



SOLANO COUNTYWIDE PEDESTRIAN TRANSPORTATION PLAN

Active Transportation through Walking | 2012



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Preface

Active Transportation through Walking

A key factor in pedestrian-friendly communities throughout the country and world is the mutual respect between motorists and people on foot. While Solano County prides itself on having smaller sized livable communities, there are many opportunities to improve the education and understanding between all users of the road. Public comments that were received through the development of this Plan noted a lack of respect between motorists and pedestrians. A common concern noted in one public forum was how few people stop their cars at crosswalks to allow people—even children—to cross. Conversely, it is not uncommon to see pedestrians unaware of their surroundings walking into the crosswalk without looking or crossing against the signal, which can be frustrating activities for motorists.

At times, planning and street design can play a prominent role in the opportunities for bicyclists and pedestrians to safely travel from place to place within their communities of residence or as guests. Complete Streets Policies provide guidance and direction to Planning and Public Works departments throughout California and the Northern California Region have been developed in recent years. These policies have been an essential addition to the stewardship of accommodating pedestrian and bicycle travel. Complete Streets policies provide required guidelines for planning and implementation of street design with a specialized

emphasis on pedestrian and bicycle transportation, which can be referenced in Chapter 4.

This Plan calls for a new era of mutual awareness and understanding between all people using public right-of-ways. It calls on pedestrians and bicyclists to police themselves and spread the word on the importance of obeying the rules-of-the-road. The Plan identifies several strategies to educate the general public on the rights of pedestrians and on the importance of sharing the road and deferring to pedestrians when needed. With education of the public as well as the improved requirements for planning and design, the Plan aims to improve the link between this level of respect and the overall quality of life in Solano County for everyone.





Executive Summary

Purpose

The Solano Countywide Pedestrian Transportation Plan (hereafter referred to as “the Plan” or “the Pedestrian Plan” or “the Plan”) is the Solano Transportation Authority’s (STA) reference document for planning and supporting the pedestrian system improvements and investments in the seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, & Vallejo) and the County of Solano. It serves as a guide to planning and engineering professionals in Solano County’s jurisdictions. The Plan is also meant to serve as a platform that interested members of the public can utilize to engage their city’s planning and public works staff and local City Councils for the betterment of the community in which they live.

The main purpose of the Solano Countywide Pedestrian Plan is to encourage the development of a unified regional pedestrian system throughout Solano County. The system consists of the physical walking routes, wayfinding signage, and associated amenities such as benches/rest areas, downtowns, grocery stores, activity centers, etc. The Plan focuses on a pedestrian system that will provide origin and destination connections in Solano County as well as to surrounding counties. Additionally, it contains policies that are designed to support and encourage pedestrian transportation; design standards for use in implementation efforts; and promotional strategies. This Plan strives to identify regional pedestrian facilities that are consistent with the local facilities planned in each of the STA’s member agency’s jurisdiction, and regional facilities in neighboring counties.

As a component of the Solano Comprehensive Transportation Plan (CTP), the Plan has a long-range overall planning horizon to the year 2040. Each member jurisdiction of the STA is encouraged incorporate the Plan’s recommendations into their local planning policies and road standards. The STA, with the Plan as the basis, will assist local agencies seek various funding sources as suggested in the Plan to

implement the projects at the local level. It is expected that through individual and combined efforts; many of the proposed projects contained within, or major portions of them, will be implemented over time.

Pedestrian Plan Purpose Statement:

“To facilitate and provide safe and efficient pedestrian travelling as an everyday means of transportation in Solano County”

History

The Countywide Pedestrian Plan began in 2002 as part of a joint effort with the County of Solano to inventory and prioritize trails and pathways throughout Solano County. At the time, the County was considering options for a regional Parks District. In partnership with the County of Solano, the STA created the Trails Advisory Committee to assist in developing a Countywide Trails Plan was to provide a comprehensive and unified plan for trail connections between communities, major parks, open space resource areas, and pedestrian-oriented zones and destinations. The 2002 Solano Countywide Trails Plan identified a total





length of 216 miles of combined existing and planned trail paths in the cities and unincorporated Solano County areas. This included regional trail segments that are part of the San Francisco Bay Area Ridge Trail and the Association of Bay Area Government's Bay Area Bay Trail.

The STA Board replaced the Solano Countywide Trails Plan by adopting the Solano Countywide Pedestrian Plan in 2004. The primary difference between the both plans is that the 2004 Countywide Pedestrian Plan included a stronger link to pedestrian oriented development and other smart growth concepts associated with the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities (TLC) Program. By this time, the STA's Trails Advisory Committee membership grew and evolved into today's Pedestrian Advisory Committee (PAC). The STA's PAC has a greater emphasis on pedestrian connections within cities rather than trails in the unincorporated area. The 2012 Countywide Pedestrian Transportation Plan is an update to the 2004 Plan.



Problem Statement

Safety, access, quality of life, and effective implementation are imperative elements for a complete transportation system and Solano County's success as a pedestrian-friendly county.

Safety

Safety is the number one concern of citizens, whether they are avid or casual recreational hikers/walkers or commuters who get to work by walking for all or part of their trip. A consistent pedestrian network with sidewalks and paths is a large existing component in Solano County. However, complete connections from these paths to activity/transit centers as well as wayfinding signing is generally lacking in the county. In some instances design decisions may have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of pedestrians and bicyclists. The Plan intends to help reduce the accident and fatality rate for pedestrians through design standards and guidelines, education, and enforcement.

Access

Access for pedestrians to recreation, school, shopping, work, and other destinations is hampered in some instances by the long distances between major destinations. In others, the barriers posed by the numerous highway corridors in the county (such as SR 12, SR 37, I-80, I-505, I-780, and I-680) present pedestrians with problems, as facilities are fragmented by numerous and difficult interchange crossings. Facilities and services are a part of accessibility, demand, and increased use of walking as a means of travel around the county. Factoring in the potential for children walking to school, walking-to-transit trips, and other utilitarian trips, Solano County has the potential to increase the walking mode share significantly by 2040.



Solano Countywide Pedestrian Transportation Plan

Quality of Life

This plan urges the STA and its member jurisdictions to take measurable steps toward the goal of improving every citizen's quality of life, improving public health, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. The importance of developing a pedestrian system that is attractive and inviting is a key element in preserving Solano County as a place where people want to live, work, and visit. This is increasingly important as Solano County builds new housing, businesses, and roads. The attractiveness of the environment not only invites pedestrians to explore Solano County's activity/employment centers, beautiful rural scenery, hills, and waterways, but more importantly, a beautiful environment helps to enhance everyone's positive feelings about the quality of life in Solano County.

Effective Implementation

Education, enforcement, engineering, and funding are the basic components of an effective implementation program for this Pedestrian Plan. Education must be targeted towards the pedestrians as well as to the motorist regarding the rights and responsibilities of the pedestrian and automobile driver. Comprehensive enforcement of existing traffic and parking laws, coupled with the implementation of sound design and engineering principles for pedestrian corridors is also critical. This plan also encourages systematic review by STA member agency staff and the PAC of all new development projects, including public works efforts to assure compliance with planning and building codes and the principles of this Pedestrian Plan. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize the physical improvements identified as the highest priorities. This Plan intends to equip the STA and its members to successfully compete for state and federal funding, by meeting the requirements of Completes Streets Policies

(see Chapter 4), the Federal Transportation Bill funding, and future state and federal funding sources.

The Countywide Pedestrian Plan is intended to directly benefit local agencies by:

- Providing more attention to needs and opportunities to support walking as a means of transportation and as an integral part of community character;
- Supporting current city pedestrian plans and projects and providing a framework for creating more detailed city pedestrian plans;
- Sharing information on planning and implementing successful projects;
- Encouraging better consistency and coordination between communities on pedestrian accommodations and pedestrian-oriented projects;
- Providing a means for local citizens and groups to understand pedestrian plans and opportunities and make suggestions; Providing resources for planning and describing projects, and identifying and preparing grant applications to support implementation;
- Prioritizing and coordinating Countywide projects for a better overall result and greater success in competing against other regions for project funding.



Downtown Benicia



Local Adoption Procedure

Caltrans has not developed a standard policy about how County Pedestrian Plans can be used by local jurisdictions to meet State and Federal grant requirements. However, the Caltrans Bicycle Facilities Unit (BFU) has been fairly consistent in their approach to this matter. Based on the Caltrans BFU requirements to qualify for BTA funding, STA suggests three (3) Pedestrian Plan options for a local agency (including a county, town, or city) to qualify for general funding opportunities:

1. Agency can complete their own local plan
2. Use the County Plan provided to each agency to create a local Pedestrian Master Plan
3. Adopt the County Plan with specific caveats and additional information to make it relevant to that community (Caltrans supports this position as it relates to using County Plans for cities and towns)

How to Use the Pedestrian Plan

This plan is a guide to anyone interested in improving the local transportation and air quality standards in their community. It is important to note that each city and the County can adopt this Plan and meet the state and federal requirements for grant funding sources to develop the projects contained within. However, each jurisdiction can also develop and approve its own pedestrian plan, or use some portion of this Plan to do so. This Plan has incorporated existing local plans and priorities as part of its recommendations to eliminate that need. Local projects not specifically included in this Plan can be adopted and funded by each community as well.

For STA Pedestrian Advisory Committee (PAC) and members of the public, it is essential to note that each person can contact their local pedestrian planning staff to make comments or provide suggestions. Please contact STA staff with any comments and to obtain the current contact information for the local pedestrian facilities coordinator in your city.





Major Recommendations of the Pedestrian Plan Update

The Plan recommends the completion of a comprehensive pedestrian network and support facilities, along with new educational and promotional programs to improve conditions for pedestrians in Solano County. The pedestrian system calls for the implementation of projects at an estimated cost of approximately \$78 million over the next 25 years. The primary projects identified for implementation in the short-term (next five years) include:

- Dixon West B Street Bicycle-Pedestrian Undercrossing – a critical safety improvement and multi-modal connection to a future train station
- Vallejo Downtown Streetscape Improvements
- Wayfinding Signage

Overview of Plan Contents

The Solano Countywide Pedestrian Plan highlights the priority projects and process to develop the County’s network for the seven cities and the County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and Solano County).

Chapter 1 – Existing Conditions

Chapter 1 is a review of the physical, social, economic, and environmental benefits of bicycling, and the opportunities presented by current federal and state policies and funding programs.

Chapter 2 – Purpose Statement, Goals, and Objectives

Included in this Chapter are the STA’s goals and objectives for the Countywide Pedestrian Plan and the planning process to meet these goals.

Chapter 3 – Proposed Countywide Bikeway System

Chapter 3 lists the Countywide Priority Bikeway Projects that are relevant to each jurisdiction in Solano County. The chapter provides a financially constrained list of priority projects that can be funded and constructed within the next 5-10 years as well as a list of longer-term projects that will take beyond 10 years to implement.

Chapter 4 – Policies and Programs

This Chapter provides references for regional policies such as Complete Streets and safety programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).

Chapter 5 – Cost Analysis and Implementation Strategy

This Chapter outlines the estimated costs for the projects identified in the plan and recommendations for efficient implementation of these projects. It also includes federal, state, and local sources for bikeway facilities funding. A matrix summarizing funding sources is provided at the end of the chapter.

Chapter 6 – Data Collection

This chapter provides an overview of sample methodology for bicycle counts as well as commuter transportation data.



CHAPTER 1 EXISTING CONDITIONS

1.1 Study Area

Solano County is located in the northeastern edge of the nine-county San Francisco Bay Area, as shown on Figure 1-1a. The topography of Solano County varies from mountains and valleys to low flat marshes, broad valleys, and sloughs, as shown on Figure 1-1a. Most of the eastern portion of the county is flat and used for a variety of agricultural uses. The eastern part of the county also includes portions of the Sacramento River Delta of the county also includes portions of the Sacramento River Delta and Suisun Bay. Much of the northern county near the City of Dixon and east of Interstate 80 (I-80) is also relatively flat agricultural land. On the other side of I-80, however, the coastal mountain range separating Solano County from

Napa County rises up to elevations near 3,000 feet at the county line. In the southwest part of the county, sharp topographic contrasts occur as the rolling foothills of the coastal mountain range taper to the tidal flats of San Pablo Bay and Southampton Bay. From a walker's perspective, each part of Solano County offers some unique walking and hiking opportunities. At the same time, it poses serious challenges to riders because of topography, climate, and limited facilities.



Solano Countywide Pedestrian Transportation Plan

FIGURE 1-1A:

Study Area Solano County Regional Map

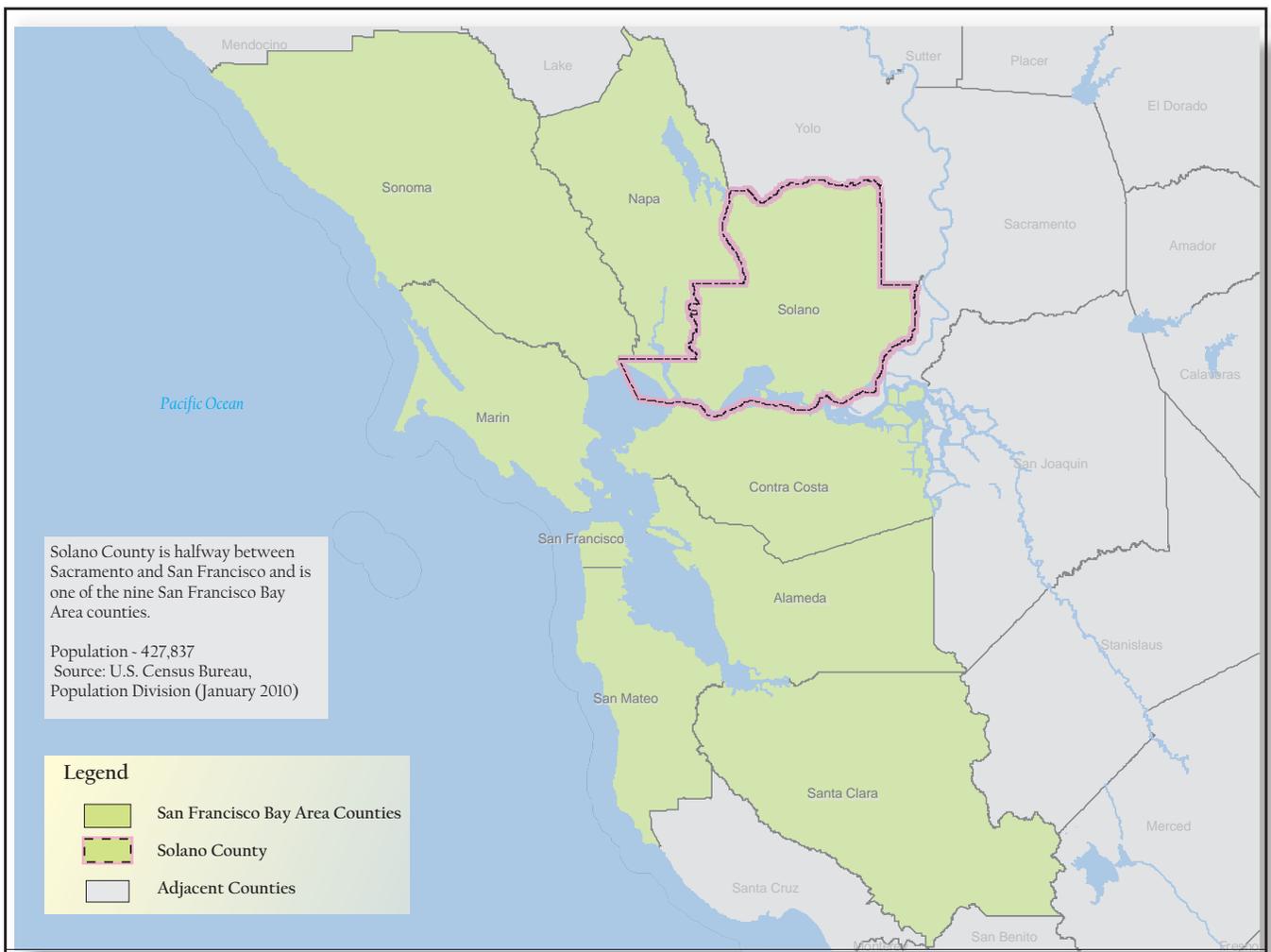
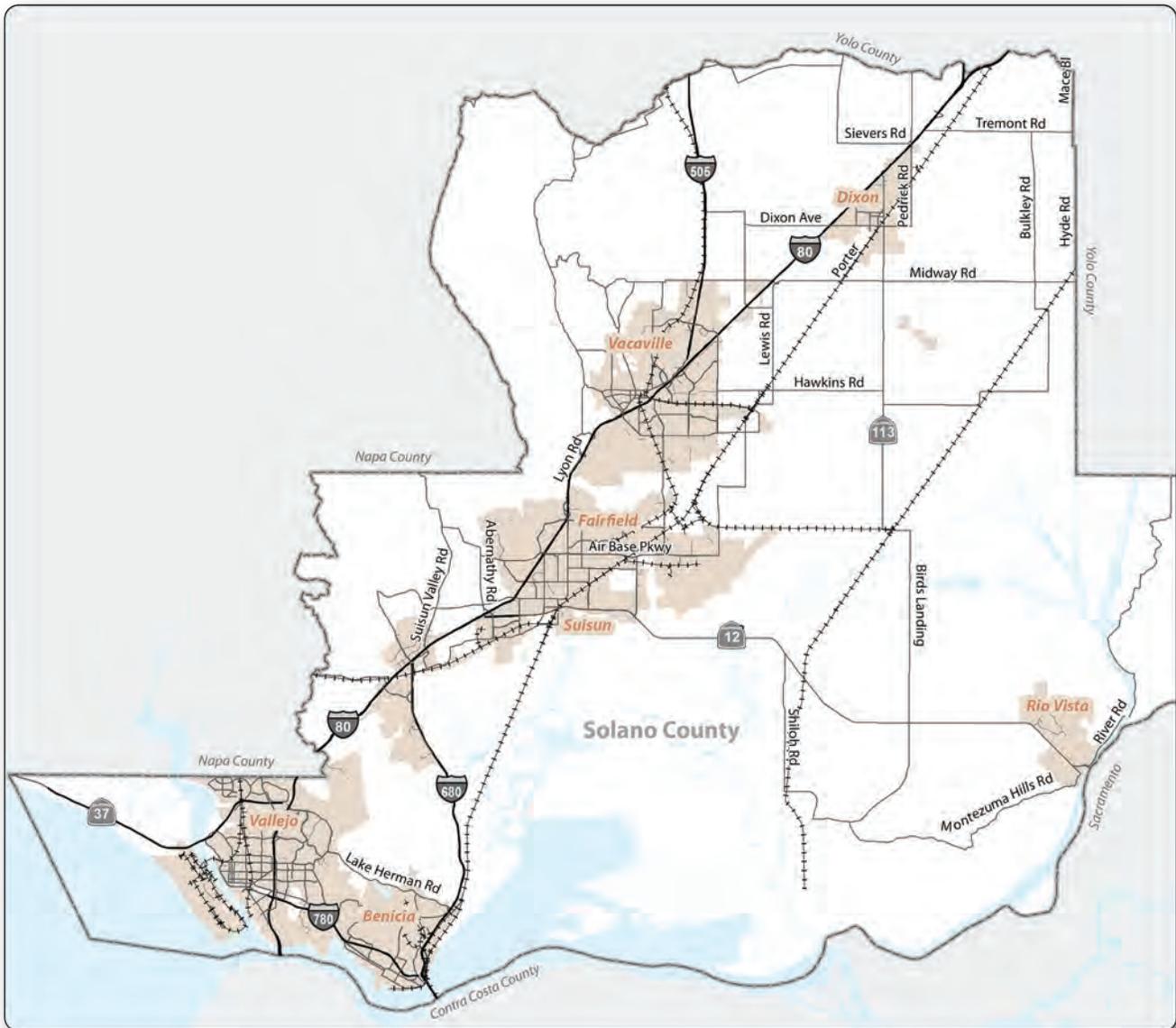




FIGURE 1-1B:
Study Area
Solano County
Local Map





1.2 Plan Relationship to Existing Plans and Policies

The Pedestrian Plan is coordinated with other local and regional transportation and air quality plans. In general, Table 1.2A shows that most of the communities in Solano County are addressing pedestrian planning through various planning documents. To support the planning expansion of interested agencies, this Plan has been developed to serve as a foundation in pedestrian planning for local agencies in Solano County.

This plan can serve as the local Pedestrian Plan for each jurisdiction if adopted by their Board or Council. The following sections discuss the Solano Countywide Pedestrian Transportation Plan relationship to the various levels of existing plans and policies in further detail at the local, regional, and state/federal level.

This section provides an overview of various existing plans and policies as follows:

- Caltrans Plans
- MTC Plans
- STA Plans
- City and County Plans
- Policies (Local, State, and Federal)

Caltrans Plans

Caltrans is the State of California’s transportation planning and implementation agency, which primarily manages the state highway system. It also provides guidance for project design and delivery statewide. These documents include the Highway Design Manual, Caltrans Pedestrian and Bicycle Facilities in California Technical Reference, Complete Streets Implementation Action Plan, an Accessibility Design manual, and others. More detailed descriptions for each of these are explained below.

Table 1.2A – Existing Pedestrian Planning Efforts in Solano County

Type of Plan	Solano County	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
Pedestrian Plan								
Plan	No	No	No	No	No	No	No	No
Policies	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Funding	No	No	No	No	No	No	No	No
General Plan/Transportation Plan/Open Space or Parks Master Plan								
Plan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Policies	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Funding	No	No	No	No	No	No	No	No
Agency Has Adopted STA’s Solano Countywide Pedestrian Transportation Plan								
Plan	Yes		Yes			Yes	Yes	
Policies	Yes		Yes			Yes	Yes	



Caltrans Highway Design Manual

Bikeway facilities and planned projects must be consistent with the Caltrans Highway Design Manual Chapter 1000. In addition to the required elements listed in the preface, Caltrans' Highway Design Manual contains specific design guidelines that must be adhered to in California. "Chapter 1000: Bikeway Planning and Design" of the Manual sets the basic design parameters for the development of on-street and off-street pedestrian and bicycle facilities.

Caltrans Pedestrian and Bicycle Facilities in California Technical Reference

This is a technical reference and technology transfer synthesis for Caltrans Planners and Engineers, which can also be looked to for acceptable innovative pedestrian and bicycle standards.

http://www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf

Caltrans Complete Streets Implementation Action Plan

Based on Deputy Directive 64-Revision 1, the Caltrans complete streets implementation action plan is a guide that aims to provide local agencies with the tools needed to address developing "Complete Streets."

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf

Caltrans Accessibility Design

In compliance with the Americans with Disabilities Act (ADA), Topic 105, "Pedestrian Facilities" discusses the guidelines for pedestrian-related transportation design and accessibility for people with disabilities. In addition, Chapter 11 of the Caltrans Local Assistance Procedures Manual provides guidance regarding design standards for pedestrian facilities including ADA Compliance of Project Plans and Specifications. The Chapter also references the ADA Accessibility Guidelines (ADAAG) as a standard resource regarding ADA compliance for buildings and facilities.

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

MTC Plans

MTC is the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area. MTC provides pedestrian funding and planning tools to implement pedestrian transportation policies and projects. MTC's Regional Pedestrian Committee (RPC) which meets every other month to discuss pedestrian connectivity issues and is MTC's primary resource for pedestrian information and planning. This committee is an ad hoc group consisting of staff and professionals from each of the 9 San Francisco Bay Area Counties. Other resources include the MTC Transportation for Livable Communities Program and the MTC Pedestrian and Bicyclist Safety Toolbox. Below are more detailed descriptions of each and their relationship to the Pedestrian Plan.

MTC/ABAG Priority Development Areas

Priority Development Areas (PDAs) are locally identified and approved by the Association of Bay Area Governments (ABAG) as infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. Solano County's jurisdictions have nominated and designated nine such areas which serve fixed transit, major bus corridors, or planned transit. The STA is working with Solano County cities to provide opportunities for focused sustainable development within Solano County. PDAs will become an important component of pedestrian planning for creating a walkable environment that accommodates the region's growth in Solano County.



MTC Transportation for Livable Communities Program

MTC's TLC Program focuses on providing support for community-based transportation projects that bring enhancements to the range of transportation choices, sustainability, quality of life, and support connectivity between transportation investments and land uses. The regional TLC program has evolved to concentrate TLC funding on PDAs throughout the Bay Area.

http://www.mtc.ca.gov/planning/smart_growth/tlc/

MTC Pedestrian and Bicyclist Safety Toolbox

The pedestrian and bicyclist safety toolbox has been developed by MTC with the purpose to preventing collisions, preventing injuries and fatalities, and encouraging walking and bicycling through partnerships between multiple disciplines, multiple jurisdictions, and the public. It is made up of six (6) parts: engineering & maintenance, law enforcement, school districts, planning, community, and public health. Each part provides best-practice guidelines and standards to follow. The Toolbox can be accessed online via: <http://www.mtc.ca.gov/planning/bicyclespedestrians/safety/framework.htm>

STA Plans

STA has adopted several pedestrian transportation-related documents, and has also helped fund Transportation for Livable Communities (TLC) studies for member agencies. These include: pedestrian-related plans and documents are explained here. This section describes the following plans and their relation to the Solano Countywide Pedestrian Transportation Plan:

- Countywide Pedestrian Transportation Plan
- Jepson Parkway Concept Plan
- North Connector TLC Corridor Concept Plan
- Safe Routes to School Plan
- Solano Transportation and Land Use Toolkit
- Solano Travel Safety Plan
- State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan
- Transportation for Livable Communities (TLC) Plan

Jepson Parkway Concept Plan - The Jepson Parkway Concept Plan was the original TLC corridor planning document funded through MTC's TLC grant in 1998. The Jepson Parkway Concept Plan was adopted in 2001, three years before the Solano TLC Plan was developed. Its purpose is to encourage the linkage between transportation and land use along the Jepson Parkway corridor (Leisure Town Road/I-80 in Vacaville to Walters Road/SR 12 in Suisun City) by developing a multi-modal corridor that supports transit and provides guidelines so the four communities on the parkway can build in an integrated fashion. The Jepson Parkway Concept Plan includes elements on the integration of transit, bicycle and pedestrian paths, and landscaping, as well as guidelines for compatible land uses and a roadway implementation plan.

North Connector TLC Corridor Concept Plan – Adopted in 2008, this plan sets out TLC concepts regarding transit access and incorporation, bike and pedestrian access and pathways, landscaping, and signage for the North Connector, running from SR 12/Red Top Road east through the Cordelia portion of Fairfield and Lower Suisun Valley in the unincorporated County, and ending at Abernathy Road. The North Connector, like the Jepson Parkway, will provide a non-freeway alternative for local traffic. The TLC Corridor Concept Plan can be incorporated by the City of Fairfield as it installs infrastructure in new development along the corridor, and is included in the new roadway segments recently constructed by STA and the City of Fairfield.

Safe Routes to School Plan

The SR2S Plan was adopted in February of 2008.. The two most common reasons cited by parents as to why they do not let their children walk or bicycle to school is that the "school is too far away" and that there is "too much traffic danger". Safe Routes to Schools is intended to encourage and assist children to walk or ride a bike to school, thereby improving children's health and reducing auto trips. The plan was adopted after an extensive public outreach effort, including the involvement of all seven school districts and the Solano County Office of Education. The Safe Routes to



School plan identifies Education, Enforcement and Encouragement programs and Engineering projects to improve the safety of children's home-school-home trips.

<http://solanosr2s.ca.gov/Content/10002/AboutUs.html>

Solano Transportation and Land Use Tool Kit (2003)

In 2003, STA in partnership with the Yolo Solano Air Quality Management District and other regional agencies prepared a "Best Practices" handbook titled "Transportation and Land Use Toolkit." The toolkit better describes and illustrates those types of alternative mode projects that should be considered and incorporated into the policies, plans, and projects of the cities and counties.

<http://www.ysaqmd.org/TransportationandLandUse.php>

Solano Travel Safety Plan (1998)

The 1998 Solano Travel Safety Plan identified high-accident intersections and freeway sections within Solano County.

The 1998 Solano Travel Safety Plan is currently being updated with recent traffic and accident information to provide a new list of potential safety concerns. The Solano Travel Safety Plan - Phase 1 was adopted on July 13, 2005. Phase 2 of the update will focus on safety concerns near schools and downtown areas.

<http://www.sta.ca.gov/Content/10055/CountywidePlansampStudies.html>

State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

The SR12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan describes the conditions of SR12 West from Interstate 80 to SR29 and the opportunities and constraints involved with accommodating bicyclist and pedestrian travel through the corridor. The Plan identifies safety concerns as well as the long-term projects that will help improve the safety in the corridor for bicyclist travel in particular through a future Class II bicycle lane.

STA Transportation for Livable Communities (TLC) Plan

TLC planning focuses on the relationship between transportation and land uses by supporting and promoting "smart growth" projects in Solano County. This is STA's overarching document for TLC development, setting out broad goals and policies. Adopted in October of 2004, the Solano TLC Plan includes an inventory of TLC-type projects and funding programs that existed at that time. The Solano TLC Plan also sets out criteria for selection of project or plans for regional or local TLC funds. The STA is currently updating the TLC Plan with an emphasis in supporting PDAs and opportunity growth areas that link land use and transportation.

Other Planning Resources

State and Regional Plans

In the process of updating this Plan, local and regional transportation plans and projects were reviewed for consistency with relevant information folded into this planning effort. Some include:

- I-80/I-680/SR 12 Interchange and North Connector Projects (2004)
- Bay Trail Plan (1989)
- Bay Area Ridge Trail
- Contra Costa Countywide Bicycle and Pedestrian Plan (2003)

City and County Plans

Member Agency Documents:

None of the 7 cities or the County have a community-wide TLC plans. However, several jurisdictions have adopted location-specific TLC plans.

Solano County Old Town Cordelia Plan – Solano County adopted a TLC Improvement Plan for Old Town Cordelia in September 2004. After a public outreach program was completed, the Plan was developed with 4 primary goals: installation of a new bike/pedestrian path, new trees and other



Solano Countywide Pedestrian Transportation Plan

landscaping, installation of historic markers, and installation of other bike/pedestrian-friendly amenities. Many of the elements described in the plan have subsequently been funded and installed.

Rio Vista Waterfront Plan – Rio Vista was one of 5 Bay Area communities to receive a MTC regional TLC planning grant in 2000 for its Waterfront Plan. The Plan was adopted in 2007, and served as the basis for a follow-up TLC capital grant for enhanced pedestrian crosswalks and landscaping in the downtown and riverfront areas. In a follow-up action, the City adopted a Waterfront Specific Plan, partly funded by STA-provided TLC planning funds. The Waterfront Specific Plan provides detailed land use information that can help implement a broad land use vision for the waterfront area, including TLC-supporting higher density land uses and supporting infrastructure.

Vacaville Creekwalk/Opportunity Hill Plan – The City of Vacaville received a TLC planning grant in 2005 for the extension of the Creekwalk project in downtown Vacaville and the development of a land use plan for the adjacent Opportunity Hill area. The project area is within walking distance of two transit centers in Vacaville, and will support additional residential development adjacent to the historic downtown core of the city. The plan was adopted in November of 2007.

STA Jepson Parkway Plan – The Jepson Parkway Concept Plan was the original TLC Corridor Planning Grant funded through MTC's TLC Plan in 1998. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County.

