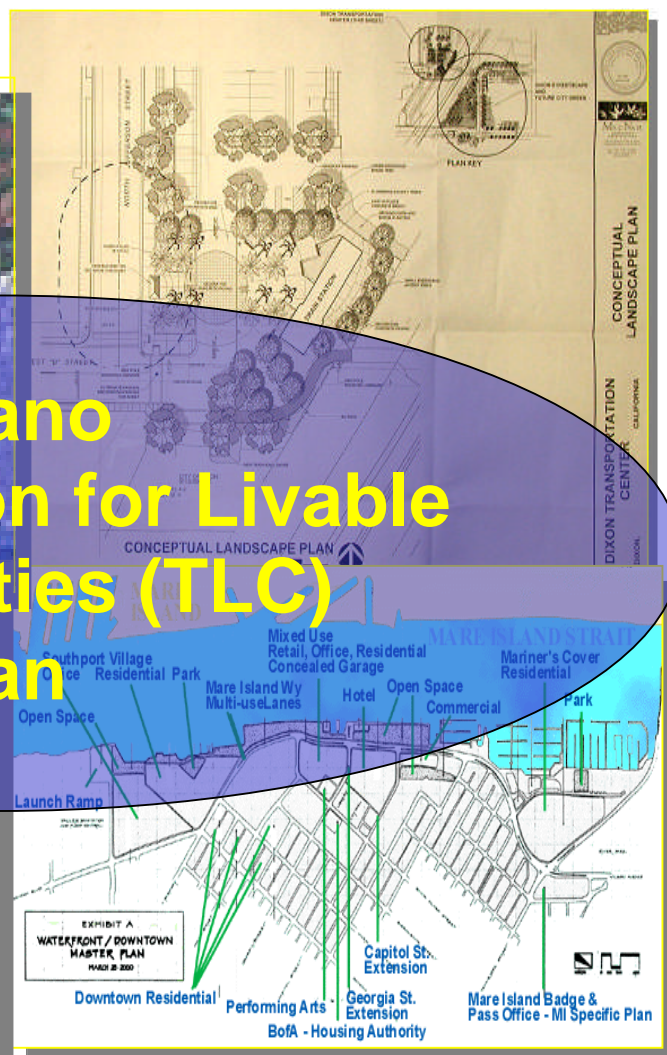




Solano Transportation for Livable Communities (TLC) Plan



October 2004

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October 2004

From MTC's *Transportation /Land-Use Connection Policy*

The Commission encourages community plans that:

1. Enable residents to use a range of travel modes, including transit, walking and biking, to access jobs, shopping, recreation and other daily needs.
2. Provide that the streets, transit, pedestrian and bicycle ways are part of a system of integrated routes.
3. Provide for development of housing and regional activity centers that are accessible to the regional transit network.
4. Provide for a diversity of development and other community-oriented transportation strategies designed to limit the extent to which it is necessary to travel from one community to another to access basic necessities of living.
5. Provide for the design of streets and other transportation facilities and amenities that are integrated into the overall community design and are conducive to a sense of community identity and pride.

TRANSPORTATION FOR LIVABLE COMMUNITIES PLAN

Transportation for Livable Communities (TLC) planning focuses on the relationship between transportation and land uses by supporting and promoting “smart growth” projects in Solano County. By creating communities that offer transportation options and promoting development patterns that foster multi-modal transportation, residents can decrease their dependence upon automobiles. The decrease automobile uses will eventually contribute to a reduction in auto pollution and traffic congestion

There are two substantial funding sources for the Bay Area for these types of projects: Regional TLC Program and the Countywide TLC Program. The Solano Transportation Authority created the TLC plan to support good planning practices and to assist in prioritizing and programming Regional and Countywide TLC funds.

RELATIONSHIP TO OTHER PLANS, POLICIES, PROGRAMS

A number of federal, state, regional, and countywide policies and programs indirectly or directly support TLC objectives, and are the cornerstones of policies and incentives for local development supporting alternative transportation modes:

Federal Programs

The Intermodal Surface Transportation Efficiency Act (ISTEA). A landmark Federal Program passed in 1991. For the first time, significant portions of the federal transportation budget

were set aside for projects and enhancements to the highway system in an effort to mitigate its impact on the quality of life, or to support alternative means of transportation.

Transportation Equity Act for the 21st Century (TEA-21). Signed into law in 1998, TEA-21 continued the integration of alternative modes into the transportation mainstream, and enhanced the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel.

TEA-21 was reauthorized at least through 2004-05 to provide additional time for lawmakers to complete TEA-21's successive transportation spending bill. The new federal transportation bill is expected to build upon TEA-21 by preserving funding flexibility to allow the broadest application of funds to transportation solutions, as identified by state and local communities.

Federal Community Planning Programs. Primarily through the Department of Housing and Urban Development (HUD), the federal government provides grants, loans, and technical assistance for planning, improving, and preserving communities.

State Programs

The Transit Villages Act of 1994. Probably the most important step the state has taken in support of transit-oriented development; however, the Act had limited impact because it carried no funding.

Transportation Congestion Relief Program (TCRP) And State Proposition 42. The State's 2000 TCRP provided significant new funds for transportation by dedicating all state gasoline sales tax revenues. The program has been recommended for an additional year of funding through at least 2004-05 by the Governor.

California Department of Transportation (Caltrans) Programs. Caltrans manages several grant programs (generated

by gas tax revenue and federal funds) to support alternative transportation modes projects.

The California Department of Housing and Community Development (HCD). The department manages grant and loan programs that support TLC principles in land use planning and development.

Regional Programs and Plans

Metropolitan Transportation Commission's Transportation for Livable Communities (TLC) Program. Funded through the federal Congestion Mitigation and Air Quality Improvement program (CMAQ), the TLC program provides direct financial incentives for cities, counties, and community-based organizations to support projects that encourage pedestrian, transit and/or bicycle trips, and spur the compact development of housing, downtowns and regional activity centers. In addition, \$24 million dollars of Transportation Enhancement (TE) funds have been awarded directly to each of the congestion management agencies including \$1.5 million to the STA and its member agencies since 1998. The Metropolitan Transportation Commission's TLC Program has utilized the CMAQ funds and TE funds to program \$59.8 million to 149 TLC projects around the Bay Area over the six-year life of the program.

In November of 2000, the program was expanded to include a Housing Incentive Program (HIP). The HIP Program awards TLC capital grants to cities or counties that build high-density housing within walking distance of a major transit station or transit corridor. In the 2001 Regional Transportation Plan (RTP), MTC allocated \$27 million a year for regional TLC/HIP projects throughout the Bay Area as part of the re-authorization of TEA-21. In April 2004, MTC adopted new Regional TLC/HIP guidelines.

Solano County projects that have received funding from MTC's TLC/HIP program include:

- Jepson Parkway Bikeway (planning and capital grants)
- Rio Vista Main Street Improvements (capital grant) and Downtown Waterfront Plan (planning grant)
- Vallejo Georgia Street/Waterfront Redevelopment Plan (capital grant)

- Suisun City's Main Street (Phase 1) and Driftwood Waterfront Pedestrian Plaza (capital grants)
- Vacaville's Davis Street Streetscape Project (capital grant)
- Vallejo Sereno Transit Village (HIP grant)

Solano Comprehensive Transportation Plan. In May 2002, Solano Transportation Authority (STA) adopted the Solano Comprehensive Transportation Plan (CTP), establishing a vision, providing direction, and setting priorities for funding to meet the transportation needs of Solano County through the year 2025. The CTP identifies overall transportation policies for three key plan elements: the Intercity Transit Element; the Arterials, Highways, and Freeways Element; and the Alternative Modes Element. The Alternative Modes Element contains more detailed goals, policies, and plans that support alternative modes of transportation to the prevalent single-occupant automobile, including bicycling, walking, ridesharing, park-and-ride, high-occupancy vehicle systems, projects that enhance pedestrian, bicycle, and transit experience and fuels infrastructure projects. The STA Comprehensive Transportation Plan Intercity Transit Element includes plans and concepts for improving intercity transit service. The Arterials, Highways, and Freeways Element identifies various needs on routes of regional significance and proposes various improvements to corridors, highways, and major arterials. Please see the STA's website for additional information on the CTP at: <http://www.solanolinks.com/plans.html>.

Solano County Proposition A. Proposition A was first passed in 1984 and extended in 1995 continuing the effort to keep urban development within the cities, preventing "new towns" and office complexes outside of municipal areas. Prop A effectively protected agricultural and open space land in Solano County by directing urban growth and development to existing cities. This proposition shall remain in affect until December 31, 2010.

WHAT IS A "TLC" PROJECT?

In communities across the Bay Area and the nation, there is a growing concern that historical development patterns - dominated by what is commonly known as "sprawl" - are no longer in the long-term interest of our cities, agricultural lands,

wilderness areas, or community identities. In Solano County and other jurisdictions around the nation, regional policies and federal funding are emphasizing the importance of “livable communities” and “smart growth.” Further support for these practices is evolving from changing demographics, strong environmental or stewardship ethics, increased fiscal concerns, and more nuanced views of unchecked growth. The result is both a new demand and a new opportunity for “livable communities” projects.

TLC projects can include a variety of improvements that encourage and enable alternative modes of transportation. Projects can range from major new or infill transit-oriented developments, to extensions of bicycle and pedestrian pathways, and enhancement of downtown sidewalks. The common thread in all TLC projects is a de-emphasis of the single-occupant vehicle.

In 1996, the U.S. Environmental Protection Agency joined with several non-profit and government organizations to form the Smart Growth Network (SGN). . The SGN provides over 700 local and state officials, development professionals, and public interest organizations with the latest information and resources on the world of smart growth. The following is SGN's ten smart growth principles and supporting policies that communities can adopt to create vibrant, diverse, healthy neighborhoods that decrease reliance upon automobiles.

SMART GROWTH NETWORK'S 10 SMART GROWTH PRINCIPLES

1. Mix Land Uses

Integrating residential, commercial, and leisure activities within a neighborhood rather than segregating them allows people to live, work, and play without the need to drive. Modifying zoning ordinances to favor mixed-use developments, creating incentives to create jobs near housing, reusing existing structures for a variety of uses, and providing financial incentives to develop mixed use projects are some ways to gradually transform areas into vibrant neighborhoods.

2. Take Advantage Of / Promote Compact Building Design

Higher-density developments are crucial for supporting transportation choices. Compact developments encourage walking and dense concentrations of people are ideal to support public transportation. Compact buildings also create architecturally diverse neighborhoods, provide opportunities to construct an array of

housing options, and allows cities to use land more efficiently. Methods to promote compact building design include density bonuses to developers, adopting traditional neighborhood designs, reducing or removing minimum lot size requirements, and reducing off-street surface parking.

3. Create a Range of Housing Opportunities and Choices

Finding affordable housing is one of the biggest issues in California. Creating neighborhoods with a variety of housing options for different income levels benefits both residents and cities. Diverse housing in a neighborhood reduces the concentration of poverty and moves away from the “cookie cutter” appearance that seems to be a common characteristic of newer developments. Housing options enable residents to change their housing situation to better adapt to their lifestyle or household size. Achieving this mix and providing affordable housing may require changes to zoning ordinances and building codes, establishing funding programs to encourage development in underserved communities, and working with employers through programs that support employee housing nearby.

4. Create Walkable Communities

Walkable neighborhoods benefit the residents and community by decreasing traffic and its negative environmental consequences, encouraging healthy lifestyles, making walking a viable transportation option, and increasing social interaction. There are innumerable ways cities can become more pedestrian-friendly but some of the most basic measures include developing a pedestrian plan, adopting design standards for streetscapes and pedestrian facilities, mixing land uses, and promoting walking through programs such as Safe Routes to School and safe routes to transit.

5. Foster Distinctive, Attractive Communities With a Strong Sense of Place

Unique architectural styles, landscaping, distinctive signage, landmarks, and other distinguishing elements of the physical environment foster a sense of pride in one’s neighborhood. Residents enjoy where they live and work, and visitors are attracted to these areas to shop, dine, and walk. Ways to enhance existing communities and develop new neighborhoods that provoke this sense of pride include preserving historic

buildings, creating public gathering places like plazas, establishing community festivals and street fairs, public art, and adopting streetscape guidelines to bring about a cohesive look and feel of the area.

6. Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas

Aside from the obvious environmental benefits of preserving open space and protecting critical environmental areas, open space is also an amenity that communities are finding attractive for other reasons. Accessible open space areas not only attract visitors but also entice people to relocate for the natural beauty. More open space translates into fewer developed areas that cause increased water runoff and encroach into wildlife habitat. Communities must aggressively work to maintain the natural environment through zoning to preserve open space, create trail and greenway networks, and transfer of development rights.

7. Strengthen and Direct Development Toward Existing Communities

Growth encouragement has become the subject of many heated discussions in city halls around the nation. Rapidly growing urban fringes cause growing pains on a city's infrastructure, increased time spent in transit, and an out-migration from a city's urban center that leaves behind decaying neighborhoods with a smaller tax base. Smart growth concentrates on infill and investment in existing neighborhoods – areas that are already equipped with infrastructure and often located closer to employment centers. Existing communities can be strengthened by creating business improvement districts, cleaning up brownfields for redevelopment, supporting community development corporations, and minimizing vacant properties through code enforcement and incentives.

Solano County supported this principle with the passage of Proposition A, effectively protecting agricultural and open space land in Solano County by directing urban growth and development to existing cities.

8. Provide a Variety of Transportation Choices

Providing transportation choices – this is the very heart of a TLC program. Ways to eliminate the necessity of owning a car benefits children and the elderly that may not be able to drive, low-income residents who cannot afford an automobile, and people who simply want a choice. Fewer cars on the road translates into improved air

quality, less wear and tear on city streets, less congestion, less land devoted to parking lots, and residents living a healthier lifestyle. Encouraging transit-oriented developments (TOD), requiring sidewalks in all developments, installing bicycle facilities, and implementing car share programs are just a few of the countless ways to encourage multi-modalism.

9. *Make Development Decisions Predictable, Fair, and Cost-Effective*

Because the private sector is largely responsible for the development of today's communities, government must form good working relationships in order to bring about successful TLC projects. This communication can be enhanced with easy-to-use zoning codes and development regulations (which may need to be modified to remove barriers to some redevelopment projects), streamlined plan and permit approvals for TLC projects, and educating public officials on the benefits of TLC and smart growth ventures.

10. *Encourage Community and Stakeholder Collaboration in Development Decisions*

Engaging the community and stakeholders in the development process may be difficult and time-consuming, but in the long run, the outcome will be worth it. Unique perspectives and the myriad of ideas generated through a project's development will bring about a quality project that the community will support and lead to its success. Community visioning exercises, utilizing non-profit groups, making products available throughout the process, and using place audits (such as walking audits) to get participants to really understand their wants and needs are just some actions that can promote participation from a larger spectrum of the community.

BENEFITS OF A SOLANO COUNTY TLC PLAN

Environmental, economic, and quality-of-life impacts resulting from land use patterns and transportation systems have been recognized at every level of government and society. Use of alternative forms of transportation is more appealing and necessary than ever before. Market demand for TLC development forms such as "neo-traditional," compact, mixed-use, and transit-oriented development is increasing. This is the basis for the development of the many federal, state, and local transportation and land use programs and private initiatives that offer other alternatives.

The Solano Transportation Authority plans to further support TLC projects in Solano County by administering the Solano Countywide TLC Program utilizing countywide TLC and Enhancement funds, which will be provided by the MTC. The Solano Countywide TLC Program is expected to receive \$525,000 each year starting FY05/06 or a total of about \$12.5 million over the next 25 years. The program will be modeled after the MTC program with funds awarded to projects that address transportation and land use issues.

In addition there are other alternative mode funding sources including Regional TLC/HIP, Regional Bicycle/Pedestrian Program, Transportation Fund for Clean Air Program (TFCA), Eastern Congestion Mitigation Air Quality Management Program (E. CMAQ) and the Yolo Solano Air Quality Management District Clean Air Funds that can also be used to augment TLC type projects. Developing a countywide TLC plan promises to have many positive effects within Solano County.

Housing Options

Market demand for TLC type development is expected to be strongly influenced by two factors: continued population and household growth, and a shortfall in available housing, especially affordable housing for low- and moderate-income residents. Despite the increasing number of cases where commuting has become onerous, many people will still choose a suburban house and to commute alone in their car as long as they can afford it. However, for a growing number of households, the option to own a conventional single-family residence is financially out of reach, or comes with a commute that severely strains household income and quality of life. Nationwide, support for alternatives to conventional auto-oriented development principles is high. A growing number of people who can afford the alternative are choosing to live in denser types of development that are within walking distance to jobs, shopping, activities, and access to regional transit because they gain an improved convenience to destinations than in typical suburban areas.

Serve a Growing Senior Population

Solano County's population is projected to age significantly over the next twenty years. ABAG projects that the 40-54 age group (e.g., the Baby Boomers) will decline from nearly 23 percent of the total population in 2000 to less than 19 percent by 2030. Significant increases in the proportion of the population in the 55-64 and 65+ age groups are expected. The 65+ age group will increase from 10 percent of the county population in 2000 to 19 percent in 2030.

Solano County's growing senior population will likely be accompanied by changing transportation needs (see "Solano County Senior and Disabled Transit Study," prepared by the Solano Transportation Authority – June 2004, for more information on future needs and recommended transit implementation strategies for the senior and disabled population in Solano County). A substantial increase in the demand for transit service for the elderly and disabled (paratransit)-those who need transportation to health care and other human services - is likely given the current trends. Also, older people may not feel comfortable driving; therefore, they require access to convenient transit to carry out their daily lives. Housing opportunities available to older people near destinations and close to transit will be a growing need all over Solano County.

Meet Air Quality Standards

Solano County is located within two separate air basins, the Bay Area and Sacramento. Air quality conformity is monitored by the Yolo/Solano Air Quality Management District for a small northeastern portion of Solano County and the Bay Area Air Quality Management District for the rest of Solano County.

The northeastern portion of Solano County, representing approximately one-third of the county area, is located within the Sacramento Federal Nonattainment Area. The area has been designated a "severe" nonattainment area for ozone by the U.S. EPA. The average annual number of days exceeding the federal 1-hour ozone standard was 18 during the 1980s, and decreased to 8 during the 1990s. Due to the implementation of emission controls, there has been an overall trend towards improved air quality. The 1990 Federal Clean Air Act Amendments require that the region demonstrates how it will "attain" clean air standards by 2005. Failure to meet the federal standards could result in the loss of federal transportation funds that are allocated to the region.

A majority of Solano County lies within the San Francisco Bay Area Nonattainment Area. In April 2004, U.S. EPA made a final finding that the Bay Area has attained the national 1-hour ozone standard. The Bay Area Air Quality Management District plans to submit a redesignation request to EPA in order to be reclassified as an attainment area as well as a maintenance plan to show the region will continue to meet the 1-hour ozone standard.

Improve Quality of Life

The same compact, mixed-use, and transit-oriented development that saves cities and their residents' money can improve their quality of life as well. These benefits can be realized through increased health and public safety, decreased congestion and commute length, and an overall improved "sense of place."

TLC-type development helps to reduce commute traffic, especially when it is adjacent to major regional transit stops. In addition, a broader benefit of TLC and similar developments is a reduction in local "convenience" trips. People take advantage of safe, attractive walking and biking routes that provide close access (within $\frac{1}{4}$ to $\frac{1}{2}$ mile) to pedestrian-oriented shopping districts, parks, schools, community centers, and other activity centers. These short walking or bike trips to the store, for casual dining, for family activities, to school, or to the park reduce the traffic on local and arterial roads. Perhaps more importantly, these local trips help people know and appreciate the place where they live, and to meet other people who live in the community. This "sense of place" leads to better participation in civic and cultural affairs, and generally healthier communities. Increases in transportation choices such as bicycling, walking, or riding public transit, are directly related to improved public health. One study has demonstrated that the incidences of heart disease, obesity, and diabetes could be cut in half if all sedentary people nationwide walked or bicycled 30 minutes per day. In return, improved public health benefits the economy as well. In California, improved public health from biking and walking could translate to an annual savings of \$528 million in healthcare costs.

Transit-oriented developments and TLC projects provide safer conditions for residents, pedestrians, and bicyclists, as well. Pedestrian and bicycle safety in such environments has been tested and proven to be successful in European countries, such as Germany and the Netherlands. In these countries, where pedestrian and bicycle needs are taken into account, pedestrian fatality rates are 1/10 as high as in the U.S., and bicycle related fatalities are 1/4 as high. Other sources have found that communities and developments built according to TLC principles increase access to convenient housing, jobs, and services, thereby reducing traffic congestion. Overall, the California Department of Transportation has cited a 20 to 40 percent decrease in vehicle miles traveled per year by implementing these measures.

SOLANO COUNTYWIDE TLC PLAN PROCESS

The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan (CTP). The STA Board and its Alternative Modes Subcommittee met throughout the planning process to develop the policies, strategies and programs identified in this Element. Opportunities for full public input were provided to the member agencies in the fall and spring of 2003-04. The STA's member agencies (Solano cities and county) were also provided two separate opportunities to submit candidate TLC projects in the fall of 2003 and summer of 2004.

GOALS, OBJECTIVES, AND ACTIONS

This section presents the recommended goals and objectives of the Transportation for Livable Communities Plan that will help encourage future transportation and land use linkages; and serve as a resource for local jurisdictions.

Goal

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

Objectives

Prepare a TLC Plan that identifies policies, programs, and projects for transportation/land use linkages in Solano County.

Develop a TLC Plan that:

- Identifies TLC concepts.
- Identifies candidate TLC projects.
- Develops a competitive grant process that the STA member agencies can apply to for TLC projects.

STA'S TRANSPORTATION ENHANCEMENTS SET ASIDE FOR LOCAL TLC PROJECTS

The STA actively supports the efforts of its member agencies to build livable communities. To date, the STA has assisted Solano County agencies in obtaining more than \$5 million in TLC, Housing Incentives

Program (HIP), and transportation enhancement grants allocated by the Metropolitan Transportation Commission.

EXISTING CONDITIONS

TLC projects are generally associated with urban settings. Although Solano County is often viewed as a rural county in the Bay Area, there have been several successful TLC projects funded and built over the past several years with funding provided from both MTC and STA.

MTC Funded TLC Projects in Solano County

Solano County communities have received planning and capital grants totaling \$3,524,500 in MTC TLC/HIP funding. One of the earliest planning efforts in Solano County that was partially funded by a TLC grant was the Jepson Parkway Concept Plan. The Concept Plan was prepared by the STA working in coordination with the City of Fairfield, the City of Suisun City, the City of Vacaville, and the County of Solano. The Concept Plan included “A Guide to Transit Compatible Land Use and Design,” a section that provided guidance on how to link transportation improvements planned for the Jepson Parkway with future land use and design decisions made by individual agencies along the corridor.

Dixon Streetscape Revitalization Project

The Dixon Streetscape Revitalization project includes plans to enhance one and one half blocks of B Street and North Jackson Street, between First and A Streets. Planned streetscape improvements include:

- Decorative Lighting
- Sidewalk Improvements
- Landscaping
- Benches
- Trash Receptacles

Jepson Parkway Bikeway-Phase 1 (Segments 9 and 10): Suisun City

The Jepson Parkway Bikeway is a multi-jurisdictional project being developed by Suisun City, Fairfield, Vacaville, and the County of

Solano. As proposed in the Jepson Parkway Concept Plan approved by the STA in April 2000, this project will provide a 10-foot wide bike path along most of the entire 12-mile length of the planned Jepson Parkway. A short segment south of Cement Hill Road on Walters (Between Air Base Parkway and East Tabor Avenue in Fairfield will possibly be Class II bike lanes due to sensitive vegetation which limits available right-of-way, or a Class I along the Air Base Parkway to Peabody Road.

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

The initial portion of the Jepson Parkway Bikeway-Phase 1 (Segments 9 and 10) located along Walters Road from SR 12 to East Tabor Avenue in Suisun City, were under construction in 2003-04. Full completion of this phase is expected during 2004-05 as part of the widening of Walters Road between Bella Vista and East Tabor Avenues.

