

**BICYCLE ADVISORY COMMITTEE (BAC)**

**6:00 p.m., Thursday, January 14, 2021**

**Solano Transportation Authority Zoom Link:**

<https://us02web.zoom.us/j/84766012620?pwd=TkZkRG5RQjdQZEJPCitKbi9NY1ltQT09>

Join by Phone 1 408 638 0968 US (San Jose)

Meeting ID: 847 6601 2620 Passcode: 429252

**MEETING AGENDA**

<b><u>ITEM</u></b>	<b><u>MEMBER/STAFF PERSON</u></b>
<b>1. CALL TO ORDER / SELF INTRODUCTIONS/CONFIRM QUORUM</b> (6:00 - 6:05 p.m.)	Neal Iverson, Chair
<b>2. APPROVAL OF AGENDA</b> (6:05 - 6:10 p.m.)	Neal Iverson, Chair
<b>3. OPPORTUNITY FOR PUBLIC &amp; STAFF COMMENTS</b>	
<b>4. CONSENT CALENDAR</b> Approve the following consent item in one motion. (6:15 – 6:20 p.m.)	Neal Iverson, Chair
<b>A. STA BAC MEETING MINUTES</b> <u>Recommendation:</u> Approve STA BAC Meeting Minutes of November 5, 2020. <b>Pg. 3</b>	Natalie Quezada, STA
<b>5. PRESENTATION</b>	

**STA BAC MEMBERS**

<b>Neal Iverson</b>	<b>Michael Segala</b>	<b>Nancy Lund</b>	<b>Jodie Stueve</b>	<b>Vacant</b>	<b>John Echevarrieta</b>	<b>Lawrence Gee</b>	<b>David Belef</b>	<b>Barbara Wood</b>
City of Vacaville <b>Chair</b>	County of Solano	City of Benicia <b>Vice- Chair</b>	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vallejo	Member-At- Large

**6. INFORMATION – DISCUSSION**

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Katrina Gregana, STA

- A.** Solano County SR-37 Public Access Plan  
(6:20 - 6:30 p.m.)

Neil Iverson, Chair

- B.** Agriculture Advisory Committee Update  
(6:30 - 6:40 p.m.)

Amy Antunano, STA

- C.** "Bike to Wherever Month" Planning  
(6:40 - 6:50 p.m.)

Katrina Gregana, STA

- D.** STA Wayfinding Signs Pilot Update  
(6:50 - 7:00 p.m.)

Brent Rosenwald, STA

- E.** Solano County Vision Zero Policy  
(7:00 - 7:10 p.m.)

Brent Rosenwald, STA

- F.** Top Ten Bike Rides Brochure Update  
(7:10 - 7:20 p.m.)

Neil Iverson, Chair

**7. FUTURE AGENDA TOPICS**

(7:20 – 7:25 p.m.)

**8. ADJOURNMENT**

The next meeting of the STA BAC is on **Thursday, March 4, 2021** via Zoom.

**BAC 2020 Meeting Dates:**

(The BAC meets every First Thursday on odd months, unless otherwise rescheduled)

**\*Please mark your calendars for these dates\***

**Thursday, March 4, 2021**

**Thursday, May 6, 2021**

**Thursday, July 1, 2021**

**Thursday, September 2, 2021**

**Thursday, November 4, 2021**

**Questions?** Please contact STA Planning Assistant, Brent Rosenwald at (707) 399-3214 or  
[brosenwald@sta.ca.gov](mailto:brosenwald@sta.ca.gov)



**Bicycle Advisory Committee (BAC)  
Minutes for the Meeting of  
November 5, 2020**

**1. CALL TO ORDER/CONFIRM QUORUM**

The meeting of the BAC meeting was called to order by Neil Iverson at approximately 6 p.m. via Zoom Quorum was confirmed.

