



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA
6:00 p.m., Thursday, December 3, 2020**

STA Zoom Link

<https://us02web.zoom.us/j/83372749664?pwd=VnFDQU41MWVoVEQ0ZmpCdllCM0ZHU09>

Join by Phone: 1(408)638-0968

Meeting ID: 833 7274 9664, **Passcode:** 346665

ITEM

STAFF PERSON

- 1. **CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM**
(6:00 – 6:05 p.m.) Kevin McNamara, Chair
- 2. **APPROVAL OF AGENDA**
(6:05 – 6:10 p.m.) Kevin McNamara, Chair
- 3. **OPPORTUNITY FOR PUBLIC & STAFF COMMENTS**
(6:10 – 6:15 p.m.) Kevin McNamara, Chair
- 4. **CONSENT CALENDAR**
Approve the following consent item in one motion.
(6:15 – 6:20 p.m.) Kevin McNamara, Chair
 - A. **STA SPECIAL PAC MEETING OF**
Recommendation:
Approve STA Special PAC Meeting Minutes of July 2, 2020.
Pg. 3 Natalie Quezada, STA
 - B. **STA BAC/PAC MEETING MINUTES**
Recommendation:
Approve STA BAC/PAC Meeting Minutes of October 15, 2020
Pg. 7 Natalie Quezada, STA
- 5. **PRESENTATIONS**
 - A. **Carquinez Strait Scenic Loop Trail**
(6:20 – 6:40 p.m.) Bob Berman,
Bay Area Ridge Trail/
PAC Member
 - B. **Safe Routes for Seniors Project through funding from the
Office of Traffic Safety**
(6:40-6:50) Lloyd Nadal, STA
Debbie McQuilkin, STA

The complete Pedestrian Advisory Committee packet is available on STA’s website: www.sta.ca.gov

PAC MEMBERS

<u>Diane Dooley</u> City of Benicia	<u>Joseph Heffern-Green</u> City of Fairfield	<u>Sandra Newell</u> City of Dixon	<u>Kevin McNamara</u> City of Rio Vista Chair	<u>Steve Olry</u> City of Suisun City	<u>Aaron Trudeau</u> City of Vacaville Vice-Chair	<u>Teresa Booth</u> City of Vallejo	<u>Joseph Joyce</u> County of Solano
	<u>VACANT</u> Solano Community College (Member at Large)		<u>VACANT</u> Member at Large	1	<u>Bob Berman</u> Bay Area Ridge Trail (Member at Large)		

- 6 ACTION NON-FINANCIAL**
- A. 2021 PAC Overall Work Plan** Kathrina Gregana, STA
 (6:50 – 7:00 p.m.)
Recommendation:
 Forward a recommendation to the STA Board to adopt the 2021
 PAC Overall Work Plan.
Pg. 9
- B. 2021 PAC Chair and Vice-Chair Elections** Kathrina Gregana, STA
 (7:00 – 7:10 p.m.)
Recommendation:
 1. Nominate and elect a PAC Chair for 2021
 2. Nominate and elect a PAC Vice-Chair for 2021
Pg. 13
- 7. INFORMATIONAL ITEMS – DISCUSSION**
- A. Regional Active Transportation Plan Updates:** Brent Rosenwald, STA
 CalTrans, MTC, and CalTrans Bicycle Superhighway Planning
 Effort
 (7:10 – 7:15 p.m.)
Pg. 17
- B. STA Public Outreach Update** Kathrina Gregana, STA
 (7:15-7:25 p.m.) Bob Berman,
Pg. 18 PAC Member
- 8. FUTURE AGENDA TOPICS** Kevin McNamara, Chair
 (7:25 – 7:30 p.m.)
- 9. AJOURNMENT**
 The next meeting of the STA PAC is on **Thursday, February 4, 2021** at STA.

PAC 2020 Meeting Dates:

(The PAC meets every First Thursday on even months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, April 1, 2021

6:00 pm, Thursday, June 3, 2021

6:00 pm, Thursday, August 5, 2021

6:00 pm, Thursday, October 7, 2021

6:00 pm, Thursday, December 7, 2021

Questions? Please contact STA Planning Assistant Kathrina Gregana at (707) 399-3230 or kgregana@sta.ca.gov

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PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
July 2, 2020

1. CALL TO ORDER/INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's Pedestrian Advisory Committee (PAC) was called to order by Kevin McNamara at 6:00 p.m. at via online Zoom Meeting.

PAC Members Present: Bob Berman Bay Area Ridge Trail
Diane Dooley City of Benicia
Joseph Green-Heffern City of Fairfield
Joseph Joyce County of Solano
Kevin McNamara, *Chair* City of Rio Vista
Steve Olry City of Suisun City
Aaron Trudeau, *Vice-Chair* City of Vacaville

PAC Members Absent: Sandra Newell City of Dixon
Teresa Booth City of Vallejo

Others Present: None.

STA Staff Present: Anthony Adams STA
Karin Bloesch STA

2. APPROVAL OF AGENDA

With a motion from Bob Berman and a second from Joseph Joyce, the PAC unanimously approved the agenda with the change of the next PAC meeting be corrected from August 8th to August 6th. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

As the PAC is welcoming a new member to the committee, Joseph Green-Heffern with the City of Fairfield, each person present introduced themselves.

Anthony Adams from STA shared a short presentation on the HSIP Cycle 10 Pedestrian Set-Aside's SR2S Project List. Mr. Adams began with introducing STA's past work and awards related to the agency's commitment to safety. He then spoke about past STA efforts to produce data-driven safety analyses. He reviewed the HSIP Cycle 9 projects so the committee could see examples of past projects funded. He then passed the presentation onto Mrs. Bloesch, who went over the HSIP Cycle 10 Ped-Set Aside List – detailing the process of choosing the projects. PAC Member Joseph Green-Heffern asked for clarification on who

the STA staff was working with at the City of Fairfield. Mrs. Bloesch answered the question with the relevant City staff and other involved parties such as the Police Departments. PAC Member Aaron Trudeau asked who would be the proper contact for identified problem areas around school sites. Mrs. Bloesch answered that she would be the proper contact and could forward concerns to relevant persons if needed.

PAC Member Joseph Joyce asked about a specific project within Suisun City near the senior center – Mr. Joyce inquired about the status of the site as it was upgraded a few years ago. Mr. Adams responded that although the site was upgraded, the equipment itself had a short-life span and needs replacement.

PAC member Diana Dooley inquired about the listed projects in Benicia – Mrs. Dooley pointed out that two projects, 2nd Street and Kearney Street, were on the HSIP Cycle 10 list but were not included on the ATP Projects list – which was a point of concern. Mr. Adams mentioned that the projects from Benicia are not approved by the City and clarified that the HSIP Cycle 10 Projects List is still open to change. Mrs. Bloesch added that the two projects were included on the list as they were highlighted as a priority during Community Task Force meetings. Mrs. Dooley asked if walk-audit data was available. Mrs. Bloesch answered that data from Mary Farmar Elementary was available and that she could send it to Mrs. Dooley. Mr. Adams recommended for a future meeting, a presentation on walk-audits be presented. Mrs. Dooley also asked if the HSIP Cycle 10 Ped-Set Aside Project List was data-drive, to which Mr. Adams answered that it was not data-driven but chosen by the Cities themselves.

STA staff member Triana Crighton then gave a brief update on the PAC’s former request to have STA submit a letter of support for HR.5696 / S.3391 – Mrs. Crighton assured the PAC that STA is following up on the request.

4. CONSENT CALENDAR

A. Minutes of the STA PAC Meeting of February 6, 2020

Recommendation:

Approve the STA PAC meeting minutes of February 6, 2020.

