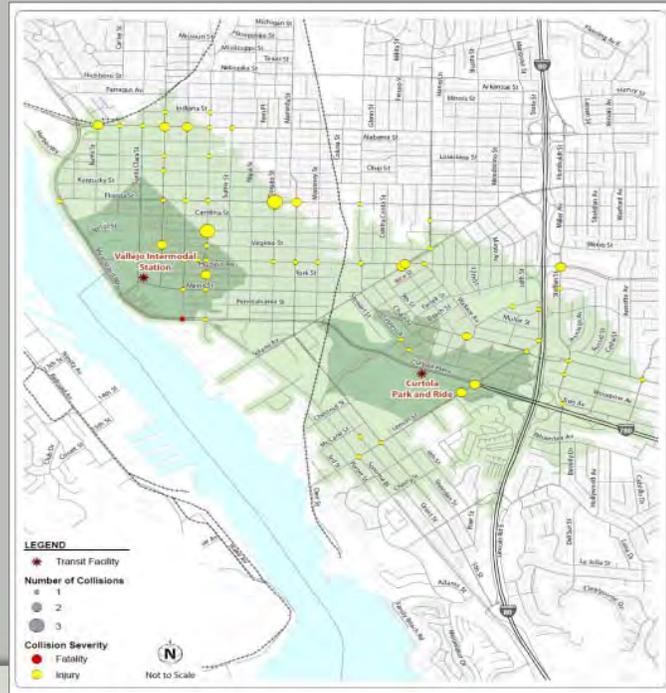
- High number of collisions along Texas Street & Union Avenue



## Pedestrian & Bicycle Collisions

### Vallejo Transit Station & Curtola Park & Ride

- High number of collisions throughout downtown Vallejo as compared to other TFORS areas.
- More pedestrian & bicycle activity
- Collisions occur along collector and arterial streets with higher speeds



## Project Schedule

### DELIVERABLE SCHEDULE

	June	July	August	September	October	November	December
<b>Safe Routes to Transit</b>			SC1		SC2	SC3	
C.2.1 Accident and Crime Database (75 days)							
C.2.2 Develop SR2T Steering Committee and Produce Audit Form (60 days)							
C.2.3 Task Force for each TFORS (60 days)							
C.2.4 Audits and Recommendations for TFORS (60 days)							
C.2.5 SR2T Report (45 days)							
C.2.6 Photo Database (45 days)							
C.2.7 Incident and Barriers Database (45 days)							
C.2.8 Improvement Recommendations for TFORS (60 days)							

SC = Steering Committee Meetings (1-Background/Audit Intro; 2-Audit Findings; 3-Draft Report)

# Safe Routes to Transit

<b>Transit Facility of Regional Significance Walking Audit Form</b>
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**Transit Facility Name:**

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**Jurisdiction:**

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## Instructions

This audit form should be used to assess the conditions of the transit facility site and surrounding roadway network for pedestrians and bicyclists. The findings of these forms will be used to identify potential problems and develop candidate improvement options. Where possible, complete the walking audits during times of peak transit and roadway network usage. Bring maps or aerial photos to mark location-specific issues.

**Audit Date:**

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**Day of the Week:**

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**Time of Day:**

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**Weather Conditions:**

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**Number of Users Observed (10, 100, etc.):**

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## On-Site

	Yes	No	N/A
1. Is there a defined drop-off / pick-up area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Does it provide a safe path of travel to transit loading areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does congestion cause unsafe drop-off / pick-up behavior?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there sufficient passenger amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Shelters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Benches?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Trash bins?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Restrooms?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Vending machines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the transit facility well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is trash picked up?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there graffiti?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Is there adequate transit rider information?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there maps, brochures, and/or schedules available for passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is real-time information available to passengers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there adequate security features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there security cameras?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do signs indicate that security cameras are present?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there sufficient lighting of passenger waiting areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are there emergency phones available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Do you perceive the transit facility as safe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is attractive and secure bike parking available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there enough short-term bike racks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are short-term bike racks secure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Is there long-term bike parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Is long-term bike parking easy to use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Were bicyclists observed using the transit facility? How many?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the site conveniently accessible to pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are there worn paths from bicycle or pedestrian use through surrounding landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is there a safe, defined pathway from the roadway to the transit facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Is there wayfinding signage to nearby destinations available for transit users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other:** Please describe additional on-site observations or problems:

## Roadways

	Yes	No	N/A
1. Are there large roadways (4+ lanes) near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they congested?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they high-speed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Could the number of vehicle lanes be reduced?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Are the lanes wider than necessary (12 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there bike lanes near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Do they have sufficient width (≥5 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they well-marked with lines, bike stencils, and signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are they well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there signed bike routes near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there continuous sidewalks near the transit center?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they on both sides of the street?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do they need maintenance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Do they have sufficient width (≥4 feet)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there marked crosswalks to cross the street?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they controlled?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is there adequate lighting for pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is it “pedestrian-scale”?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is there sufficient wayfinding signage to the transit facility for pedestrians and bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is it “pedestrian-scale”?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is it well-maintained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Are there bus stops?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they conveniently located near destinations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are they near safe pedestrian crossings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Do they have amenities such as benches, shelters, transit information, and bike racks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other:** Please describe additional roadway observations or problems:

## Intersections

	Yes	No	N/A
1. Are there crosswalks across each intersection leg?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Is there enough crossing time?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are there countdown timers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are the push buttons easy to find?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there free right-turns?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there large curb radii?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there median pedestrian islands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Are they wide enough?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Do they have "thumbnails"?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are there push buttons on the islands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Are there curb ramps?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Do they feature truncated domes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Are there bicycle detectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Are there advanced stop bars?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Are there permissive left-turns that conflict with crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the cycle length long (>120 seconds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other:** Please describe additional intersection observations or problems:

## Other

	Yes	No	N/A
1. Are there opportunities for a Class I shared-use path?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there opportunities for a cul-de-sac pedestrian cut-through?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there opportunities for a street extension or connection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Are there any significant barriers (freeways, railroad tracks, etc.) to walking and bicyclists nearby?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Other:** Please describe additional intersection observations or problems:

# MEMORANDUM

Date: September 13, 2011 (Revised)  
To: Solano Transportation Authority  
From: Lauren Michele, Policy in Motion  
**Subject: Draft Goals and Objectives Report**

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## TLC PLAN GOALS AND OBJECTIVES

### ***Vision***

Solano Transportation Authority seeks to *provide a balanced transportation system to enhance the quality of life, support economic development, and improve accessibility for all members of the community by efficiently linking transportation and land uses utilizing multiple transportation modes* (TLC Plan, 2004).

- This vision is supported regionally as well by the FOCUS effort to “encourage future growth near transit and in the existing communities that surround the San Francisco Bay – enhancing existing neighborhoods and providing housing and transportation choices for all residents.”
- This vision is further supported by ABAG’s commitment to “enhanced quality of life in the San Francisco Bay Area – leading the region in advocacy, collaboration, and excellence in planning, research and member services.”

### ***Goals***

This report categorizes six goals based on the combined “livability visions” of Solano County and the region, and includes recommended objectives based on a review of existing local and regional planning documents pertaining to transportation and land use planning. Each referenced document is cited next to the statement informing the objective.

- 1) Balance Transportation System (TS)
- 2) Enhance Quality of Life (QL)
- 3) Promote Economic Development (ED)
- 4) Link Transportation and Land Use (TLU)
- 5) Support Public Health and Safety (PHS)
- 6) Conserve Environmental Resources (ENV)

## Goal #1: Balance Transportation System

### Recommended Objectives:

- *Manage existing infrastructure, enhance services maintain mobility, and create programs which promote multi-modal connectivity and access for all.*
- *Improve linkages to key land use and transit facilities of regional significance.*
- *Implement planning and design practices that balance multi-modal access to goods and services for local residents with vehicle mobility for regional travel.*

### Background / Nexus:

**TS1:** Increased choices of transportation (biking, walking, or public transit) (pg. 30, Transportation and Land Use Toolkit, 2003).