Fairfield West Texas Street and Allan Witt Park Transportation Linkage Plans – The City of Fairfield developed two TLC plans for the western end of Texas Street. The plans identify improved pedestrian linkages, including crosswalks and signage, for the Allan Witt Park area of West Texas Street. Adjoining Witt Park are the Fairfield Transportation Center, a major regional transit and park-and-drive hub, shopping and multi-family housing.

Vallejo Sereno Bus Transit Center – This project provided plans for improved pedestrian access to the Sereno bus transfer center, located next to the intersection of Sereno Avenue and SR 29/Sonoma Blvd. The Sereno Avenue bus transfer facility is one of the major transfer points for Vallejo Transit, the largest transit provider in the county. The TLC plan served as the basis for a subsequent MTC TLC capital grant.



Current Roadways



Proposed Project



Policies (Local, State, and Federal)

Complete Streets Act

The streets of our cities and towns are an integral part of the livability of our communities. They should be planned and designed for all users, regardless of age, whether motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. Unfortunately, too many of our streets are designed only for the automobile.

Due to various types of legislation that has been passed over the past decade, many communities are now improving their ability to implement complete the streets. Planners and engineers will have better resources to build road networks that are safer, more livable, and welcoming to everyone, including pedestrians.

Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. The National Complete Streets Coalition provides a resource to developing a comprehensive complete streets policy which can be found via:

<http://www.completestreets.org/changing-policy/policy-elements/>

Deputy Directive 64 Revision 1

Local and Regional Policies

MTC Complete Streets Checklist – In June 2006, the Bay Area’s regional transportation planning and funding agency, Metropolitan Transportation Commission (MTC), adopted regional policies for the accommodation of non-motorized travelers. MTC Resolution No. 3765 called for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Partner agencies will complete this checklist prior to submitting projects to MTC.

MTC’s Complete Streets Checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration can be included in the project budget. STA will ensure that project sponsors

complete the checklist before projects are submitted to MTC. STA is required to make checklists available to their Bicycle and Pedestrian Advisory Committees for review.

STA Complete Streets Checklist Implementation – Per the MTC Complete Streets policy, STA includes both the Solano County Bicycle Advisory Committee and Solano County Pedestrian Advisory Committee. Upon dissemination of the complete streets checklist during plan development and project delivery, STA staff makes submitted checklists available to the committees for review and discussion of local priority projects identified by each group. (see Chapter 4 for more details)

State and Federal Policies

Caltrans Deputy Directive 64 Revision 1 (DD-64-R1) – This policy was updated in October 2008 and is titled “Complete Streets – Integrating the Transportation System.” The policy is intended to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities on the State highway system. Pursuant to DD-64-R1, Caltrans manuals and guidance will be updated and developed to outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to transit for pedestrians and bicyclists.

Assembly Concurrent Resolution No. 211 (ACR 211) – ACR 211 (Nation) “Integrating Walking and Biking Into Transportation Infrastructure” became effective in August 2002. ACR 211 encourages all cities and counties to implement the policies of DD-64-R1 and the USDOT design guidance document when building local transportation infrastructure.

California Complete Streets Act of 2007 (AB1358) – The complete Streets Act of 2007 ensures that the transportation plans of California communities meet the needs of all users of the roadway including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. It requires the legislative body of a city or county,



upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the standard accommodation of all users of the roadway. This policy aims to encourage healthy physical activity, aid in the strategic efforts to reduce greenhouse gas emissions, and reduce long-term costs. Beginning January 2011, cities and counties must plan for the development of multimodal transportation networks upon the next update of their circulation element.

The STA's Countywide Pedestrian Plan is one way to support the foundation for implementing these policies. These policies are discussed further in Chapter 4.

Existing Network

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the number of improvements completed projects versus planned and secondarily by cost of completed versus planned projects. The percentage of the pedestrian network completed is calculated by dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in Table 1.2C.



Table 1.2C – Solano County Pedestrian Network

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/TLC Projects	# of Pedestrian/TLC Projects Completed	% Completed	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

The number of pedestrian oriented areas identified is based on the existing primary activity centers in each agency (i.e., downtowns, libraries, shopping plazas, commercial centers, employment areas, etc.). The number of pedestrian/TLC projects was identified through the 2004 Transportation for Livable Communities (TLC) Plan. These projects were identified through a local planning process. The next column shows the number of these projects that have been completed since the 2004 publication of the TLC Plan. The Percent (%) Completed column takes the # of completed TLC projects as a percentage of the # of planned pedestrian/TLC projects. This provides a general impression of the projects completed in Solano County. The last two columns express the accomplishment of the projects in dollars with \$27.6 million invested into the TLC/pedestrian transportation network, and \$78 million estimated for long-term investment.

1.3 Design Standards

The Pedestrian and Bicycle Facilities in California—A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers (“Technical Reference”) provides Caltrans staff with a synthesis of information on non-motorized transportation. It is intended that this “technology transfer” will assist the Department of Transportation in accommodating pedestrians and bicyclists on the state highway system throughout California, serving as a resource on policies, laws, programs, the Caltrans planning and design process, guidelines, and best practices. Although primarily intended for Caltrans planners and engineers, local agency staff and the general public may also find it useful. This document can be downloaded through the following link:

http://www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf



Appendix C provides a more detailed set of design best practices and guidelines. At a minimum, local jurisdictions must adopt general Caltrans guidelines.

1.4 Existing Pedestrian Projects

The current network focuses around improvements in downtowns, transit, and other activity centers within each jurisdiction. Some are also Transportation for Livable Communities (TLC) projects, which are specified.

1.5 Existing Support Facilities

Support facilities and programs are an important part of the planned Solano County bikeway transportation system. User surveys indicated that the lack of pedestrian facilities was an important reason why some people did not walk to work. Pedestrian support facilities can include a variety of services or physical infrastructure designed to accommodate or promote the use of walking. Figure 1-5 shows existing bikeway support facilities in Solano County, including:

- Multi-modal transit hubs
- Access to Park and Ride Lots
- Locations of convenience/grocery stores
- Facilities for changing and storing clothes
- Rest stops

Shower Facilities

Access to shower facilities by pedestrian commuters may help encourage people to leave their vehicles, particularly in the summer months. One option for providing shower facilities is to require their implementation as part of a transportation systems management (TSM) or transportation demand management (TDM) program that applies to major employers. Another option is to include provisions/recommendations for shower facilities as part of future updates to the local jurisdictions' circulation element pertaining to pedestrian and bicycle transportation. Currently, no formal shower/changing locations are known to exist in the county. However, it is likely that many com-

muters utilize local gyms and/or improvise at their place of employment

1.6 Multi-modal Connections

Well-integrated multi-modal connections are vital to pedestrians, as transit has the potential to extend trip ranges to all points of the county and beyond. This is especially important in Solano County when you consider some of the existing barriers to continuous bicycle travel such as access across the Sacramento River and gaps in the current bikeway system between urban areas. Both of these deterrents may force some people to use other modes such as the automobile to transport their bicycle to selected riding locations.

Figure 1-6 shows the existing multi-modal connection facilities in Solano County, which include:

- Transportation centers
- Park and ride Lots
- Ferries that allow bicycles
- Train stations
- Bicycle shuttles
- Bus transfer stops

There are currently 14 existing park and ride lots in Solano County. These facilities allow park and ride lot users to transfer between bicycle and other forms of travel such as carpools, vanpools, or buses. Table 1.6A contains a list of existing and proposed park and ride facilities.

The Ryer Island Ferry, which transports passengers across Cache Slough north of Rio Vista, provides access for pedestrians to Ryer Island, which has become a popular recreational route for pedestrians. This is also true for the Howard Landing Ferry that allows Ryer Island visitors to cross Steamboat Slough into Sacramento County. The Vallejo Baylink Ferry, experiences a high demand given the population of the Vallejo area and the fact that the ferry's destination is San Francisco, a popular commute and recreational destination for pedestrians.



TABLE 1 - 6 a : Existing and Planned Park-and-Ride Facilities

City	Location	Transit	Existing Spaces	Planned Spaces	Bikes	Lighting
Benicia	East 2nd St and East "S" St at I-780	Benicia Bridge Bike Shuttle	15	15	No	Yes
Cordelia	Green Valley Rd at I-80 & I-680		65	65	No	Yes
Dixon	Market Lane & I-80 near Pitt School Rd	F/S	89	89	Yes	Yes
Dixon	B St at Jackson/future Capitol Corridor Station		84	225	Yes	Yes
Fairfield	Magellan near West Texas at Beck St	F/S, VAL	400	600	Yes	Yes
Fairfield	K-Mart on North Texas near Air Base Pkwy	F/S	48	48	Yes	No
Suisun City	Main St at SR12	CC, F/S, VAL, RV	80	160	Yes	Yes
Vacaville	Cliffside at I-80		267	0	Yes	Yes
Vacaville	Davis St at I-80	F/S, VAL	250	250	Yes	Yes
Vallejo	Benicia Rd at I-80		13	13	No	No
Vallejo	Lemon St at Curtola Pkwy & I-80 (NW)	BEN, VAL	379	379	Yes	Yes
Vallejo	Lemon St at Curtola near I-80 (SW)	VAL	64	64	Yes	Yes
Vallejo	Magazine St and Lincoln Rd at I-80	VAL	21	21	No	Yes
Planned Park and Ride Lots						
Benicia	Intermodal Rail Station at Lake Herman Rd & I-680	BEN, CC	0	2700	Yes	Yes
Fairfield	Intermodal Rail Station at Peabody Rd & Vanden Rd	F/S	0	600	Yes	Yes
Fairfield	Red Top Road & I-80	None	0	200	n/a	n/a
Vacaville	Bella Vista & I-80	None	0	200	n/a	n/a
Vacaville	Leisure Town Rd & I-80	None	0	50	n/a	n/a
Rio Vista	Church St & SR 12	None	0	50	n/a	n/a
Vallejo	Intermodal Ctr at Mare Island Wy & Georgia St	VAL, BEN	650	1400	Yes	Yes
Total Spaces						

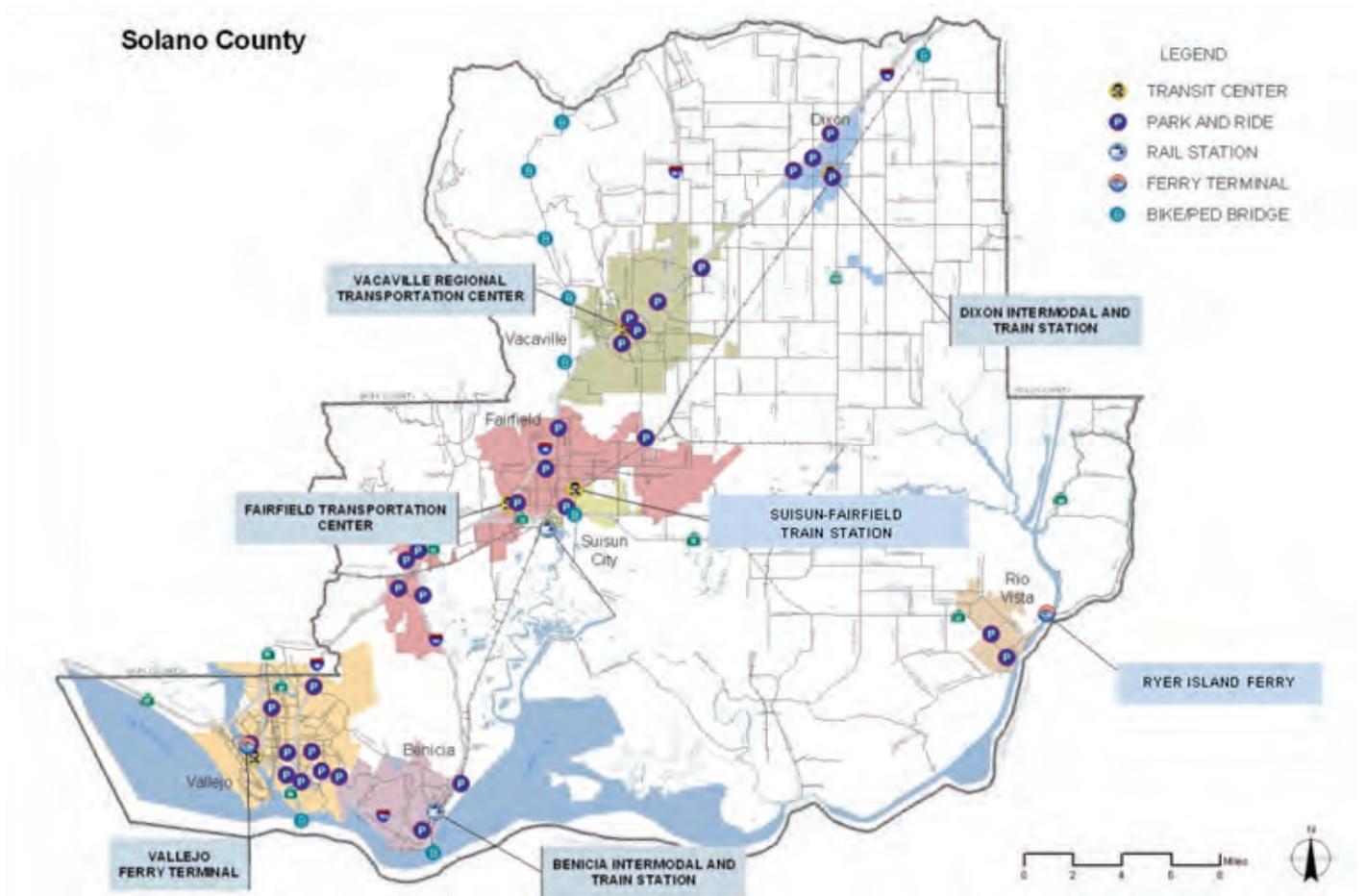
TRANSIT ABBREVIATIONS: BEN = Benicia Transit; CC = Capitol Corridor; F/S = Fairfield-Suisun Transit; RV = Rio Vista Delta Breeze; VAL = Vallejo Transit
Planned Projects in grey



SolanoExpress routes are inter-city bus services operated by two Solano transit operators, Solano County Transit (Sol-Trans) and Fairfield and Suisun Transit (FAST). SolanoLinks transit routes connect to BART and Baylink Ferry services. The proposed pedestrian system provides direct connections through its primary network to multi-modal train

stations planned in Dixon, Fairfield/Vacaville, and Benicia. All three of these proposed stations would be served by a combination of Class I facilities as currently planned. It is the intent of this plan to ensure pedestrian access to all future stations.

FIGURE 1-6:
Multi-modal Connections Map





CHAPTER 2

PURPOSE STATEMENT GOALS AND OBJECTIVES

The focus of this Countywide Pedestrian Plan is on identifying the major pedestrian routes and places, and those projects and concepts that will make a significant contribution to the regional system. The Pedestrian Plan is intended to encourage incorporation of pedestrian access and amenities in new major projects of all types, as well as to identify and encourage pedestrian-specific projects such as over crossings and safe routes to school. The countywide pedestrian circulation system consists of elements of larger transportation systems and urban development patterns within the local cities and unincorporated communities. Pedestrian facilities are local and the details and decisions that comprise them are usually part of these larger projects or efforts. This first Countywide Pedestrian Plan provides a framework and status report, but does not fully illustrate or quantify the ultimate future countywide pedestrian system, or detail its current status versus the requirements to complete it. Working with local jurisdictions as they may undertake preparation of their own pedestrian studies and plans, STA will be able to define a more comprehensive countywide pedestrian system through future updates of the Pedestrian Plan.

The long-term benefits of a complete and effective pedestrian system, and current trends in Solano County and the nation, are discussed in detail in Section 3. Benefits range from health to environment to economics, but basic safety, especially for children and seniors, is one of the principal benefits. Among the nine Bay Area counties, Solano

County has the third highest pedestrian accident rate. One of the strongest incentives to improve pedestrian systems is the relative safety, or lack thereof, of walking in the United States versus other countries. Per distance traveled, U.S. pedestrians are roughly 3 times more likely to be killed than German pedestrians, and over 6 times more likely to be killed than Dutch pedestrians.

The Pedestrian Plan encourages walking as a means of transportation in Solano County by supporting enhancements of pedestrian connections to transit, employment, schools, shopping, recreation, residential areas and other pedestrian focal points. It also serves as a consensus building visionary document for prioritizing pedestrian projects at local and county agency level.

The goal of the Countywide Pedestrian Transportation Plan is to encourage and support walking as a means of transportation in Solano County. This includes creation and enhancement of connections that support pedestrian movement, and the creation or enhancement of places that support pedestrian travel or activity. "Walking" in this context includes accommodating people using wheelchairs and other types of mobility assistance (i.e. walkers, skateboards, scooters, etc.). The Plan is intended to identify general guiding policies and practices, and specific projects and priorities to be implemented by the eight STA member agencies, with assistance from the STA Pedestrian Advisory Committee.

This Plan will have a strong relationship to the STA's Transportation for Livable Communities (TLC) Program, which in addition to direct connections and enhancements, supports land use and development projects with densities and patterns that support walking and other alternative modes of transportation to the automobile.

The Pedestrian Plan is not intended to address recreational trails, which would be the purview of the County Parks Department. There is some overlap with recreational trails



because some existing or planned trails and pathways in urban areas also serve as important pedestrian circulation routes.

There is also some overlap with STA's Countywide Bicycle Plan in that some Class I (separated path) bicycle facilities also serve as significant pedestrian facilities. The Countywide Pedestrian Plan builds on many previous phases of studies and plans undertaken by STA and other agencies related to pedestrian circulation. These are detailed in Section 4.

This Pedestrian Plan is based on information provided by the cities and the County, and developed in conjunction with the agencies. The scope of the Plan does not include detailed assessment of pedestrian needs or conditions, or preparation of detailed plans or project descriptions except by working through the agencies. It is intended to encourage the local agencies to undertake such systematic planning based on the framework provided by the Plan.

2.1 Purpose Statement

The Goals and Objectives of the Countywide Pedestrian Plan were developed with the following vision statement in mind:

Make walking an everyday means of transportation and recreation in Solano County by creating a complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County by providing a viable alternative to the use of the automobile through connections to transit, and employment, health, commercial, recreational and social centers.

2.2 Goals and Objectives

During the fall of 2009, the STA PAC developed the Plan's Goals and Objectives in collaboration with Public Works Staff and Planning Staff from the seven (7) cities and the County of Solano. The goals and objectives provide the framework for implementing the vision statement. This section presents specific goals, objectives, and policies to support walking as a viable alternative transportation mode, an important social and recreational activity, and a

key civic amenity. The goals, objectives, and policies below are related to information in various sections of this Plan.

Goal 1: Plan and maintain a current Countywide Pedestrian Plan

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

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

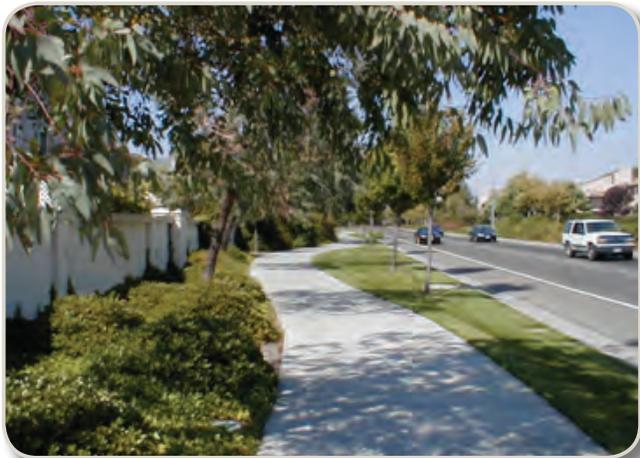
Objective 2 – Maintain the Countywide Pedestrian Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years.

- Update the Countywide Pedestrian Plan every three to five years, or as necessary to maintain eligibility for state and federal funds.
- Review the projects identified in the Countywide Pedestrian Plan annually to identify projects that have been completed.
- Ensure that the Countywide Pedestrian Plan is consistent with all existing regional, state, and federal pedestrian documents, and is consistent with current adopted local pedestrian master plans.
- Develop the Countywide Pedestrian Plan as a resource and coordinating document for local jurisdictions while utilizing existing/planned local pedestrian facilities to the extent possible.
- Encourage the use of the Pedestrian Plan, the Pedestrian Advisory Committee, and STA staff technical assistance for guidance, resources, incentives and countywide coordination on pedestrian improvements.
- Coordinate with the County-wide Bicycle Plan and



the STA Bicycle Advisory Committee on routes and projects that may be shared between pedestrians and bicycles.

- Coordinate with the local jurisdictions to collect and organize a reference library of examples of pedestrian improvement project applications and plans, and bid and construction cost data.



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

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

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

Objective 4 – Support local plans and actions

- Formulate, use and update the Countywide Pedestrian Plan to reflect and support local agencies' plans, policies, and standards, recognizing that walking is a very local activity and each agency must determine its own needs and course of action.
- Encourage local jurisdictions to make safe, convenient, enjoyable pedestrian access a priority in their policies, plan, and projects



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

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

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

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

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

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

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



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

- Maintain and revise the Solano Bicycle and Pedestrian Program (SBPP) as needed to strategically fund the construction of projects.
- Regularly update and disseminate the information on funding sources contained in this Plan, including STA's own Countywide Transportation for Livable Communities Program, to encourage applications.
- Develop a prioritized regional list of projects with significant pedestrian components, with detailed cost estimates, and identify appropriate funding sources for each proposal.
- Encourage multi-jurisdictional and multi-objective funding applications for pedestrian-supportive projects.
- Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.
- Encourage the grouping of reliable local, regional, and state funding sources which can be used to leverage federal funds.
- Encourage local jurisdictions to include countywide pedestrian transportation improvements in their planning programs and capital improvement plans.
- Develop education and maintenance programs that may be adopted by local jurisdictions.
- Encourage multi-jurisdictional and multi-objective funding applications for pedestrian-supportive projects.
- Encourage the identification or creation of reliable local, regional, and state funding sources, which can be used to leverage state or federal grant funds for pedestrian improvements.

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

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



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

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

Goal 4: Improve pedestrian safety in Solano County.

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

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

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

- Monitor and track pedestrian-related collision levels through available data sources
- Maintain and track SWITRS information
- Coordinate with California Highway Patrol (CHP) to obtain data needed beyond SWITRS data
- Review available hospital and health clinic data
- Utilize and contribute to collaborative data collection efforts (i.e. National Bicycle and Pedestrian Documentation Project, MTC bicycle and pedestrian counts, other).
- Maintain data collected through the Safe Routes to Schools (SR2S) program.
- Coordinate with the local jurisdictions to monitor pedestrian-related accident levels annually, and target a 10% reduction on a per capita basis over the next 20 years.



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

- Identify a Pedestrian Safety Coordinator in each jurisdiction – a staff member with the responsibility to support any local committee and the STA PAC member, provide interdepartmental and inter-agency coordination, and prepare or coordinate funding applications.

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

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

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

- Incorporate provisions for safe pedestrian travel and/or detours in traffic control plans and through construction zones
- Include lighting and emergency call boxes along Class I paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources
- Provide references to best practices and standards implemented locally and regionally (i.e. Highway Design Manual Chapter 1000, Manual of Uniform

Traffic Control Devices, California Blueprint for Bicycling and Walking, etc.)

- Provide links to best practice references for bicycle and pedestrian project implementation on the STA website.

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

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

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

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

- Identify connections to lower volume streets, Class I multi-use paths, as well as regional and natural destinations countywide
- Develop criteria for pedestrian connections which balance the need for directness with concerns for safety and user convenience.
- Strive to develop facilities that separate bicyclists and pedestrians over facilities that accommodate both without separation



Objective 18 – Develop a coordinated marketing strategy to encourage walking in Solano County through public information and participation.

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

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

Objective 19 – Solicit input from pedestrians for all transportation projects

Objective 20 – Maximize the multimodal connections to the pedestrian system

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

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

- Refer to Caltrans Deputy Directive 64 (DD-64):

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

- Fill out and submit a complete streets checklist with all applications for funds administered by STA:

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

Objective 22 – Implement Caltrans Context-Sensitive Solutions Policy

- Refer to Caltrans Context-Sensitive Solutions resources:

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



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

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

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

Objective 25 - Support and coordinate the planning of pedestrian connections, improvements and pedestrian-oriented development throughout Solano County

Objective 26 - Support the completion of regional trails that link destinations within Solano County and beyond, including the San Francisco Bay Trail and the Bay Area Ridge Trail

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

Objective 27 – Maintain current policies that are consistent with MTC’s regional pedestrian-related plans and documents

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

Objective 28 – Plan and implement access to public transit connections to neighboring counties (i.e. Yolo County, Napa County, Sacramento County, etc.

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

Solano County Pedestrian Projects and Concepts

Achieving the overall Pedestrian Plan goal of the most complete and effective possible pedestrian system for Solano County requires a long-term commitment. This Pedestrian Plan is the first effort to focus on pedestrian routes and places on a Countywide basis, and in most cases it is the first time local agencies have been encour-

aged to consider this subject comprehensively. The current Plan identifies many concepts and projects that together will make great strides toward implementing the ultimate complete system. Future updates of the Pedestrian Plan, coordinated with efforts by the member agencies to define their own needs and opportunities, concepts and projects will result in a comprehensive plan for pedestrian routes and spaces that is coordinated between jurisdictions, with other transportation modes, land use plans, and public functions such as recreation, and schools.

Current Pedestrian-Supportive Projects

Table 2.1 provides an overview of current pedestrian-supportive projects in Solano County. Many of these are Transportation for Livable Communities (TLC) projects – a funding program described in more detail in Section 3.2. The projects in Table 2.1 have been classified by type according to definitions provided in the City of Portland Pedestrian Master Plan (see Figure 2.1). The highest priority projects for each agency are highlighted with bold type and borders. These projects are also briefly described in each of the agency-specific Plan sections and identified in each corresponding map, starting with the City of Benicia in section 6.2. Figure 2.2 is an overview map of the pedestrian-oriented projects, the major on-street and off-street routes that accommodate pedestrians, and the general origin and destination areas for pedestrians.

Pedestrian Project Concepts

Table 2.2 presents a number of pedestrian improvements concepts that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussions with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for this Pedestrian Plan. The concepts cover a wide range of pedestrian improvements, from simple sidewalks and street crossing improvements to major district-wide improvements, overcrossings, and regional route extensions. These concepts are also described in each agency’s respective portion of Section 6. These



concepts may not yet be commitments of the agencies, but they represent the potential next tier of pedestrian projects to work toward the comprehensive system envisioned by this Plan.

Pedestrian Project Types

A full range of project types is generally needed to complete a comprehensive pedestrian system for Solano County. The projects in Table 2.1 and the concepts in Table 2.2 have been categorized by type according to the definitions listed in Figure 2.1.

Figure 2.1: Pedestrian Project Types (from the Portland Pedestrian Master Plan)

- A. Pedestrian District Projects and Main Street Pedestrian Design Projects are projects to plan and develop specific districts or areas that have, or are expected to have, intense pedestrian use. Projects include a wide range of improvements, such as widened sidewalks, curb extensions, street lighting and signing. The unique identity of each district will be emphasized through a coherent design and incorporated art. These projects typically involve a high level of urban design.
- B. Pedestrian Corridor Projects are projects to plan and construct improvements along a street corridor. In many cases, these corridors are streets where sidewalks are missing. In other cases, corridor projects will focus on crossing improvements along the corridor. A project may include both sidewalk and crossing improvements. Where there are other transportation issues, Pedestrian Corridor Projects may also include improvements for transit and for bicycle and motorized traffic.
- C. Pedestrian Access to Transit Projects are projects to plan and construct improvements that enhance access to transit. Examples of these improvements include sidewalks, crossing improvements, and curb extensions with enhanced amenities at transit stops.
- D. Crossing Improvement Projects will make major changes to an intersection or intersections to improve crossing conditions for pedestrians. Examples of such improvements include elements such as curb extensions, raised crosswalks, or median refuges, as well as the installation, replacement or modification of traffic signals. Only a small number of high-profile crossing projects have been included on the project maps, but the plan also includes a large citywide project to improve pedestrian crossings over twenty years.

Pedestrian Connection Projects will make new connections where they are needed for access to schools, transit and shopping, with particular emphasis on areas where street connectivity is low. Examples of these projects include public stairways, pedestrian overcrossings at major impediments, and pathways linking cul-de-sacs.



CHAPTER 3

PROPOSED COUNTYWIDE PEDESTRIAN SYSTEM

3.1 Planning Process

The STA began developing the 2012 Countywide Pedestrian Plan in fall 2009. The first task completed was to develop the Plan's Goals and Objectives. This provided the framework for updating the 2004 Countywide Pedestrian Plan to reflect changes in policies and priorities since then. To accomplish this task, Public Works Staff and Planning Staff from the cities and the County of Solano participated with the STA's PAC to draft the Plan's Goals and Objectives. These were further discussed by the STA's Alternative Modes Committee, a policy subcommittee of the STA Board for the Solano Comprehensive Transportation Plan. These meetings were advertised and open to the public. As a result, the 2012 Countywide Pedestrian Plan includes nine (9) Goals and 28 Objectives discussed in detail in Chapter 2.

The next task was to update and define the countywide pedestrian network. To accomplish this task, the PAC created a two tier process. The first tier was to determine what countywide significant pedestrian network should look like. The PAC agreed that a project would be considered to be included in the countywide pedestrian network if it met one of the following three criteria:

1. Pedestrian project provides connections that support pedestrian movement;
2. Pedestrian project creates or enhance places that support pedestrian travel or activity; and
3. Pedestrian project is part of a regional system (e.g. San Francisco Bay Trail and Bay Area Ridge Trail).

Once the network was identified, the PAC implemented a

second tier of criteria to prioritize the pedestrian projects within the network. There were seven specific project prioritization criteria:

1. Implementation
2. Accessibility and Safety (connections across barriers)
3. Connectivity and Regional Significance (inter-city/county connections and connections to regional transit centers)
4. Quality of Life
5. Local Coordination
6. Wayfinding (signage, etc.)

A total of 15 priority pedestrian projects and programs were identified as part of this process. Chapter 3 Pedestrian Network discusses the network and the projects in detail.

Public Outreach and Participation Process

Preparation of the Countywide Pedestrian Plan included extensive efforts to reach a broad cross-section of Solano County constituents, including minorities and other Title VI groups:

- Information about the Plan goals and process and a request for input into the Plan was sent to the directors of the planning, public works and parks and recreation departments, or the equivalent, of each of the cities in the County, as well as to the County departments.
- The police department of each member agency was contacted to collect pedestrian safety data and to identify needs for safety improvements.
- Information and an input request was sent to the administrator of every school district in the county.
- Through the member agencies, STA solicited appointment of representatives to its Pedestrian Advisory Committee (PAC), consisting of a broad cross-section of the several communities and stakeholder groups. The PAC reviewed and commented on the preparation of the Plan at each stage.



- Follow-up contacts were made with each city and county department and school district to encourage participation.
- Special staff and/or public presentations and discussions were offered to each member agency to focus on the needs in that community, and most of the agencies took advantage of this to provide additional concepts to current plans and projects.
- The project was explained and participation was encouraged at meetings of STA's Technical Advisory Committee, consisting of Public Works Directors, from each of the cities and the Solano County Transportation Department and Solano Planning Director's Group. The draft Plan was presented to these groups and reviewed by the member agencies.