On a motion by Bob Berman, and a second by Aaron Trudeau, the STA PAC approved the minutes of February 6, 2020 (7 Ayes)

5. PRESENTATIONS

A. None.

6. ACTION FINANCIAL

A. None.

7. ACTION NON-FINANCIAL

A. PAC Member Alternate Appointment to STA SR2S-Advisory Committee

Ms. Crighton introduced the item, including the purpose of the SR2S-Advisory Committee, when the committee tends to meet, and the role of the alternate. PAC Member Bob Berman inquired who the current representative was to which Ms.

Crighton answered that it was PAC Member Sandra Newell. Mr. Berman then nominated Mrs. Dooley for the Alternate position, which she accepted.

Recommendation:

Approve the appointment of one member of the PAC to sit as an alternate on the STA's SR2S-Advisory Committee.

On a motion by Bob Berman, and a second by Aaron Trudeau, the STA PAC approved the appointment of Diane Dooley to the STA SR2S-Advisory Committee as the PAC Member Alternate (7 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. ATP Implementation

1. Transportation Fund for Clean Air FY20-21 Projects Update

Ms. Crighton started by introducing the details of the funding source and funding agency – the Bay Area Air Quality Management District. She then detailed the TFCA process STA undertakes every year. She shared the applications that STA staff will be bringing to the STA Board for approval – she detailed each project.

Mr. Berman asked Ms. Crighton clarify a note made on the Benicia project that stated “Many assumptions were not provided by City staff so inaccurate assumptions may have been made in order to calculate the Cost-Effectiveness”. Ms. Crighton clarified that the City of Benicia did not have the data typically needed on hand as it is expensive to gather and that she had to make assumptions on the City's behalf using BAAQMD's defaults – however these assumptions have been approved by the City.

Mr. Berman then asked for clarification on if Paradise Valley Estates was a private corporation and if TFCA can fund private agencies. Ms. Crighton clarified that for certain projects, private agencies and corporations can apply.

2. TDA Article 3 FY 2020-21 Funding Update

Ms. Crighton began by introducing the details of the funding source and the projected allocations, as well as the impact of COVID in the fund source. She then shared a TDA-3 Priority Project list – Ms. Crighton explained the process the list underwent to be produced and detailed the next steps of bringing the list to cities to gauge what projects will seek TDA-3 funding this cycle. She also discussed the process the PAC Committee will go through to give their approval for the proposed projects at their next meeting.

PAC Member Joseph Green-Heffern asked for clarification on the voting process and how the allocations are chosen for the projects. Ms. Crighton clarified that the Cities will be choosing the prospective projects from the list themselves, including how much funds are being asked – which is not yet known at the time of the meeting but will be known by their next meeting.

PAC Member Steve Olry asked why the Suisun City McCoy Creek Phase 3 had data missing to which Ms. Crighton answered that the City is currently unsure of the prospective costs for the project but the project is still a priority for the STA as they funded prior phases of the project. Ms. Crighton indicated they will fill blank data with “TBD” to make it clearer.

Mr. Berman requested project descriptions be added to the project list to which Ms. Crighton affirmed they can do so.

Mrs. Dooley commented she was pleased to see how the project list incorporated the priorities from the ATP.

Mr. Joyce asked for more details on the SR2S Micro-Grant project – Mrs. Bloesch gave details on the application process, how many applications were received, how many were funded, and what types of projects were funded.

Mr. Olry requested that the project list high-light the shortfalls as well.

9. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Mr. Berman suggested a future topic be a follow-up on the Cities adopting their respective chapters of the ATP and for findings be reported.

Mr. Green-Heffern requested a summary of all the funding sources related to the PAC – Ms. Crighton answered that she can send him resources.

10. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:05 p.m. The next meeting of the Pedestrian Advisory Committee is scheduled to meet on **Thursday, August 6, 2020 at 6:00 p.m. online via ZOOM – this will be a joint BAC-PAC Meeting.**



**Special Joint Meeting of
Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Minutes for the Meeting of
October 15, 2020**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the Special Joint BAC/PAC meeting was called to order by Neil Iverson at approximately 6:00 p.m. via Zoom Quorum was confirmed.

BAC Members Present:

David Belef	City of Vallejo
Lawrence Gee	City of Suisun City
Neal Iverson-Chair	City of Vacaville
Nancy Lund-Vice Chair	City of Benicia
Mike Segala	County of Solano
Jodie Stueve	City of Dixon
Jim Wheeler	City of Rio Vista
Barbara Wood	Member At Large

Absent BAC Members:

City of Fairfield-Vacant

PAC Members Present:

Bob Berman	Bay Area Ridge Trail
Teresa Booth	City of Vallejo
Diane Dooley	City of Benicia
Joseph Green	City of Fairfield
Kevin McNamara- Chair	City of Rio Vista
Steve Olry	City of Suisun City
Aaron Trudeau-Vice Chair	City of Vacaville

Absent PAC Members:

County of Solano-Joseph Joyce
City of Dixon- Sandra Newell
Member at Large- Vacant
Solano Community College- Vacant

Others Present:

Dan Sequira	City of Benicia
Vic Randall	City of Benicia
Nick Lazaro	City of Suisun City
Jason Riley	County of Solano
Daryl Halls	STA
Robert Guerrero	STA
Brent Rosenwald	STA
Kathrina Gregana	STA
Lloyd Nadal	STA
Natalie Quezada	STA

2. APPROVAL OF AGENDA

The Solano BAC/PAC unanimously approved the Agenda. (15 Ayes)
Motion by Mike Segala Seconded by Teresa Booth

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

None

4. CONSENT CALENDAR

Approve the following consent item in one motion.

None

5. PRESENTATIONS

A. TDA Program History and Project

Brent Rosenwald summarized the TDA Article 3 funding source. The grant is used towards the construction cost for bike and pedestrian projects and is estimated to be around 400 to 450K each cycle. Robert Guerrero added these funds also go to help fund bigger projects across the county. Brent continued going over previous years' projects with their inter-city connections goals to advance regional recreational opportunities. The goals moving forward with the new 5-year plan are focused more on intra-city connections and equitable flow for member cities and their underserved communities.

Mike Segala added the importance of having representation on the committees to help determine what each community needs and to continue working to fill the vacant possible for the city of Fairfield.

6. ACTION - FINANCIAL

Brent Rosenwald provided an overview of how STA underwent a comprehensive reassessment of each member city's priority projects list in light of the newly adopted Active Transportation Plan. Mr. Rosenwald indicated these projects are fluid and can be moved later in 5-year plan due to project deliverability and city's financial capabilities.

A. Transportation Development Act Article 3(TDA-3) Fiscal Year (FY) 2020-21 Funding Recommendations

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the following:

1. Approve \$23,801 TDA Article 3 Fiscal Year 2020-21 for City of Benicia – Panorama Drive Safety Improvements Project;
2. Approve \$124,675 for the City of Suisun City – Railroad Avenue Bike Lanes Project
3. Approve \$50,000 for the City of Suisun City -Main Street Bike Improvements
4. Approve \$25,000 for STA- 3-Year Wayfinding Sign Program
5. Approve \$91,530 for STA- SR2S Capital Projects;
6. Approve \$120,000 for STA - SR2S Micro- Grant and Education Program

Amended recommendation by Mike Segala to apply remaining dollar amount of the total TDA Article 3 funds to flow to the SR2S Micro Grant and Education fund for next year.

On a motion from Mike Segala, and a second from Nancy Lund, the BAC/PAC unanimously approved the recommendation with amendment. (15 Ayes)

Jason Riley notified members that in the coming BAC meetings the Solano/Yolo loop trail will be presented to hopefully get added to future projects for TDA cycle 3

7. ACTION NON- FINANCIAL

None.

8. INFORMATIONAL ITEMS-DISCUSSION

None.