**TS2:** Design roadways that promote choices and reduce congestion and the need to unnecessarily widen roads (pg. 33, Transportation and Land Use Toolkit, 2003)

**TS3:** Connect and coordinate local alternative mode transportation systems with regional systems (pg. 38, Transportation and Land Use Toolkit, 2003)

**TS4:** Priority bus measures: bus priority lanes, clearways, bus bypasses, signal preemption and bus turnouts (pg. 39, Transportation and Land Use Toolkit, 2003)

**TS5:** Promote carpooling with Solano Napa Commuter Information program, Park-and-Ride lots, and High Occupancy Vehicle (HOV) lanes (pg. 40, Transportation and Land Use Toolkit, 2003)

**TS6:** Accommodate bicyclist: shared roadways, signed shared roadways, bike lanes and shared paths (pg. 45, Transportation and Land Use Toolkit, 2003)

**TS7:** Expanding travel options for commuters (STA Annual Report, 2009)

*Strategy 1:* Solano Napa Commuter Information, Bike to Work Day, Employer Commute Challenge, SolanoExpress, Lifeline Transportation Program, Transportation for Livable Communities, Solano bicycle and pedestrian program, Solano County Clean Air Funds, Solano Congestion Management Program, Abandoned Vehicle Abatement.

**TS8:** Increase transportation efficiency and choices (FOCUS)

*Strategy 1:* Locate development in areas served and likely to be served by frequent passenger rail, bus, and/or ferry service

*Strategy 2:* Reduce the number and length of auto trips and facilitate walking and biking

**TS9:** Improve a range of transportation choices by improving the links between facilities and activity nodes (MTC, Ten Years of TLC-2008 & Works in Progress 2004)

## Goal #2: Enhance Quality of Life

### Recommended Objectives:

- *Foster “people-oriented development” – affordable and healthy living near quality jobs, food, education, and care.*
- *Invest in existing and unique community assets, projects, and programs.*
- *Connect people to parks, cultural/civic attractions, shopping, and other places of gathering.*

### Background / Nexus:

**QL1:** Promote compact, mixed-use, and transit-oriented development to increase the efficiency use of the land and resources (pg. 28, Transportation and Land Use Toolkit, 2003)

**QL2:** Compact development near city’s core (pg. 28, Transportation and Land Use Toolkit, 2003)

**QL3:** Promote TLC/Enhancement funding (pg. 29, Transportation and Land Use Toolkit, 2003)

**QL4:** Create safe, attractive walking and biking routes within ¼ to ½ mile to pedestrian-oriented shopping districts, parks, schools, community centers and other activity centers (pg. 30, Transportation and Land Use Toolkit, 2003)

**QL5:** Promote transit-oriented development (pg. 30, Transportation and Land Use Toolkit, 2003).

**QL6:** Decrease congestion and commute length (pg. 29, Transportation and Land Use Toolkit, 2003)

**QL7:** Plan and design at a human scale for bicycling, walking, and the community as a whole (pg. 33 & 34, Transportation and Land Use Toolkit, 2003)

**QL8:** Alternative transportation modes and transit stops need to provide attractive and comfortable shelters for pedestrians including those with handicaps and disabilities along with appropriate bicycle storage (pg. 38 & 39, Transportation and Land Use Toolkit, 2003)

**QL9:** Public transit should provide information on tickets, timetables and have readily available connections at each of the stops (pg 39, Transportation and Land Use Toolkit, 2003)

**QL10:** Supporting local projects (STA Annual Report, 2009)

*Strategy 1: Road maintenance and Safe Routes to School*

**QL11:** Strengthen and support unique existing communities (FOCUS)

*Strategy 1: Support community revitalization without displacing current residents*

**QL12:** Foster the development of affordable, livable, mixed use neighborhoods in the Bay Area (Pg. 9, ABAGs Strategic Plan 2008)

*Strategy 1:* Develop a regional land bank to provide for increased housing densities in the future, particularly in areas with existing or planned transit

*Strategy 2:* Promote higher density development in transit-served locations

*Strategy 3:* Link FOCUS Priority Development Area incentives to the provision of affordable housing

**QL13:** Work with the state to reform Regional Housing Need Allocation (Pg. 9, ABAGs Strategic Plan 2008)

*Strategy 1:* Promote adoption of sub-regional approach to RHNA

*Strategy 2:* Create a regional affordable housing strategy

*Strategy 3:* Collaborate with other regions toward the revision of RHNA toward a regional housing allocation that is more incentive-based

**QL14:** Create compact, healthy communities with a diversity of housing, jobs, activities, and services to meet the daily needs of residents (FOCUS)

*Strategy 1:* Provide for compact, complete, resource-efficient communities near existing or planned transit and other infrastructure

