



Solano Transportation Authority
... working for you!

423 Main Street, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC & PAC)
SPECIAL JOINT MEETING AGENDA**

6:00 p.m. - 8:00 p.m., Thursday, July 16, 2026

**The meeting is being held both in-person at 423 Main St., Suisun City, CA 94585
Third Floor of the STA Building**

STA Zoom Link

<https://us02web.zoom.us/j/87114082633?pwd=bOBgEZBSRcTay7Om52YXE8VWQgXwpb.1>

Meeting ID: 871 1408 2633 Passcode: 463116

ITEM

STAFF PERSON

- | | |
|--|---|
| <p>1. CALL TO ORDER/INTRODUCTIONS/
CONFIRM QUORUM (6:00 p.m.)</p> <p>2. APPROVAL OF AGENDA (6:05 p.m.)</p> <p>3. I-80/I-680/SR12 INTERCHANGE PROJECT PACKAGE 5 REGIONAL
MEASURE 3 FUNDING REQUEST - Review of Complete Streets
Checklist (6:10 p.m.) Pg. 3</p> <p>4. OVERVIEW OF ONE BAY AREA GRANT CYCLE 4 (OBAG 4) &
COMMUNITY ACTION RESOURCE & EMPOWERMENT (CARE)
PROGRAM (6:20 p.m.)</p> <p>5. PROJECT SPONSOR PRESENTATIONS
<i>3-minute presentations will be provided by each project sponsor</i></p> <p>6. A <u>OBAG 4</u></p> <p>a. Downtown Complete Streets Improvements (6:25 p.m.) Pg. 7</p> <p>b. Safe Routes to School Roadway Safety Improvements (6:30 p.m.) Pg. 11</p> | <p>Teresa Booth,
PAC Chair</p> <p>Jacob Francisco,
BAC Chair</p> <p>Jasper Alve, STA</p> <p>Jasper Alve, STA
Kathrina Gregana, STA</p> <p>Neil Leary,
City of Benicia
Greg Malcolm,
City of Rio Vista</p> |
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The complete packet is available on STA's website: www.sta.ca.gov

2026 BAC MEMBERS

<u>Jacob Francisco</u> City of Fairfield Chair	<u>Neal Iverson</u> City of Vacaville Vice-Chair	<u>Tyler Meirose</u> City of Suisun City	<u>Rachel Mixon</u> Member at Large	<u>David Belef</u> City of Vallejo	<u>Jason Gray</u> Solano County	<u>Terry Stenz</u> City of Dixon	<u>VACANT</u> City of Benicia	<u>VACANT</u> City of Rio Vista
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2026 PAC MEMBERS

<u>Teresa Booth</u> City of Vallejo Chair	<u>David George</u> City of Suisun City Vice-Chair <u>Avery Livengood</u> Member at Large	<u>Bob Berman</u> Bay Area Ridge Trail (Member at Large) <u>Virginia Hernández- Chávez</u> Solano County	<u>Patrick Murphy</u> City of Rio Vista <u>Vacant</u> City of Dixon	<u>Joseph Green-Heffern</u> City of Fairfield <u>Vacant</u> Member at Large	<u>Diane Dooley</u> City of Benicia	<u>Cookie Clark</u> City of Vacaville
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- c. Ulatis Creek Bike Path Extension Project - Phase I (6:35 p.m.) **Pg. 19** Rick Navarro,
City of Vacaville
- d. Broadway/Alameda Street Road Diet (6:40 p.m.) **Pg. 23** Leonard Job,
City of Vallejo
- e. Georgia Streets Complete Streets Improvements (6:45 p.m.) **Pg. 31** Glen March/Leonard Job,
City of Vallejo
- f. Benicia Road Phase 3 (6:50 p.m.) **Pg. 35** Riley Martinson,
County of Solano
- g. Farm to Market Phase 4 (6:55 p.m.) **Pg. 39** Riley Martinson,
County of Solano
- h. Main Street/Transit Center Pedestrian and Safety Improvements
(7:00 p.m.) **Pg. 43** Amanda Dum,
City of Suisun City

5.B BAC/PAC Questions/Feedback on OBAG 4 Projects
(7:05 - 7:30 p.m.)

5.C CARE Program

- a. D.H. White Elementary Safe Routes to School (7:30 p.m.) **Pg. 55** Greg Malcom,
City of Rio Vista
- b. State Route 12 Refuge Island Project (7:35 p.m.) **Pg. 59** Maribel de la Cruz,
City of Suisun City
- c. Fairgrounds Drive Sidewalk Gap Closure & Speed Radar Signs
(7:40 p.m.) **Pg. 63** Leonard Job,
City of Vallejo

6.D BAC/PAC Questions/Feedback on CARE Projects (7:45 - 8:00 p.m.)

6. ADJOURNMENT

The next meeting will be a **Special Joint Bicycle and Pedestrian Advisory Committee** meeting on **September 3, 2026**, at the STA Building in 423 Main Street, Suisun City, CA 94585.

Questions?

Please contact STA Assistant Planner, Dulce Jimenez, at (707) 399-3214 or djimenez@sta.ca.gov.

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Nick Burton

Email Address:

nburton@sta.ca.gov

Contact Phone Number:

(707) 399-3207

Project Sponsor:

Solano County Transportation Authority (STA)

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Endorsement

Regional Funding Program(s):

Senate Bill 1 (SB1) Competitive Programs - (SCCP, TCEP, LPP-C)

Project Name/Title:

I-80/I-680/SR-12 Interchange Project - Construction Package 5

Project Location:

Fairfield

Project Description:

The project constructs approximately 1.3 miles of Red Top Road/Business Center Drive and a partial interchange at the new Red Top Road/Business Center Drive/SR 12 West (SR 12W) linking I-80 and SR 12W. It builds a new grade-separated UPRR crossing and improves the two I-80/Red Top Road ramp intersections. The project adds 1.2 miles of Class I multi-use path and 0.8 miles of Class II bike lanes, expanding safe multimodal options. The new roadway connection provides access to the Red Top Road Park and Ride, which will be used as a new transit stop for Fairfield Suisun Transit, utilizing existing amenities. Freight electrification facilities are included to support truck charging and expansion of electric freight fleets.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Roadway Transit (bus, light rail, streetcar), Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

The project is included in the City of Fairfield General Plan Circulation Element prepared in 2024 as a new roadway project and Class I bicycle facility. The project is listed in the 2020 Solano County Active Transportation Plan, Fairfield Chapter, Project ID 371A Red Top Road Park and Ride Path Connection.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project is implementing a high-comfort Class I path that provides separation between vulnerable users and vehicles and trucks. The Red Top Road/Business Center Drive extension will have speeds in excess of 26 mph with limited pedestrian volumes due lack of density. Designing for All Ages & Abilities Contextual Guidance for High Comfort Bicycle Facilities recommends a shared use path (Class I) for this condition.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

STA has been in coordination with Fairfield and Suisun Transit regarding the ability to use the Red Top Road Park and Ride facility due to the better access provided by the project. The agency is interested in using the facility and adding a stop to Routes 7 and 8T. The existing Red Top Road Park and Ride facility is already equipped for bus service with transit shelters. The project will install clear bicycle and pedestrian connections to the park and ride facility to support non-motorized access to transit.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

There have been 95 collisions in the project area over the 5 year period between 2019 and 2023. 38% of collisions have been read end collisions often caused by unsafe speeds and lane changes. 19% of crashes were hit object, 15% sideswipe, and 14% broadside. Sideswipe collisions are caused by unsafe lane merges and broadsides the result of conflicts between turning vehicles. There have not been any pedestrian or cyclist involved collisions, largely due to the lack of safe and comfortable facilities in the area.

The project installs safety countermeasures to address existing collision patterns. These include signaling and improving the I-80/Red Top Road Interchange ramp intersections, realigning and extending Red Top Road to connect with Business Center Drive and installing bike lanes and a multiuse path along the local roadway.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, New Crosswalk, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

FAST (City of Fairfield Transit)

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

Summary of BPAC meeting comments:

A special Special Joint Bicycle And Pedestrian Advisory Committee (BAC & PAC) Meeting is being held on July 16. This project and the checklist will be presented at this combined committee meeting.

