Solano Transportation Authority

Final

TRANSPORTATION FOR SUSTAINABLE COMMUNITIES PLAN

March 2012

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Solano Transportation Authority

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Executive Summary

New Name. Consistent Vision.

The Transportation for Sustainable Communities (TSC) Plan is an update of the Solano Transportation for Livable Communities (TLC) Plan, originally adopted in 2004. The intent of the TSC Plan remains the same – to strengthen the relationship between transportation and land use through the promotion of smart growth development and sustainable transportation projects in Solano County.

Supporting Sustainability Initiatives

By creating communities that offer transportation options and encouraging development patterns that foster multi-modal transportation, the STA and partner agencies reduce dependence on single-occupant vehicle travel. The purpose of the TSC Plan is to provide details and justification to help the Solano Transportation Authority (STA) and its member agencies pursue and allocate funding to implement strategic projects and programs, which result in sustainable communities.

Sustainable communities are those that endure and improve over time, and do so as part of a larger network of communities. Sustainable communities are characterized by a balanced approach to improving the economy, environment and social fabric, and are adaptable to changing circumstances.

Downtown Vallejo Streetscape Project

Vision

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

Multiagency Collaboration for a Sustainable Future

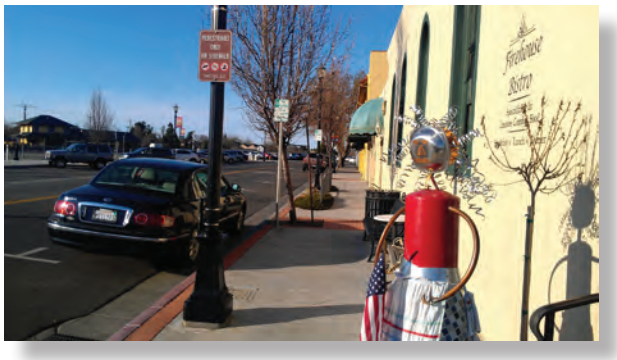
The TSC Plan serves as a mechanism to enhance livability primarily through collaboration with local cities and the County of Solano. Through this collaboration and partnership, the TSC Plan informs planning and implementation of key transportation infrastructure projects that support sustainable land use development.

A Working Group was established to provide guidance for TSC Plan development. The Working Group included public works, transit and planning staff from each of the cities and the County of Solano. The Working Group was responsible for reviewing a series of memorandums prepared for the TSC Plan prior to presentation to the STA's Alternative Modes Policy Committee and both the STA Bicycle and Pedestrian Advisory Committees. Participants of the Working Group were an integral part in fact-finding and data gathering for projects and planning activities within their jurisdiction.

Priority Transportation Projects Consistent with Regional and Local Initiatives

Six goals with supporting objectives were developed to guide the selection of candidate projects. The TSC Plan presents 17 transportation projects for funding consideration. All projects were evaluated against objective prioritization criteria. Recent changes to transportation policy and funding now provide substantial opportunity for TSC project implementation. TSC aligns with regional initiatives including OneBayArea.

Although not required, TSC projects are typically located within a Priority Development Area (PDA). The PDA designation applies to areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the needs of residents in a pedestrian-friendly environment served by transit. Nine PDAs have been established within Solano County as part of the FOCUS Program co-led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The cities of Benicia, Fairfield, Vacaville, Vallejo, and Suisun City have active PDAs. The Cities of Benicia, Dixon and Rio Vista are in the process of obtaining PDA designation for local opportunity areas. Chapter 6 presents the PDAs and Chapter 7 summarizes the candidate projects.



Downtown Dixon

2012 TSC Candidate Projects

Benicia

Benicia Intermodal Station

Benicia Industrial Park Transit Hub

Sulphur Springs Creek Trail Connectivity

Dixon

West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

West Texas Street Gateway Project

Fairfield/Vacaville Intermodal Station

Rio Vista

Rio Vista Waterfront Improvements

Suisun City

Railroad Avenue Extension (Marina Blvd. to Main St.)

Lotz Way Bike and Pedestrian Improvements

Suisun Train Station: Safe Routes to Transit

Vacaville

Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

Vacaville Transportation Center Phase 2

Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements

Vallejo

Vallejo Station Parking Structure Phase B

Downtown Vallejo Streetscape

Sonoma Boulevard Corridor

1 Introduction

Overview

Solano County is uniquely positioned in the center of two distinct geographic and economic regions – the Bay Area and Sacramento Valley. As the "heart" of the larger "mega-region", Solano's sustainable land use and transportation projects are critical. The Solano Transportation for Sustainable Communities (TSC) Plan serves as a mechanism to enhance livability primarily through collaboration with local cities and the County of Solano. Through this collaboration and partnership, the TSC Plan will assist with planning and implementation of key transportation infrastructure projects that support sustainable land use development.

The TSC Plan updates the Solano Transportation for Livable Communities (TLC) Plan, originally adopted in 2004. The 2004 Solano TLC Plan was modeled after the highly-acclaimed Metropolitan Transportation Commission (MTC) TLC Program.

The intent of the TSC Plan remains the same – *to strengthen the relationship between transportation and land use through the promotion of smart growth development and sustainable transportation projects in Solano County.*

Sustainable communities are those that endure and improve over time, and do so as part of a larger network of communities. Sustainable communities live within their means, in part by having a rough balance between resources used and produced. Sustainable communities are characterized by a balanced approach to improving the economy, environment and social fabric, and are adaptable to changing circumstances.

Recently, discussions of sustainability have focused on energy and transportation. In that light, the Solano TSC plan addresses improving sustainability by providing transportation options that allow for less use of fossil fuel energy.

By creating communities that offer transportation options and encouraging development patterns that foster multi-modal transportation, the STA and partner agencies reduce dependence on single-occupant vehicle travel. The TSC Plan highlights several new projects and provides an update to projects originally included in the 2004 Solano TLC Plan.

Purpose

The purpose of the TSC Plan is to provide details and justification to help the Solano Transportation Authority (STA) and its member agencies to pursue and allocate funding to implement projects and programs, which result in sustainable communities. In addition, the purpose of the TSC Plan is to demonstrate the following:

- Benefits for sustainable communities planning and implementation in Solano County.
- Relationship to similar federal, state and local efforts.
- Coordinated county-wide vision and goals for linking transportation planning and land use.

Interagency Collaboration

Working Group

A Working Group was established to provide guidance for TSC Plan development. The Working Group included public works, transit and planning staff from each of the cities and the County of Solano. The Working Group was responsible for reviewing a series of TSC Plan memorandums before presentation to the STA's Alternative Modes Policy Committee and both the STA Bicycle and Pedestrian Advisory Committees. Participants of the Working Group were an integral part of fact-finding and data gathering for projects and planning activities within their jurisdiction.

STA Bicycle and Pedestrian Advisory Committees

The STA Bicycle and Pedestrian Advisory Committees are separate citizen-based committees with participants appointed by city mayors and the County Board of Supervisors. Both committees are responsible for reviewing and providing input on bicycle and pedestrian-related planning, funding, and construction projects. Each committee meets on a regular basis, at least once every two months. STA staff presented draft materials reviewed by the Working Group to the STA Bicycle and Pedestrian Advisory Committees for feedback.

STA Alternative Modes Committee

The STA Alternative Modes Committee is a policy-based committee that includes elected officials appointed by the STA Board. The primary role for the Alternative Modes Committee in the TLC Plan process was to provide guidance on overall policy direction. Similar to the Bicycle and Pedestrian Advisory Committees, STA staff presented draft materials reviewed by the Working Group for policy input.

The complete list of participants on the Working Group, STA Bicycle and Pedestrian Advisory Committees and STA Alternative Modes Committee are found on the acknowledgements page.

Suisun Train Station

Solano County Priority Development Area (PDA) Tour
A significant component of TSC Plan interagency collaboration was a Solano County PDA Tour event held on November 3, 2011.

PDAs are locally-designated planned locations that are anticipated to accommodate future concentrated residential and employment growth. Current policies are in place to support transportation improvements within these designated areas to accommodate anticipated growth. Solano County currently has nine PDAs designated. The PDAs are the subject of Chapter 6.

STA staff invited Association of Bay Area Governments (ABAG) staff, Metropolitan Transportation Commission (MTC) staff and all members of the Working Group and oversight committees to participate in the county-wide PDA Tour.

The goal of the PDA Tour was to educate staff, public participants, and policy makers about the nexus between transportation and land use as well as showcase current projects planned within the nine active PDAs. Staff from each of the member agencies presented their PDAs and priority projects "virtually" in the STA conference room to participants. ABAG also presented an overview on the FOCUS Program and regional PDAs.

The virtual tour was followed by a bus tour of four PDAs: Suisun Downtown & Waterfront; Vacaville Downtown; Fairfield West Texas Street Gateway; and, Vallejo Downtown & Waterfront.

Following the bus tour, MTC presented on the evolution of TLC funding towards PDAs.

Report Contents

The remainder of this report contains the following:

Chapter 2: TSC Benefits

Chapter 3: Regional, State and Federal Supporting Programs

Chapter 4: Goals and Objectives

Chapters 5: Best Practices and Past Successes

Chapter 6: Priority Development Areas

Chapter 7: Candidate TSC Projects

Chapter 8: TSC Performance Measures

Chapter 9: Next Steps

Priority Development Area Tour - Suisun Train Station

2 TSC Benefits

The Transportation for Sustainable Communities (TSC) Plan serves as a mechanism to enhance livability through implementation of key transportation infrastructure projects and programs. The main tenet of the TSC Plan is to foster community-based planning by meaningfully involving non-profit organizations, community groups and members of the public to ensure projects are reflective of community values. This section characterizes some of the co-benefits of TSC projects. Formal goals and objectives, which are presented in Chapter 4, were established to provide a clear vision for the TSC Plan.

Supporting Sustainable Housing Options

Market demand for more compact, mixed-use development and housing is expected to be strongly influenced by continued population growth and a shortfall in available and affordable housing. Support for alternatives to conventional auto-oriented development continues to grow as residents seek opportunities to live near where they work, shop and play. TSC projects enhance connectivity between residential and supporting land uses.

Providing for a Growing Senior Population

A substantial increase in the demand for transit service, housing near transit, and health and support services is likely to occur to support daily living for a growing senior population. The STA recently updated the Solano Transportation Study for Seniors and People with Disabilities. This study is a long-range planning document, which identifies potential strategies to address the needs of seniors and people with disabilities in Solano County. TSC projects accommodate senior mobility and preserve quality of life for this important group of citizens.

Achieving Air Quality Standards

Solano County is located within two separate air basins, Sacramento and the Bay Area. The northeast portion of Solano County, which represents approximately one-third of the County, is within the Sacramento Federal Non-attainment Area. The majority of Solano County lies within the San Francisco Bay Area Non-attainment Area. TSC projects support smart growth planning and transportation initiatives to reduce greenhouse gas emissions and improve local air quality.

Improving Quality of Life

Transit- or pedestrian-oriented development and TSC projects provide enhanced conditions for alternative travel modes. Communities that foster attractive and safe places to walk, bike, and gather benefit from economic reinvestment, community pride and improved personal health.

Downtown Rio Vista

3 Regional, State, Federal and Local Supporting Programs

A number of current federal, state, regional, and local programs support TSC Plan objectives and encourage, primarily through monetary or policy support, sustainable development and transportation projects in Solano County. This section provides a brief overview of the major supporting programs starting with two of the most significant regional initiatives, FOCUS and the Regional TLC Program.

Programs of Regional Significance

FOCUS Program

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) co-lead this program with support from the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). FOCUS was established to create a development and conservation strategy for the Bay Area. This land use collaborative is a voluntary, incentive-based program, for local governments and regional agencies. FOCUS encourages the development of "complete communities" (i.e., neighborhoods with housing, jobs, shopping, parks, schools, and other services near transit services) as a way to increase the range of housing and transportation choices in the region. The TSC Plan supports the region's FOCUS Program by identifying and prioritizing transportation projects that support Priority Development Areas (PDAs) investments. Solano County currently has nine PDAs described in detail in Chapter 6.

Funding provided by MTC's proposed OneBayArea Grant (OBAG) will be a major funding source for incentivizing transportation projects that support the FOCUS Program's principles for sustainable communities. The OneBayArea Grant provides a programming funding plan for Federal Congestion Mitigation Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), and State Transportation Enhancement (TE) Program for the next three years. These funds were traditionally used as part of MTC's TLC Program. Unlike MTC's prior TLC Program, the OneBayArea Grant is anticipated to require that 50 percent of the total funding allocation for Solano County must be spent on eligible transportation projects within or supporting PDA's.

MTC Transportation for Livable Communities (TLC) Program

As discussed in the previous section, MTC's TLC Program was traditionally funded by TE , STP and CMAQ funds. In the past, MTC split available TLC Program Funds into two programs: an MTC-administered Regional Program and a Bay Area Congestion Management Agency (CMA) administered County Local Program. Regional and Local TLC Programs provided direct financial incentives for cities, counties, and community-based organizations to support projects that encourage pedestrian, transit or bicycle trips and spur smart growth development projects.

From program inception, STA and member agencies have been recipients of grants from both the TLC Community Design Planning Program (commonly referred to as TLC Planning Grants) and the Capital Program. The TLC Program was expanded in 2000 to include a Housing Incentive Program (HIP). The HIP awarded TLC capital grants to cities or counties that build high-density housing within walking distance of a major transit station or transit corridor. MTC's 2005 Transit Oriented Development

policy created the Station Area Planning Grant program to complete supportive land use plans at Resolution 3434 stations. Both the TLC Planning Grants and the HIP have since been terminated and the majority of TLC funding was most recently administered through the Capital Program, Station Area Planning Program and the Technical Assistance Program.

In July 2010, MTC approved 22 TLC grants to finance pedestrian, bicycle and streetscape improvements near public transit in communities throughout the Bay Area. A local match of 20 percent was required with the typical maximum grant award was approximately $1 million.

The new funding program, under OBAG, is proposed to have more funding administered by the CMAs for capital projects that support PDAs; however, a small portion of Regional TLC funds will continue to be available for planning projects that also support PDAs. This decision was influenced in part by a ten-year evaluation of the program conducted in 2007, entitled Ten Years of TLC: An Evaluation of MTC's Transportation for Livable Communities. In 2008, Reconnecting America's Center for Transit Oriented Development (CTOD) also reviewed the program and made recommendations for implementing TOD projects in the Bay Area.

In 2009, MTC adopted recommendations to strengthen the nexus between the TLC Program and FOCUS infill projects. In 2010, the program was officially refined to limit MTC TLC funding to projects with PDAs consistent with the FOCUS Program.

Federal Programs

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

Signed by Congress in 2005, SAFETEA-LU is the most recent surface transportation act authorizing federal spending on highway, transit and transportation-related projects.

SAFETEA-LU has been extended through March 2012 in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) predate SAFETEA. In California, federal funding is administered by Caltrans via the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ). Caltrans assigns a significant portion of the funding to regional planning agencies such as MTC to allocate towards regionally significant transportation projects and programs. MTC, in turn, coordinates with the CMAs to identify those projects and programs. The OBAG program is a significant element in MTC's overall process for allocating new federal funding for federal fiscal years 2012-13 to 2014-15.

Partnership for Sustainable Communities

In June 2009, the Department of Housing and Urban Development (HUD), the Environmental Protection Agency (EPA), and Department of Transportation (DOT) announced the formation of a joint program entitled "Partnership for Sustainable Communities." In 2010, the Partnership released a notice of funding availability consisting of $35 million in TIGER II Planning Grants and $40 million in Sustainable Community Challenge Grants for local planning activities that integrate transportation, housing, and economic development. Additionally, HUD announced $100 million available through the Sustainable Communities Regional Planning Grant Program. Criteria for all grants are based on the following six objectives.

- Providing more transportation choices
- Promoting equitable, affordable housing
- Enhancing economic competitiveness
- Supporting existing communities
- Coordinating policies and leveraging investments
- Valuing the uniqueness of communities and neighborhoods

State Programs

Proposition 84 Sustainable Community Planning Grants

The State Strategic Growth Council is currently allocating $60 million for community planning grants over a three year period. The Council is a cabinet-level committee tasked with improving air quality and transportation by assisting state and local entities in planning sustainable communities and meeting Assembly Bill 32 goals (AB32). The first grant cycle in 2010 awarded $22 million across 44 California communities. The current grant cycle closed February 15, 2012 and the final cycle will be in 2013. The program does not require a local match, but does emphasize local commitment and collaboration across jurisdictions. The grant program includes the following three focus areas.

- Local sustainable planning for cities and counties
- Regional SB 375 Plus planning for MPOs
- Regional planning activities with multiple partners

California Department of Transportation (Caltrans) Programs

Caltrans manages several related programs to support alternative transportation modes projects. Funding source and eligibility vary. Each of the following programs provides opportunities to fund sustainable communities, integrated transportation and land use projects.

- Bicycle Transportation Account (BTA)
- Transportation Development Act - Local Transportation Fund (LTF)
- Safe Routes to Schools
- Community-Based Transportation Planning Grants Program

Bicycle facilities can be funded through the California Bicycle Transportation Account (BTA). Annually, $7.2 million is available for projects through the BTA. TSC projects should be coordinated with relevant projects from the 2012 Solano Countywide Bicycle Plan and local agency bicycle master plan efforts.

Limited amounts from the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle facilities.

State and federal Safe Routes to School programs are potential funding sources for both bicycle and pedestrian planning and infrastructure projects that improve access to schools. Caltrans administers two Safe Routes to School programs: the state-legislated program (SR2S) and the federal program (SRTS).

The Community-Based Transportation Planning Grants Program supports land use and transportation planning at the local level and has provided nearly $45.3 million through 310 grants in the past decade. Successful applications focused on improving mobility by addressing problems or deficiencies in the transportation system. The objective of the program is to plan for a closer connection between transportation and land use including innovative public and stakeholder participation in the planning and decision-making process.

Other Regional and Local Initiatives

Transportation Planning Land Use Solutions (T-PLUS) Programs

The T-PLUS program is structured to move funds from the regional level to the local level, which enables greater flexibility to implement relevant projects and programs. STA's T-PLUS program provides technical and financial assistance to STA member agencies to plan and implement transportation and land use strategies that promote smart growth concepts.

To date, the STA has provided $275,000 in planning grants and approximately $4.4 million in capital grants under the County TLC Program. Projects included development of a TLC Toolkit and TLC workshops with each city, an expanded traffic model to include transit and alternative modes, the award-winning Jepson Parkway TLC Corridor Plan and the North Connector TLC Corridor Concept Plan. T-PLUS funding has also enabled the creation of Planning for the Northern California Megaregion – Coordinating Transportation and Land Use in the I-80/Capitol Corridor Plan (also known as the I-80 Smart Growth Corridor Plan). STA also recently awarded a T-PLUS Planning Grant to the City of Fairfield for the Fairfield Transportation Center/W. Texas Street Gateway Project.

Additional Local Funding Sources

Additional funding sources available for alternative mode, TLC-type projects include funding for clean air projects from the following.

- Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air Program (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds

Relevant Planning and Policy Direction

Numerous planning documents and policy statements issued by MTC, STA and member agencies apply directly to the TSC Plan. Chapter 4 provides a synthesized group of goals and objectives informed by direction given in these and other planning and policy documents.

Solano Comprehensive Transportation Plan

STA adopted the 2030 Solano Comprehensive Transportation Plan (CTP) in 2005, providing a transportation vision and prioritizing funding to meet the mobility needs of Solano County. The CTP is currently being updated. In the past, the CTP identified overall transportation policies for three key plan elements: Transit Element; Arterials, Highways, and Freeways Element; and, Alternative Modes. The 2035 CTP will introduce an integrated land use component.

Solano Orderly Growth Initiative (Proposition A)

Solano County residents have made preserving the County's agriculture and natural resources a priority as part the Solano Orderly Growth Initiative. The Orderly Growth Initiative was first passed by the voters in 1984 and renewed again 1994 and in 2006. The purpose of the Orderly Growth Initiative is to focus urban development within incorporated cities, and to maintain the essentially rural nature of the unincorporated County. Changes to the General Plan designation of agricultural lands in the unincorporated County require voter approval. As part of the 2006 renewal, the Orderly Growth Initiative was approved with a new expiration date of 2036. This 20 year commitment ensures that large scale development occurs only within the cities, thereby preserving agriculture and open space.

Local General Plan Policies

Each of the STA member agencies have individual land use and transportation policies that reflect varying levels of commitment to sustainable development practices. In general, the TSC candidate projects presented in this plan consistently demonstrate increased emphasis on a balanced multimodal transportation system and strategic development projects advancing "complete communities".

4 Goals & Objectives

Vision

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

Goals

This Chapter introduces six goals and related objectives based on a review of existing local and regional planning documents pertaining to transportation and land use planning. The goals and objectives were developed in consultation with the TSC Working Group.

Alternative Modes Committee

Goal 1: Balance Transportation System

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

Goal 2: Enhance Quality of Life

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

Goal 3: Promote Economic Development

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

Goal 4: Link Transportation and Land Use

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

Goal 5: Support Public Health and Safety

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

Goal 6: Conserve Environmental Resources

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

These goals and objectives are the basis of the prioritization criteria used to score candidate projects presented in Chapter 7.

Vallejo Station Intermodal Facility

5 Best Practices & Past Successes

Past efforts in Solano County have been heralded as hallmark TLC projects. Notably, downtown Suisun City's revitalization has been regarded as inspiration for the initial launch of MTC's TLC Program. The Civic Center complex was the regional "best practice" example used to propose the TLC Program to the MTC and in subsequent TLC grant meetings and workshops. Projects presented in this chapter represent some of the current best practices for TSC projects.

Where noted, some projects were recognized in MTC's "Transportation for Livable Communities-Works in Progress" (2004) document, which provided an overview of TLC's accomplishments and lessons learned during the earlier years of the regional program. In Works in Progress, MTC credited the following five key principles for the success of individual projects: maximize community and stakeholder involvement; integrate transportation and land-use; provide transportation choices and linkages; encourage compact development; and, support neighborhood revitalization and "placemaking".

Significant Solano County projects are highlighted in this section along with other suburban TLC projects from the greater Bay Area identified as leading examples by MTC staff as part of an interview conducted for this Plan.

Solano County Completed TLC Projects

STA and local agency partners have implemented a variety of improvements through at least partial support of TLC Program funding. Projects have ranged from infrastructure for new or infill transit-oriented developments to extensions of bicycle and pedestrian networks to downtown streetscape projects. The following list of completed Solano County TLC projects, which are arranged by funding source, exhibit the reach of this program.