*Strategy 2:* Provide opportunities for people to live near their jobs and work near their homes

*Strategy 3:* Encourage a mix of land uses with jobs, housing, retail, schools, parks, recreation, and services in proximity

**QL15:** Enhance a community's sense of place and quality of life (MTC, Ten Years of TLC-2008 & Works in Progress 2004)

### Goal #3: Promote Economic Development

Recommended Objectives:

- *Create complete communities with multi-modal amenities, which support local development and job growth.*
- *Incentivize local jobs and retail growth to reduce vehicle miles traveled (VMT) associated with travel out of the area.*
- *Invest in employment density and supporting activities consistent with local planning, with special emphasis within priority development areas and around transit facilities..*

Background / Nexus:

**ED1:** Improve social and economic equity (FOCUS)

*Strategy 1:* Ensure that all socio-economic groups benefit from regional change

**ED2:** Promote economic and fiscal health (FOCUS)

**ED3:** Identify reliable, predictable funding (Pg. 5, ABAGs Strategic Plan 2008)

*Strategy 1:* Negotiate with MTC to increase pass-through from federal and state funding sources

*Strategy 2:* Work with MTC to obtain additional funding for planning efforts related to PDAs and TOD (Pg. 5, ABAGs Strategic Plan 2008)

*Strategy 3:* Seek funding from Coast Conservancy for PCAs

*Strategy 4:* Identify permanent financing opportunities for regional planning, e.g. Vehicle licenses, etc.

*Strategy 5:* Seek funding from the BAAQMD to enhance planning efforts related to global warming and climate change

**ED4:** Increase service program revenues to support core mission (Pg. 5, ABAGs Strategic Plan 2008)

*Strategy 1:* Expand marketing of FAN (conduit bond financing program)

*Strategy 2:* Increase client base for Plan ABAG Power

*Strategy 3:* Expand program scope into areas such as solar energy and other energy efficiency programs

**ED5:** Identify reasonable risk enterprise ventures to support ABAG's core mission (Pg. 6, ABAGs Strategic Plan 2008)

*Strategy 1:* Expand online training and market services worldwide

*Strategy 2:* Work with CALCOG to secure state funding from Propositions 84 and 1C for regional planning programs

*Strategy 3:* Advocated at state level for permanent Blueprint funding

#### Goal #4: Link Transportation and Land Use

Recommended Objectives:

- *Promote location efficient development with quality multi-modal access.*
- *Implement "Complete Streets" to promote active transportation for short distance travel.*
- *Implement "Transit-Oriented Developments" to provide access to local and regional activities for medium/long distance travel.*

Background / Nexus:

**TLU1:** Compact, mixed-use, and transit-oriented development is more efficient use of land and resources (pg. 28, Transportation and Land Use Toolkit, 2003)

**TLU2:** Compact development near city's core (pg. 28, Transportation and Land Use Toolkit, 2003)

**TLU3:** Transit and pedestrian use should be higher near transit centers and stops, along major arterials and at key intersections (pg. 33, Transportation and Land Use Toolkit, 2003)

**TLU4:** Locate residential, commercial and job-oriented use in reasonably close proximity to each other (pg. 33, Transportation and Land Use Toolkit, 2003)

**TLU5:** More flexible zoning that encourage live-work spaces or mixed uses within structures (pg. 33, Transportation and Land Use Toolkit, 2003)

**TLU6:** Convenient, safe, and attractive pathways and linkages between buildings, adjacent uses and within planned development (pg. 33, Transportation and Land Use Toolkit, 2003)

**TLU7:** Provide Transit-Oriented Development (TOD) (pg. 36 & 38, Transportation and Land Use Toolkit, 2003)

*Strategy 1:* Identify and develop transportation corridors and routes that enable people to use transit for medium to long distance trips, to employment, cultural, educational and service centers; a density of 12 dwelling units per acre or more, and centered around a transit hub within ¼-mile to ½-mile

**TLU8:** “Healthy Streets”- narrow streets and constrain traffic to provided more bicyclist and pedestrian friendly streets (pg. 40, 41 & 44, Transportation and Land Use Toolkit, 2003)

*Strategy 1:* Movement choices, connectivity, number of people, diversity of people and activity, creating a civic state

**TLU9:** Provide mobility options for seniors and the disabled (STA Annual Report, 2009)

**TLU10:** Foster a regional growth pattern that creates complete communities with ready, close and safe access to employment, shopping, amenities and services and where transit is in place, well coordinated and available (Pg. 11 & 12, ABAGs Strategic Plan 2008)

*Strategy 1:* Continue to advance the multi-agency FOCUS Initiative led by the Association of Bay Area Governments.

