



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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BICYCLE ADVISORY COMMITTEE (BAC) MEETING AGENDA

6:30 – 8:00 p.m.

Wednesday, September 28, 2011
Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

<u>ITEM</u>	<u>MEMBER/STAFF PERSON</u>
I. CALL TO ORDER/SELF INTRODUCTIONS	Larry Mork, Chair
II. CONFIRM QUORUM	Larry Mork, Chair
III. APPROVAL OF AGENDA	Larry Mork, Chair
IV. OPPORTUNITY FOR PUBLIC COMMENT	Larry Mork, Chair
V. APPROVAL OF MEETING MINUTES OF JUNE 1, 2011 <i>Recommendation:</i> Approve STA BAC Meeting Minutes of June 1, 2011. Pg. 1	Larry Mork, Chair
VI. INFORMATION ITEMS – DISCUSSION	
A. MTC’s One Bay Area Anticipated Cycle 2 TLC/PDA funding <i>Informational</i> (6:30 – 6:45 p.m.) Pg. 6	Robert Macaulay, Planning Director
B. Priority Bicycle Projects <i>Informational</i> (6:45 – 7:00 p.m.) Pg. 4	Sara Woo, Associate Planner
C. Solano County Safe Routes to Transit (SR2T) Plan <i>Informational</i> (7:00 – 7:10 p.m.) Pg. 5	Robert Guerrero, Senior Planner

STA BAC MEMBERS

Larry Mork	Ray Posey	Nancy Lund	Jim Fisk	David Pyle	Jane Day	Mick Weninger	Michael Segala	Barbara Wood
Chair City of Rio Vista	Vice Chair City of Vacaville	City of Benicia	City of Dixon	City of Fairfield	City of Suisun City	City of Vallejo	County of Solano	Member-At- Large

D. Solano County Transportation for Livable Communities (TLC) Plan Update

Robert Guerrero,
Senior Planner

Informational
(7:10 – 7:20 p.m.)
Pg. 5

E. Bicycle and Pedestrian Wayfinding Sign Plan

Sara Woo, Associate Planner

Informational
(7:20 – 7:35 p.m.)
Pg. 5

F. Solano BikeLinks Map Update

Sara Woo, Associate Planner

Informational
(7:35 – 7:45 p.m.)
Pg. 6

VII. INFORMATION ITEMS - NO DISCUSSION

A. Funding Opportunities

Sara Woo, Associate Planner

Informational
Pg. 35

VIII. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

IX. ADJOURNMENT

Larry Mork, Chair

The next regular meeting of the STA BAC is scheduled for Thursday November 10, 2011 at 6:30 p.m. **Please note that the schedule below has changed.**

2011 BAC MEETING SCHEDULE

Please mark your calendars for these dates

November 10, 2011 (tentative)

December 1, 2011 (tentative)

Questions? Please contact STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 2009

A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCOMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	L	
AVA	Abandoned Vehicle Abatement	LEV	Low Emission Vehicle
APDE	Advanced Project Development Element (STIP)	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
AQMD	Air Quality Management District	LS&R	Local Streets & Roads
ARRA	American Recovery and Reinvestment Act	M	
B		MIS	Major Investment Study
BAAQMD	Bay Area Air Quality Management District	MOU	Memorandum of Understanding
BABC	Bay Area Bicycle Coalition	MPO	Metropolitan Planning Organization
BAC	Bicycle Advisory committee	MTC	Metropolitan Transportation Commission
BART	Bay Area Rapid Transit	MTS	Metropolitan Transportation System
BATA	Bay Area Toll Authority	N	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
C		NHS	National Highway System
CAF	Clean Air Funds	O	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	P	
CCCC (4'Cs)	City County Coordinating Council	PAC	Pedestrian Advisory Committee
CCCTA (3CTA)	Central Contra Costa Transit Authority	PCC	Paratransit Coordinating Council
CCJPA	Capitol Corridor Joint Powers Authority	PCRPP	Planning & Congestion Relief Program
CCTA	Contra Costa Transportation Authority	PDS	Project Development Support
CEQA	California Environmental Quality Act	PDT	Project Delivery Team
CHP	California Highway Patrol	PDWG	Project Delivery Working Group
CIP	Capital Improvement Program	PMP	
CMA	Congestion Management Agency	PMP	Pavement Management Program
CMAQ	Congestion Mitigation & Air Quality Program	PMS	Pavement Management System
CMP	Congestion Management Plan	PNR	Park & Ride
CNG	Compressed Natural Gas	PPM	Planning, Programming & Monitoring
CTC	California Transportation Commission	PS&E	Plans, Specifications & Estimate
D		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
E		R	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RABA	Revenue Alignment Budget Authority
EIR	Environmental Impact Report	RBWG	Regional Bicycle Working Group
EIS	Environmental Impact Statement	RFP	Request for Proposal
EPA	Environmental Protection Agency	RFQ	Request for Qualification
EV	Electric Vehicle	RM 2	Regional Measure 2
F		RPC	Regional Pedestrian Committee
FEIR	Final Environmental Impact Report	RRP	Regional Rideshare Program
FHWA	Federal Highway Administration	RTEP	Regional Transit Expansion Policy
FTA	Federal Transit Administration	RTIF	Regional Transportation Impact Fee
G		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
H		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	S	
HOT	High Occupancy Toll	SACOG	Sacramento Area Council of Governments
HOV	High Occupancy Vehicle	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
I		SCTA	Sonoma County Transportation Authority
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Santa Clara Valley Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	San Francisco County Transportation Authority
ITS	Intelligent Transportation System	SHOPP	State Highway Operations & Protection Program



STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 2009

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School

SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCL	Transportation Capital Improvement
TCM	Transportation Control Measure
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 st 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
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

Helpful Definitions for Bicycle Advisory Committee Members

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

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

Planning Agencies

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

Committees

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



Solano Transportation Authority

Bicycle Advisory Committee (BAC)

Meeting Minutes of

Wednesday, June 1, 2011

6:30 – 8:00 p.m.

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

I. CALL TO ORDER

Chair Mork called the meeting to order at 6:30 p.m.

MEMBERS PRESENT:	Larry Mork, Chair Ray Posey, Vice Chair Nancy Lund Jim Fisk Mick Weninger Mike Segala	City of Rio Vista City of Vacaville City of Benicia City of Dixon City of Vallejo County of Solano
MEMBERS ABSENT:	David Pyle Jane Day Barbara Wood	City of Fairfield City of Suisun City Member-At-Large
STAFF PRESENT:	Robert Guerrero Sara Woo	STA, Senior Planner STA, Associate Planner
ALSO PRESENT:	<i>In Alphabetical Order by Agency:</i> Matt Tuggle Edd Alberto Garland Wong	Solano County Public Works City of Vallejo City of Fairfield

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Weninger and second by Member Posey, the BAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF MARCH 16, 2011

On a motion by Member Posey, and a second by Member Lund, the BAC unanimously approved the minutes of March 16, 2011.

VI. PRESENTATIONS

A. Bike to Work Day Wrap-Up and BikeLinks Map Update for 2012

Judy Leaks provided a review of the 2011 Bike to Work Day accomplishments and provided a summary of activity. She noted that based on the numbers of participants; there was some improvement from last year. She also thanked the committee for their volunteer efforts, including the Benicia Bicycle Club as well as Member Posey and Member Fisk for hosting energizer stations.

Ms. Leaks then discussed the BikeLinks Map update for 2012. She noted that STA staff would take comments from the BAC as part of the 2011 revision and incorporate them into a new design and fold layout for the 2012 BikeLinks Map.

The committee members shared the following comments:

- A different fold so that the maps are pocket size
- Add chevrons to indicate slope and direction of slope

VII. INFORMATION ITEMS

A. Solano Safe Routes to Transit (SR2T) Plan

Robert Guerrero presented the overall schedule and proposed process for developing the SR2T plan. He noted that since the March 16, 2011 BAC meeting, he has made progress with initiating Task Force Groups. He invited the committee members to volunteer to participate. He further explained that Member Day had previously expressed interest in participating. Mr. Guerrero noted that for jurisdictions with a Transit Facility of Regional Significance (TFORS), he would notify the appropriate BAC member. He also explained that he would be organizing walking field tours of the selected TFORS in late August/early September.

B. Solano County Transportation for Livable Communities (TLC) Plan Update

Robert Guerrero explained that the TLC Plan is being updated and that he would begin forming a committee to discuss the bicyclist and pedestrian needs in Priority Development Areas (PDAs). Mr. Guerrero explained that he would meet with the city staff to discuss the needs in each area. He explained that he anticipates meeting with staff in the upcoming months.