The Plan was reviewed at noticed public meetings of the STA Board's Alternative Transportation Modes Committee and was reviewed and approved by the full STA Board of Directors.

3.2 Pedestrian Facility Planning Criteria

The system should provide balanced access from all portions of Solano County's population centers for both commuting (primary) and recreation (secondary) routes. The difference between the two designations is to identify the definitive purpose of each route. Primary routes are designated high-priority projects that will serve as viable transportation routes linking all of the cities in Solano County. Secondary routes are connector and/or recreational routes which have been designated as longer term priorities. Each population center in Solano County should be connected by the primary routes in as direct a fashion as possible. The population centers should also have a number of secondary loops that are designed to provide for recreational riders and that avoid significant conflicts with vehicular traffic. These loops should also connect to primary routes that provide access to regional activity centers.

The criteria described below are based on the themes of Coverage and Connectivity.

Pedestrian System Planning Criteria

The countywide pedestrian system is classified into three (3) types of routes based on criteria identified by the local planning process. The pedestrian system criteria identify Countywide Connections (Primary Routes), Creation or Enhancements of Places (TLC/PDAs), and Other Pedestrian Routes:

- I. Countywide Connections (Primary Routes)
- II. Creation or Enhancement of Places (TLC/PDAs)
- III. Other Pedestrian Routes

1. Connections that Support Pedestrian Movement

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

Guidance for Identifying Eligible Projects:

- A. Connections to and within designated Priority Development Areas (PDAs)
- B. Connections across barriers
- C. Connections to and within major hubs of the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station
- D. Connections to and within major employment centers of Solano County and/or each of the seven cities
- E. Connections to and within significant shopping/



education/services centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues

F. Gaps and needed improvements

2. Creation or Enhancement of Places That Support Pedestrian Travel or Activity (Transportation for Livable Communities/Priority Development Area projects)

– Creating or enhancing places for pedestrian travel/activity serve as the bond between people and major destinations in Solano County (e.g. improvements to and through major activity centers and central business districts). Pedestrian-oriented places improve the walkability of an area and have many health, environmental, and economic benefits. Priority Development Areas (PDAs) should be included.

Guidance for Identifying Eligible Projects:

- A. Projects that will be designed and constructed to provide Materials, Scale, and Sense of Place that attract pedestrian travel and use, and supports nearby land uses
- B. Projects that will be designed and constructed to improve pedestrian Safety, including lighting, visibility, separation from vehicular traffic and shelter from weather extremes
- C. “Park Once and Walk” facilities that allow those who drive to an area to leave their vehicles parked at a single location (e.g., strategically placed parking structure or pricing of parking) and walk to multiple destinations and uses
- D. Pedestrian facilities that complement and support adjoining land uses, including residences, businesses, and recreational, cultural, and institutional facilities.

3. Other Pedestrian Routes

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

Guidance for Identifying Eligible Projects:

- A. Specified segments of spine and connectors of regional recreational routes (e.g., San Francisco Bay Trail, Bay Area Ridge Trail) that connect to a pedestrian route or pedestrian-oriented area in Solano County

Other pedestrian routes/improvement areas that serve multiple jurisdictions or connect to adjoining regions. Local participation played a large role in the development of the above criteria, including input from bicycle club members, bike shop owners, current riders, bicycle route maps sold in local bike shops, and the general public.

These criteria were applied during the planning process for the proposed bikeway system in Solano County. The next section describes in greater detail the specific steps that were taken during the development of the proposed system. Appendix A provides further information regarding the prioritization of the countywide bikeway network projects.



3.3 Project Tiers

Definition of Tier 1 Projects

Tier 1 projects are defined as projects that have met the pedestrian network criteria identified on page 49 of this chapter, have scored well in the evaluation criteria (see Appendix A – Pedestrian Projects Evaluation Criteria), and have been recognized as a priority by the PAC and TAC members. These projects place a strong emphasis on project readiness, regional connectivity, and improvement in safety conditions for users. These projects are anticipated to complete construction within the next 5-7 years and would receive preference for funding strategy development by STA staff. See Table 3-5A.

Definition of Tier 2 Projects

Tier 2 projects are defined as projects that local project sponsors have identified as priorities in their communities, however, have not been developed beyond a conceptual scope. Project sponsors should work to develop these concepts at the local level with the assistance of STA as needed. These projects are anticipated to complete construction within the next 7-15 years (see Table 3-5A).

Definition of Tier 3 Projects

Tier 3 projects are defined as projects that local project sponsors have identified in their communities with a planning and development schedule of beyond the next 15 years. These projects make up the majority of Table 3-5B.

3.4 Proposed Pedestrian Projects

The Solano Countywide Pedestrian Network consists of pedestrian facilities centered in activity nodes such as transit centers, schools, downtown districts, employment and retail centers, and recreational areas.

Recommended Pedestrian Network

Pedestrian Network. Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

Local pedestrian facilities are often centered around activity nodes such as the downtown, a community center or theater, or a major recreational area. Some facilities, such as plazas, can be set aside for large gatherings or use areas, as well as functioning as walking areas during most times. Regional pedestrian facilities, for which STA is the lead agency, complement the local pedestrian facilities, and are concentrated in areas that promote connections to transit or to regional facility linkage. The 2004 STA Countywide Pedestrian Plan is the existing document that identifies the regional access points to intra-city activity.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the number of improvements completed projects versus planned and secondarily by cost of completed versus planned proj-



ects. The percentage of the pedestrian network completed is calculated by dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in Table 3.4.

agencies have the knowledge and responsibility to plan pedestrian connections and preserve and create pedestrian-friendly places.

About The Inventory

The descriptions, maps and lists contained in this section are intended to be a framework for agencies to use to plan, prioritize and track their own pedestrian programs. The Geographic Information Systems-based (GIS) maps and

Table 1.2C – Solano County Pedestrian Network

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/TLC Projects	# of Pedestrian/TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Countywide Pedestrian Facilities And Projects

Descriptions, maps and corresponding lists have been prepared to show the existing and planned major pedestrian destinations, activity areas and routes in the urban area of each City. This information is the key element of the Countywide Pedestrian Plan because pedestrian transportation is by its nature local. While regional agencies such as STA and the Metropolitan Transportation Commission (MTC), and their member agencies, can help guide planning by providing funding and guidance, only local

lists will be maintained at STA and will be available to the cities to review, update, and use for their own planning efforts. The advantage of GIS is that data added by the agencies can be incorporated into a seamless Countywide Plan.

The format of the maps for the Pedestrian Plan is constrained by some factors:

- They need to be reproducible in black and white (although they could be made available in color on STA, city or county web sites)



- Because these maps are part of a continuous countywide GIS coverage, a consistent page format and orientation is required.
- The maps have been oriented to focus on the urban areas of the cities and county, where the most significant pedestrian circulation and activity takes place.
- The individual map scales can and do vary slightly, but generally the scale is optimized to be legible while allowing a reasonable number of maps to cover the region.

Described Features

The descriptions, maps, and tables combine to describe a range of features related to the pedestrian system.

Pedestrian-Oriented Land Use

This category includes:

Civic. Government and civic centers are typically a part of downtown districts, these complexes typically include city halls, county offices, courts, and recreation and community centers, including youth and senior centers. These complexes are often combined with parks. Not every civic building is identified, but complexes of buildings and facilities that may serve as regional pedestrian destinations and generators of pedestrian activity in their own right are shown.

Commercial. Pedestrian-oriented or accessible commercial districts include historic downtowns, urban waterfronts and other districts with denser mixed or adjacent commercial and residential use. Virtually every city, and some unincorporated areas, features at least one such district. Each city has major plans to protect and enhance its historic downtown, waterfront, and/or commercial districts. Newer commercial districts may be pedestrian-oriented by virtue of their design, their regional scale (such as major shopping malls), or their proximity to higher density residential populations.

Higher Density Residential. The term 'higher density residential' is used to denote apartment complexes, condominium and town home housing developments. Existing or planned higher density residential developments support greater pedestrian activity and amenities than lower density suburban types of development. The areas shown do not include all high-density designated lands. Only the larger areas that have a close proximity to significant commercial zones, civic centers, or transit stops such that walking between them would be feasible have been mapped.

Regional Destinations. This includes tourist attractions (such as Marine World in Vallejo) that are significant enough to draw local pedestrian traffic from adjacent residences, local hotels, or parking areas. Historic military districts such as the Benicia Arsenal and Mare Island are also mapped. Current military bases such as Travis Air Force Base are responsible for their own planning, and are not referenced in detail in the Pedestrian Plan.



Other Pedestrian Destinations and Generators

A key objective of preparing the Countywide Pedestrian Plan is to identify other projects that would contribute to overall pedestrian goals, and to develop a complete prioritized list, cost estimate, and phasing plan for the projects, and provide information to match them to funding sources. Schools. Public and private schools from elementary through high school, community colleges and university campuses or extensions are indicated on the maps and listed in the database. Schools are major pedestrian generators and activity zones, not only during school hours, but also for a full range of extra-curricular, community and recreational activities.

Civic Buildings. The map and lists cover major civic buildings as available from Census data. Not every civic building is shown, but major complexes of civic buildings are indicated.

Transit Routes and Transit Hubs. Convenient connection to transit is important to facilitate walking. Existing transit routes and major transit hubs or stations are shown, including bus, train, and ferry.

Parks and Open Space. The maps indicate parks and urban open space areas. These are important pedestrian destinations and activity generators, and often include pathways that are part of local or regional pedestrian routes.

Major Pedestrian Routes

Existing and planned major pedestrian routes are identified from city general plan circulation elements, trails and pathways master plans, and from observation of existing improvements in each city.

Major Street Routes. In most cases the major pedestrian routes parallel major streets connecting key destination centers. The major streets are indicated on the maps and those that function as major pedestrian routes are noted in the descriptions. Several types of pedestrian routes and connection improvements may be included in this category, such as conventional sidewalks, parkway-type sidewalks with landscaping and amenities, separated

Class I multi-use paths in the right-of way, and improved urban streetscapes in pedestrian districts and projects. The latter often feature wider sidewalks, special paving, street lighting, signage, street trees and other landscaping, and traffic calming features such as bulb-outs at intersections. Many such areas include decorative structures, outdoor art, seating and sidewalk dining. It is not feasible to differentiate the different types of on-street routes on the maps, but they are noted in the descriptions of specific projects.

Off-Street Pedestrian Routes. These routes are located outside of street right-of-ways in former utility or rail corridors, creek corridors, or in parks and open space. Typically these facilities are paved multi-use paths featuring landscaping or natural open space. Existing or planned trails in rural areas are considered recreational and are not shown on the pedestrian facilities maps.

Overcrossings and Undercrossings. Special pedestrian and ped/bike over- or undercrossing facilities are shown on the maps. Major streets that provide pedestrian connections across freeways, rail lines and other barriers are noted in the text.

TLC And Other Pedestrian-Oriented Projects

The descriptions, maps, and lists indicate projects for each jurisdiction based on information provided by STA and the agencies. These are indicated on the maps as points, lines, or areas depending on their physical configuration. They include some projects that are fully or partially completed, and projects that are in planning stages.

These include a wide range of project types that together address the objectives of the Countywide Pedestrian Plan. The following section summarizes the top pedestrian projects from each agency. Table 3-4A provides the comprehensive listing of pedestrian projects with details for each project.



Table 3-4A - Priority Pedestrian Projects List

Tier 1 Priority Pedestrian Projects

	Agency	Project Name	From/To	Description	Status/Comments
1.	Vallejo	Downtown Vallejo Streetscapes Improvements (TLC/PDA eligible)	Various Areas in Downtown Vallejo	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.	Designed. ~\$4,900,000 construction shortfall.
2.	Dixon	West B Street Bicycle-Pedestrian Undercrossing (rail platform access tunnel)*	West B Street Union Pacific Railroad Crossing	Provide a 0.1 mile grade-separated bicycle-pedestrian undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bicycle-Pedestrian Undercrossing Project). Tunnel undercrossing removes existing at-grade pedestrian crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future rail station.	Designed. \$6,100,000 needed to complete construction. Env cleared. Construction-ready. Construction cannot be phased.
3.	Vacaville*	Ulatis Creek Bicycle Facilities*	Phase 2: Allison Drive to I-80	Construct Class 1 off-street bicycle path, and Class 2 bicycle lanes at various locations along Ulatis Creek from Allison Drive to I-80. Various segments are either Planned or Preliminary Design (depending upon location). Phase 2: Allison Drive to I-80.	Further design needed for env. clearance. Funding shortfall undefined.
4.	STA	Solano County Wayfinding Sign Program	Various projects/routes/locations	Install common wayfinding signage on all existing and future segments of the Solano Pedestrian Network. Fund and develop a Countywide Wayfinding Sign Plan and identify a program to fund a uniform bicycle and pedestrian wayfinding signage system.	Planned. Cost to complete study undefined.

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

Designed – greater than 35% PS&E and an approved environmental document

Planned – less than 10% PS&E

**In CTP List*



Tier 2 Priority Pedestrian Projects

	Agency	Project Name	From/To	Description	Status/ Comments
1.	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/ Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
2.	Suisun City	Rail Station Improvements (Planned PDA)	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, and rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned
3.	Benicia	First Street Streetscape Project* (TLC/PDA eligible)	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
4.	Solano County	Tri-City and County Regional Trail Connections	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
5.	Rio Vista	Sacramento River Waterfront Improvements*	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
6.	STA	Safe Routes to School Program Projects	Various Participating School Districts in Solano County	Support Safe Routes to School Program Projects	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured
 Designed – greater than 35% PS&E and an approved environmental document
 Planned – less than 10% PS&E *In CTP List



Projects Currently In Progress

	Agency	Project Name	From/To	Description	Status/Comments
1.	Suisun City	Grizzly Island Trail*	Grizzly Island Road to Marina Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design; \$2,100,000 committed; fully funded.

Recently Completed Pedestrian Projects

	Agency	Project Name	From/To	Description	Status/Comments
1.	Benicia	Rose Drive Bike/ Pedestrian Over-crossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	Construction Completed
2.	Solano County	Old Town Cordelia *	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	Construction Completed
3.	Benicia	Park Road (Adams to Oak) Bike/Pe-destrian Pathway Improvements*	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Fully funded; RM1
4.	Suisun City	SR 12 Pedestrian/ Bike Gap Closure Path*	Marina Boulevard to Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	Construction Completed
5.	Vacaville	Ulatis Creek Bike Facilities*	Ulatis Creek to Leisure Town Road	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Permitted and Ready to Construct



Table 3-4B Proposed Pedestrian Projects List

This is the comprehensive projects list including Tier 1 and Tier 2 projects, which are highlighted as the priorities identified by each jurisdiction.

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project S
1.	09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements*	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities	Planned
2.	09CTP 012	Benicia	First Street Streetscape Project*Priority #2 Planned PDA	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
3.	N/A	Benicia	Benicia Intermodal Train Station Priority #3	Location TBD	Construction of a new intermodal transit station, including pedestrian facilities connecting to nearby areas	Planned
4.	N/A	Benicia	Civic Center Area Improvements	To Be Defined	Concept	Planned
5.	N/A	Benicia	6th Street Pedestrian Enhancements	To Be Defined	Concept	Planned
6.	N/A	Benicia	East H Street Ball Fields Parking and Crossing Improvements	To Be Defined	Concept	Planned
7.	N/A	Benicia	Sidewalk system gaps	To Be Defined	Concept	Planned
8.	N/A	Benicia	Traffic calming	To Be Defined	Concept	Planned
9.	N/A	Benicia	Solano Square Circulation	To Be Defined	Concept	Planned
10.	N/A	Benicia	West 7th & Military intersection improvement	To Be Defined	Concept	Planned
11.	N/A	Benicia	Historic Arsenal Pathway Connections	To Be Defined	Concept	Planned
12.	N/A	Benicia	Pedestrian and Bicycle Improvements to East E Street Parking Lot	To Be Defined	Concept	Planned



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13.	09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail*	Benicia-Martinez Bridge to Arsenal	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned
14.	09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge*	Vallejo to Benicia Bridge	Remove gaps; expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
15.	09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	Under Construction
16.	09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel* Priority #1	West B Street Union Pacific Railroad Crossing	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station.	Preliminary Design
17.	N/A	Dixon	Specified Safe Routes to School Enhancements Priority #2	TBD as identified in SR2S Plan	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan	Planned
18.	N/A	Dixon	Specified Railroad Crossing Improvements based related studies Priority #3	TBD as identified in 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	Planned
19.	09CTP 222	Dixon	Pedrick Road Overcrossing*	Pedrick Road OC	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned



20.	09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4) *	A Street/1st Street/UP Railroad 1st Street from B street to UP Railroad	Phase 3: Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon. Phase 4: Construct streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B Street to Union Pacific Railroad.	Planned
21.	09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation*	Blossom Ave	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
22.	09CTP 184	Fairfield	Linear Park Path*	Solano Community College to northeastern Fairfield	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
23.	N/A	Fairfield	West Texas Street Gateway Project Priority #1	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned
24.	N/A	Fairfield	Jepson Parkway Concept Plan Connections Priority #2	Plan/Study	Connections to STA Jepson Parkway Concept Plan segments. The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned



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25.	N/A	Fairfield	Vacaville-Fairfield Train Station Urban Center Priority #3 Potential PDA	Vacaville-Fairfield Train Station	Development of a master plan and ultimately construction of the Fairfield-Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/system connections, public transit connections, stations, and facilities	Planned
26.	N/A	Fairfield	West Texas Street Urban Village Project Planned PDA	Suisun-Fairfield Capitol Corridor Train Station to 1.5 miles away along West Texas Street	Project will assist developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Land assembly, new sidewalks, street trees, pedestrian sidewalks, landscaping, signage, development of public plazas/seating areas, and enhancements to transit stops.	Planned
27.	N/A	Fairfield	Safe Routes to School Railroad Crossings	To Be Defined	Concept	Planned
28.	N/A	Fairfield	Green Valley Road path extension	To Be Defined	Concept	Planned
29.	N/A	Fairfield	Mangel Blvd path extension	To Be Defined	Concept	Planned
30.	N/A	Fairfield	Safe Routes to School Connections	To Be Defined	Concept	Planned
31.	N/A	Fairfield	Tri-City and County Regional Trail Connections	To Be Defined	Concept	Planned
32.	N/A	Fairfield	Downtown Fairfield Live-Work Center	1000 block of West Texas Street	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	Planned (developer funded)
33.	09CTP 187	Fairfield	Laurel & Ledge-wood Creek Bike Paths*	Rockville Road to Highway 12	Extension of the Ledge-wood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned



34.	09CTP 204	Rio Vista	Sacramento River Waterfront* Priority #1	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
35.	N/A	Rio Vista	Sandy Beach Park Connection: Beach Drive Priority #2	Second Street to Sandy Beach Park	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	Planned
36.	N/A	Rio Vista	Downtown Revitalization Project	Downtown Rio Vista (various locations)	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	Planned
37.	N/A	Rio Vista	Highway 12 Corridor Planning Study/Improvements	Plan/Study	Corridor Plan that will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Hwy 12.	Planned
38.	09CTP 205	Rio Vista	Citywide Trail System*	Various Routes	Construct a looped bicycle/pedestrian trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
39.	09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing*	Del Rio Hills and Riverwalk subdivisions	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned



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40.	N/A	Solano County	Tri-City and County Regional Trail Connections Priority #1	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
41.	N/A	Solano County	Cordelia to King Ranch Open Space Connection	To Be Defined	Concept 1: Connection from Cordelia to King Ranch Open Space	Planned
42.	N/A	Solano County	Red Top to Lynch Canyon Open Space Connection	To Be Defined	Concept 2: Connection from Red Top to Lynch Canyon Open Space	Planned
43.	N/A	Solano County	Lake Herman Park to Sky Valley Open Space Connection	To Be Defined	Concept 3: Connection from Lake Herman Park to Sky Valley Open Space	Planned
44.	N/A	Solano County	Specified North Connector Connections Priority #2	To Be Defined	Connections to specified North Connector segments (projects to be identified).	Planned
45.	N/A	Solano County	English Hills Connections	To Be Defined	Trail system in English Hills area (projects to be identified)	Planned
46.	09CTP 055	Solano County	Old Town Cordelia *	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	Permitted and Ready to Construct
47.	09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced*	Various locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
48.	09CTP 057	Solano County	Green Valley *	Various	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	5Planned



49.	09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project*	Various	Purchase open space and construct multi-use paths and trails. Con- nect open space to McGary Road or other segment of the regional bike network.	5Planned
50.	09CTP 053	Suisun City	Grizzly Island Trail*Priority #1	Grizzly Island Road to Marina Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
51.	09CTP 070	Suisun City	Rail Station Improvements* Priority #2 Planned PDA	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station includ- ing improvements to the facility, cor- ridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned
52.	09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path*Priority #3Various routes	Construct a Class 1 pe- destrian path along the Suisun Marsh.	Planned	
53.	N/A	Suisun City	Main Street Project/Down- town Streetscape Improvement Program	Main Street and waterfront promenade	The Redevelopment Agency launched a Façade Improvement Program for Main Street businesses. More than a dozen businesses partic- ipated by renovating their store- fronts using matching funds pro- vided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main Street and the waterfront promenade. Includes urban renewal on east side of Main Street.	Planned
54.	09CTP 073	Suisun City	McCoy Creek Pe- destrian/Bike Path*	Railroad Ave to Pintail Drive	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned



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55.	09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation*	Fairfield City Limit to Suisun City City Limits	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to City Limit of Suisun City. Connects with the Mc- Coy Creek Pedestrian/Bike Path.	5Planned
56.	09CTP 072	Suisun City	Kellogg Street Waterfront Im- provements*	Waterfront Area	Construct street improvements nec- essary to facilitate economic devel- opment at the Southern Waterfront area.Local Project	Planned
57.	N/A	Suisun City	Petersen Road Multi-Use Path	Walters Road to Suisun City Sports Com- plex	Petersen Road Multi-User Path, construct Class I multi-user path on the north side of Petersen Road from Walters Road to the Suisun City Sports Complex.	Planned
58.	N/A	Suisun City	Lotz Way bicycle- pedestrian path	Marina Blvd to Fairfield-Suisun City Train Station	Lotz Way Multi-User Path, from Marina Boulevard to the Suisun City train station, construction a Class I multi-user path.	Planned
59.	N/A	Suisun City	Grizzly Island Trail Extension Phase 1	McCoy Creek Way to Ander- son Drive	Grizzly Island Trail Extension I, from Grizzly Island Road to Crescent Elementary School at the intersection of McCoy Creek Way and Anderson Drive. Description is as follows: Con- struct a Class I multi-user path along the south side of SR12 from Grizzly Island Road to McCoy Creek Way, then south along McCoy Creek Way to the intersection of McCoy Creek Way and Anderson Drive.	Planned
60.	N/A	Suisun City	Grizzly Island Trail Extension Phase 2	McCoy Creek Way to Ander- son Drive	Grizzly Island Trail Extension II, from McCoy Creek Way to the McCoy Creek. Construct a Class I multi-user path along the south side of SR12 from McCoy Creek Way to the McCoy Creek, then south along the west side of McCoy Creek to Anderson Drive	Planned
61.	N/A	Suisun City	Grizzly Island Trail Extension Phase 3	Anderson Drive to Walters Road	Grizzly Island Trail Extension III, from McCoy Creek to Walters Road. Construct a Class I multi-user path along the east side of McCoy Creek from Anderson Drive to SR12, then east along the south side of SR12 to Walters Road.	Planned



62.	N/A	Suisun City	Lawler Ranch subdivision bikeway	Crescent Elementary School to SR12/Walters Road intersection	Lawler Ranch Subdivision Bikeway, from Crescent Elementary School to the intersection of SR12 and Walters Road. Complete the gap between the Grizzly Island Trail and the Central County Bikeway/Jepson Parkway Bikeway. Construct a Class I multi-user path along the south side of the Lawler Ranch Subdivision, starting along the south side of Anderson Drive from Crescent Elementary School to Lawler Ranch Parkway, then east along the south side of Lawler Ranch Parkway from Anderson Drive to the intersection of SR12 and Walters Road.	Planned
63.	N/A	Suisun City	Walters Road bicycle-pedestrian path	SR 12 to Petersen Road	Walters Road Bikeway, from SR12 to Petersen Road. Construct a Class I multi-user path along the west side of Walters Road from SR12 to Petersen Road.	Planned
64.	N/A	Suisun City	Gap Closure Phase 2	Walters Road to McCoy Creek	Gap Closure between the Central County Bikeway and the McCoy Creek Trail Phase II. Construct a Class I multi-user path along Bella Vista Drive from Walters Road to the McCoy Creek	Planned
65.	N/A	Suisun City	McCoy Creek Connector Trail	Pintail Drive to Bella Vista Drive	McCoy Creek Spur Trail, from Pintail Drive to Bella Vista Drive. Construct a Class I multi-user path along the east side of McCoy Creek from Pintail Drive to Bella Vista Drive	Planned
66.	N/A	Suisun City	Humphrey Drive bicycle-pedestrian path	McCoy Creek Way to Railroad Avenue (east)	Humphrey Drive Bikeway, from McCoy Creek Way to Railroad Avenue (East). Construct a Class I multi-user path along the Humphrey Ditch (which is parallel to Humphrey Drive) from McCoy Creek to Railroad Avenue (East)	Planned



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67.	N/A	Suisun City	Suisun Slough bicycle-pedestrian path	Marina Circle to Civic Center Blvd	Suisun Slough Path from Marina Circle to Civic Center Boulevard. Construct a Class I multi-user path along the Suisun Slough (segment south of the Harbor Park Subdivision) from Marina Circle to Civic Center Boulevard	Planned
68.	N/A	Suisun City	Railway bicycle-pedestrian path	Lotz Way to Cordelia Road	Railway Path, from Lotz Way to Cordelia Road. Construct a Class I multi-user path along the westerly City limits along the railroad tracks from Lotz Way to Cordelia Road. Cordelia Road Path, from westerly	Planned
69.	N/A	Suisun City	Cordelia Road bicycle-pedestrian path	Pennsylvania Avenue to westerly City limit at railroad tracks	Cordelia Road Path, from westerly City limit (at railroad tracks) to Pennsylvania Avenue. Construct a Class I bikeway along Cordelia Road from the westerly City limit (at railroad tracks) to Pennsylvania Avenue	Planned
70.	09CTP 109	Vacaville	Ulatis Creek Bike Facilities* Priority #1 Planned PDA	Ulatis Creek Area near I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
71.	09CTP 111	Vacaville	Elmira Road Bike Path* Priority #2	Leisure Town Road to Edwin Drive	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
72.	09CTP 110	Vacaville	Alamo Creek Bike Facilities*	Alamo Drive to Leisure Town Road	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned



73.	N/A	Vacaville	Vacaville Creek Walk Extension to McClellan Street Planned PDA	New path	This project will extend the Vacaville Creek Walk to McClellan Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	Planned
74.	N/A	Vacaville	Connection from Lagoon Valley to Paradise Valley	To Be Identified	Concept	Planned
75.	09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program*Planned PDA	Vacaville Downtown PDA	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area of Vacaville. This area is designated as a Priority Development Area.	Planned
76.	N/A	Vallejo	Downtown Vallejo Streetscape Improvement Project Priority #1Planned PDA	Various Areas in Downtown Vallejo	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.	Planned
77.	N/A	Vallejo	River Park Improvements	Vallejo Waterfront from Mare Island Causeway to Sims Street	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Planned
78.	09CTP 137	Vallejo	Bay Trail Completion*	Various	Complete segments of the Bay Trail.	5Planned



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79.	N/A	Vallejo	Vallejo Bay/Ridge Trail Connector	Glen Cove to Sonoma Boulevard	Connection from the existing regional Bay Trail/Ridge Trail east of the Carquinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carquinez Bridge	Planned
80.	N/A	Vallejo/ Bay Trail Project	Glen Cove Bay Trail Gap Closure	Benicia SRA to Glen Cove Marina	Waterfront/Bluff top trail from Benicia State Recreation Area (SRA) through Glen Cove Waterfront Park to Glen Cove Marina (using City Streets – waterfront trail alternative would cost an addition \$1 million +)	Planned
81.	N/A	Vallejo/ Bay Trail Project	Sidewalks below and north of Highway 37 Concept	Sonoma Boulevard	Improve sidewalk or multi-use path along Sonoma Boulevard	Planned
82.	09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path*	4Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
83.	09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path*	4Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
84.	09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation*	4Alt Modes – Bike/Ped	Replace existing structure	Planned
85.	09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path*	4Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
86.	09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path*	4Alt Modes – Bike/Ped	Construct a bike/ped path along Broadway.	Planned
87.	09CTP 144	Vallejo	Mare Island Pedestrian & Bike System*	4Alt Modes – Bike/Ped		.
88.	09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor*	4Alt Modes – Bike/Ped	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study



89.	09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs*	6Alt Modes – Land Use	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
90.	N/A	STA	North Connector Project	North of I-80 between SR 12 /west to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I-) 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs. Also includes identification/construction of crossing of SR 12 at Red Top Road.	Abernathy to Business Center Drive completed. Business Center to SR 12 environmentally cleared.
91.	N/A	STA	Jepson Parkway Concept Plan	Plan/Study	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Environmentally cleared. Vanden Road to Liesure Town Road funded. Leisure Town Road to Elmira Road funded.
92.	09CTP 210	1STA	Solano Bike and Ped Wayfinding Signage*	Various locations	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	Permitted and Ready to Construct
93.	09CTP 229	1STA	Safe Routes to School Projects and Programs*	Various locations	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
94.	09CTP 900	1STA	Safe Routes to Transit Plan*	Various locations	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned



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Projects by Jurisdiction

The following section describes the pedestrian projects from each community in Solano County in alphabetical order by agency name:

- City of Benicia
- City of Dixon
- City of Fairfield
- City of Rio Vista
- City of Suisun City
- City of Vacaville
- City of Vallejo
- Solano County





City of Benicia Pedestrian Projects

1. Park Road (Adams to Oak) Bicycle-Pedestrian Improvements
2. First Street Streetscape Project (TLC/PDA Eligible)
3. Benicia Intermodal Train Station

Downtown

Downtown Benicia, centered around First Street, is the primary pedestrian district in Benicia. The older portion of town, with its traditional grid street system, generally extends from East 7th Street west to West 14th Street, and is generally south of the I-780 freeway, except for the area between East 2nd and East 7th. This area extends ±1,000 feet north of the I-780 freeway and contains relatively dense single-family housing interspersed with many multi-family units and complexes. Major condominium complexes and a mobile home park are located near the Benicia Marina east of First Street. The historic downtown, former State Capitol Historic Park, and the surrounding historic district attract visitors and local residents to a traditional pedestrian-oriented setting. Benicia City Hall, the library, senior center, youth center, community pool, and the adjacent Veteran’s Hall, post office, and City Park comprise a major civic complex south of Military, at the north end of First Street.

Arsenal District

The Benicia Arsenal District is a historic complex of structures and grounds remaining from the first U.S. military facility on the west coast. It operated from 1851 to the 1960s. Now primarily in private hands, the Arsenal District includes the Clocktower Building, Camel Barns and the Commanding Officer’s Quarters that are used for many public and private events, various office and commercial uses, and a complex of buildings housing artists’ studios. Although not designated or normally used as a pedestrian destination or district, the Arsenal District has many

interesting and historic structures and scenic views. During semiannual Open Studios events, the District draws large numbers of visitors. Visitors typically arrive by auto, but the District is close enough to other pedestrian zones in Benicia to attract locals and visitors to walk if better connections existed.