*Strategy 2:* Secure adequate infrastructure funding for Priority Development Areas.

*Strategy 3:* Support industrial land preservation where needed, and support local jurisdictions in their efforts to identify ways for housing, commercial uses, and goods movement activities to co-exist as good neighbors.

*Strategy 4:* Advance recognition among transit agencies and congestion management agencies that Priority Development Areas encompass potential areas for focusing growth around transit hubs and transit arterials corridors and they serve as opportunity areas for targeted regional investments.

*Strategy 5:* Coordinate county-level outreach efforts pertaining to land use and transportation issues in the region with the Metropolitan Transportation Commission.

**TLU11:** Support well-designed, high density housing and mixed use developments that are well served by transit or will help build the capacity for future transit investment and use (MTC, Ten Years of TLC-2008, & Works in Progress 2004)

**TLU12:** Support a community's infill or transit-oriented development and neighborhood revitalization activities (MTC, Ten Years of TLC-2008 & Works in Progress 2004)

Goal#5: Support Public Health and Safety

Recommended Objectives:

- *Provide safe and active transportation to healthy food, educational institutional, employment centers, and care facilities.*
- *Design "Complete Streets" to connect residents of all ages and abilities to goods/services.*

Background / Nexus:

**PHS1:** Alternative transportation modes must be safe and comfortable and should connect directly to key origins and destinations (pg. 33, Transportation and Land Use Toolkit, 2003)

**PHS2:** Traffic Calming is achieved with the use of barriers (raised pavement), diversions (street closures), narrowed lanes, signs (devices for reducing street area), (surface textures and visual devices) and/or other devices to decrease the speed and volume for vehicle traffic (pg. 46 & 47, Transportation and Land Use Toolkit, 2003)

**PHS3:** Improve safety (STA Annual Report, 2009)

**PHS4:** Protect public health and safety (FOCUS)

*Strategy 1:* Direct development so as to promote and protect public health and safety, avoid hazards, and/or mitigate development impacts (FOCUS)

**PHS5:** Incorporate long-term public health impacts into land use planning. (Pg. 14, ABAGs Strategic Plan 2008)

*Strategy 1:* Secure urban park-related funding for Priority Development Areas.

*Strategy 2:* Collaborate with local governments and partner regional agencies relative to mitigating public health risks within and proximate to Priority Development Areas.

*Strategy 3:* Link FOCUS Priority Development Areas to planning that provides for the creation of pedestrian, bicycle and transit-oriented complete communities.

**PHS6:** Improve and maintain Bay Area infrastructure, including transportation and utility facilities and networks. (Pg. 16 & 17, ABAGs Strategic Plan 2008)

*Strategy 1:* Work on planning and risk assessment activities aimed at prioritizing projects and programs to prevent loss of life, flood damage, and other catastrophic losses related to levee and dam failures, as well

as for programs aimed at local self-reliance in the event of sustained loss of infrastructure due to such failures.

*Strategy 2:* Provide materials to the public related to family and personal planning for problems after disasters such as power outages, traffic or road closures, reductions in water supply, and contamination of that supply.

**PHS7:** Work with Bay Area city and county governments, and community services agencies, to identify and develop a plan for essential services during an immediately following disasters, as well as critical functions during recovery, that need to be resistant to disasters. (Pg. 21 & 24, ABAGs Strategic Plan 2008)

*Strategy 1:* In an effort to promote smart growth and sustainability, as well as revitalize urban areas, prioritize retrofit of infrastructure that serves urban areas over constructing new infrastructure to serve outlying areas.