TLC Planning Grants – Regional Program (MTC)

City of Fairfield West Texas Street- $25,000 (FY 01-02)

City of Fairfield Fairfield/Vacaville Train Station Urban Center- $250,000 (FY 05-06)

City of Rio Vista Waterfront- $15,000 (FY 99-00)

Solano County- Old Town Cordelia- $50,000 (FY 02-03)

STA's Jepson Parkway- $35,000 (FY 97-98 and FY 98-99)

City of Vallejo Sereno Bus Transit Center- $40,000 (FY 00-01)

TLC Planning Grants – Solano County Program (STA)

City of Fairfield Allan Witt Park Transportation Linkage- $50,000 (FY 05-06)

City of Fairfield West Texas Street Pedestrian Improvements and Streetscape Implementation Plan- $50,000 (FY 06-07)

TLC Housing Incentive Program Grants – Regional Program (MTC)

City of Vallejo Sereno Transit Village- $382,000 (FY 02-03)

TLC Capital Program – Regional Program (MTC)

City of Rio Vista Main Street Streetscape Improvements- $650,000 (FY 99-00)

City of Suisun City Main Street Project- $195,000 (FY 99-00)

City of Suisun City Jepson Parkway Bike Route (Walters Rd)- $500,000 (FY 01-02)

City of Suisun City Driftwood Drive Pedestrian Project- $350,000 (FY 03-04)

City of Vacaville Davis Street Gateway and Pedestrian Project- $482,000 (FY 03-04)

City of Vallejo Georgia Street Extension- $800,000 (FY 00-01)

City of Vallejo Intermodal Station- $1.9 million (FY 2005-06)

TLC Capital Program – Solano County Program (STA)

City of Benicia State Park Road and Pedestrian Bridge- $1 million (FY 08-09)

City of Suisun City Driftwood Drive Waterfront Project- $372,000 (FY 07-08)

Solano County- Old Town Cordelia Improvement Project- $1.3 million (FY 08-09)

City of Vallejo Downtown Streetscape- $1.277 million (FY 10-11)

Vacaville – Creekwalk Extension Phase II - $461,000 (FY 08-09)

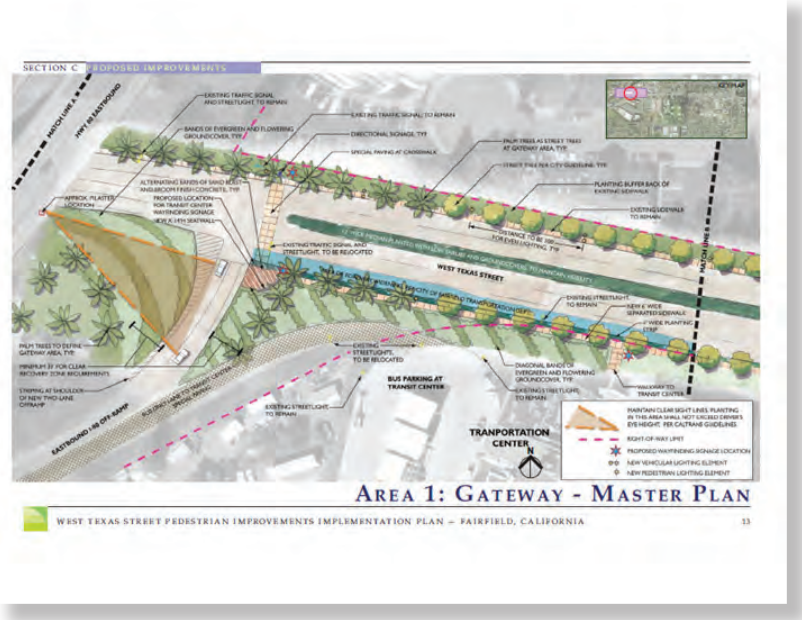
Featured Project Successes

The following projects exemplify successful implementation of the TSC vision. Local reinvestment by private developers.

Fairfield – West Texas Street Master Plan

Highlights: The Master Plan identified three key "opportunity sites" suitable for redevelopment and proposed conceptual concepts for high quality mixed-use urban infill.

Description: The Master Plan document was completed in 2002. The West Texas Street Pedestrian Improvements and Streetscape Implementation Plan, which was an outcome of the Master Plan, was completed in 2005. This project established the basic design concepts for improvement of the corridor, including gateway entry features, intersection enhancements, pedestrian crossings, a street tree program, and street furniture/signage/public monuments/public art. The Master Plan also proposed design guidelines for private development along West Texas Street, focusing on street tree placement, screening of parking areas, and placement of buildings. The Plan resulted in improvements at the 5th Street and West Texas Street intersection and became the foundation for design options for the West Texas Gateway Plan.



West Texas Street Gateway Master Plan

Rio Vista – Waterfront Plan and Main Street Revitalization

Highlights: MTC Works in Progress (2004) – Featured project recognized for high private development potential and an extensive community engagement process.

Description: This significant redevelopment project addressed an under-utilized and blighted stretch of the riverfront. The Rio Vista Waterfront Plan identified two phases of improvement. Phase 1 created a pedestrian/bicycle linkage between Main Street and Highway 12, which resulted in direct shoreline access for the first time. Phase 2 constructed a second trail to complete the link from Main Street to the Helen Madere Bridge. Regional TLC grants were used to construct pedestrian-friendly streetscape enhancements along Main Street.

Rio Vista - Main Street Streetscape Enhancements

Multiple Jurisdictions – Jepson Parkway Concept Plan and Bikeway

Highlights: MTC Works in Progress (2004) – Featured project recognized for bikeway connection and land use planning. The Jepson Parkway Concept Plan was award a Tranny Award by the California Transportation Foundation in 2000.

Description: The Jepson Parkway Concept Plan was created to improve local traffic conditions and encourage a sustainable nexus between transportation and land use. Jepson Parkway enhanced multimodal mobility by transforming a series of narrow local roads into a significant north-south travel route for local residents. Adjacent to most of the Parkway, a Class I bicycle path will be provided. The project also includes safety improvements, such as medians, traffic signals, shoulders, and separate bike lanes. Suisun City has completed the Walters Road Widening and Vacaville has completed the Leisure Town Road Overcrossing. Fairfield and Vacaville are currently in the process of designing a "complete street" for a portion of the Jepson Parkway Project that was devised from the Concept Plan.

Jepson Parkway

Suisun City – Main Street and Driftwood Drive Pedestrian Enhancements

Highlights: MTC Works in Progress (2004) – Featured project recognized for land use connections and transportation choices including the Amtrak Station.

Description: Suisun City's Main Street is the gateway to a revitalized downtown and waterfront area serving a vibrant downtown business district and residential neighborhoods. Completed improvements include new pedestrian walkways, drinking fountains, street trees and lighting along Main Street, between the downtown and the Amtrak Station. Streetscape enhancements have succeeded in creating a "destination" along the waterfront and within downtown Suisun City.

Main Street

Driftwood Drive

Vacaville – Creekwalk Extension Phase II

Highlights: Created pedestrian-oriented development.

Description: Phase II of the Creekwalk concept extends improvements along Ulatis Creek from the current terminus in Andrews Park, east along School Street to McClellan Street. Project features include new pedestrian walkways and amenities such as street furniture, landscaping, and observation decks, with educational kiosks, cantilevered over the creek. Monument signage at the corner of School and McClellan Streets provides a gateway feature for the eastern entry to Andrews Park. The project provides pedestrian connections between residential areas, downtown services, and employment centers in the historic downtown. Additionally, the project has been identified as an important open space and circulation component of the Opportunity Hill Master Plan, a redevelopment concept plan for the eastern downtown area that includes high density residential and mixed use, in a pedestrian-oriented development.

Vacaville Creekwalk

Vallejo – Georgia Street Extension

Highlights: MTC Works in Progress (2004) – Featured project recognized for neighborhood revitalization and extensive community involvement.

Description: Beginning with the Vallejo Waterfront Redevelopment Plan in 2000, significant investments have been made to revitalize Vallejo's waterfront and create public gathering places in downtown. One key recommendation of the Redevelopment Plan was to connect Georgia Street between Santa Clara Street and through Mare Island Way to reestablish the physical link between the waterfront and downtown. This key connection was opened in 2004.

Georgia Street Extension Grand Opening

Vallejo –Transit Center

Highlights: Award-winning project recently opened in June 2011.

Description: The Vallejo Transit Center was the first completed phase of the Vallejo Intermodal Station project, which will be the primary ferry/transit terminal in the North Bay providing transit to nearly 700,000 riders a year. The City of Vallejo broke ground in August 2009, marking a critical milestone as the new bus terminal is the first phase of the transit oriented development envisioned in the City's Waterfront and Downtown Specific Plans. This phase included relocation and improvement of the City's existing downtown bus transfer center and construction of the Transportation Administration Building.

Vallejo Station - Transit Center

Lessons Learned in TLC Planning

Additional insight was gained from MTC regarding future opportunities and challenges associated with the program. Provided below are specific elements for consideration on future projects:

- Projects are found to require design changes if submitted too early in the design process. The latest regional requirements suggest 35-percent level drawings for detailed review by engineering staff. For example, lack of right-of way or the inability to implement project features, such as narrowed travel lanes, has stalled some projects.
- The historic dollar amount provided for grants may be too small. Consideration should be given to awarding fewer but larger grants. Applicants may desire to submit only one or limited projects for consideration to demonstrate the priority and significance of the project.
- Many of the "best practice" examples have a high dollar amount local match. MTC increased the match requirement to 20% from 11.5% and gave projects extra points for higher match based on its TLC Program Evaluation in 2008 that found average match was over 50%. High local match is indicative to project sponsor commitment and, in some cases, willingness to approve permits for higher density within the project area.
- Focus on simplicity and quantification when scoring and ranking projects. Example evaluation criteria could include: design elements included, especially with an emphasis on non-standard design elements; planning commitment, demonstrated by the number of units or projects approved in the area in the last five years and zoning changes; and, the level of local match.

It's worth restating key lessons learned during the course of the regional TLC program as published in MTC's "Transportation for Livable Communities-Works in Progress" (2004) document and in Ten years of TLC (2008). All of the following components are still relevant to current projects as demonstrated by best practice examples provided in this chapter.

- Local champions and project sponsors are essential to generate support, ensure consistency with community visions and propel the project through to completion.
- Partnerships between local governments, transportation service providers and a broad range of community stakeholders are critical during all project phases.
- Time and financial commitment from project participants are necessary to solve complex planning challenges and establish realistic finance plans.
- Innovation and flexibility in planning, design and funding are paramount in order to deliver TLC projects.
- Grants should be very clearly tied to adopted land use plans calling for intensification of uses near transit.
- Provide fewer, large grants to allow cities to implement projects more likely to support infill development and to improve the public realm.

Greater Bay Area Suburban TLC Examples

In addition to these "lessons learned", MTC suggested other project examples in the greater Bay Area implemented in similar suburban setting as the projects identified in this plan. These examples offer insight into the type of competitive projects funded through the regional program.

Santa Rosa Pedestrian Linkages

This project created a pedestrian connection between the east and west sides of downtown Santa Rosa and established a culinary and cultural arts market at the Santa Rosa Plaza. The project included improved crossings under Highway 101 and at downtown intersections, reconfigured intersections, widened sidewalks, lighting, signage, street trees and other amenities. This project made a clear connection to prioritizing pedestrians and pedestrian connections, particularly with respect to a freeway underpass, which is major challenge with infill development. The project focused on connecting downtown. The City had a very successful local outreach partner, CityVision, which fostered a collaborative effort between the community and city. They jointly developed a downtown plan for Railroad Square.

Old Courthouse Square, Downtown Santa Rosa

(Source: Wulfnoth, Wikimedia)

Morgan Hill Projects and Gilroy Downtown

Both of these projects were consistent with key priorities of the TLC program – fostering sustainable development and improving the pedestrian environment, which are also goals of the TSC Plan.

Downtown Gilroy was among the City's top priorities given the loss of some of the region's agricultural and food processing industries.

Morgan Hill has an ambitious downtown specific plan with a high level of design focused on revitalization and putting pedestrians first. Community workshops were held to determine how to make downtown Morgan Hill safe, accessible and active. The downtown village identity will be established with landscaping enhancements to signal entry into a special pedestrian zone.

The Cities of Benicia, Rio Vista and Vallejo submitted candidate TSC projects for improvements within their downtown areas.

Downtown Gilroy

Downtown Benicia

Union City Redevelopment around BART

The city leveraged its transportation asset to encourage an appropriate level of development. Both elements complement each other with the right blend of density to utilize access improvements to and from the BART station.

Livermore Pedestrian Transit Connections Project

Similar to Union City, this project stems from a specific neighborhood vision and has been years in the making. The project included land purchase for affordable housing and construction of pedestrian pathways from new high density housing to activity centers including the ACE transit center. The $1.2 million grant includes specific connections to downtown.

Downtown Rio Vista

Additional Projects

Although not a suburban location, *Richmond* was mentioned as a good example of thoughtful design resulting in a sense of place. The project offers visual consistency along a linear corridor while providing connectivity from the BART station to key destinations including the Kaiser Permanante Richmond Medical Center.

San Leandro was mentioned for its impressive community plan and supportive TLC grant clearly connecting downtown to the BART station. The *Ohlone-Chenowyth TOD in San Jose* is an attractive project with a private developer listed as co-project sponsor.

Many of the STA member agencies have invested in transit access improvements as part of comprehensive revitalization efforts. The City of Dixon's Train Station, which was completed in 2007, is one example. Dxon hopes that the Train Station will be a catalyst for mixe-use development and downtown revitalization.

TOD near Richmond BART Station

Dixon Train Station

6 Priority Development Areas

Priority Development Areas (PDAs) are locally-identified infill development areas near transit and 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 needs of residents in a pedestrian-friendly environment served by transit.

Existing PDAs

As shown in Figure 1, the following nine areas within Solano County are designated as PDAs.

1. Benicia – Downtown
2. Fairfield – Downtown South
3. Fairfield – Fairfield/Vacaville Train Station
4. Fairfield – North Texas Street Core
5. Fairfield – West Texas Street Gateway
6. Suisun City –Downtown and Waterfront District
7. Vacaville – Downtown
8. Vacaville – Allison/Ulatis Area
9. Vallejo –Downtown and Waterfront

All Solano County PDAs are served by Transit Facilities of Regional Significance (TFORS). The Fairfield Downtown South and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun-Fairfield Train Station on the Amtrak Capitol Corridor. The Fairfield West Texas Street Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter-mile from the Davis Street park-and-ride lot, while the Vacaville Allison/Ulatis Area PDA includes the Vacaville Transportation Center. The Vallejo Downtown and Waterfront PDA includes the Vallejo Intermodal Station. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

Based on projections prepared by the Association of Bay Area Governments (ABAG), the nine Solano PDAs have the potential to account for almost 35 percent of the projected 25-year growth in Solano County.

Proposed PDAs Under Consideration

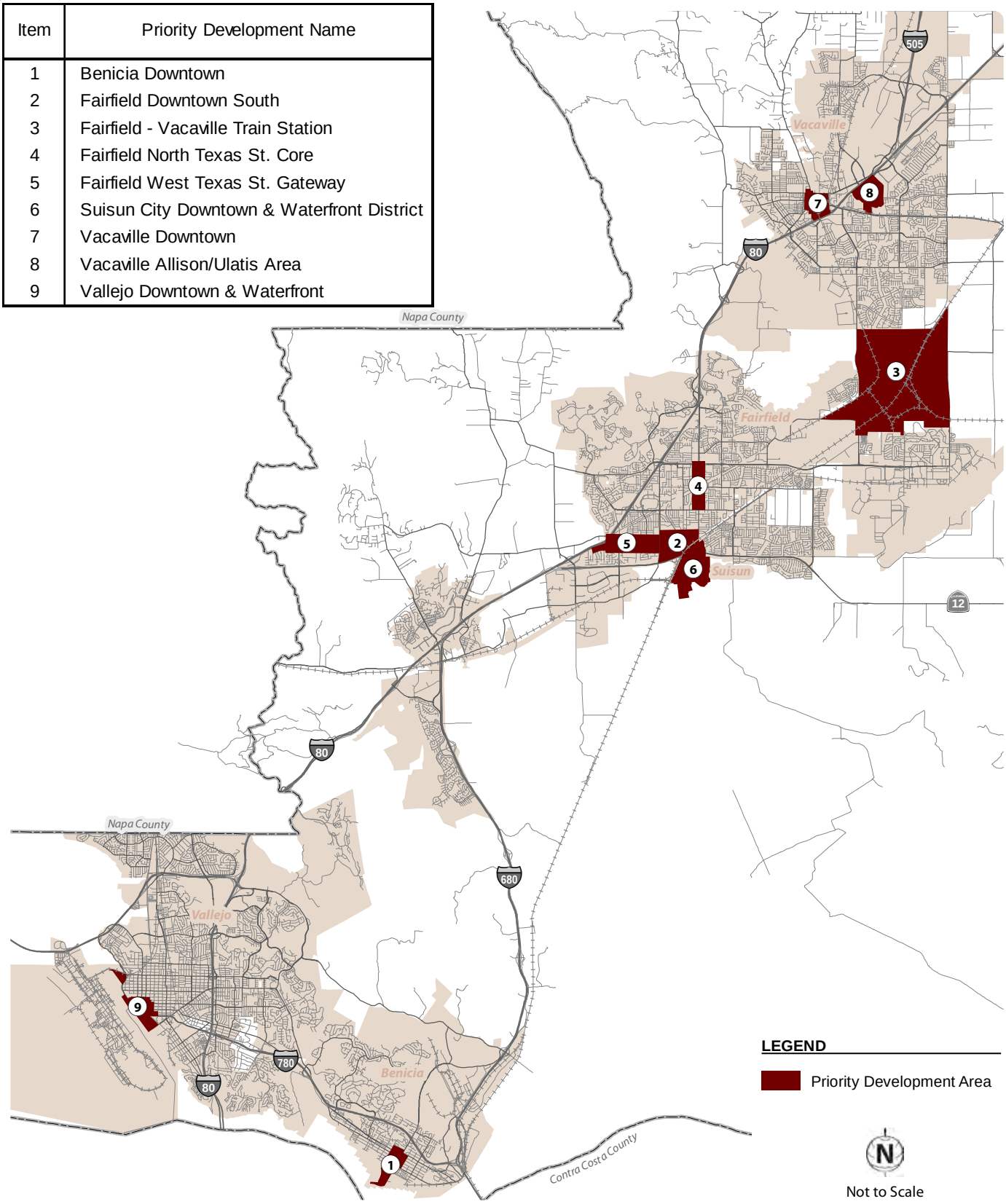
The Cities of Benicia, Dixon and Rio Vista have recently submitted applications to ABAG for PDA designation. More information regarding these sites are provided in Appendix A.

- Benicia - Northern Gateway (Employment Center; 925 acres)
- Dixon - Downtown (Rural Town Center / Rural Corridor; 130 acres
- Rio Vista - Downtown (Rural Town Center; 100 acres)

PDA Fact Sheets and Boundaries

Following Figure 1 are fact sheets and current PDA boundary maps. PDAs are presented alphabetically by jurisdiction. As introduced in Chapter 1, the STA hosted a PDA tour on November 3, 2011 to showcase the nine PDAs. Materials presented by participating jurisdictions are available through the STA Web site.

Item	Priority Development Name
1	Benicia Downtown
2	Fairfield Downtown South
3	Fairfield - Vacaville Train Station
4	Fairfield North Texas St. Core
5	Fairfield West Texas St. Gateway
6	Suisun City Downtown & Waterfront District
7	Vacaville Downtown
8	Vacaville Allison/Ulatis Area
9	Vallejo Downtown & Waterfront



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PRIORITY DEVELOPMENT AREAS

FIGURE 1

Benicia – Downtown

Planned PDA
Transit Town Center

Area Description – Existing

- 145 acres bound by N Street on the north, First Street Pier on the south, West 2nd Street on the west and East 3rd Street on the east
- Abundance of commercial and retail land uses
- Well-connected street grid
- Solano Square
- City Hall, Civic Center, City Park
- Open space and waterfront

Transit

- SolTrans, including connection to Pleasant Hill BART station
- Major transit stop at Military West Highway and First Street

Housing & Jobs

	2008	2035
Single Family Housing Units	67	75
Multi Family Housing Units	521	605
Jobs	477	575

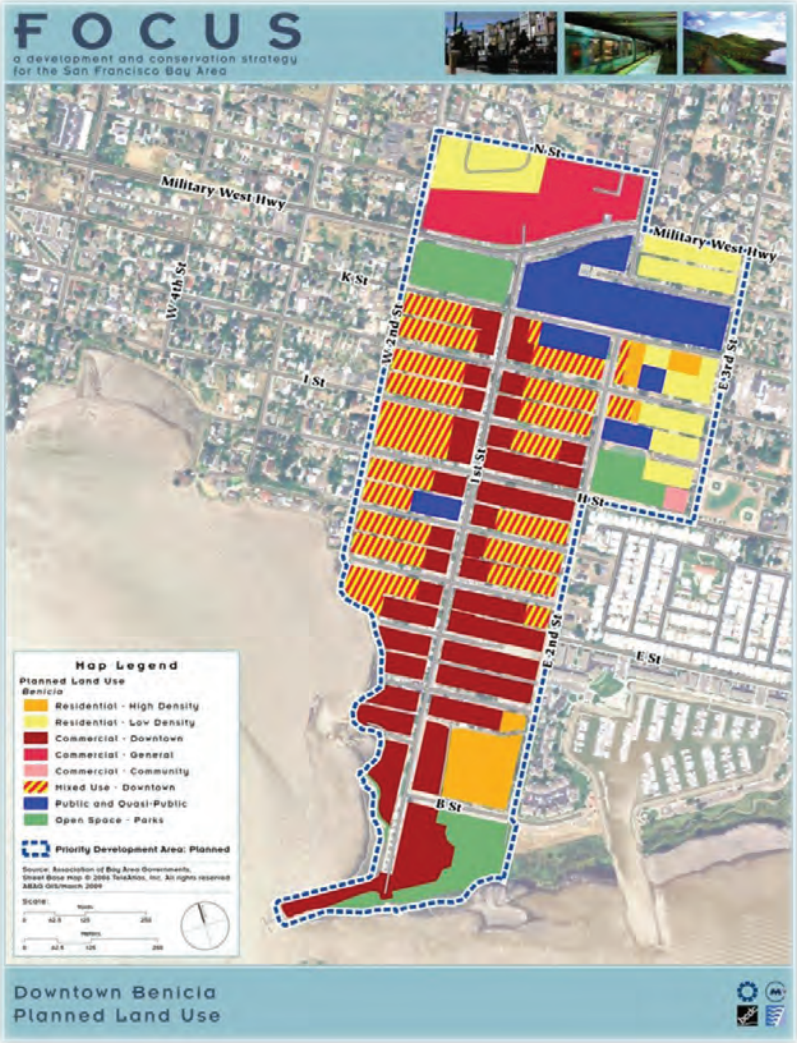

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Primary destination for local and visitor activity***
- ***Complete neighborhood with a wide range of housing, services, civic uses and public spaces accessible within a five-minute walk***
- ***New intermodal facility with direct connections to BART – includes park and ride with SolTrans bus service***

Related Efforts

- Downtown Mixed Use Master Plan, adopted 2007
- Analysis of the Benicia Breeze System Service Strategy Report, 2008

Contact

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Current and Planned Projects

- First Street Pedestrian and Traffic Calming Improvements
- Parking Management Study
- Solano Square Retrofit – Vision, Master Plan, Design Standards
- Military West Highway and First Street Intersection Improvements
- Bus Shelter Upgrades

Solano Transportation Authority

THE CITY OF BENICIA CALIFORNIA

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PRIORITY DEVELOPMENT AREA 1
DOWNTOWN BENICIA

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FIGURE 1-BEN

Fairfield – Downtown South

Planned PDA

Area Description – Existing

- Approximately 250 acres bound by Kentucky Street on the north, Highway 12 and the UPRR on the south, Pennsylvania Avenue on the west and North Texas Street on the east
- PDA boundary expanded in 2011
- Pedestrian overcrossing to Fairfield-Suisun Train Station and downtown Suisun
- Solano County Government Center
- Union Avenue commercial corridor
- Small lot residential, office and commercial
- PG&E substation

Transit

- Fairfield-Suisun Transit, BART connections
- Fairfield-Suisun Train Station, Amtrak Capitol Corridor, Greyhound