Parks and Recreation Areas

A series of pocket parks and water access points, as well as the improved 9th Street Park and boat launch ramp and Mathew Turner Park at West 12th Street, are part of a popular walking zone for local residents and visitors.

The Benicia Marina and the adjacent condominium improvements include a public waterfront promenade that connects to partially developed public waterfront areas at the First Street Green, the restored Railroad Depot, and the Benicia Peninsula that once served ferries across the Carquinez Strait. The new Benicia-Martinez Bridge improvements will include a bicycle/pedestrian path that will terminate at Oak Road and Park Road in the Arsenal District. The designated Bay Trail and Ridge Trail route through Benicia extends from this point along Military East to East 5th, down East 5th Street to the Marina, along the Marina promenade, the First Street Green, and north along First Street to West F Street. It then winds along west Benicia residential streets to connect to Benicia State Recreation Area, where trails connect to Glen Cove in Vallejo.³⁶ Benicia State Recreation Area is a regionally popular walking, biking and running destination, and it also provides an important pedestrian connection to Benicia and Vallejo neighborhoods across I-780 via State Park Road, Rose Drive, and Columbus Parkway.



Major Pedestrian Routes

First Street is the major pedestrian route in downtown Benicia. In addition, the following roads provide viable pedestrian connections:

- Military West and Military East
- West 7th Street north of Military
- Southampton Road
- East 2nd Street
- East 5th Street

West 7th Street and Southampton Road provide important pedestrian connections underneath I-780, and, along with Military West, form a loop route at the west end of Benicia that carries many students from the adjacent schools. Ultimately the Bay/Ridge Trail route in eastern Benicia may be located off major streets and closer to the water, depending on future development plans for private property, including portions of the Port of Benicia, as evaluated in the Bay Trail Focus Element of the Solano Countywide Pedestrian Plan, prepared by LandPeople, December 2003.

Pedestrian Destinations

In addition to downtown Benicia and the primary First Street Corridor, major pedestrian destinations in Benicia include commercial and retail areas, including the Solano Square Shopping Center at the north end of First Street, the Southampton Shopping Center, and the Rose Drive Shopping Center at Columbus Parkway. Much of the residential development in Benicia is low to medium-density in very hilly terrain, primarily in the Southampton development. Due to terrain and development type and patterns these areas are not conducive to concentrated pedestrian activity, though they are well supplied with sidewalks and feature connecting paths and trails through open space

areas. A few pockets of higher density residential development such as mobile home parks and larger blocks of apartment and condominium housing are identified on the Benicia maps. They are identified as potential generators of pedestrian traffic because of their higher densities and relative proximity to retail/commercial centers. The Benicia Industrial Park south and east of East 2nd Street is also not suited to pedestrian activity.

Pedestrian Projects

Park Road (Adams to Oak) Bicycle-Pedestrian Improvements include bicycle lanes and an improved sidewalk connection on a steep embankment approaching the Benicia-Martinez bicycle-pedestrian bridge. Park Road has existing bicycle lanes and is in development of preliminary engineering and funding strategy for the sidewalk project. First Street Streetscape Project includes improvements in the downtown Benicia area (i.e., landscaping, sidewalk, parking assessment, signal improvements). These improvements are eligible for PDA/TLC funding. The Benicia Intermodal Train Station is a long term project that entails the construction of a new intermodal transit station, including pedestrian facilities connecting to nearby areas.

Current and planned TLC or enhancement projects to improve pedestrian facilities and safety in Benicia include: The City is conducting environmental and transit studies to help determine the best strategies to implement increased transit services along I-680 and the Benicia Industrial Park.

Opportunities to provide improved pedestrian and bicycle access and transit services in this part of the community will be considered. The Benicia General Plan calls for a study of the need for and feasibility of a pedestrian bridge linking the middle school and high school across I-780, but this is not a current project. A recent study commissioned



by the San Francisco Bay Trail Project evaluated opportunities for improvement or realignment of Bay/Ridge Trail routes in Solano County. In Benicia, the study focused on connections through the Arsenal District to the Marina. The following alternative routes were identified in the study for Benicia :

1. Along Park Road to connect the Arsenal District with the future northern terminus of the bicycle/pedestrian trail on the new Benicia-Martinez Bridge.
2. Along Military East and East 5th to the Marina.
3. Local connections within the Arsenal District to connect the existing historical structures and sites and various art studios.
4. Through the Arsenal District to connect to East H Street or East L Street, crossing or following an unused oil pipeline.
5. Through the Port of Benicia, along the Bayshore Road right of way.
6. Along or across a former industrial property between the Port and an existing trail at the City's sewage treatment plant.

Pedestrian Improvement Concepts Projects

In April 2004, Benicia's Traffic, Pedestrian, and Bicycle Safety Committee participated in a bus tour and held two public meetings to help identify potential pedestrian access needs and opportunities. The tour and discussion centered on 17 pedestrian focal point areas depicted in the map in Figure 3.4A. The Committee also reviewed the Bay Trail Focus Element, which had previously been reviewed by the City's Park and Recreation Commission. A list depicting the character of each pedestrian area, its existing qualities and features, and future improvement possibilities, was generated and is reproduced in Table 3-4B.



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A broader concept that was discussed relates to the major pedestrian routes that connect under the I-780 freeway, including East 5th, East 2nd, West 7th, and Southampton Road. These routes are important connections between neighborhoods, schools, public parks and buildings, and commercial districts. Exposure of pedestrians to heavy traffic on these critical cross-freeway connectors creates a perceived lack of safety that tends to discourage pedestrian activity. A concept that may improve this condition includes creating landscape strips between the walkway and the traffic. Generally, it would improve the pedestrian environment to place landscaping and trees on the side of roads to buffer and shade pedestrians rather than in median strips adjacent to traffic.





Benicia Pedestrian Destinations

Pedestrian Zones and Destinations

- Benicia High School 9th Street Park
- Benicia Middle School Arsenal District
- Liberty High School Benicia Marina
- Mary Farmar Elementary School Benicia State Recreation Area
- Mills Elementary School Downtown (from East 7th St. west to West 14th St.)
- Robert Semple Elementary School First Street Green
- Saint Dominics Priory School Mathew Turner Park
- Turner Elementary School Rose Drive Shopping Center
- Henderson Elementary School Solano Square Shopping Center
- Southampton Shopping Center

Pedestrian Routes

- Benicia Capitol State Historical Monument East 2nd Street
- Benicia City Hall East 5th Street
- Benicia Public Library Military West and Military East
- California House (historical) Southampton Road
- Fischer-Hanlon House West 7th Street north of Military



City of Dixon Pedestrian Projects

1. West B Street Bicycle-Pedestrian Undercrossing Project
2. Specified Safe Routes to School Enhancements
3. Specified Railroad Crossing Improvements based on related studies

Major Pedestrian Routes and Destinations

The two major pedestrian zones within Dixon are the historic downtown and Hall Memorial Park to the southeast of the downtown area. The downtown district constitutes several blocks centered around First Street and A Street. City Hall, the Senior Multi-Use Center, Hall Memorial Park, and the Dixon May Fairgrounds are located just southwest of downtown and comprise part of the City’s primary pedestrian zone. Major northsouth streets that also serve as major pedestrian routes include North First Street/Highway 113, North Adams Street, Almond Street, and Pitt School Road.

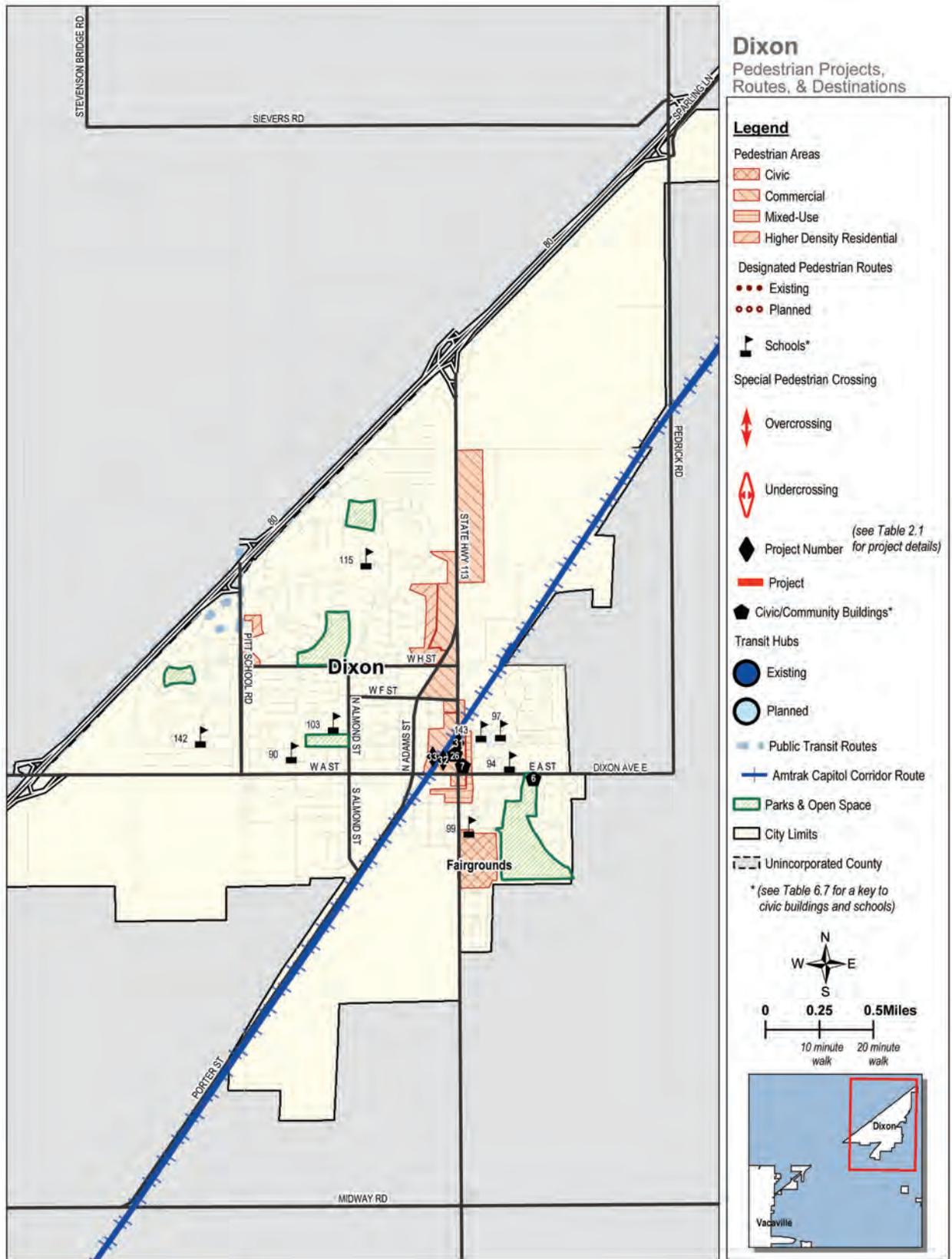
Major east-west routes include West H Street, West F Street, and West and East A Street.

Pedestrian Projects

Dixon has three pedestrian-oriented Transportation for Livability Communities (TLC) and enhancement projects in various stages of planning and implementation. The West B Street Pedestrian Undercrossing Project will replace the existing at-grade crossing with a new bicycle and pedestrian undercrossing to create a safer connection for commuters between the future Multi- Modal Station and downtown. The Dixon Multi-Modal Transportation Center is being developed in 3 phases. The project includes parking and landscape improvements adjacent to the transfer station on the northwest side of the tracks (Phase I). Future improvements include a multi-modal train and transfer station at Jefferson and B Streets (Phase II), transit services, and additional park-and-ride spaces (Phase III). The project also includes adjacent open space and a minipark. Pedestrian Improvement Concepts. In addition to the current projects mentioned above, Safe Routes to School enhancements in many locations are envisioned for Dixon.

FIGURE 3-4B:

Dixon Pedestrian Focus Areas





Dixon Pedestrian Zones & Destinations

Schools

- C A Jacobs Intermediate School Dixon
May Fairgrounds
- Dixon High School Downtown
(centered around First & A Streets)
- Linford L Anderson Elementary School
Hall Memorial Park
- Neighborhood Christian School Senior
Multi-Use Center
- Silveyville Primary School
- Gretchen Higgins Elementary School

Pedestrian Routes

- Tremont Elementary North Adams & Almond Streets
& Pitt School Road
- Maine Prarie High Continuation
North First Street/Highway 113
- West H and F Streets, West and East A Street

Community Centers

- Dixon City Hall
- Dixon Public Library
- Veterans Memorial Hall



City of Fairfield Pedestrian Projects

1. West Texas Street Gateway Project (TLC/PDA Eligible)
2. Jepson Parkway Concept Plan Connections
3. Vacaville-Fairfield Train Station Urban Center

Major Pedestrian Routes and Destinations

In Fairfield the major districts and corridors are along West and North Texas Street, and to a lesser extent along Travis Boulevard. These corridors serve many higher-density residential developments, major commercial areas, public buildings, parks, and schools. They are well served by transit routes, and provide important pedestrian connections over or under I-80. Other major streets that serve as major north-south pedestrian routes include Beck Avenue, Pennsylvania Avenue, Union Avenue, and Dover Avenue east of I-80, and Oliver Road and Hillborn Road west of I-80. Key east-west routes include Atlantic Avenue/Cement Hill Road, Tabor Avenue and East Tabor Avenue, and Waterman Road west of I-80.

West Texas Street features the existing Fairfield Transportation Center and major shopping centers. Moving east adjacent to Alan Witt Park are existing high-density residential developments, and commercial uses along West Texas Street that are significant pedestrian destinations and generators.

Travis Boulevard features significant pedestrian destinations and generators including commercial uses west of I-80 near Oliver Road, the regional Solano Mall, and higher density residential developments near Lee Bell Park and along Union Avenue. North Texas Street is comprised of an extensive commercial corridor that is auto-oriented, but also serves adjacent single-family neighborhoods and higher-density residential at walkable distances.

Major off-street pedestrian routes include the Fairfield

Linear Park, which extends from Solano Community College at the west end under I-80 and traveling along PG&E power line right-of-way northeast approximately 5 miles to a point between North Texas Street and Dover Avenue. This is a bikeable but not an easily walkable distance. Ultimately, it is planned to extend the Linear Park the entire distance to the east to comprise part of a regional trail system. The portion of the Linear Park in Central Fairfield functions as a major pedestrian connection between residential, commercial and public areas. The Laurel Creek Trail exists from Railroad Avenue to north of Dickson Hill Road. This serves primarily as a recreational trail, but also connects between neighborhoods and parks. Fairfield downtown between Pennsylvania Avenue and Jefferson Street has already seen significant pedestrian amenities and a center for the arts installed as part of a major streetscape improvement project completed during the 1980s. Major projects are planned or underway to improve and expand the Solano County Government Center, including the Jefferson Street Corridor Project and the Union Avenue Streetscape Improvement Program. The entire older grid street system and residential neighborhoods north and south of downtown comprise complementary pedestrian-oriented mixed commercial and residential district.

The Fairfield Civic Center comprises an extensive complex of city offices and parks, recreation, and cultural facilities just two blocks north of downtown between Utah Street and Kentucky Street to the north and south respectively, and Pennsylvania Avenue and Webster Street to the west and east. This is the primary focal point of community and government activities such as City Hall, the Community Center, Library, and Senior Center are all located here.



Pedestrian Projects

The Jepson Parkway Concept Plan is a multijurisdictional TLC or enhancement project being developed by Vacaville, Fairfield, Suisun City and Solano County. The Parkway, when complete, will extend twelve (12) miles from I- 80/ Leisure Town Road interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City. This parkway will provide a separated north-south corridor in the County for pedestrian and bicycle travel. More detail on the project is provided in the Vacaville pedestrian facilities description.

The West Texas Street Gateway Project will enhance pedestrian linkages among the Fairfield Linear Bicycle/ Pedestrian Trail, the Fairfield Transportation Center, and the new Park Crossing Apartment project. Specific improvements include new sidewalks, signage, public art, and new street trees.

The West Texas Street Urban Village Project will assist private developers in creating a high quality mixed use “urban village” on West Texas Street, approximately 1.5 miles from the Suisun Capitol Corridor Train station. Funding will be used for land assembly, planning and architectural services, public investment in sidewalks, street trees, pedestrian crosswalks and landscaping, signage, development of public plazas/seating areas, and enhancements to transit stops.

An important future pedestrian district and destination will be the Vacaville-Fairfield Train Station Urban Center at Vanden Road and Peabody Road. This City of Fairfield TLC project is a transit-oriented development associated with the planned train station, implementing the vision provided by the Jepson Parkway Concept Plan. The plan includes

new neighborhoods and commercial districts organized at a walkable distance from the development’s core, which will feature plazas, landscaping and amenities to make it a popular gathering place.

Commuters will be given a number of transportation choices at the site, including biking, walking, park-and-ride, bus, and rail. The site is connected via bus routes to central Fairfield, Suisun City and Vacaville. The planned railway station will be served by Amtrak Capitol Corridor trains to connect the site to regional destinations from San Jose to Auburn, including Oakland, San Francisco, and other Bay Area employment and cultural centers. Future phases of joint public/private development are envisioned to create mixed commercial and retail uses south of the site.

The Fairfield Transportation Center will be a new focal point for North Texas Street and the City. Its major role will be to serve as the Central Transfer Station (CTS) for the Fairfield-Suisun Transit (FAST) local bus system. To support pedestrian, bicycling, and transit activity, the project will incorporate improvements such as pedestrian and bicycle signage, bus islands, bus canopies, shade trees, streetscape, pedestrian-friendly lighting, bike lockers, bathroom facilities, and drinking fountains.



Pedestrian Improvement Concepts

The TLC projects mentioned above employ key pedestrian improvement concepts that can improve the pedestrian environment and provide additional pedestrian connections and destinations. To help guide and direct pedestrian-oriented development, the City has authored numerous policies and guidelines. These documents include:

- Fairfield General Plan Elements
- Land Use Element
- Urban Design Element
- Circulation Element
- Fairfield Master Trails Plan
- Fairfield Design and Development Guidelines

In addition, Fairfield has identified a number of priority areas that are in need of pedestrian enhancements:

- West Texas Street (from Pennsylvania Avenue to Beck Avenue) and the downtown section of Texas Street. Both of these areas are major pedestrian routes and destinations, but have insufficient and dangerous pedestrian crossings relative to the volume of pedestrian and automobile traffic.
- Railroad Crossings at East Tabor Avenue and Sunset Avenue. Because of their close proximity to pedestrian destinations, housing, and schools, there is a high volume of uncontrolled and unprotected pedestrian railroad crossings at these two intersections. The absence of safe railroad crossings create unsafe pedestrian corridors, which are likely to become more vulnerable as the volume and frequency of railroad traffic is expected to increase in the near future. Fairfield has identified these two intersections as possible pedestrian crossings that could replace the existing uncontrolled crossing near Blossom Avenue.

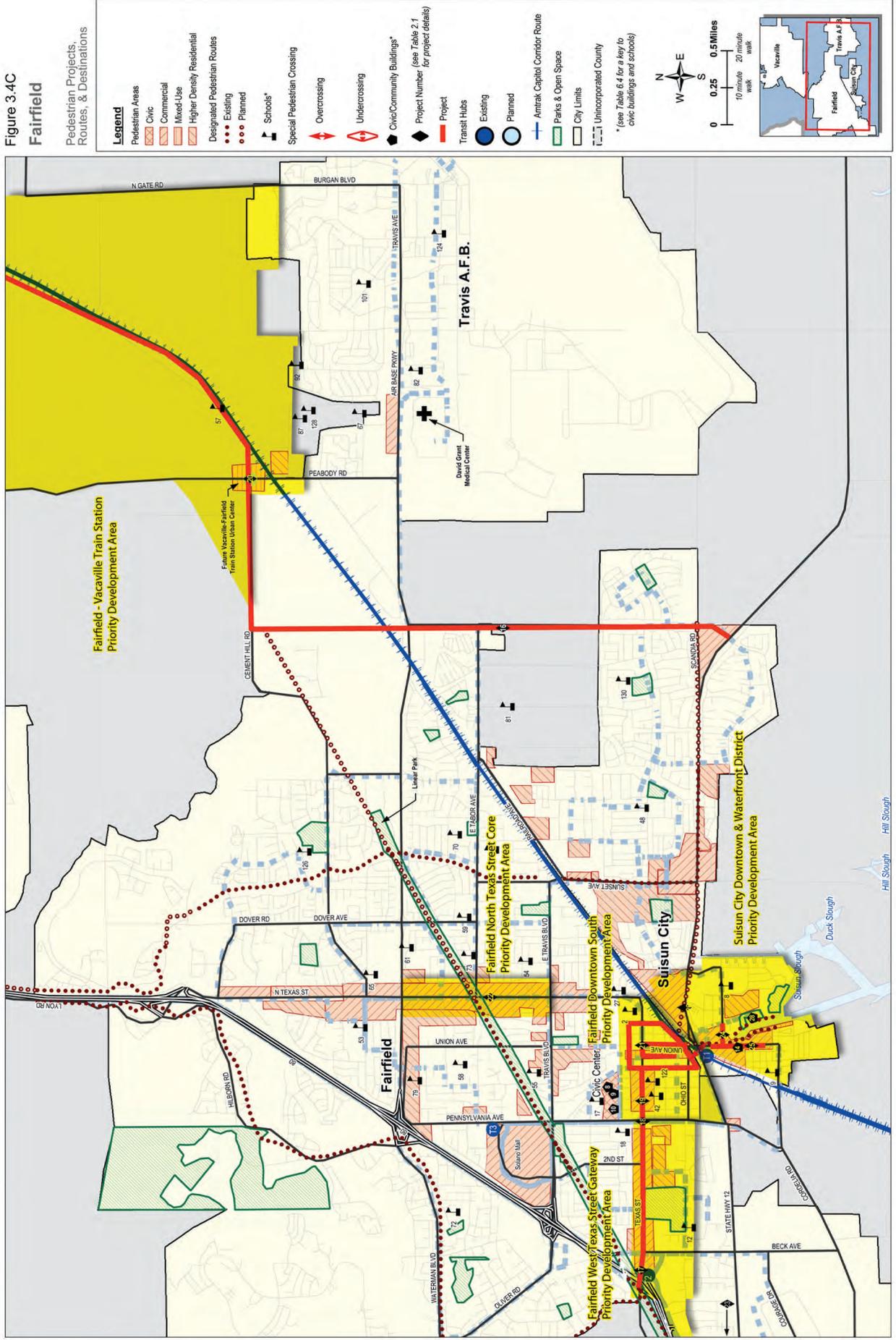
- Union-Main Street Pedestrian Overcrossing Enhancement. This is a joint project with Suisun City).

Two significant urban trail improvements are envisioned in local plans;

- Extension of the Linear Park from Fairfield Avenue north-east to Cement Hill Road. The Linear Park is detailed in the Fairfield Trails Master Plan.
- Continuation of the Laurel Creek Trail route from Foothill Parkway to The Masters Drive is called for in the Fairfield Trails Master Plan and the Vacaville Parks and Open Space Master Plan.

FIGURE 3-4c:

Fairfield Pedestrian Focus Areas





Fairfield-Suisun City Pedestrian Destinations

Schools

- Amy Blanc Elementary School
- Angelo Rodriguez High School
- Anna Kyle Elementary School
- Armijo High School
- B. Gale Wilson Elementary School
- Bransford Elementary School
- Chapman University
- Charles L. Sullivan Middle School
- Cleo Gordon Elementary School
- Crescent Elementary School
- Crystal Middle School
- Dan O. Root Elementary School
- Dover Middle School
- E. Ruth Sheldon Elementary School
- Fairfield High School
- Fairfield-Suisun Adult School
- Fairview Elementary School
- Grange Middle School
- Green Valley Middle School
- Holy Spirit School
- H. Glenn Richardson Elementary School
- K. I. Jones Elementary School
- Laurel Creek Elementary School
- Mary Bird High School
- Nelda Mundy Elementary School
- Oakbrook Elementary School
- Scandia Elementary School
- Sem Yeto Continuation High School
- Solano Christian Academy
- Suisun Elementary School

- St. Mary's College Extension
- Travis Elementary School
- Trinity College
- Fairfield High School
- University of Phoenix

Pedestrian Zones and Destinations

- Alan Witt Park
- Commercial zone along Sunset Avenue
- Fairfield City Hall Downtown and Waterfront
- Fairfield Civic Center Downtown between Pennsylvania Ave. & Jefferson St.
- Fairfield-Suisun [Comm.Branch](#) Solano Co. Public Library Fairfield Linear Park
- Lee Bell Park
- Laurel Creek Trail
- Lee Bell Park
- Memorial Building Fairfield Transportation Center
- Suisun City Heritage Hall
- Suisun City Train Station

Pedestrian Routes

- Atlantic Avenue/Cement Hill Road
- Beck, Pennsylvania, Union and Dover Avenues
- Buena Vista Avenue/Pintail Drive
- Civic Center & Marina Boulevards & Drifwood Drive
- Emperor Drive/Lawyer Ranch Parkway
- Main & Cordelia Streets
- Oliver and Hillborn Roads
- Tabor and East Tabor Avenues
- Travis Boulevard
- Walters Road
- Waterman Road
- West and North Texas Street



City of Rio Vista Pedestrian Projects

1. Sacramento River Waterfront Streetscape Project
2. Sandy Beach Park Connection: Beach Drive

Major Pedestrian Routes and Destinations

Rio Vista's historic downtown area on Main Street is a significant pedestrian destination. The waterfront area, extending from Main Street to the Rio Vista Bridge, complements the activity in the historic downtown core. The older portion of town, with its original grid street layout, is all within easy walking distance of downtown and the waterfront. Major roads that also function as major pedestrian routes include Highway 12, Main Street, Second Street and Beach Drive, and Front Street.

The Sacramento River and Delta lie east of the City. The river is a major resource and amenity from the northern city limits along Highway 84, to the Helen Madere (Rio Vista) Bridge at Highway 12, and south to the former Army Reserve Base. Great potential exists for public access and enjoyment of the riverfront in the area between City Hall, Main Street and the bridge. There is also great opportunity at the former Army Base, located south of the City. The area is not yet annexed, but a Base Reuse Plan has been prepared and the land is presently being prepared for transfer to the City. Possible uses of this 23 acre site include a San Francisco Bay-Delta research center and private/public recreation. With transfer and redevelopment, the base could become an important pedestrian destination.

Pedestrian Projects

The City of Rio Vista has three TLC and enhancement projects in various stages that directly or indirectly address pedestrian circulation. The Waterfront Plan and Improvement Project is designed to beautify the waterfront and link it to downtown. Public elements of this plan include a pedestrian boardwalk connecting Main Street and the Rio Vista Bridge and an upgrade of the fishing pier adjacent to the bridge. Project goals include a public walkway along the river from City Hall to the Highway 12 Bridge, streetscape improvements to create a memorable entry into downtown and to preserve views of the river from Front Street, and building designs that respect the character of Downtown. The Downtown Revitalization Project includes streetscape and landscape improvements, and pedestrian and bicycle amenities. The Main Street Streetscape portion of the project has recently been completed. A Highway 12 Corridor Planning Study will focus on designing to accommodate future land uses and anticipated growth in traffic along Highway 12. As an outcome of the study, Highway 12 alternative mode capital improvements are to be identified.



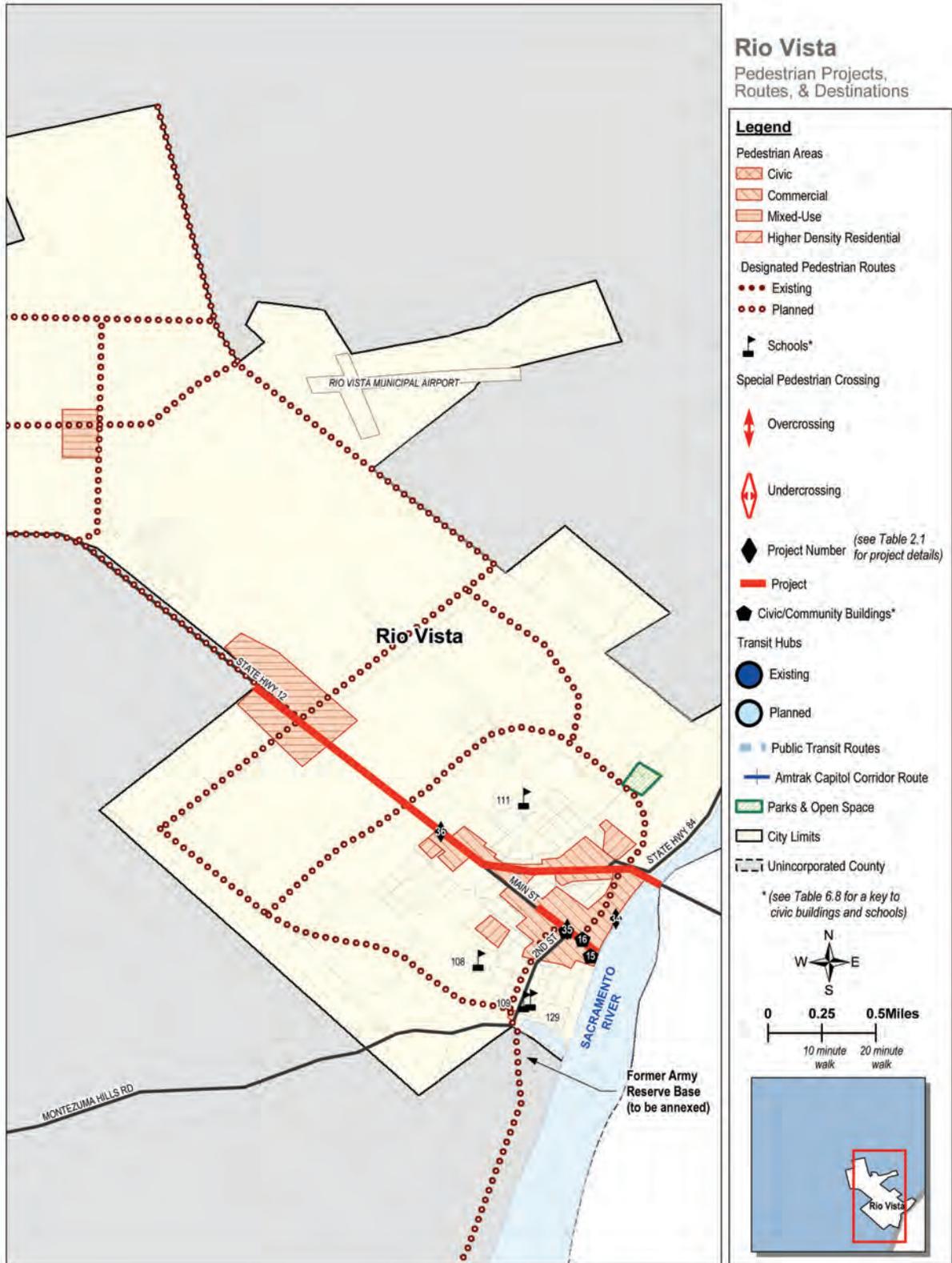
Pedestrian Improvement Concepts

Several trails in and around Rio Vista are included in the Circulation and Mobility Element, Rio Vista General Plan. A path is planned along Beach Drive from Second Street to Sandy Beach Park. The trail continues along Second Street from Beach Drive to Main Street, then along Main Street to Waterfront, and along Waterfront to Highway 12. A loop is planned from Highway 12 at the bridge around the downtown area. The path will extend from Second Street west to Church Road. From Church Road the trail will continue on the shoulder east to White School Road. There will be a sidewalk along Airport Road from the city limit line east to Church Road and south along Church to complete a larger loop. In addition to the project proposals mentioned above, the Circulation and Mobility Element, calls for a strong pedestrian and bicycle link between the Sacramento River, existing neighborhoods, downtown, and other future destinations. Specific project concepts in the Circulation Element include:

- A grade-separated highway crossing between Drouin Drive and Church Road.
- A connection along Beach Drive from Second Street to Sandy Beach
- Park (consistent with Solano County pedestrian connection concepts).
- A trail loop around the central part of the City.
- A second trail loop to the northwest that passes through a high density housing area.
- A connection to planned residential development areas to the north.