### **Goal #6: Conserve Environmental Resources**

Recommended Objectives:

- *Reduce water, land, and energy consumption through cost-efficient infrastructure investments and ecosystem planning*
- *Create communities which foster non-motorized and shorter distance travel*

Background / Nexus:

**ENV1:** Protect and steward natural habitat, open space, and agricultural land (FOCUS)

*Strategy 1:* Maintain the productive function of lands for agriculture and other resource needs

**ENV2:** Conserve resources, promote sustainability, and improve environmental quality (FOCUS)

*Strategy 1:* Reserve land to accommodate future growth at appropriate densities

*Strategy 2:* Protect and restore wildlife corridors and habitat

*Strategy 3:* Preserve the natural flow and recharge of water and support ecosystem processes

*Strategy 4:* Protect and enhance significant open space and recreation areas and networks

*Strategy 5:* Protect scenic, historic, and cultural resources that contribute to the region's identity

*Strategy 6:* Coordinating conservation efforts within a regional framework of near-term priorities

*Strategy 7:* Providing a strong platform on which to leverage public and private resources

*Strategy 8:* Building upon prior and existing land protection efforts and investments

*Strategy 9:* Providing opportunities for forging new partnerships

**ENV3:** Protect, conserve, and restore critical habitats, working landscapes, recreational areas and networks, and other regionally significant resource areas (Pg. 13-14, ABAGs Strategic Plan 2008)

*Strategy 1:* Enhance the level of coordination between ABAG's conservation-related programs and departments including Land Use Planning, Land and Water Studies, and the San Francisco Estuary Project.

*Strategy 2:* Identify additional funding entities for the preservation of Priority Conservation Areas.

*Strategy 3:* Work with regional partners to secure increased conservation resources from the state for the Bay Area.

**ENV4:** Consider water quality and quantity in land use planning. (Pgs. 14-15, ABAGs Strategic Plan 2008)

*Strategy 1:* Collaborate with other regional agencies to encourage the region's water agencies to integrate the region's water resources planning with land use, air quality, and transportation.

*Strategy 2:* Provide planning assistance that advances the incorporation of urban greening related to streetscapes and parks and green buildings in Priority Development Areas.

*Strategy 3:* Support cities and counties with technical assistance pertaining to best practices to reduce water use, limit storm-water runoff and develop in a way that protects the bay, estuary, ocean and the region's watersheds.

**ENV5:** Reduce the Bay Area's greenhouse gas emissions (Pg. 13, ABAGs Strategic Plan 2008)

*Strategy 1:* Implement regional climate change program with partner agencies.

*Strategy 2:* Advance development of Priority Development Areas as complete communities to reduce vehicle miles traveled.

*Strategy 3:* Promote policies and programs that address climate change impacts.



STA PAC

September 22, 2011

# BICYCLE AND PEDESTRIAN WAYFINDING SIGNAGE PLAN

# Purpose

To coordinate existing signage specifications in local jurisdictions and provide uniform countywide guidelines for bicycle and pedestrian signage standards

# Pedestrian Sign Types

A

City Logo	
Downtown	1.1 MI.
Reg. Transit	0.5 MI.
Library	0.7 MI.