Housing & Jobs

	2007	2035
Housing Units	50	350
Jobs	2,000	2,500

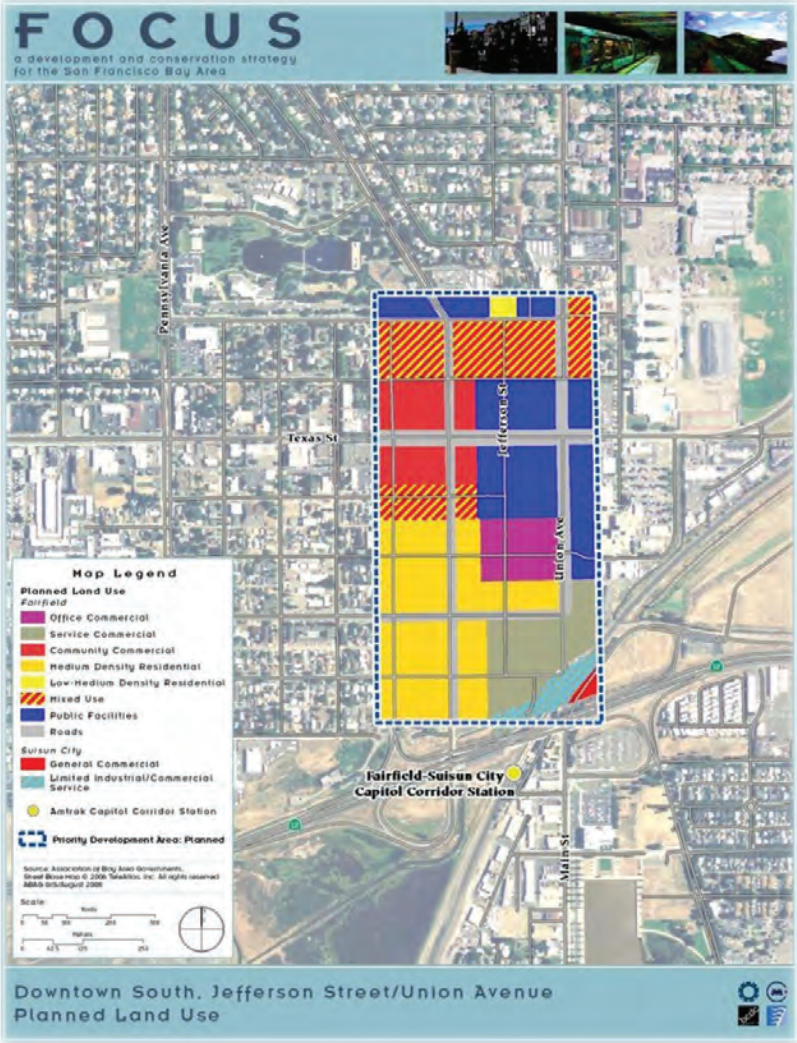

Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Mixed use urban center with higher density residential and office***
- ***Enhanced streetscapes along Union Avenue and Jefferson Avenue side streets south of Delaware Street***
- ***Redevelopment of existing vacant and underutilized properties***
- ***Pedestrian connectivity projects to activity centers including Armijo High School and downtown Fairfield***

Related Efforts

- Union Avenue Streetscape, completed 2008
- Private development – McInnis Corners
- 80-to-80 Corridor Revitalization Plan, 2008

Current and Planned Projects

- Downtown South Street Lighting Program
- Infill housing and mixed use property acquisitions, lot consolidation, affordable housing subsidies
- Infrastructure to support development (Water/Sewer)

Contact

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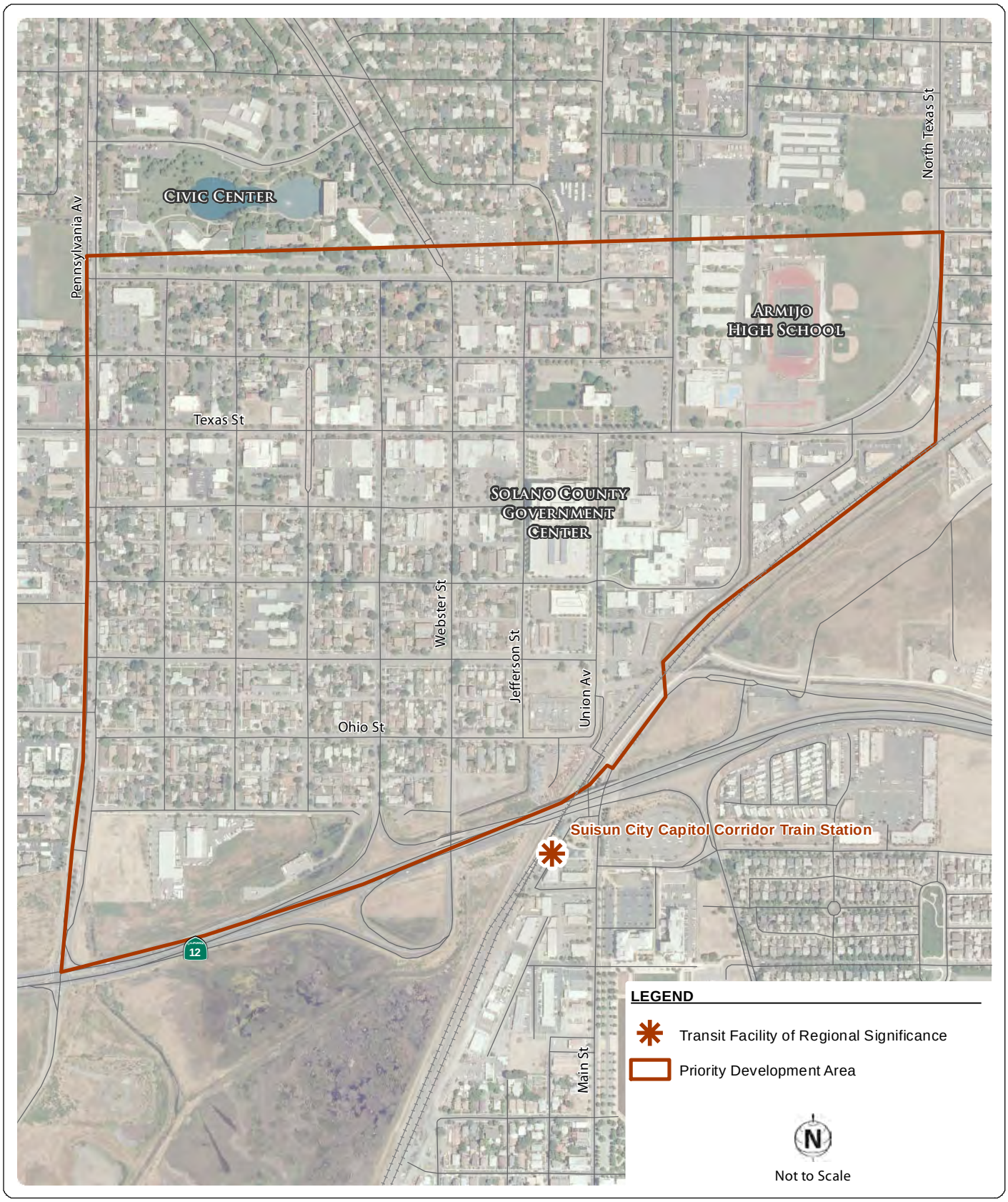

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PRIORITY DEVELOPMENT AREA 2
FAIRFIELD DOWNTOWN SOUTH

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FIGURE 1-FDS

Solano Transportation Authority

Fairfield/ Vacaville Train Station

Potential PDA

Area Description – Existing

- Approximately 3,000 acres in northeast Fairfield near Peabody and Vanden Roads
- PDA boundary expanded in 2011
- Industrial and service commercial uses incompatible with planned multimodal transportation center

Transit

- None currently
- Planned Fairfield / Vacaville Intermodal Station for Capitol Corridor

Existing and Planned Housing / Jobs Balance

	2007	2035
Housing Units	10	6,800
Jobs	50	500

Vision

- ***3,000 housing units within ½ mile of train station***
- ***Transit-oriented-development (TOD) with medium to high density housing centered around "main street"***
- ***Convenient access to regional passenger rail via Capitol Corridor***
- ***Multimodal "hub"***
- ***Pedestrian-scale design***
- ***Preserve 60% of area as open space and high priority conservation areas***

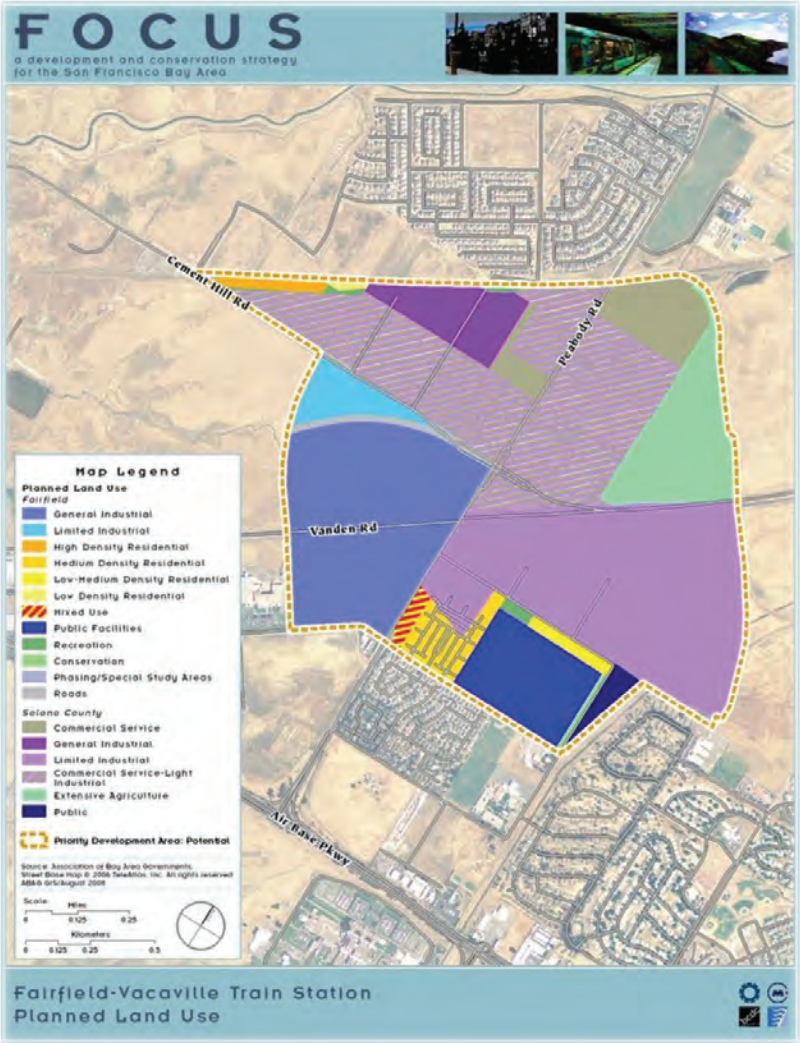

Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- Fairfield Train Station Specific Plan

Contact

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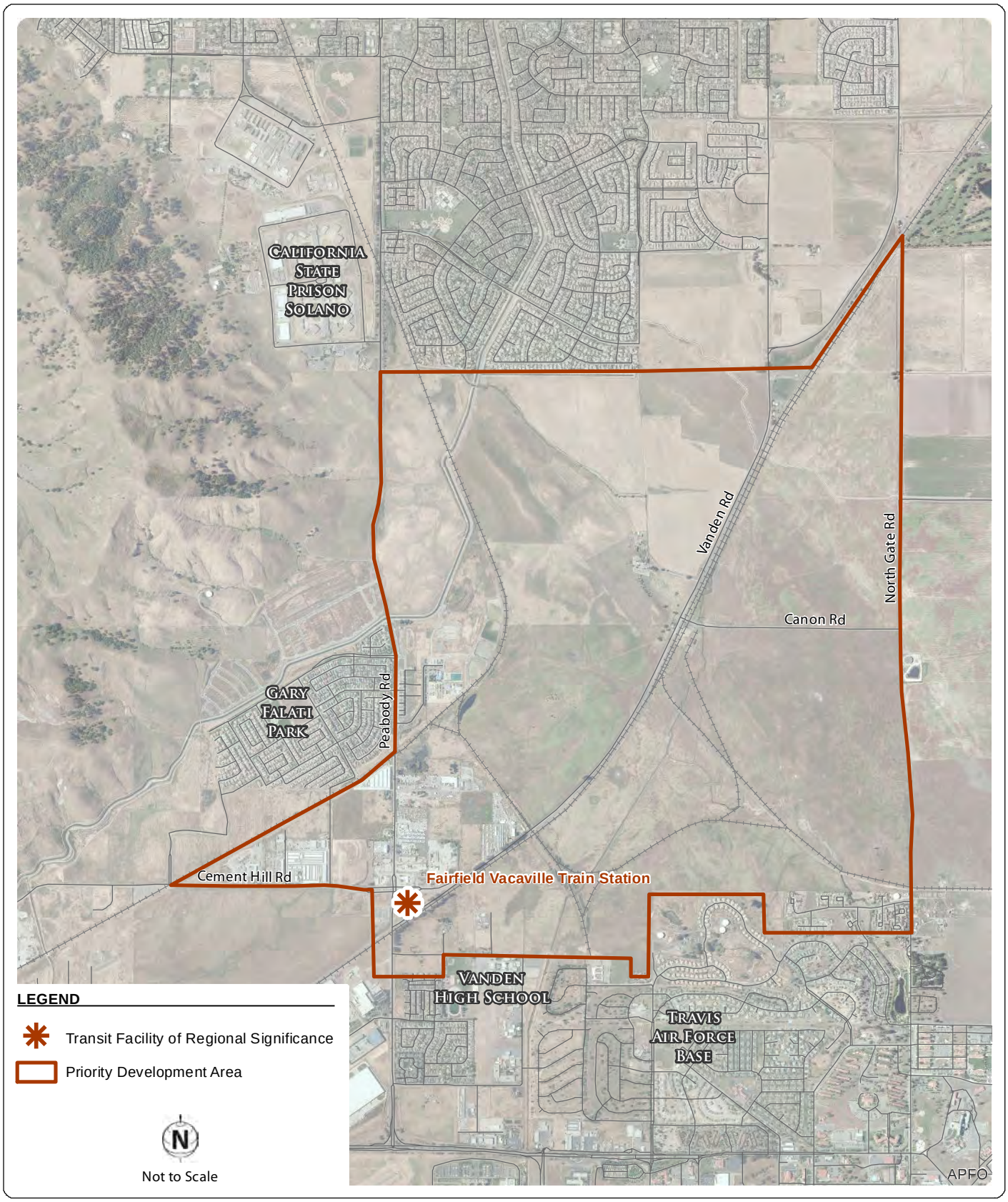
Current and Planned Projects

- Train Station
- Peabody Road Railroad Overcrossing
- Housing, site assembly and infrastructure development
- Pedestrian connections to Train Station
- Parking garage
- Infrastructure to support development (Water/Sewer)



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PRIORITY DEVELOPMENT AREA 3
FAIRFIELD - VACAVILLE TRAIN STATION

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FIGURE 1-FVT

Fairfield – North Texas Street Core

Potential PDA

Area Description – Existing

- 120 acres centered around the intersection of North Texas Street, East Tabor Avenue
- Commercial business corridor
- Fairfield Linear Park provides four miles of continuous off-street pedestrian and bicycle facilities
- Near Fairfield High School

Transit

- Fairfield-Suisun Transit, BART connections
- Planned Central Transfer Facility

Housing & Jobs

	2007	2035
Housing Units	50	300
Jobs	Unknown	TBD

Vision

- ***Mixed use commercial corridor***
- ***Streetscape improvements including trees, wider sidewalks and landscaping***
- ***Pedestrian crossing improvements on East Tabor Avenue, across North Texas Street, and at Alaska Avenue***
- ***Fully-landscaped Linear Park***
- ***Enhanced transit access including more frequent bus service to job and transit centers***
- ***Neighborhood preservation***

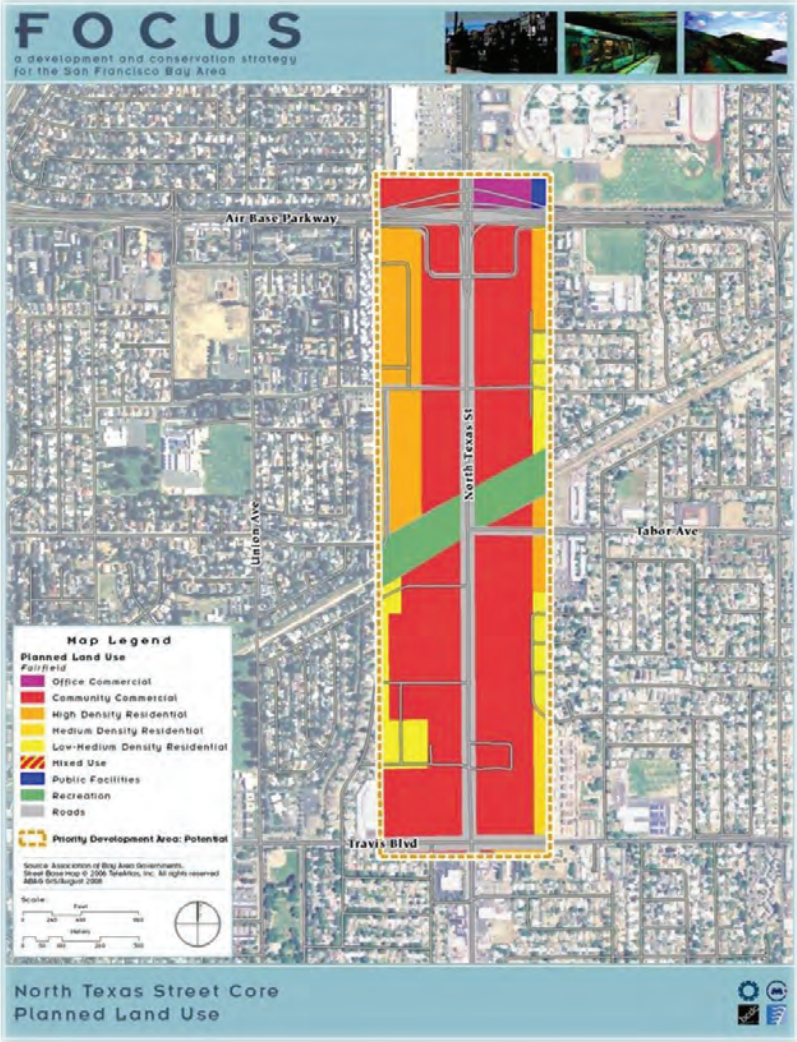

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- North Texas Streetscape Plan
- Linear Park Master Plan
- Private development – Providence Walk

Current and Planned Projects

- Enhanced bus service
- Linear Park landscaping and enhancements
- Infill housing and mixed use property acquisitions, lot consolidation, affordable housing subsidies
- Streetscape enhancement

Contact

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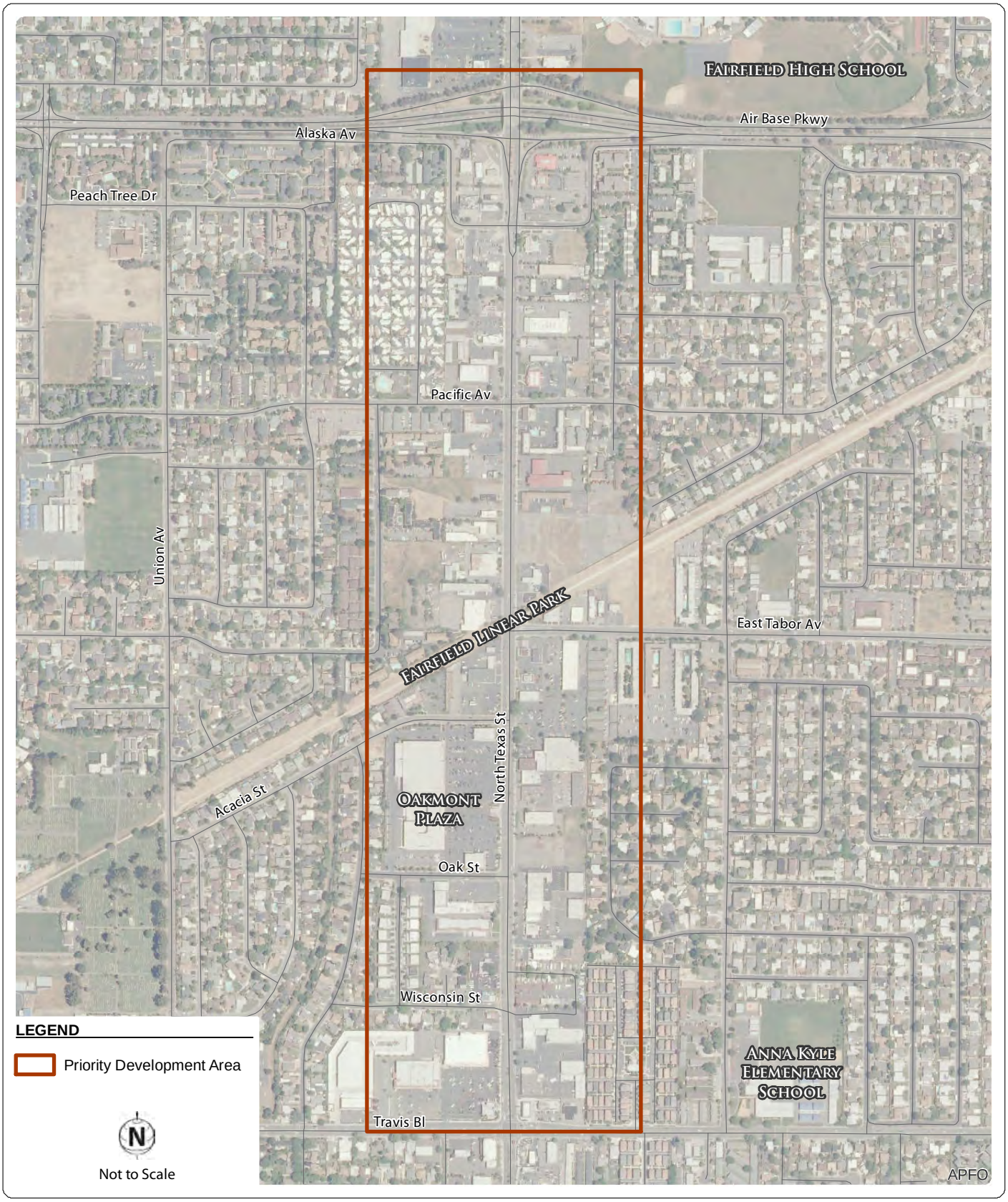

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PRIORITY DEVELOPMENT AREA 4
FAIRFIELD NORTH TEXAS STREET CORE

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FIGURE 1-FNT

Fairfield -West Texas St. Gateway

Potential PDA

Area Description – Existing

- 340 acres bound by West Texas Street on the north, Woolner Avenue on the south, Auto Mall Parkway on the west and Pennsylvania Avenue on the east.
- PDA boundary expanded in 2011
- Commercial business corridor
- I-80 access
- Allen Witt Community Park

Transit

- Fairfield-Suisun Transit, Rio Vista Transit, BART connections
- Fairfield Transportation Center

Housing & Jobs

	2007	2035
Housing Units	350	1000
Jobs	1000	2000

Vision

- ***Mixed use urban corridor – new residential and commercial infill development***
- ***Gateway treatments***
- ***Revitalization of Winery Square Shopping Center***
- ***Improved pedestrian connections for Allen Witt Community Park and the Fairfield Transportation Center***
- ***Redevelopment of existing vacant and underutilized properties***