Generated on: 6/18/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

New SR 12 Partial Interchange

New Bridge Crossing UPRR R/W

New I-80 to SR 12 Connector

Modified WB I-80 Ramps

Widen Red Top Rd Under I-80

Maintain Access to Existing Red Top Rd

New Extension of Mangels Blvd to Business Center Dr

New Extension of Business Center Dr to SR 12

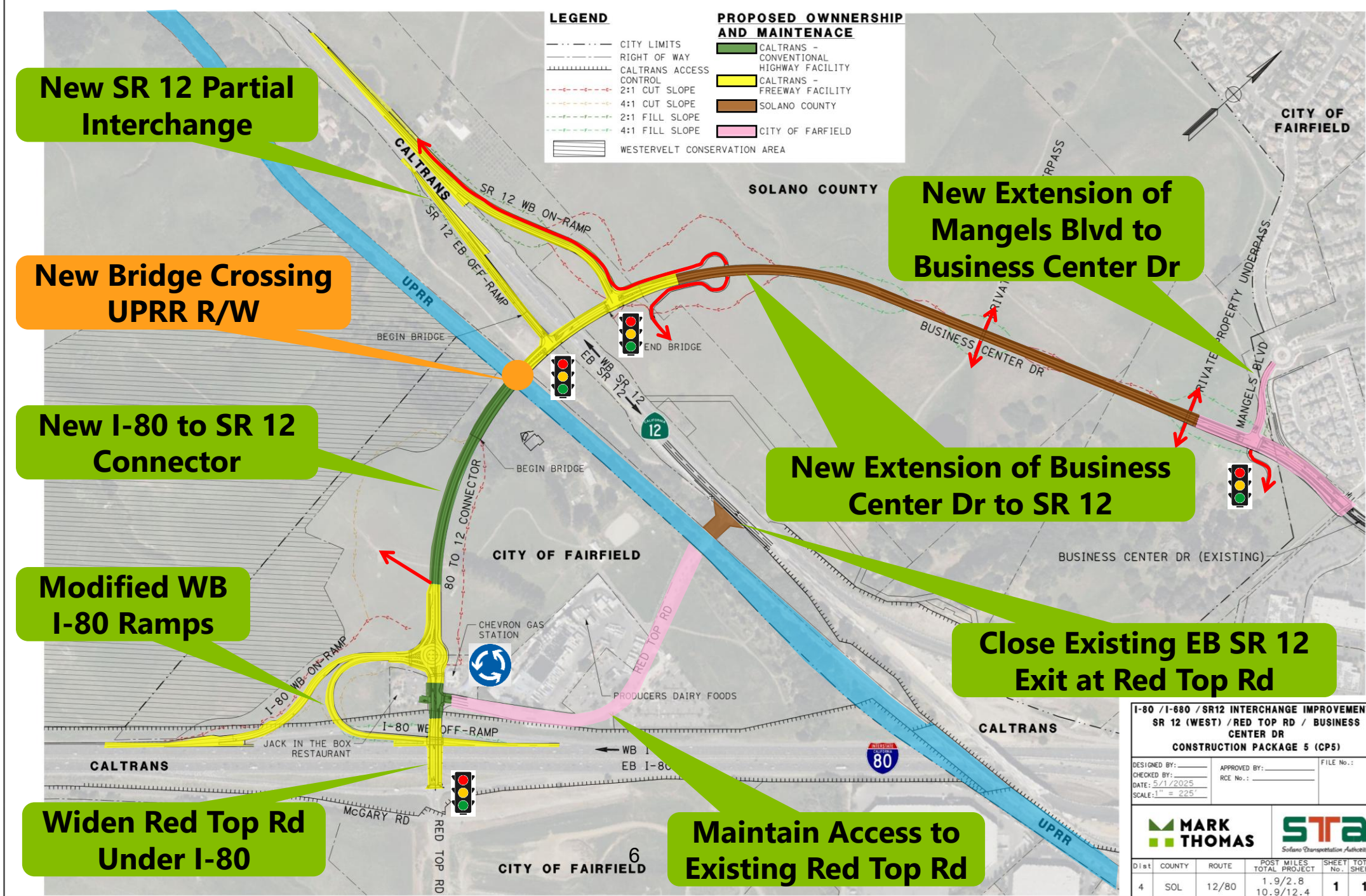
Close Existing EB SR 12 Exit at Red Top Rd

LEGEND

- CITY LIMITS
- RIGHT OF WAY
- CALTRANS ACCESS CONTROL
- - - 2:1 CUT SLOPE
- - - 4:1 CUT SLOPE
- - - 2:1 FILL SLOPE
- - - 4:1 FILL SLOPE
- ▨ WESTERVELT CONSERVATION AREA

PROPOSED OWNERSHIP AND MAINTENANCE

- ▨ CALTRANS - CONVENTIONAL HIGHWAY FACILITY
- ▨ CALTRANS - FREEWAY FACILITY
- ▨ SOLANO COUNTY
- ▨ CITY OF FARFIELD



**I-80 / I-680 / SR12 INTERCHANGE IMPROVEMENTS
SR 12 (WEST) / RED TOP RD / BUSINESS CENTER DR
CONSTRUCTION PACKAGE 5 (CP5)**

DESIGNED BY: _____ APPROVED BY: _____ FILE No.: _____
 CHECKED BY: _____ RCE No.: _____
 DATE: 5/1/2025
 SCALE: 1" = 225'

MARK THOMAS		STRA Solano Transportation Authority			
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
4	SOL	12/80	1.9/2.8 10.9/12.4	1	1

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Derek Linsley

Email Address:

dlinsley@ci.benicia.ca.us

Contact Phone Number:

707-746-4237

Project Sponsor:

Benicia Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Downtown Benicia Complete Streets Project

Project Location:

Benicia

Project Description:

The Downtown Benicia Complete Streets Project will improve approximately 0.8 miles of First Street between B Street and K Street in downtown Benicia. Improvements include pavement rehabilitation, buffered Class II bicycle lanes, curb extensions, ADA accessibility upgrades, RRFB pedestrian crossings, enhanced stop-control devices, bicycle parking, sidewalk replacement, and green infrastructure tree pits with stormwater infiltration features. The corridor serves local businesses, transit stops, and regional bicycle routes.

Project Phase(s):

Preliminary Engineering (PE)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

The project is identified in the Solano Transportation Authority's Comprehensive Transportation Plan (CTP) as a Tier 1 Active Transportation Project and a Tier 1 Arterials, Highways, and Freeways Project. The project is also consistent with the City of Benicia General Plan (adopted 1999, as amended), which identifies First Street as the City's primary downtown commercial corridor and supports pedestrian-oriented streetscape improvements, bicycle facilities, traffic calming, accessibility upgrades, and investments that enhance downtown vitality. The project advances General Plan goals related to Complete Streets, multimodal transportation, economic development, and safe pedestrian access.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project incorporates design principles consistent with NACTO's Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities by improving bicycle connectivity and comfort along First Street through the installation of buffered Class II bicycle lanes, traffic calming features, enhanced intersection visibility, and reduced pedestrian crossing distances via curb extensions. These improvements create a safer and more intuitive environment for bicyclists of varying ages and experience levels within Benicia's downtown commercial district.

The project will also be designed in accordance with the U.S. Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) adopted in July 2024. Improvements include replacement of damaged and uplifted sidewalks, reconstruction of pedestrian crossings affected by roadway crowns, upgraded curb ramps and landing areas as necessary, and enhanced pedestrian crossing treatments through the installation of Rectangular Rapid Flashing Beacons (RRFBs). These improvements will improve accessibility, safety, and mobility for persons with disabilities, older adults, and all users of the public right-of-way.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

First Street is Benicia's primary downtown commercial corridor and experiences the highest concentration of vehicle collisions involving pedestrians and bicyclists in the city. The corridor serves as a key destination for residents and visitors, with frequent pedestrian crossings, on-street parking activity, bicycle travel, transit access, and vehicle traffic occurring within a constrained roadway environment. These conditions create multiple conflict points between roadway users and contribute to elevated safety risks for vulnerable users.