9. ADJOURNMENT

The Solano Special Joint BAC/PAC meeting adjourned at approximately 7:29 p.m. by Neal Iverson



DATE: November 23, 2020
TO: STA PAC
FROM: Kathrina Gregana, Planning Assistant
RE: 2021 Pedestrian Advisory Committee Work Plan

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) acts to advise the STA Board on planning, funding, and implementation of countywide significant pedestrian facilities and programs.

Each calendar year, STA staff works with the PAC to create a work plan to guide the agendas and work products of PAC meetings for the upcoming year. In 2020, the PAC assisted in allocating \$439,879 in Transportation Development Act Article 3 (TDA-3) funds and provided input and direction for the Solano Active Transportation Plan. The committee also approved funding for a three-year Wayfinding Sign Program that will support and highlight key investments in Active Transportation projects countywide.

Discussion:

In 2021, STA staff is recommending an overall work plan which includes the following tasks:

- Continuing to assist with the implementation of the Solano Active Transportation Plan, which includes assisting with outreach, reviewing policies, serving on the Plan Development Team, and providing input and direction where needed.
- Review TDA-3 funding requests for FY 2021-22
- Participate in Solano Mobility programs and events as needed.
- Develop a Bike and Pedestrian Count program in conjunction with the Bicycle Advisory Committee
- Assist with developing and implementing the three-year Solano County Wayfinding Sign Program
- Monitor and provide input on priority pedestrian projects

The PAC will generally be asked to meet on a bi-monthly basis; however, members will be requested to meet under special circumstances on off meeting months. This may be necessary given the project or planning deadlines as they arise.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2021 PAC Overall Work Plan.

Attachment:

A. 2021 PAC Overall Work Plan

Draft 2021 Pedestrian Advisory Committee (PAC) Overall Work Plan

The PAC's 2021 overall work plan will address the following areas:

1. Review pedestrian projects and set priorities for funding; including requests for Transportation Development Act Article 3 (TDA-3) funds.
2. Participate in the implementation of the Solano Active Transportation Plan.
3. Expand the use of STA's pedestrian counters by helping to develop a count program and continuously collect counts on major pedestrian routes.
4. Assist in upcoming Pedestrian Safety Workshops with STA and Solano Mobility.
5. Hear and/or request presentations on a variety of pedestrian related topics and issues.
6. Advise STA staff on pedestrian related policies and concerns, with an emphasis on wayfinding.
7. Discuss and plan on how to utilize, integrate, and approach emerging transportation technologies.
8. Participate in the development of the three-year Wayfinding Sign Program.
9. Update and revise the Top 10 Walks and Hikes Marketing Materials.

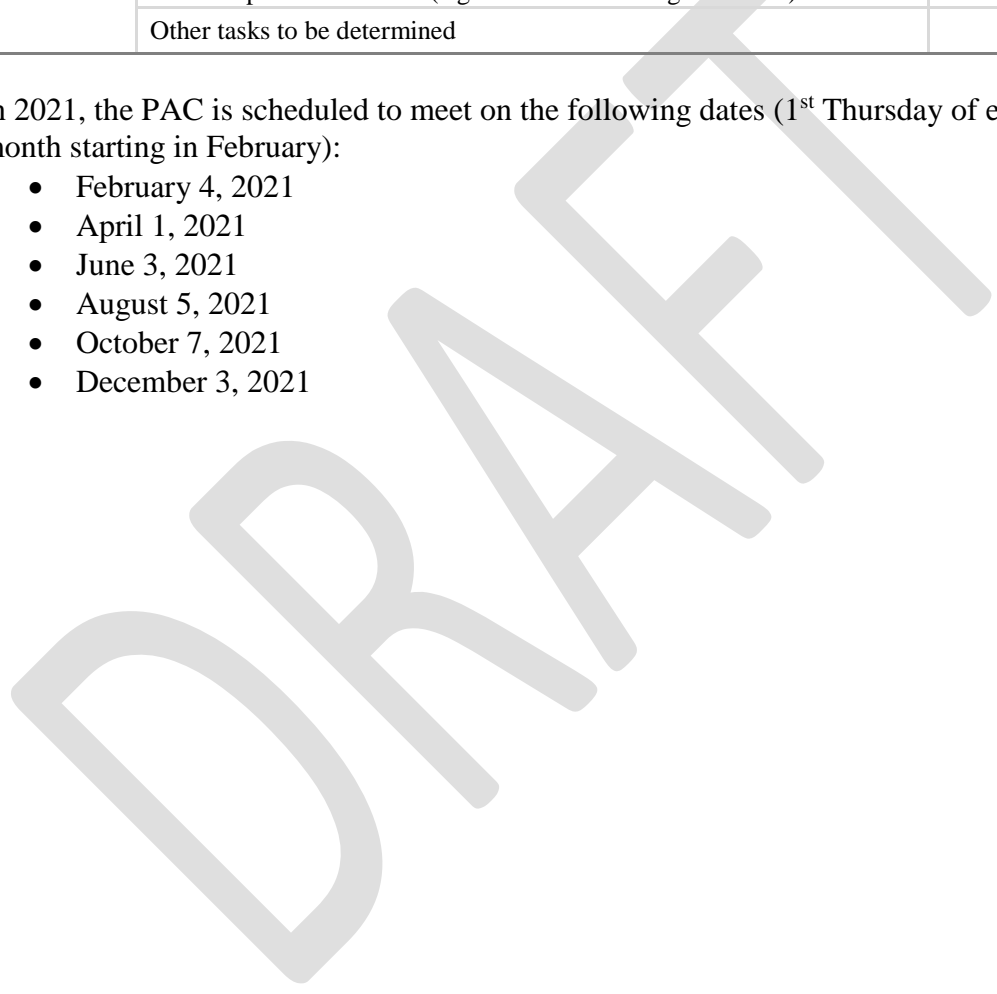
AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Approve CY 2022 PAC Overall Work Plan	December 2, 2021
	Elect 2022 Chair and Vice Chair	December 2, 2021
	Develop 2023 Work Plan	November –\ December 2021
	Implement MTC Complete Streets/Routine Accommodations Policy	As Needed
	Prioritize Public Outreach Mediums and Plan for Future Outreach	Early 2021
	Participate in Pedestrian Safety events and symposiums (extent dependent on COVID-19)	As Needed
	Plan and Implement a PAC Field Trip and/or Walking Tour (with the possibility of converting this activity to a virtual tour, depending on status of the COVID-19 pandemic)	Fall 2021
Funding	Review TDA-3 funding requests in conjunction with the BAC	May 2021
	Review and monitor funded priority pedestrian projects	On-going
Planning	Participate in the implementation of the Solano Active Transportation Plan (ATP)	On-going
	Participate in the development of the three-year Wayfinding Sign Program	Throughout 2021
	Develop a Bike and Pedestrian Count Program (in conjunction with the BAC)	Early 2021
	Review MTC's Active Transportation Plan's effort and Vision Zero Policy	Throughout 2021
Other	Presentations to the PAC: <ul style="list-style-type: none"> • Pedestrian Amenities and Priority Development Areas/Priority Conservation Areas 	On-going

Attachment A

<ul style="list-style-type: none"> • Active Transportation Plan Updates & Ongoing Feedback • CalTrans District 4 Pedestrian Plan Toolkit • Solano County Priority Pedestrian Projects (various project sponsors) • Pedestrian Planning Efforts (Parks Districts, etc.) • Others (Bay Area Ridge Trail Council, Bay Trail, Vine Trail, Land Trust, etc.) 	
<p>Provide feedback to STA staff on pedestrian issues:</p> <ul style="list-style-type: none"> • Review opportunities to fit pedestrian interests into STA’s existing programs (e.g. Seniors and People with Disabilities) • Provide resources to implement projects that address pedestrian needs (e.g. connections to organizations) 	On-going
Other tasks to be determined	TBD

In 2021, the PAC is scheduled to meet on the following dates (1st Thursday of every other month starting in February):

- February 4, 2021
- April 1, 2021
- June 3, 2021
- August 5, 2021
- October 7, 2021
- December 3, 2021





DATE: November 23, 2020
TO: STA PAC
FROM: Kathrina Gregana, Planning Assistant
RE: 2021 PAC Chair and Vice-Chair Elections

Background:

The Pedestrian Advisory Committee (PAC) has two officer positions to assist staff with developing agendas and running meetings -- these positions are Chair and Vice-Chair. Section 2 of the STA PAC Bylaws state that the PAC must elect a Chair and Vice-Chair at the last meeting of each calendar year. Chairs and Vice-Chairs serve one calendar year terms, while no officer is allowed to serve more than two consecutive terms in office.