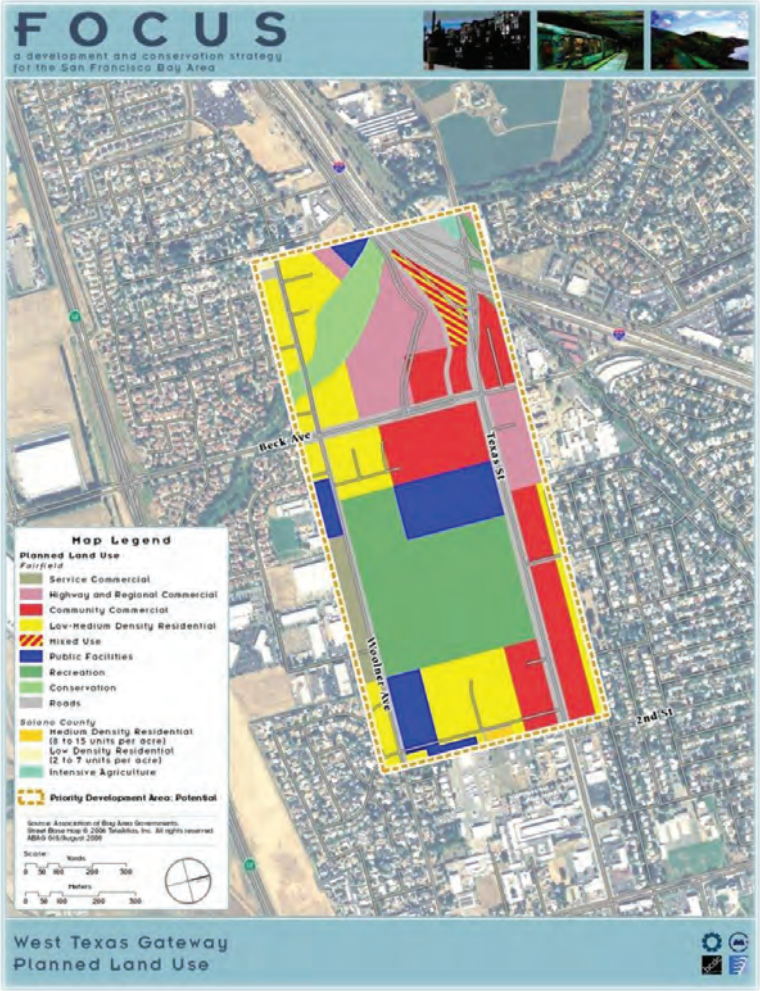

Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- West Texas Streetscape Plan
- Fairfield Transportation Center and Parking Garage
- Allen Witt Park Aquatic Center
- Private development – 200 unit high-density apartments

Current and Planned Projects

- Safe Routes to Transit Study
- West Texas Gateway improvements
- Fairfield Transportation Center Expansion and Access Improvements
- I-80 Undercrossing lighting and public art
- East Gateway improvements
- Beck Avenue intersection modifications
- Allan Witt Park streetscape enhancements

Contact

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PRIORITY DEVELOPMENT AREA 5
FAIRFIELD WEST TEXAS STREET GATEWAY

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FIGURE 1-FWT

Suisun - Downtown & Waterfront

Planned PDA
Transit Town Center

Area Description – Existing

- 448 acres bound by Union Pacific Railroad on the north and west, Marina Boulevard on the east, and Suisun Bay on the south.
- Open space including Suisun March, Harbor Plaza and Josiah Park
- Pedestrian overcrossing to the Solano County Government Center
- Central County Bikeway
- Suisun City Hall

Transit

- Fairfield-Suisun Transit, BART connections, Greyhound
- Suisun-Fairfield Train Station, Amtrak Capitol Corridor

Housing & Jobs

	2010	2035
Housing Units	9,320	11,630
Jobs	4,500	7,080

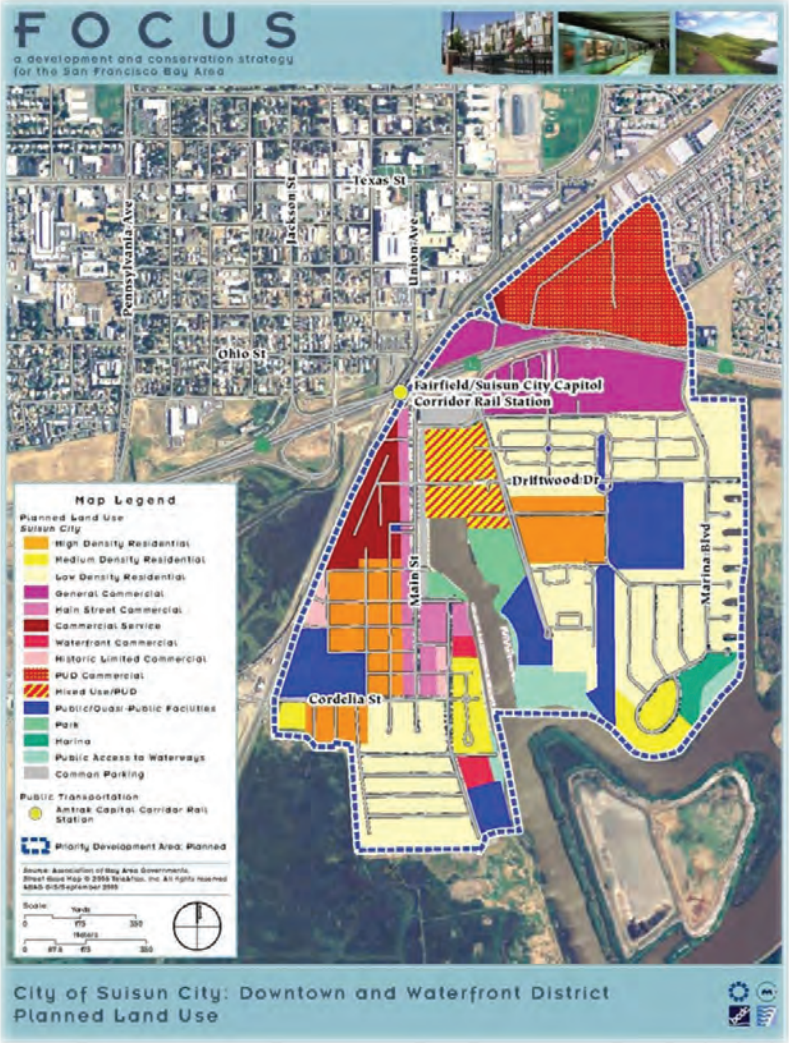

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Unique waterfront destination***
- ***Improved pedestrian and bicycle connections***
- ***Major in-fill redevelopment within ½ mile of the Suisun-Fairfield Train Station***
- ***Revitalized downtown anchored by a multimodal transit hub, Suisun-Fairfield Train Station***
- ***Open space preservation***

Related Efforts

- Downtown Waterfront Specific Plan
- Redevelopment Concept Plan and Development Guidelines
- Private development – Delta Cove (mixed-use), Main Street West (mixed-use), Hampton Inn and Suites

Current and Planned Projects

- Safe Routes to Transit Study
- Railroad Avenue Extension
- Marina Boulevard Overcrossing
- Infrastructure to support development (Water/Sewer)

Contact

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Solano Transportation Authority

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PRIORITY DEVELOPMENT AREA 6
SUISUN CITY DOWNTOWN & WATERFRONT DISTRICT

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FIGURE 1-SUI

Vacaville – Downtown

Planned PDA
Transit Town Center

Area Description – Existing

- 300 acres generally bound by Monte Vista Avenue on the north, Interstate 80 on the south, West Street on the west and Depot Street on the east.
- Primarily commercial land uses
- Ulatis Creek multi-use trail
- Andrews Park and Georgie Duke Sports Center
- Proximate to Vacaville High School

Transit

- Vacaville City Coach and Fairfield-Suisun Transit
- Bus Transfer Station

Housing & Jobs

	2008	2035
Housing Units	635	1,000+
Jobs	1,000+	2,000+

Vision

- ***Revitalized downtown with improved parking management***
- ***Mixed-use development and high-density housing***
- ***Infrastructure improvements to eliminate density capacity restrictions***
- ***Improved pedestrian, bicycle and transit connections***
- ***Affordable housing***

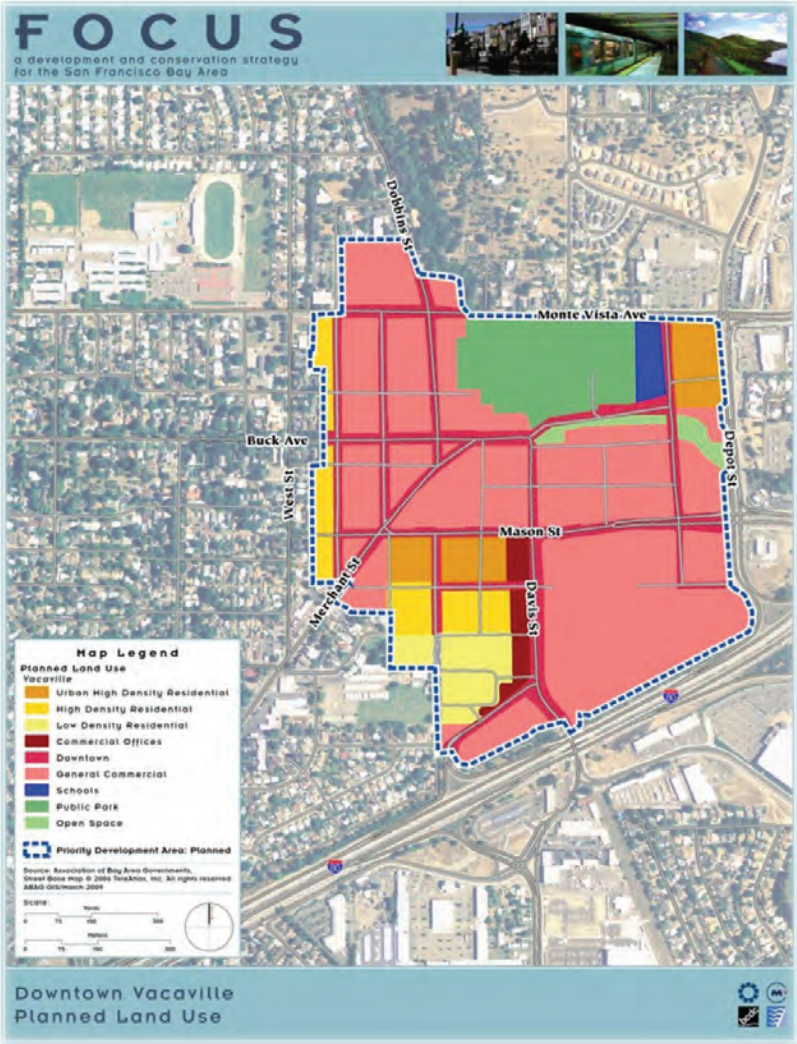

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- Opportunity Hill Master Plan and Design Guidelines, 2008
- Vacaville Town Square
- Water and Sewer Infrastructure Studies, 2007
- Bus Transfer Station Improvements
- Five-year Redevelopment Implementation Plans

Current and Planned Projects

- Opportunity Hill streetscape improvements
- Infrastructure to support development (Water/Sewer)

Contact

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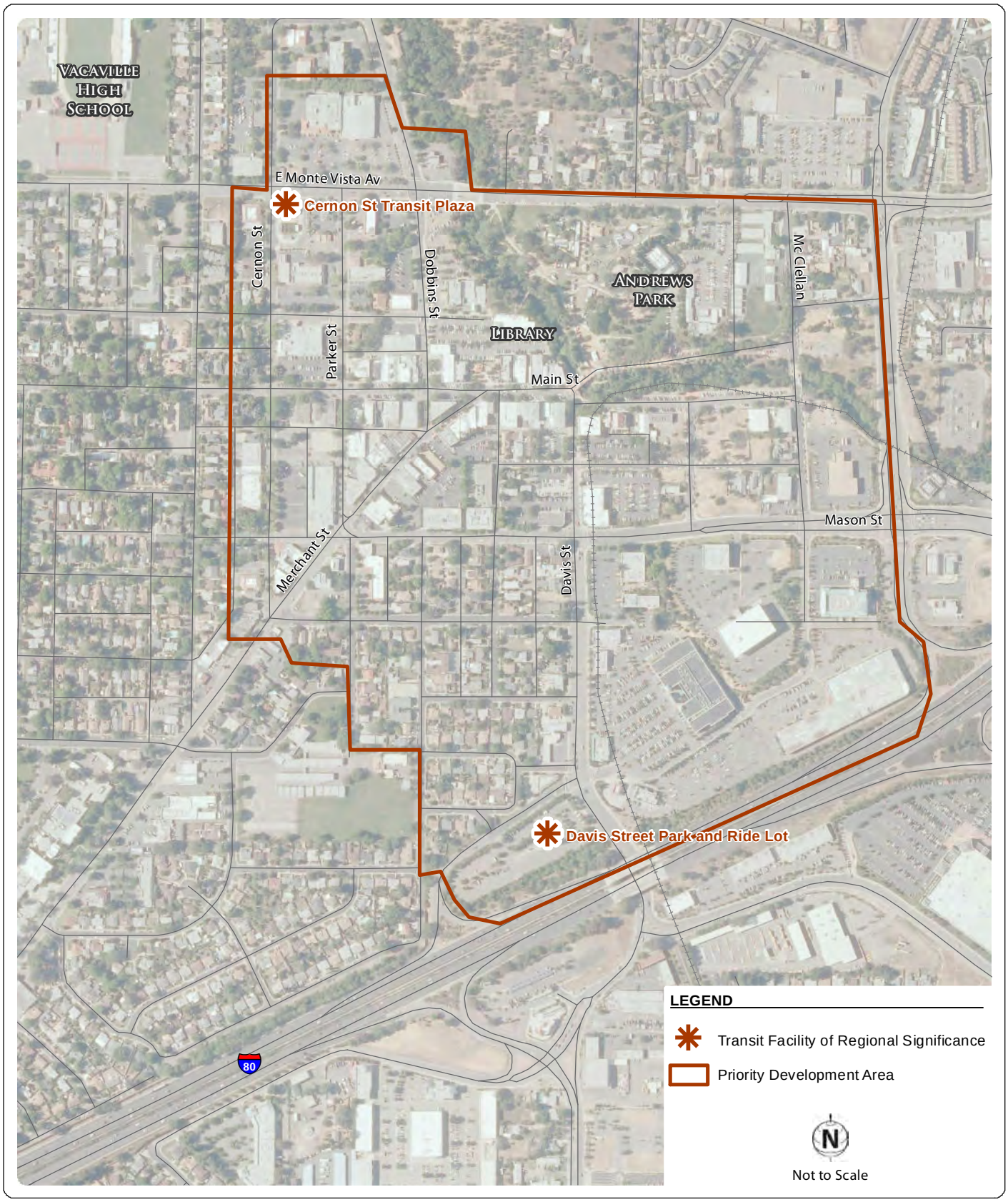

FEHR PEERS

PRIORITY DEVELOPMENT AREA 7
VACAVILLE DOWNTOWN

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FIGURE 1-VDT

Vacaville – Allison/Ulatis

Planned PDA
Suburban Center

Area Description – Existing

- 290 acres bound by Interstate 80 on the north, Elmira Road on the south, Ulatis Creek on the west, and Putah Canal on the east.
- I-80 / Allison Drive interchange
- Commercial, office and retail
- Ulatis Cultural Center and County Library
- Ulatis Creek multi-use trail
- Utility infrastructure in place to support development

Transit

- Vacaville Transportation Center
- Vacaville Transit

Housing & Jobs

	2008	2035
Housing Units	611	827
Jobs	3,480	4,290

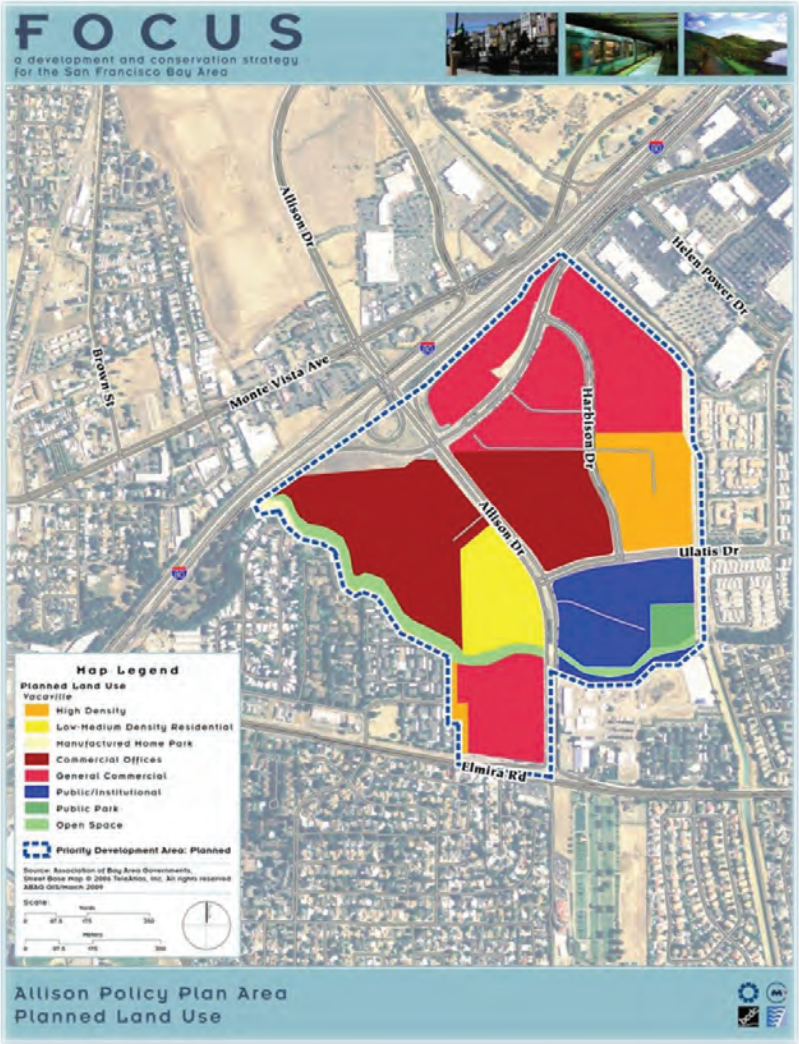

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Smart growth development anchored by a regional transit hub – Vacaville Transportation Center***
- ***Development of existing vacant and underutilized properties***
- ***Medium to high density housing within ½ mile of the Vacaville Transportation Center***
- ***Expand Ulatis Creek Trail system as a natural open space recreational corridor***

Related Efforts

- City of Vacaville General Plan, amended 2004
- Allison Business Area Policy Plan, amended 2008
- Vacaville Transportation Center

Current and Planned Projects

- Safe Routes to Transit Study
- Vacaville Transportation Center Phase 2 – Parking Structure
- Streetscape and public art enhancements
- Ulatis Creek Multi-use Trail (I-80 to Allison Drive)

Contact

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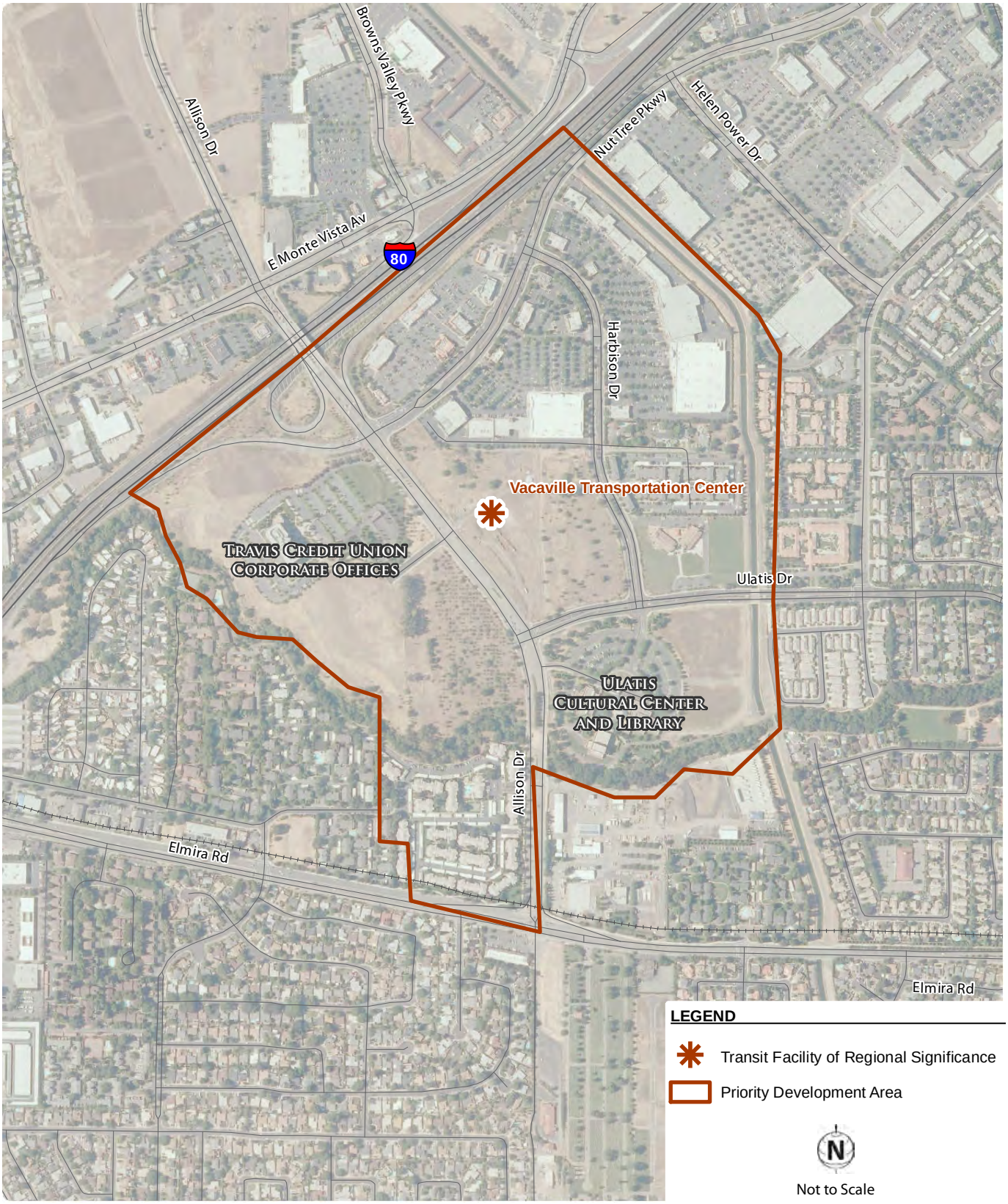
Solano Transportation Authority

VACAVILLE



FEHR PEERS

PRIORITY DEVELOPMENT AREA 8
VACAVILLE ALLISON AREA

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FIGURE 1-VAU

Vallejo – Downtown & Waterfront

Planned PDA

Area Description – Existing

- Waterfront area consisting of 92 acres west of Mare Island Way; Historic downtown contiguous to the waterfront consisting of 97 acres south of Capitol Street and west of Sutter Street
- Two regionally significant transit facilities
- Historic downtown

Transit

- Vallejo Transit Center serving SolTrans bus service
- Vallejo Ferry Terminal serving Baylink Ferry
- Independent shuttle service to Napa County
- Greyhound bus service