The project incorporates a comprehensive set of proven traffic safety countermeasures consistent with the Bay Area Vision Zero Safe Systems approach and Complete Streets principles. Planned improvements include buffered Class II bicycle lanes to increase separation between bicyclists and motor vehicles; curb extensions (bulb-outs) to shorten pedestrian crossing distances and improve visibility; Rectangular Rapid Flashing Beacons (RRFBs) at key crossings to increase driver yielding rates; LED-enhanced stop control devices to improve driver awareness; removal of roadway crowns at intersections to improve pedestrian accessibility and crossing comfort; replacement of damaged sidewalks; and upgraded pavement markings throughout the corridor.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

None

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

Meeting to be held with Solano Transportation Authority Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on July 16th.

Generated on: 6/26/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Greg Malcolm

Email Address:

gmalcolm@ci.rio-vista.ca.us

Contact Phone Number:

707-249-7506

Project Sponsor:

City of Rio Vista Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

D.H. White Elementary School Safe Routes to School

Project Location:

Rio Vista

Project Description:

The City will install 16 Rectangular Rapid Flashing Beacons, 9 ADA-compliant curb ramps, and 8 yield signs at primary access points to the D.H. White campus. The project will also add 1,820 square feet of new sidewalk along Linda Vista Way, remove and replace 496 square feet of existing sidewalk, and remove and replace 358 linear feet of curb, gutter, and sidewalk along Elm Way. The 2025 Solano County Safe Routes to School (SR2S) Plan audited D.H. White Elementary and documented conditions that place children at risk. The nearest transit stop is on St. Francis Way and Linda Vista Way, about 0.7 miles away from the campus. The 2025 Solano County Safe Routes to School (SR2S) Plan audited D.H. White Elementary and documented conditions that place children at risk; the plan recommends improved frontage sidewalks, curb extensions, and crossing warning signs at D.H. White (SR2S Plan, 2025, p. 64), and those recommendations form a core of this project.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

This project carries out recommendations from several adopted local and countywide plans. The 2025 Solano County Safe Routes to School Plan, approved by the STA Board, audited D.H. White Elementary and recommended improved frontage sidewalks, curb extensions, and crossing warning signs, which form the core of this project (p. 64). The Solano Countywide Active Transportation Plan, Rio Vista Chapter (2020) recommends enhanced crossing treatments near the project area to provide a safe route and crossings to school (p. 24). The Solano Countywide Local Road Safety Plan, Rio Vista Chapter (August 2022) ranks the Highway 12 and Virginia Drive intersection near the D.H. White neighborhood among the city's highest-priority high-crash locations (p. 129). The plan recommends enhanced pedestrian crossing treatments, city-wide (p. 134). The Rio Vista Community-Based Transportation Plan (2023 to 2024) documents community concern around speeding on Virginia Drive near the school (p. 167). The City of Rio Vista ADA Self-Evaluation and Transition Plan (Kimley-Horn and Associates, June 2024) identifies schools as high-priority pedestrian attractors for ADA barrier removal (p. 24) and establishes a citywide framework for bringing sidewalk corridors, curb ramps, and unsignalized pedestrian crossings into compliance with ADA Standards and PROWAG (p. 17 to 18). The project's ADA-compliant curb ramps directly implement the Transition Plan's prioritization framework for school-area pedestrian infrastructure. The Solano Comprehensive Transportation Plan 2040 includes Safe Routes to School as an element of its Active Transportation Element (p. 28).

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Solano Countywide Local Road Safety Plan (Rio Vista Chapter, August 2022) documents hazardous conditions near the project area. The Highway 12 and Virginia Drive intersection ranks among the city's highest crash locations; this intersection had a total of 11 crashes between 2016 - 2020, including one severe injury crash (p. 129). 45% (5) of the crashes involved unsafe vehicle speeds, and one crash involved a pedestrian (p.129).

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Has a local BPAC reviewed this Checklist?

No

Generated on: 6/28/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Greg Malcolm

Email Address:

gmalcolm@ci.rio-vista.ca.us

Contact Phone Number:

707-249-7506

Project Sponsor:

City of Rio Vista Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

City of Rio Vista Safe Routes to Rio Vista High School

Project Location:

Rio Vista

Project Description:

This project will install yield signage and six Rectangular Rapid Flashing Beacons at the three crossings of Bruning Avenue and South Fourth Street as well as at the South Fourth Street and St. Gertrudes Avenue crossings, primary entrances to Rio Vista High School. This Safe Routes to School project also includes building two ADA-compliant curb ramps and reconstructing a driveway and about 25 linear feet of curb, gutter, and sidewalk along South Fourth Street. The closest transit stop to the school is on Front St and Main St about 0.5 miles away from the campus.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Safe Routes to School Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

This project carries out pedestrian safety recommendations from several adopted local and countywide plans. The Solano Countywide Active Transportation Plan, Rio Vista Chapter (2020) names Rio Vista High School and identifies near-term Safe Routes to School corridors, including a Class IV separated bikeway on State Route 12 and a Cross-Downtown Bikeway, that establish safe routes to school for the high school (pp. 24 to 25). The Solano Countywide Local Road Safety Plan, Rio Vista Chapter (August 2022) documents five priority crash locations, including the State Route 12 corridor near the school, which recorded the city's highest severity score (Table 32, p. 127). The Rio Vista Community-Based Transportation Plan (2023 to 2024) documented community concern about afternoon-dismissal speeding on State Route 12 (p. 167). The 2025 Solano County Safe Routes to School Plan, approved by the STA Board, applies the STA Transportation Equity Framework to direct investment to communities with historic transportation inequities. The project is also consistent with the City of Rio Vista General Plan, which prioritizes improved pedestrian connectivity and student safety. The City of Rio Vista ADA Self-Evaluation and Transition Plan (Kimley-Horn and Associates, June 2024) identifies schools as high-priority pedestrian attractors for ADA barrier removal (p. 24) and establishes a citywide framework for bringing sidewalk corridors, curb ramps, and unsignalized pedestrian crossings into compliance with ADA Standards and PROWAG (pp. 17-18).

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Solano Countywide Local Roadway Safety Plan documents five priority crash locations city-wide, including the Highway 12 corridor itself, near the school, which recorded three KSI crashes and 70 total crashes, the highest severity score in Rio Vista (Solano Countywide LRSP, August 2022, Table 32, p. 127). State Route 12 functions as both the community's primary regional connection and its most dangerous barrier, separating neighborhoods from the high school and from downtown amenities, including the library. The project applies the Safe System approach through high-visibility rectangular rapid flashing beacon crossings and pedestrian yield treatments at the school's primary entrances, which address the speeding-related and intersection crashes that dominate the city's record, along with two ADA-compliant curb ramps and reconstructed curb, gutter, and sidewalk that improve accessibility.

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Has a local BPAC reviewed this Checklist?

Yes

Generated on: 6/28/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Rick Navarro

Email Address:

rick.navarro@cityofvacaville.gov

Contact Phone Number:

(707)449-5173

Project Sponsor:

Vacaville Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Ulatis Creek Bike Path Extension Project - Phase I

Project Location:

Vacaville

Project Description:

This project will construct a 10-foot wide shared-use path and supporting infrastructure beginning at the terminus of bike path constructed by the I-80 Express Lane Project to existing bike path installed along APN 131-030-970, ultimately connecting to Allison Drive. Located within one-half mile of the Vacaville Transit Center, this project closes a critical gap in the pedestrian and bicycle network, creating a continuous active transportation corridor that connects neighborhoods, schools, parks, employment, and commercial destinations to transit.