Discussion:

Kevin McNamara, representing the City of Rio Vista, currently serves as the PAC Chair and Aaron Trudeau, representing the City of Vacaville, serves as the Vice-Chair for the 2020 calendar year. Both Kevin McNamara and Aaron Trudeau are eligible for election to a second additional term.

While serving as PAC Chair and Vice Chair in 2020, Kevin McNamara and Aaron Trudeau have overseen the allocation of over \$439,879 in Transportation Development Act Article 3 (TDA-3) funds, marking the first step in implementing the Active Transportation Plan. Additionally, they recommended funding for the three-year Solano County Wayfinding Sign Program, an effort that will highlight and support previous active transportation investments countywide.

The role of the Chair is to preside over PAC meetings and coordinate the meeting agendas with STA staff. The role of the Vice-Chair is to assist the Chair and to preside over meetings in the absence of the Chair. With the beginning of calendar year 2021, the PAC will need to elect a new Chair and Vice-Chair. The new positions for Chair and Vice-chair will take effective immediately after the committee's nomination and election process.

In keeping in accordance with the PAC Bylaws, STA staff recommends to elect a Chair and Vice-Chair to serve during the 2021 calendar year.

Fiscal Impact:

None.

Recommendation:

1. Nominate and elect a PAC Chair for 2021.
2. Nominate and elect a PAC Vice-Chair for 2021.

Attachment:

- a. STA PAC Membership Status 2020



**STA Pedestrian Advisory Committee (PAC)
Membership Status
(July 2020)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	December 31, 2020	
Sandra Newell	Dixon	February 2020	December 31, 2022	
Joseph Heffern-Green	Fairfield	March 2020	July 1, 2023	
Kevin McNamara	Rio Vista	February 2020	December 31, 2022	2016, 2017, 2020
Steve Olry	Suisun City	September 2019	December 31, 2022	
Aaron Trudeau	Vacaville	July 2019	August 31, 2022	
Teresa Booth	Vallejo	June 2014	December 31, 2020	2017, 2018
Joseph Joyce	Solano County	December 2015	December 31, 2020	
Bob Berman	Bay Area Ridge Trail	January 2018	December 31, 2020	
VACANT	Solano Community College			
VACANT	Member-At-Large			

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DATE: November 23, 2020
TO: STA PAC
FROM: Kathrina Gregana, Planning Assistant
RE: PAC Informational Items

A. Regional Active Transportation Plan Updates: Cal Trans, MTC, and CalTrans Bicycle Superhighway Planning Effort

The STA staff would like to inform the members of the BAC about two regionally focused bicycle plans that are in development.

CalTrans is currently in the process of developing what they are calling a Bay Area Bicycle Superhighway Concept Study. This study will build off of the CalTrans District 4 Bike Plan that was adopted in 2018. This study will identify best practices for the development of bicycle superhighways in the San Francisco Bay Area to serve long distance and low stress bicycle trips, identify priority State Highway corridors for potential co-location of these facilities and develop bicycle Superhighway design concepts for priority corridors. The study presents an opportunity for CalTrans to work with its partners to develop a forward looking vision of a more sustainable and resilient transportation network while identifying opportunities for regionally significant bikeways along State highway corridors. STA will be working with CalTrans staff to develop this plan and, although this study seems more bicycle focused, will continue to keep the BAC and PAC informed of the study's development. Additionally, STA will reach out to CalTrans to see if they would be available to discuss this study at a future meeting.

MTC is launching the Bay Area's first regional Active Transportation Plan (AT Plan) to serve as a blueprint to strategically guide investments in active transportation infrastructure and regional policy development and implementation. The AT Plan will directly support the Plan Bay Area 2050 strategy to build a Complete Streets Network, as well as to help meet Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals.

As part of this plan, MTC will be working with other counties to create a network that builds off the adopted countywide active transportation plans. STA Staff will work with MTC to provide resources when requested and will keep the PAC informed of the study's development. Additionally, STA will reach out to MTC to see if they would be available to come discuss this effort at future meeting.

With the completion of the recent Solano Active Transportation Plan, STA staff will work to coordinate with both regional agencies to avoid duplicating efforts related to public outreach and project priorities already established.

Attachment A: Regional Active Transportation Plan Scope

Attachment B: Notes from Caltrans Bay Area Bicycle Superhighways Workgroup Meeting #1 on November 6, 2020

B. STA Public Outreach Update

During the development of the recently adopted Active Transportation Plan, STA staff were made aware that some members of the public found it to not only difficult to submit comments on the plan but also confusing to see if and when their comments were addressed. In light of this finding, STA planning staff engaged in internal discussions to assess how it can improve its process of soliciting and receiving comments from the public.

After these discussions, staff determined that the best way to move forward is to engage with citizen advisory committee members to gain their perspective on how the public comment process can be improved. STA staff hosted a focus group with BAC and PAC members who indicated interest in sharing their ideas on Wednesday, October 21st. At the meeting, STA staff began by detailing how the agency currently conducts its public comment process and then gave committee members an opportunity to provide their feedback on solutions for STA to implement in the future. Following this meeting, STA planning staff will meet internally to discuss how they can fulfill and address the committee member feedback and will ultimately present the new strategies when they reconvene the focus group sometime in Fall of 2020. Once the groups reach an agreement on these new strategies, STA staff will put together a draft public outreach plan that will be presented to the PAC for their feedback and approval.

Attachment A: Notes from Public Outreach Focus Group Meeting on October 21st.

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

October 9, 2020

Regional Active Transportation Plan Scope

Agenda Item 5a

- Subject:** Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.
- Background:** MTC is launching the Bay Area’s first regional Active Transportation Plan (AT Plan) to serve as a blueprint to strategically guide investments in active transportation infrastructure and regional policy development and implementation. The AT Plan will directly support the Plan Bay Area 2050 strategy to build a Complete Streets Network, as well as help to meet Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals.
- Prior to this effort, MTC adopted a Regional Bicycle Plan in 2001, which was updated in 2009. This plan established the Regional Bikeway Network (RBN) and served to prioritize and guide bicycle-related investments on key bicycle facilities in the region. By 2018, two-thirds of the key bike facilities identified in the plan had been built.
- In an effort to ensure that pedestrian and bicycle facilities were considered in regionally funded transportation projects, in 2006, MTC adopted Resolution 3765, which serves as MTC’s Complete Streets Policy. As a condition of eligibility, project sponsors seeking regional funding are required to complete a Complete Streets Checklist confirming they have accounted for pedestrians and bicyclists in the transportation planning and design stages of their projects. As part of the resolution, project sponsors are also required to have a complete streets policy or updated circulation element of their local General Plan in place prior to receiving funding.
- The active transportation field and MTC’s involvement in active transportation and micromobility has evolved significantly in the decade since MTC’s last Bicycle Plan Update, including the addition of a new class of bicycle facilities (Class IV as established under AB 1194), increased rollout of bike share and scooter share across the region, and adoption of Vision Zero policies at both the local and regional levels, including MTC’s Vision Zero Policy adopted in June.
- In recent months, particularly in response to the Covid-19 pandemic, Quick Builds for Complete Streets strategies have allowed jurisdictions to rapidly enhance public safety and transportation. Additionally, throughout Horizon and Plan Bay Area 2050’s public engagement efforts, active transportation strategies have consistently emerged as among the most popular with the public and stakeholders. Building on these strategies and programs, it is timely for MTC to begin its first regional Active Transportation Plan to plan for a next-generation active transportation network that prioritizes equity, safety, and mode shift to support regional goals.