Housing & Jobs

	2008	2035
Housing Units	1,350	3,350
Jobs	1,900	4,200

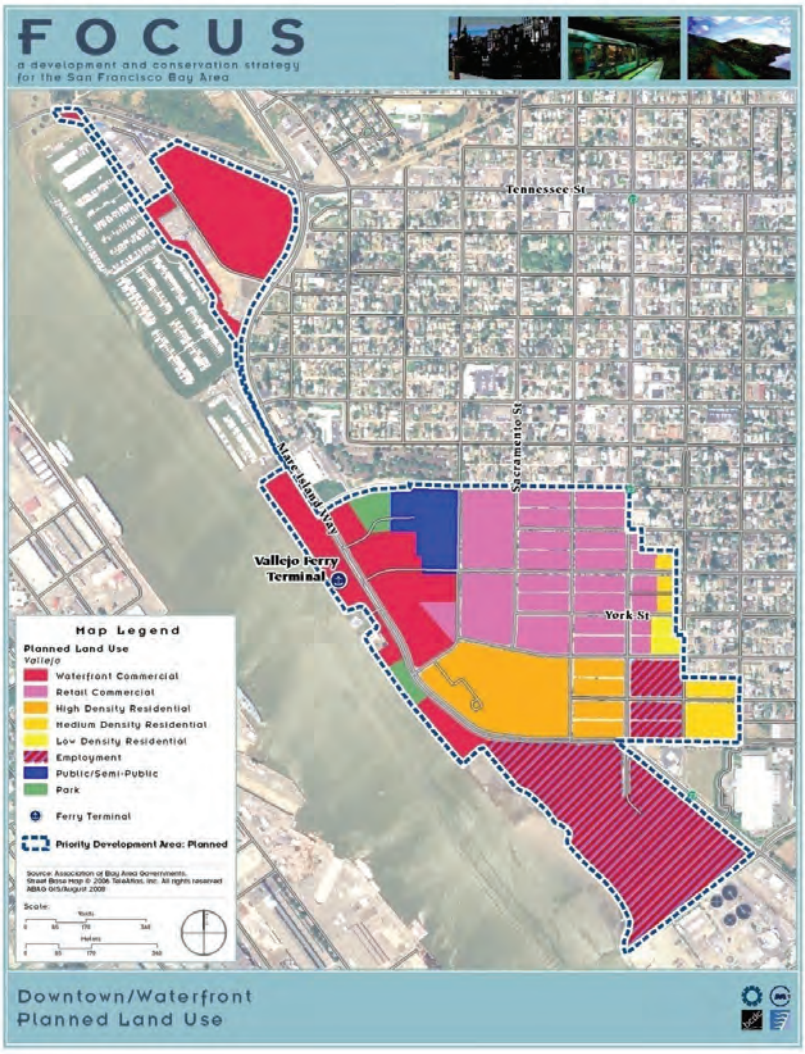

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Consolidate surface parking to structured parking***
- ***High-density, mixed-use redevelopment within walking distance to regional transit centers***
- ***Modified land use regulations for ground floor retail and higher densities***
- ***Preserve historic architectural character***

Related Efforts

- Vallejo Waterfront Planned Development Master Plan
- Downtown Vallejo Specific Plan
- Martin Luther King Jr. Unity Plaza
- Private development – State Farm Office Building
- Empress Theater Renovation
- Capitol Street Extension
- State Farm Office Building (private development)

Current and Planned Projects

- Safe Routes to Transit Study
- Vallejo Intermodal Station
- Vallejo Downtown Streetscape

Contact

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mhightower@ci.vallejo.ca.us

FEHR PEERS

PRIORITY DEVELOPMENT AREA 9
VALLEJO DOWNTOWN & WATERFRONT

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FIGURE 1-VAL

7 Candidate TSC Projects

This chapter includes TSC candidate projects within the seven cities in Solano County – Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. The projects highlighted in this chapter are an update to those submitted as part of the STA TLC 2004 Plan that have not yet been implemented or are new projects submitted by the jurisdictions. This chapter provides an overview of the project status, type, cost, and location relationship to PDAs.

Project Types

The following are requirements and candidate project examples that provided guidance on the type of projects eligible for TSC funding.

Project Requirements

Projects are not required to be within a PDA; however, regional funding may be limited if they are outside a PDA. The following requirements apply to the TSC program:

- Pertains to a defined physical location
- Results in a discrete and clear work product
- Results in implementation or project advancement
- Can be completed within one year (e.g., project report, construction drawings, etc.)
- Nexus to an existing or planned multimodal facility (e.g., transit station, transit route, bikeway, or pedestrian facility)

Project Categories

The following section describes possible TSC project categories to organize candidate projects. Examples provided do not represent the full range of possible projects. Individual project proposals were evaluated on how well they meet the prioritization criteria described in this chapter.

Streetscapes

- Road diets
- Beautification with pedestrian enhancements
- Complete street infrastructure planning and design

Multimodal Improvement Projects

- Class I bikeways
- Pedestrian overcrossing, etc.
- Transit facility upgrades and connectivity

Transit Station Area Plans and Improvements

Transportation Demand Management

- Surface parking lot replacement with structured parking and TOD residential development (priced parking and supportive policies required)

Relationship to Project Goals

TSC goals were first presented in Chapter 5. From these goals, input from the TLC Working Group, and scoring criteria for the MTC TLC Program, performance criteria were developed to help prioritize projects within each jurisdiction. A brief description of the performance criteria are presented on the next page followed by a list of the highest scoring projects.

Appendix B contains the numeric results of the evaluation. Projects were awarded five points for satisfying each of the 17 performance criteria below. Five additional points were awarded to projects located within an existing PDA. Ten additional points were given to projects with local funding commitment.

Performance Criteria

Goal 1: Balance Transportation System

- Bicycle access: New or improved bicycle improvements (e.g. Class I, II or III bicycle infrastructure, sidewalks, crosswalks, roadway configurations, streetscape improvements, traffic calming, complete streets, reduced speeds limits)
- Pedestrian access: New or improved pedestrian enhancements (e.g. sidewalks, crosswalks, roadway configurations, streetscape improvements, traffic calming, complete streets, reduced speeds limits)
- Transit access: New or improved transit connections (e.g. increased headways, bike and pedestrian access to transit stations, crosswalks, bus stop and station beautification, surrounding streetscape improvements, complete streets)
- Managed vehicle access: Emphasis on transportation demand management and system management strategies (e.g. parking pricing integrated with parking cash out programs, discounted transit passes, and improved bicycle and pedestrian access)

Goal 2: Enhance Quality of Life

- Promotes community culture: Sense of place; "People-oriented development" by connecting neighborhoods and facilitating resident's participation in the goals of the project
- Quality travel options with supporting programs: Programs that encourage community walking, bicycling and transit use (e.g. Safe Routes to School "walking school buses" and "bike to work days" and regional "spare the air days")

Goal 3: Promote Economic Development

- Project ready for implementation: Project environmental review or construction "shovel ready"; Financing solidified
- Leverages private investments: Public-private partnerships, innovative financing, private interests
- Jobs/revenue catalyst: Increases local revenue through access to Solano County jobs and businesses

Goal 4: Link Transportation and Land Use

- Integrates land use and transportation
- Physical connection between housing and jobs/destinations (e.g. schools, parks, restaurants)
- Incorporated in local project list: Signifies local commitment and interest
- Housing affordability component

Goal 5: Support Public Health and Safety

- Enhances active transportation: Bicycle/pedestrian access through improved infrastructure contributes to healthier lifestyles
- Supports bicycle and pedestrian safety measures: Traffic calming, improved lighting, reduced speed limits

Goal 6: Conserve Environmental Resources

- Reduces greenhouse gas emissions: Best management land use planning and transportation practices; Transportation demand management
- Reduces water, land, energy consumption: Promote core rather than fringe development consistent with local or regional Climate Action Plan goals

Project List By Jurisdiction

The remainder of this chapter summarizes candidate projects under consideration and is organized alphabetically by jurisdiction with a summary figure (Figure 2 series) identifying project locations.

A total of 17 projects were selected for consideration (list to right). Some jurisdictions submitted projects that were too conceptual and lacked the detail necessary to score the projects according to the prioritization criteria. These projects have been added to a "watch list" and are provided in this report as an informational item.

Highest Scoring Projects

Based on an evaluation of all 17 projects against consistent performance criteria, top ranking projects were determined. These projects and their scores (out of 100) follow.

Ranking

1. Downtown Vallejo Streetscape Phase 3 *-90 points*
2. West Texas Street Gateway Project *-85 points*
3. West 'B' Street Pedestrian/Bicycle Undercrossing *-80 points*
4. Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way) *-80 points*

PDA Tour - Vallejo Station

Benicia

Benicia Intermodal Station

Benicia Industrial Park Transit Hub

Sulphur Springs Creek Trail Connectivity

Dixon

West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

West Texas Street Gateway Project

Fairfield/Vacaville Intermodal Station

Rio Vista

Rio Vista Waterfront Improvements

Suisun City

Railroad Avenue Extension (Marina Blvd. to Main St.)

Lotz Way Bike and Pedestrian Improvements

Suisun Train Station: Safe Routes to Transit

Vacaville

Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

Vacaville Transportation Center-Phase 2

Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements

Vallejo

Vallejo Station Parking Structure Phase B

Downtown Vallejo Streetscape

Sonoma Boulevard Corridor

Benicia

The City of Benicia submitted eight projects for consideration; however, only three are far enough along to be considered as TSC projects eligible for funding. The remaining five projects are included on a "watch list" presented after the candidate project descriptions. Benicia has recently applied for formal PDA designation under the place type Employment Center, which covers the area surrounding the candidate TSC projects. Brief project descriptions are followed by Figure 2-BEN, which indicates the approximate location of each of the candidate projects.

BEN-1: Benicia Intermodal Station

This project would evaluate alternative sites to construct a Capitol Corridor commuter train station along the I-680 Corridor. This project would include a train platform, park and ride facility with 200+ spaces, bus transfer facility, long-term bicycle storage and multimodal access improvements. The project is currently in design and PDA designation is expected in early 2012.

Project Type: Conceptual Planning; Capital Project

Cost: $3,000,000

Capital Corridor Train - Benicia

BEN-2: Benicia Industrial Park Transit Hub

This project would renovate the existing bus stop for Regional Route 40 to include a new bus shelter and bays for additional bus service for Bus Routes 22 and 19 to connect the Industrial Park and Downtown Benicia. Additional improvements include a new parking structure with bicycle lockers for commuters. There are currently 6,500 employees at the Industrial Park. The proposed transit hub is approximately one acre and is located south of Industrial Way and east of Park Road. This project also proposes improvements for pedestrian safety. PDA designation is expected in early 2012.

Project Type: Design and Construction

Cost: $1,250,000

BEN-3: Sulfur Springs Creek Trail Connectivity

Sulphur Springs Creek is a located just 2.2 miles from downtown Benicia, and recreational features include a public access trail along the Suisun Marsh. The goal of the project is to enhance the creek trail and extend the existing path with connections to the industrial park and the Bay Trail, which runs through Benicia's downtown and along the Carquinez Strait. The extended path would provide not only a recreational opportunity and an amenity for the industrial park's workforce, but serves as a connection to Benicia's downtown. PDA designation is expected in early 2012.

Project Type: Conceptual Planning & Design

Cost: To Be Determined

Other Benicia Projects

The following five projects were also submitted by Benicia; however, they lack sufficient detail for consideration as a TSC candidate project at this time. They have been placed of the "watch list" for consideration in future TSC Plan updates as more information becomes available.

Pedestrian Improvements, Benicia Industrial Park

Project Description: Collectors and local streets throughout the Benicia Industrial Park lack sidewalks for safe employee and visitor navigation between sites and throughout the industrial park. This project would provide proper sidewalks along all streets.

Solano Square Neighborhood Retrofit, Downtown Infill

Project Description: Redevelop and design the existing Solano Shopping Square. Since 1999, Benicia's General Plan has included a policy to redesign the aging shopping center. With an oversupply of asphalt and a poor internal circulation network, this site has the opportunity to revive Benicia's downtown into a thriving civic, cultural, and retail destination.

Ferry, Water Taxi

Project Description: Establish a new ferry stop at the end of First Street in downtown Benicia, serviced by the Water Emergency Transportation Authority (WETA)/ Baylink. The service could provide connection across the Carquinez Strait to the Capitol Corridor train stop in Martinez, to the existing ferry terminal in Vallejo, and/or to the ferry terminal in downtown San Francisco. The ferry stop would directly support the downtown Benicia PDA.

East E Street Infill

Project Description: Conduct a development feasibility analysis for the City-owned vacant parcel at East E Street and East 2nd Street.

First Street Streetscape and Parking Enhancements

Project Description: Construct improvement for bus turnouts, sidewalk improvements, bicycle parking, lighting and trees in Benicia's historic downtown district along First Street.

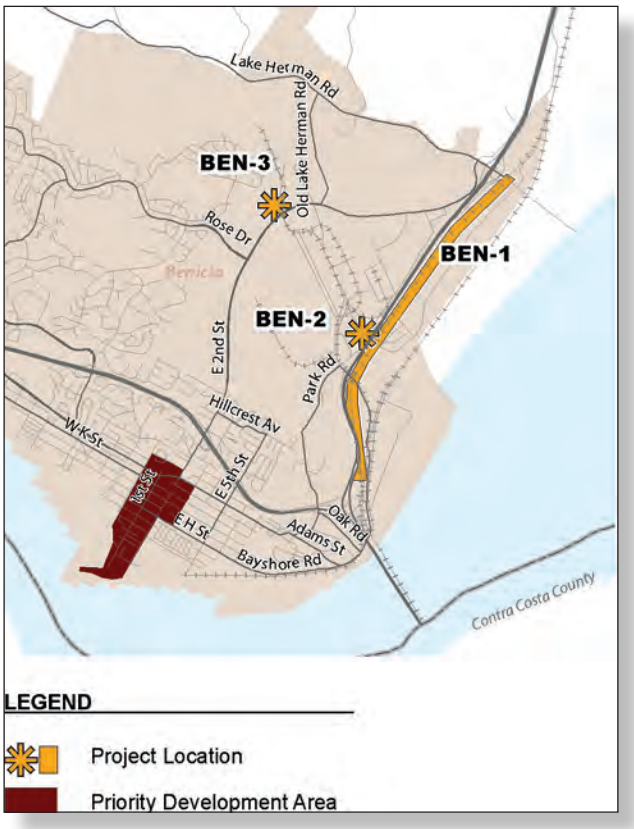
First Street - Downtown Benicia

Figure 2-BEN: Benicia Candidate Project Locations

BEN-1: Benicia Intermodal Station

BEN-2: Benicia Industrial Park Transit Hub

BEN-3: Sulphur Springs Creek Trail Connectivity



Dixon

The City of Dixon submitted one project for consideration. The project was included in the original TLC Plan (2004). Dixon has recently applied for formal PDA designation, which would include the candidate project location. A brief project description is followed by Figure 2-DIX, which indicates the approximate location of the candidate project.

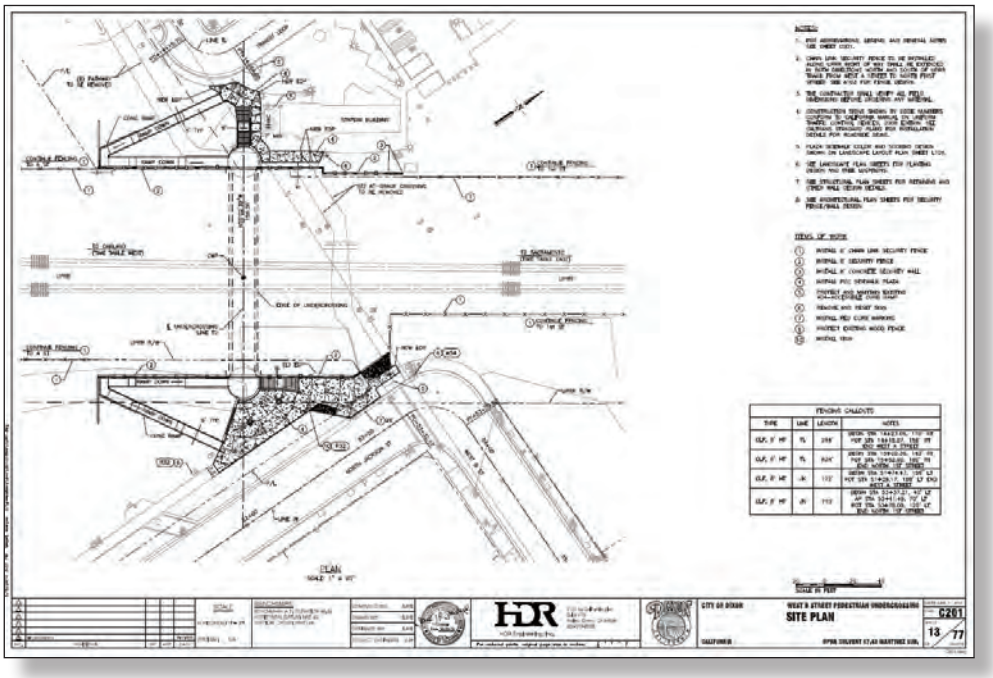
West 'B' Street Existing Crossing

DIX-1: West 'B' Street Pedestrian / Bicycle Undercrossing

The West B Street Undercrossing Pedestrian Safety Improvement is nearing construction with a $1 million local match. Design is complete and NEPA approval is expected in February 2012. Construction is scheduled to begin in Fall 2012. The goal of the project is to improve safety for pedestrians at a location where multiple fatalities have occurred. The undercrossing is also needed for access to the transit station. The project is on the City's project list for capital improvements, and is within the proposed PDA boundary submitted to ABAG in December 2011.

Project Type: Capital Project

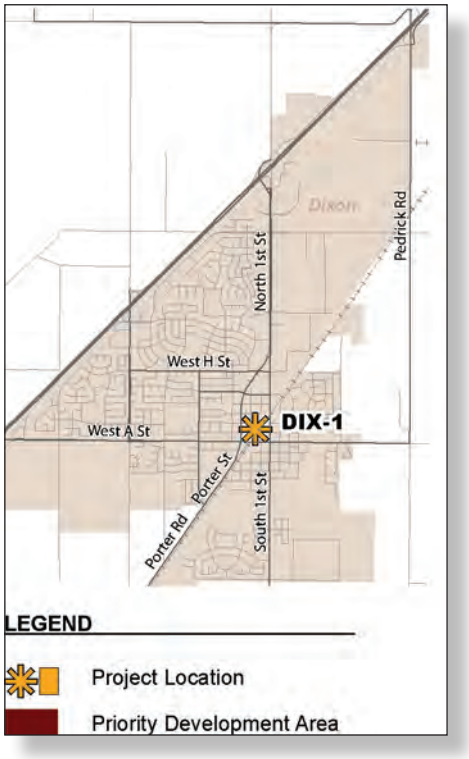
Cost: $6,100,000



West 'B' Street Undercrossing Concept Plan

Figure 2-DIX: Dixon Candidate Project Location

DIX-1: West 'B' Street Pedestrian/Bicycle Undercrossing



Fairfield

The City of Fairfield submitted two projects for consideration. Both projects are located within existing PDA boundaries. Brief project descriptions are followed by Figure 2-FAI, which indicates the approximate locations of the candidate projects.

FAI-1: West Texas Street Gateway Project

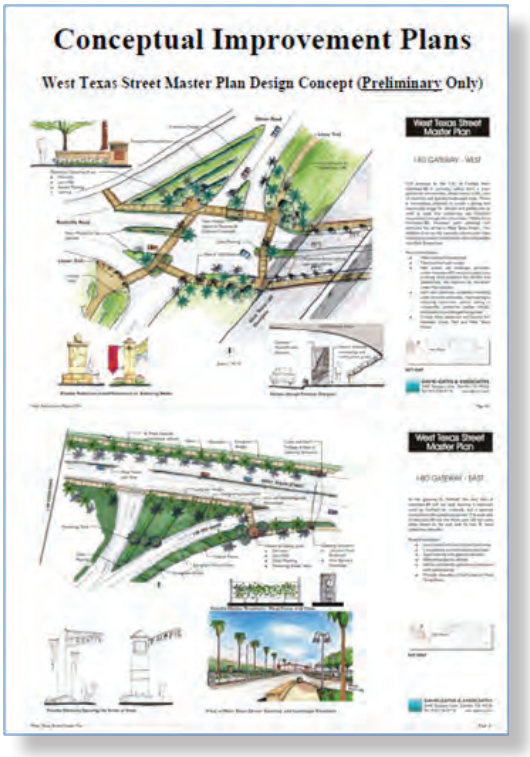
Completed phases of the West Texas Street Plan include the West Texas Street Master Plan (2002), which established basic design concepts for improvements to the West Texas Street corridor including gateway entry features, intersection enhancements, and pedestrian crossings. The West Texas Pedestrian Improvement and Streetscape Implementation Plan (2005) provided initial design concepts for key intersections and locations along the corridor.

STA has provided $150,000 to the City for design and to prepare construction drawings for the third phase of the project. Environmental review is currently underway. The plan will focus on the "gateway" area between Oliver Road and Beck Avenue, with an emphasis on the bus exit ramp, reconfigured intersection, and direct pedestrian access to the Fairfield Transportation Center from West Texas Street. This project will generate construction drawings for the gateway area suitable for capital funding at the regional level.

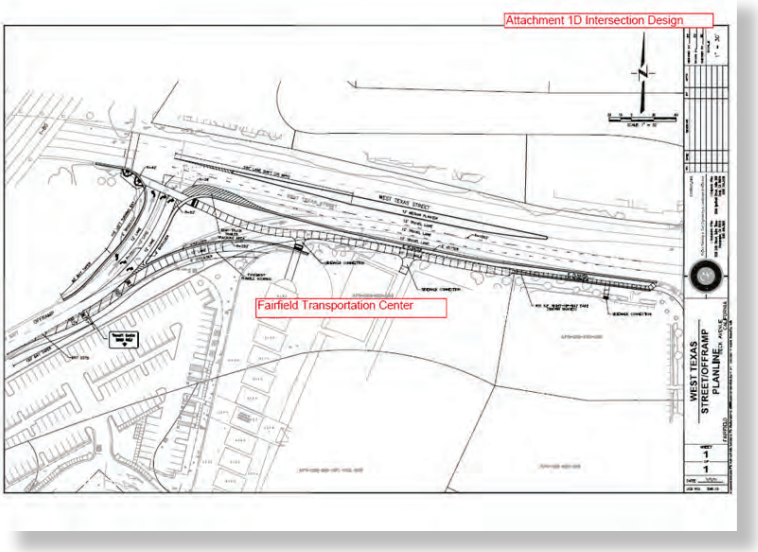
The project is part of the City's project list for capital improvements, and is within a regional Priority Development Area.