B

City Logo	 1.1  0.5  0.7
Downtown	
Reg. Transit	
Library	

A

City Logo	
	Downtown
	Amtrak
	Library

B

City Logo	     
	Downtown
	Amtrak
	Bay Trail

Confirmation Sign

Decision Sign

Agency	Project Name	Project Description	Notes
Benicia	First Street Streetscape Project	In PDA from First Street terminus to Military Street. Construct pedestrian friendly improvements in Historic Downtown District on First Street/Main Street. Example improvements: curb extensions, high-visibility crosswalks, upgraded ADA ramps, improved transit facilities, benches, shade trees, decorative pedestrian lighting, wayfinding signs. Planned.	Year 1 - Design, Outreach, Environmental Year 2 - Construction
Benicia	Benicia Safe Routes to School Improvements	Construct Safe Routes to School improvements throughout Benicia to encourage walking to elementary schools, middle school, high school. Example improvements: sidewalks, pathways, bulb-outs, high visibility crosswalks, table top intersections, electronic pedestrian activated crossing signs all as identified in past and soon to be completed STA SR2S and city audits. Planned.	Year 1 - Outreach, Design Year 2 - Construction
Benicia	Intermodal Transit Facility	Construct new intermodal transit station, including pedestrian facilities connecting to nearby areas, in vicinity of Park/Industrial intersection. Planned.	Year 1 - Concept, RW, Environmental Year 2 - Final Attempting to seek funding from MTC allocation of \$1.25M for project.
Dixon	Specified Safe Routes to School Enhancements	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan	This project was submitted and approved as part of the 2009 planning effort.
Dixon	Specified Railroad Crossing Improvements based on related studies	Connections/Crossings/Safety Improvements around transit stations and rail crossings within the City of Dixon as identified in the STA Rail Inventory & Improvement Study and the to be developed Safe Routes to Transit (SR2T) Plan	This project was submitted and approved as part of the 2009 planning effort.
Fairfield	West Texas Gateway Project	New bus off-ramp leading directly into the Fairfield Transportation Center (FTC); new sidewalk on the south side of West Texas Street between the Eastbound I80 off ramp and Beck Avenue; new direct pedestrian and bicyclist access into the FTC from the west; new pedestrian crosswalks at West Texas Street/Beck Avenue; traffic signal revisions at the Eastbound I80 off ramp and West Texas Street; and landscaping improvements along West Texas Street in the project vicinity.	Status: Preparing RFP for design services Complete planning/prelim design: August 2012 Complete environmental clearance: August 2012 Complete R/W: August 2012 Complete PS&E: September 2012 Begin Construction: January 2013 Complete Construction: March 2013 The city is applying for a SR2T grant for construction and also received a TLC grant of \$150,000 for environmental clearances and PS&E.
Fairfield	Red Top Road Bikeway Improvement Project	Class II Bicycle lanes on Red Top Road from McGary Road to Lopes Road.	Complete planning/prelim design: August 2012 Complete environmental clearance: August 2012 Complete R/W: August 2012 Complete PS&E: September 2012 Begin Construction: January 2013 Complete Construction: March 2013
Rio Vista	Sacramento River Waterfront	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12.	This project was submitted and approved as part of the 2009 planning effort.
Rio Vista	Sandy Beach Park Connection: Beach Drive	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	This project was submitted and approved as part of the 2009 planning effort.
Suisun City	Petersen Road Bicycle Path	Construct a Class I bikeway on Petersen Road from Walters Road to Suisun City Sports Complex.	Can be constructed with the Petersen Roadway Widening Project within 3 years
Suisun City	Lotz Way Bikeway	Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance. Fill in the gap system from the Grizzly Island Trail to the train station. Construct a Class I bikeway along Lotz Way from Marina Boulevard to Main Street.	Construction can begin within one year of securing funding
Suisun City	Rail Station Bicycle Improvements	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Construction can begin within one year of securing funding

Agency	Project Name	Project Description	Notes
Vacaville	New Alamo Creek Bike Path: Vanden Road to Nut Tree Road Allison Drive Sidewalk Improvements (East Side): Entrance to Vacaville Transportation Center to Nut Tree Parkway	The project consists of construction of a 10-ft. wide Class I off-street bike path along New Alamo Creek between Vanden Road and Nut Tree Road. This path would tie into and extend the new paths being constructed as part of the Southtown Development. Construction of this path would provide connection from Southtown Park to Meadowlands Park (adjacent to Callison Elementary School) to Nut Tree Road, just south of Eleanor Nelson Park. Bicyclists could then utilize the existing bike path segments along Alamo Creek which extend west from Nut Tree Road and east from Eleanor Nelson Park.	
Vacaville		The project consists of construction of 7-ft. wide sidewalk between the entrance to the newly constructed VTC (across from Travis Way) to Nut Tree Parkway. This project is within a designated Project Development Area (PDA) and would allow connection between the transit facility and the commercial/retail establishments to the north.	
Vacaville	Elmira Road Bike/Pedestrian Path (North Side): Edwin Drive to Leisure Town Road	The project consists of construction of a 10-ft. wide, off-street, shared use path along the north side of Elmira Road between Edwin Drive and Leisure Town Road. Construction of this segment of path would complete connection between the eastern limits of the City and residential/retail/commercial development to the west as far as Peabody Road	
Vallejo	Downtown Streetscapes Project	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	
Solano County	English Hills Connections	Concept	



DATE: September 16, 2011  
 TO: STA PAC  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities Summary

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

**Attachment A**

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/movererp/index.shtml">http://www.airquality.org/mobile/movererp/index.shtml</a>

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/msprog/agip/cvrp.htm">http://www.arb.ca.gov/msprog/agip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approximately <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>