FIGURE 3-4A:

Rio Vista Pedestrian Focus Areas





Rio Vista Pedestrian Destinations

Pedestrian Zones and Destinations

Rio Vista High School Downtown (Main Street)

Riverview Elementary School Waterfront

White Elementary School

Riverview Middle School

Pedestrian Routes

Front Street

Highway 12

Second Street and Beach Drive

Rio Vista City Hall

Rio Vista Museum

Rio Vista Public Library



City of Suisun City Pedestrian Projects

1. Grizzly Island Trail Bicycle-Pedestrian Project
2. Rail Station Improvements (TLC/PDA Eligible)
3. Suisun Marsh Bicycle-Pedestrian Path

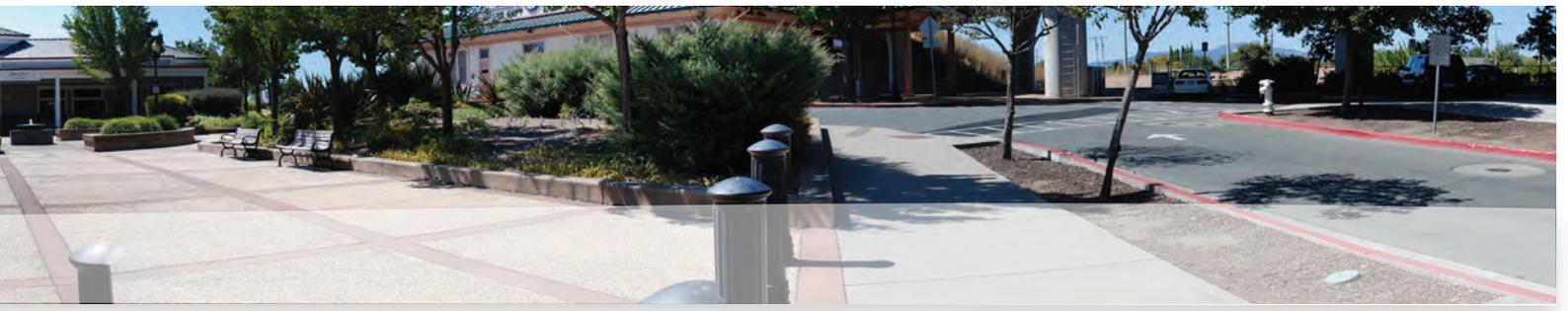
Major Routes and Destinations

Suisun City's pedestrian routes, destinations and projects are shown on Figure 6.4 and listed in Table 6.4. Suisun City's primary pedestrian destination is its historic downtown and waterfront. The Suisun Slough, Highway 12, the Union Pacific Railroad, and the southern city limit line bound this area. A promenade walkway provides public access along the entire waterfront overlooking the 150-berth marina. Main Street, Civic Center Boulevard, Driftwood Drive, Cordelia Street, and Marina Boulevard, which provides an undercrossing of Highway 12, are key roads in this area that also serve as significant pedestrian routes. Outside of downtown, the primary pedestrian activity zone is the commercial district along Sunset Avenue. Sunset Avenue also provides an important connection north across the Union Pacific Railroad line to Fairfield. Sunset Avenue is near to Heritage Park with its Community Center and sports facilities, and higher density residential development. Other major roads that also are important pedestrian routes in eastern Suisun City are Buena Vista Avenue/Pintail Drive, Emperor Drive/Lawler Ranch Parkway, and Walters Road. Because of their proximity, Suisun City's pedestrian districts and routes have important relationships to those in Fairfield. The Suisun City downtown, Marina, and Civic Center are all located within walking distance of the Solano County Government Center and Fairfield's downtown, though access requires using a long pedestrian overcrossing. The Suisun City Train Station is an important pedestrian destination/activity generator and transit connection that serves both Suisun City and Fairfield. The old train station has been rehabilitated to a full multi-modal transportation facility within walking distance of the renovated water-

front. The entire Suisun City downtown is an area that was historically pedestrian-oriented, and that has been enhanced and expanded through new development. Main Street and the promenades around the harbor provide attractive and functional pedestrian connections between residential, commercial, office and public uses. East of the harbor, new higher density single-family developments and upgraded older multifamily developments are in easy walking distance of Main Street and City Hall.

Pedestrian Projects

The Grizzly Island Trail Project is under development and anticipates a construction completion by Summer of 2012. The project would construct a Class I bicycle-pedestrian path along the south side of SR 12 between Marina Boulevard and Grizzly Island Road, improving safety for school children and travelers going with eastbound traffic. The Rail Station Improvements in downtown relate to lighting, safety, and general accessibility improvements. These improvements are in a PDA and are eligible for PDA/TLC funding. The City's Main Street Project/Downtown Streetscape Improvement Project is a façade improvement program for businesses. The City has also constructed more than 300 new parking spaces between Main Street and the waterfront promenade to support downtown business and recreational use. A good example of recent pedestrian-oriented development is Promenade, a "live-work" subdivision of 23 single-family homes adjacent to Suisun City downtown and waterfront. These higher density single-family homes feature two-story, turn of the century style architecture. Each contains approximately 400 square feet for commercial activity such as a professional office, retail or service business. Jepson Parkway, a multi-agency TLC project described in more detail in the Fairfield and Vacaville sections, is a proposed new north-south regional transportation connection from Suisun City to Vacaville. It will provide multi-modal travel opportunities, including

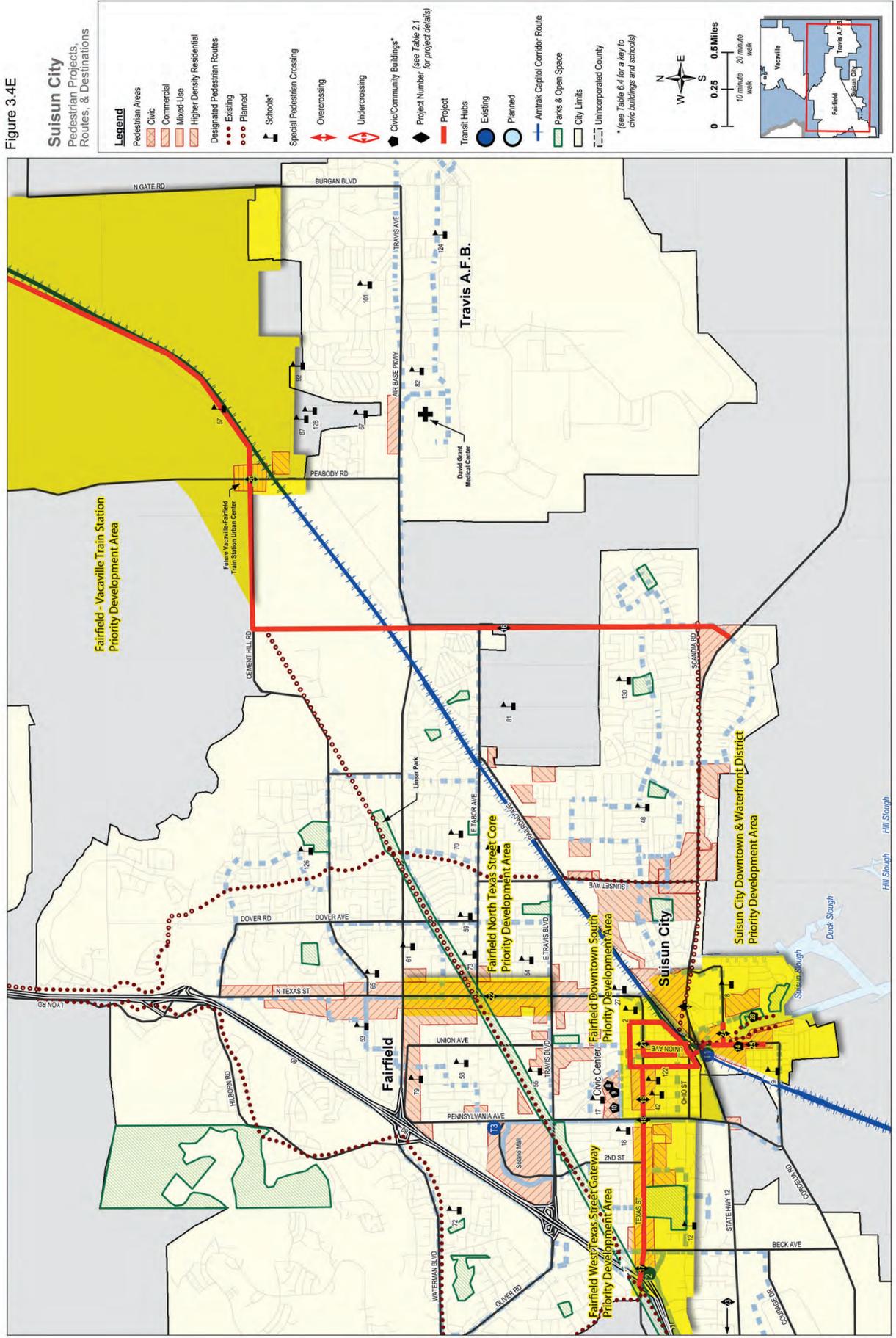


Solano Countywide Pedestrian Transportation Plan

separated bike/pedestrian paths and transit service. Railroad/Pedestrian Crossing Conflicts Study. In 2002, the city commissioned a study to examine pedestrian safety along the railroad corridor in Suisun City. The Suisun Railroad Avenue Pedestrian Safety Study notes that high school and middle school students are the most frequent users of unofficial and often dangerous railroad crossings. Other children and adults are noted as frequent users in order to access community destinations across the tracks. The study identified problem areas at Marina Boulevard, Blossom Avenue, and Worley Road, where pedestrians are using unofficial and uncontrolled crossings to travel between destinations in Suisun City and Fairfield.

FIGURE 3-4-D:

Suisun City Pedestrian Focus Areas





Suisun Railroad Avenue Improvements

(from Suisun Railroad Avenue Pedestrian Safety Study)

Number Description Est. Cost

1 Eliminate Crossing and Bus Students to School.

Construct vandal resistant walls/fencing at crossing location to eliminate unauthorized crossing potential. \$187,000- \$260,000 + unknown bus service costs.

2 Eliminate Crossing and Change School Boundaries

\$187,000- \$260,000 + unknown bus service costs

3 Construct At-Grade Crossing. Construct an at-grade crossing with train activated gates, lights, and audible signals with fencing to help direct pedestrian traffic to crossing. \$285,000 - \$415,000

4 Construct Undercrossing. Undercrossing options include cast-in-place tunnel, precast tunnel, or a bridge supporting the tracks. Fencing is also required to direct pedestrian traffic to crossing. \$1.1 million - \$1.2 million

5 Construct Overcrossing. Overcrossing above the tracks would require fencing to direct pedestrian traffic to crossing and keep pedestrians on overcrossing. \$1.3 million - \$1.5 million

In addition to these improvement concepts, the study recommended that the Blossom Avenue crossing be eliminated by constructing pedestrian and bicycle improvements along Railroad Avenue and directing pedestrian traffic to the existing railroad crossings at Sunset Avenue and East Tabor Avenue. However, as shown in Table 6.5, this recommendation directs pedestrians to railroad crossings that the City of Fairfield has identified as unsafe and in need of improvement (refer to Section 6.3.c for details).

Pedestrian Improvement Concepts

Pedestrian improvement concepts identified for Suisun City include:

- Railroad Avenue at Blossom Safe Route to School Crossing and/or other crossing improvements, as noted in Table 6.5.
- Other Safe Routes to School enhancements at many locations.
- Main Street to Union Avenue Pedestrian Overcrossing Enhancement (this is a joint project with Fairfield).
- State Route 12 (south side) pedestrian path, between Marina Boulevard and Sunset Avenue.
- Urban renewal on east side of Main Street.



City of Vacaville Pedestrian Projects

1. Ulatis Creek Bicycle Facilities
(phase 1: Ulatis to Leisure Town;
phase 2: Allison to I-80)
2. Elmira Road Bicycle Path

Major Pedestrian Routes and Destinations

The historic downtown area of Vacaville, located northwest of Interstate 80 and centered around the intersection of Merchant and Main Streets, is a significant pedestrian destination. The older residential areas of Vacaville located west of downtown comprise a larger pedestrian district that also includes commercial uses along Merchant Street and East Monte Vista Avenue. Commercial and higher density residential uses are clustered along Monte Vista Avenue north of downtown, including many within walking distance of downtown.

Existing and planned higher-density residential areas are clustered along Brown Street and Browns Valley Road in the northern portion of the City, and along Alamo Drive, Peabody Road, Allison/Ulatis Drive and Nut Tree Road in the southern portion of the City. Major north-south roads that also function as major pedestrian routes include Alamo Drive, Orchard Avenue, West Street, Gibson Canyon Road, Brown Street/Browns Valley Parkway, Davis Street, Peabody Road, Nut Tree Road and Leisure Town Road. Major east-west roads that function as major pedestrian routes include Vaca Valley Parkway, Monte Vista Avenue, Buck Avenue and Main Street, Mason Street/Elmira Road, Marshall Road and Alamo Drive. Roads that cross I-80 with pedestrian facilities include Alamo Drive, Davis Street, Mason Street/Elmira Road, Allison Drive, Nut Tree Road, and Leisure Town Road. Vaca Valley Parkway provides a crossing over I-505.

Vacaville also features a growing system of urban creek-side and corridor multi-use pathways connecting outlying neighborhoods and the downtown area. These routes are being implemented in accordance with the City's 1991 Comprehensive Parks, Recreation, and Open Space Master Plan. The Creek Walk that runs next to the downtown area is an attraction that draws many visitors and is an important setting for community events. Stretching along Ulatis Creek for a quarter of a mile, the Creek Walk ends in a large community plaza. The plaza, located within Andrews Park between East Monte Vista Drive and Main Street, is the setting for free concerts in the summer and other events throughout the year.

Connecting with the eastern end of the Creek Walk at McClellan Road, a proposed path will meander along Ulatis Creek east to Leisure Town Road. Two segments of this route already exist. In addition, an existing bike and pedestrian path runs along Alamo Creek south of I-80, providing a nearly continuous off-street pedestrian route through the southern portion of the City connecting several community and neighborhood parks. It connects Marshall Road in the west to Nut Tree Road, winding through designated open space along the creek, and following a short segment of sidewalk along Nut Tree Road north to Nelson Park. In Nelson Park, the path continues along the creek to the eastern limits of the City on Leisure Town Road. Another existing pathway is in a former railroad right-of-way that runs from I-80 to Alamo Road, intersecting the Alamo Creek Trail. A City-proposed pathway will extend north along Ulatis Creek from the western end of the Creek Walk, paralleling Gibson Canyon Road to Vaca Valley Road.



Pedestrian Projects

The Vacaville Creek Walk Extension is a current City TLC project that will extend the Creek Walk from its current eastern end to McClelland Street, including the walkway, irrigation, landscaping, additional parking, and a related mixed-use residential and commercial development to the east and south of the project area that will complement the Creek Walk and other downtown-area pedestrian scale improvements. Vacaville has adopted a Downtown Conceptual Plan that identifies community-oriented improvements for its downtown area. Plan components include pedestrian amenities, downtown transportation linkages and transit improvements, and a park-and-ride facility located at I-80/Davis-Hickory Street. The Town Square project creates a comfortable public place to:

- Energize and focus the downtown experience.
- Provide a rich pedestrian destination with a “sense of place.”
- Provide a gateway to the new library and existing Creek Walk via a strong link to Main Street.

The Davis Street Entrance Way Project is a City TLC project in the implementation stage that includes improvements between two vital areas: a freeway frontage recently converted to a commercial and entertainment center, and a historic main street district. The phased improvements include colored/textured crosswalks and street corners, landscaped street bulb-outs, and a number of pedestrian amenities such as pedestrian-scale streetlights, water features, historic plaques, benches, kiosks, and a grand entry arch over the street. The TLC funds will also be used to implement a number of infrastructure improvements and upgrades to the street, sidewalk, irrigation, and electrical components. The project will help calm traffic, making Davis Street safer, more pleasant, and convenient for pedestrians. The project will also provide a vital link between the

office space, 16-screen movie theater, ice rink, and restaurants in the redeveloped former Basic American Foods industrial site and the historic Main Street district’s numerous shops and restaurants, and the Creek Walk and the Town Square. The Phase 1 improvements were completed in 2004. Vacaville’s plans for transit facility improvement will also support pedestrian activity. The Vacaville Bus Terminal and Transfer Point would be a new timed transfer center to allow all City Coach, and interested intercity transit services, to meet and transfer passengers at one central location. The facility will be located in downtown at the southeast corner of East Monte Vista Avenue and Cernon Street. The terminal would include bus shelters, bike racks, phone booths and other amenities to support transit use.

A City/private project that is a potential pedestrian zone is the Nut Tree Ranch Development Project. The project will rebuild the historic 76-acre Nut Tree site just north of Interstate 80. The project is envisioned to feature a range of specialty retail shops and cafes, picnic grounds and residential units. The goal is to create a special setting that will attract visitors and serve the community. An open plaza would be the focal point of the project, with a new Nut Tree restaurant and sign, complete with carousels, train rides, hobby horses and an ice cream pavilion.

The project includes 350 multi-family residential units, 200,000 square feet of office space, a 200 room hotel connected to a 20,000 square-foot conference center, and another 120 room hotel. The City Council has approved the project and construction is anticipated in the summer of 2005.

The Linwood Street PG&E Trail Gap Closure will connect Linwood Street to North Orchard Avenue with a bridge over Alamo Creek to link Cheyenne Drive to Shady Glen Court. This project will serve as a connector to the primary system to Gibson Canyon and Foothill Drive, providing bicycle access for residences in northwestern Vacaville.



The Jepson Parkway Concept Plan is a multi-jurisdictional TLC and enhancement project being developed by Vacaville, Fairfield, Suisun City and Solano County. The Parkway, when complete, will extend from I-80/Leisure Town Road interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City. This parkway will provide a separated north-south corridor in the County for pedestrian and bicycle travel. The project includes provisions for local and express bus service and a future multi-modal train station; bicycles and pedestrians, with a 10-foot wide multi-use path along most of the 12-mile length of the planned Parkway; extensive landscape buffers; transit-compatible, pedestrian-friendly land use and design, and roadway phasing and management. Portions of the pedestrian and bike path improvements are already completed, while planning for the Fairfield- Vacaville multi-modal train station and transit-oriented development is underway, as highlighted in the description for Fairfield.

The project includes staging areas that can serve as rest stops and recreational starting points. Each staging area would feature bicycle parking, rest rooms, special landscaping, parking for autos, picnic areas, and other amenities. Three of the staging areas are located to provide a connection between Jepson Parkway and other planned or existing multi-use pathways, while the fourth offers an important non-motorized connection to the Fairfield/Vacaville Multi-modal Train Station.

Pedestrian Improvement Concepts

In addition to the current project proposals mentioned above, the following pedestrian improvement concepts have been identified for Vacaville.

- Connection along Ulatis Creek from McClellan to Leisure Town Road and north from the western end of the Creek Walk, paralleling Gibson Canyon Road to Vaca Valley Road.
- Additional Creek Walk extension to the east and south to include a pedestrian plaza.
- Connection from Lagoon Valley Park south to Paradise Valley and Fairfield (consistent with Solano County concept).
- Safe Routes to School project in a number of locations.



Vacaville Pedestrian Destinations

Pedestrian Zones and Destinations

- Alamo Elementary School Alamo Creek Trail
- Edwin Markham Elementary School Andrew's Park
- Elm Elementary School Creek Walk
- Eugene Padan Elementary School Downtown (intersection of Merchant & Main Streets)
- Fairmont Elementary School
- Hemlock Elementary School

Pedestrian Routes

- Montessori Childrens School Alamo Drive
- Orchard Elementary School Allison/Ulatis Drive
- Country High School Brown Street and Browns Valley Road
- Vacaville Christian Academy Buck Avenue
- Vacaville High School Davis Street
- Vacaville High School Annex East Monte Vista Avenue
- Will C Wood High School Gibson Canyon Road
- Willis Jepson Middle School Liesure Town Road
- Cambridge Elementary School Mason Street/ Elmira Road
- Cooper Elementary School Merchant Street
- Jean Callison Elementary School Nut Tree Road
- Notre Dame Parochial School Orchard Avenue
- Sierra Vista Elementary School Peabody Road
- Vaca Pena Middle School Vaca Valley Parkway
- Browns Valley Elementary West Street
- Ulatis Elementary

- Foxboro Elementary
- Elise P. Buckingham
- Faith Academy
- Solano Community College (Vacaville Center)
- Vacaville Town Square
- Vacaville City Hall
- Vacaville Museum
- Vacaville Town Hall (historical)
- Vacaville Ulatis Community Center
- Three Oaks Community Center/Walter Graham Aquatic Center
- Lagoon Valley Park
- Centennial Regional Park
- Arlington Regional Park
- Al Patch Sports Park
- Keating Ball Fields
- Nelson Park



City of Vallejo Pedestrian Projects

1. Downtown Vallejo Streetscape Enhancements

Overview.

The older portion of Vallejo, consisting of the grid street system around the historic downtown, comprises an extended pedestrian-oriented district with a core in the downtown area and along the waterfront. A major civic building and park complex, including City Hall and the library, extends from Santa Clara Street to Mare Island Way. A waterfront promenade/linear park extends from Curtola Parkway to Mare Island Causeway, and is being extended and expanded in conjunction with the Wilson Avenue Corridor Project and River Park Project. The Vallejo Waterfront Plan is a new specific plan being prepared for the Downtown and Waterfront area.

Major Pedestrian Routes and Destinations. Major north-south pedestrian routes within central Vallejo include Mare Island Way to Wilson Avenue; Sacramento Street; and Sonoma Boulevard/Highway 29, which serves a major auto-oriented commercial district north of downtown that also functions as a pedestrian destination. Broadway forms a parallel route to the east, and Tuolumne Street and Mariposa Street are major north-south routes west of the I-80 freeway. Major east-west pedestrian routes connecting central Vallejo across I-80 include Redwood Street/Redwood Parkway, Tennessee Street, Springs Road to Florida Street and Solano Avenue; Georgia Street, and Benicia Road to Lemon Street, and Magazine Street. Major north-south routes east of I-80 include Admiral Callaghan Lane to Humboldt Street, Miller Avenue, Steffan Street, and Laurel Street, which parallel I-80 and connect south across I-780; Maple Avenue, Oakwood Drive, Rollingwood Drive, Columbus Parkway, and Ascot Parkway. North of Highway 37, Mini Drive is a major north-south route that curves to the west across Highway 29, while Fairgrounds Drive is an important north-south route that extends under Highway 37. Though they are primarily automobile destinations, Six

Flags/Marine World and the County Fairgrounds, along with Dan Foley Park, are pedestrian destinations for those who live nearby.

Pedestrian Projects. Major TLC or enhancement projects to improve pedestrian districts and routes in Vallejo include the Vallejo Ferry Station Pedestrian and Streetscape Enhancements Project – a near-term complement to the Vallejo Station TLC Project, and the Downtown Vallejo Downtown Streetscapes Improvements that will provide wider sidewalks and improved pedestrian spaces and amenities. The former, a multi-modal waterfront transportation facility, will be the principal transit hub serving the Vallejo area and a gateway to the North Bay and Solano County. Comprised of an integrated mix of improvements serving water, bus and potentially rail transit, Vallejo Station is intended to address the City's principal goals of reconnecting the downtown to the waterfront, mixing private investment/redevelopment opportunities with public open space, and strengthening Vallejo's identity by highlighting its diverse cultural and maritime heritage, and the North Bay's unique ecological resources.

The Mare Island Bicycle and Pedestrian Access Improvements TLC project will complement new land uses to be developed by Lennar, a development company that holds the master lease for the redevelopment of the former naval shipyard into new planned commercial and residential uses. An early phase will include new multi-use paths on both sides of G Street. The City is also working with Caltrans on pedestrian access at the Highway 37 bridge at the north end of the island. Currently Mare Island Causeway is the only pedestrian connection to Mare Island. Mare Island is a potential pedestrian destination and circulation zone due to its close proximity to downtown Vallejo, its unique mix of industrial buildings, wetlands, historic districts, current uses, and unique views. The Mare Island Specific Plan, under review by the City of Vallejo, envisions a mixed-use



development area with new parks and open spaces, a bike and pedestrian-oriented main street, and an island-wide network of looped bike and pedestrian paths. There will be a waterfront promenade the entire length of the island along Mare Island Strait, except where public access will conflict with waterfront industrial activities. A pedestrian-bicycle corridor is proposed for Walnut Avenue between G Street and Cedar Avenue to serve as the pedestrian link between the promenade, neighborhood Center and Historic Core. Trails will connect the ferry terminus with on-island routes. Pedestrian circulation will be established along Railroad Avenue and the waterfront promenade. In the Regional Park, walking, cycling, and equestrian trails will be linked to other areas on the island.

The Wilson Avenue Improvement Project includes pedestrian paths and amenities along the waterfront north of Mare Island Causeway. Phase 1 was completed in 1998, and Phase 2 is planned with different fixtures to accentuate a different neighborhood. This will extend from Hichborn Street to Hwy 37, with paths on both sides, trees, lighting, and general pedestrian amenities. This project is a prime example of a local project that improves connections to local transit. The overall project successfully implements Complete Streets in a context-sensitive format.

The River Park Project is a major waterfront park and wetland restoration project undertaken by the City of Vallejo and the Greater Vallejo Recreation District. It includes a segment of the Bay Trail, which continues north from the Wilson Avenue Improvement Project. The project runs parallel to Wilson Avenue from Mare Island Causeway at the southern extent, to approximately Sims Street at the north end. The construction estimate for this project was \$8.8 million in 2001. A large part of the cost is earthwork – moving dirt to permit tidal flushing in former baylands. The proposed section of the designated Bay Trail route is

approximately 4,200' feet long, but there are a number of other meandering waterfront trails that could function as part of a "bay trail" system.

The Vallejo Bay/Ridge Trail Connector is planned to connect the existing regional Bay Trail and the Bay Area Ridge Trail east of the Al Zampa Memorial (Carquinez) Bridge along and under I-80 to Highway 29, where the bike/pedestrian pathway across the new bridge ends. The Bay/Ridge Trail route extends along the Vallejo waterfront and north along Highway 29 or Broadway. Ultimately the route may extend along Meadows Drive to the city limits/county line, where it could be connected to Bay Trail segments in American Canyon/Napa County.

The San Francisco Bay Trail Project and the Bay Area Ridge Trail are regional trails that pass through Vallejo, and include important inter-city connections as well as connections to regional parks and open space. The City coordinates with these groups, and the Greater Vallejo Recreation District (GVRD) to plan, implement, and manage these trails and other connections contained in the City of Vallejo/GVRD Trails Master Plan.



Pedestrian Improvement Concepts.

In discussions with City of Vallejo staff, the highest priority category of additional pedestrian improvements is safe routes to school. The City has previously approached the school district about organizing such a study or plan, but the project has not been initiated due to other pressing city and school district issues and priorities. The City Police Department has identified the top priority locations to improve access to schools:

1. Lincoln Elementary School, on Carolina Street, between Sonoma Boulevard and Sutter Street;
2. Patterson Elementary School, on Porter Street, between Magazine Street/Sonoma Boulevard and Sandy Beach Road;
3. Loma Vista Elementary School, on Corcoran, between Mini Drive and Fairgrounds Drive;
4. Penny Cook Elementary School, on Fernwood Drive, between Georgia Street and Baywood Drive;
5. Farragut Elementary School, on Farragut Street, between Sacramento and Wilson Avenue; and
6. Cave Elementary School, on Tregaskis Avenue, between Springs Road and Eastwood Street/Maple Avenue.

In response to the pedestrian safety conditions discussed in the above section, improvements are envisioned to the intersections of Sonoma and Mini, Sonoma and Redwood, and Curtola and Lemon. Sidewalk improvements are also desirable along Sonoma Boulevard.

The Bay Area Ridge Trail Council is working to establish a trail connection from near upper Ascot Parkway to Columbus Parkway at Lake Herman Road. The Greater Vallejo Recreation District (GVRD) and the City are currently working to extend the Blue Rock Springs Open Space Corridor trail east to Columbus Parkway at Lake Herman Road.

The GVRD/Vallejo Trails Master Plan proposes a path along Columbus Parkway from Blue Rock Springs Park, to Redwood Parkway and between Redwood Parkway and Highway 37.

A recent study commissioned by the San Francisco Bay Trail Project evaluated opportunities for improvement or realignment of some existing and planned Bay/Ridge Trail routes in Vallejo:

1. Benicia State Recreation Area to Glen Cove Marina. Part of this route will be implemented in conjunction with Glen Cove Waterfront Park, currently being master planned by the Greater Vallejo Recreation District.
2. Glen Cove Marina to bluff above Al Zampa Memorial (Carquinez) Bridge (start of the Vallejo Bay/Ridge Trail Connector).
3. Along Highway 29/Sonoma Boulevard from Maritime Academy Drive to Mare Island Way – opportunity to provide bike lanes and improved sidewalks.
4. From and along Highway 37 from Wilson Avenue along Highway 29 or Broadway to Meadows Drive and other local streets to connect to American Canyon and Napa County.