Project Type: A) Design; B) Construction

Cost: A) $300,000; B) 3,000,000



West Texas Street Concept Plan



West Texas Street Preliminary Design

FAI-2: Fairfield / Vacaville Intermodal Station

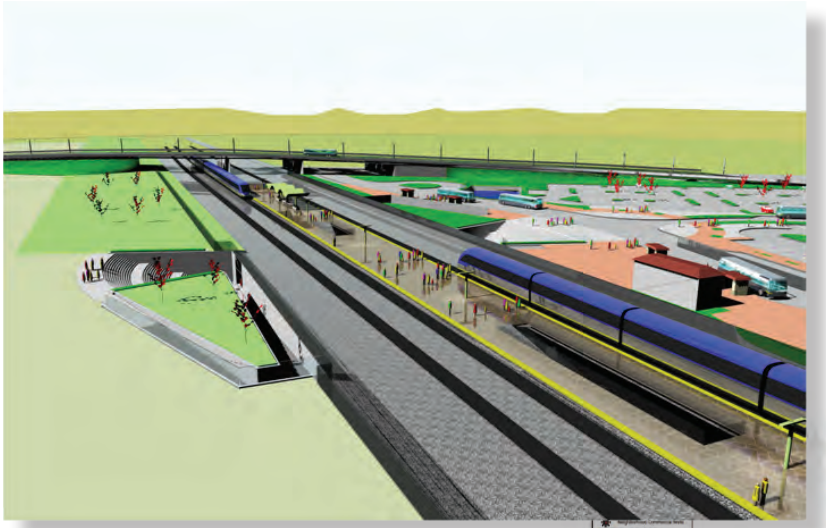
Planning for a Fairfield / Vacaville Intermodal Station began in the early 1990's and the site at Peabody Road and Vanden Road was listed as the highest priority rail project in STA's 2001 Rail Implementation Plan. In 2002, the City revised the General Plan to emphasize Transit Oriented Development around the site and in 2005 began work on the Train Station Area Specific Plan. In 2008, the planning area was expanded to 3,000 acres. The Train Station Area Specific Plan was approved in 2011 with 3,000 of the 6,800 housing units located within ½ mile of the train station and 1,800 acres permanently preserved in open space and environmental mitigation areas.

Design of the Fairfield / Vacaville Intermodal Station will be complete in 2012 and the Station is expected to open in 2014. Requirements placed on the project have increased the cost to design and construct the Intermodal Station to $54.6 million, which exceeds the funding currently available by $12 million. Additional funding is needed to ensure all of the pedestrian, bicycle, and aesthetic features in the base project can be completed.

The project is part of the City's project list for capital improvements and is within a regional Priority Development Area.

Project Type: Capital Project

Cost: $54,600,000



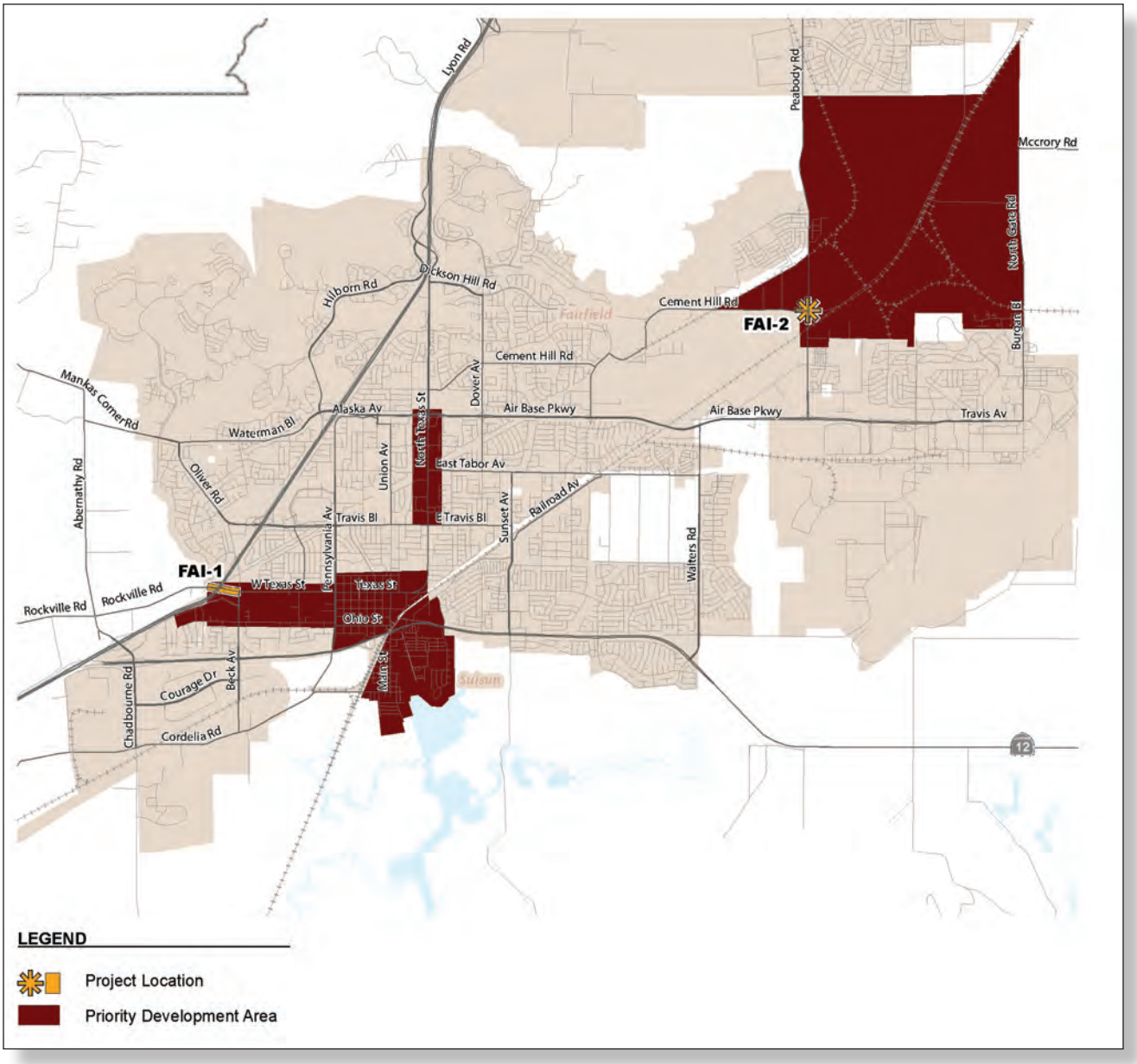
Intermodal Station Rendering

Intermodal Station Land Use Plan

Figure 2-FAI: Fairfield Candidate Project Locations

FAI-1: West Texas Street Gateway Project

FAI-2: Fairfield / Vacaville Intermodal Station



Rio Vista

The City of Rio Vista submitted two projects for consideration; however, only one is far enough along to be considered as a TSC project eligible for funding. The remaining project is included on a "watch list" presented after the candidate project description. Rio Vista has recently applied for formal PDA designation, which covers the area surrounding the candidate TSC project. The brief project description is followed by Figure 2-RIO, which indicates the approximate location of the candidate project.

RIO-1: Waterfront Improvements

The next phase of the Downtown Rio Vista Waterfront Plan includes plan refinement, cost updates, and phased improvements for pedestrian, bicycle, and transit activities. The Waterfront Specific Plan planning process was completed in three phases. Phases 1 and 2 focused on the public design process and included three Steering Committee meetings, three public workshops and a joint study session of the City Council and Planning Commission. Phase 3 completed the Specific Plan and included public hearings required for Plan adoption. The concept plan includes construction of a raised flood wall. This project is not located within an existing PDA; however, the City has submitted an application to ABAG for PDA designation.

Project Type: Environmental / Design / Capital

Cost: $2,000,000

Rio Vista Waterfront Concept Plan

Other Rio Vista Projects

The following project was also submitted by Rio Vista; however, it lacks sufficient detail for consideration as a TSC candidate project at this time. The project has been placed on the "watch list" for consideration in future TSC Plan updates as more information becomes available.

Highway 12 Corridor Complete Streets Corridor

This project will develop a complete streets corridor concept plan for State Route 12 through Rio Vista between Drouin Drive and Front Street. The project will focus on conceptual designs that include bicycle, pedestrian and transit improvements along the corridor.

Figure 2-RIO: Rio Vista Candidate Project Location

RIO-1: Rio Vista Waterfront Improvements

Downtown Rio Vista

Suisun City

Suisun City submitted three projects for consideration. All three projects are located within existing PDA boundaries. Brief project descriptions are followed by Figure 2-SUI, which indicates the approximate locations of the candidate projects.

SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)

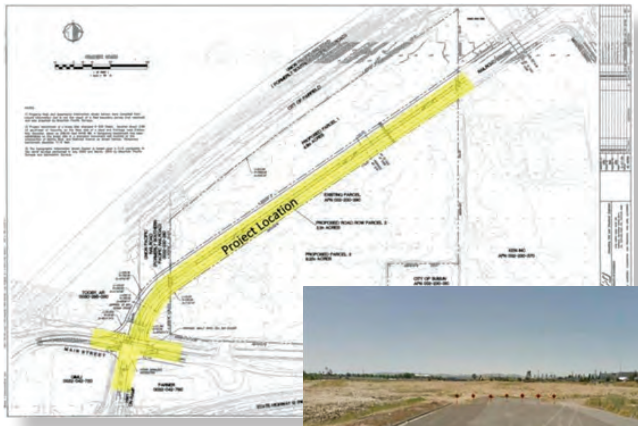
This project would construct a four-lane arterial parkway between Marina Boulevard and Main Street including 1,500 linear feet of roadway, a new bridge over Union Avenue Creek and construction of a traffic signal at the intersection of Railroad Avenue/Main Street/Highway 12.

The project connects Suisun & Fairfield PDAs, enhances access to County services, installs a pedestrian/bike path, improves access to the train station, and connects residents to employment (local and non-local). The preliminary design phase is complete. Additional funding is needed for environmental review, final design and construction.

Project Type:

A) Plan Refinement / Environmental / Design;
B) Construction

Cost: A) $322,000; B) $3,045,000



Railroad Avenue Extension alignment

SUI-2: Lotz Way Bike and Pedestrian Improvements

This project would construct a safe transit environment for pedestrians and bicyclists along Lotz Way. Construction of a Class I bikeway would complete the system gap between downtown and the Grizzly Island Trail. This project may also be considered as a potential Safe Routes to School candidate given the proximity to Crystal Middle School. The concept phase is complete. Additional funding is necessary for project implementation. The project is located within a PDA.

Project Type:

A) Conceptual Planning;
B) Construction

Cost: A) $250,000; B) $1,000,000

Lotz Way - Existing Conditions

SUI-3: Suisun Train Station: Safe Routes to Transit

This project would improve pedestrian and bicycle access along the routes to and from the Suisun City Capitol Corridor Train Station and the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current Americans with Disabilities Act (ADA) standards, installing additional bicycle facilities, providing better lighting, adding signage and pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, and installing countdown pedestrian heads at traffic signals.

This project enhances multimodal travel with direct benefit to the train station. A concept plan would provide more detailed project cost estimates and funding possibilities for project implementation. The project is located within a PDA.

Project Type:

A) Conceptual Plan / Environmental / Design;
B) Construction

Cost: A) $40,000; B) $550,000

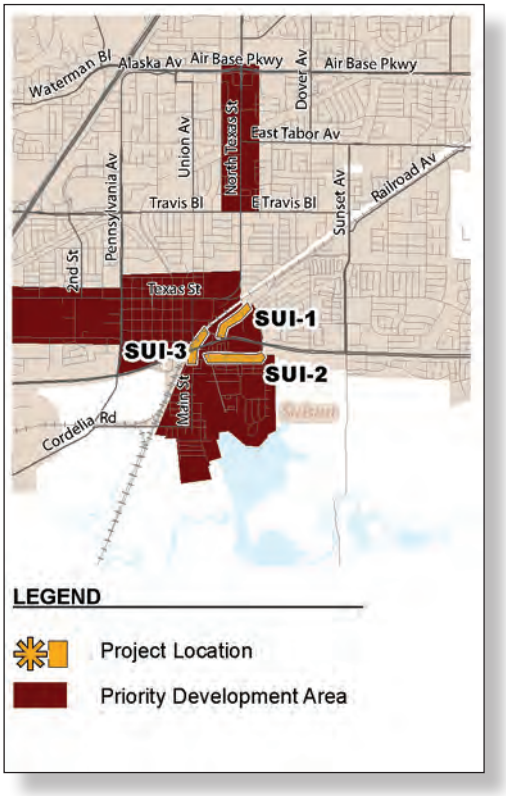
Suisun Train Station

Figure 2-SUI: Suisun City Candidate Project Locations

SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)

SUI-2: Lotz Way Bike and Pedestrian Improvements

SUI-3: Suisun Train Station Safe Routes to Transit



Vacaville

Vacaville submitted four projects for consideration. All four projects are located within existing PDA boundaries. Brief project descriptions are followed by Figure 2-VAC, which indicates the approximate locations of the candidate projects.

VAC-1: Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

This project consists of constructing physical pedestrian safety enhancements and delineating Class II bicycle lanes to improve pedestrian and bicycle safety at one of the widest intersections in the city of Vacaville.

This project would significantly improve pedestrian safety and comfort in crossing all four legs of the intersection while also providing new bike lanes on two approaches to the intersection, adding bicycle detection equipment at this traffic signal, and reducing greenhouse gas emissions, stops and delays based on existing traffic volumes and traffic forecasts through buildout of the City's General Plan. There is adequate pavement area in this intersection to make the proposed improvements for pedestrians and bicyclists without negatively impacting vehicle LOS. Design and environmental work can begin immediately once grant funding is secured. The project is part of the City's project list for capital improvements, and is within a designated PDA.

Project Type: Design

Cost: $350,000

VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

This project would construct a Class I bicycle path along Ulatis Creek between the Vacaville Downtown Creekwalk at McClellan Street and Comstock way just north of I-80. The project would include park and pedestrian elements between McClellan Street and Depot Street, such as a shade structure, plaza, and benches. This critical bikeway link will continue the theme of the Downtown Creekwalk and connect to adjacent future retail, commercial and housing.

The City can begin design and environmental work immediately with additional grant funding. The project is part of the City's project list for capital improvements, and is within a PDA.

Project Type: Design and Construction

Cost: $2,500,000

Ulatis Creek Path

Mason Street at Depot Street

VAC-3: Vacaville Transportation Center Intermodal Station (Phase 2)

The project would construct a 400-space parking structure adjacent to the newly constructed Vacaville Transportation Center, which provides regional transit service. Proposed improvements include associated lighting, landscaping and a second photovoltaic system to further serve the transportation facility. The project will provide additional parking for commuters and will bring the facility to its full potential as a transportation hub. The project supports the use of alternative modes of transportation to reduce traffic congestion along the Interstate 80 corridor. Additionally, the project has the potential to provide shared parking for adjacent land uses within the PDA.

Phase 1 is complete and operational. The City has funding to commence site planning studies, and will begin that work in March 2012. The project has adequate funding to complete design of Phase 2; however, additional funding is needed for construction. The project is part of the City's project list for capital improvements, and is within a PDA.

Project Type: Design and Construction

Cost: $14,000,000

Intermodal Station

VAC-4: Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements

This project would construct bicycle and pedestrian improvements within or serving the Allison/Ulatis Priority Development Area. Three specific improvements are proposed as described below. The project is part of the City's project list for capital improvements and is within a PDA.

A) Allison Drive Sidewalk: Construct a sidewalk along the east side of Allison Drive from the Vacaville Transportation Center entrance, which is across from Travis Way, to Nut Tree Parkway. These improvements would complete proper pedestrian access between the newly constructed Vacaville Transportation Center and the existing restaurants and retail establishments along Nut Tree Parkway as well as extend the landscape corridor along the east side of Allison Drive providing shade for pedestrians. (Estimated construction cost = $248,000)

B) Allison Drive Bike Path (Ulatis Creek to Ulatis Drive): Construct a Class I bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive. Completing this segment of the bike path would provide connectivity between the existing Class I path on either side of Allison Drive. Right-of-way would need to be acquired for construction. (Estimated construction cost = $180,000)

C) Burton Drive/Helen Power Intersection Pedestrian Crossing Improvements: Install enhanced pedestrian crossing treatments at the signalized intersection of Burton Drive/Helen Power Drive to facilitate pedestrian travel between high-density senior housing on the south side of the intersection and the existing restaurants, retail establishments and services to the north and east of this intersection. (Estimated construction cost = $225,000)

Project Type: Design

Cost: $650,000

Allison/Ulatis PDA Improvements

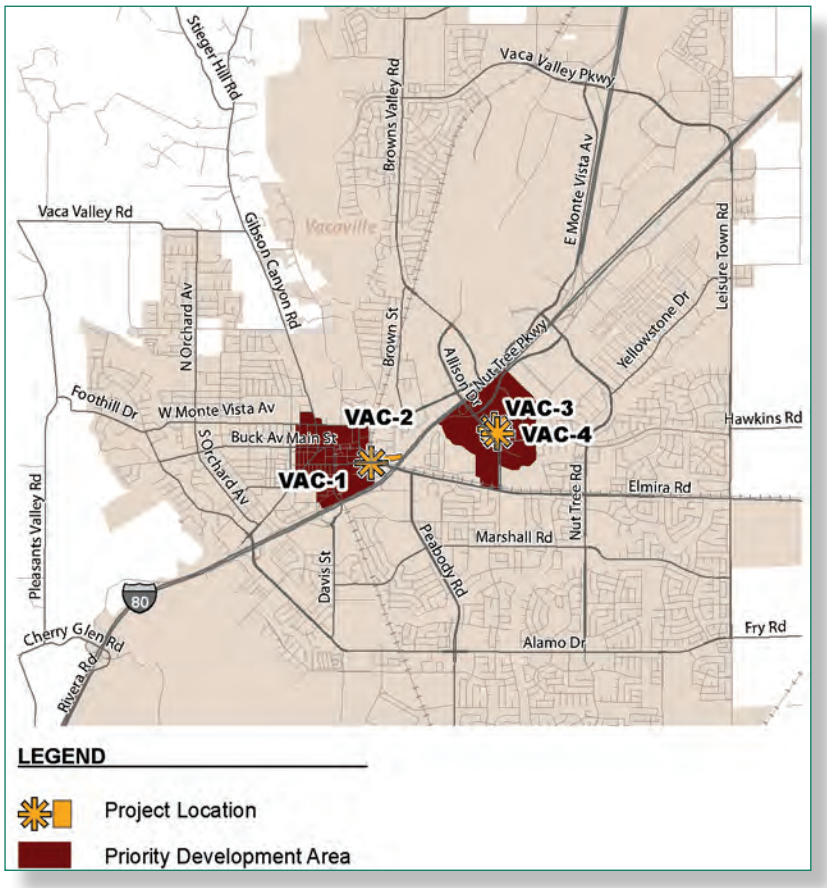
Figure 2-VAC: Vacaville Candidate Project Locations

VAC-1: Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

VAC-3: Vacaville Transportation Center-Phase 2

VAC-4: Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements



Vallejo

Vallejo submitted three projects for consideration. The project sponsor indicated that the Vallejo Station Parking Structure (Phase B) is the highest priority project. Two projects are located within the existing Downtown Waterfront PDA boundary, while the third is in an area for which PDA status has been applied for. Brief project descriptions are followed by Figure 2-VAL, which indicates the approximate locations of the candidate projects.

VAL-1: Vallejo Station Intermodal Facility-Parking Structure Phase B

The Vallejo Station Parking Structure Project is a major component of the Vallejo Waterfront Planned Development Master Plan (WPDMP). This project would eventually construct a 1,200 space parking structure for ferry system riders in two phases. Phase A, which is scheduled for completion in early 2012, consists of 750 parking spaces with the remaining balance to be constructed during Phase B. The parking structure is designed as a joint use facility to accommodate transit-oriented use and commercial space constructed at the ground floor frontages along Georgia Street and Santa Clara Street. It is also designed to accommodate a future hotel. The parking consolidation would free up over 10 acres for development as outlined in the WPDMP.

Phase B is estimated to cost $27 million, of which $16 million is unfunded. This project is included on the City's project list for capital improvements. The project is located within the Downtown Waterfront PDA. This project is the City's highest priority TSC project.

Project Type: Construction

Cost: $27,000,000

Vallejo Station Intermodal Facility - Phase A

VAL-2: Downtown Vallejo Streetscape Improvement Project

The Downtown Streetscape Improvement Project includes streetscape and landscape beautification within a 14-block area bounded by Sonoma Boulevard to the east, Virginia Street to the north, Sacramento Street to the west and Maine Street to the south. Amenities include widened sidewalks, street furniture, signage, decorative paving, pedestrian-friendly street lighting, pavement reconstruction, and replacement of curb and gutter. One of the goals of this project is to widen sidewalks and to create street "bulb-outs" to calm traffic and make the sidewalks more pedestrian friendly. These improvements conform to the vision, goals, and requirements described in the Downtown Vallejo Design Guidelines, Downtown Vallejo Specific Plan, and the Downtown Specific Plan/Virginia Street Development EIR. This phase of the project would provide a pedestrian-friendly link between the new Vallejo Transit Center and the Downtown area.

Phase 1A of the Downtown Streetscape Project has been completed. Phase 2 has been funded with regional TLC and CMAQ funding including a local match. Phase 3 is unfunded in the amount of $16 million, which can further be broken down by block as funding becomes available. This project is part of the City's list for capital improvements and is located within the Downtown Waterfront PDA.

Project Type: Construction

Cost: $16,000,000

Downtown Vallejo Streetscape Project

VAL-3: Sonoma Boulevard Corridor

The City of Vallejo is in the conceptual planning stages of this project, and is also preparing to request PDA status for this area. Planned improvements are envisioned to include streetscape and landscape beautification elements in support of a "complete streets" concept. The project would be divided into four separate phases by geographic neighborhood. The project will be added to the City's project list for capital improvements.