Downtown Rio Vista Revitalization Plan

Rio Vista’s Downtown Revitalization Plan has been the recipient of regional TLC planning and construction funds. The project is intended to restore the Rio Vista’s downtown and link Main Street to the Helen Madere (Rio Vista) Bridge and the City’s waterfront. Specific improvements include:

- Streetscape Improvements
- Landscape Improvements
- Pedestrian Amenities
- Bicycle Amenities

Suisun City’s Main Street Phase 1 and Driftwood Waterfront Pedestrian Plaza

The Driftwood/Civic Center Drive Improvements Project in Suisun City utilizes the same design concepts developed in the Downtown Concept Plan and the TLC Main Street Phase

I project, and applies them to Driftwood Street and Civic Center Drive between Lotz Way and Main Street, to formalize a downtown square. Current construction on the property bounded by the square includes public spaces and amenities. Planned City improvements include improved pedestrian crossings with bulb-outs and distinctive crosswalk materials for added measures of protection, landscaping, pedestrian amenities, new sidewalks, and lighting.

Vacaville's Davis Street Pedestrian and Gateway Improvements

The Davis Street Pedestrian and Gateway Improvements Project was developed to improve pedestrian circulation on Davis Street and draw people toward historic Main Street, the Ulatis Creek Walk, and a new commercial center at the redeveloped Basic American Foods Industrial site. Project components included:

- Wider sidewalks
- Landscaped bulb-outs
- Sidewalk improvement
- Pedestrian-scaled lighting

Vallejo Sereno Transit Village

The city of Vallejo's \$382,000 HIP grant is associated with development of the Sereno Village Apartments, which provided 125 affordably priced units near an existing shopping center and bus hub.

- Higher density affordable housing near bus transfer facility

Vallejo Georgia Street/Waterfront Redevelopment Plan

The Vallejo Waterfront Plan is a culmination of three recent planning efforts to redevelop and revitalize Vallejo's waterfront, downtown, and public open spaces. The plans make specific recommendations to provide comprehensive improvements in the downtown and waterfront areas including:

- Vallejo Intermodal Center
- Multi-Modal Transportation Enhancements
- Bicycle & Pedestrian Systems
- Streetscape Improvements
- Landscape Improvements

- Public Art
- A Festival Green
- Central Plaza

The Georgia Street Extension Project was completed and opened to the public in early 2004.

SOLANO COUNTY TLC & TRANSPORTATION PLANNING LAND USE SOLUTIONS (T-PLUS) PROGRAMS

A new program from MTC, called Transportation Planning and Land Use Solutions (T-PLUS), will be financed for at least ten years, with planning funds of \$150,000 a year provided to the STA. The STA will allocate T-PLUS planning grants of up to \$50,000 to member agencies over a two year period. All nine counties are participating in the T-PLUS. The T-PLUS program is intended to move funding from the regional to the local level, providing the flexibility to implement the regional policies at the local level in ways which are most appropriate to the variety of communities in the region.

The general scope of work for T-PLUS focuses on four transportation/land use priorities for MTC:

- **The Transportation for Livable Communities/Housing Incentives Programs (TLC/HIP).** These two programs fund projects which integrate transportation with land use, such as streetscapes, improved transit access, and bicycle and pedestrian improvements, or which encourage high-density housing near transit. The key project goal for both programs is to have ridership demand in place to support transit by providing higher density housing near transit facilities with attractive access improvements.
- **MTC Transportation 2030 Land Use Principles or Transportation - Land Use Platform.** MTC is encouraging workshops, the development of modeling tools and best practices "toolkits," and other incentives and strategies to implement the smart growth concepts adopted for the region. In 2004 STA staff participated on the MTC Transportation - Land Use Task Force to develop and refine a Transportation/Land Use Platform for the region. One of the main purposes of the platform is to

better co-ordinate transportation and land use decisions in each of the cities and counties to improve the quality of life in the region.

- **MTC Resolution 3434: Major Transit Corridor Planning and Implementation.** Resolution 3434 focuses on transit corridors and regional transit policies, which need local actions such as transit-oriented development to be successful.
- **Mitigation programs.** Transportation-related impacts can be reduced or offset with mitigation programs such as more extensive transit usage and ridesharing, and the use of mitigation banks.

Each CMA's approach to the new program, while having similar elements, is somewhat unique. Certain parts of the T-PLUS program will apply to all CMAs. All will assist MTC with the monitoring and delivery of the TLC/HIP program, will provide an annual report to MTC, and are expected to address all four general areas to some degree. Beyond that, CMAs can tailor elements of the general workscope to fit their local needs and opportunities.

REGIONAL TLC SELECTION CRITERIA

MTC Criteria

MTC subjects all TLC applications through a screening process to determine which projects satisfy the objectives of the programs. All projects must have had a collaborative planning process with community stakeholders, the project sponsor(s), the local jurisdiction and the local transit operator(s) will be undertaken. The first tier of evaluation criteria includes:

- The project supports one or more of the objectives of MTC's adopted "Transportation/Land Use Connection Policy" to promote the development/redevelopment of livable communities in the Bay Area.
- The project pertains to a defined physical location.
- The project pertains to a physical setting where deficiencies exist (or will exist) which if remedied will provide significant community benefit.
- The overall project will have identifiable and likely synergistic effects such as increased housing opportunities in the project area at densities to encourage on time transit, bicycling, and pedestrian trips.

- As appropriate during the development of the project, the following issues will be evaluated: accessibility as it relates to the Americans with Disabilities Act, economic development
- opportunities, environmental impacts, economic/financial considerations, safety and security, and potential adverse impacts, if any, to local trips made by commercial delivery vehicles and public transit and other forms of transportation
- The project will result in a discrete and clear work product, which will guide the overall project to the next level of planning and/or form the basis to compete for funding for the overall project.
- The project is structured to be completed within one year. The project sponsor commits to begin the project immediately if the project is approved by the Commission.
- The project is unlikely to be fully funded other than through MTC's program.
- The sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue the overall project to the extent feasible.

Second tier of evaluation criteria:

- **Project innovation:** to what degree does the project set new ground as called for in the TLC program? To what degree does the project involve the participation of community organizations and local jurisdictions? Does the project involve mixed-use development, particularly housing/
- **Project readiness:** when does the project need funding? When is construction of the overall project expected to begin?
- **Local match:** to what degree is local match offered as part of the proposed project's total cost?
- **Advisory Council comments:** the advisory council's TLC subcommittee will have the opportunity to comment on community planning projects as they are evaluated.

STA TLC & T-PLUS Program Criteria

Each year, the STA proposes to award \$25,000 annually or up to \$50,000 biannually in T-Plus Planning funds to locally programmed TLC projects to develop concept plans or serve as matching funds for candidate projects. In addition to the above listed MTC Planning Grant criteria, STA proposes the following additional criteria:

- The member agency has secured, or has attempted to secure, a substantial amount of the planning from city, county, regional, or impact fee funding sources, and needs some additional funding to complete project studies during the fiscal year.
- The study includes either a project listed in the above stated MTC criteria or includes a TLC Corridor or special TLC candidate project or study area identified in the Alternative Modes or TLC Element of the CTP.
- The proposed study would likely result in the project moving forward for securing a TLC, regional or countywide, capital grant during the following 3-5 years after completion of the study.
- The project study would directly implement a transit hub, intermodal center, or a new expanded transit route or service identified in the Intercity Transit Element of the CTP.

The STA will also award member agencies approximately \$2.1 million in Countywide TLC Capital projects over the next four years (FY 05/06 to FY08/09). Projects must be identified in the following list of TLC Candidate Projects and will be selected based on the Solano Countywide TLC Program Guidelines.

CANDIDATE PROJECTS

Table 1 lists the most recent Candidate Projects submitted for Solano County's TLC program. The pages following Table 1 illustrate the improvements that will result from these projects.

TABLE 1 -TLC CANDIDATE PROJECTS

OCTOBER 2004

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Benicia	First Street Streetscape and Parking Enhancements	Project will include construction improvement for bus turnouts, sidewalk improvements, bicycle lanes, lighting and trees in Benicia's historic downtown district on First Street.	Capital Project	\$2,000	\$10	Gas Tax	\$1,990
Benicia	State Park Road Bike/Pedestrian Bridge	The project will widen an existing bridge or construct a separate Class I bridge facility at State Park Road to accommodate bicycle and pedestrian traffic from the Rose Drive/ Columbus parkway intersection to the Benicia State Park. Project connects housing and commercial developments on the north side of I-780 to Benicia State Park and other residential developments south of I-780	Capital Project	\$2,500	\$209	TDA Article 3	\$2,291

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Benicia	Intermodal Train Station	The City is conducting an evaluation of alternative sites to construct a Capitol Corridor Commuter Train Station along the I-680 Corridor. The proposed project would include a train platform, park-n-ride facility with 200+ Spaces, bus transfer facilities, long-term bicycle storage and access improvements	Planning and Capital Project	\$3,000	TBD	TBD	\$3,000
County of Solano	Old Town Cordelia TLC Improvement Project	Project will improve pedestrian/bicycle access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. The project also includes gateway signs, historical markers, trees and lighting.	Capital Project	\$700	\$50	MTC's TLC	\$620
					\$15	Solano County	
					\$15	City of Fairfield	
Dixon	Downtown Streetscape Phase 3	Project will include constructing streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B St. to UPRR.	Capital Project	\$300	\$50	City Redevelopment	\$250
Dixon	West 'B'St. Pedestrian Under Crossing	Pedestrian under crossing to replace existing at grade crossing at future train station location.	Capital Project	\$2,000	TBD	TBD	\$2,000

ALTERNATIVE MODES ELEMENT

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Dixon	Multi-Modal Transportation Center	Construction of a rail service platform to the multi-modal center to allow passenger trails to stop in Dixon per the Solano Rail Facilities Plan.	Capital Project	\$3,000	\$970	TBD	\$2,030
Fairfield	West Texas Street Gateway Project	The project will enhance pedestrian linkages among the Fairfield Linear Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the new Park Crossing Apartment project. Specific improvements include new sidewalks, signage, public art, and new street trees.	Capital Project	\$1,500	TBD	Possibly AB 1500 Redevelopment and CDBG Grants	\$1,500
Fairfield	North Connector Project	The North Connector Project is a vital link for Hwy 12 east to Hwy 12 west along Business Center Drive, bypassing the I-80 freeway. This project will have safety components for bicycle, pedestrian, and future transit service.	Capital Project	\$5,000	TBD	TBD	\$5,000
Fairfield	West Texas Street Urban Village Project	This project will assist private developers interested in creating "urban villages" at several sites along the West Texas Street corridor between Pennsylvania Avenue and Interstate 80. Sites identified in the West Texas Street Master Plan include West Texas at Pennsylvania, West Texas at Fifth and Indiana, and Allan Witt Park. These projects are envisioned as unique mixed-use developments which offer good	Planning and Capital Project	\$1,500	TBD	Possibly Redevelopment and CDBG Grants	\$1,500

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
		pedestrian access to the Fairfield Transportation Center and less than one mile to the Suisun City Capitol Corridor station. Funding will be used for: land assembly, planning and architectural services, public investment in sidewalks- street trees- pedestrian crosswalks- landscaping- signage, development of public plazas/ seating areas, and enhancements to transit stops.					
Fairfield	North Texas Street Transportation Center and Community Hub	Upgrade streetscape on North Texas St. and Acacia St., provide an enhanced public gathering area at the transfer station, improve safety links to the teen center and adjoining commercial areas.	Capital	\$4,500	TBD	TBD	\$4,500
Fairfield	Downtown Fairfield Live-Work Center	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offers unique space attractive to downtown residents and commercial entrepreneurs.	Capital Project	\$1,500	TBD	Possibly CDBG Grants	\$1,500
Fairfield	Vacaville-Fairfield Train Station Urban Center	Development of a master plan for the future Fairfield Vacaville Train Station. Master Plan will include: mixed used concepts, pedestrian and bicycle circulation system enhancements/ system connections, public transit -connections	Planning Grant	\$200	TBD	Possibly development impact fees and city funding.	\$200

ALTERNATIVE MODES ELEMENT

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
		- stations and -facilities.					
Fairfield/ Vacaville (Multi-jurisdiction)	Fairfield/Vacaville Intermodal Train Station	Development of the future Fairfield Vacaville Train Station. that will include - stations and – facilities, platform, pedestrian and bicycle circulation system enhancements, transit improvements, landscaping.	Capital Project	\$3,500	TBD	TBD	\$3,500
Fairfield/ Suisun City (Multi-jurisdiction)	Main Street and Union Avenue Streetscape and Pedestrian Enhancements	This project will involve enhancements of pedestrian corridors in the vicinity of the new County Government Center and improving the pedestrian links between downtown Fairfield and Suisun City. Additionally, the project will include: enhance sidewalks, crosswalks, pedestrian scale signage, shade trees, pedestrian friendly lighting, landscaping to the new Civic Plaza, transit signs, and pedestrian gateway.	Planning/ Capital Project	\$2,000	TBD	Possibly CDBG Grants	\$2,000
Multi-jurisdiction (Fairfield, Solano County, Suisun City and Vacaville)	Jepson Parkway Segments 2,3,4,6,7 and 8	The multi-modal Parkway connects the I-80/Leisure Town Road interchange in Vacaville with Highway 12 in Suisun City. The project links the existing road segments of Leisure Town, Vanden, Cement Hill and Walters roads. The project also includes TLC development principles by incorporating rail, bicycle, and pedestrian projects.	Capital Project	\$15,600	TBD	TBD	\$15,600