C. STA Bicycle and Pedestrian Data Collection

Sara Woo provided a brief introduction to the concept of developing a bicycle and pedestrian data collection report this year. She explained that the document would compile existing data collected regarding users, safety statistics, Bike to Work Day participation, and counts.

D. Wayfinding Sign Plan Development

Sara Woo provided a brief presentation regarding the Bicycle and Pedestrian Wayfinding Sign plan to be developed by STA staff this year. She explained the overall schedule and approach. She notified the committee that she would be meeting with staff from each jurisdiction to find locally existing policies and needs for wayfinding. She provided examples of existing wayfinding within Solano County and other areas where it has been standardized. She cited communities such as Oakland, San Francisco, Seattle, and Portland as examples. Ms. Woo further explained that based on the discussions with city staff, she would develop a prototype for the committee to review at their next meeting.

E. MTC Regional Bicycle and Pedestrian Working Group Meeting of May 19, 2011

Sara Woo summarized the primary discussion items at the MTC Regional Bicycle and Pedestrian Working Group. She explained that major topics included: Public Health Benefits of Climate Plans, BikeMapper 2.0 for the Bay Area, and the Complete Streets Checklist. She commented that the California Department of Public Health staff Neil Maizlich provided a presentation regarding the benefits from MTC's past regional plan Transportation 2035. She further explained that the BikeMapper program has been updated its data collection application for collecting bicycle facilities. Ms. Woo explained that the committee considered the effectiveness of the Complete Streets checklist during the previous STP/CMAQ block grant application process.

VIII. INFORMATIONAL ITEMS – NO DISCUSSION

A. Funding Opportunities Summary

IX. COMMITTEE MEMBER COMMENTS

None presented.

X. ADJOURNMENT

The meeting was adjourned at approximately 7:44 p.m. The next meeting of the STA BAC is tentatively scheduled for August 3rd, and will be moved to September as appropriate.

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



DATE: September 21, 2011
TO: STA BAC
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. Priority Bicycle Projects – (Sara Woo, STA)

STA staff will present the list of Solano Bicycle priority projects submitted by staff from each agency in early September 2011 (Attachment B). 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 bicycle projects to update the projects submitted through the localized planning process in late 2009. Agencies who did not submit any projects by the September 2nd deadline are highlighted in gray.

- C. 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 C1) and the Walking Audit Forms used by the Task Force Participants (Attachment C2).

Participants from the BAC include:

- Ray Posey (Vacaville Task Force Member)
- David Pyle (Fairfield Task Force Member)
- Jane Day (Suisun City Task Force Member)
- Mick Weninger (Vallejo Task Force Member)

- D. 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. 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 BAC review and discussion (Attachment D). 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 30th.

- E. Bicycle and Pedestrian Wayfinding Sign Plan Development Update – (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 BAC to review and provide comments (Attachment E). Signs for bicycle and pedestrian wayfinding will be focused primarily in Downtowns and Transit Facilities of Regional Significance.

- E. Solano BikeLinks Map Update – (Sara Woo, STA)
STA staff is updating the BikeLinks Map to for 2012. Changes include a better map fold, chevrons to show incline, and updated routes based on comments submitted to STA staff during 2011. STA staff is still open to accepting comments from the committee. STA staff will invite the committee members to provide feedback regarding the map revision. Additional details will be presented to the BAC at the September 28, 2011 meeting.

No Attachments.