Vallejo Pedestrian Destinations

Schools

- Admiral David Glasgow Farragut Elementary School
- Annie Pennycook Elementary School
- Beverly Hills Elementary School
- California Maritime Academy
- Dan Mini Elementary School
- Doctor James R Hogan Senior High School
- Elmer Cave Elementary School
- Elsa Widenmann Elementary School
- Everest School
- Federal Terrace Elementary School
- Franklin Junior High School
- Glen Cove Elementary School
- Grace Patterson Elementary School
- Highland Elementary School
- Hilltop Christian School
- Jesse Bethel High School
- Johnston Cooper Elementary School
- Lincoln Elementary School
- Mare Island Elementary School
- Mare Island Technical Academy
- North Hills Christian School
- Peoples High School
- Reignierd Elementary
- Saint Basils School
- Saint Catherine of Siena School
- Saint Patricks High School
- Saint Vincents School
- Seventh Day Adventist School
- Solano Junior High School
- Springstown Junior High School
- Steffan Manor Elementary School
- Touro University
- Vallejo Adult School

- Vallejo Junior High School
- Vallejo Senior High School
- Wardlaw Elementary School

Pedestrian Zones & Destinations; Civic

- California Maritime Academy Library Downtown
- John F Kennedy Branch Solano County Public Library Marine World/Fairgrounds
- King-South Vallejo Community Center Waterfront Promenade
- Saint Vincents Memorial Building
- Vallejo City Hall

Pedestrian Routes

- Vallejo Naval and Historical Museum Admiral Callahan Lane
- Veterans Memorial Building Broadway
- Senior & Community Centers Fairgrounds Drive
- Georgia Street & Benicia Road to Lemon and Magazine Streets
- Mare Island Way to Wilson Avenue
- Mariposa Street
- Mini Drive
- Redwood Street/Redwood Parkway
- Sacramento Street
- Sonoma Boulevard/Highway 29
- Tennessee Street & Springs Road to Florida
- Street & Solano Avenue
- Tuolumne Street



County of Solano Pedestrian Projects

1. Tri-City and County Regional Trail Connections

Solano County, Including Cordelia, Green Valley, Rockville

Major Pedestrian Routes and Destinations. Part of the Cordelia, Green Valley and Rockville area is within City of Fairfield limits, and part is within incorporated Solano County. It consists primarily of low to medium density suburban development and large-scale office and commercial development that is not pedestrian-oriented. However, pedestrian connectivity is a particular concern in this area because it is divided by the I-680 freeway, the I-80 freeway, and Highway 12, and impacted by heavy commute traffic that spills over onto local streets. This relates to access to elementary, middle and high schools from neighborhoods on the opposite side of the freeway. Also, this area features two historical town centers that were at one time local pedestrian destinations and could be again: “Old Town” Cordelia and the small commercial district of Rockville. Both areas are in the unincorporated County Area, but in walking distance of newer developments within Fairfield city limits.

Major roads that also function as pedestrian routes include Gold Hill Road, Oakbrook Drive, Cordelia Road, Central Road, Green Valley Road, Mangels Boulevard, Rockville Road, and Suisun Valley Road. Rockville consists of a gas station, a few restaurants, offices and shops at the junction of Suisun Valley Road and Rockville Road, near the popular Rockville Hills Park. Although small, it is scenic, is at an important junction for recreational and local traffic, and is within walking distance of existing and planned suburban neighborhoods. It has the potential to be preserved and enhanced as a pedestrian destination.

An existing alignment of the Bay Area Ridge Trail follows a PG&E transmission line northwest across Green Valley Road, to and through Rockville Hills. Ultimately, this trail is

intended to be connected via Red Top Road and Mc Gary Road to other Ridge Trail segments in Vallejo’s Hidden-brooke development, and the Lynch Canyon Open Space Preserve (see Pedestrian Improvement Concepts, below).

Pedestrian Projects. **Old Town Cordelia** is the subject of a Solano County-sponsored, City of Fairfield-partnered, TLC project that has the objective of improving bicycle and pedestrian access along Cordelia Road between Lopes Road and Pittman Road. The project also includes gateway signs, historical markers, trees, lighting, and historical interpretive plaques to enhance the pedestrian experience and knowledge and appreciation of Old Cordelia, which actually predates Fairfield as a town. This portion of Cordelia Road also serves as a key pedestrian connection between portions of Fairfield on the east and west side of I-680, particularly since the middle school is on the east side, and the high school is on the west.



Gold Hill and Lower Green Valley. In the Gold Hill area of Cordelia to the west of I-680 and south of I-80, a system of existing and planned separated paths along the foothills connects the suburban neighborhoods to Rodriguez High School and to Cordelia Road.

Pedestrian connections are afforded across I-80 at Green Valley Road and Pittman/Suisun Valley Road, via the freeway overcrossings, although these connections have minimal width. North of I-80, Green Valley Road and Mangels Boulevard have broad, parkway-type landscaped buffers with sidewalks, and the more rural portion of Green Valley Road to the north has a recently completed separated multi-use path. Solano Community College is located on Suisun Valley Road, and is the western terminus of the Fairfield Linear Park trail. In conjunction with the future improvement of Highway 12, the extension of Red Top Road with an overcrossing will offer the opportunity to connect to existing pedestrian/bike paths in the Green Valley Area along Mangels Boulevard and a PG&E right-of-way.

Unincorporated Vallejo Area. Homeacres, an unincorporated County area surrounded by City of Vallejo in the vicinity of Benicia Road (see Figure 6.3), is the focus of two County-sponsored pedestrian improvement projects. The Homeacres Avenue Improvement Project will provide sidewalks to link Benicia Road to an important connection to a local elementary school. The Fulton Avenue Improvement Project will construct a sidewalk on Fulton Avenue to provide a central pedestrian corridor for the Homeacres area of Vallejo. Pedestrian Improvement Concepts. Generally the unincorporated County area is not the focus for formal pedestrian improvements, but there are some long-standing developed areas in the unincorporated areas of “Old Town” Cordelia, Green Valley, and Rockville, and there are several important points of pedestrian connection to regional parks and open space that are planned on the fringes of the cities.

The Tri City and County Cooperative Plan for Agriculture and Open Space (the Cooperative Plan) is a joint project of the cities of Benicia, Fairfield, and Vallejo and Solano County. Its intent is to create a physical and visual buffer of up to 10,000 acres between these cities in the area between I-80, I-680, and Lake Herman Road. The Solano Land Trust (the Trust), a private organization, has acquired and is managing the land with funding from grants and the participating agencies. Areas acquired to date include the 1039 acre Lynch Canyon Open Space Preserve and the 1200 acre King Ranch. Mc Intyre Ranch, the Hiddenbrooke (also known as Sky Valley) and Northgate open space areas, and Blue Rock Springs Park managed by the Greater Vallejo Recreation District are also part of the Cooperative Open Space Area. Grants and local funding have been secured toward other major acquisitions. The Trust manages Lynch Canyon, the King Ranch and other properties in Solano County that have some degree of public access, although the Trust’s goal is to transfer responsibility for public access management to public agencies. The Cooperative Plan is adopted by the member agencies as a component of their respective General Plans, including concepts for future trails and trail connections. Planned trail connections to the Tri-City and County Open Space Area are shown on Figure 2.2 and on the respective local area maps, including:

- Connection from the existing trail at the south end of Cordelia to the King Ranch;
- Connection from the planned trail on Red Top Road via Mc Gary Road to Lynch Canyon;
- The Wardlow Park/Blue Rock Springs Park trail corridor in Vallejo;
- Connection from Benicia’s Lake Herman Park north to Sky Valley.

Another trail concept identified in the unincorporated area in the Solano County Park and Recreation Element is a con-



nection from Paradise Valley in Fairfield to Lagoon Valley in Vacaville. The existing trail along I-80 in Paradise Valley terminates at the north end of that development at the Fairfield city limits. A short stretch of Nelson Road extends north to Lagoon Valley in Vacaville, where trails are planned to connect to existing Lagoon Valley Park trails and north to the central part of the City. A pedestrian pathway along Nelson Road would connect the Fairfield and Vacaville pedestrian systems together (see Figure 2.2).

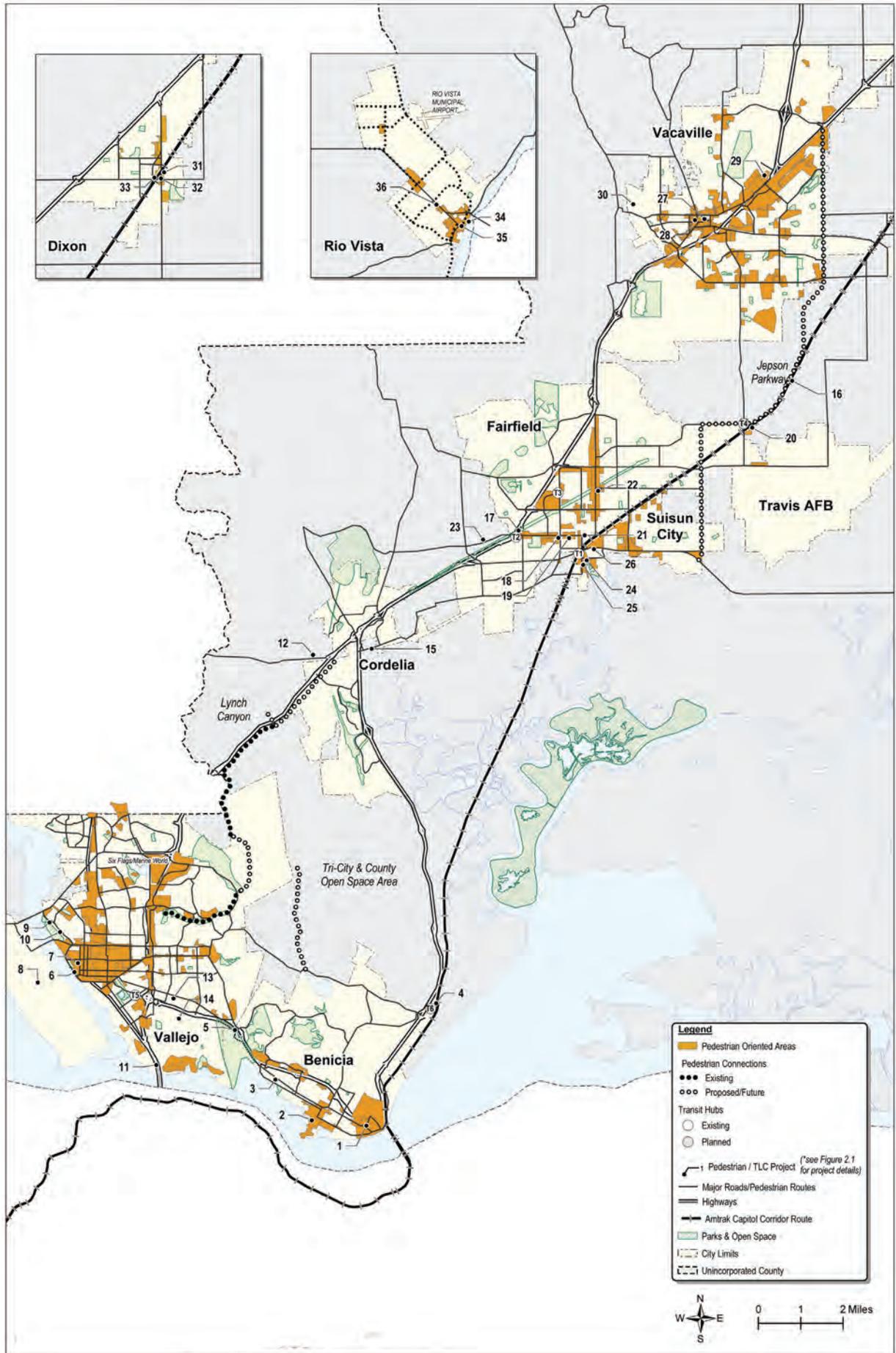
The Solano County Park and Recreation Element also delineates a trail route that includes an existing gravel road west of Ledgewood Creek extending north from Rockville Road. The route extends to Waterman Road, but there is currently a gap across private property. This is also a designated route of the Bay Area Ridge Trail.

The County Park and Recreation Element includes a proposal (Proposal #6) to provide a trail connection between Sandy Beach County Park and downtown Rio Vista (see Figure 6.9).

Other trail or pathway connection projects identified in County plans will provide important regional pedestrian connections to regional parks or open space and between urbanized areas:

- Pedestrian path or sidewalk along Fulton Avenue in the Homeacres unincorporated area near Vallejo
- Trails or paths in:
 - the English Hills area
 - the Pleasants Valley area
 - the Allendale area

FIGURE 3-4H:
Solano County Pedestrian Focus Areas





3.5 Pedestrian Support Facilities

Wayfinding Signage is a primary recommended support programs for the Countywide Pedestrian System. These programs are also discussed in the Chapter 4 – Policies and Programs. These components are often overlooked in bikeway system development. Just as the vehicular transportation system includes parking and signage as standard elements, a walking transportation system requires the same. This section provides an overview of this as well as references to resources to learn more.

Wayfinding Signage Program

Solano County has adopted a policy to install the countywide bike route sign with all new bikeway projects constructed. This sign alone provides an identity for the countywide bikeway network, however, a more comprehensive system of wayfinding for travelers on the pedestrian network is necessary in order to effectively assist users with navigating to their various destinations. As a part of this plan, STA staff recommends the development of a Countywide Wayfinding Guidance Plan for bicycle and pedestrian travelers that can be adopted by local jurisdictions to provide for a uniform method of sign fabrication and policies for installation. Some cities in the Bay Area, such as the City of Oakland, have adopted a well developed plan that serves as a good starting point for the development of a Wayfinding Signage Plan. STA will be working with local agencies over the next few years to complete the development of a Countywide Wayfinding Signage Plan and Implementation Program.



CHAPTER 4

POLICIES AND PROGRAMS

Policies and programs were briefly reviewed in the existing conditions with the existing plans (Chapter 1, on page 28). This Chapter presents the policies and other related programs in further detail along with information on how to access the resources for each item.

4.1 Policies

These following policies are discussed in this chapter:

- MTC Complete Streets
- STA Complete Streets Implementation
- Deputy Directive 64 Revision 1
- Assembly Bill Concurrent Resolution No. 211 (ACR 211)
- Complete Streets Act of 2007 (AB 1358)
- Local Policies
- Americans with Disabilities Act (ADA)
- California Vehicle Code Division 11 Chapter 5
- U.S. DOT Bicycle and Pedestrian Accommodation Regulations and Recommendations

Complete Streets

MTC adopted Resolution Number 3765 which is related to accommodation of pedestrians and bicyclists in the Bay Area to implement the findings of the 2006 Routine Accommodations study. This policy was adopted by the Commission on June 28, 2006. The policy reads:

“Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64[R1]. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommenda-

tions are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.”

In 2006, MTC completed a Routine Accommodation study to evaluate how pedestrian and bicyclist needs are being accommodated in the Bay Area’s transportation projects. This study was developed based on the Transportation 2030 Plan “call to action” to make bicyclists, pedestrians and wheelchair users full partners in the planning process and to consider the safety and convenience of non-motorized travelers with new construction and reconstruction of transportation facilities.

The study reviewed federal, state, regional, and county policies that addressed the ways project sponsors consider non-motorized transportation needs during the planning, design, funding, and construction of all types of transportation projects. It reflected data gathered through 35 interviews with project managers from a variety of agencies to understand what types of non-motorized improvements were included with their projects and how the decisions to do so came about. The study also included three case studies.

In June 2006, Commission adopted regional policies for the accommodation of non-motorized travelers. MTC Resolution No. 3765 called for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Partner agencies will complete this checklist prior to submitting projects to MTC.



MTC's Complete Streets Checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration can be included in the project budget. It is STA's responsibility to ensure that project sponsors complete the checklist before projects are submitted to MTC. Completed checklists are required to be made available to the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) for review.

To view checklists for the current project funding cycles, visit STA's Web site: www.sta.ca.gov/completestreets [on STA website, link to: <http://www.sta.ca.gov/Content/10034/AdvisoryCommittees.html#bac>].

For more information regarding MTC's program, visit MTC's Web site: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

STA Complete Streets Implementation

STA Complete Streets Checklist Implementation – Per the MTC Complete Streets policy, STA implements the policy to include both the Solano County Bicycle Advisory Committee and Solano County Pedestrian Advisory Committee. Upon dissemination of the complete streets checklist during plan development and project delivery, STA staff makes completed checklists available to committee members for review and discussion of local priority projects identified by each group.

The STA Bicycle Advisory Committee generally meets every other month, and on an as-needed basis in addition, to conduct business. For review of complete streets checklists submitted by local sponsors, STA shall develop a Complete Streets web page to provide information about the checklist review process, with a current web link to access the checklists. Comments from committee members and general members of the public shall be submitted to STA through the "Complete Streets web page" via a Comment Box allowing users to enter a projects name and related

comments. The STA Planning and Projects Departments shall be responsible for review and forwarding the comments submitted to the appropriate agencies. With regard to comments requesting follow up, STA staff will provide support and coordinate with local sponsors as appropriate.

Deputy Directive 64 Revision 1

Caltrans adopted a policy directive related to non-motorized travel. The Caltrans DD-64-R1 was revised in October 2009. It reads:

"The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department Develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships."

The Caltrans DD-64-R1 policy was updated in October 2008 and is titled "Complete Streets – Integrating the Transportation System."The policy is intended to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities on the State highway system. Pursuant to



DD-64-R1, Caltrans manuals and guidance will be updated and developed to outline statutory requirements, planning policy, and project delivery procedures to facilitate multi-modal travel, which includes connectivity to public transit for pedestrians and bicyclists.

DD-64-R1 can be downloaded from the following web link: http://www.dot.ca.gov/hq/tpp/offices/bike/guidelines_files/DD64.pdf

Assembly Bill Concurrent Resolution No. 211 (ACR 211)

California's cities and counties have even more reason to pay attention to the two aforementioned policies. ACR 211 (Nation) "Integrating walking and biking into transportation infrastructure" became effective in August 2002. ACR 211 encourages all cities and counties to implement the policies of DD-64 and the USDOT design guidance document when building local transportation infrastructure. Specifically, ACR 211 asks local governments to "fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and person with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and projects." The resolution also states that bicycling and walking contribute to cleaner air, encourage physical activity, provide for alternative transportation, help to safeguard California's coast from offshore oil drilling, and enhance California's energy independence and national security by reducing our reliance upon imported oil.

California Complete Streets Act of 2007 (AB 1358)

The goal of the Act to encourage and define how a city or county can plan for the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This policy also aims to encourage healthy physical activity, aid in the strategic efforts to reduce greenhouse gas emissions, and reduce long-term costs of transportation development. According to the Complete Streets Act, the transportation network should consist of complete streets which are designed and constructed to serve all users of streets, roads, and highways. Streets should be designed for all ages and abilities, whether they are driving, walking, bicycling, or taking public transit.

The Complete Streets Act requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the standard accommodation of all users of the roadway. Beginning January 2011, cities and counties must plan for the development of multimodal transportation networks upon the next update of their circulation element.

Guidelines for updating the General Plan per the California Complete Streets Act of 2007 can be downloaded from the following web link: http://www.opr.ca.gov/planning/docs/Update_GP_Guidelines_Complete_Streets.pdf

Local Policies

As part of this update, new goals and objectives have been developed (see Chapter 2) that build on the previous versions of the Solano Countywide Bicycle Transportation Plan. This plan has evolved over time to encompass the needs of local jurisdictions, as all member agencies are represented with projects in this Plan, and each agency has been consulted individually with their respective Bicycle Advisory Committee member to submit projects for



implementation to be included in this Plan. It is the intent of the BAC and this Plan to support local agency efforts to improve bicycling conditions at the local level.

Local policies should also follow AB 1358 and meet the requirements as described in the section above. Suggestions for local policies within the General Plan and other related documents beyond the policies identified in Chapters 2 and 4 or this plan include (but not limited to): addition of specific implementation policies that address items such as local programs, signage, and maintenance; development and implementation of ordinances regarding specific parking standards/requirements; mandatory development of bicycle facilities (i.e. greenways, class I and/or II bike facilities as part of new projects; connectivity through cul-de-sacs (i.e. City of Davis); mandatory development of greenways and bicycle facilities in new development with connectivity between developments.

Americans with Disabilities Act (ADA)

The purpose of ADA is to prohibit discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications.

<http://www.ada.gov/pubs/ada.htm>

California Vehicle Code Division 11 Chapter 5

Division 11 of the California Vehicle Code (VC) is Rules of the Road. Chapter 5 discusses the Pedestrians' Rights and Duties. They can be downloaded from the following web link:

<http://dmv.ca.gov/pubs/vctop/vc/tocd11c5.htm>

U.S. DOT Bicycle and Pedestrian Accommodation Regulations and Recommendations

This policy reflects the U.S. Department of Transportation's support for the development of active transportation net-

works that are fully integrated in transportation projects. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. According to the policy, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including safe connections to transit.

<http://www.dot.gov/affairs/2010/bicycle-ped.html>

4.2 Programs

Solano Pedestrian Program (SPP)

The Solano Pedestrian Program consists of the following funding opportunities:

- Transportation Development Act (TDA) Article
- Regional Transportation for Livable Communities Program
- Eastern Solano Congestion Mitigation for Clean Air Quality (CMAQ) Program
- Transportation Fund for Clean Air (TFCA)

These funding sources are referenced with respect to their estimates in Solano County during FY 2010/11. This section explains the sources included in the Solano Bicycle Program (for a more comprehensive listing of funding and resource information, see Chapter 5 – Cost Analysis and Implementation Strategy):

Transportation Development Act (TDA) Article 3 – TDA

Article 3 funds are awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax (Senate Bill 821) and are distributed according to population to local agencies. The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) play an active role in project selection and the distribution of TDA funds in Solano County.



Solano County does not currently have a local sales tax measure. Seven of the nine San Francisco Bay Area counties have a transportation sales tax that dedicates a portion of their revenue to bicycle and/or pedestrian related improvements. Solano County's primary source of local discretionary funding is from Transportation Development Act (TDA) Article 3 funds.

Regional Transportation for Livable Communities (TLC) Program

Regional TLC Program funds administered by MTC are provided to each Bay Area County Congestion Management Agency (i.e., STA) through the Congestion Mitigation and Air Quality (CMAQ) program. These federal funds are dedicated to the implementation of community-based transportation projects that enhance downtown areas, commercial cores, neighborhoods, and transit corridors.

Eastern Solano Congestion Mitigation for Air Quality (ECMAQ)

Eastern Solano CMAQ is administered by the Solano Transportation Authority. Since Solano County falls between the Bay Area and the Sacramento air basins, Eastern CMAQ funds are dedicated to projects in the eastern portion of the County. This is a mixture of federal and local funds and is only eligible to the cities of Dixon, Rio Vista, Vacaville, and the eastern portion of Solano County.

Cumulatively, these various funding sources provide for approximately \$1 - 1.5 million per year. Over the next 25 years, this can be estimated to be \$25-37.5 million.

These funds should be utilized according to the following Solano Pedestrian Program Guidelines:

1. The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (BAC) shall each establish a 3-year Implementation Plan that consists of priority projects identified in the Solano Countywide Pedestrian Plan for purposes of allocating Solano Pedestrian Program (SPP)

funds. The STA's Technical Advisory Committee and Alternative Modes Committee shall also review and make a recommendation on the 3-year Plan and any subsequent amendments before the plan is submitted to the STA Board for approval.

2. Eligible projects for the 3-year Implementation Plan shall be based on criteria recommended by the PAC and approved by the STA Board. The 3-year Plan will be prioritized by the following tiers:

Tier 1 – Projects in the Countywide Pedestrian Plan deemed to be top priority based on evaluation criteria.

Tier 2 – The next level of priority projects listed in the Countywide Pedestrian Plan based on evaluation criteria.

Based on a natural break in project criteria scores and review by the PAC and TAC, STA staff will divide their priority projects into Tier 1 and Tier 2 categories.

3. The 3-year Implementation Plan will function as a guide for SPP Fund recommendations and will be flexible to the funding needs of STA member agencies. Project sponsors will be requested to provide annual project updates to the PAC for projects identified in the 3-year Implementation Plan.

4. Each year, preferably during the months of December or January, PAC shall confirm their top priority projects for the next fiscal year's projects found in the then current SPP 3-year Implementation Plan.

5. The PAC will meet to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SPP funds. Not more than 25 percent of funds should be recommended per year for Tier 2 projects. The PAC is under no obligation to recommend allocation of all available SBP funding on a yearly basis.



A call for projects for the 3-year Implementation Plan will happen every three years. Amendments to the 3-year Plan must be approved by the project sponsors, the PAC, and the TAC before sending a recommendation to the STA Board for their adoption.

Transportation for Livable Communities (TLC) Program

This program provides funding at the regional and county-wide level for projects in designated Priority Development Areas (PDAs). PDAs designations are submitted by local jurisdictions to MTC for approval based on availability of transit, proximity to downtown areas/commercial cores, and housing density.

STA Wayfinding Signage Plan and Program

This is a recommendation for implementation in the upcoming year. See Section 3.5 for more information.



CHAPTER 5

COST ANALYSIS AND IMPLEMENTATION STRATEGY

This Chapter includes the following sections:

- 5.1 Cost Estimates: Capital, Operating, and Maintenance
 - Table 5.1A – capital project cost assumptions
 - Table 5.1B – cost estimates
 - Table 5.1C – maintenance schedule
- 5.2 Funding Availability
 - TDA Article 3
 - CMAQ
 - ECMAQ
- 5.3 Implementation Strategy
 - Planning/Goal Setting (see Chapter 2)
 - Funding Strategy Development
 - Project Delivery
 - Performance Measures and Evaluation
 - Planning and Support Facility Recommendations

5.1 Cost Estimates: Capital, Operating, and Maintenance

The Solano Countywide Pedestrian Network consists of 80 projects. The cost to implement the capital projects identified to complete the pedestrian network is approximately \$78 million. Information regarding the proposed Countywide Pedestrian Network's costs, funding, and project implementation strategies can be found in this chapter. This chapter is designed to be used as an on-going resource

for the County and cities, helping to develop a consistent set of implementation tools and strategies. A primary goal of developing a consistent implementation system is to leverage outside funding. The projects identified in the Plan are under the administration authority of the local jurisdictions which would be the lead agency responsible for implementing the capital projects, including securing funding. The implementation strategies described herein are recommendations for STA staff and local jurisdictions to identify and secure funding and for completing projects.

Pedestrian Improvement Costs

One of the objectives of this Pedestrian Plan is to estimate the cost of the complete future pedestrian transportation system as part of STA's overall Comprehensive Transportation Plan (CTP). A figure of \$25 million has been identified as a working budget for future pedestrian improvements, based on a relative proportion to the CTP's budget allocations for other transportation modes. The costs for many of the current pedestrian-supportive projects are already accounted for in the Countywide Pedestrian Plan, the Countywide TLC Program, or other components of the CTP. Table 2.1 identifies the project costs that are included in other CTP elements, and in a separate column, the cost for projects that are not included in other CTP elements, or pedestrian enhancements to projects that are in other elements. These costs are based on other similar types of projects, but both the concepts and the costs have not been through the stages of internal and public review that will be required to clearly define and confirm the scope of the project, which would then allow a more realistic estimate of its costs.



Capital Projects and Maintenance Cost Estimates

Approximately 140 miles of the county's regional roadway contains over 16 miles of off-street multi-use paths have been developed. The estimated cost of implementing the proposed capital network is approximately \$78 million. The estimated available funding for the next 25 years is \$25-37.5 million. Since this amount is less than the full \$78 million required to construct the entire network and support facilities, a Priority Pedestrian Projects list (Tier 1) was developed. The costs estimates discussed in this section apply to this priority pedestrian projects list.

The projects identified in the Tier 1 pedestrian projects list vary in progress, from concept to shelf-ready. Since a concept project is less defined than a shelf-ready project, the cost associated with a concept project is also less defined. Based on a simple calculation used in the cost estimating, Total Project Cost can be calculated as follows:

Total Project Cost = Construction Cost + PE/ENV/PSE/CM ;
[Construction Cost*1.40]

Based on this, the total cost to construct the Tier 1 priority bicycle projects network is \$13 million.

The planning cost estimates for each priority pedestrian project can be found in Table 5.1B, which includes an additional 40 percent to account for other aspects of the project delivery process. The makeup of the 40 percent estimation factor is as follows:

- Follow-up planning and preliminary engineering, including right-of-way work (5% of the total construction cost)
- Environmental Review (CEQA/NEPA), Habitat Mitigation Plan and project permitting (5% of the total construction cost)
- Design level engineering, including geotechnical engineering, structural, and hydrology/hydraulics analysis (10% of the total construction cost)
- Biological Monitoring and Construction Management, including construction site inspection (20% of the total construction cost)

To develop a uniform cost estimate as a baseline for planning purposes, some cost assumptions shown in Table 5.1A were used to determine Construction Cost. The remaining costs to implementing the project were calculated as a percentage of the Construction Cost. In this case, 40 percent was used.

The cost assumptions are based on a unit cost data reviewed by the Solano County Public Works Department and data compiled from the Alameda Countywide Bicycle Plan and City of Santa Rosa Bicycle and Pedestrian Master Plan. These assumptions represent only construction costs in 2010 dollars.



Table 5.1 A – Bikeway Network Cost Assumptions

Pedestrian Capital Improvement Type	Unit Construction Cost
Class I Path: Construct new off-street multi-use bicycle and pedestrian facility	\$720,000/mile
Class I Path: Improve/maintain existing multi-use bicycle and pedestrian facility	\$145,000/mile
New Sidewalk	
Replace Sidewalk	
Arterial Improvements	\$290,000/mile
Traffic Signal	\$230,000/each
Construct Pedestrian/Bicycle Overpass	\$300,000/sq. ft.
Improve freeway interchange to accommodate bicycle and pedestrian crossing	\$430,000/per interchange improvement

Note: estimates are rounded to the nearest ten thousand

The above unit assumptions are constructions costs only. The assumptions do not include administrative costs, deflation/inflation considerations, contingencies, design, or right-of-way acquisition. Costs can vary depending on terrain, drainage needs, right-of-way, and design of the facility.

Other types of factors may additionally affect cost, which include the following categories:

- **Move Traffic/Parking Lanes:** restripe existing traffic and parking lanes in order to provide bike lanes.
- **Move Utility Poles:** relocated utility poles in some areas as part of a street widening effort to provide bike lanes.
- **Fill Drainage Ditches:** install storm drain system along road as part of street widening effort, which includes bike lanes. This item, along with moving utility poles, are accomplished for traffic reasons rather than the need for bike lanes.
- **Add pavement:** indicates the need for new or expanded shoulders, usually where there are no existing gutters or curbs.

- **Cut/Retaining Walls:** indicates the need for retaining walls to hold back cut-and-fill areas as part of street widening efforts, which include the provision of bike lanes.
- **Land Acquisition:** indicates the probable need for acquiring private property as part of a street-widening project or new bike path alignment.
- **Separated paths:** indicates new bicycle-pedestrian paths separated from vehicular traffic.
- **Lighting/Fencing:** indicates the need for lighting and/or fencing along a proposed bike path alignment.

Implementation Costs can further be broken down between land acquisition (or lease) and construction costs. Land acquisition may be through purchase, easement, long-term lease, property exchange, or other means. Routes that probably will require right of way acquisition contain cost estimates based on local property values. More specific information must be developed as the actual parcels are identified and negotiations with the owners are conducted. A total of \$2.4 million is identified as required



to acquire right of way for future Class I bike paths in Phase I along the various waterway, railroad, and highway corridors. The actual amount will depend on localized property values and overall economic conditions at the time of purchase.

Construction Costs may include bridges, underpasses, pathways, landscaping, drainage, grading, demolition, lighting, fencing and other expensive features associated with a Class I routes.

The priority pedestrian projects total an estimated \$78 million. These projects will be the focus of STA funding and implementation efforts until the next update of the Plan in approximately four years. Costs to implement the priority regional pedestrian projects are presented in Table 5.1B.

The Solano Countywide Pedestrian Network has two (2) levels of investment. They are the Priority Pedestrian Network (Tier 1) and Complete Network (Tier 2).