Project Phase(s):

Environmental (ENV), Preliminary Engineering (PE), Design Engineering (PSE), Right-of-Way Acquisition (ROW), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), City/County General + Specific Area Plans, Community-Based Transportation Plan

Details on plan recommendations affecting the project area (with adoption date):

1. Peabody-Allison Specific Plan for the Allison Priority Development - This specific plan identifies the Ulatis Creek Bike Path Extension Project - Phase I as a critical infrastructure need to close an existing gap within the City's bicycle and pedestrian network. This specific plan is identified to be adopted by City Council Summer 2026.
https://www.cityofvacaville.gov/government/community-development/planning-and-development/long-range-projects/peabody-allison-specific-plan/-folder-2028-10600#docan10600_14537_6705
2. Solano County Active Transportation Plan - Adoption Date 2020 - Item 618B on Page 25 identified this project as a needed bicycle / pedestrian project and received a low prioritization rank in 2020. Since then, additional shared-use path has been installed by the Caltrans Expressway Project, reducing the overall bicycle / pedestrian network gap, but increasing the immediate need to complete the network (complete construction of the requested project). This ATP underwent substantial community outreach. This outreach consisted of pop-up events, an online map, community meetings, and stakeholder meetings. Throughout this process, the Ulatis Creek gap closure project was consistently identified as a needed connection.
3. Vacaville Community-Based Transportation Plan - Item 37.2 on Page A-7. Adopted 2020.

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

This project closes a critical gap between two existing shared-use paths, creating a continuous, safe, and accessible active transportation corridor. The connection improves access to schools, parks, transit, employment, and commercial destinations while providing a viable alternative to driving. By separating pedestrians and bicyclists from vehicle traffic and improving crossings, the project enhances safety for users of all ages and abilities. Increased walking and bicycling will help reduce vehicle miles traveled, greenhouse gas emissions, and air pollution. The project also supports multimodal connectivity, strengthens transportation system resilience by providing an alternative travel route during roadway disruptions, and incorporates sustainable post-construction stormwater management practices where feasible. Existing shared-use paths that are connected as part of the project will be evaluated and repaired as needed, extending the useful life, accessibility, and reliability of the active transportation network. Currently, the shared-use path along Ulatis Creek terminates without a connection, limiting its transportation value; this project will eliminate that gap and create a continuous corridor for pedestrians and bicyclists.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Seeks Exception

Transit agency (or agencies) serving the project community:

Vacaville City Coach (City of Vacaville)

Did the transit agency notify you that they do NOT have service in your project area?

Yes

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Transit Agency did not review project within 20 business days:

No

Suggested transit-impact mitigations are infeasible along the roadway:

No

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MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Tony Chu

Email Address:

tony.chu@cityofvallejo.net

Contact Phone Number:

7076452628

Project Sponsor:

City of Vallejo

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Broadway and Alameda Street Road Diet

Project Location:

Vallejo

Project Description:

This project will deliver street improvements on Broadway between Ohio Street and Lewis Brown Drive (2.35 miles) and on Alameda Street between Solano Avenue and Ohio Street (0.74 miles). The project will include new pavement (slurry seal and grind & overlay), road diet, bike lanes, bulb outs, and high visibility crosswalks.

Project Phase(s):

Preliminary Engineering (PE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

251000, 251500, 251802

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

No

Transit agency (or agencies) serving the project community:

SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Route 1- Between Vallejo Transit Center and Sonoma Blvd. at Valle Vista Ave.

Route 4- Between Vallejo Transit Center and Tuolumne St. at Capitol St.

Routes 7A & 7B- Between Vallejo Transit Center and Gateway Plaza

Mitigation include use of parallel street/s and to keep one lane in each direction during construction.

If work needs to be done at or near a stop during construction, the agency needs to post at the stop at least a week ahead of time.

If a detour is needed, contact SolTrans 2 weeks in advance of the construction.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-19

Summary of BPAC meeting comments:

BAC member recommended additional traffic calming and design features which the city does not have the staff to incorporate the designs into this project. Discussed comments and changes to the project limits to extend the project to connect the bike corridor at the south end of Vallejo on Alameda Street. Ensured transit-supportive infrastructure and design treatments are included.

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MTC Complete Streets Checklist - Implementation of Resolution 4493

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Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies may use this form to document the transit review and coordination requirements of the Transit Priority Policy for Roadways. The Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, the Transit Agency may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES PAGE 1 PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	Broadway and Alameda Street Improvements
Project Sponsor Agency	City of Vallejo
Project Location <i>(attach map)</i>	Broadway between Tennessee St. and Lewis Brown Dr. and on Alameda St. between Curtola Pkwy and Tennessee St.
Project Scope Summary <i>(attach details as appropriate)</i>	The project will include new pavement, road diet, bike lanes, bulb outs, and high visibility crosswalks.
Project Sponsor Contact	Name: Tony Chu Title: Transportation Superintendent Email address: tony.chu@cityofvallejo.net
Transit Agency Name	SolTrans

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Mandi Renshaw Title: Planning and Marketing Manager Email address:
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Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)

- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

- Project is located on street with published, scheduled transit route.**
- Transit Agency is not suggesting any transit-impact mitigation measures.
- Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

- If this project begins after August 2, 2026 this project will impact route 1A and 1B. Routes 4, 7A, and 7B cross Alameda/Broadway at Georgia and Sereno. If work needs to be done at or near a stop during construction the agency needs to post at the stop at least a week ahead of time. If a detour is needed 2 weeks ahead of time.

As the project advances, Transit Agency requests the following coordination:

- No additional involvement required.
- Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email *[insert email address]*.
- Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- Notify Transit Agency **90** business days in advance of road work at *Mandi@soltransride.com*. Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- Construction Access Permit and/or 811USA Alert likely required.
- Other specific involvement (see below).

Additional comments:

Mandi Renshaw	Planning and Marketing Manager	06/02/2026
Print Name	Title	Date


Signature

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Glen March

Email Address:

glen.march@cityofvallejo.net

Project Sponsor:

Vallejo Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Georgia Street Bicycle and Pedestrian Safety and Complete Streets Improvements

Project Location:

Vallejo

Project Description:

The Project is comprised of 0.9 miles length of Georgia Street from Mare Island Way to Monterey Street. The Project serves the Soltrans Downtown Vallejo Transit Center, which is one block from intersection of Georgia Street and Santa Clara Street. The project begins at the Vallejo Ferry Terminal (intersection of the Georgia Street and Mare Island Way) Soltrans operates two routes and has 4 bus stops within the project limits.

The project addresses bicycle safety by constructing continuous Class II and III bikeways along the length of the project. The project addresses pedestrian safety by replacing non-compliant curb ramps and sidewalks and constructing bulb outs. Complete streets elements include planting infill trees and constructing planted medians. Street lighting will improved for the entire project length.

Project Phase(s):

Environmental (ENV), Design Engineering (PSE), Construction (CON), Right-of-Way Acquisition (ROW)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

Yes

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The two mobility hubs are the Soltrans' Vallejo Transit Center and the WETA's Vallejo Ferry Terminal. The Project improves access to the mobility hubs by creating a continuous Class II and III bikeway in the

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Class 3 Bike Route - Sharrow, Sidewalk Widening, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

250701, 251000, 251200, 251901, 251902, 251500, 251600, 250900, 251802

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Seeks Exception

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Seeks Exception

Transit agency (or agencies) serving the project community:

SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Georgia Street is served by 2 Soltrans bus routes. The City will work with Soltrans to ensure the bus stop and bus routes will not be adversely impacted. Bus stops may require temporary relocation during construction. City will work in close coordination with Soltrans to minimize impacts. Bus stop improvements / elements will be included in the project.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians:

No

2. The costs of providing Complete Streets improvements are excessively disproportionate (>20% of total project cost):

No

3. There is a documented Alternative Plan to implement Complete Streets on a nearby parallel route:

No

4. Conditions exist in which policy requirements may not be able to be met:

No

Name of Department Director or Equivalent for Exceptions:

Leonard Brad Job

Transit Agency did not review project within 20 business days:

Yes

Suggested transit-impact mitigations are infeasible along the roadway:

No

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MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

JT Lee

Email Address:

jtleee@solanocounty.gov

Contact Phone Number:

707-784-3231

Project Sponsor:

Solano County Department of Resource Management

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Benicia Road Phase 3

Project Location:

Unincorporated Solano

Project Description:

The Benicia Road Phase 3 Project delivers 2,200 linear feet of multimodal improvements along Benicia Road in unincorporated Vallejo from Home Acres Avenue to the Solano County/City of Vallejo boundary. The project adds bicycle lanes, traffic calming, bulb-outs, mid-block crossings, ADA-compliant curb ramps, and upgrades all four SolTrans bus stops with shelters and accessible boarding areas. Street trees, landscaping, and rain gardens complete the corridor.