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Rio Vista	Highway 12 Corridor Planning Study	Corridor Plan will focus on the particular design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista.	Planning/ Urban Design	\$50	TBD	TBD	\$50
Rio Vista	Highway 12 Corridor Improvements	Alternative mode capital improvements identified in the Hwy 12 Corridor Plan.	Capital	\$5,000	TBD	TBD	\$5,000
Rio Vista	Waterfront Improvements	Implementation of the Downtown Rio Vista Waterfront Plan which includes plan refinement, cost updates, and phased improvements for pedestrian, bicycle, and transit activities.	Planning/ Capital	\$2,000	TBD	TBD	\$2,000
Suisun City	Main Street/ Downtown Streetscape Improvement Project (Phase II)	Streetscape improvements, pedestrian improvements, landscape improvements, lighting.	Capital	\$1,500	TBD	TBD	\$1,500
Suisun City	Driftwood Plaza Improvements	Construction of a public gathering space on Driftwood Drive that will include a turf area, promenade paving and site furniture and new landscaping to attract pedestrian and bicycle activities near the downtown area and the Suisun Amtrak station	Capital	\$550	TBD	TBD	\$550

ALTERNATIVE MODES ELEMENT

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Vacaville	Vacaville Creek Walk Extension to McClellan Street	This project will extend the Vacaville Creek Walk to McClelland Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	Capital Project	\$1,300	\$300	Vacaville Redevelopment Agency	\$900
Vallejo	Vallejo Station Pedestrian and Streetscape Enhancements	Project will improve pedestrian linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility.	Capital	\$5,500	TBD	TBD	\$5,500
Vallejo	Downtown Vallejo Renaissance Project	Funding would be used for the Downtown area to convert 4-lane streets into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative crosswalks; sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and Paseos.	Capital	\$5,500	\$4,000	Redevelopment and Private Funds	\$1,500

Sponsor	Project Title	Brief Description	Project Type	Est. Cost (\$1,000s)	Local Match (\$1,000s)	Funding Source	TLC Need (\$1,000s)
Vallejo	Mare Island Bicycle and Pedestrian Access Improvements	Construction of a pedestrian and bicycle network to connect to residential, recreational, employment, and education uses throughout the island.	Capital	\$10,000	\$8,000	Developer Funds	\$2,000
Vallejo	Sonoma Corridor Concept Plan	Provide a mix of compatible commercial, residential and public uses which facilitates infill development and the efficient use of land in an urban context.	Planning	\$500	\$250	Caltrans Community Based Trans. Planning Grant	\$250

	Total Est. Project Cost (\$1,000)	Total Identified Local Match (\$1,000)		Total TLC Capital Need (\$1,000)
<i>Totals</i>	\$78,600	\$13,819		\$64,781

First Street Streetscape and Parking Enhancements

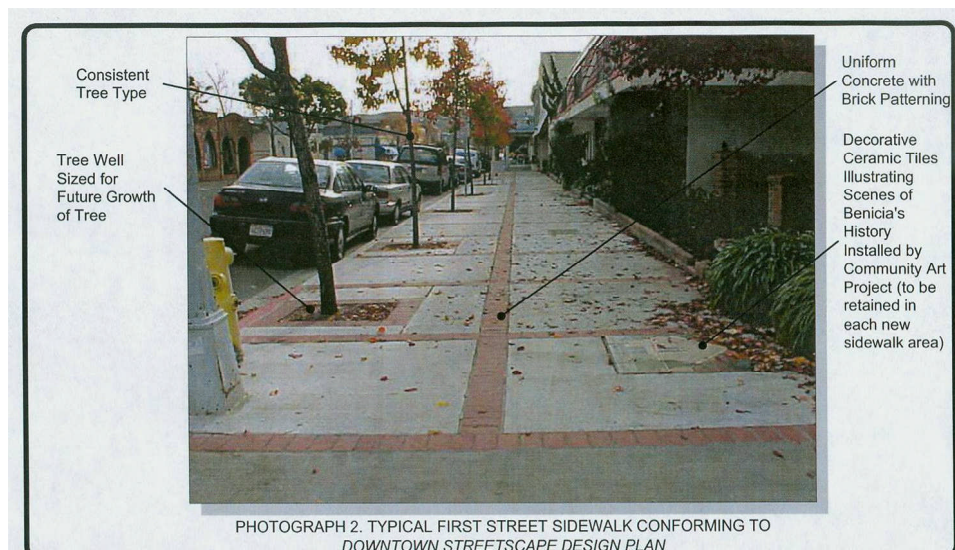
JURISDICTION: Benicia

COST ESTIMATE: \$2 million

PROPOSED SCHEDULE: Construction 2005

KEY ELEMENTS:

- New Sidewalks
- Bike Lanes
- Streetscaping



REVISIONS			
NO.	DESCRIPTION	BY	DATE



CITY OF BENICIA

**PUBLIC WORKS
DEPARTMENT**



State Park Road Bike/Pedestrian Bridge

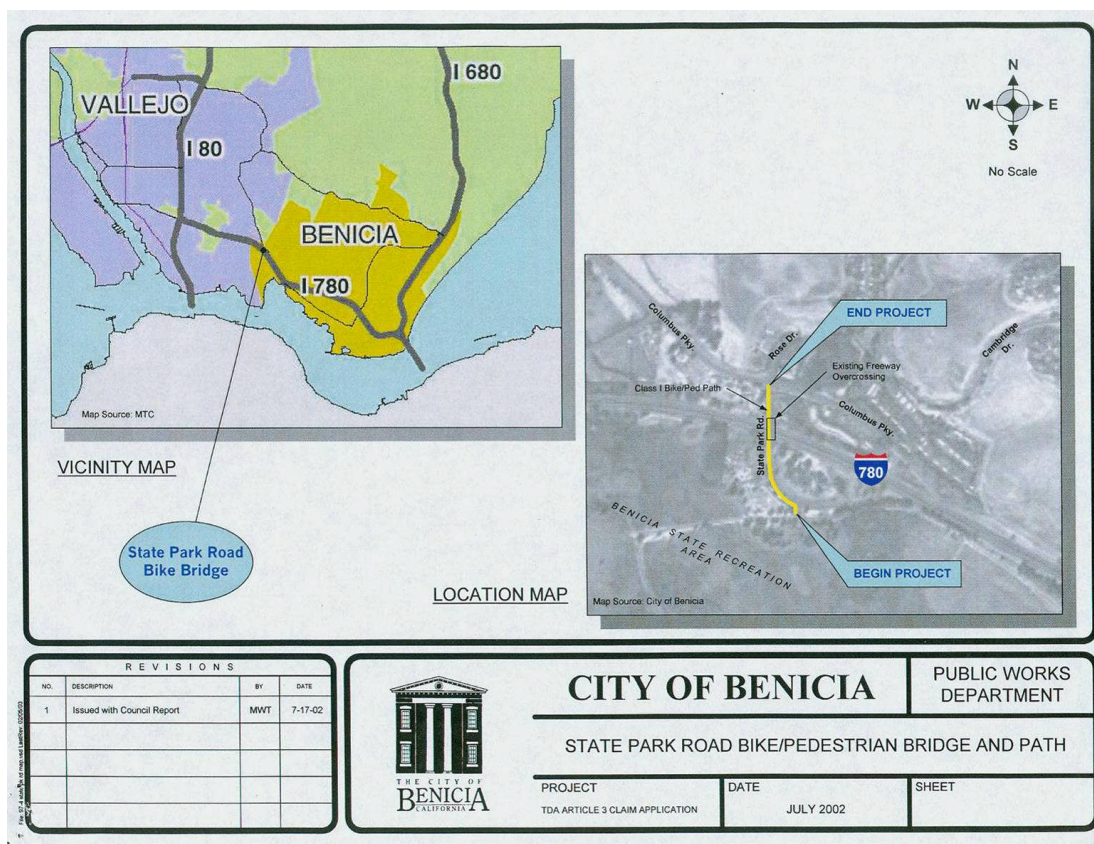
JURISDICTION: Benicia

COST ESTIMATE: \$2.5 million

PROPOSED SCHEDULE: Project Design 2004

KEY ELEMENTS:

- Bridge over State Park Road
- Class I Path to Benicia State Recreation Area
- Project connects housing and commercial developments on the north side of I-780 to Benicia State Park and other residential developments south of I-780



Benicia Intermodal Train Station & Transit Hub

JURISDICTION:	Benicia
COST ESTIMATE:	\$3,000,000
PROPOSED SCHEDULE:	Site Selection and Project Design 2005-07

KEY ELEMENTS:

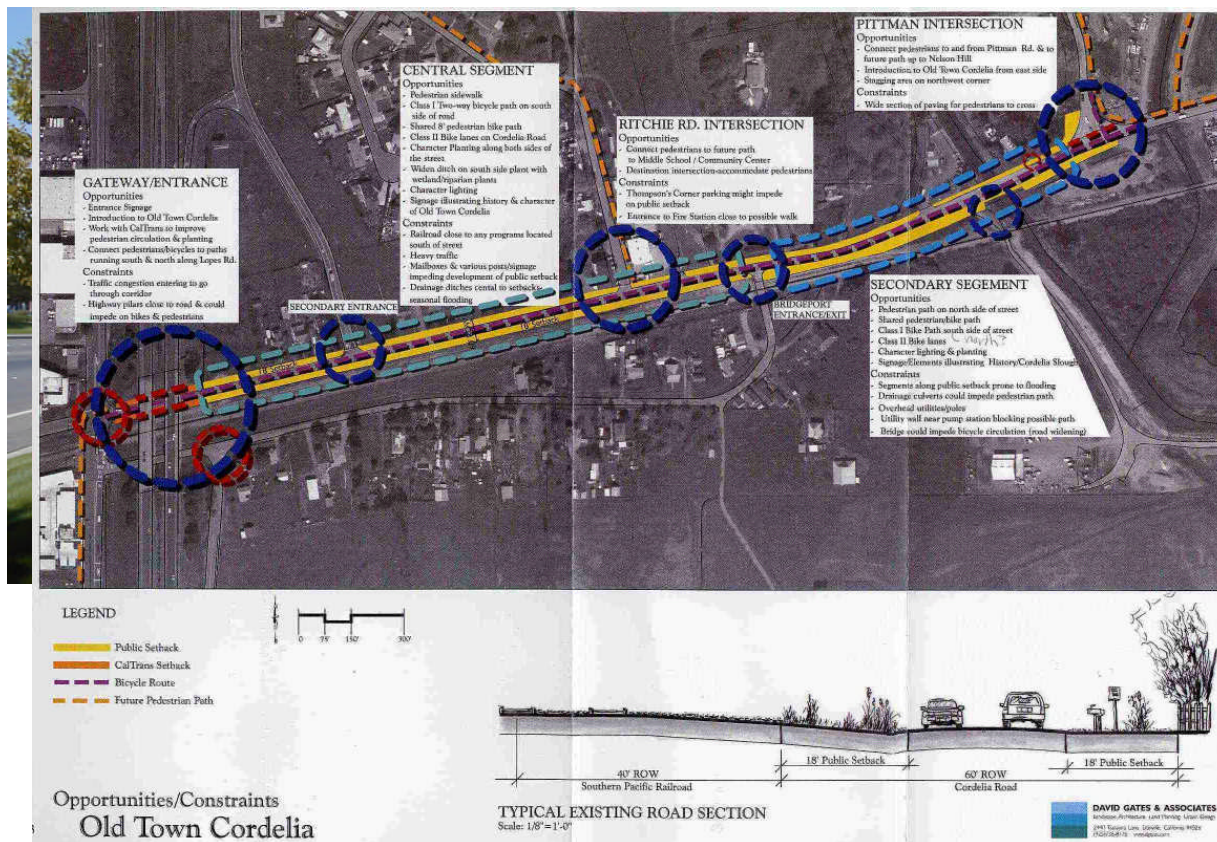
- Capitol Corridor Commuter Train Platform
 - Park-n-Ride with 200+ Spaces
 - Bus Transfers
 - Long-term Bicycle Storage
 - Access Improvements
-