Plan Overview

As noted, MTC's AT Plan will enable MTC and Bay Area jurisdictions to work towards meeting Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals through active transportation, and will support Plan Bay Area 2050's \$13 billion Complete Streets Network strategy. The AT Plan will set specific active transportation and micromobility goals, and will identify regional infrastructure gaps to be closed, policies requiring updating or creation, and funding scenarios to help achieve the AT Plan's goals.

Elements of the AT Plan include:

- Development of a regional Active Transportation network that builds off adopted county, local and other regional plans;
- Policy and Program analysis, updated with an equity focus, including the review and update of MTC's Complete Streets Policy;
- Review and recommendation of near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements; and
- Creation of a prioritized 5-Year Implementation Plan, in coordination with Plan Bay Area's Implementation Plan, as well as longer-term implementation actions consistent with Plan Bay Area 2050's 30-year horizon.

Following feedback from the committee, MTC will engage with a variety of stakeholders, including local governments, transit agencies, CTAs and other regional and state transportation agencies. Advocacy groups, such as bicycle and walking coalitions, transportation equity non-governmental organizations and community based organizations (CBOs) will also be included. In order to help reach a diverse subset of the population and set strong social equity goals, a key aspect of the stakeholder engagement strategy will be to hire and partner with CBOs that may not typically engage in bicycle and pedestrian planning processes, and that work with residents that live in MTC Communities of Concern. MTC will contract and partner with CBOs on MTC's CBO contract bench. Staff will also convene a project technical advisory committee that will include representatives from these stakeholders and others. Lastly, the AT Plan will build off past outreach and plans, including MTC's Community Based Transportation Plans, the BAAQMD's Owning Our Air: The West Oakland Community Action Plan, and equity elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025.

Impacts From COVID-19

Covid-19 and shelter in place measures have contributed to an [increase in biking and walking trips, as well as bike sales](#). The increase in trips and resilience of active modes has also helped cities to implement Quick Builds for Complete Streets. MTC Operations staff has been providing Quick Builds for Complete Streets technical assistance to jurisdictions, and have created [Emerging Street Types](#) to model the potential different types of Complete Streets treatments that are being implemented in the Bay Area. For example, Foster City is utilizing an

Open Curb concept to add additional space next to the sidewalk to encourage physical distancing, shared by people walking and slowly biking or rolling. Petaluma has a Shared/Slow Street Program, where streets are closed to all vehicle traffic, providing car-free space for people to move and recreate safely using physical distancing. Lastly, the City of Oakland launched its Essential Places Program to institute safety improvements that provide safe pedestrian access to essential services such as grocery stores and medical offices.

The AT Plan will review and recommend near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements, including these emerging street types and use cases.

Next Steps: Staff has prepared a request for proposal (RFP) seeking consultant assistance to develop certain plan elements and to support other plan elements being led in parallel by MTC staff. The following is a tentative schedule for the AT Plan.

Release RFP for consultant services	September 2020
Brief MTC Planning Committee	October 9, 2020
Form Technical Advisory Committee	October 2020
Finalize key issues, goals, and objectives	November 2020
Present consultant to MTC Administration Committee	December 2020
Kick off plan with Stakeholder Engagement	January 2021
5-year Implementation Plan, Policy and Program Analysis	Spring/Summer 2021
Network Creation and Funding Analysis	Fall/Winter 2021
Draft & Final Plan	Spring 2022

Issues: None

Recommendation: Information.

Attachments: Attachment A: AT Plan Scope Presentation

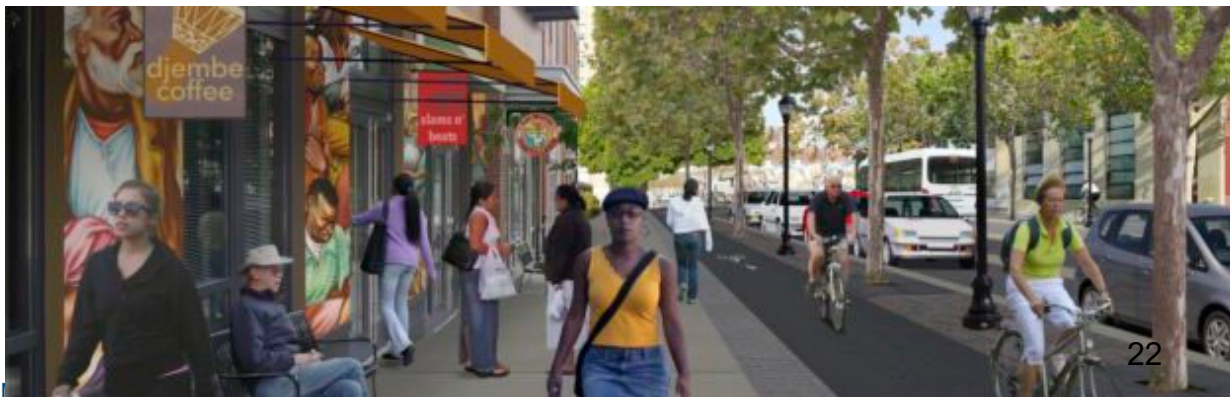

 Therese W. McMillan

Regional Active Transportation Plan

Kara Oberg

Joint MTC Planning with the ABAG Administrative Committee

October 9, 2020



22



Image Source: SFMTA



Image Source: Walk Oakland Bike Oakland

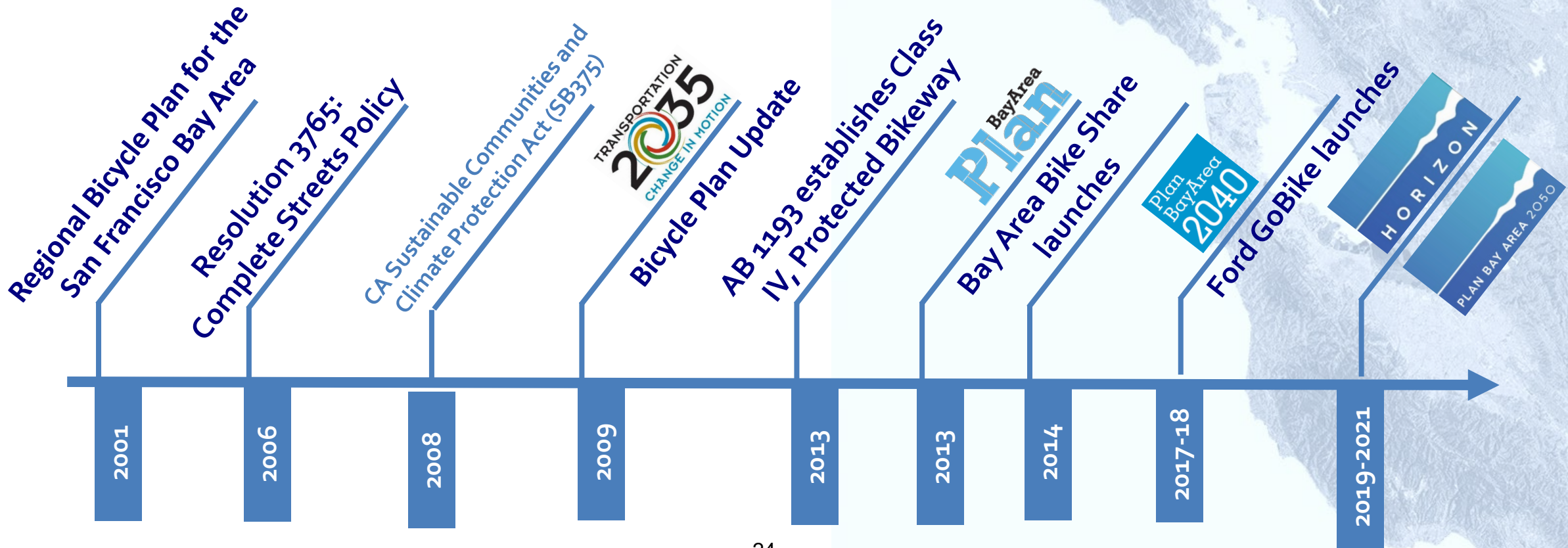
Background

- 2001, MTC adopted Regional Bicycle Plan for the San Francisco Bay Region
- 2006, adoption of Resolution 3765, MTC's Regional Policy for Accommodation of Bicycle and Pedestrian Facilities also known as MTC's Complete Streets Policy
- 2009, Bicycle Plan Update