Project Phase(s):

Preliminary Engineering (PE), Design Engineering (PSE), Construction (CON), Operating and Maintenance (O&M)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Other

Details on plan recommendations affecting the project area (with adoption date):

Report (2024): Community members were extremely receptive to the implementation of street trees along the corridor. Planning staff will work with the Public Works Division to look for funding opportunities to implement planting of street trees along the corridor to slow traffic and encourage walkability.

ATP (2020): Identified this section of Benicia Road as needing a class II bike lane

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Benicia Road Phase 3 Project is designed with the explicit goal of serving users of all ages and abilities, reflecting the core principles of NACTO.

The project proposes dedicated bicycle lanes along Benicia Road, providing physical separation between cyclists and vehicle traffic. This design approach responds directly to NACTO's guidance that high-comfort bicycle facilities must reduce stress and conflict for riders who would not otherwise feel safe cycling in mixed traffic - including children, older adults, and less experienced riders. The project also incorporates traffic calming measures (narrowed travel lanes, curb extensions/bulb-outs, and mid-block crossings) that reduce vehicle speeds, making the corridor more comfortable and predictable for all users. The integration of street trees and rain gardens creates visual narrowing that further reinforces lower operating speeds, consistent with NACTO's context-sensitive street design principles that prioritize the most vulnerable users.

All pedestrian and transit improvements are designed to comply with current ADA Accessibility Guidelines and PROWAG standards. Specifically, the project will install ADA-compliant curb ramps, detectable warning surfaces, and improved pedestrian crossings to ensure a continuous, barrier-free path of travel for individuals with mobility devices, visual impairments, and other disabilities. Bus stop upgrades include compliant landing pads, accessible boarding areas, and passenger shelters that meet PROWAG requirements for accessible transit boarding and alighting areas. Mid-block crossings will incorporate PROWAG-compliant crossing features to provide accessible routes across the corridor. Together, these improvements eliminate existing barriers that limit independent access for older adults, people with disabilities, and transit-dependent users - directly advancing the PROWAG mandate to bring pedestrian facilities in the public right-of-way into full accessibility compliance.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The Benicia Road corridor currently presents significant safety deficiencies for pedestrians, bicyclists, transit riders, and motorists. Speeding is among the most pressing concerns identified by community members, and is compounded by cut-through traffic that diverts onto Benicia Road when congestion occurs on Interstate 780. Despite being an established route for both recreational and commuter cyclists traveling between Vallejo and Benicia, the corridor has no dedicated bicycle facilities, forcing cyclists to share the roadway with vehicle traffic and creating frequent conflicts. Pedestrian conditions are similarly deficient: crossing opportunities are limited, vehicle speeds are high, and the corridor lacks the sidewalk continuity, crossings, and streetscape features associated with safe, walkable neighborhood streets.

The Benicia Road Phase 3 Project addresses these conditions through a comprehensive set of traffic safety countermeasures consistent with Vision Zero principles and MTC's Regional Safety Policy. To reduce vehicle speeds, the project narrows travel lanes, installs intersection bulb-outs, and incorporates mid-block crossings that slow traffic and improve roadway predictability. Street trees, rain gardens, and landscaped green infrastructure further visually narrow the roadway, increase driver awareness, and reinforce appropriate travel speeds. To improve bicycle safety, the project installs dedicated bicycle lanes along the corridor, eliminating the current condition in which cyclists and vehicles share the same travel lane. Pedestrian safety is enhanced through enhanced crossings with shorter exposure distances, ADA-compliant curb ramps with detectable warning surfaces, and upgraded sidewalk connections that provide a

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

250502, 251100, 250601

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The Benicia Road Phase 3 project corridor is served by SolTrans, twhich operates route 8 through the area. The corridor currently has four existing SolTrans bus stop locations within the project limits.

The project will install bus bulbs at all four existing SolTrans stop locations along the corridor. Bus bulbs will allow the buses to fully pull out of the travel lane to allow passengers to board safely. Each of the four SolTrans stops will receive upgraded amenities, including ADA-compliant boarding areas and covered shelters, creating a safer and more welcoming environment for current and future riders. These improvements directly address existing deficiencies in stop infrastructure that currently discourage transit use.

Construction activities will be coordinated with SolTrans to minimize service disruptions during the project's construction phase. Solano County will maintain proactive communication with SolTrans throughout project development and construction, providing updates on construction schedules, anticipated impacts, and traffic management measures to ensure continued bus operations along the corridor.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

Meeting comments will be provided

Generated on: 6/30/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Riley Martinson

Email Address:

RCMartinson@solanocounty.gov

Contact Phone Number:

7077843177

Project Sponsor:

Solano County Department of Resource Management

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Farm to Market Phase 4

Project Location:

Unincorporated Solano County

Project Description:

Farm to Market Phase 4 aims to improve transportation infrastructure, enhance pedestrian and cyclist accessibility and support local agriculture and businesses. By fostering stronger connections between urban areas and local agricultural zones, this project seeks to promote the use of local produce, thereby supporting the regional farm economy, reducing vehicle miles traveled (VMT) and reducing environmental impacts.

Improvements include:

- 1) Installation of four new electric vehicle charging stations,
- 2) Class II bike lanes,
- 3) Transit stop,
- 4) Sidewalks, crosswalks, and other pedestrian enhancements,
- 5) Traffic calming measures,
- 6) Suisun Valley gateway sign; and
- 7) Upgraded intersection improvements.

The project will include traffic calming measures to enhance safety by reducing speed and injuries. New Class II bike lanes, improved pedestrian facilities, and proposed transit stop will provide emissions reductions by encouraging diverse transportation modes and lowering VMT.

Construction will commence with site preparation, shoulder widening to accommodate new Class II bike lanes, and the transit stop. Installation of ADA-compliant sidewalks, crosswalks, and other pedestrian facilities to improve safety for all users. The phase will conclude with roadway resurfacing to enhance Suisun Valley's aesthetic appeal. Post-construction efforts will emphasize user-friendliness enhancements, including green spaces, rain gardens for storm water and heat mitigation, and new site furnishings such as bus stops and EV chargers. These additions aim to improve user experience and promote sustainable transportation options, aligning with a modern, eco-friendly semi-urban commitment. By improving connectivity and accessibility to our PCA, the project will foster local and regional uses of Suisun Valley's vibrant and sustainable farm community.

Project Phase(s):

Preliminary Engineering (PE), Environmental (ENV), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Other

Details on plan recommendations affecting the project area (with adoption date):

Suisun Valley Road is a Route of Regional Significance that connects Suisun Valley to Interstate 80 to the south as well as Napa County to the north. The Solano Comprehensive Transportation Plan identifies transit hubs on Suisun Valley Road and Rockville Road as “Transit Centers of Regional Significance.” This plan outlines how these local arterials provide intercity connections and critical routes that parallel interstate freeways or state highways. The upgrades and improvements along the route and intersection of these roads aim to create safer mobility access for all road users, particularly by establishing a northern bike and pedestrian gap connection to Solano County Community College. Additionally, these improvements will enhance mobility access to the two large regional open space parks on Rockville Road.