Project Type: A) Conceptual; B) Enviornmental / Design; C) Construction

Cost: A) $500,000; B) $300,000; C) Construction $48,000,000

Sonoma Boulevard Study Area

Figure 2-VAL: Vallejo Candidate Project Locations

VAL-1: Downtown Vallejo Streetscape

VAL-2: Vallejo Station Parking Structure Phase B

VAL-3: Sonoma Boulevard Corridor

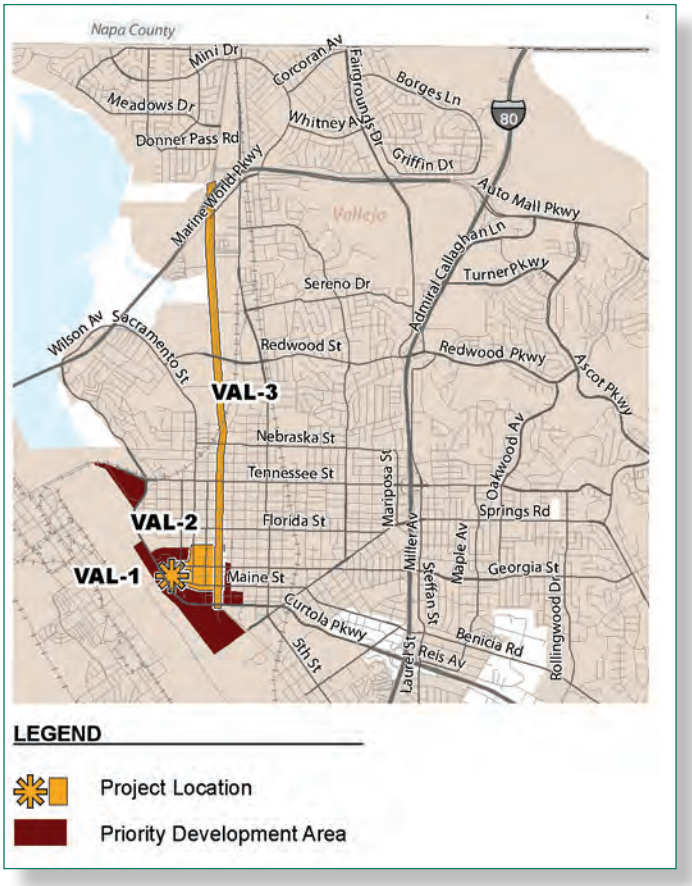


Table 1: Candidate Improvement Projects Summary (All Jurisdictions)

Project ID / Title	Project Type	Estimated Cost	Within PDA	Project Status
Benicia				
BEN-1: Benicia Intermodal Station	Conceptual Planning and Capital Project	$3,000	Pending	In design
BEN-2: Benicia Industrial Park Transit Hub	Design and Construction	$1,250	Pending	Planning phase
BEN-3: Sulfur Springs Creek Trail Connectivity	Conceptual Planning and Design	TBD	Pending	Planning phase
Dixon				
DIX-1: West 'B' Street Pedestrian / Bicycle Undercrossing	Capital Project	$6,100	Pending	Construction Scheduled
Fairfield				
FAI-1: West Texas Street Gateway Project	A) Design; B) Construction	A) $300; B) $3,000	Yes	In design
FAI-2: Fairfield / Vacaville Intermodal Station	Capital Project	$54,000	Yes	In Design
Rio Vista				
RIO-1: Rio Vista Waterfront Improvements	Environmental/Design/ Capital	$2,000	Pending	Concept plan complete
Suisun				
SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)	A) Plan Refinement/Environmental/Design; B) Construction	A) $322; B) $3,045	Yes	Prelim. design complete
SUI-2: Lotz Way Bike and Pedestrian Improvements	A) Design; B) Construction	A) $250; B) $1,000	Yes	Concept complete
SUI-3: Suisun Train Station	A) Conceptual Plan/Environmental/Design; B) Construction	A) $40; B) $550	Yes	Initial improvements identified

Table 1 (continued): Candidate Improvement Projects Summary (All Jurisdictions)

Project ID / Title	Project Type	Estimated Cost	Within PDA	Project Status
Vacaville				
VAC-1: Mason Street at Depot Street - Road Diet - Bike/Pedestrian Improvements	Design and Construction	$350	Yes	
VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)	Design and Construction	$2,500	Yes	
VAC-3: Vacaville Transportation Center (Phase 2)	Design and Construction	$14,000	Yes	
VAC-4: Allison/Ulatis Prioirty Development Area Bike/Pedestrian Improvements	Design, Right-of-Way and Construction	$650	Yes	
Vallejo				
VAL-1: Vallejo Station Intermodal Facility - Parking Structure Phase B	Construction	$27,000	Yes	
VAL-2: Downtown Vallejo Streetscape (Phase 3)	Construction	$16,000	Yes	
VAL-3: Sonoma Boulevard Corridor	A) Conceptual; B) Environmental/design; C) Construction	A) $500; B) $300; C) $48,000	Pending	Planning effort underway

Source: Fehr & Peers/Policy In Motion, 2012

8 Performance Measures

Performance-based planning is commonly used by jurisdictions cognizant of the need to track the effectiveness of project implementation. By utilizing a framework for examining projects based on goals and objectives, projects can demonstrate direct need and benefit. In addition, projects that document tangible performance metrics often compete well for funding and streamline the process for reporting results, which may be required as a condition of grant funding or other funding sources. This chapter outlines how STA can apply a performance-based planning framework to its TSC candidate projects.

MTC's Transportation 2035 Performance Assessment Report defines performance-based transportation planning as an approach that "focuses on the measurable outcomes of potential investments and the degree to which they support stated policies." Performance-based transportation planning is further defined as both "systematic and analytic" in that it:

- Expresses policy in terms of quantifiable objectives
- Relies on analytic methods to predict the impacts of different types of investments on system performance
- Sets up an analytic framework for periodic monitoring of system performance
- Assesses performance trends and provides the opportunity to make adjustments

Similarly, other regional transportation agencies have crafted performance-based transportation frameworks. The Portland Department of Transportation has initiated an integrated project planning and evaluation tool called STARS (Sustainable Transportation Analysis and Rating System) based on improved access to opportunities for people and goods rather than solely vehicle mobility. Both of these example jurisdictions use a typical four-part process consisting of: 1) establishing goals and objectives; 2) evaluating strategies (or performance criteria) to achieve the objectives; 3) implementing the project; and, 4) measuring performance.

Relationship to TSC Projects

Chapter 4 established the overall goals and supporting objectives of the TSC. This was a necessary first step for the performance–based transportation planning approach. The next step included quantification (i.e., weighting of supporting "livability strategies") for meeting Plan goals and objectives. These strategies are identified in Chapter 7 as the performance criteria. The performance criteria were then used to develop a prioritized list of projects for each member jurisdiction. The fourth and final step in performance-based transportation planning is to establish quantifiable metrics (where practical) for periodic monitoring of project outcomes based on established goals and objectives. The purpose of a performance measurement plan is to provide ongoing project accountability.

Often times, the most impactful metric is visual. Agencies should create a pictorial log of before, during and after photos of TSC projects. In addition, user surveys can be a meaningful way to gage perceptions of the project.

Suggested Evaluation Process - Checklist

Measuring project success and outcomes across sustainability goals may be a challenge for Solano County's local governments given limited baseline data and resources to measure the progress of the projects outlined in this Plan. Therefore, a checklist approach is recommended with the ability to add numerical values where available. The following framework provides a qualitative "checklist" approach for assessing the benefit of each project. It can also be adapted to quantify project progress to the extent that numerical or measurable data is available. Examples of quantifiable evaluation metrics include miles of new bikeway added, number of jobs with 1/4 mile of access improvements and estimated green house gas (GHG) reduction as a function of vehicle miles travelled (VMT) reduction strategies.

Balanced Transportation System Supporting Land Use Objectives

- Improved direct connection to transit facilities of regional significance
- Enhanced bicycle access with new or improved bikeways
- Enhanced pedestrian access with new or improved pedestrian facilities
- Balanced multi-modal access with vehicle mobility needs

Measures of effectiveness may include: Miles of new bikeway added, number of new enhanced crosswalks, list of physical design features incorporated into transit stop or station planning

Quality of Life, Public Health and Safety

- Demonstrated impact on creating sense of place
- Connected people to jobs, schools, shopping, parks and cultural attractions
- Catalyst for supporting educational and awareness campaigns, workshops or resources to encourage active transportation
- Introduced physical safety enhancement through project design

Measures of effectiveness may include: Before and after surveys and photos, list of physical features that eliminated barriers and improves access to jobs, schools, shopping, parks and cultural attractions, list of new programs or initiatives, list of design features directly resulting in improved safety for all users

Economic Development

- Contributed to access improvements for local jobs and retail
- Complemented land use plan with strategic transportation investment
- Directly benefited priority development area (PDA)

Measures of effectiveness may include: Number of jobs within ¼ mile of access improvement, list of new developments or local investments occurring simultaneously or after project completion

Environmental Resources

- Resulted in a reduction to vehicle miles travelled (VMT)
- Supported water, land and energy consumption

Measures of effectiveness may include: Description of project features that result in VMT reduction and resource conservation, estimated VMT reduction potential of various strategies presented in resources such as the California Air Pollution Control Officers Association (CAPCOA), Quantifying Greenhouse Gas Mitigation Measures, August 2010.

9 Next Steps

The TSC Plan provides project detail and justification to assist the Solano Transportation Authority (STA) and its member agencies pursue and allocate funding to implement projects and programs, which result in sustainable communities. This Chapter outlines the next steps associated with implementation of the TSC Plan.

Implementation

Implementation of candidate projects requires coordination between the STA, STA's member jurisdictions, and other agencies. Candidate projects are at various stages of development and implementation. Where applicable, candidate projects should be incorporated into Capital Improvement Plans to further demonstrate local commitment and priority. Information presented in this plan will inform future project selection and funding allocation.

Emphasis on PDAs

Currently, Solano County has nine PDAs. Applications from Benicia, Dixon and Rio Vista are under consideration. Funding provided by MTC's proposed OBAG will be a funding source for incentivizing transportation projects that support the FOCUS Program's principles for sustainable communities. The OBAG provides a programming funding plan for Federal Congestion Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP), and State Transportation Enhancement (TE) Program for the next three years. The STA is currently collaborating with member agencies on the identification of prime opportunity parcels within each of the PDAs. Thoughtful development of vacant or under-utilized parcels would advance the vision of sustainable communities with complementary land use and transportation elements.

Monitor TSC Impact

Many of the TSC projects are envisioned as "catalyst" projects intended to change perceptions and encourage sustainable practices over the long term. Short-term direct benefits may be difficult to quantify directly. Chapter 8 suggests a performance-based planning approach and a checklist evaluation process. As the TSC Plan moves forward amidst a competitive funding environment, tangible project benefits would reinforce the cost-benefit of these strategic transportation projects.

Downtown Benicia

Plan for Complete Streets

A Complete Street provides transportation access to all users of the road including bicyclists, children, pedestrians, motorists, transit users, and seniors and people with disabilities. Planning and designing complete streets is context-sensitive and includes community involvement. It is both a process and a finished product. The California Complete Streets Act of 2008 (AB 1358 Chapter 675) is the primary guiding legislation for accommodating bicycle and pedestrian consideration as part of transportation and land use planning. The Metropolitan Transportation Commission is planning to take the legislation a step further by requiring local jurisdictions to amend their General Plan to be consistent with the California Complete Streets Act to be eligible for transportation funding. The STA will need to continue to collaborate with its member agencies to utilize plans such as the Transportation for Sustainable Communities Plan to meet the intention of MTC's requirements and State legislation.

Downtown Rio Vista

Advocate for Sustainable Communities

The TSC Plan is one example of the STA's dedication to strategic project delivery, which supports sustainability initiatives. Through the advancement of key transportation projects, the STA and STA's member jurisdictions demonstrate commitment to regional objectives. Candidate TSC projects reflect the highest priority "livability" projects selected by each jurisdiction.

Union Ave. Pedestrian Crossing, Fairfield Downtown South PDA

Solano Transportation Authority

Appendix A:

Additional Priority Development Area (PDA) Information

What is the overall vision for this area?
The 925-acre *Northern Gateway – Benicia Industrial Park Priority Development Area* (PDA) presents a tremendous opportunity to transform Benicia's industrial area into a jobs rich employment center characterized by connected and complete streets, fixed transit, bus service, access to everyday needs, and parkland amenities. The area is situated along the HWY 680 and the Capitol Corridor Amtrak line and has access to HWY 780. Benicia foresees this PDA as a regional destination to "cleantech" industries and green collar jobs as well as serving as an alternative point of entry to reach Benicia's tourism attractions, including the waterfront and downtown. In addition, growth in workforce serving uses are envisioned to provide access to everyday worker needs. Cleantech and green collar jobs would be complemented with a mix of live-work housing, artists studios, cultural institutions, small markets and convenience stores, restaurants, hotels, bed and breakfast accommodations, and retail, all of which are allowed by right or with a use permit in Benicia's industrial and commercial zoning districts. Four primary capital projects for this PDA have been identified: (1) a new transit hub at Industrial Way and Park Road, (2) pedestrian improvements, such as proper sidewalks, street trees, street lights, and a full complete streets program for Industrial Way and Park Road, the primary thoroughfares, (3) an improved public access trail for Sulphur Springs Creek to connect with the Bay Trail and to streets and pathways leading into the Industrial Park, and (4) a new Capital Corridor Commuter Train Station along HWY 680. With a new transit stop along the Capitol Corridor line, Benicia would be positioned as a regional rail destination for business and commerce while helping to offset greenhouse gas emissions from automobiles. The proposed PDA already has infrastructure in place that will enable it to transform into successful, multi-point walkable districts that will enhance everyday business operations and provide amenities for its workforce. In addition, complementing this employment center is Benicia's Downtown PDA, which provides a rich housing supply and additional employment opportunities and tourism. Together, Benicia's proposed employment center PDA and the existing downtown PDA will create a complete and connected community while becoming a regional jobs destination for outlying areas and reducing commutes to the inner Bay Area. Altogether, these efforts aim to facilitate development of new and expanding businesses in a setting that provides alternative means of travel into and out of the employment center and beyond.

How does the vision align with the place type selected?
The land proposed for this PDA is already zoned for industrial and commercial uses. Zoning Districts within the employment center include IL (Light Industrial), IG (General Industrial), IP (Industrial Park), and CG (General Commercial) with maximum floor area ratios of 0.8, 1.0, 0.6, and 1.2 respectively. Two bus routes traverse the industrial park, which include FAST Route 22 (serviced by Fairfield and Suisun Transit), and SolTrans Route 40 connecting passengers to BART. Route 40 provides 17-minute headways during peak hour commutes, and Route 22 has morning and afternoon/early evening routes that connect passengers to Route 40 and downtown Benicia. The vision includes providing pedestrian and bike facilities throughout the area and transforming Industrial Way and Park Road into complete streets with connectivity to the downtown PDA. In addition, when the Benicia City Council adopted the Downtown Mixed Use Master Plan, it demonstrated its willingness to reduce parking standards not only in downtown, but citywide. Reduced parking standards support higher density, mixed use development and would be consistent with the employment center place type criteria. Currently, the IG, IL, CG, and IP allow for a mix of uses that support a strong industrial base; such uses include live work and artist studio housing types, small markets and convenience stores, ATMs, restaurants and cafés, cultural institutions, retail, hotels and bed and breakfast accommodations, and auto rental for instance. These uses would provide basic needs for the workforce. Currently, housing in close proximity can be found off of East 2nd Street and Rose Drive in the Southampton neighborhood, as well as in Benicia's Historic Arsenal, and the downtown PDA. Finally, the jobs/household ratio for the entire jurisdiction of Benicia is 1.16 jobs for each household, which is less than the existing jobs/household regional average of 1.25.

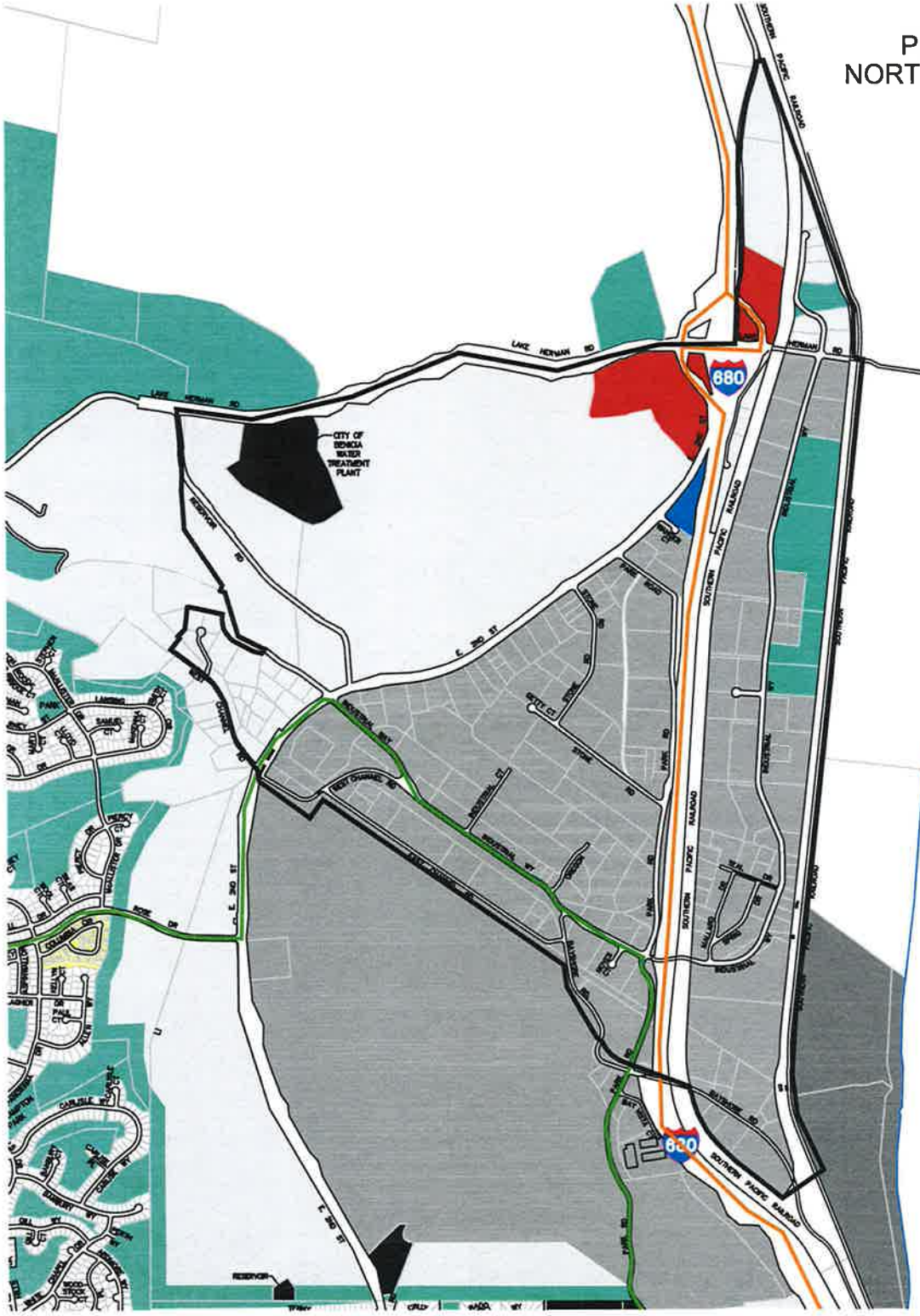
What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?
To establish a train stop, collaborative efforts between Southern/Union Pacific, Solano Transportation Authority, Metropolitan Transportation Commission and Capitol Corridor Joint Powers Authority must be renewed and refocused. Design drawings were developed in 2002, but now funding must be obtained. It's clear that sufficient densities will be necessary to support transit. Access to local and regional bus service is available, but service needs to be expanded and more readily accessible for regional commuters. Street modifications to improve overall connectivity, safety, and walkability are needed to make pedestrian and bicycle accessibility a feasible option for travel to, from, and within the PDA. Adequate park and ride facilities would also need to be part of any future transit station and bus transit hub. Such parking facilities must allow motorists to drive to the station, quickly find a parking space and then walk or ride public transit to jobs, basic needs, commercial activities, and to access restaurants and entertainment in Benicia's downtown. Complementing this effort, Benicia has secured 1.2 million of RM2 funds to support the multi-modal facility (transit hub) at Industrial Way and Park Road. In addition, the City has committed resources towards a Business Development Action Plan (currently under review).

Describe relevant planning processes, and how community members were involved in developing the vision and/or the plan for this area.
During the last General Plan update, citizens discussed the possibility of a rail stop in Benicia, which ended up as policy in the General Plan directing the City to work with Caltrans, Bay Conservation and Development Commission, Solano Transportation Authority, and the Metropolitan Transportation Commission. In addition, citizens support policies to improve the Sulphur Springs Creek Trail, and develop a comprehensive system of pedestrian and bike routes that link employment centers to housing, commercial activities, and schools and parks. Another City policy is to provide safe and direct access to the Industrial Park as well as increased bus route service.

Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.
Benicia's Industrial Park is in many ways the economic engine in Benicia, as well as a significant employment center in Solano County. Benicia's industrial area is second only to Fairfield's in square footage in Solano County. Despite its successes, the Industrial Park does not benefit from transit offered by the Bay Area Rapid Transit District (BART) nor Amtrak. Currently, BART does not have plans to extend its infrastructure north of the Carquinez Strait. However, Amtrak operates on existing lines that run right through the proposed PDA. This presents an extraordinary opportunity for Benicia. If a transit stop and transit bus hub are both realized, citizens and commuters will be able to access a wide range of Bay Area destinations, including airports for travel virtually anywhere, without having to rely on the automobile.

To be successful, Benicia will have to channel more growth and development in this pre-existing urbanized area at densities that support transit. As a PDA, Benicia's Industrial Park can position itself to become an example of how an existing employment center can undergo retrofit in a way that makes it more sustainable, more walkable, and provide a true sense of place for not just residents, but workers, who spend much of their time in a workplace setting. Because the existing Benicia Downtown PDA provides a dense housing and jobs land use pattern, it can connect in a meaningful way with the Northern Gateway – Benicia Industrial Park PDA to create a balanced community. Achieving this balance will serve as an example of Smart Growth not only in the ABAG region, but also beyond.

PROPOSED PRIORITY DEVELOPMENT AREA
NORTHERN GATEWAY- BENICIA'S INDUSTRIAL PARK



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Graphic Scale in Feet

ZONING MAP LEGEND:

	OS	OPEN SPACE
	PS	PUBLIC & SEMI-PUBLIC
	RS	SINGLE FAMILY RESIDENTIAL • 0 - 7 DU/ACRE
	RM	MEDIUM DENSITY RESIDENTIAL • 8 - 14 DU/ACRE
	RH	HIGH DENSITY RESIDENTIAL • 15 - 21 DU/ACRE
	PD	PLANNED DEVELOPMENT
	CC	COMMUNITY COMMERCIAL
	CO	OFFICE COMMERCIAL
	CG	GENERAL COMMERCIAL
	CD	DOWNTOWN COMMERCIAL
	CW	WATERFRONT COMMERCIAL
	I L	LIMITED INDUSTRIAL
	I G	GENERAL INDUSTRIAL
	I W	WATER RELATED INDUSTRIAL
	I P	INDUSTRIAL PARK

GENERAL LEGEND:

	PROPOSED BOUNDARY
	LOT / PROPERTY LINE
	STREET / ROAD / HIGHWAY RIGHT-OF-WAY LINE
	SHORE LINE / EDGE OF WATER BODY
	NORTHEAST BENICIA CITY RIDE (ROUTE 22)
	FAIRFIELD/SUISUN TRANSIT SYSTEM SOLANO EXPRESS (ROUTE 40)

PDA Grant Application Narrative 4 Supplement City of Dixon

In 1996 the Downtown Revitalization Plan was prepared with the assistance of a citizen advisory committee. The study covers mainly the commercial area (Attachment A) of Old Town designated CD on the enclosed map (Attachment B). The primary purpose of the plan was to implement the existing policies in the current 1993 General Plan and Redevelopment Plan by providing a vision for the overall revitalization and renovation of the downtown.

In 2007 the City Council adopted the Downtown Dixon Business Association Design Guidelines. The Guidelines were drafted with the assistance of a committee comprised of members of the Downtown Dixon Business Association. The Guidelines apply to mainly the commercial area of Old Town designated CD on the enclosed map (Attachment B), plus a small area just to the north of Old Town (Attachment C). The purpose of the Guidelines is to provide a specific set of design recommendations to help ensure the preservation and visual improvement of the downtown.

In 2007 the City completed the construction of a replica of the old Dixon train station located in the downtown. The station, located directly across the tracks from the original station, was built with the intent that it would eventually be used as a train stop for the Capitol Corridor Train.