Active Transportation Field

A lot has happened since 2001



Today

- Historic period of change
 - Global pandemic
 - Major economic recession
 - Spotlight on systemic racism
- Increased use of active transportation
 - Implementation of “Quick Complete Streets”
 - Micromobility providing redundancy to transit
 - People using streets for more than just mobility



Today & Quick Complete Streets

- Increased biking & walking trips and bike sales
- Quick Complete Streets implementation
 - Open Curb in Foster City
 - Shared/Slow Streets in Petaluma
 - Essential Places in Oakland
- The AT Plan will review & make near-term action recommendations



Image Source: City of Petaluma

Today & Bike Share

Bay Wheels

- Covid-19 – Ridership remained stable from May-September at 35% pre-Covid levels
- Bike Share for All – Seeking to expand program,
500k trips since September 2019
- Ebikes - Continue to be very popular in SF & SJ
Usage 2x classic bike ridership during Covid-19

Bike Share Capital - Richmond, Fremont and TAM & SCTA



Image Source: Medium.com

Advancing Plan Bay Area 2050 Strategies

AT Plan will advance active transportation-related strategies in Plan Bay Area 2050 Blueprint:

- Identify, build and connect a **Regional Complete Streets (CS) Network**
- Advance regional **Vision Zero (VZ) Policy**
- Utilize Priority Development Areas, including the new **Connected Communities** designation

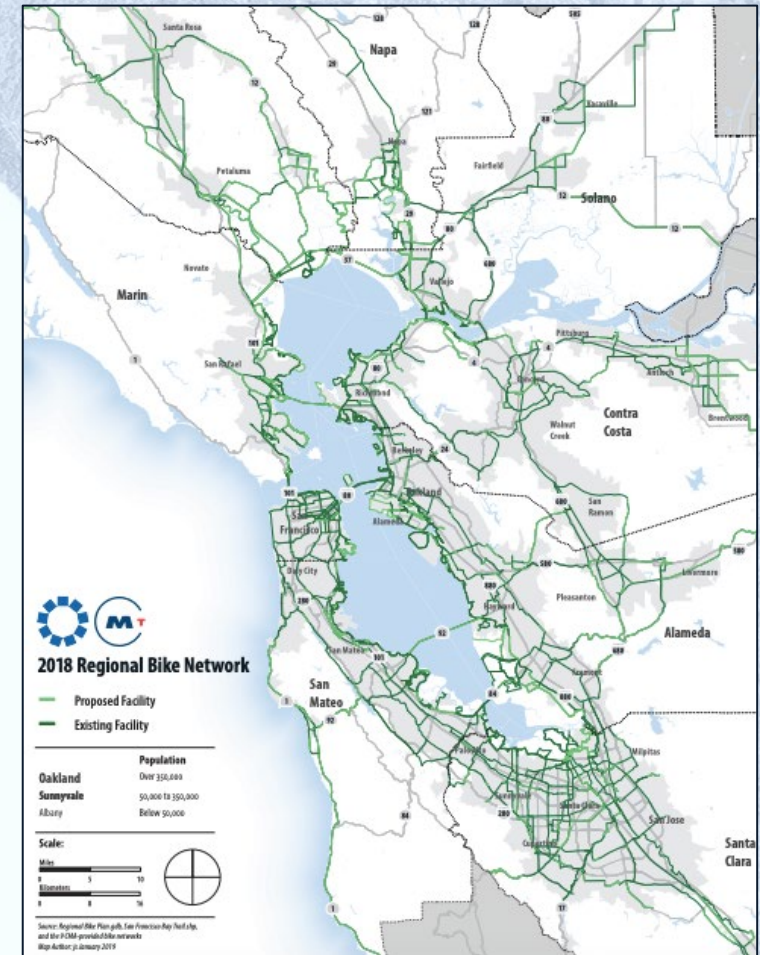


Create Healthy and Safe Streets



Elements of the AT Plan

- **Policy and Program analysis** including update of MTC's Complete Streets Policy, which will build off Regional Bike Network
- Regional **Active Transportation network**, a Complete Streets strategy in PBA 2050 Blueprint
- **5-Year Implementation Plan (IP)**, in coordination with PBA 2050 Implementation Plan, including near-term actions to **support Covid-19 needs**
- **Funding analysis** to understand funding constraints and potential funding scenarios



AT Plan Engagement

MTC/ABAG:

- Joint MTC Planning/ABAG Administrative Committee
- Policy Advisory Council
- RAWG / REWG
- Active Transportation Working Group

Key Stakeholders:

- CTAs and local jurisdictions
- Transit Agencies
- Other regional and state partners
- NGOs, CBOs and advocacy organizations

AT Plan Equity

- Coordination with Plan Bay Area 2050 targets/metrics on mode shift, health, safety and equity.
- Engagement partnerships with CBOs that work in COCs.
- Building off past work:
 - Community Based Transportation Plans (CBTPs)
 - BAAQMD's Owning Our Air: The West Oakland Community Action Plan
 - Equity Elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025

Next Steps

Release RFP for Consultant Services

Form Project TAC

September/October
2020

Key Issues, Goals, & Objectives

Consultant Approval/Contract
Execution

November/December
2020

Stakeholder Engagement

Network Creation, Policy and Program
Analysis, Implementation Plan

Winter & Spring 2021
Summer – Winter 2021

Funding Analysis, Draft & Final Plan

Spring 2022



PROJECT	Caltrans Bay Area Bicycle Superhighways	ORGANIZER	Caltrans Bay Area
SUBJECT	Working Group Meeting #1	DATE	November 6, 2020
VENUE	https://zoom.us/j/96469205868?pwd=Y3NzamI3MWU5Y1QrLy9yWlVoOWN2Zz09 Passcode: BayArea1	TIME	9:00 – 10:30 am

Meeting Overview:

This meeting was the first in a series of stakeholder meetings convened by Caltrans Bay Area to solicit input at key intervals of the planning process for its Bicycle Superhighways Concept Study (the project). The focus of the first meeting was to receive input from bicycle advocacy and transportation organizations on the bicycle superhighway name, definition within Bay Area context and how it will be used, possible locations, how to communicate with communities of concern and enlist them as ambassadors, and define constraints and opportunities of the project. This meeting was also intended to familiarize attendees with the project in order to enlist their help in engaging their cohorts and constituents in future outreach phases. The following document provides a summary of comments received throughout the meeting. It is complemented by feedback received via ConceptBoard which was developed by the Project Team to allow participants to share ideas and feedback on topics at hand. The ConceptBoard can be found under <https://app.conceptboard.com/board/o7nb-805x-di0d-xm64-ycoa#>