Agency	Project Name	Project Description	Notes
Benicia	East West Corridor Bicycle Connection	Plan, design, and construct class II bicycle lanes and/or Bicycle Boulevard/sharrows in the East L Street/Military East/Adams Street corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge. Planned.	Year 1 - Planning/Environmental/Prelim. Eng. Year 2 - Construction
Benicia	Park Road/Industrial Way Bicycle Route	Phase I: Construct Class III Bicycle Route on Park Road from the Benicia Bridge Bikeway to Industrial Way. Phase II: Construct Class III Bicycle Route on Industrial Way from Park Road to Lake Herman Road. Planned.	Year 1 - Planning/Environmental/Prelim. Eng. Year 2 - Construction
Benicia	East H Street Bicycle Connection to Benicia Historic Arsenal District	Plan, design, and install a Class III facility on East H Street from East Second Street to East Sixth Street, then to and along either East J Street or East K Street, and then into the Lower Arsenal as a Class I facility to Jackson Street. This project would improve overall accessibility of residents and visitors to the Arsenal District (as would a future route extending from East H Street directly into the Lower Arsenal). Planned.	Year 1 - Planning/Environmental/Prelim. Eng. Year 2 - Construction
Dixon	Parkway Blvd	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Drive to Pitt School Road	This project was submitted and approved as part of the 2009 planning effort.
Dixon	Vaca-Dixon Bicycle Route: Porter Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road	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	Rio Vista Loop: Church Road	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road .	This project was submitted and approved as part of the 2009 planning effort.
Rio Vista	Rio Vista Loop: Airport Road	1 mile Class I off-street bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road .	This project was submitted and approved as part of the 2009 planning effort.
Rio Vista	Rio Vista Loop: Liberty Island Road	1.2 mile Class I off-street bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road .	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

Agency		Project Name		Project Description		Notes	
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			
Vacaville	New Alamo Creek Bike Path: Vanden Road to Nut Tree Road	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	Ulatiss Creek Bike Path: McClellan Street to Comstock Way at I-80	The project consists of construction of a 10-ft. wide Class I off-street Bike Path along Ulatiss Creek between McClellan Street and Comstock Way within the Ivywood subdivision which is adjacent to I-80. This segment along Ulatiss Creek would extend from the City's Downtown Creekwalk. This project is within a designated PD					
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					
	Georgia Street Corridor Bicycle/Pedestrian Improvements	Identify alignment along the 3.4 mile Georgia Street corridor for class II lanes and/or class III bicycle route/sharrows to provide a direct thru-route from Columbus Parkway to Mare Island Way. Project is a regional bikeway connector to major transit (Vallejo Transit Center, Ferry Terminal, and downtown). The connection to Columbus Parkway is an intercity connection to City of Benicia. Additional improvements include potential signal modifications and street light relocations.					
		Phase 1 - Sonoma Blvd to Amador Street (0.6 miles)					
		Phase 2 - Amador Street to I-80 (0.7 miles)					
		Phase 3 - Oakwood to Rollingwood (funded by SR2S grant) (0.5 miles)					
		Phase 4 - Rollingwood to Columbus Parkway (0.5 miles)					
		Phase 5 - I-80 to Oakwood (0.7 miles)					
		Total: 2.5 miles					
Vallejo	SR 29	2.1 mile of class II bicycle lanes on SR 29 from Georgia Street to the Carquinez Bridge. Coordinate with Sonoma Blvd Corridor Study.		Cost based on \$250,000 construction cost per mile			
Vallejo							
Solano County	Vaca-Dixon Bicycle Route: Hawkins Road	Construct 5.2 miles of Class 2 bicycle lanes along Hawkins Road from Pitt School Road to Leisure Town Road. This is a multi-phase project.					
Solano County	Suisun Valley Road Bicycle Improvements	Construction of approximately 4.4 miles of Class 2 bicycle lane on Suisun Valley Road from Mangels Boulevard to Mankas Corner Road.					
Solano County	Putah Creek Road Bicycle Improvements	Construction of approximately 7.27 miles of Class 2 bicycle lanes on Putah Creek Road from Winters Road to Stevenson Bridge Road.					

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.

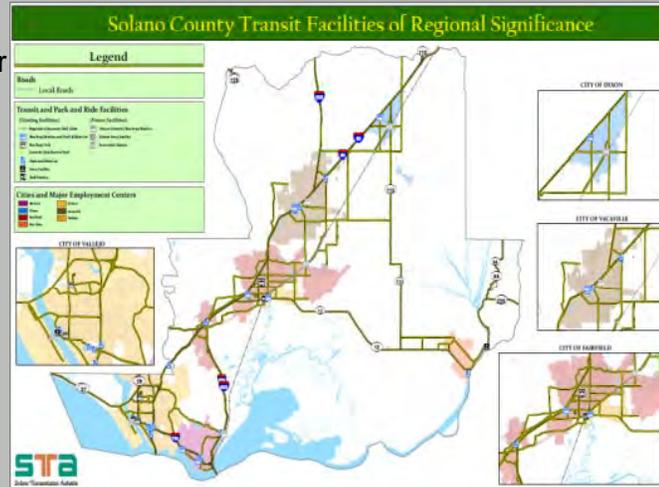
Transit Facility of Regional Significance Walking Audit Form			
On-Site			
	Yes	No	N/A
1. Is there a defined drop-off / pick-up area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Does it provide a safe path of travel to transit loading areas?	<input type="checkbox"/>	<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