**BAC Members Present:**

David Belef	City of Vallejo
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

**Absent BAC Members:**

Barbara Wood	Member At Large
Lawrence Gee	City of Suisun City
Vacant	City of Fairfield

**Others Present:**

Brent Rosenwald	STA
Kathrina Gregana	STA
Karin Bloesch	STA
Natalie Quezada	STA
Bob Berman	Bay Area Ridge Trail
Simone Nageon de Lestang	Bay Area Ridge Trail
Jason Riley	Solano County
Tina Tran	City of Fairfield

**2. APPROVAL OF AGENDA**

The Solano BAC approved the Agenda. (6 Ayes)  
Motion by Nancy Lund Seconded by Jim Wheeler

**3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS**

None

**4. CONSENT CALENDAR**

Approved the following consent items in one motion (6 Ayes)

**A. STA SPECIAL BAC MEETING MINUTES**

Recommendation:

Approval STA Special BAC Meeting Minutes of June 18, 2020

**B. STA BAC/PAC MEETING MINUTES**

Recommendation:

Approve STA BAC/PAC Meeting Minutes of October 15, 2020

Motion by Jim Wheeler Seconded by Nancy Lund

## **5. PRESENTATIONS**

### **A. Carquinez Strait Scenic Loop Trail**

Bob Berman and Simone Nageon de Lestang presented overview of the Carquinez Strait Scenic Loop Trail. Simone mentioned funding for project initially started from National Park Service Technical Assistance Program Grant and other sources. The loop is a 50-mile trail that circles the Carquinez Strait and goes up to ridge of the coastal mountain ranges. Currently the trail is 65 % complete and the Almond Ranch portion was completed recently in October. Bob described the 10 gaps within the trail, and spoke specifically about the 3 gaps in Solano County. The three gaps are: The Vallejo Bluffs Trail, Glen Cove gap, and the Benicia Streets, totaling up to 4.6 miles. Bob mentioned some of these gaps within Solano county are part of the Active Transportation Plan (ATP) and thus will be prioritized and for future funding opportunities.

Mike Segala asked which projects would be of a higher priority, to whom Bob Berman answered the Glen Cove Gap. David Belef mentioned a feasibility study was done previously for Glen Cove Gap, Bob stated there was no preliminary design done but staff could use and build upon study that was made.

Simone highlighted Bikers of Santa Cruz, a partnership group run by volunteers that create recreational trails. Brent commented that the Glen Cove gap could be brought forward for future TDA funds in 4 to 5 years.

### **B. Unincorporated Solano County Bike Trails**

Jason Riley outlined all the connecting bike trails the county is prioritizing for funding. The bike trails presented were largely located near Solano County's northern border with Yolo County. Jason added that some of these projects were not included in this year's ATP and will be voted on for inclusion during the January BAC meeting. These include bike routes on Pedrick Road., Allendale Road, and Grizzly Peak Road. New trails are to attract ridership away from Pleasants Valley Road for less competitive riders and connect city to city bikeways. Neil Iverson mentioned concerns on the dangers of Pleasants Valley Rd. Jason included those are also still being addressed and Mike added that the Agricultural Advisory Committee in the past has been very productive in improving and enhancing safety for community members and riders.

Nancy indicated recreational riders don't always know the rules of the more rural roads. Jason indicated that the county is working with CHP on outreach for rules of the road. David asked for a timeline on the Benicia Rd. project. Jason noted that an Active Transportation Cycle 5 Grant application has been submitted for funding. If awarded, funding for the project would be available next summer; Jason stated that if the County does not receive grant funding, the County is ready to pay out of pocket for full paving of the bicycle improvements, complete streets widths and will schedule future bulb outs and other details, at later time once funding is available.

Mike suggested adding Cordelia Rd to the list of possible long term project trails for the county to connect to 680.

## **6. ACTION –NON FINANCIAL**

### **A. 2021 BAC Overall Work Plan**

Brent reviewed the work plan for 2021, highlighting newer projects such as wayfinding signs, updating brochures, and possible interactive virtual bike brochures. Brent suggested discussing MTC's Vision Zero Initiative and will allow the BAC to deliberate over its adoption for Solano County. Neil asked if staff can invite Drew Heart from the City of Sacramento's Vision Zero team to present to see where they are on their implementation. David suggested that staff make sure members new and old receive notes and minutes



from previous discussions on work plan items and to include a bike route clean up as part of the bike month task order.