The Solano Transportation Authority (STA) prepared the Solano Priority Conservation Area Assessment & Implementation Plan in 2016, to consolidate the various PCA areas within Solano County. This plan recognizes that the Suisun Valley PCA which was established in 2013 by Solano County as a high value conservation area. The Suisun Valley PCA meets designation criteria under all four categories: Natural Landscapes, Agricultural Lands, Regional Recreation, and Urban Greening (Compact Growth). This plan lays out the importance of the Farm to Market Project(s) and their necessity for the long-term viability of Suisun Valley.

The Farm to Market Project is also in the STA’s Solano County Congestion Management Program, recently updated in 2023, which describes bike and pedestrian improvements in and around the Suisun Valley PCA.

The Solano Countywide Active Transportation Plan (2020 update) promotes access, quality of life, environmental stewardship, and community collaboration. This critical regional plan emphasizes that people should be able to walk and bike throughout Solano County on a maintained network. The Farm to Market Phase 4 project is the fourth phase in completing the Suisun Valley pedestrian and cyclist network. This phase includes over 8 miles of Class II bike lanes, improved pedestrian facilities, and plazas for residents to enjoy the beauty of the Valley. The implementation of Class II bike lanes and additional transit stops has proven to reduce air pollution, vehicle miles traveled, and greenhouse gas emissions.

The transportation connections and farmland/open space conservation are also consistent with the Solano County General Plan. Chapter 7, Circulation and Transportation, outlines goals from the vision statement which include: providing a range of sustainable travel choices that serve county residents and businesses and improving circulation serving the county’s agricultural community. The plan states, “Transportation facilities are required to connect all other land use activities within and through Solano County” and “they are also required to link into the larger regional setting”. These goals and visions have been implemented into the design of the Project.

All upgrades from this project align with the goals of Plan Bay Area 2050. In an equitable future, all Bay Area residents, regardless of race, age, or income, should have access to open space, clean air, and a comprehensive suite of sustainable, accessible transportation choices. Upgrading existing infrastructure to provide necessary amenities will create a healthy and safe environment for pedestrians, bicyclists, and all roadway users entering Suisun Valley. Plan Bay Area 2050 pledges to “enable a seamless mobility experience” and “build a complete streets network.” Solano County’s project will promote transit to the Suisun Valley PCA region, enhance facilities, and encourage walking and biking.

The complete streets network will meet the needs of pedestrians, cyclists, transit users, and drivers. These facilities will provide safe and healthy options for new housing and business developments in the area.

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The Farm to Market Phase 4 project addresses existing traffic safety concerns along a rural corridor where limited multimodal facilities, and inconsistent roadway geometry contribute to elevated crash risks for drivers, pedestrians, bicyclists, and other vulnerable users. To mitigate these conditions, the project implements a comprehensive set of Vision Zero aligned safety countermeasures, including roadway geometry improvements, shoulders, and upgraded signage and striping to create more predictable and forgiving driver conditions. It further enhances multimodal safety through new sidewalks, on road bicycle facilities, ADA access that reduces conflicts and clearly defines user spaces. Consistent with the Safe System Approach, these improvements support safer speeds, safer roads, and safer user behavior while improving emergency access, collectively transforming the corridor into a safer, more resilient facility aligned with local, state, and federal safety goals.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Census tract(s) designated as EPCs affected by this project:

N/A

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

FAST (City of Fairfield Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project will extend the fixed route option to Rockville Road so a new transit stop is incorporated into the project. Route 7 drops off at Solano Community College and can now use Suisun Valley Road to Rockville Road to save time along the route.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

The project was presented to the BAC (1/8/26) and PAC (2/5/2026) separately when we applied for PCA funding. The project will go before the BAC/PAC on 7/16/26 to be reviewed for OBAG 4. The project was presented at STA Board and multiple Advisory Committees with positive scores but was not awarded OBAG 3 funding.

Generated on: 6/30/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Amanda Dum

Email Address:

adum@suisun.com

Contact Phone Number:

(707) 421-7340

Project Sponsor:

Suisun City Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Suisun City Transit Center & Surrounding Area Pedestrian Improvement Project

Project Location:

Suisun City

Project Description:

Suisun City's proposed OBAG 4 Project complements concurrent TDA-3, TFCA, and CARE grant applications that collectively improve non-motorized access to City's Train Depot. The proposed OBAG 4 project includes improvements to the Train Depot, the adjacent Train Depot Plaza, the west side of Main Street between Driftwood Drive and the Train Depot, and the bus shelter area on the east side of Main Street across from the depot. Proposed improvements include upgrading ADA curb ramps; repairing the raised median island at the bus stops within the Train Depot; replacing cracked and uplifted sidewalks; installing pedestrian-scale streetlights in place of outdated lighting; removing incompatible trees and replacing them with sidewalk-friendly species; upgrading seating at the Train Depot and within the bus shelters; replacing the existing raised circular "roundabout" island at the Train Depot with a functional, mountable circular island; and constructing curb extensions (bulb-outs) along Main Street to improve pedestrian safety. The proposed bulb-outs will be installed at the crosswalks located at Driftwood Drive, Sacramento Street, and Solano Street.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The proposed project will improve accessibility within the public right-of-way by bringing pedestrian infrastructure into conformance with the Architectural and Transportation Barriers Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and applicable Americans with Disabilities Act (ADA) requirements. The project will replace existing non-compliant curb ramps with ADA-compliant curb ramps that include compliant slopes, landings, and detectable warning surfaces. Damaged, uneven, and uplifted sidewalks that currently present tripping hazards will be removed and reconstructed to provide continuous, accessible pedestrian routes with compliant widths, cross slopes, and non-tripping surfaces.

The project also proposes to install curb extensions (bulb-outs) at selected crosswalks to enhance pedestrian-motorist sight distance, and shorten crossing distances. These improvements reduce pedestrian exposure to vehicular traffic, improve crossing safety for all users, and enhance accessibility for all individuals.

In addition, the project will implement accessibility improvements along the primary corridor connecting the City's train depot and Main Street, providing a continuous, accessible path of travel to transit facilities, adjacent businesses, and other community destinations. The train depot and corridor serves multiple bus stops and functions as a key multimodal connection, and the proposed improvements will strengthen first- and last-mile access by eliminating existing accessibility barriers and improving pedestrian safety and connectivity. Collectively, the project will create a safer, more accessible, and PROWAG-compliant pedestrian environment that supports equitable access to public transportation and the surrounding commercial district.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The project area includes the City's train depot, a multimodal transportation hub with connections to local and regional bus routes and demand-responsive transportation services for seniors, individuals with disabilities, and other residents with mobility needs. During project development, the City coordinated with transit providers to ensure the proposed improvements support safe, convenient, and equitable access to existing and future transportation services.

The City has also prepared a Community-Based Transportation Plan (CBTP) as part of MTC's Lifeline Transportation Network and Environmental Justice initiatives. The CBTP identifies mobility strategies to improve transportation access for Equity Priority Communities, including older adults, people with disabilities, low-income residents, people of color, and zero-vehicle households. This project advances those goals by removing barriers to transit access and improving pedestrian safety along the City's primary multimodal corridor.

Consistent with the MTC Mobility Hub Implementation Playbook, the project enhances first- and last-mile connections through reconstruction of damaged sidewalks, replacement of non-compliant curb ramps with ADA-compliant facilities, installation of curb extensions (bulb-outs) to improve visibility and shorten crossing distances, and other pedestrian safety improvements linking the train depot, bus stops, downtown, and surrounding neighborhoods.

Together, these improvements create a safer, more accessible path to transit, strengthen connections between transportation modes, and support a more equitable and user-friendly mobility hub for residents and visitors of all ages and abilities.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The project corridor contains safety deficiencies that increase risks for pedestrians, including damaged and uplifted sidewalks that create tripping hazards, non-compliant curb ramps, long crossing distances, and limited visibility between pedestrians and motorists at key intersections. These conditions are especially concerning because the corridor provides access to the City's train depot, multiple bus stops, and downtown destinations.