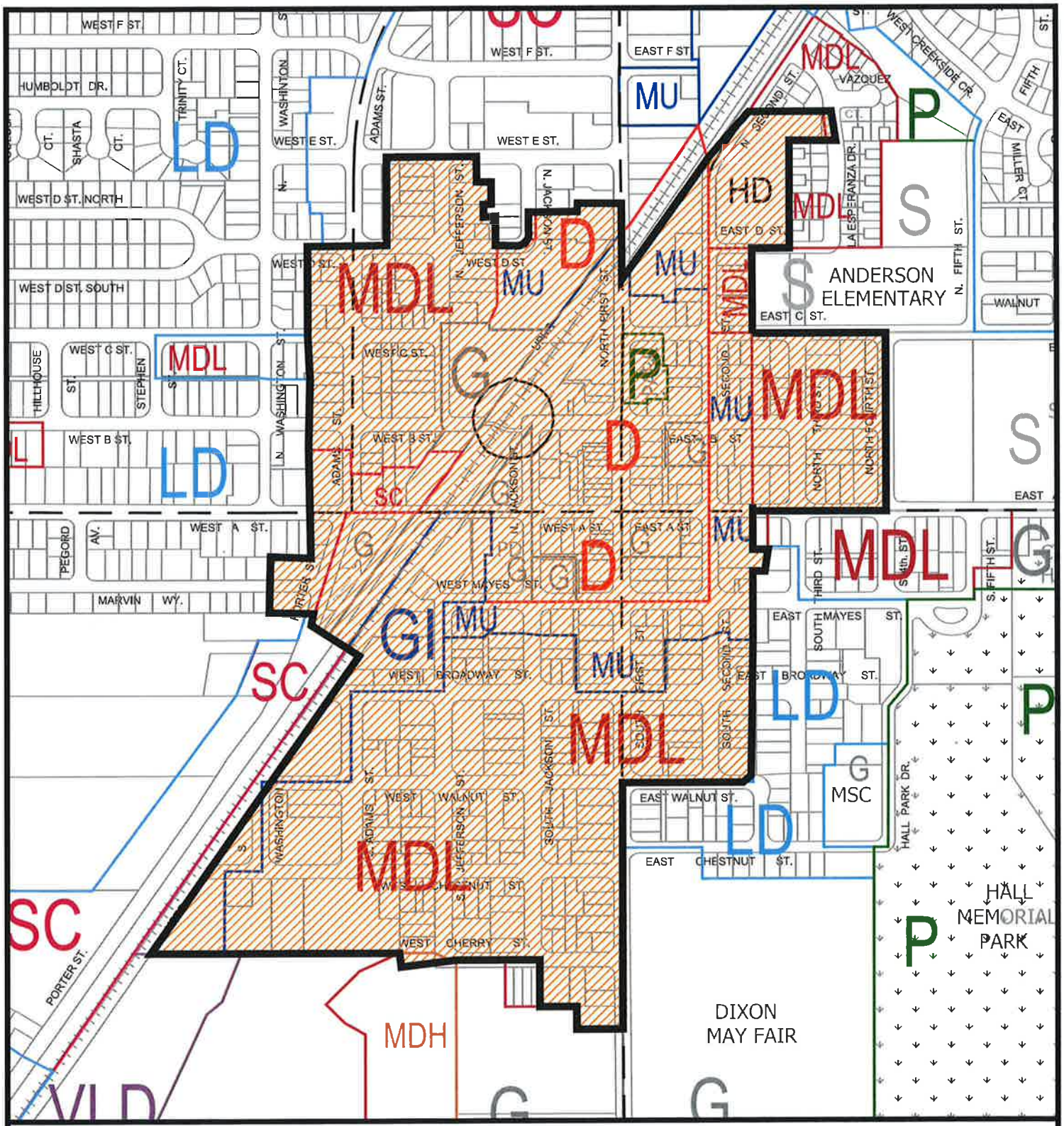
The City has committed 1.1 million fund dollars towards the local match needed for the construction of the B Street Pedestrian Undercrossing. The City is working with STA, the lead agency, to secure multiple grants needed for construction of the undercrossing. The undercrossing's main purpose is to eliminate the current at-grade crossing, thereby providing a safer way for pedestrians, especially students, to cross the railroad. The undercrossing ultimately is also needed as one of the many prerequisites for establishing an eventual Capitol Corridor train stop.

The City has continued to meet with representatives from UPRR and the Capitol Corridor Committee regarding the steps needed for Dixon to eventually have a train stop. One of the other prerequisites for a stop is the elimination of the existing at-grade crossing on West A Street to allow for the construction of a loading and unloading platform. Funding for removal of this crossing has not yet been identified. Having this area designated as PDA will allow for the City to apply for transportation grants needed to pay for the design and construction of the undercrossing and train stop.

Ultimately, the City hopes that many of the existing buildings in Old Town that are underutilized will be renovated and reused. The City hopes the upper floors of many of

these same buildings, which once were used as hotel rooms or apartments, will again be used for residential. A number of vacant lots identified in our housing element, many of which have been identified for either mixed use, commercial/residential or multiple-family, could be developed with higher density housing (20 to 30 units per acre). Having the Capitol Corridor train stopping in Dixon will likely serve as a catalyst for this vision to be realized.

Establishing Old Town as a transit stop for the Capitol Corridor train will lead to the development of this area as a rural town center with new jobs and higher density housing. The creation of the new jobs and housing will help with the City's jobs housing balance and will reduce the need for commuters to travel to their jobs, mostly in Davis, Sacramento and the East Bay by car. Much like Davis to our east, many more of Dixon's residents in time would be able to work, shop, eat and play without having to leave the City.



RESIDENTIAL

- VLD — VERY LOW DENSITY (20,000+SQ. FT.)
- LD — LOW DENSITY (7,000–19,999 SQ. FT.)
- MDL — MEDIUM DENSITY – LOW (3,000–6,999 SQ. FT.)
- MDH — MEDIUM DENSITY – HIGH (2,000 – 2,999 SQ. FT.)
- HD — HIGH DENSITY (1,500 – 1,999 SQ. FT.)
- FR — FUTURE RESIDENTIAL (AFTER 2010) (80/20 DENSITY MIX)

INDUSTRIAL

- PI — PLANNED BUSINESS/INDUSTRIAL
- GI — GENERAL INDUSTRIAL
- E — EMPLOYMENT CENTER

COMMERCIAL

- D — DOWNTOWN
- NC — NEIGHBORHOOD COMMERCIAL
- CC — COMMUNITY COMMERCIAL
- HC — HIGHWAY COMMERCIAL
- SC — COMMERCIAL SERVICES
- O — PROFESSIONAL/ADMINISTRATIVE OFFICES
- MU — CORE AREA MIXED USE

● ONLY HIGHWAY COMMERCIAL USE WITH ANNEXATION TO CITY IS ACCEPTABLE NEW DEVELOPMENT

✱ SPECIFIC PLAN APPROVAL REQUIRED

○ GRADE SEPARATION: (General Location Only)

— · — Dixon City Limits

OTHER

- G — GOVERNMENTAL/INSTITUTIONAL
- P — PARKS
- S — SCHOOL BUILDINGS/PLAY AREAS
- F — FUNCTIONAL (BUFFERS)
- A — AGRICULTURAL

CIRCULATION

- FREEWAY
- PRINCIPAL ARTERIAL EXISTING ALIGNMENT
- MINOR ARTERIAL EXISTING ALIGNMENT
- MINOR ARTERIAL GENERAL FUTURE ALIGNMENT (GENERAL LOCATION ONLY)

PDA PLAN AREA

CITY OF DIXON

DECEMBER 2011

PART 4 - Narrative for City of Rio Vista Priority Development Area

December 13, 2011

1. What is the overall vision for this area? How does the vision align with the place type selected?

The Rio Vista General Plan designates the proposed Downtown Rio Vista PDA area as Downtown/ Waterfront, Historical Residential, and Highway Commercial. The PDA area would contain about 100 acres and would extend generally between the Sacramento River waterfront, Highway 12, Seventh Street and California Street. This area was designated primarily because it contains most of Rio Vista's traditional town center, includes the major transportation corridors leading into the downtown area and contains substantial opportunities for housing, commercial and mixed- use development. This area has substantial infrastructure needs including flooding, deteriorated roads and alleys, and inadequate parking improvements, water and sewer lines. Also, the area has traffic and safety needs along Highway 12, particularly the need for "complete street" improvements including an additional traffic signal(s), and safety improvements for bicyclists, pedestrians and transit riders. The Rio Vista Redevelopment Plan includes this PDA.

Major results of this PDA would include:

- A revitalized downtown waterfront, enhanced Main Street shopping corridor and an enhanced State Route 12 Highway Commercial Corridor.
- Rehabilitation of the traditional historic residential, commercial and civic core of the City of Rio Vista.
- Reintroduction of water ferry transit service that had traditionally provided service between Sacramento and other Bay Area communities.
- Revitalizing the core area into its prior, very vibrant, full-service downtown, with more compact mixed-use growth including hotels, bed and breakfasts, restaurants, entertainment, professional offices, and new visitor- oriented opportunities.
- Redeveloping the waterfront including a new 200-year flood wall, public promenade, public amenities, boat docks and the new Bridge to Beach Multi-Use pathway.
- Enhancing Front Street, Second Street and other connecting streets and alleys.
- Repaving all the downtown streets and create additional safe routes to school.
- Upgrading parking, landscaping, sewer, water and undergrounding electrical utilities.

Rio Vista General Plan Principal:

- "The existing downtown and waterfront should be strengthened and retained as the central focus of the community. Cultural, civic, entertainment, and specialty retail uses – and supporting uses and activities should be located downtown and adjacent areas."

The Rio Vista Downtown PDA meets all the basic criteria described in the PDA guidelines including:

- The areas is an existing town center (not co-terminus with other urban communities) and is also located along the S.R 12 corridor;
- The area encompassed or are being planned to include a mix of services to reduce vehicle miles traveled and/or are being planned for more housing with a mix of supportive services;
- The area is being planned for more connectivity (multi-modal improvements, transit for employees and residents, etc.) and increased opportunities for walking and biking.
- The City has an urban growth boundary and other zoning policies in place to ensure planned, orderly, and efficient patterns of urban development.

2. What has to occur in order to fully realize this vision and place type? What has occurred in the past 5 years?

The City proposes to develop new strategic planning tools and funding to implement the proposals in the Waterfront Specific Plan, the Rio Vista Redevelopment Plan, the S.R. 12 Highway Corridor Design Diagram, Safe Routes to School enhancements, the Bridge-to-Beach Multi-Use pathway, the City's Short and Long Range transit plans, and the recently completed Rio Vista Flood Wall and Public Access Project. Specific actions would result in:

- New development developed along the waterfront per the Waterfront Specific Plan.
- Various safety, pedestrian, bicycle and other enhancements (i.e. landscaping, improved signage, wider range of uses and architectural improvements along Highway 12).
- New and rehabilitated commercial and housing units throughout the area including the rehabilitation of the former Rio Vista Hotel.
- Reconstruction and/or expansion of Rio Vista City Hall, & Rio Vista Senior Center.
- Additional services such as medical, shoe store, laundry, clothing store, electronics, souvenir shops, hotels, restaurants, assisted housing, & multi- family dwelling units.

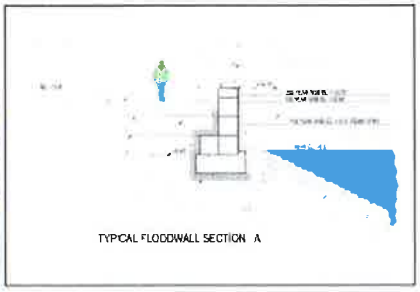
In 2003-04 the City completed a $1.2 million the Main Street Improvement Project using Transportation for Livable Community (TLC), state and local funds. In the past 5 years, the City has completed the Downtown Waterfront Specific Plan, constructed the Downtown Pilot Promenade Project, and completed the preliminary engineering and concept plans for the Rio Vista Flood Wall and Public Access Project. Also, in 2011, the City obtained a $60,000 grant from the Yolo Solano Air Quality Management District to establish an interim route, design, fabricate a signage program and print a user-friendly map for the Bridge-to-Beach Multi-Use pathway.

Key Improvements needed:

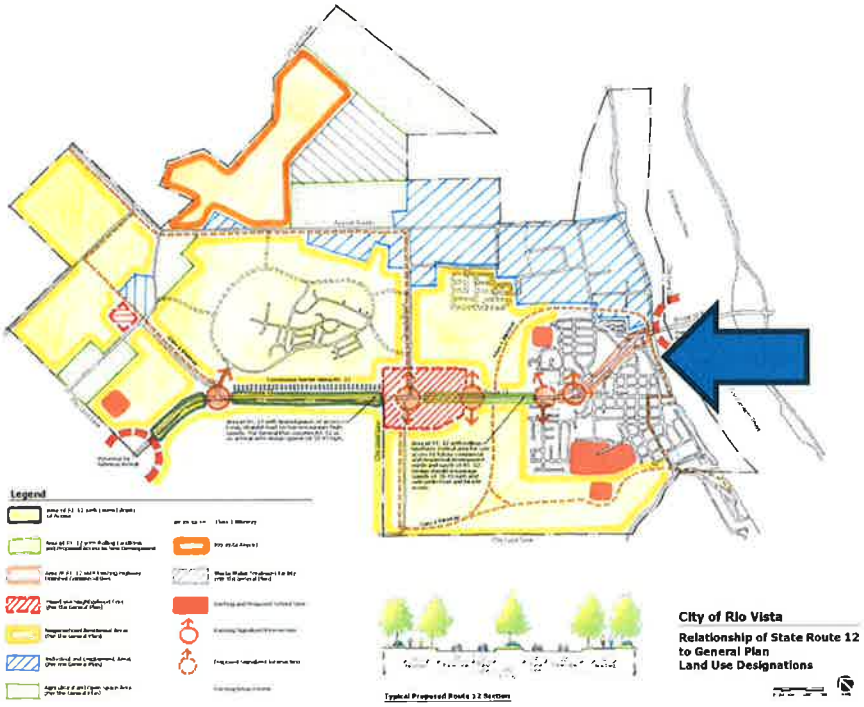
- New Transit Hub including a Ferry Terminal;
- "Complete Street" enhancements to S.R. 12, Front Street and Second Street including bicycle, pedestrian, transit and landscaping;
- Completion of flood wall and public promenade along entire waterfront.

Existing Boat Dock

Delta Breeze



Proposed Flood Wall/Promenade



S.R. 12 Corridor Diagram Concept showing relationships of Highway 12 Corridor to the General Plan and the area proposed for the Rio Vista PDA area, located immediately adjacent and to the south.

3. Describe relevant planning processes, and how community members were involved in developing the vision and/or plan for the area.

Numerous workshops were held during the development of both the 2006 Bridge to Beach Multi-Use Pathway Project and the 2007 Waterfront Specific Plan processes. Various members of the Planning Commission, City Council, downtown business owners and Chamber of Commerce members participated in the visioning workshops.

Plan

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4. Describe how this priority area has the potential to be a leading example of smart growth for the Bay Area.

Downtown Rio Vista is already one of the most walkable downtown areas in Solano County and the Bay Area, but has very little designated pathways or bike routes in the downtown area. In May 2006 the City of Rio Vista conducted a very innovative "Bridge to Beach: a path with a view" community design study. This unique analysis developed a community vision for promoting walking to work, school and play by establishing a comprehensive pathway/ trail system, linking the Rio Vista Bridge with City Hall, historic downtown Rio Vista, and other points south of the downtown.

In addition the Waterfront Specific Plan, completed in 2007, proposes a dynamic new mixed- use waterfront community, containing a high quality mix of retail, residential, community and visitor-oriented uses, with the multi-use promenade (a portion of the Bridge to Beach pathway), as a focal point and major draw to this revitalized area.

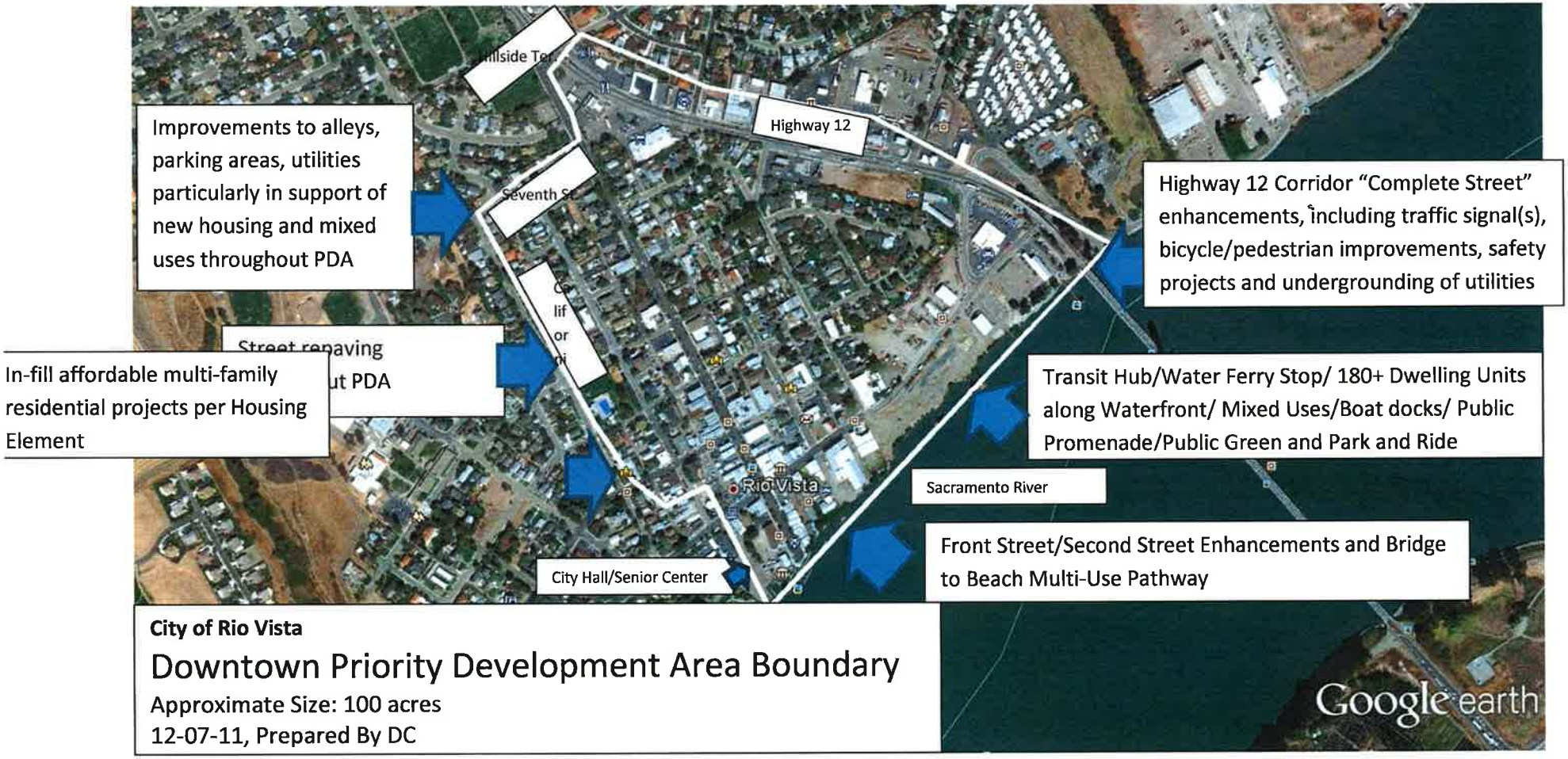
These type of downtown pedestrian improvements, along with a substantial level of bus and ferry services will create many longer term benefits will be to encourage more live-work opportunities, and create jobs and new retail sales from increased visitor-oriented uses. Alternative modes of travel will set the trend for residents, employees, and visitors to rely less on the use of the car for everyday short trips in the area. The proposed water ferry will also provide a viable, alternative mode of transit in case of emergencies or other disruption or majors delays of service on the 50+ year old Rio Vista Bridge.

The 2000 U.S. census estimated that approximately 6.9% of the Rio Vista population of 4,571 or about 315 persons reported that they walked to work. Assuming that about 1/3 of those residents, or about 1500 currently live within 1 mile or less of the Bridge to Beach pathway, then approximately 100 residents currently live within walking distance of the pathway and many more new residents would actually could or do walk to work, school or recreation if more enhancements (i.e. signage, lighting, gathering areas, benches) were made to the route.

Recently constructed Waterfront Promenade Pilot Project

With some basic PDA improvements, downtown Rio Vista has all the necessary attributes, a central location between 3 major regions, adjacency to the Delta, outdoor sporting opportunities (i.e. fishing and windsurfing) and a very beautiful natural environment that will transform the area into a premier waterfront oriented destination for Bay Area and Sacramento residents, and outside travelers. New opportunities to live-work, shop and commute with less reliance on driving a single-occupant car could help lead the way for other Bay Area communities.

As the waterfront and the rest of downtown further develop with some 400 new residential units, plus an estimated 300+ new commercial and visitor-oriented jobs, and increased numbers of outside visitors coming to the downtown particularly on peak during weekends to conduct business, and shop, the PDA area will return the area to its traditional role as the dynamic core center of the community.



City of Rio Vista

Downtown Priority Development Area Boundary

Approximate Size: 100 acres

12-07-11, Prepared By DC

Solano Transportation Authority

Appendix B:

TSC Candidate Projects

Prioritization Evaluation

Appendix B: SCP Candidate Projects Prioritization Evaluation

ID	Project Title	Balance Transportation System (20 pts)				Enhance Quality of Life (10 pts)		Promote Economic Development (15 pts)		
		bicycle access (5)	*ped access (5)*	*transit access (5)*	*vehicle access (5)*	*community culture (5)*	*supporting programs (5)*	*project readiness (5)*	*investments / pricing (5)*	*jobs / revenue (5)*
BEN-1	Benicia Intermodal Station	5	5	5	5				5	5
BEN-2	Benicia Industrial Park Transit Hub	5	5	5	5				5	5
BEN-3	Sulphur Springs Creek Trail Connectivity	5	5			5				
DIX-1	West 'B' St. Pedestrian/Bicycle Undercrossing	5	5	5		5	5	5	5	
FAI-1	West Texas Street Gateway Project	5	5	5	5	5	5	5	5	5
FAI-2	Fairfield/Vacaville Intermodal Station	5	5	5	5	5		5		5
RIO-1	Rio Vista Waterfront Improvements	5	5	5		5				5
SUI-1	Railroad Avenue Extension Marina Boulevard to Main Street)	5	5	5	5	5				5
SUI-2	Lotz Way Bike and Pedestrian Improvements	5	5	5		5				5
SUI-3	Suisun Train Station Safe Routes to Transit	5	5	5		5	5			
VAC-1	Mason Street at Depot Street - Road Diet/Bike/Pedestrian Improvements	5	5	5	5	5			5	
VAC-2	Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)	5	5	5	5	5			5	5
VAC-3	Vacaville Transportation Center (Phase 2)	5		5	5			5	5	5
VAC-4	Allison/Ulatis Priority Development Area -- Bike/Ped Improvements	5	5			5			5	
VAL-1	Vallejo Station Intermodal Facility-Parking Structure Phase B			5	5			5	5	5
VAL-2	Downtown Vallejo Streetscape Improvement Project Phase 3	5	5	5	5	5	5	5	5	5
VAL-3	Sonoma Boulevard Corridor	5	5	5	5	5	5		5	5

Appendix B: SCP Candidate Projects Prioritization Evaluation

ID	Link Transportation and Land Use (20 pts)				Support Public Health and Safety (10)		Conserve Environmental Resources (10)		Local Match (10)		Located within PDA (5)		Total
	integrated planning (5)	*connects destinations (5)*	*project list (5)*	*housing affordability (5)*	*active transportation (5)*	*safety measures (5)*	*GHG reduction (5)*	*water / land / energy (5)*	*Yes (10)*	*No (0)*	*Yes (5)*	*No (0)*	
BEN-1		5			5	5	5	5				Pending	55
BEN-2		5	5		5	5	5	5				Pending	60
BEN-3		5			5		5	5				Pending	35
DIX-1	5	5	5		5	5	5	5	10			Pending	80
FAI-1	5	5	5	5	5	5	5				5		85
FAI-2	5	5	5	5	5	5	5				5		75
RIO-1	5	5	5	5	5		5	5				Pending	60
SUI-1	5	5	5		5				10		5		65
SUI-2	5	5	5		5		5				5		55
SUI-3		5	5		5	5	5	5			5		60
VAC-1	5	5	5		5	5	5		10		5		75
VAC-2	5	5	5		5	5	5		10		5		80
VAC-3	5	5	5				5		10		5		65
VAC-4	5	5	5		5	5	5		10		5		65
VAL-1		5	5						10		5		50
VAL-2	5	5	5		5	5	5		10		5		90
VAL-3	5	5			5	5						Pending	60