Old Town Cordelia Improvement Project

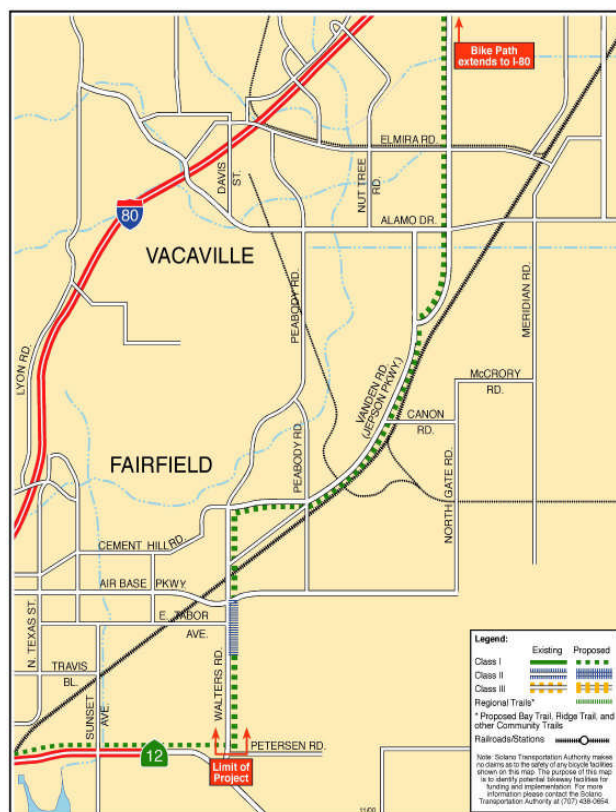
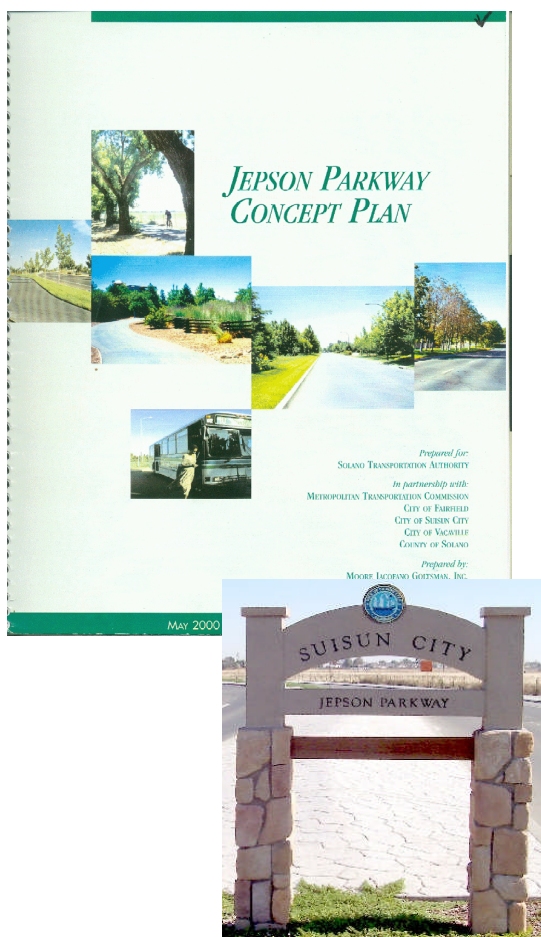
JURISDICTION:	Solano County
COST ESTIMATE:	\$700,000
PROPOSED SCHEDULE:	Construction 2005
KEY ELEMENTS:	

- Bike/Pedestrian Path
- Streetscaping
- Landscaping
- Traffic Calming
- Gateway Signs



Jepson Parkway Segments 2,3,4,6,7 and 8

JURISDICTION:	Multi-jurisdictional- Fairfield; Suisun City, Solano County, and the City of Vacaville
COST ESTIMATE:	\$15.6
PROPOSED SCHEDULE:	Construction 2005-10 (in segments based on Jepson Parkway Concept Plan)
KEY ELEMENTS:	<ul style="list-style-type: none"> • Bike/Pedestrian Path • Streetscaping • Landscaping/lighting • Sound Walls • Traffic Calming • Gateway Signs



West B Street Pedestrian Undercrossing

JURISDICTION: Dixon

COST ESTIMATE: \$2 million

PROPOSED SCHEDULE: Construction 2006

KEY ELEMENTS:

- Pedestrian Undercrossing at Railroad Tracks
-



Dixon Multi-Modal Transportation Center

JURISDICTION:	Dixon
COST ESTIMATE:	\$3 million
PROPOSED SCHEDULE:	Construction 2006

KEY ELEMENTS:

- Rail Platform
 - Pedestrian Improvements
-



Downtown Streetscape Phase 3

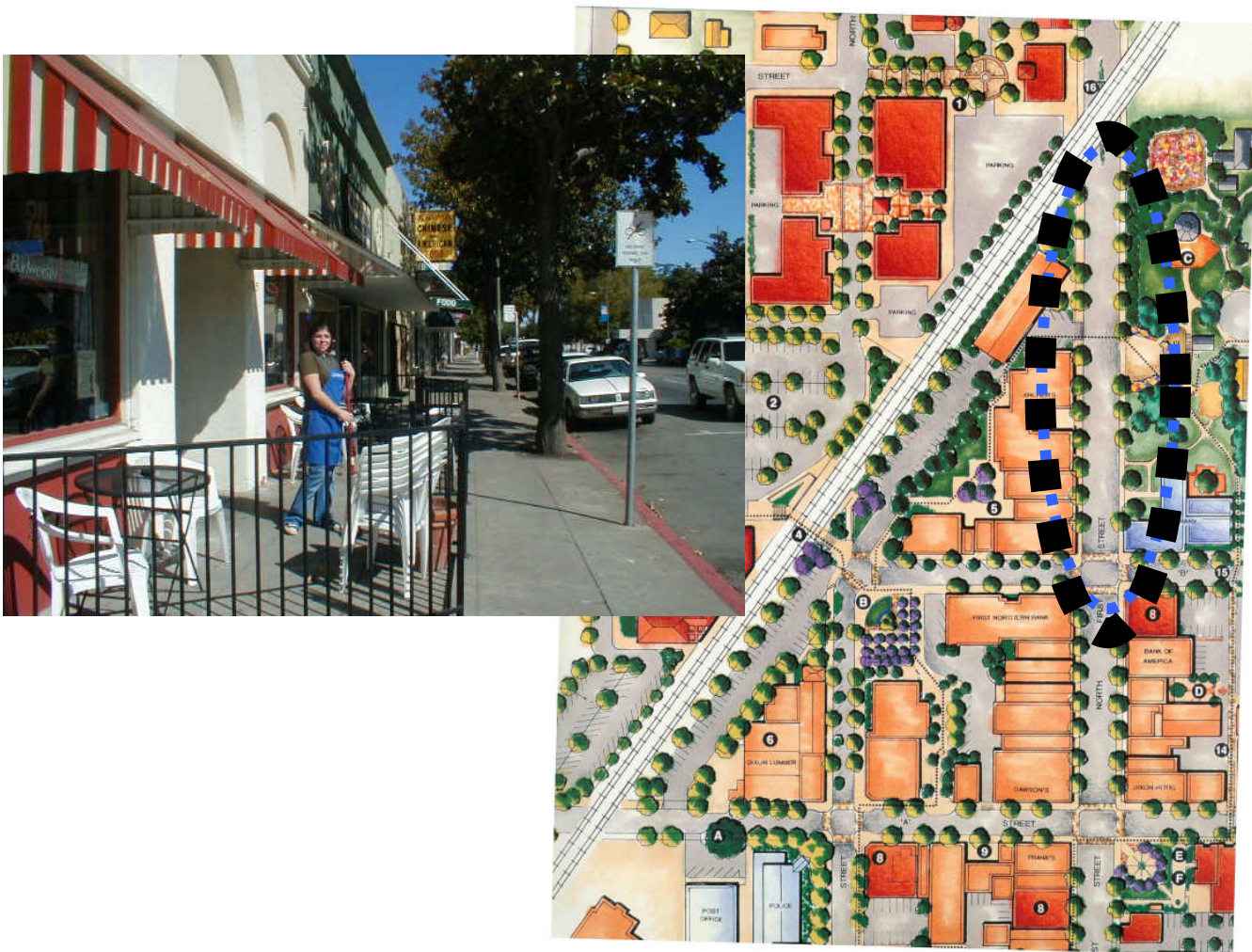
JURISDICTION: Dixon

COST ESTIMATE: \$300,000

PROPOSED SCHEDULE: Construction 2006

KEY ELEMENTS:

- Streetlights
 - New Sidewalks
 - Bicycle Parking
 - Street Trees
-

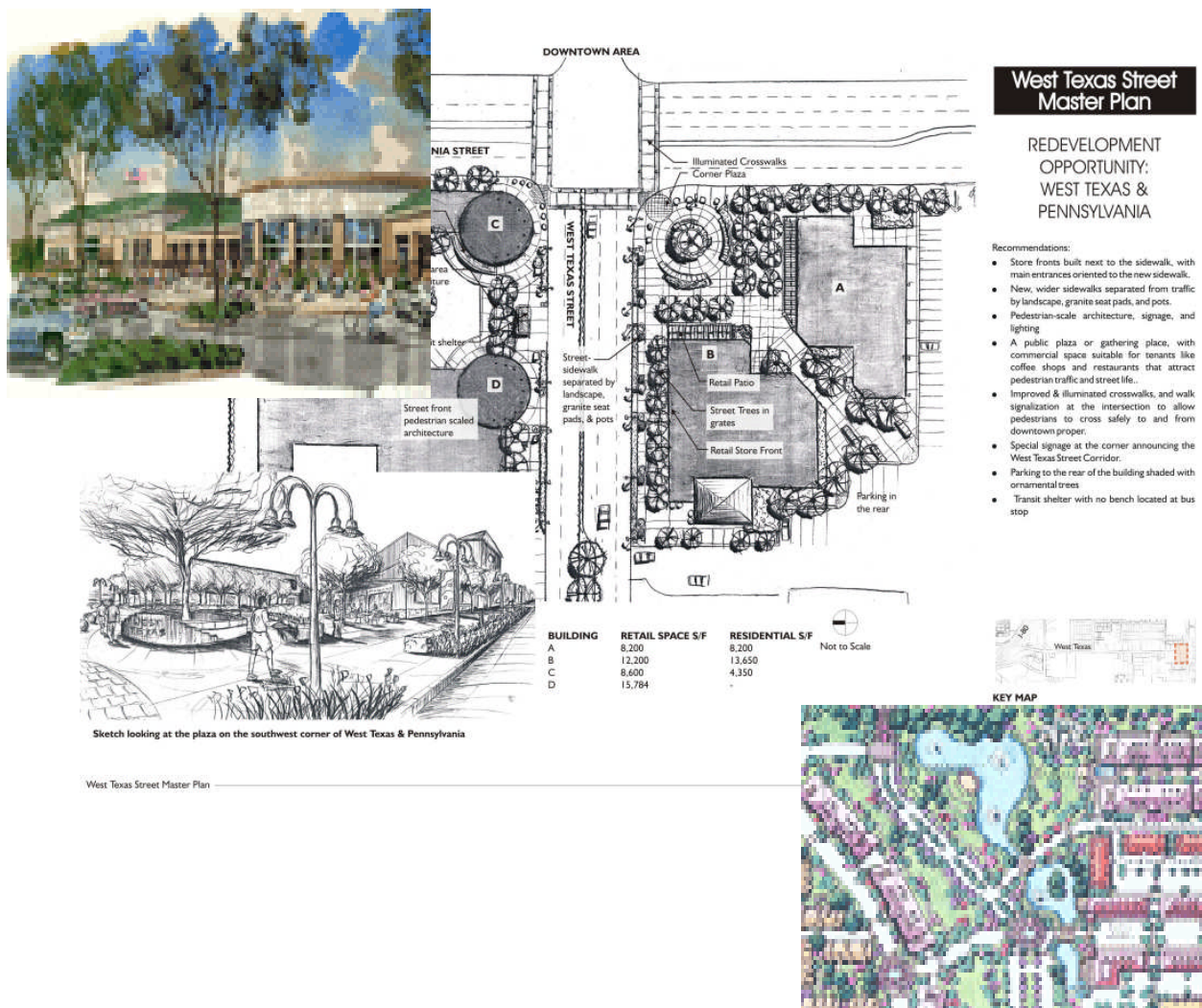


West Texas Street Urban Village

JURISDICTION:	Fairfield
COST ESTIMATE:	\$300,000
PROPOSED SCHEDULE:	Construction 2005