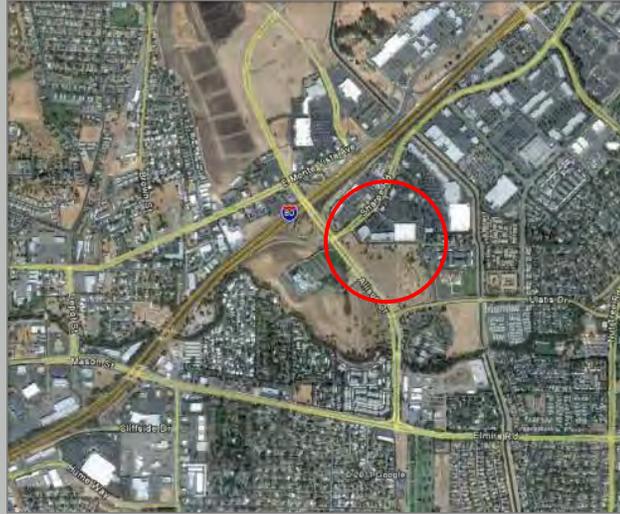
TFORS: Vallejo Intermodal Station

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



TFORS: Vacaville Intermodal Center

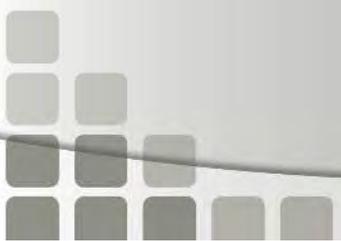
- Retail destinations
 - Vacaville Commons
 - Vacaville Outlets
 - Nut Tree
- Civic destinations
 - City Hall
 - Vacaville Library
 - Ulatis Community Center
- Open Space/ Agricultural
- Residential Neighborhoods



Pedestrian & Bicycle Collisions

Fairfield

- Along arterials at intersections



Pedestrian & Bicycle Collisions

Vacaville

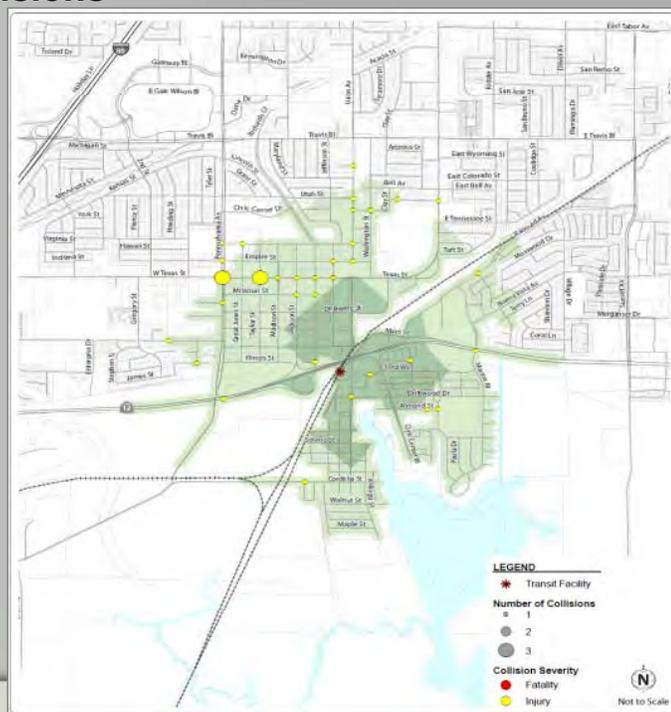
- Along Chelan/
Lakehurst Drive
- Peabody/Chelan
intersection