The project addresses these issues through proven safety countermeasures consistent with the Bay Area Vision Zero Safe System Approach. Improvements include reconstructing damaged sidewalks, replacing non-compliant curb ramps with ADA-compliant facilities, replacing outdated streetlights with pedestrian-level streetlights, and installing curb extensions (bulb-outs) at key crosswalks to improve visibility and shorten crossing distances. Together, these improvements reduce pedestrian exposure to traffic, improve accessibility, and create a safer, more comfortable route for people walking to transit and nearby destinations.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Other: Installation of pedestrian-level streetlights, addressing sidewalk tripping hazards at bus stops located at the train depot, and upgrading seating within the bus shelters

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-09-03

Summary of BPAC meeting comments:

Meeting is scheduled for a future date, and has not yet occurred as of the preparation of this checklist.

Generated on: 6/26/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies may use this form to document the transit review and coordination requirements of the Transit Priority Policy for Roadways. The Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, the Transit Agency may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES PAGE 1 PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	Suisun City Transit Center & Surrounding Area Pedestrian Improvements Project
Project Sponsor Agency	City of Suisun City
Project Location <i>(attach map)</i>	Main Street Corridor, Spring Street and the train depot at 177 Main Street
Project Scope Summary <i>(attach details as appropriate)</i>	<p>This Project proposes a range of improvements, including:</p> <ol style="list-style-type: none"> 1. Train Depot Improvements – Landscape and irrigation enhancements; resurfacing and restriping of parking lot; ADA-compliant ramp upgrades; concrete median repairs; upgraded seating; and replacement of the circular median at the terminus of Spring Street with a mountable roundabout. 2. Depot Plaza Improvements – Landscape and irrigation enhancements. 3. Spring Street Improvements – Pavement resurfacing and ADA curb ramp upgrades. 4. Bus Shelter Area (east side of Main Street) – Tree replacement with species suitable for sidewalk planting; irrigation; damaged sidewalk replacement; ADA curb ramp upgrades; and upgraded seating at existing bus shelter. 5. Main Street Corridor Improvements (west side, from Spring Street to California Street) – Damaged sidewalk replacement; ADA curb ramp upgrades; curb extensions at crosswalks; replacement of outdated streetlights with pedestrian-level streetlights; replacement of existing trees with species suitable for sidewalk planting; and installation of irrigation for new trees.
Project Sponsor Contact	<p>Name: Amanda Dum Title: Management Analyst Email address: adum@suisun.com</p>
Transit Agency Name	Vine Transit

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Rebecca Schenck Title: Director Public Transit Email address: rschenck@nvta.ca.gov
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Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)

- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

- Project is located on street with published, scheduled transit route.**
 - Transit Agency is not suggesting any transit-impact mitigation measures.
 - Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

As the project advances, Transit Agency requests the following coordination:

- No additional involvement required.
- Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email *info@nvta.ca.gov*.
- Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- Notify Transit Agency 5 business days in advance of road work at *info@nvta.ca.gov*. Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- Construction Access Permit and/or 811USA Alert likely required.
- Other specific involvement (see below).

Additional comments:

Rebecca Schenck

Director Public Transit

6-18-2026

Print Name

Title

Date



Signature

Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies may use this form to document the transit review and coordination requirements of the Transit Priority Policy for Roadways. The Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, the Transit Agency may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES PAGE 1 PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	Suisun City Transit Center & Surrounding Area Pedestrian Improvements Project
Project Sponsor Agency	City of Suisun City
Project Location <i>(attach map)</i>	Main Street Corridor, Spring Street and the train depot at 177 Main Street
Project Scope Summary <i>(attach details as appropriate)</i>	<p>This Project proposes a range of improvements, including:</p> <ol style="list-style-type: none"> 1. Train Depot Improvements – Landscape and irrigation enhancements; resurfacing and restriping of parking lot; ADA-compliant ramp upgrades; concrete median repairs; upgraded seating; and replacement of the circular median at the terminus of Spring Street with a mountable roundabout. 2. Depot Plaza Improvements – Landscape and irrigation enhancements. 3. Spring Street Improvements – Pavement resurfacing and ADA curb ramp upgrades. 4. Bus Shelter Area (east side of Main Street) – Tree replacement with species suitable for sidewalk planting; irrigation; damaged sidewalk replacement; ADA curb ramp upgrades; and upgraded seating at existing bus shelter. 5. Main Street Corridor Improvements (west side, from Spring Street to California Street) – Damaged sidewalk replacement; ADA curb ramp upgrades; curb extensions at crosswalks; replacement of outdated streetlights with pedestrian-level streetlights; replacement of existing trees with species suitable for sidewalk planting; and installation of irrigation for new trees.
Project Sponsor Contact	<p>Name: Amanda Dum Title: Management Analyst Email address: adum@suisun.com</p>
Transit Agency Name	SolTrans

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Mandi Renshaw Title: Planning and Marketing Manager Email address: mandi@solanocountytransit.gov	
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Transit Agency has reviewed the project and confirms that:

- Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)

- Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
 - Proposed project accommodates basic bus movements (e.g., turns) of non-revenue scheduled, recurring detour, and/or planned budgeted route.
 - Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

- Project is located on street with published, scheduled transit route.**
 - Transit Agency is not suggesting any transit-impact mitigation measures.
 - Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

The project is on a roadway where multiple SolTrans routes traverse. To continue to provide transit service along this corridor, street closures and detours need to be communicated at least month in advance of construction to detour the service and make the public aware of stops closures and our timing changes.

As the project advances, Transit Agency requests the following coordination:

- No additional involvement required.
- Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email *[insert email address]*.
- Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- Notify Transit Agency **90** business days in advance of road work at mandi@solanocountytransit.gov. Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- Construction Access Permit and/or 811USA Alert likely required.
- Other specific involvement (see below).

Additional comments:

Mandi Renshaw

Planning and Marketing Manager

6.23.26

Print Name

Title

Date

Signature



MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Greg Malcolm

Email Address:

gmalcolm@ci.rio-vista.ca.us

Contact Phone Number:

707-249-7506

Project Sponsor:

City of Rio Vista Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

D.H. White Elementary School Safe Routes to School

Project Location:

Rio Vista

Project Description:

The City will install 16 Rectangular Rapid Flashing Beacons, 9 ADA-compliant curb ramps, and 8 yield signs at primary access points to the D.H. White campus. The project will also add 1,820 square feet of new sidewalk along Linda Vista Way, remove and replace 496 square feet of existing sidewalk, and remove and replace 358 linear feet of curb, gutter, and sidewalk along Elm Way. The 2025 Solano County Safe Routes to School (SR2S) Plan audited D.H. White Elementary and documented conditions that place children at risk. The nearest transit stop is on St. Francis Way and Linda Vista Way, about 0.7 miles away from the campus. The 2025 Solano County Safe Routes to School (SR2S) Plan audited D.H. White Elementary and documented conditions that place children at risk; the plan recommends improved frontage sidewalks, curb extensions, and crossing warning signs at D.H. White (SR2S Plan, 2025, p. 64), and those recommendations form a core of this project.

Project Phase(s):

Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan

Details on plan recommendations affecting the project area (with adoption date):

This project carries out recommendations from several adopted local and countywide plans. The 2025 Solano County Safe Routes to School Plan, approved by the STA Board, audited D.H. White Elementary and recommended improved frontage sidewalks, curb extensions, and crossing warning signs, which form the core of this project (p. 64). The Solano Countywide Active Transportation Plan, Rio Vista Chapter (2020) recommends enhanced crossing treatments near the project area to provide a safe route and crossings to school (p. 24). The Solano Countywide Local Road Safety Plan, Rio Vista Chapter (August 2022) ranks the Highway 12 and Virginia Drive intersection near the D.H. White neighborhood among the city's highest-priority high-crash locations (p. 129). The plan recommends enhanced pedestrian crossing treatments, city-wide (p. 134). The Rio Vista Community-Based Transportation Plan (2023 to 2024) documents community concern around speeding on Virginia Drive near the school (p. 167). The City of Rio Vista ADA Self-Evaluation and Transition Plan (Kimley-Horn and Associates, June 2024) identifies schools as high-priority pedestrian attractors for ADA barrier removal (p. 24) and establishes a citywide framework for bringing sidewalk corridors, curb ramps, and unsignalized pedestrian crossings into compliance with ADA Standards and PROWAG (p. 17 to 18). The project's ADA-compliant curb ramps directly implement the Transition Plan's prioritization framework for school-area pedestrian infrastructure. The Solano Comprehensive Transportation Plan 2040 includes Safe Routes to School as an element of its Active Transportation Element (p. 28).