KEY ELEMENTS:

- Mixed-use Development
- Streetscaping
- Pedestrian Improvements
- Transit Facilities



North Connector

JURISDICTION:	Fairfield
COST ESTIMATE:	\$5.0 million
PROPOSED SCHEDULE:	Construction 2006-08

KEY ELEMENTS:

- Bike/Pedestrian Path
 - Streetscaping/transit shelters
 - Landscaping
 - Traffic Calming
 - Gateway Signs
-

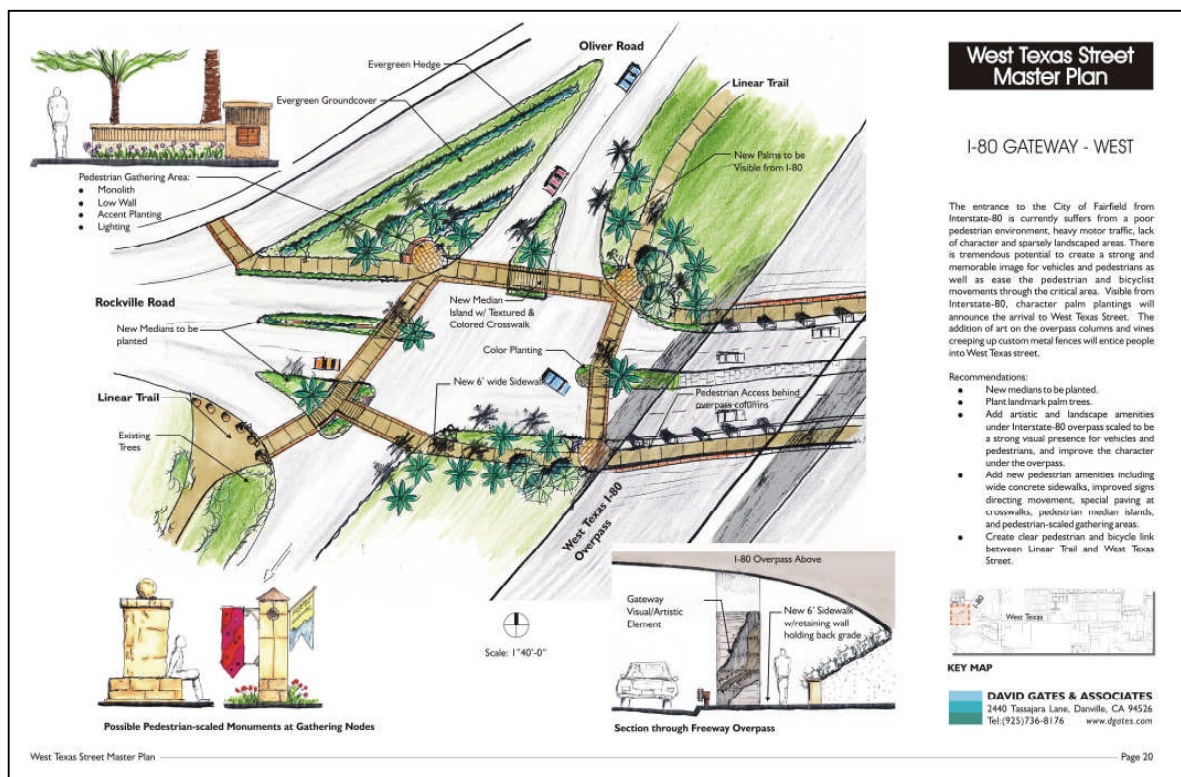


West Texas Gateway

JURISDICTION:	Fairfield
COST ESTIMATE:	\$1.5 million
PROPOSED SCHEDULE:	Construction 2005

KEY ELEMENTS:

- Pedestrian Improvements to Texas and Beck
- Linear Park Improvements
- Street Trees
- Public Art



North Texas Street Transportation Center and Community Hub

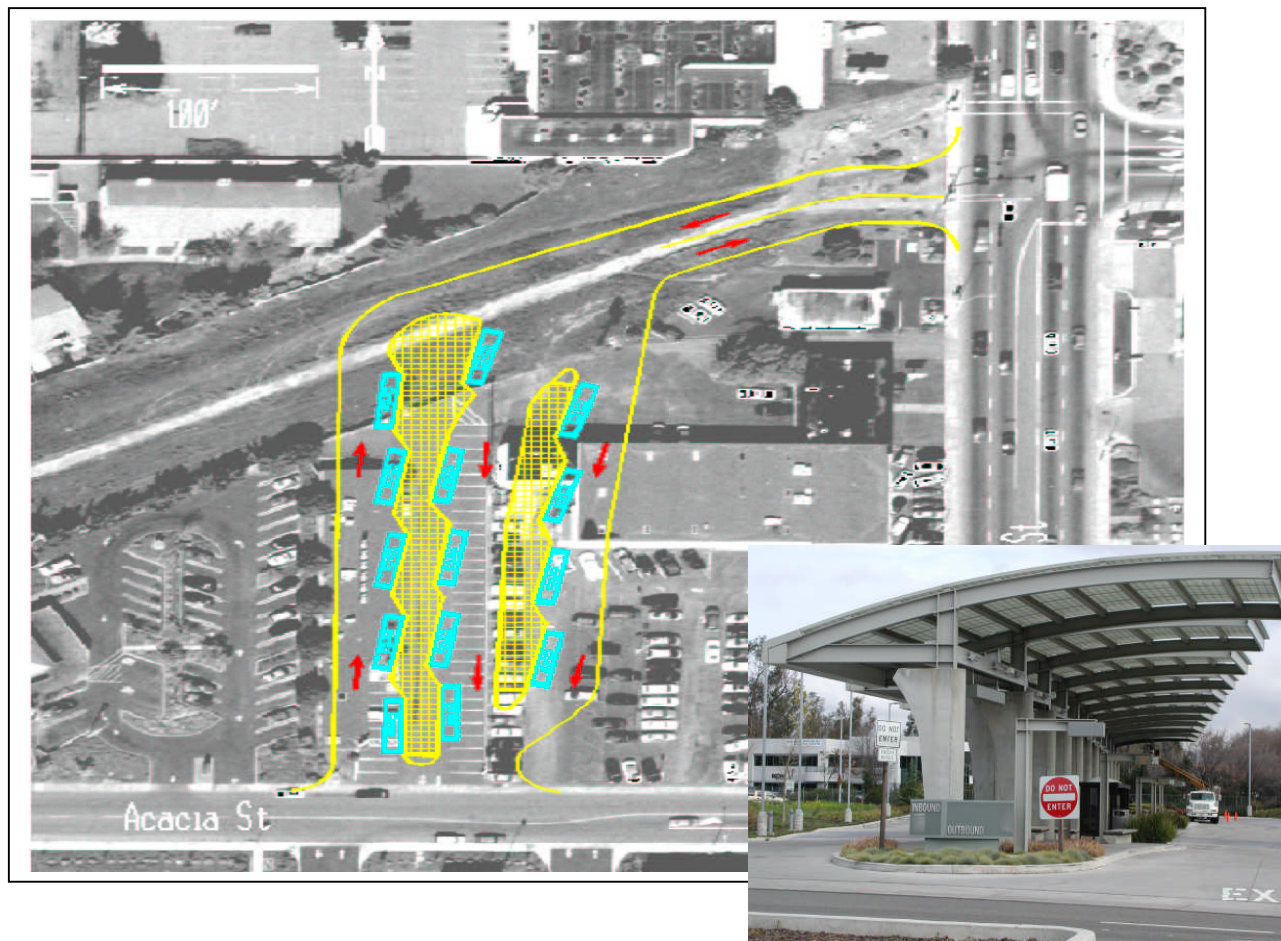
JURISDICTION: Fairfield

COST ESTIMATE: \$4,000

PROPOSED SCHEDULE: 2005-06

KEY ELEMENTS:

- Transit Facility/ Public Transit Connections
 - Pedestrian/Bicycle Enhancements
 - Streetscape Improvements
-



Downtown Fairfield Live-Work Center

JURISDICTION:	Fairfield
COST ESTIMATE:	\$1.5 million
PROPOSED SCHEDULE:	Construction 2007

KEY ELEMENTS:

- Commercial / Residential Building
 - Streetscape Enhancements
-



Vacaville-Fairfield Train Station Urban Center Plan

JURISDICTION: Fairfield

COST ESTIMATE: \$200,000

PROPOSED SCHEDULE: 2005-06

KEY ELEMENTS:

- Mixed-Use
 - Pedestrian/Bicycle Enhancements
 - Public Transit Connections
-



Fairfield/ Vacaville Train Station

JURISDICTION: Multi-jurisdictional: Fairfield and Vacaville

COST ESTIMATE: \$3,500

PROPOSED SCHEDULE: Construction 2006-07

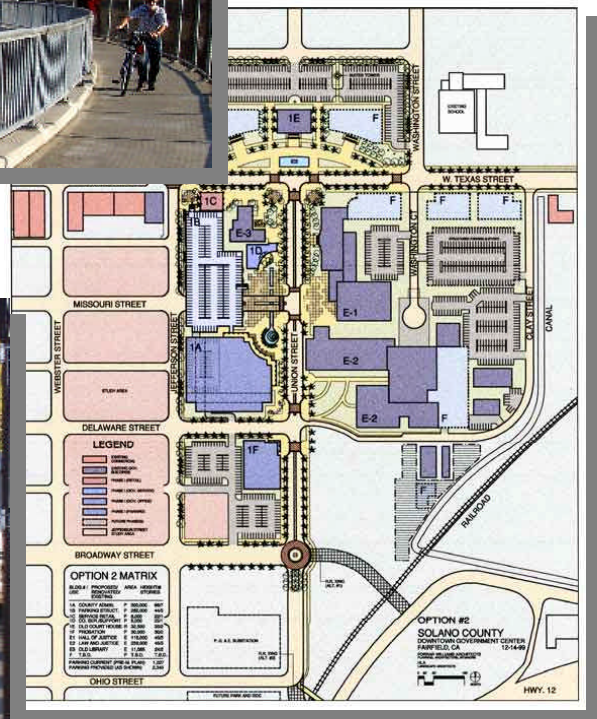
KEY ELEMENTS:

- Intermodal Train Station
 - Pedestrian platform
 - Landscaping
 - Pedestrian/Bicycle Enhancements
 - Public Transit Connections
-



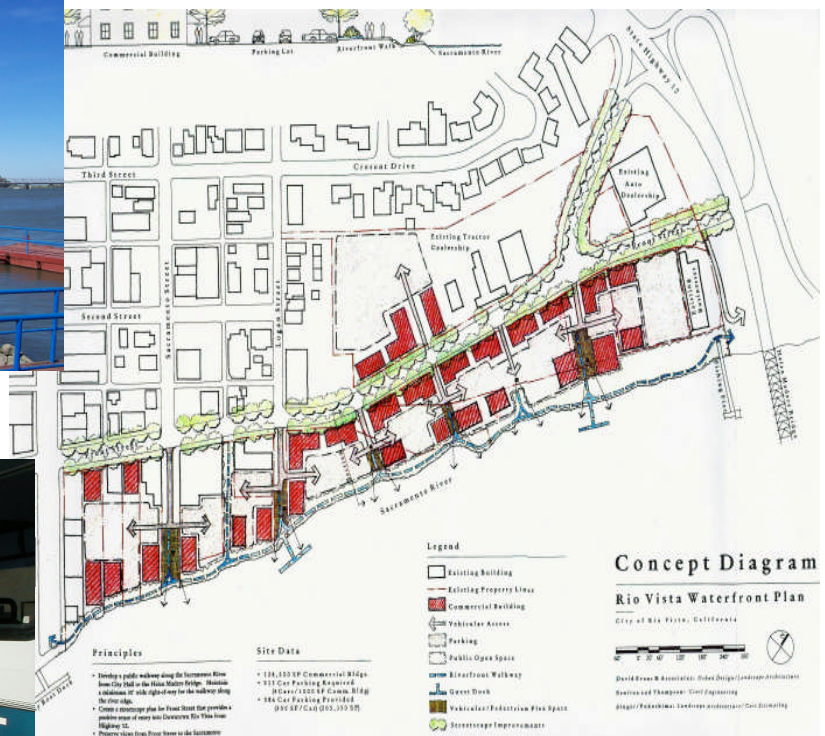
Main St- Union Avenue Streetscape and Pedestrian Enhancements Program