Project Team

- Mauricio Hernández, Project Manager. Alta Planning + Design
- Libby Nachman, Assistant Project Manager. Alta Planning + Design
- Regina Merrill, Circlepoint

Caltrans Bay Area

- Elliot Goodrich, Caltrans Bay Area, Project Manager, Associate Transportation Planner
- Sergio Ruiz, Caltrans Bay Area, Complete Streets Coordinator
- Gregory Currey, Caltrans Bay Area, Active Transportation Branch Chief
- Jake Buffenbarger, Caltrans Bay Area
- Erik Alm, Caltrans Bay Area District Office Chief – Transit & Community Planning
- Jake Freedman, Caltrans Bay Area
- Michelle Matranga, Caltrans Bay Area

Working Group

- Lola Torney, Santa Clara Valley Transportation Authority (VTA)
- Lauren Ledbetter, Santa Clara Valley Transportation Authority (VTA)
- Emma Shales, Silicon Valley Bicycle Coalition (SVBC)
- Mikaela Hiatt, City/County Association of Governments of San Mateo County (C/CAG)
- Bjorn Gripenburg, Marin County Bicycle Coalition (MCBC)
- Chris Marks, Alameda CTC
- Eris Weaver, Sonoma County Bicycle Coalition (SCBC)
- Lee Huo, Bay Trail Project
- Laura Cohen, Rails to Trails Conservancy
- Janice Li, San Francisco Bicycle Coalition (SFBC)
- Kara Oberg, Metropolitan Transportation Commission / Association of Bay Area Governments (MTC / ABAG)
- Susie Hufstader, Bike East Bay
- Mike Pickford, San Francisco County Transportation Authority (SFCTA)
- Diana Meehan, Napa Valley Transportation Authority (NVTA)
- Colin Clarke, Contra Costa Transportation Authority (CCTA)

1. Agenda Review

No changes were made to the agenda.

2. Welcome & Introductions

Alta provided instructions on how to use Conceptboard, announced the Zoom meeting would be recorded, and asked attendees to record their name and organization on a post-it on the Conceptboard to show how the process worked.

Attendees provided their name, organization, title, and an overview of why they are excited about the possibility of a “bicycle superhighway” in the Bay Area. These reasons included:

- The completion of long-term goals identified in other master transportation plans
- Shared vision / goals with other bicycle mobility projects currently in development
- Opportunity to help inform a national discussion of designing more ways to increase bicycle transportation
- An opportunity to improve safety and attract more people to bicycling
- Being transformative for the Bay Area
- Providing an alternative form of transportation to travel long distances
- A major opportunity given the rising popularity of e-bikes
- Providing connectivity to other existing trails
- Providing economic development opportunities
- Allow people who ride bikes to enjoy the same privileges as car drivers and provide a bike route that is as logical, direct and easy to navigate as car networks are
- Allow people to ride longer distances and provide safer and easier routes to encourage people to also bike shorter and mid-length distances
- Transpose county lines and provide greater connectivity within a region
- Provide an opportunity for all ages and abilities to bicycle via a fully dedicated facility for bicyclists

3. Project Goals

Caltrans provided an overview of its policy-level goal for the project, which is to evaluate the potential opportunities to develop bicycle superhighways along State Highway System (SHS) corridors in Caltrans Bay Area (District 4). The project is in line with larger strategic initiatives as identified by local and statewide plans:

- In 2015, Caltrans’ Strategic Management Plan set the aggressive goal of tripling bike, doubling walking and transit by 2020, which it is not yet close to
- In the Statewide Active Transportation Plan completed in 2017, one strategy that is part of the larger mobility strategy is creating connective and comfortable networks, with the suggestion to explore opportunities to creating connected bike highways to support regional and interregional travel
- The 2018 District 4 Bike Plan also referenced bicycle highway opportunities, which include using Bay Area trails or creating separated bikeways on conventional highways, which are two very

different visions of a bicycle superhighway, thus, another goal of this project is to figure out where the intersection of these two visions is

Attendees suggested the following goals for the project:

- Focus on connectivity, safety
- Improve travel time and safety
- Reduce GHGs by encouraging people to walk/bike, especially for distances less than 5 miles
- Increase micromobility / connection to other transport forms and existing networks
- Look at possible corridors from a regional perspective and examine how these can connect the Bay Area using existing infrastructure
- Create consistency and best practices of high-quality bicycle infrastructure between jurisdictions
- Establish regional guidelines for bike superhighways
- Ensure the bicycle superhighway is accessible for those who are not avid cyclists
- Provide clear, logical and direct routes to key destinations

The Project Team is currently reviewing how other countries define bicycle superhighways and developing a list of best practices: Common features include a high-quality, uninterrupted bikeway that includes separation from other vehicles.

VTA suggested developing a regional funding strategy, e.g., if MTC were to lead a regional funding strategy rather than Caltrans and different organizations banded together as a region, this could create more opportunities for funding. Significant funding will be needed to actually build out a bicycle superhighway

- MTC noted there are plans to identify funds through their active transportation plans
- There is lots of momentum on different projects with similar goals

The Project Team asked if the facility should be only for bicyclists or also pedestrians. Attendees discussed the pros and cons of each:

Pros of including space for pedestrians in design:

- Increase micro-mobility / connection to other transport forms
- Provide more equitable access, whereas creating a modally exclusive highway perpetuates issues of access
- Expand constituency of stakeholders this project is trying to target from just bicyclists

Marin County Bicycle Coalition representative notes “I’m against prohibiting peds as a blanket policy. We have many sections of MUP along 101 in Marin that are popular with people on foot and bike, especially within and between neighboring cities. Let’s try to provide adequate width to separate modes/speeds.”

Cons of including space for pedestrians in design:

- Potential danger to pedestrians due to high speed travelling by bicyclists (20-25 mph) as the term “highway” connotes
- Potential limiting of speed at which bicyclists can travel if pedestrians are present, which seems counterintuitive to purpose of a bicycle superhighway

4. Terminology & Project Branding

A robust discussion was held on the connotations of the name “bicycle superhighway” (used throughout this meeting summary to refer to the project). A final name has not yet been determined, as additional stakeholder input will be gathered throughout the coming months.

San Francisco Bicycle Coalition representative noted that the name of new bike infrastructure is incredibly important to the politics of constructing it in order to gain buy-in (both fiscally and at the concept level) from the public and elected officials. Representatives suggested that the word “highway” could connote an expensive, overbuilt system and that quick build projects that are more “infrastructure-light” have received more support in SF.

Marin Bicycle Coalition representative noted the term “highway” can also connote visions of a “concrete monstrosity” that will tear through natural spaces. The Project Team also added that it may also be reminiscent of the destruction of the construction of highways caused to communities.

Sonoma County Bicycle Coalition representative noted whether including “bike” in the name would exclude other modes, such as scooters and pedestrians. However, if this project is truly designed to create greater bicycle connectivity, then it should be named as such. This does not mean it has to be bike exclusive, but the name should reflect that it is primarily designed for biking. There seems to be a general consensus that the bicycle superhighway should also allow micro-mobility options that are of similar sizes/speeds, such as scooters. Perhaps it is possible to use “bike” as shorthand for e various micro-modes.

Bay Trail Project representative added that the more inclusive and understandable the project name is, the more funding/support it will garner. This infrastructure will be difficult to design and find an appropriate location for, and the project may lose support if a clear name and definition is not provided from the onset.

Marin County Bicycle Coalition representative noted experiencing similar issues with branding, and has previously branded a bike path as a “linear park with access.” Other names discussed included:

- Greenway – Suggests more integration with natural landscaping, but can also imply trails that feature trees, dirt, and nature, which may be misleading
- Bikeway – clearly defines what it is and who it’s for, without being reminiscent of cars
 - Peninsula Bikeway and Central Bikeway are already being used in SMC and SCC
- Regional Bikeway – Has benefits of the above name and implies greater connectivity

Alameda CTC representative suggested it may be worthwhile to create a survey that asks stakeholders for their input on possible names.