Based on these figures, the total estimated cost to implement the 80 projects planned in the short-, mid-, and long-term phases of the Solano Countywide Pedestrian Plan is approximately \$78 million, the majority of which is related to Class I paths and improvements within downtown areas. Of that \$78 million, an estimated \$13 million makes up the Tier 1 priority pedestrian projects.

Tier 1 priority pedestrian projects are listed in the following table:

Table 5.1B – Priority Pedestrian Network Project Cost Estimates (2010 \$’s)

Agency	Project Name	Env/ Design Cost*	ROW/ Construction Cost*	Total Cost*
Benicia	Park Road Pedestrian Improvements	\$250,000	\$0	\$350,000
Dixon	West B Street Bicycle-Pedestrian Undercrossing (0.1 mi)	Fully Funded	\$6,100,000	\$6,100,000
Rio Vista	Waterfront Improvement Project	\$290,000	\$720,000	\$1,010,000
Solano County	Tri-City and County Regional Trail Connections	TBD	TBD	TBD
Suisun City	Grizzly Island Trail (CI) - Grizzly Island Rd to Marina Blvd	Fully Funded	Fully Funded	\$2,100,000
Vacaville	Ulatis Creek Bicycle/Pedestrian Path (CI, Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000
Vallejo	Downtown Streetscape Improvements	\$650,000	\$1,600,000	\$2,250,000
STA	Solano County Wayfinding Sign Plan and Program	N/A	N/A	\$40,000
			Total Cost:	\$12,800,000

**All cost estimates rounded to the nearest ten thousand.*

These estimates are for planning purposes and more refined cost estimates should be developed in the design development process, especially for engineered portions of a pedestrian project.



Maintenance Cost Estimates

The annual maintenance cost for the primary system is projected to be approximately \$480,000 (2010 dollars) when the Solano Countywide Pedestrian Network is fully implemented. This rough estimation of maintenance costs is associated with bicycle paths. It is assumed that the sidewalks will be maintained as part of regular roadway maintenance.

Class I bike path maintenance includes cleaning, resurfacing and restriping the asphalt path, repairs to bridges and other structures, cleaning drainage system, trash removal, and landscaping (see checklist below). While this maintenance effort may not be major compared to roadway or park maintenance it does have the potential to develop heavy expenses. For example, bikeways along waterways may experience damage from flooding and the use of tractors to clear waterways, requiring extensive rebuilding.

For purposes of estimating maintenance expenses for Class I bike paths, \$10,200 per mile per year is used based on information received from other bike path facilities in northern California. This cost covers all expenses, including labor, supplies, and amortized equipment costs, for weekly

trash removal, monthly sweeping (with a mechanized sweeper), and biannual resurfacing/repair patrols. Underbrush and weeds should be cut once in the late spring and again in mid-summer.

Many of these maintenance items are dependent on the type and amount of landscaping and supporting infrastructure that is developed along the trail. It is recommended that a consistent maintenance procedure be developed to ensure, at a minimum, that the facility is safe for trail users. There should be a mechanism to identify, record, and respond to maintenance problems, and to keep written records of such actions.

Expenses for maintaining sidewalks have not been separated from roadway maintenance such as sweeping and minor repairs provided as part of routine roadway maintenance. Additional costs should be minimal because, in most locations, the roadway surface area to be maintained. Timing for maintenance varies depending on project type and environmental conditions throughout the year. Table 5.1C provides a schedule for path maintenance as a reference.



Table 5.1C – Maintenance Schedule

Maintenance Type	Frequency
Sign replacement/repair	1 – 3 years
Pavement marking replacement	1 – 3 years
Tree, shrub, and grass trimming/fertilizing	5 months – 1 year
Pavement sealing/potholes	5 – 15 years
Clean drainage system	1 year
Pavement sweeping	Weekly-monthly/as needed
Shoulder and grass mowing	Weekly/as needed
Trash disposal	Weekly/as needed
Lighting replacement/repair	1 year
Graffiti removal	Weekly-monthly/as needed
Maintain furniture	1 year
Fountain/restroom cleaning/repair	1 year
Pruning	1 – 4 years
Bridge/tunnel inspection	1 year
Remove fallen trees	As needed
Weed control	Monthly/as needed
Maintain emergency telephones, CCTV	1 year
Maintain irrigation lines	1 year
Irrigate/water plans	Weekly-monthly/as needed

Security

As a component of maintenance, enforcement and security on the Solano County Class I system will be provided by the local police departments.

Class I bike-pedestrian paths require special enforcement because in many cases they are not visible or accessible from streets, and they often directly abut private residences. One key aspect of enforcement is the hours of operation for Class I bicycle-pedestrian paths. It may be preferable to close some paths at night so that enforcement levels may be lowered.

Bicycle-pedestrian under-crossings require special attention because they can be perceived as unsafe areas by some bicyclists and pedestrians, particularly after dark. It is recommended that any under-crossing over 50 feet in length be lighted, that all approaches to the undercrossing provide the bicyclist or pedestrian with a clear view all the way through the under-crossing, and that under-crossings be designated to eliminate blind spots or areas where people may sit off the bike path.



5.2 Funding Availability

Funding For Pedestrian Projects

This Pedestrian Plan is intended to be a useful tool to help planners, decision-makers and advocates get pedestrian-friendly concepts and projects “off the ground”. Simply having a Countywide Pedestrian Plan and showing funding agencies that a project or program is incorporated in or consistent with that Plan will distinguish Solano County projects from many others. In addition, this Plan offers useful resources for identifying, refining, documenting, and funding pedestrian-related projects:

- The background information on benefits, government policy, and current conditions contained in Section 3 may be useful for specific project proposals and general discussions.
 - In Section 4 the Plan includes a useful summary of policy documents of each agency and the region that generally or specifically support pedestrian transportation and activity.
 - The Principles and Guidelines contained in Section 5 can be incorporated directly into projects and proposals. These tips have technical merit to make pedestrian routes and places successful, and they are consistent with the criteria and priorities of many funding programs that will support such projects.
 - The maps and description of local conditions, current projects, and opportunities in Section 6 show the framework of key pedestrian routes and destinations for each agency, and the relationships between cities. The maps would need to be edited and updated to highlight specific project proposals or evaluate issues or opportunities. This is enabled because they are prepared in ArcGIS, and are available to the participating agencies and can easily be adapted for other projects and purposes.
 - The overall vision of Countywide pedestrian projects and costs provided in
- An overview of funding programs available to support pedestrian-friendly projects is contained in Section 7.4, and detailed information, including, criteria, amounts, limitations, contacts, deadlines, etc. is contained in Appendix A. Grant programs often change, and this information should always be verified before proceeding with a specific grant proposal, but this information provides a head start for identifying and strategizing opportunities, and matching projects to funding sources.
 - The reference information contained in Section 8 provides links to boundless data and ideas to support the conception, planning, design, and implementation of pedestrian-oriented projects.

In the past, many funding sources have been identified and utilized to implement priority pedestrian projects. This section provides an overview of the primary sources anticipated to be available over the next 25 years. Solano County has historically invested approximately \$1.6 million annually in pedestrian facilities. This money is derived from a variety of sources including funding from the Federal Transportation Bill (TEA-21, SAFETEA-LU) programs, competitive source funding, sales tax revenue, etc.

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed pedestrian improvements identified in this plan. Most federal, state, and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Several funding sources available for pedestrian projects are described in this section. More information regarding the various types of funding utilized to fully fund current projects in progress is explained below. Under each funding source is a list of projects that have been programmed for funding to illustrate the funding committed in Fiscal Year (FY) 2010/11.



Local Funding

Transportation Development Act (TDA) Article 3 – (\$195,000 total in FY 2010/11)

TDA Article 3 funds are awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax (Senate Bill 821) and are distributed according to population to local agencies. The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) play an active role in project selection and the distribution of TDA funds in Solano County.

Solano County does not currently have a local sales tax measure. Seven of the nine San Francisco Bay Area counties have a transportation sales tax that dedicates a portion of their revenue to bicycle and/or pedestrian related improvements. Its primary source of local discretionary funding is from Transportation Development Act (TDA) Article 3 funds.

Federal Funding

Regional Bicycle Program (RBP) – (\$1,035,000 total in FY 2010-11)

Regional Bicycle Program (RBP) funds administered by MTC are provided to each Bay Area County through the Congestion Mitigation and Air Quality (CMAQ) program. These funds are dedicated to the implementation of bicycle facilities.

- City of Suisun City Grizzly Island Bicycle-Pedestrian – Class I (\$814,000)
- City of Fairfield Linear Park Alternate Route: Nightingale Drive – Class III (\$221,000)

Eastern Solano Congestion Mitigation for Air Quality (ECMAQ) – (\$1,060,000 total in FY 2010-11)

The Eastern CMAQ is administered by the Solano Transportation Authority. Since Solano County falls between the Bay Area and the Sacramento air basins, Eastern CMAQ funds are dedicated to projects in the eastern portion of the County. Eastern CMAQ funds are only eligible to the cities of Dixon, Rio Vista, Vacaville, and the eastern portion of Solano County.

- Solano County Vaca-Dixon Bike Route – Class II (\$250,000)
- City of Vacaville Ulatis Creek Bicycle-Pedestrian Path: Leisure Town Road and Ulatis Drive – Class I (\$810,000)

Cumulatively, with the exception of the Regional Bicycle Program, these funding sources provide for approximately \$1.-1.2 million per year. Over the next 25 years, this can be estimated to be \$25-30 million.

Detailed explanation of each of these sources can be found in Chapter 4 Section 2.



5.3 Implementation Strategy

This Chapter includes the following sections:

5.1 Cost Estimates: Capital and Maintenance/Security

Table 5.1A – capital project cost assumptions

Table 5.1B – cost estimates

Table 5.1C – maintenance schedule

5.2 Funding Availability

TDA Article 3

CMAQ

ECMAQ

5.3 Implementation Strategy

Planning/Goal Setting (see Chapter 2)

Funding Strategy Development

Project Delivery

Performance Measures and Evaluation

Planning and Support

Facility Recommendations

The Solano Countywide Pedestrian Network is made up of 80 projects. The cost to implement the capital projects identified to complete the pedestrian network is approximately \$78 million. Information regarding the proposed Countywide Pedestrian Network's costs, funding, and project implementation strategies can be found in this chapter. This chapter is designed to be used as an on-going resource for the County and cities, helping to develop a consistent set of implementation tools and strategies. A primary goal of developing a consistent implementation system is to leverage outside funding. The projects identified in the Plan are under the administration authority of the local jurisdictions, which are also the lead agency responsible for implementing the capital projects, including

securing funding. The implementation strategies described herein are recommendations for STA staff and local jurisdictions to identify and secure funding and for completing projects.

Most people do not plan to fail, they fail to plan. In other words, the appropriate planning not only includes the identification of projects and accomplishments a community sets out to be completed, but the methodology to fund and deliver results-producing actions as well.

This chapter breaks down the Implementation Strategy of the Pedestrian Transportation Plan into five (5) categories: Planning/Goal Setting (see Chapter 2), Funding Strategy Development, Project Delivery, Performance Measures/Evaluation, and Planning/Program Recommendations.

Planning/Goal Setting

Chapter 2 identifies the process for planning and developing a set of goals that each community in Solano County has built a consensus to achieve. Achievement of these goals will be monitored through implementation of the progress tracking identified in Chapter 7 – Performance Measures and Evaluation.

Funding Strategy Development

As described in Chapter 4 – Policies and Programs, under the Solano Pedestrian Program (SPP), funding strategies for projects should be developed by STA staff and sponsoring agencies based on Tier and order of priority as identified by STA staff, through guidance from the STA PAC and STA TAC. With a process-oriented approach, Tier 1 projects should have priority for development of a funding strategy in the short to mid-term for delivery. Tier 2 projects should be preparing for delivery at the local level with assistance from STA as needed. The current priority pedestrian projects list is identified in Chapter 3, page 22

Projects identified for Tier 1 primarily focus on project



readiness, impact on safety, and improvement of regional connectivity. Based on the varying funding sources available depending on community and project scope, it is the responsibility of the Strategic Planning and Project Delivery Departments at STA to work together to keep the priority project lists up to date. With interagency coordination, the

funding strategy can consist of federal aid, local sponsorship, public-private partnerships, etc. Below is a listing of known funding sources available.

Table 5.3 A – Summary of Funding Sources

Name of Funding*	Fund Source/Type	Used For	Amount per Year (estimates)
Transportation Development Act (TDA) Article 3	Local (1/4¢ of state sales tax)	Bicycle and Pedestrian Projects	Approximately \$260,000 to \$350,000
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	Federal (fuel tax)	Projects to reduce vehicle emissions and traffic congestion	Varies
Transportation for Livable Communities (TLC)	Federal (CMAQ funds)	Bicycle, pedestrian, transit or other projects that enhance community vitality	\$1 million
Surface Transportation Program (STP)	Federal (fuel tax)	Capital projects including highways, bus/rail transit, local streets, port facilities, bicycle and pedestrian projects, etc.	Varies
Eastern Solano CMAQ	Federal	Projects to reduce vehicle emissions (i.e. clean vehicle technologies, alternative modes of transportation and public education)	\$250,000
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)	Local (\$4 vehicle registration fee and AB 8 property tax)	Clean technologies/low emission vehicles, alternative transportation, transit services, public education	
Transportation Fund for Clean Air (TFCA)	Local (\$4 vehicle registration fee)	Transportation programs/projects that improve air quality	\$100-150,000



Table 5.3A – Summary of Funding Sources (Continued.)

Name of Funding*	Fund Source/Type	Used For	Amount per Year (estimates)
State Transportation Improvement Program (STIP)	State and Federal (fuel tax funds)	Projects may include, but not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety.	Varies
Transportation Enhancements (TE)	Federal	For scenic beautification, bicycle and pedestrian facilities, historic rail depot upgrades, bus shelter, access for disabled persons, etc.	Discretionary varies annually
Private Sponsorships	Local	TBD by local sponsoring agencies and stakeholders	Varies
Fundraising	Local	TBD by local sponsoring agencies and stakeholders	Varies
Public-Private Partnerships	Local/State/Federal	TBD by local sponsoring agencies and stakeholders	Varies

*PDF version includes a hyperlink to the resource page for the grants information (see Appendix F for list of hyperlinks to this table)



This table represents an overview of deadlines for each of the funding sources with the exception of local funding, private sponsorships, fundraising, and public-private part-

nerships as these sources are generally more flexible or hold deadlines specific to the administrators of the funding.

Table 5.3B – Funding Source Deadlines and Requirements

Name of Fund Source	Application/Funding Availability*	Application Deadline*	Comments	Deadline to spend funding**
Transportation Development Act (TDA) Article 3	Estimates provided in February of Calendar Year	Varies	Request for Resolution of Support to be submitted to STA for submission to MTC	Two years from date approved by MTC
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	Available every 3-4 years, pending Federal Transportation Bill	Varies based on FHWA guidelines	If selected for funding by STA, resolution needed	Two years from award date
Surface Transportation Program (STP)	Available every 3-4 years, pending Federal Transportation Bill	Varies based on Caltrans guidelines	If selected for funding by STA, resolution needed ³	" "
Eastern Solano CMAQ	Varies, every 2-4 years	Varies	If selected for funding by STA, resolution needed ³	" "
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)	January/February	March; Steering Committee review April; awards announced May	See application guidelines and eligibility requirements	" "
Transportation Fund for Clean Air (TFCA)	February/March	April	See program guidelines and eligibility requirements (see http://www.ysaqmd.org/Incentives10.php)	" "

* Dates are approximations and listed in month of Calendar Year

** By request, some funding deadlines for spending can be extended a limited time due to timing with specific project needs requested of grant administrators



Project Delivery

Project delivery is focused on administering and monitoring various stages of project development, while meeting funding deadlines required by the project funding source(s). It is often the case that projects are funded through a variety of sources, including, but not limited to grants, federal and state funding, local discretionary funds, etc. Primary sources traditionally used to fund pedestrian projects in Solano County include TDA Article 3, CMAQ, and Eastern Solano CMAQ. The order of project development is as follows:

Planning/Conceptual Design/Public Outreach

This is the initial step in beginning a project. This usually costs approximately \$100,000 to \$150,000.

Preliminary Engineering

Preliminary engineering is the conceptual development of a project with approximately 30% design of a project incorporated. This is usually estimated as 10% of Construction Cost.

Environmental Clearance

With federally funded projects, project sponsoring agency staff is precluded from pursuit of right-of-way acquisition or negotiation of corridor preservation unless the project has been environmentally cleared. This is usually estimated as 20% of Construction Cost. The types of environmental clearance based on funding type are as follows:

Federally Funded Projects (NEPA)	Locally and State Funded Projects (CEQA)
The analysis of a project required by CEQA usually takes the form of:	The analysis of a project required by CEQA usually takes the form of:
NEPA Environmental Impact Statement (EIS) – 3-24 months	CEQA Environmental Impact Report (EIR) – within 24 months*
NEPA Environmental Assessment (EA) – 2-3 weeks	CEQA Environmental Assessment (EA) – 2-3 weeks
NEPA Finding of No Significant Impact (FONSI) is issued by FHWA when environmental analysis and interagency review during EA process finds a project to have no significant impact on quality of environment	Negative Declaration – due 180 days from date application completed
NEPA Categorical Exclusion (CE) – 8 weeks	Categorical Exemption (CE) – 8 weeks

Note: NEPA is required only when federal funding is used, CEQA compliance is mandatory of all projects

**Time limit may be extended under certain circumstances, such as a delay by the applicant, joint NEPA/CEQA document preparation, or need for additional studies*



An environmental impact report (EIR) is a detailed report written by the lead agency describing and analyzing the significant environmental effects of a proposed project, identifying alternatives and discussing methods to reduce or avoid the possible environmental damage. An EIR is prepared when the lead agency finds substantial evidence that the project may have a significant effect on the environment. An environmental assessment (EA) is a substitute for the EIR under the Certified Regulatory Program. An environmental impact statement (EIS) is an environmental impact document prepared pursuant to NEPA, in place of the term EIR which is used in CEQA.

To find more information about the NEPA environmental review and assessment process, visit the following site:

<http://www.environment.fhwa.dot.gov/projdev/index.asp>

To find more information about the CEQA environmental review and assessment process, visit the following sites:

<http://ceres.ca.gov/ceqa/guidelines/>

<http://www.dera.saccounty.net/FAQs/tabid/88/Default.aspx>

The greatest challenge identified by STA staff is that number of requirements that apply to environmental approvals for transportation projects.

ROW Acquisition/Negotiations

As stated in the previous section, discussions regarding ROW are prohibited unless environmental clearance has been achieved. This phase of the project can be accomplished through purchase of necessary land or discussions with interested parties to obtain easement rights. ROW Acquisition/Negotiations is estimated as 10% of Construction Cost.

Construction

While Federal and State laws and requirements are essential to protecting the environment and facilitate a thorough planning process, these requirements also pose a significant challenge to timely project delivery. Challenges include the exceptional number of Federal laws, often inflexibility of many individual laws, inconsistencies with local or Federal laws, multiple agencies being charged with carrying out the requirements of the laws, detailed field review/hands-on oversight of Federal agencies for each project, and changing interpretations of the laws over time. Construction cost estimates can be found in Table 5-1A: Bikeway Project Cost Assumptions.

Performance Measures and Evaluation

Chapter 7 – Performance Measures and Evaluation provide an overview of each goal identified in the Pedestrian Plan.



Planning and Support Facility Recommendations

The general recommendations in this section have been identified by comments made by members of the PAC and TAC. These recommendations may be adopted by local jurisdictions in tandem with policies and objectives.

Recommendation #1: Install new pedestrian signals at locations where school children must cross arterials to access the school grounds. These signals may be activated by loop detectors or operate only in the morning and afternoon. In conjunction with these improvements or as an alternative, crosswalks should be enhanced by having a crossing guard present before and after school hours, reconstructing crosswalk with different paving material (such as brick), adding rippled warning pavement 100 feet from crosswalk, installing adequate overhead light standards, and providing warning signs and flashing yellow lights. Locations and types of signals and other improvements should be accomplished by the Public Works department in conjunction with their respective school districts.

Recommendation #2: Establish a volunteer maintenance program where the city organizes regular work parties and provides support. Bicycle-Pedestrian paths may be “adopted” by corporations or clubs and maintained by them in exchange for a public acknowledgment.

Recommendation #3: Develop an inventory of PCI for bicycle-pedestrian routes in Solano County. Use current Pavement Condition Index (PCI) information for roads to develop an inventory for existing bikeways in Solano County. Estimated annual maintenance costs for bike lanes and bike paths are included in Section 5.1 (table 5.1C). These costs cover a level of maintenance to ensure that existing and future bikeways are safe for bicyclists to use. An inventory of pavement condition for the routes included in the Solano Countywide Bikeway Network is anticipated for development in follow up to this plan. Recommendation #s 5-6 are related.

Recommendation #4: Distribute Maps and Brochures
Solano County has produced and distributed over 30,000 Solano-Yolo BikeLinks Maps. This map is available for download and viewing online through the STA website (www.sta.ca.gov). This map also features class I bicycle-pedestrian paths accessible to pedestrians. The maps should continue to be distributed to all local bike shops, libraries, schools, and major employers.

Recommendation #5: Develop a Pedestrian Brochure
Similar to the Solano BikeLinks Map
Brochures on walk improvements and requirements are also effective education and marketing strategies. For example, this specialty brochures might cover steps neighborhoods and elementary schools can take to improve walking conditions (i.e., Safe Routes to School), or types of incentive programs employers can offer to encourage employees to walk and use public transportation.

Recommendation #6: Expand Education Programs
Programs such as Safe Routes to School provide beneficial information to school children at a young age. A Joint City/School District Safety Committee could be formed consisting of appointed parents, teachers, administrators, police, and public works staff whose task it is to identify problems and solutions, ensure implementation, and submit recommendations to the School Board or City Council.

A standard safety handbook format should be developed incorporating the best elements of those currently in use, and made available to each school on disk so they may be customized as needed. Each school should develop a circulation map of the campus and immediate environs to include in the handbooks, clearly showing the preferred circulation and parking patterns and explaining in text the reason behind the recommendations. This circulation map should also be a permanent feature in all school newsletters.



Recommendation #7: Educate Motorists

Educate motorists about the rights and characteristics of bicyclists and pedestrians through a variety of means including: (a) making bicycle and pedestrian safety a part of traffic school curriculum, (b) producing a brochure on bicycle and pedestrian safety and laws for public distribution, (c) enforcing existing traffic laws for both motorists and pedestrians, and (d) sending an official letter to the Department of Motor Vehicles recommending the inclusion of pedestrian laws in the drivers license exam.

Recommendation #8: Walkway/Bicycle-Pedestrian Pathway Identity/Wayfinding Signs

A logo for the proposed pedestrian system has not yet been developed. This is recommended and could be placed relatively inexpensively on existing and new segments to raise the visibility of the effort. This identity should be used on all pedestrian path signs, brochures, maps, and other materials. The logo will help define the walkway routes as a cohesive system rather than a series of disconnected routes. Directional, informational, and warning signs should conform to the Caltrans Chapter 1000 and the Manual of Uniform Traffic Control Devices (MUTCD) unless superseded by City Guidelines. The cost to produce a 18"x24" sign is approximately \$300. Further development of a countywide wayfinding signage plan is needed.

Recommendation #9: Provide Improvements to Major Intersections on Countywide Pedestrian Network

These improvements should be targeted for all major intersections on the proposed pedestrian network, and at locations where school children cross a busy street to gain access to their school.

Recommendation #10: Provide Crossing Protection Resources

Resources for crossing safety should be encouraged. Another type of crossing includes that of pedestrian facilities or routes that traverse a railroad crossing. The Solano Rail Inventory Study provides an inventory of all such crossings.

See Appendix ___ for Tips for Planning and Building Public Support for Projects.



CHAPTER 6 DATA COLLECTION

6.1 *Bicycle and Pedestrian Counts*

In 2002, the Metropolitan Transportation Commission (MTC) reported data from their Bicyclist and Pedestrian Data Collection project, which collected bicyclist and pedestrian counts. The purpose of conducting bicyclist and pedestrian counts is to determine the current usage levels at various types of bicycle and pedestrian facilities throughout the nine-county Bay Area region (Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara,

San Mateo and San Francisco counties). The counts alone do not determine the need or merit for improvements to a corridor or intersection. Although the STA has not conducted a countywide data collection effort, it is consistent with MTC's efforts. In 2011, the Metropolitan Transportation Commission (MTC) will be initiating a countywide collection process that STA staff will assist conducting.

The following table shows the most recent counts:

Table 6.1 – Bicycle and Pedestrian Counts (2002)

Agency	Location	AM Ped	AM Bike	PM Ped	PM Bike
Benicia	Military East at 2nd Street	19	3	15	0
County	Dixon-Davis Bike Route at Vaughn	0	0	3	0
Dixon	First Street at C Street	62	8	17	10
Fairfield	Hwy 12/Jameson Canyon Road at Red Top Rd	0	0	1	0
Fairfield	Travis at Texas	94	17	95	33
Rio Vista	Downtown Waterfront Path	5	0	23	2
Suisun City	Main at Lotz	35	3	55	1
Vacaville	Alamo at Nut Tree	95	48	60	38
Vacaville	Downtown Creekwalk	75	37	159	47
Vallejo	Solano Bikeway at Columbus Pkwy	2	0	0	4
Vallejo	Waterfront Path	64	0	123	0
Total:		451	116	551	135



The counts were conducted through a Data Collection and Analysis Project prepared for the Metropolitan Transportation Commission (MTC) by Wilbur Smith Associates in association with Traffic Research & Analysis, Inc. Approximately 100 locations throughout the San Francisco Bay Area's nine (9) counties were selected for counts. The five (5) criteria used to select the count locations were:

1. High bicycle and/or pedestrian collision rates
2. On the local or regional bicycle network (existing or proposed)
3. Proximity to major transit facilities
4. Proximity to school and colleges/universities
5. Proximity to local or regional attractions/destinations

Counts were conducted throughout September and October of 2002. School districts and institutions were contacted for their start date to ensure that counts were conducted after the school year had begun. In addition, it was necessary for counts to be completed before the end of daylight savings time (October 27, 2002) to ensure that the evening count duration would be during sunlight.

Counts were conducted on Tuesdays, Wednesdays and Thursdays only, for both the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, which represent the standard peak commute hours (and are consistent with most intersection turning movement count time periods). In addition, the evening counts were expanded by an additional two hours (2:00 to 4:00 PM) at select locations near schools to capture the school-related activity (i.e., students leaving school at the end of the day).

Based on the results of the count effort, it was found that one count technician was able to accurately count both bicyclists and pedestrians at one time, except at the high volume locations.

Collision rates were developed for each of the locations where bicyclist counts were conducted, and were based on the counted volumes and average SWITRS accident information. In comparing the collision rates, it was found that locations in urban environments and locations with high volumes of bicycle and/or pedestrian traffic tended to have the lowest collision rates, whereas rural environments and locations with low volumes of bicycle and/or pedestrian traffic tended to have higher collision rates.



6.2 Commute Data

Mode Split

The 2007 Solano Congestion Management Program (CMP) defines the mode share or mode split as percent of trips per mode per year. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing, non-motor vehicle travel and telecommut

ing, the use of single-occupant vehicles (as a percentage of all modes) will decrease. The current estimated mode split and past mode split percentages are shown in Figure 6.2A.

Figure 6.2A – Multimodal Split in Solano County

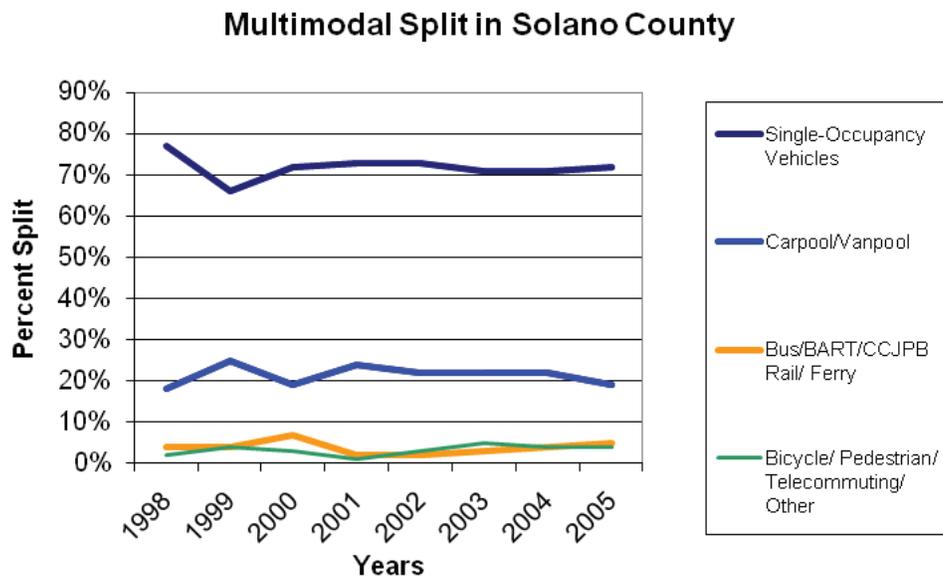


Table 6.2A – Multimodal Split in Solano County

	Single-Occupancy Vehicles	Carpool/ Vanpool	Bus/BART/Capitol Corridor Rail/ Ferry	Bicycle/ Pedestrian/ Telecommuting/ Other
2005	72%	19%	5%	4%
2004	71%	22%	4%	4%
2003	71%	22%	3%	5%
2002	73%	22%	2%	3%
2001	73%	24%	2%	1%
2000	72%	19%	7%	3%
1999	66%	25%	4%	4%
1998	77%	18%	4%	2%



As recommended by the Solano Countywide Pedestrian Transportation Plan and Countywide Bicycle Transportation Plan, pedestrian and bicycle improvements should be included as part of all new roadway widening and improvement projects. Although the majority of bicycle/pedestrian users/telecommuting/other category is less than that of carpooling/vanpooling, it is comparative to that of taking public transportation.

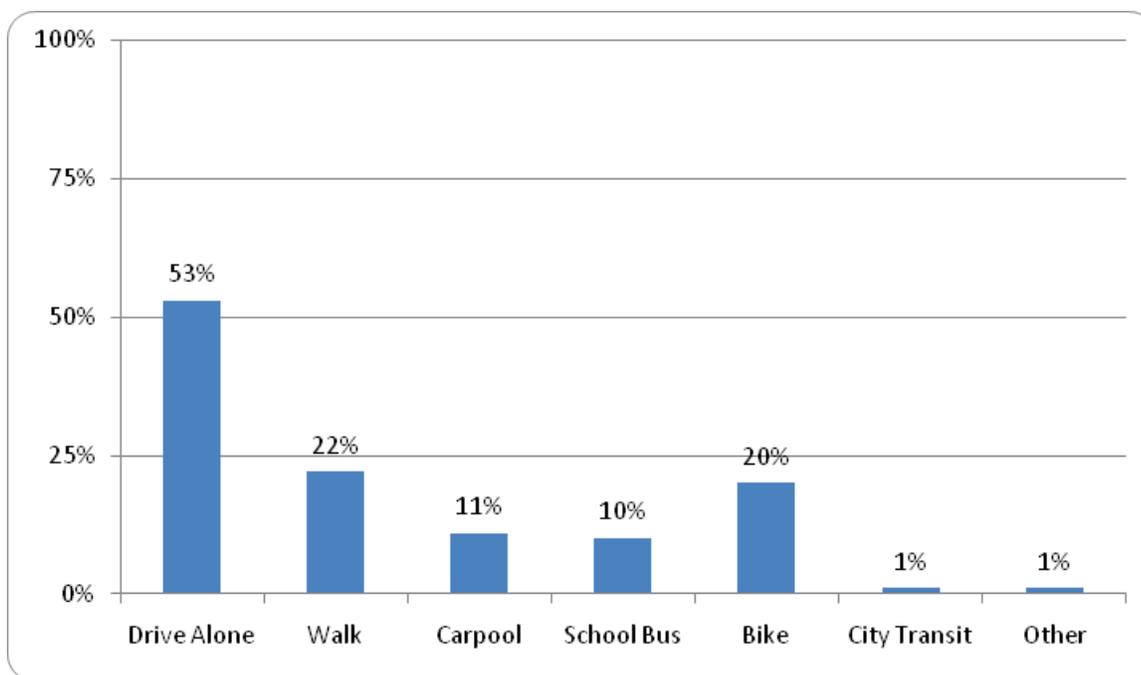
Percent of School Children walk/bike (see SR2S plan)

Over the planning process for the SR2S Plan, STA asked Solano County school teachers to ask students how they traveled to school. These surveys consisted of simple in-

class surveys, where teachers ask students how they got to school on that particular day. Survey tally sheets from the National Center for Safe Routes to School were used and an example is included in Appendix .