**Recommendation:**

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

Amendment: With understanding BAC can amend it at a later date

Motion by David Belef, Seconded by Jodie Stueve (6 ayes)

**B. 2021 BAC Chair and Vice-Chair Elections**

David asked if staff or city have sent applications to those who are being termed out this year. David sent letter to mayor for reappointment. Brent would reach out to individual members to see if they would like to be reappointed.

**Recommendation:**

1.Nominate and elect a BAC Chair for 2021

2.Nominate and elect a BAC Vice-Chair for 2021

Motion to reappointment Neil Iverson as Chair and Nancy Lund as Vice-Chair for BAC 2021

Motion by Mike Segala Seconded by Jim Wheeler (6 ayes)

**7. INFORMATIONAL –DISCUSSION**

**A Regional Active Transportation Plan Updates: CalTrans and MTC**

Brent Rosenwald discussed CalTrans's Bay Area Bicycle Superhighway Concept Study. This plan's goal is to develop infrastructure for long range travel to connect regional bikeways within the Bay Area. Mike Segala proposed inclusion of private lands owners near highways to be included in discussion so connectivity issues don't occur in future. Brent continued with MTC's Bay Area Regional ATP being developed in conjunction with the Plan Bay Area 2050. This plan will be built from the Caltrans and STA priority projects highlighted by STA's Active Transportation Plan Brent will try to schedule project teams from MTC and Caltrans to present to BAC and will notify members when public comment periods will be held in our region.

David asked if CalTrans or MTC can use previous website survey system with interactive maps to save money and time on outreach for those developments.

**B Public Outreach Update**

Kathrina Gregana provided an overview of concerns lodged by members of the public regarding the difficulty of leaving public comments on planning documents. Kathrina mentioned that planning staff has developed a plan to engage with the Citizen Advisory Committees on how to improve outreach namely by creating a focus group. Kathrina mentioned that the first meeting of the focus group was held and that staff will reengage the focus group at a later date to present the changes that they will propose to implement. Dave Belef asked to distribute notes to other BAC and PAC members for feedback and will include comments and concerns in second focus group meeting.

**8. FUTURE AGENDA ITEMS**

Neil Iverson asked to place the public outreach discussion as a future agenda item once feedback has been given by the focus group.

Mike Segala stated to consider Cordelia Rd on Solano County's Unincorporated Bike Trails  
Nancy Lund requested to add revising Top Ten Bike Trail brochure for January

**9. ADJOURNMENT**

The Solano BAC meeting adjourned at approximately 7:55 p.m. by Neil Iverson





DATE: January 7, 2021  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Solano State Route (SR-37) Public Access Plan

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**Background:**

The State Route (SR- 37) Traffic Congestion Relief Project (Project) proposes improvements to SR-37 from west of the SR 121 intersection to Mare Island (Segment B), where the existing highway narrows to one lane in each direction. The Project is focused on traffic congestion relief by improving traffic flow during peak travel times and increasing vehicle occupancy within the travel corridor.

As the SR-37 Project enters the environmental phase, the project lead, Metropolitan Transportation Commission (MTC), has started the process of evaluating public access options to be considered as part of this project.

There are currently limited public access amenities in the area, especially in the Solano County portion of the SR-37 corridor. Solano County is expected to be the most impacted by the SR-37 Project. In addition, the majority of the population who live near the project site are from the City of Vallejo and traffic studies have shown that most of the users of the SR-37 corridor come from Solano County, given their proximity to the corridor. It is also worth noting that the City of Vallejo is a diverse disadvantaged community and community of concern, and investments in public access projects that are directly accessible to Vallejo residents will provide more substantial benefits, from a quality of life and equity standpoint.

Given these range of factors, the SR-37 Project presents an opportunity for public access options in Solano County to be considered for inclusion in the environmental document of the SR-37 Project.

In response to the need for a list of public access options, the STA convened a group of Solano County and regional stakeholders to help the STA identify public access opportunities on Segment B and Segment C of the SR-37 Corridor in Solano County. The stakeholder group included: the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

The stakeholder group has met three times, on October 16<sup>th</sup>, October 29<sup>th</sup>, and November 13<sup>th</sup>, and, from these discussions, produced a memo that identifies eight public access and educational opportunities along Segment B and C of the SR-37 Project, between Cullinan Ranch, Mare Island, Napa River Bridge and the City of Vallejo. The SR 37 Public Access memo is included as Attachment A and a fact sheet is included as Attachment B. These recommendations will

provide public access options for the environmental review and future potential permitting requirements for the SR-37 Project. The memo has been submitted to the MTC and Caltrans staff for preliminary review. The memo was also presented to the SR-37 Policy Committee at their January 7<sup>th</sup> meeting.