JURISDICTION:	Multi Jurisdictional: Fairfield, Suisun and Solano County
COST ESTIMATE:	\$2 million
PROPOSED SCHEDULE:	Construction 2006-07
KEY ELEMENTS:	<ul style="list-style-type: none"> • Pedestrian Enhancements • Landscaping • Wayfaring Signage



Rio Vista Waterfront Plan Implementation

JURISDICTION:	Rio Vista
COST ESTIMATE:	\$2.0 million
PROPOSED SCHEDULE:	Construction 2005
KEY ELEMENTS:	<ul style="list-style-type: none"> Streetscape Improvements Riverfront Walkway Riverfront Public Open Space Pedestrian Access to Transit



Highway 12 Corridor Planning Study

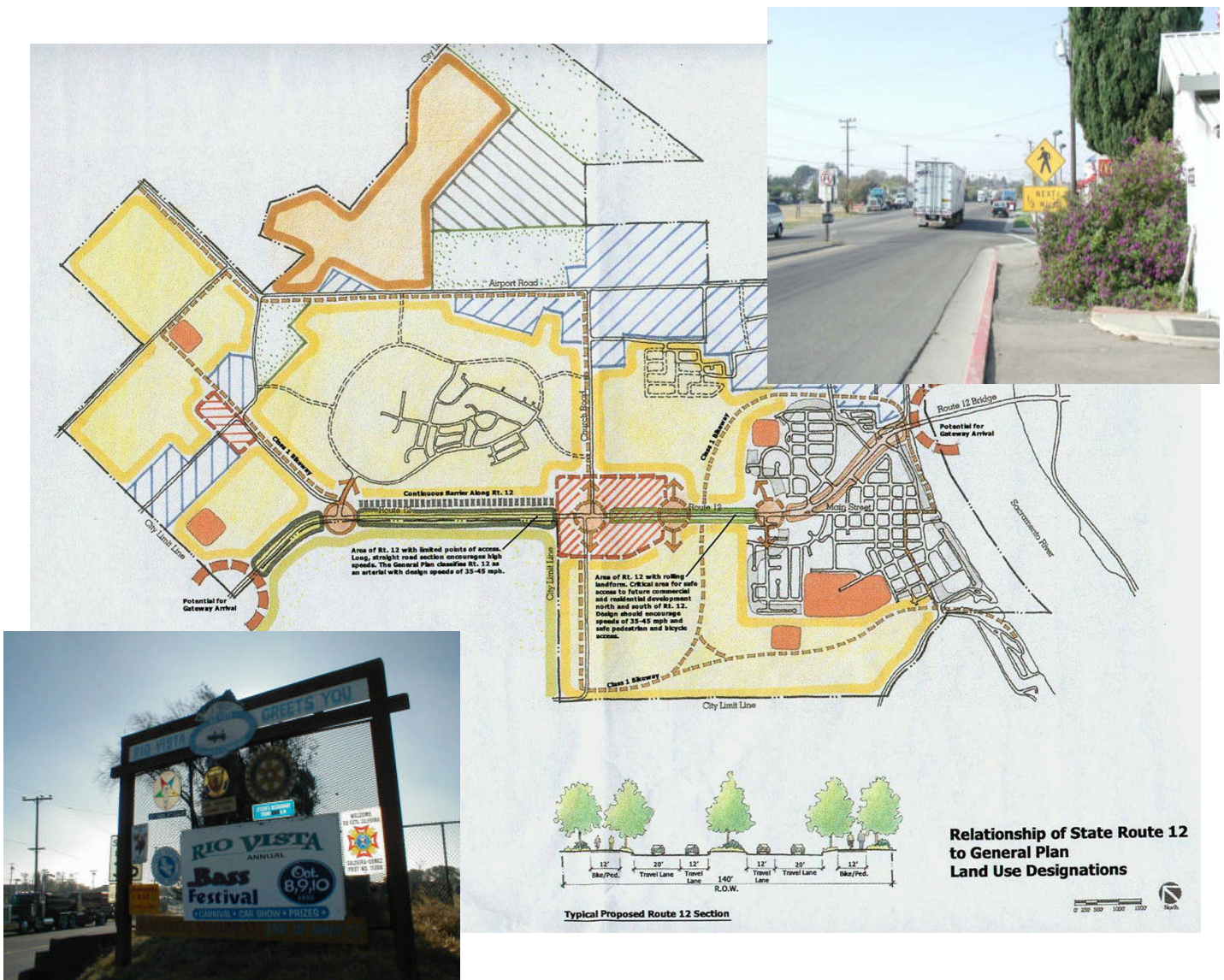
JURISDICTION: Rio Vista

COST ESTIMATE: \$50,000

PROPOSED SCHEDULE: 2004-05

KEY ELEMENTS:

- Design Improvements and Phasing Plan for 4 Sections of Highway 12

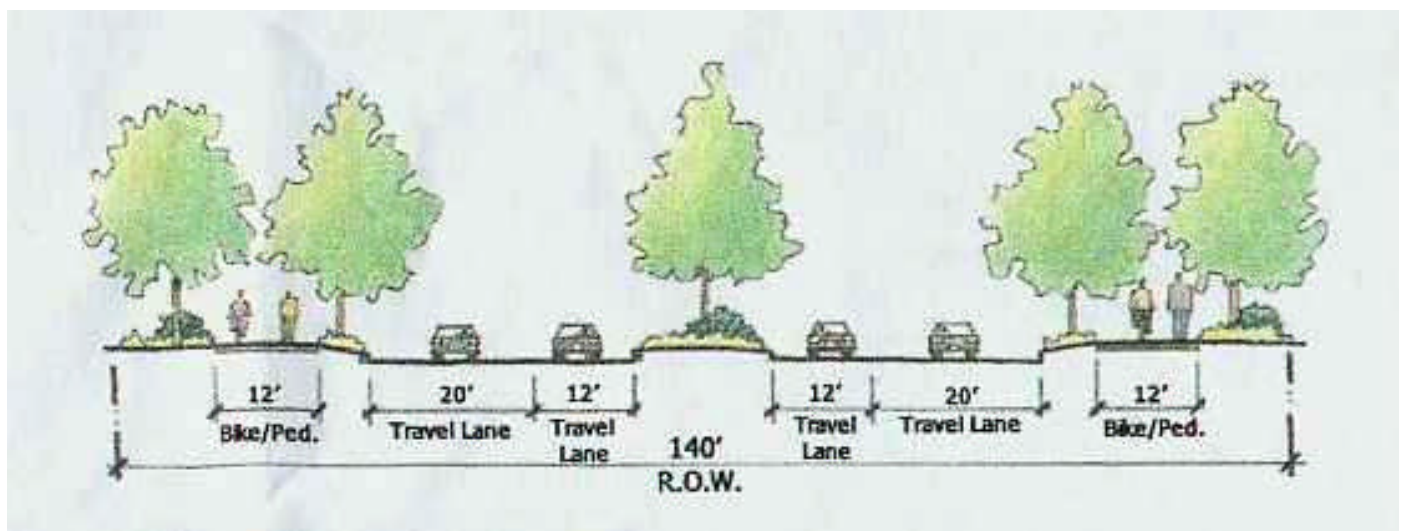


Highway 12 Corridor Improvements

JURISDICTION:	Rio Vista
COST ESTIMATE:	\$5 million
PROPOSED SCHEDULE:	Construction 2005-07

KEY ELEMENTS:

- Bicycle/Pedestrian Facilities
 - Landscaping
 - Transit Stops
 - Park and ride facilities
-



Main Street/Downtown Streetscape Improvement Project (Phase II)

JURISDICTION: Suisun City

COST ESTIMATE: \$1.5 million

PROPOSED SCHEDULE: Construction 2005-07

KEY ELEMENTS:

- Streetscape improvements
 - Pedestrian improvements
 - Landscape improvements
 - Lighting
-



Driftwood Plaza Improvements

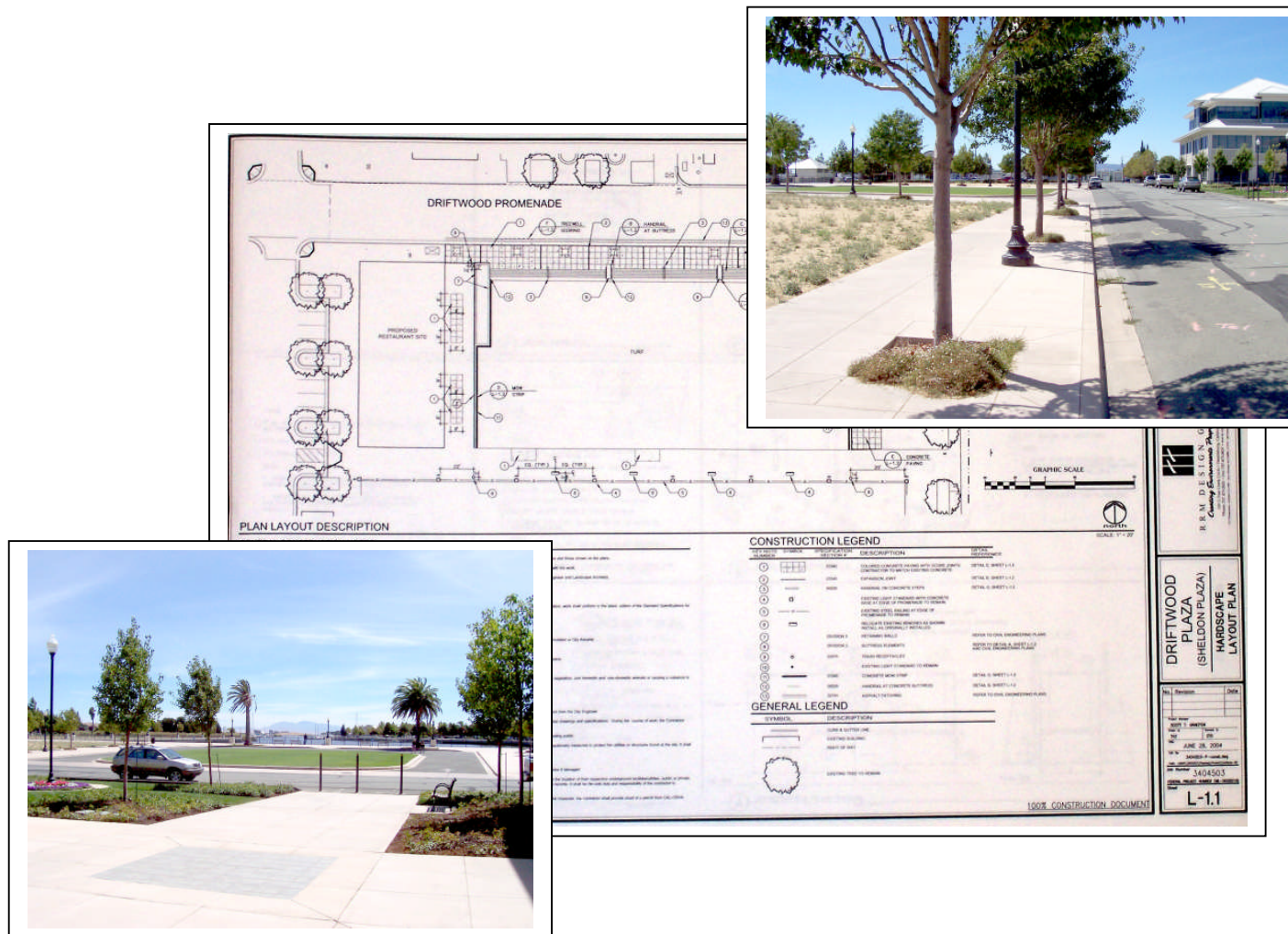
JURISDICTION: Suisun City

COST ESTIMATE: \$550

PROPOSED SCHEDULE: Construction 2005-07

KEY ELEMENTS:

- Pedestrian Facilities/Plaza
- Landscaping
- Transit Stops



Vacaville Creek Walk Extension to McClellan Street

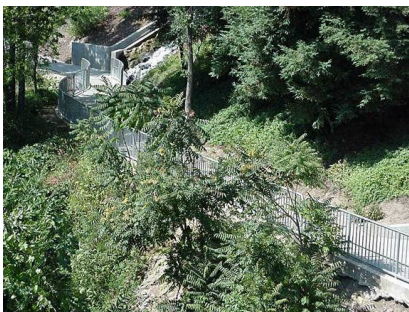
JURISDICTION: Vacaville

COST ESTIMATE: \$1.3 million

PROPOSED SCHEDULE: Construction 2005

KEY ELEMENTS:

- Planning and capital activities for commercial and residential mixed land use.
 - Pedestrian improvements
 - Landscaping
 - Parking enhancements
-

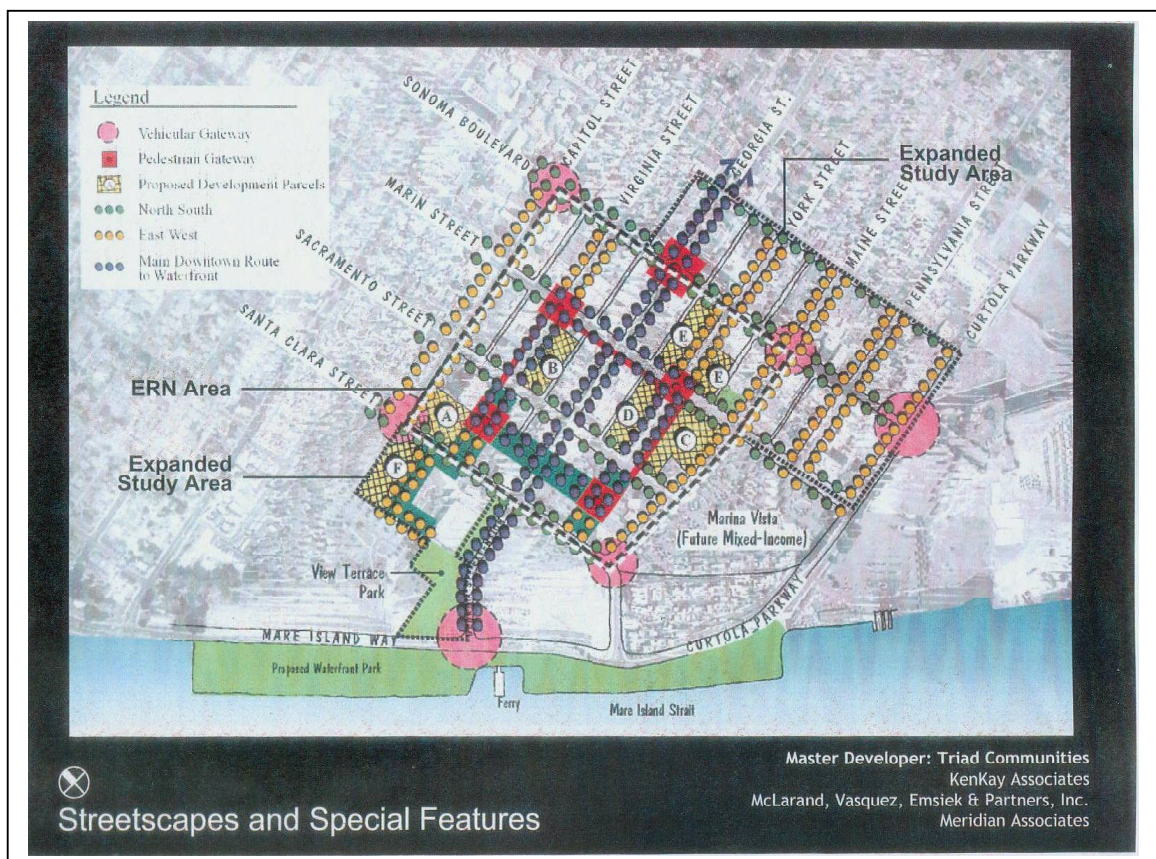


Downtown Vallejo Renaissance Project

JURISDICTION:	Vallejo
COST ESTIMATE:	\$5.5 million
PROPOSED SCHEDULE:	Construction 2005

KEY ELEMENTS:

- Vallejo Square
- New Housing
- Extensive Streetscape
- Paseos

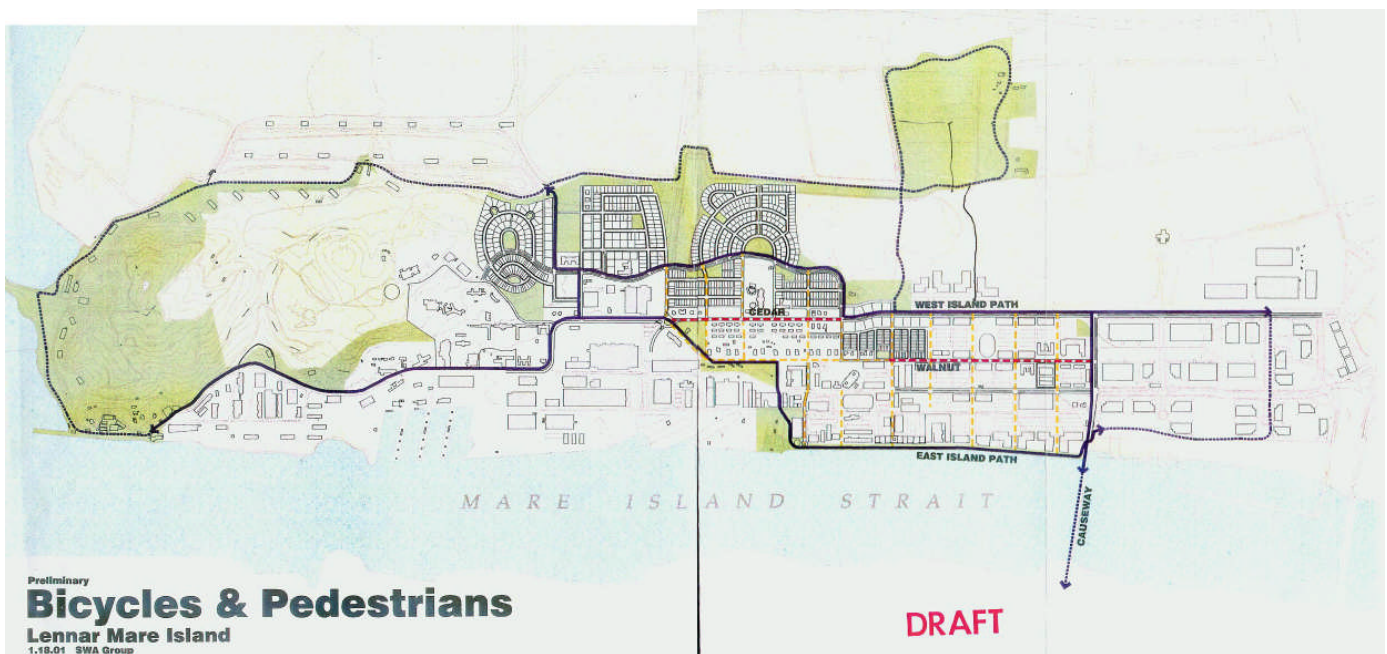


Mare Island Bicycle and Pedestrian Access Improvements*

JURISDICTION:	Vallejo
COST ESTIMATE:	\$10 million
PROPOSED SCHEDULE:	Construction 2005

KEY ELEMENTS:

- Pedestrian Lights
 - Crosswalk Re-striping
 - Landscaping
 - Streetscape
-

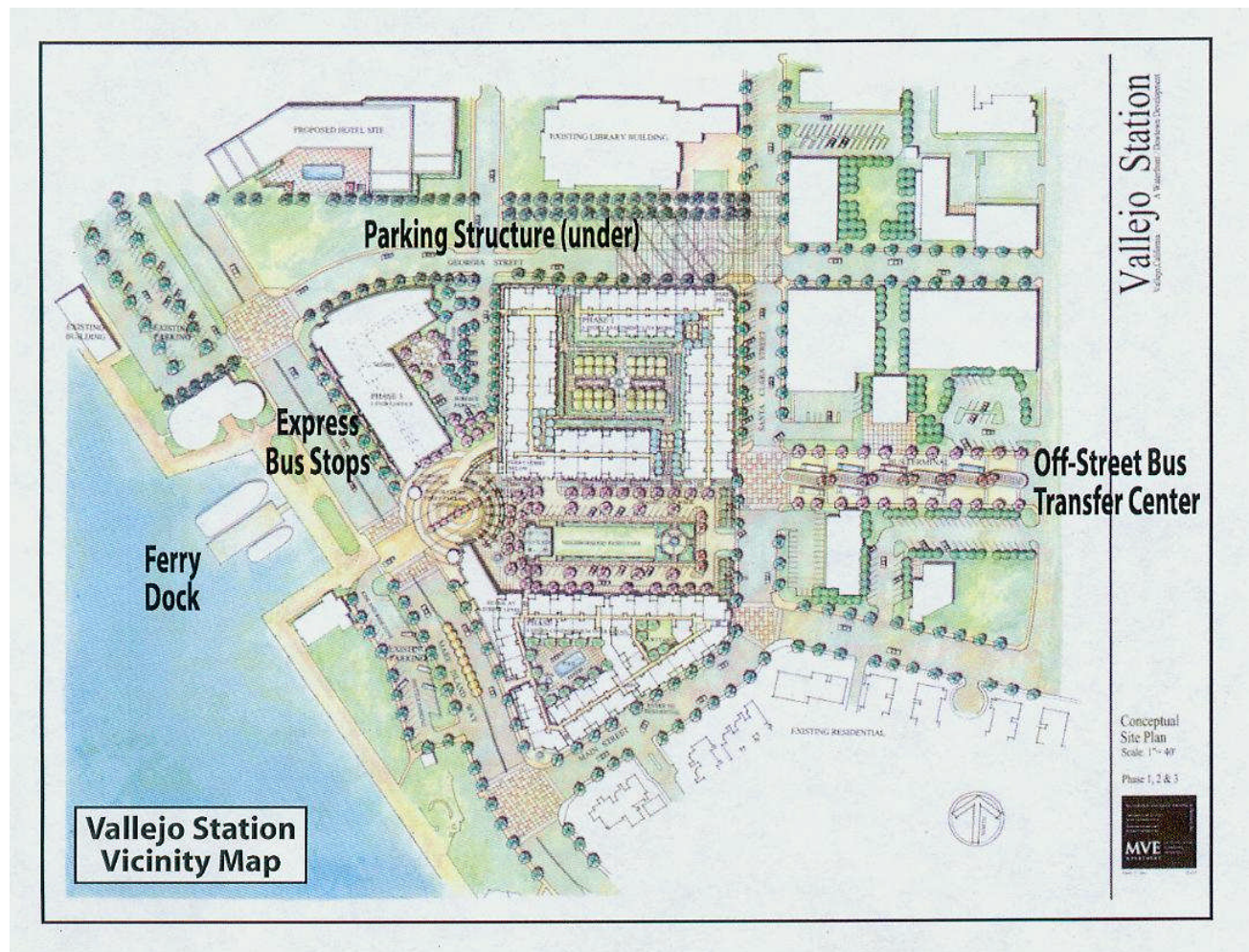


Vallejo Station Pedestrian and Streetscape Enhancements

JURISDICTION:	Vallejo
COST ESTIMATE:	\$5.5 million
PROPOSED SCHEDULE:	Construction 2004-06

KEY ELEMENTS:

- Paseo (alleyways) between Downtown and Waterfront
- Streetscaping
- Pedestrian Linkages Throughout Station Area



Sonoma Corridor Concept Plan

JURISDICTION:	Vallejo
COST ESTIMATE:	\$250,000
PROPOSED SCHEDULE:	Planning to begin in 2005-06

KEY ELEMENTS:

- Creation of a true boulevard, with a defined arterial corridor with placement of commercial, residential and public use facilities and buildings closer to street facing sidewalk and trees
 - Redesigning the boulevard as an important public space and a center of community activity with lines of trees, pedestrian amenities, removal of overhead wires and other attractive design elements
 - Space accommodation for the various modes of travel including transit, bicycles, pedestrian, and auto.
-