Pedestrian & Bicycle Collisions

Suisun City

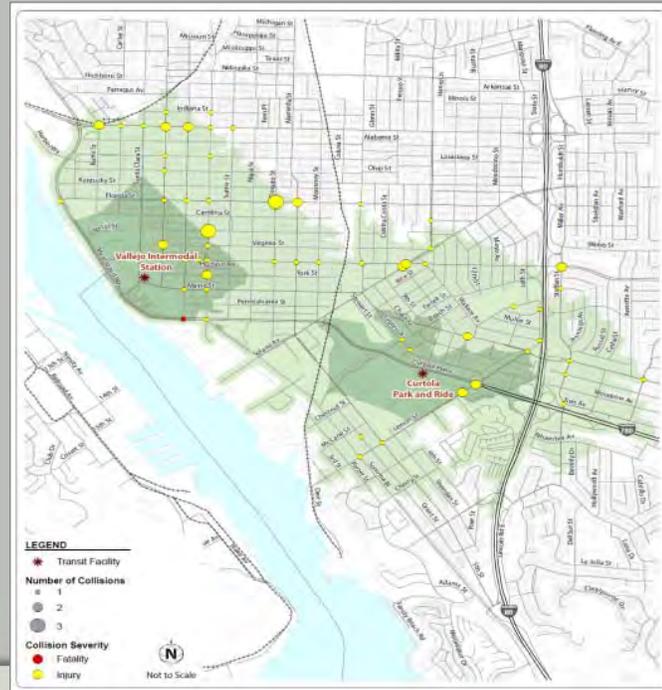
- High number of collisions along Texas Street & Union Avenue



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
Safe Routes to Transit			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

**Transit Facility of Regional Significance
Walking Audit Form**

Transit Facility Name:

Jurisdiction:

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:

Day of the Week:

Time of Day:

Weather Conditions:

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

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

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 BAC
September 28, 2011

BICYCLE AND PEDESTRIAN WAYFINDING SIGNAGE PLAN



Purpose

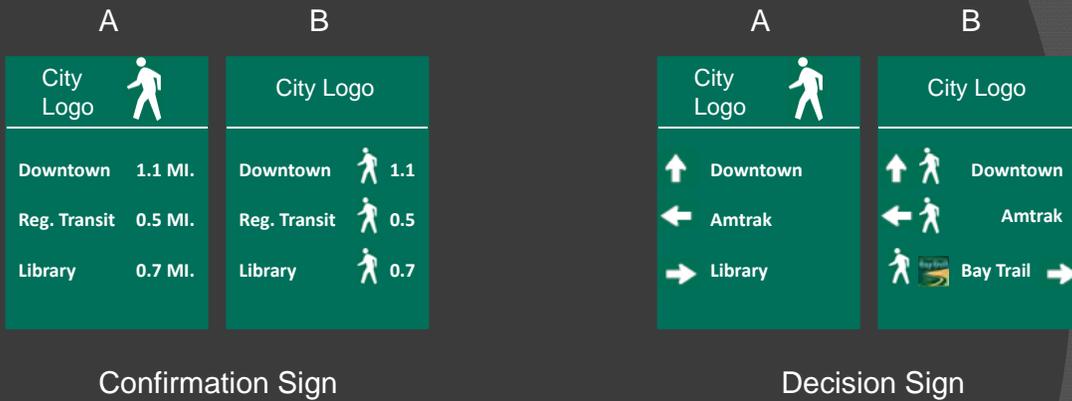
To coordinate existing signage specifications in local jurisdictions and provide uniform countywide guidelines for bicycle and pedestrian signage standards



Bicycle Sign Types



Pedestrian Sign Types





DATE: September 21, 2011
 TO: STA BAC
 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.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 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 \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Pavement Management Technical Assistance Program (P-TAP)*	Approximately \$1.5 million , minimum \$10k; maximum \$60k	Due October 7, 2011

*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.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	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 \$20 million	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 http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	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 \$10 million , 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 http://www.airquality.org/mobile/movererp/index.shtml

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 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 http://www.arb.ca.gov/msprog/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approximately \$10,000 to \$45,000 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 http://www.californiahvip.org/

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Pavement Management Technical Assistance Program (P-TAP)	Amy Burch MTC (510) 817-5735 aburch@mtc.ca.gov	Applications Due October 7, 2011	Approximately \$1.5 million , minimum \$10k; maximum \$60k	P-TAP provides Bay Area jurisdictions with assistance and expertise in implementing and maintain a PMP, primarily the MTC StreetSaver software.	Eligible Projects: Jurisdictions applying for a P-TAP grant will have the option of selecting from the following types of projects: 1) Pavement Management Systems (PMS) projects, and 2) roadway design projects including the development of Plans, Specifications, and Estimates (PS&E).