As many attendees at this meeting are approaching this discussion from a technical lens, it is noted that possible names for this project may be different than what will resonate with the general public. There was also a chicken/egg issue as a name is being discussed before the actual concept and design has been fully developed.

5. Community Engagement with Communities of Concern

The Project Team provided an overview of their data-driven approach, which focuses first on feasibility and then on suitability. First, they will identify corridors in which this project is physically feasible, and then in the suitability phase, they will identify where it would be equitable to build such a project while keeping in mind where there is demand for it. It is during the suitability phase that public input will be solicited. The Project Team will also work with community members in selected areas to gather feedback on building a bicycle superhighway in their community. The Project Team asked attendees to share what practices have helped them successfully engage with communities of concern. These included:

- Paying CBO partners, including those not traditionally included in bicycle planning processes, for their input (Caltrans notes funding cannot be used for this purpose on this particular project)
- Employing paid ambassadors from target communities who can spread the work among their networks
- Going to existing CBO meetings/events to share information
- Coordinating Facebook Live events with CBOs
- Doing pop-ups in target areas (on the street/trail, etc.) to talk about the project (Alta notes this is particularly successful, but there are limited opportunities for this due to COVID, so consultant team is reviewing opportunities for digital engagement)
- Drafting and distributing surveys

Attendees were highly in favor of engaging CBOs early in the process to gain support, particularly because highways have historically been damaging to these communities, and bike lanes/bikeways may also be perceived as a sign of gentrification/displacement. As previously discussed, the naming of this project will be important and community input on the name will be highly valuable.

SFCTA cautions that they have heard that many CBOs are experiencing outreach fatigue recently, so this is something to be sensitive to.

6. Preliminary Brainstorming

Design Features

Attendees discussed preliminary design features they would like to see as part of this project, while noting that the target user will have a large impact on the overall design.

Bay Trail Project representative raised several important questions: *“We also have to ask ourselves are we just designing this for fast and confident bicyclists? Is that a significant enough crowd to put the resources that it will take to build this? Or do we want to build this project in a way that will attract a broader user group and different skill levels that may create for a more significant shift in modes in the long wrong? We have an opportunity to design a place that people want to use and be versus creating another paved transportation corridor.”*

It was noted that there will be higher usage if the project is incorporated/connected to existing local trail/bike/street networks.

Aesthetic Considerations:

- Include vegetation/landscaping – creation of this highway potentially presents an opportunity to provide greenspaces in communities where there are none
- Create a wayfinding/sign program for key locations – this project will only work if people know where it is, where it goes and how to use it. The wayfinding program should include a time estimate as well as distance to be more user-friendly.
- Make the path wide enough for two-way traffic and passing
- Create visual and sound barriers as necessary from vehicle traffic
- Incorporate ways to make this a low-stress experience
- Avoid blocking views of natural landscape

Safety Considerations:

- Fully separate path from cars
- Ensure there are safe crossings,
- Ensure spaces are well-lit
- Have bike signals
- Create protected intersections
- Integrate ITS/Signal Timing
- Create ability for emergency access if necessary
- Provide space for occasional pull outs / bike repair stations
- Provide water/restroom access
- Create wind protection
- Incorporate exit ramps to encourage slower speed

There are also suggestions to review existing designs, including:

- Bay Trail Design Guidelines
- Best design practices from other superhighways around the world

VTA has also been working on a definition of a bicycle superhighway, as follows: *High quality, uninterrupted, long-distance bikeways separated from motor vehicles that traverse across the county. As envisioned, the bicycle superhighway network will consist of a network of trails connected by high-quality, low-stress, on-street bikeways. The bicycle superhighway network is intended to serve “strong and fearless,” “enthused and confident,” and “interested but concerned” bicyclists. Most sections of the network, especially the trails, may be used by students and families but the bicycle superhighways are primarily focused on providing a high-quality transportation option for commuters, people who want to run errands by bike, and recreational or weekend bicycle riders.*

Reception to this definition was positive, as it included 95% of the public. It was suggested that Caltrans can strengthen it by shortening the definition and including other modality forms.

Although brainstorming on selection criteria and potential routes was limited due to time constraints, the following suggestions were recorded on Conceptboard:

Selection Criteria:

- Balance between rural and urban communities
- Prioritize sections where existing/parallel alternatives are not available
- Safety - where are there more crashes as well as barriers (like freeways, rail lines, etc.)
- Equity
- Selection criteria should be based on goals. Could be mode shift potential, equity, safety, etc., but each of these goals would show a different map. Also sub goals would be important - shovel ready to give us a quick win, etc.

Potential Routes:

- A route that crosses the Bay
- Include the North Bay in planning
- San Pablo Ave and several Bay Crossings if possible
- Dumbarton Corridor
- El Camino Real from Daly City to San Jose

7. Constraints and Opportunities

This portion of the agenda was skipped due to time constraints, but the following opportunities / constraints were listed on Conceptboard:

Opportunities:

- Existing facilities
- Coordination with other planning efforts in the region

Constraints:

- ROW availability
- Inconsistency of region-wide geospatial data

8. Next Steps

- Attendees were encouraged to leave additional feedback on Conceptboard, which will remain live for several more days.
- The Project Team will use Conceptboard and meeting recording and notes to summarize the meeting.
- The Project Team and Caltrans Bay Area will be developing an interactive website which will provide more information on the project.
- The Project Team and Caltrans Bay Area are exploring ways to conduct outreach to different communities within COVID-19 constraints.
- Attendees will be enlisted to help share information, surveys, and other outreach materials with their communities once these are developed.

STA Public Outreach Focus Group Meeting
October 21, 2020

Below is a summary of the feedback and suggestions STA received from the focus group:

- Alert the public in advance about future public comment period/opportunities before the plan is finalized so they can start gathering their thoughts
- Utilize service such as Nextdoor, MailChimp, Formstack
- City Manager Calendar newsletters (Benicia State of the City Address)
- Create a master list of different groups/organizations to add to the email listserv
 - Sierra Club
 - Audobon Committee
 - Native Plant Society
 - Churches
 - Community Groups
 - Rotary groups
- Consider as a marketing strategy tool to showcase the number of public comments garnered and the tangible changes to the Active Transportation facilities as a result of the public comments received. In the public comment notice, stress to members of the public that they're making a difference/this is an opportunity to make a difference in your communities.
- Adopt a mechanism to provide acknowledgment from STA that comments were received
 - A simple reply stating "Thank you for your comments"
- Provide clarity on the formal process of how public comments are processed by STA–
 - Do board members see all comments received?
 - Share the comment matrix and status of actions with interested members of the public? If action was taken, include the page number and revisions made to the document
- Make the public comment notice more prominent on the website
 - There were comments made from several folks about the website being hard to navigate and difficult to find what they are looking for.
 - Big Button on the side bar of the website?
 - Scrolling banner
 - An attention-grabbing title for the public comment notice– Ex from GVRD website: "Please take our survey!"
 - Examples of websites that do this well: GVRD and San Francisco Bay Area Ferry
- Provide option for interested members of the public to be updated on where we are in the public comment process
 - Put a link to the survey or public comment notice page that provides an option for people to sign up for a mailing list if they would like to be kept apprised on where we are in the public comment process
- Ensure that the public comment notice includes a "why should I care/why does this matter to me" blurb to draw in members of the public to submit comments
- Potential improvements to the user interface of survey:
 - Percentage of Completion bar
 - Multiple options of survey length
 - Accessibility/compatibility for mobile devices

Miscellaneous:

- The group expressed interest in continuing to participate in these meetings to continue refining the public outreach process.