Based on in-class surveys completed at a quarter of the 110 schools in Solano County, 22 percent of school children walk to get to school. This included over 11,550 students at 18 elementary schools, 2 middle schools, and 3 high schools. Figure 6.2B shows the mode splits from these surveys. As shown, there is already a strong base of pedestrians (22 percent) to build upon with the Safe Routes to School program where as the County could benefit from an increase in bicycling students.

Figure 6.2 B – SR2S Mode Split Surveys (source: STA SR2S Plan, page 3-1)





**Transit riders who access public transit via walking or biking (multi mode trips)
(Source: Commute Profile 2010)**

Secondary and Connecting Modes are also a dynamic part of commuting and getting to transit. As part of the 2010 Solano County Commute Profile, a survey of commuting behavior was conducted throughout Solano County. The Commute Profile was based on data collected from telephone interviews with residents in Solano County.

According to the study, more than one in ten respondents said that they use another type of transportation in addition to their primary mode. A connecting mode would include walking to a train station, or driving to a carpool pick-up point. The top connecting mode is driving alone.

Table 6.2B – Connecting Modes

Connecting Mode	Percentage of Respondents
Drive Alone	4%
Carpool	3%
BART	2%
Bus	2%
Walk	1%
Bicycle	1%
Train (Capitol Corridor)	1%
Ferry	1%
Motorcycle	1%
	n=405

People who use transit as their primary mode travel an average of 11 miles from their home to the transit station or stop. The distance ranges from 0-40 miles.

Table 6.2C – Trip to Transit Station

Mode to Transit Station	Transit Users
Drive Alone	46%
Walk	26%
Dropped off	17%
Carpool	3%
Bicycle	3%
Other	3%
	n=35



6.3 Collision Data

Table 6.3 A – Pedestrian/Vehicle Collisions in Solano County

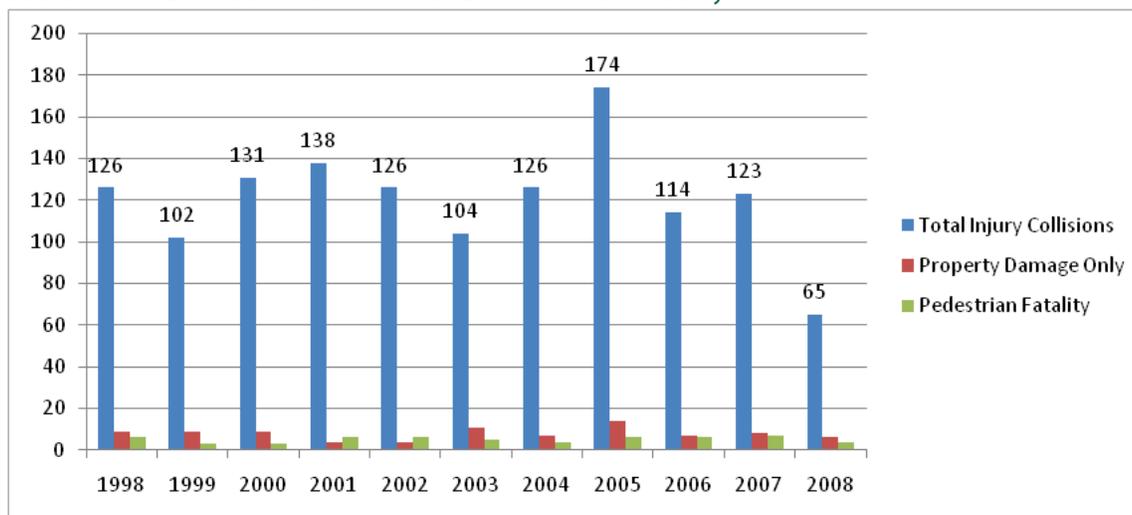


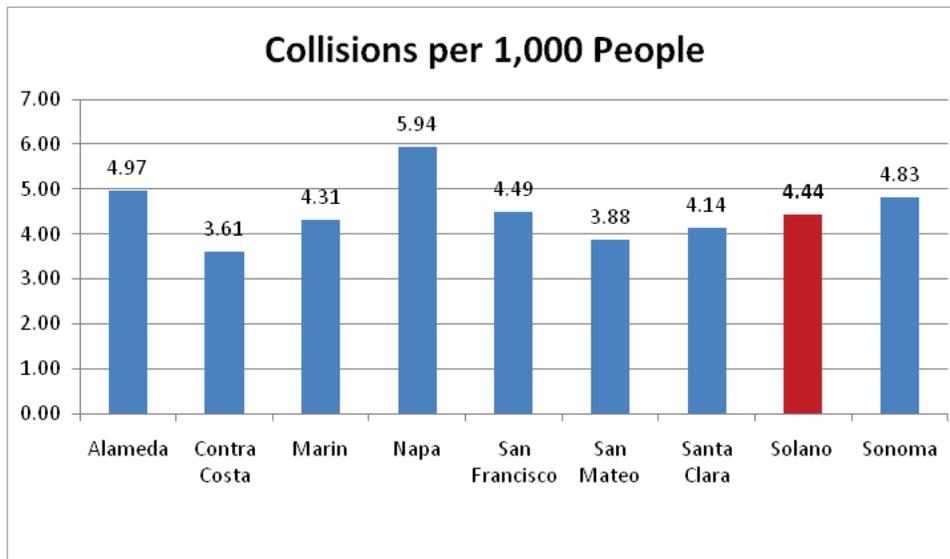
Table 6.3 A – SWITRS Collision Data 1998-2008

	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	141	126	9	6
1999	114	102	9	3
2000	143	131	9	3
2001	148	138	4	6
2002	136	126	4	6
2003	120	104	11	5
2004	137	126	7	4
2005	194	174	14	6
2006	127	114	7	6
2007	138	123	8	7
2008	75	65	6	4

The California Highway Patrol (CHP) submits data each year regarding traffic collisions in the form of the Statewide Integrated Traffic Records System (SWITRS). The charts above show collision information through 2008. The information available online through SWITRS is currently undergoing an update process to make current information more available to the public. At present, however; public users of the SWITRS data experience a delay of a few years while data is processed through the existing system. Over the 10-year period between 1998 and 2008, on average, approximately 3% of collisions has resulted in a fatality, with 5% being Property Damage Only collision.



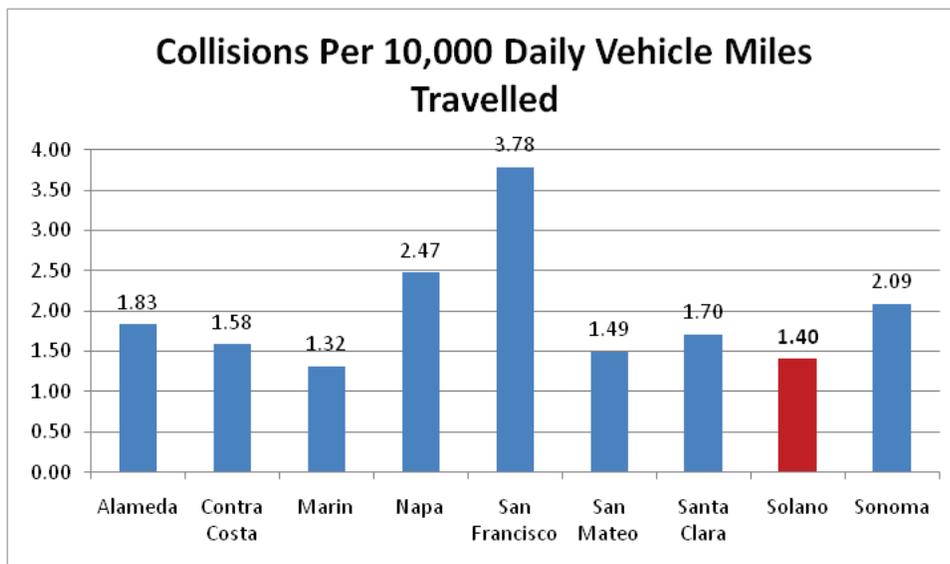
Figure 6.3 B – Combined Bicyclist and Pedestrian/Vehicle Collisions* Per 1,000 People



*Total fatalities plus injuries in 2008; from Solano County CHP

*Total fatalities plus injuries in 2001; from Statewide Integrated Traffic Records System (SWITRS)

Figure 6.3 C – Bicyclist & Pedestrian/Vehicle Collisions Per 10,000 Daily Vehicle Miles Travelled*



*2008 data from Caltrans, Office of Travel Forecasting and Analysis; www.dot.ca.gov/hq/tsip



Train Collision Info (see rail safety plan)

AM/ PM	YEAR	CITY	CROSSING; MILEPOST	STREET	FATALITY
PM	2001	DIXON	SR 113/First St; 67.60	N 1st St.	0
Unknown	2009	DIXON	SR113/First St; 67.60	N 1st St.	1
PM	2006	DIXON	Pedestrian Crossing; 67.5	W B st. Ped Xing	1
PM	2009	SUISUN	NA; 51.4	E. Tabor	1
PM	2009	SUISUN	NA; 48.0	Railroad Ave	1
AM	2007	DIXON	NA; 65.00	Midway Road	1
AM	2009	DIXON	NA; 73.0	Old Davis Rd.	1
AM	2010	DAVIS	NA; 75.0	Old Davis Rd.	1
Total:					7

The train data was taken from the 2009 Solano County Rail Crossing Inventory and Improvement Plan. Eight (8) crossings in the Cities of Davis, Dixon, and Suisun City were identified to have a record of a collision incident involving a pedestrian between 2001 and 2010. Of these 8 incident reports, 7 were fatalities.



CHAPTER 7

PERFORMANCE MEASURES

This chapter covers the following components of the Solano County Pedestrian Transportation Plan:

7.1 RECOMMENDED PERFORMANCE MEASURES

7.2 EVALUATION

7.1 Recommended Performance Measures

Successful implementation of pedestrian planning, principles, and design can be measured in many ways. Overall, successful pedestrian-friendly communities are vibrant, economically viable, and aesthetically pleasing places. Underlying these general surface qualities are some specific key measures of success that reflect how these places are planned, how they are used, and how they function. These Success Targets can also be used as objectives for planning policies and standards, and design guidelines:

Allied Public Support. The first step towards success is for local governments to gain public support and partnership. Such a partnership fosters understanding and mutual goal-building toward creating a successful community that everyone will like.

Connectivity. Local, easily accessible connections are provided to and from homes, work, retail, and civic services such as schools and libraries.

Diversity of People and Activity. Pedestrian-friendly communities contain a wide range of users at all times – from young to old, and rich to poor. Activity in these areas is diverse and occurs throughout most hours of the day – with people walking, sitting in cafes, waiting for buses, and stopping to talk on sidewalks. An increased presence of people creates a sense of security with more ‘eyes’ on the street.

Creating A Civic Stage. The end result of a successful pedestrian principles community is a community that has a rich sense of place. In these communities, the public arena is no longer an area to drive through quickly, but a place to stop and participate in an unfolding civic ‘drama’.

Performance measures have been identified as part of the 2011 Solano Countywide Pedestrian Transportation Plan to assist staff and implementing agencies monitor the progress being made toward achieving the goals and objectives of the Plan. The significance of performance measures is to quantify the goals and objectives of the Plan described in Chapter 2. By introducing performance measures to the 2011 Plan, STA staff and partnering project sponsors will have a better ability to track the progress of the development of the Solano Countywide Pedestrian Network. Performance monitoring will be led by the STA Planning and Projects departments, with support from the Bicycle and Pedestrian Advisory Committees.

The STA performance measures for achieving the Plan’s Goals are represented in eight (8) categories:

- a. Availability of Information (see Chapter 6, Data Collection)
- b. Pedestrian Network Development
- c. Education
- d. Environmental Assessment Process
- e. Funding
- f. Safety
- g. Surface Condition
- h. Wayfinding Signage



Table 6-3 has been adapted based on the City of Seattle Bicycle Master Plan Performance Measures. It is intended to outline the goals and specific performance measures to quantify the achievement of each. Following Table 6-3, descriptions of each are listed by Performance Measure. Each item listed in the “Performance Measure” column is either an outcome or an output. Performance measures often measure outputs, which are quantitative analyses (i.e. # of miles of sidewalks or # of wayfinding signs installed). Due to the nature of walking activity and the limited ability to accurately track and forecast usage, it is more challenging to identify measures to assess outcomes. Outcomes are used in a qualitative manner of analysis (i.e. percent of population who are “very satisfied” with the pedestrian network in their community). To address this situation, many options were considered. In conclusion, it was decided by STA staff that a balance of both outcome and output oriented performance measures could be achieved rationally and logically by splitting them into separate Performance Measure Sets for each Goal, Set 1 and Set 2. They are defined as follows:

- **Performance Measures (PM) Set 1 (Quantitative)** – Measures the physical development of the system and to some extent staff administration of this process. Since the countywide pedestrian network is still under development and moving its focus toward implementation of many overall transportation connectivity/support aspects (i.e. community information for public and amenities at key business/service centers, etc.), a measure of physical development of the system is necessary to track the long-term progress (20+ years) of project delivery. Over time, STA staff and project sponsors can have a standard resource to look to when evaluating the progress they are making and planning for what they would like to accomplish.

- **Performance Measures (PM) Set 2 (Qualitative)** – This set aims to measure the satisfaction and benefits bestowed to the public as a result of development of the pedestrian network as defined by this Plan. This performance measure set is twofold: a) Public Opinion Survey and b) Outcomes of Physical System Development; these are quantitative measures from which qualitative conclusions can be drawn (i.e. # of pedestrian rest areas connected by major paths or activity areas).

- For PM Set 2a (Public Opinion Survey), a public opinion survey can identify perceived system usage and aspects to quality of life for residents in each community in Solano County.
- For PM Set 2b (Outcomes of Physical System Development), the example of # of pedestrian rest areas in major paths or activity areas appears quantitative in nature. On the other hand, it can help the ability to draw a correlation for bicycle ridership/increase or decrease in users over time (output) based on installed rest stops (output). This also assumes that higher #s of pedestrians suggests a higher quality of life due to increased physical activity and lesser vehicle emission from each pedestrian. With report development, it is necessary that all assumptions are detailed in conjunction with correlations drawn from the measures of Outcomes of Physical System Development.



Table 6.3 – Performance Measures

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
<p>Goal 1 – Plan and maintain a current Countywide Pedestrian Network</p>	<p>Set 1: # of times countywide pedestrian network projects is reviewed by Pedestrian Advisory Committee (PAC) # of times priority pedestrian projects are reviewed by STA staff with project sponsors</p> <p>Set 2a: Survey Questions: <ul style="list-style-type: none"> • what improvements would convince you to walk or walk more often? (comprehensive network, showers/lockers at work, etc.) • is the walkway system in your community comprehensive? (not comprehensive to extremely comprehensive) </p> <p>Set 2b: # of STA partner agencies that have adopted Solano Countywide Pedestrian Transportation Plan # of times Solano Countywide Pedestrian Transportation Plan is updated</p>	<p>To be collected in 2011</p> <p>Every Year</p>	<p>Committee review two times per year</p> <p>One time per year</p>	<p>Every Year</p> <p>Every Year</p>	<p>STA staff</p> <p>STA staff</p>



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 2 – Develop the Countywide Pedestrian Transportation Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local plan	Set 1: # of agencies that have adopted the Pedestrian Plan	To be collected in 2011	All member agencies have adopted the Pedestrian Plan	Every Two Years	STA Staff
	# of agencies with citywide pedestrian plan	To be collected 2011	Support all member agencies with desire to further develop plans	Every Year	STA Staff
Goal 3 – Build the pedestrian transportation network by planning, designing, constructing and managing transportation facilities that will meet the needs of the walking public	Set 1: Percentage of Pedestrian Network Completed	To be collected in 2011	Complete 130 miles of proposed facilities by 2025 (includes existing)	Every Year	STA staff in collaboration with local agencies
	# of completed projects that were identified by Plan	To be collected in 2011	Complete at least 10 miles by 2025	Every Year	" "
	# of miles of existing facilities	To be collected	TBD	Every Two Years	" "
	# of grant applications applied for and obtained for pedestrian projects/ programs	To be collected 2011	TBD	Every Year	" "
	Amount of funding programmed for pedestrian projects per year	Approximately \$2 million (FY2010-11)	At least 50%	Every Year	STA staff
	Percentage of targeted STA staff who participate in training on pedestrian issues	TBD	All	Every Two Years	STA staff
	# of STA staff involved w/ review of initial study for Tier1 and Tier 2 Priority Pedestrian Projects	0-2		Every Year	STA staff
	Set 2a: • Does the ped network meet your expectations? • Does the ped network meet your needs?				



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
<p>Goal 4 – Improve pedestrian safety in Solano County</p>	<p>Set 1: Surface Condition</p> <ul style="list-style-type: none"> • Alternative Modes PCI Lighting • # of routes w/ lighting <p>Set 2a:</p> <ul style="list-style-type: none"> • What are factors for not walking or not walking more often? • Do you feel walking in your community? • Is walking in your community safe? • Are outdoor shops or convenience stores accessible to you for purchase of safety equipment? • Do you wear bright and reflective gear when walking <p>Set 2b: Public ability to contact public works departments regarding safety concerns</p>	<p>To be collected in 2011</p> <p>To be collected in 2011</p>	<ul style="list-style-type: none"> • Achieve ___ PCI for Class I paths • Provide ___ Alt. Modes PCI for Class I paths 	<p>Every Two Years</p> <p>Every Two Years</p>	<p>STA staff in collaboration with local agencies</p>



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 5 – Increase the use of walking as a viable alternative to the automobile	Website pedestrian-related Clicks/Searches/Site visits	To be collected 2011	TBD	Every Year	STA staff
	# of BikeLinks Map Updates	To be collected 2011	TBD	Every Year	STA staff
	# of employers w/ alternative commute incentives or participate	To be collected 2011	Review every year, update every two years	Every Two Years	STA staff
	Set 2a: Survey questions: <ul style="list-style-type: none"> • How often do you walk to an activity center? • How often do you walk to get to work? 	To be collected 2011	TBD	Every Two Years	STA staff and SNCI staff



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 6 – Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, driving, biking, and taking public transportation	Set 1: # of Complete Streets Checklists submitted for priority pedestrian projects	To be collected in 2011	All projects submitted in Transportation Improvement Program (TIP) and all priority pedestrian projects identified in Tier 1 must submit complete streets checklist	Every Year	STA Staff
	# of priority project tours hosted	Every two years	Every Two Years	Every Two Years	STA Staff
	Inventory of amenities at transit stations, onboard transit, and/or park-and-ride destinations	To be collected in 2011 (Capitol Corridor, SolanoExpress, Vallejo Ferry ridership data)	TBD	Every Two Years	STA staff in collaboration with local agencies
	Set 2a: • How long is your one-way walking commute? • What other forms of transportation do you use? (bicycling, train, bus, ferry, etc.) • Is the pedestrian system connected to other modes of transportation in your community?				
	Set 2b: # of transit facilities of regional significance with at least one pedestrian route leading to it				



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 7 – Provide safe access for pedestrians to all points in Solano County	Set 1: # of reported pedestrian crashes per total number of pedestrian counted & annual traffic volumes	1998-2008 SWITRS data	Less than 100 total collisions per year (# taken from average of total collision between 2006-2008)	Every Two Years	STA Staff via CHP SWITRS data
	• SWITRS data				
	# of pedestrian counts conducted	2002 MTC Counts	Conduct counts every two years	Every Two Years	STA Staff
	Inventory of hours of operation and security for multi-use trails	To be collected in 2011	TBD	Every Two Years	STA Staff
Goal 7 – Provide safe access for pedestrians to all points in Solano County	# of methods for public to provide comment regarding the pedestrian network	3 (website, PAC, email)	5+	Every Two Years	STA Staff
	Set 2a: • Are you able to get to the places you would like to by walking? Set 2b: # pedestrians counted at key intersections identified by staff				
Goal 8 – Develop a pedestrian network that connects to northern California's alternative modes system	Set 1: # of routes that connect to regional trails and pedestrian networks	To be collected in 2011	TBD	Every Two Years	STA Staff



Table 6.3 – Performance Measures (Continued)

Pedestrian Transportation Plan Goal	Performance Measure*	Baseline Measurement	Performance Target	Data Collection Frequency	Data Collection Responsibility
Goal 9 – Develop a standard countywide wayfinding signage system to regionally direct pedestrians that can be adopted by local agencies	# of routes that have the Solano Bikeway Sign	To be collected in 2011	Complete Wayfinding Signage Plan by 2012	Every Year	STA Staff
	# of routes with wayfinding signage in addition to bike route signs	To be collected in 2011	All routes funded by STA by 2015	Every Two Years	STA Staff
	Inventory of candidate routes for first phase of sign implementation	To be collected in 2011	TBD	Every Two Years	STA Staff
	Set 2a: Survey questions:				
	<ul style="list-style-type: none"> • Is the Solano-Yolo BikeLinks Map useful to you? (not useful to extremely useful) • Do you recognize the pedestrian wayfinding system in Solano County? • Is the pedestrian wayfinding system clear? • Is the pedestrian wayfinding system useful to you? 				

* Performance measures set 2a survey questions are recommendations and can be adjusted based on needs of each community



This section provides a listing of each quantitative-performance category with a description of the measure listed in bullet points underneath.

Availability of Information (Goal 4)

- Number of BikeLinks Maps printed and distributed
- Website Clicks/Searches/Site visits

Bikeway Network Development (All Goals)

- # of projects completed
- Miles to be completed by 2025: TBD
- Number of employers w/ alternative commute incentives or participate in the Solano Commute Challenge

Education (Goal 5)

- Percentage of targeted STA staff who participate in training on pedestrian issues

Environmental Assessment Process (Goal 2)

- Completion of project information sheets for projects recommended for funding prior to commitment
- STA staff involvement with review of Initial Study for Tier 1 and Tier 2 Priority Pedestrian Projects

Funding (Goal 2)

- number of pedestrian project grant applications applied for and obtained for pedestrian programs
- amount of funding programmed for pedestrian projects per year
- Safety (Goals 3 and 6)
- Inventory of hours of operation and security for multi-use trails
- # of pedestrians counts conducted

Surface Condition (Goal 3)

- PCI for completed pedestrian network routes
- Reporting process for public in need of expressing concern

Wayfinding Signage (Goal 9)

- Inventory of candidate routes for first phase of sign implementation
- # signs for complete wayfinding signage network



Solano Countywide Pedestrian Transportation Plan

7.2 Evaluation

Evaluation of change should be focused on review of performance measures and discussion through a diverse group of committees, such as the Alternative Modes Committee (AMC), Pedestrian Advisory Committee (PAC), and the Solano Transportation Authority Technical Advisory Committee (TAC). Data collected locally should be provided to STA staff to ensure that data used by STA at the regional capacity is consistent with local findings.

Each year in November, through the PAC, Project Delivery Working Group (PDWG), and TAC, STA staff will present a summary of successful processes based on project implementation, data collection, and general overall administering of funding for projects. The summary report will also provide information regarding challenging processes that could be noted and improved upon in the future.

The information provided through the recommended performance measures regarding the progress being made on projects will assist in understanding the overall progress of the system and the ability for STA staff and project sponsors to accomplish the Goals set forth in this Plan.



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Other Documents

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City of Portland Office of Transportation Engineering and Development Pedestrian Transportation Program. Pedestrian Design Guide. June 1998. *The purpose of Portland's Pedestrian Design Guide is to integrate the wide range of design criteria and practices into a coherent set of new standards and guidelines that, over time, will promote an environment conducive to walking.*

City of Portland Office of Transportation Engineering and Development Pedestrian Transportation Program. Pedestrian Master Plan. June 1998. *The purpose of the Pedestrian Master Plan is to establish a 20-year framework for improvements that will enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation.*

Metropolitan Transportation Commission. North Bay Corridor Study. December 1997.

San Francisco Bay Trail Project. The Bay Trail, Planning for a Recreational Ring Around San Francisco Bay. July 1989, reprinted 2001.

SANDAG, San Diego's Regional Planning Agency. Planning and Designing for Pedestrians. Community Design + Architecture, Inc. and W-Trans. June 2002.

The document presents model guidelines that are intended to assist local governments and other interested entities in the creation and redevelopment of pedestrian areas and corridors throughout the San Diego region.

US Department of Transportation Federal Highway Administration. Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide. September 2001.

Websites

Abandoned Rail Corridors Evaluation <http://www.cal-rail-row.info/validation.htm>

This is the California Department of Transportation's update and expansion of the 1994 Proposition 1165 rail right-of-way survey to identify abandoned rail corridors that have potential for use by nonmotorized transportation and as links to improve access to public transit.

Association of Bay Area Governments <http://www.abag.ca.gov/>
The Association of Bay Area Governments (ABAG) is one of more than 560 regional planning agencies across the nation working to help solve problems in areas such as land use, housing, environmental quality, and economic development.

Bay Area Air Quality Management District <http://www.baaqmd.gov/index.asp>

The Bay Area Air Quality Management District is an organization committed to achieving clean air to protect the public's health and the environment in the region surrounding San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, the western half of Solano and the southern half of Sonoma counties.

Bay Area Census <http://census.abag.ca.gov/transportation.htm>

The Bay Area Census is a joint effort between the Association of Bay Area Governments and the Metropolitan Transportation Commission (MTC) to provide selected data from the 2000 Census that pertains to the nine-county Bay Area.



California Department of Education

<http://www.cde.ca.gov/>

The California Department of Education has conducted studies on children's health, physical activity, and the relation between physical activity and academic performance.

California's Statewide Integrated Traffic Records System

(SWITRS) <http://www.chp.ca.gov/html/aiuswitr.html>

California's Department of Transportation (Caltrans), Department of Motor Vehicles (DMV), and CHP formed a committee to act as caretakers of SWITRS, which was developed as a means to collect and process data elements from a collision scene.

Census Transportation Planning Package (CTPP) <http://www.mtc.ca.gov/datamart/census/ctpp2000/>

CTPP 2000 is a special tabulation of responses from households completing the Census long form. The data extraction for the nine-county San Francisco Bay Area is intended to provide data to support a wide range of transportation planning activities.

Centers for Disease Control and Prevention

<http://www.cdc.gov/>

The Centers for Disease Control and Prevention (CDC) is recognized as the lead federal agency for protecting the health and safety of people.

California Safe Routes to School Clearinghouse <http://www.4saferoutes.org/>

The Clearinghouse exists to offer support to local activists and public agency staff in their quest to develop Safe Routes to School in their California communities.

Metropolitan Transportation Commission

<http://www.mtc.ca.gov/>

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area.

San Francisco Bay Area Pedestrian Education Group <http://www.bayped.org/index1.html>

The San Francisco Bay Area Pedestrian Education Group is a coalition of pedestrian advocacy groups in Bay Area cities with the common goals of promoting walking as a safe and sustainable form of transportation that enhances public life and improves public and environmental health.

Surface Transportation Policy Project <http://www.transact.org/>

The Surface Transportation Policy Project is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment.

Transportation and Land Use Coalition

<http://www.transcoalition.org/>

The Transportation and Land Use Coalition is a partnership of over 90 groups working together for an environmentally sustainable and socially just Bay Area.

World Health Organization <http://www.who.int/country/usa/en/>

The World Health Organization, the United Nations specialized agency for health, was established to help all peoples reach the highest possible level of health.



Pedestrian Planning And Design References

Active Living By Design

<http://www.activelivingbydesign.org/index.cfm>

A national program by the Robert Wood Johnson Foundation, this private organization's website has e-Resources for planning and community development that encourage active living.

California Walk to School Headquarters

<http://www.cawalktoschool.com/>

This website promotes National Walk to School Week in October and has resources for starting a Walk to School program in communities.

Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide US Department of Transportation Federal Highway Administration

This guidebook is the second part of a two-phase project focused on designing sidewalks and trails for access. It was created to provide planners, designers, and transportation engineers with a better understanding of how sidewalks and trails should be developed to promote pedestrian access for all users, including people with disabilities. Part I, A Review of Existing Guidelines and Practices, is a compilation of data and designs gathered during a comprehensive literature search and site visits conducted throughout the United States. The guidebook is out of print but can be viewed at the following website: <http://www.fhwa.dot.gov/environment/sidewalk2/contents.htm>

Federal Highway Administration <http://safety.fhwa.dot.gov/fourthlevel/ped.htm>

This site is designed to make it easier for the pedestrian safety practitioner and advocate to locate and acquire the most appropriate resources to meet their particular planning, design, and operation needs for pedestrian facilities.

Kids Walk-to-School

<http://www.cdc.gov/nccdphp/dnpa/kidswalk/resources.htm>

A subsidiary of the Center for Disease Control website, this site has resources for communities that want to start walk to school programs.

National Center for Biking and Walking

http://www.bikewalk.org/walking/pedestrian_design_guide_intro.htm

This site explains how to help create neighborhoods and communities where people walk and bicycle.

National Highway Traffic Safety Administration <http://www.nhtsa.dot.gov/nhtsa/whatis/regions/Region09/09pedbike.html>

This site contains pedestrian accident statistics, as well as a Safe Routes to School Toolkit.

Pedestrian and Bicycle Facilities in California (Draft) Technical Reference Report Caltrans Non-Motorized Transportation Technology Transfer

This draft publication is not yet available to the public, but is expected to be finalized in 2004. For more information, contact Richard Haggstrom, Caltrans Pedestrian and Bicycle Safety Branch, 1120 N Street, Room 4500, Sacramento, CA 95814, (916) 654- 6600.

Pedestrian Resource Guide Regional Pedestrian Committee, Metropolitan Transportation Commission

This guide was developed in 2001 to provide brief summaries of a variety of reports, articles, and websites on pedestrian safety in an attempt to help guide people to the resources that best meet their needs. It is available at <http://www.mtc.ca.gov/publications/PEDSAFETYRESOURCEGUIDE.doc>

Walk to School Day <http://www.walktoschool-usa.org/>

This website helps organizers of local Walk to School programs plan an annual event.





Solano Countywide Pedestrian Transportation Plan