This topic was presented as an informational item to the STA Board at their meeting on December 9<sup>th</sup>, 2020. At their meeting on November 18<sup>th</sup>, the STA TAC approved the recommendation to forward for STA Board approval at their meeting on January 13<sup>th</sup>, 2021.

**Discussion:**

By the time of this BAC meeting, the Solano SR-37 Public Access Plan will be approved by the STA Board at their meeting on January 13, 2021. With the plan adopted, the next step in the process is for the STA staff to work with the SR-37 Public Access stakeholder group to develop more detailed project information and costs and determine prioritization of the public access proposals. Along with input from the stakeholders, the STA staff will be seeking input to inform how the proposed projects are prioritized.

With that said, the STA staff will be presenting the SR-37 Public Access Plan to the BAC to garner their feedback on the public access proposals. Following this meeting, the priorities identified by the committee will be summarized and presented to the SR-37 Public Access stakeholder group for their consideration as the project prioritization list is being developed.

The STA staff plans on continuing a public review process as the stakeholder group moves forward with project scoping and prioritization of the public access proposals and will keep the BAC apprised on the latest developments on these efforts.

**Fiscal Impact:**

None.

**Recommendation:**

None.

**Attachments:**

- A. Solano SR 37 Public Access Memo
- B. Solano SR 37 Public Access – Fact Sheet

SUBJECT: SR-37 Interim Project: Public Access Opportunities

The following Draft memorandum provides information on potential public access opportunities in the Solano Portion of the SR-37 Corridor (Segments B and C).

This memo was developed in partnership with staff from the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

Contact: Kathrina Gregana, Planning Assistant, STA ([kgregana@sta.ca.gov](mailto:kgregana@sta.ca.gov) or 707-399-3230)

*\*Note: The public access options summarized in this memo are high-level and conceptual recommendations that were identified by this group for consideration. Project cost and feasibility were not considered in the development of this memo, but will be evaluated and discussed further as the SR-37 Corridor Project moves forward in its environmental review process.*



Figure 1. Approximate locations of the Public Access opportunities described in memo

Pin Legend for Figure 1:

- |                                       |   |
|---------------------------------------|---|
| 1. Cullinan Ranch Public Access       | 9. Bay Trail-Vine Trail Improvements and New Public Viewing Sites |
| 2. Guadalcanal Village                | 10. White Slough  |
| 3. North Mare Island Launch           | 11. Hudeman Slough Boat Ramp and Bay Trail Connection             |
| 4. Pier North of Mare Island Causeway | 12. Mare Island Interpretive Center and Trail Segments            |
| 5. Informal Launch Site on Wilson Ave | 13. Mare Island Strait Historic Trail                             |
| 6. Vallejo Marina                     |   |
| 7. South of the Ferry Terminal        |   |
| 8. Launch Site near Cal Maritime      |   |

**1. Cullinan Ranch**

Cullinan Ranch is owned and operated by USFWS. Water access facilities include an ADA gangway that leads to a freeboard dock with two kayak-cutouts and an observation pier with two benches for wildlife viewing and fishing. There is a small parking area, which provides access to a trail that leads 1.3 miles to an overlook of South Slough. There are also interpretive panels across the parking area and there is one ADA-accessible portable restroom along the trail north of the boat launch gangway. Cullinan Ranch is also a designated San Francisco Bay Area Water Trail site. There is opportunity to enhance the restroom facility and expand the parking area, which currently has 8 general spaces and 1 ADA space.