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Solano Countywide Local Road Safety Plan (Rio Vista Chapter, August 2022) documents hazardous conditions near the project area. The Highway 12 and Virginia Drive intersection ranks among the city's highest crash locations; this intersection had a total of 11 crashes between 2016 - 2020, including one severe injury crash (p. 129). 45% (5) of the crashes involved unsafe vehicle speeds, and one crash involved a pedestrian (p.129).

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure, Updated Crosswalk/Crosswalk Enhancements, New Traffic Signal or Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Has a local BPAC reviewed this Checklist?

No

Generated on: 6/28/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

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MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Maribel De La Cruz

Email Address:

mdelacruz@suisun.com

Contact Phone Number:

707-989-8287

Project Sponsor:

Suisun City Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

State Route 12 Refuge Island Project

Project Location:

Suisun City

Project Description:

The State Route 12 Refuge Island Project will install pedestrian refuge islands with associated pedestrian push-button improvements and provide ADA curb ramp upgrades at the following locations along State Route 12 to improve pedestrian and bicycle safety, accessibility, and connectivity along the corridor:

- One pedestrian refuge island and two ADA-compliant curb ramps at Marina Boulevard
- Two pedestrian refuge islands and four ADA-compliant curb ramps at Emperor Drive
- One pedestrian refuge island and one ADA-compliant curb ramp at Lawler Ranch Parkway

Project Phase(s):

Construction (CON), Design Engineering (PSE)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Safe Routes to School Plan, ADA Transition Plan

Details on plan recommendations affecting the project area (with adoption date):

The proposed project is consistent with recommendations in the Community-Based Transportation Plan (CBTP), adopted in 2022, and the Solano County Active Transportation Plan (ATP) Project List Amendment, adopted in 2022. Both plans identify the need to improve pedestrian safety, ADA accessibility, and bicycle connectivity along key transportation corridors serving historically underserved communities.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project is designed to improve safety, accessibility and comfort for people of all ages and abilities. The proposed pedestrian refuge islands reduce crossing distances, provide a protected waiting area for pedestrians and bicyclists crossing State Route 12 and improve visibility between pedestrians, bicyclists, and motorists. Associated pedestrian push-button improvements and upgraded curb ramps will enhance accessibility for individuals using wheelchairs, mobility devices, strollers and other assistive devices.

The project is consistent with the National Association of City Transportation Officials (NACTO) Designing for All Ages & Abilities guidance by improving the comfort and safety of vulnerable roadway users along a high-volume corridor and by strengthening connections to the regional active transportation network and nearby transit. The project also adheres to the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) through the installation of ADA-compliant curb ramps and accessible pedestrian crossing features that improve access and usability for people with disabilities.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

One of the project locations is in close proximity to the Suisun-Fairfield Train Depot station, a regional transit node identified in MTC Mobility Hub planning that supports rail, bus, bicycle, and pedestrian connectivity. The project advances Mobility Hub objectives by improving first and last mile access between surrounding neighborhoods, the Central County Bikeway, the Park-and-Ride facility, and regional transit services at the Depot.

The project supports Mobility Hub goals through pedestrian refuge islands, ADA curb ramp upgrades, and pedestrian push-button enhancements that improve crossing safety, accessibility and direct access to transit, strengthening safe and reliable non-motorized connections to the Depot and Park-and-Ride facility.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The State Route 12 corridor experiences elevated traffic safety risks due to high vehicle speeds, long crossing distances, and limited controlled pedestrian crossing opportunities. These conditions create exposure for pedestrians and bicyclists traveling between residential neighborhoods, transit stops, the Central County Bikeway, and key destinations such as the Suisun-Fairfield Train Depot. Existing crossings at Marina Boulevard, Emperor Drive, and Lawler Ranch Parkway require pedestrians to navigate multiple high-volume travel lanes with insufficient refuge opportunities, increasing the likelihood and severity of potential collisions. These challenges are consistent with regional Vision Zero concerns related to arterial corridors with multimodal demand and inadequate pedestrian protection.

The project addresses these safety issues through targeted countermeasures consistent with Vision Zero principles, including the installation of pedestrian refuge islands that provide a protected mid-crossing waiting area and reduce pedestrian exposure to traffic by allowing crossings in two stages. The project also upgrades existing curb ramps to improve ADA accessibility and ensure safer, more predictable pedestrian movements at intersection corners. In addition, pedestrian push-button improvements associated with the refuge islands will enhance crossing control and visibility at signalized locations. Together, these improvements reduce conflict points, shorten effective crossing distances, improve driver awareness of pedestrian presence, and provide safer, more comfortable crossing conditions for all users, particularly vulnerable road users such as older adults, children, and people with disabilities.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

252703

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Vine Transit (Napa Valley Transportation Authority), SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project area is served by nearby public transit provided by SolTrans and Vine Transit, with the Marina Blvd location located within one half mile of existing transit routes serving the Suisun-Fairfield Train Depot.

No direct impacts to transit routes or operations are anticipated as the proposed improvements are limited to pedestrian refuge islands, ADA curb ramp upgrades, and pedestrian push-button enhancements within existing roadway and intersection footprints.

City staff will coordinate with SolTrans as needed during construction to address any potential temporary access or operational considerations near transit facilities. While Vine Transit routes are also located within the project vicinity, no specific coordination requests have been identified; however, the City will ensure construction activities maintain safe and accessible pedestrian access to all nearby transit stops. The project includes transit-supportive design elements that improve connectivity, including enhanced pedestrian crossings, reduced crossing distances, improved ADA accessibility and safer access between residential areas, transit stops, and the Suisun-Fairfield Train Depot.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

No meeting comments are available as the meeting is scheduled for a future date.

Generated on: 6/26/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Tony Chu

Email Address:

tony.chu@cityofvallejo.net

Contact Phone Number:

7076452628

Project Sponsor:

Vallejo Public Works Department

County:

Solano

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Fairgrounds Dr. Sidewalk & Speed Radar Signs

Project Location:

Vallejo

Project Description:

New sidewalk on the west side of Fairgrounds Dr. between Corcoran Ave. and Borges Ln. (approximately 1,200 feet).
Install radar feedback signs throughout the City.

Project Phase(s):

Preliminary Engineering (PE), Construction (CON)

Project Mode(s):

Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

Install new sidewalk to fill gap on Fairgrounds Drive west side between Corcoran Avenue and Borges Lane.

Does the project area contain segments of the regional Active Transportation (AT) Network?

No

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Four lane Fairgrounds Drive serve as arterial street between Vallejo and American Canyon (heavy traffic utilization to and from SR 37 & I-80 interchange). Adjacent school (Solano Widenmann Leadership Academy) on southwest corner of Fairgrounds Drive at Corcoran Avenue whereby students and staff cross Fairgrounds Drive.

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

251902

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

No

Transit agency (or agencies) serving the project community:

SolTrans (Solano County Transit)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

SolTrans route 2 crosses Fairgrounds Drive at Corcoran Avenue and will not be impacted by the new sidewalk installation on the west side between Corcoran Avenue and Borges Lane. Bus stops are located on Corcoran Avenue to the east and west of Fairgrounds Drive.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-06-24

Summary of BPAC meeting comments:

Letters of support to submit as part of grant application.
Approval of sidewalk gap closure and speed feedback signs citywide (2 static and 6 mobile).

Generated on: 6/26/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493