Figure 2. Cullinan Ranch – Parking Lot and Portable Restroom



Parking Lot



Portable Restroom





*Observation Area with Interpretive Panels*



*Boat Launch*



*Kayak Launch*



*Pathway*



*Interpretive Panels across Parking Lot*

## **2. Water Trails –**

The San Francisco Bay Area Water Trail (Water Trail) is a growing regional network of launching and landing sites for non-motorized small boaters (kayaks, standup paddleboards, canoes, etc.) to access and enjoy the natural and cultural richness of San Francisco Bay. The Water Trail program seeks to enhance access at existing boat launch locations and to encourage new access, with an ultimate goal of quality access facilities every three miles and paddle-in overnight accommodations every eight miles.

There are several sites proposed for the San Francisco Bay Area Water Trail near the Solano portion of the SR-37 Corridor. The sites are marked in the map below:

- A. Guadacanal Village (**Pin 2**) - this site is worth further consideration for water trail access
- B. Piers in Mare Island:

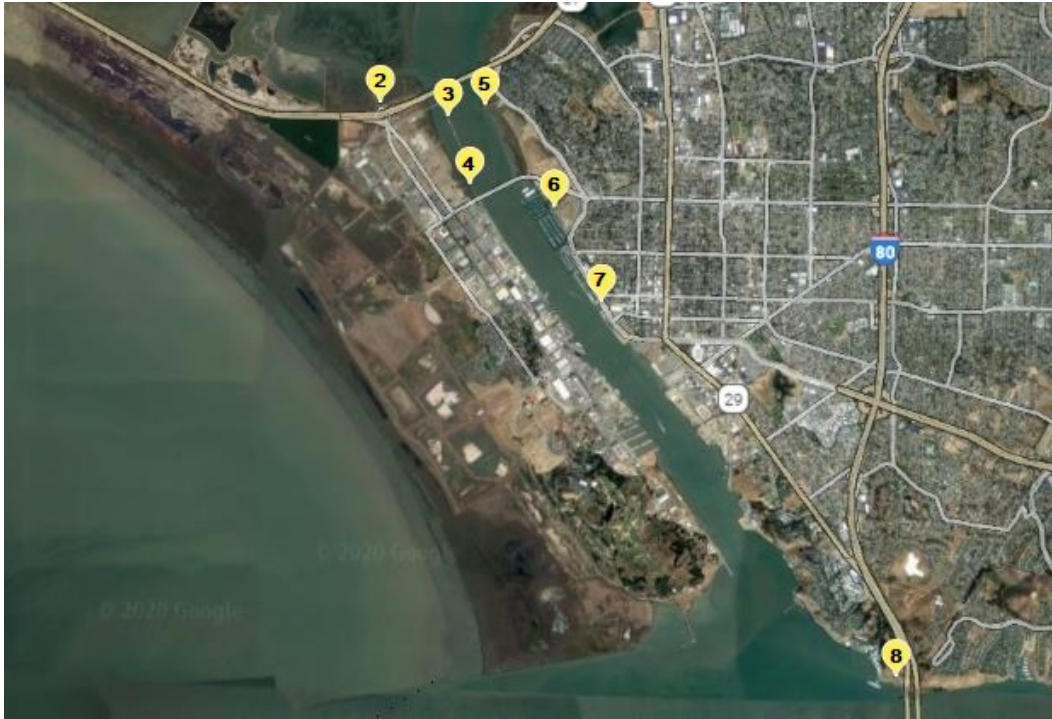
- a. North Mare Island Launch—located on the pier at the end of N Pier Street just south of SR 37 (**Pin 3**). This site was also proposed as a priority in the North Bay Public Access Study.
- b. Pier North of Mare Island Causeway (**Pin 4**)  
 \*These two sites would need to be coordinated with the planning work by the new developers in Mare Island.
- C. Informal Launch Site on Wilson Ave – located on Wilson Ave behind Sunshine Smoothies (**Pin 5**). This location had historically provided public water access but has been largely fenced off in recent years. In early 2020, the City opened the gate to this site to allow access but has since had to close the gate due to vandalism issues. This site could provide quality water access with minor improvements and additional dedicated parking.
- D. There are four sites proposed for the San Francisco Bay Area Water Trail in Vallejo: Vallejo Marina (**Pin 6**), South of the Ferry Terminal (**Pin 7**), the Vallejo Launch ramp, and the boat launch near Cal Maritime (**Pin 8**). At this point, none are yet designated Water Trail Sites, though public boat launch facilities exist.

These boat launch sites could be enhanced to accommodate kayak access, sign improvements, and enhanced bike and pedestrian improvements. These projects are worth further consideration.

*Note: The SF Bay Area Water Trail specifies its site designation process in its website (more information [here](#)). If a site meets all the required criteria, the Bay Area Water Trail staff performs the following steps:*

- i. Staff informs the Water Trail staff of interest in having a site designated*
- ii. Water Trail staff performs site visit(s) and meets with site managers and personnel*
- iii. Water Trail staff completes Site Designation Report utilizing information obtained from site visits, meetings, GIS, and available resources*
- iv. Site is considered for designation at a quarterly Water Trail Implementation Meeting by the Water Trail's Project Management Team and Advisory Committee*
- v. When all conditions for site designation are met, the site formally joins the Water Trail*





*Figure 3. Potential Water Trail sites*



*Pin 4 - Pier North of Mare Island Causeway*



*Pin 5 - Informal Launch Site on Wilson Ave*



*Pin 6 - Kayak Storage in Vallejo Marina*



*Pin 7- San Francisco Bay Ferry*

### **3. Bay Trail-Vine Trail Improvements and New Public Viewing Sites**

There are opportunities to improve the Bay Trail-Vine Trail (Figure 4) connection between Vallejo and American Canyon. There are twelve identified gaps in the Bay Trail and Napa Valley Vine Trail between the Vallejo Ferry and the Napa County border, all of which are illustrated and described below. This project is currently in the final design phase with construction expected in 2022. A funding shortfall currently exists across all segments.



## CITY OF VALLEJO BAY TRAIL - VINE TRAIL GAP CLOSURE PROJECT

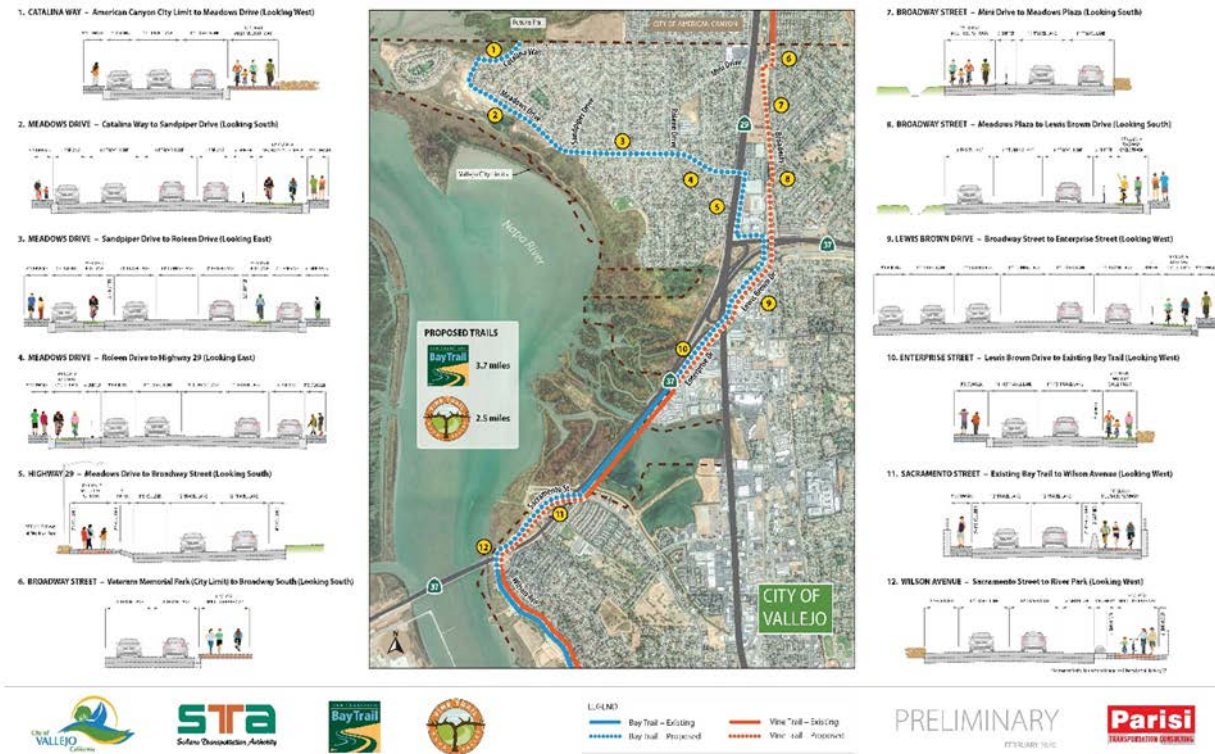


Figure 4: Map of Bay Trail-Vine Trail Gap Closure Project

Once the above baseline pathway elements have been constructed, further options for improvement include the following:

- A public viewing area somewhere along Meadows Drive that provides a view of the marsh.
- A public viewing area along the Wilson Avenue curve providing landscaping, interpretive signage, benches, and a view of the marsh.
- Improvements to the existing pathway near the Vallejo Marina (pavement in poor condition, trail under Mare Island Causeway is dirt, sometimes muddy and puddled).
- A Napa Valley Vine Trail shelter at "Mile Marker 1" of the Vine Trail at the Vallejo Ferry



Potential "Mile Marker 1" of the Vine Trail at the Vallejo Ferry



Rendering of Wilson Ave Public Viewing Area



*Open space on Wilson Ave Curve*



*Views of SR37 on Wilson Ave Curve*



*Vacant Lot under the Freeway*

### **3.a Wilson Ave Curve from Sacramento Street to River Park (near Sunshine Smoothies) - Bay Trail-Vine Trail Gap, Public Viewing Area, and Potential Water Trail**

The planned Bay Trail/Vine Trail ATP funded improvement project ends just south of the SR37 overpass and Wilson Avenue. From here south to Riverfront Park, the shared use path disappears and is replaced by a 5' wide sidewalk for appx 1200 linear feet (lf). There is an opportunity to widen the pathway and create a seamless 10' wide shared use path that will connect to the existing path, bridging this gap.

The 1200 linear feet is divided into three sections.

- Section 1. (E) Sidewalk from here to end (590 lf +/-) is too narrow for shared use path but adequate R/W appears to exist to widen existing path to 10' or install 10'- wide asphalt path.
- Section 2. Widen existing sidewalk in this section. Eliminate planter strip and trees
- Section 3. (E) sidewalk is constrained by retaining walls. Widen (E) sidewalk to 10'- wide shared use path by eliminating road shoulder and planter strip along Wilson Ave.
  - An alternative to Section 3 would construct a boardwalk on State Lands to connect with the existing access road behind Sunshines' Smoothies to River Park.



The project would also upgrade an existing public viewing area by adding a Vine Trail rest stop shelter, maps and interpretive signs.

Additionally, as referenced in **Pin 5** of the Water Trail recommendations, there is an informal launch site on Wilson Ave behind Sunshine Smoothies. This location had historically provided public water access but has been largely fenced off in recent years. In early 2020, the City opened the gate to this site to allow access but has since had to close the gate due to vandalism issues. This site could provide quality water access with minor improvements and additional dedicated parking.



Above: Illustration of Bay Trail/Vine Trail Wilson Avenue Shared Use Path Gap (Total Gap 1200 lf)

Below: Wilson Ave Shared Use Path Gap (Views 1 thru 7)







#### 4. Easternmost tip of Cullinan Ranch: Guadalcanal Village

The easternmost tip of Cullinan Ranch (Guadalcanal Village) is currently within Caltrans right of way with agreements in place to transfer properties north of SR-37 to USFWS. Presently, there is a small parking lot (Baylands Vista Point), interpretive panels, and trail system on the property, which are in need of enhancement. There is also opportunity to improve the connection of the bike/pedestrian trail that runs along the southern side of SR-37 over the SR-37 Napa River Bridge to the Baylands Vista Point parking lot. In addition, the pedestrian stairway that connects the Baylands Vista Point parking lot to the bike/pedestrian trail on the overpass over SR-37 is not ADA-compliant and will need modifications to be brought up to compliance. A ramp may need to be built to the landing location.

This site falls under BCDC jurisdiction, is located on SR-37 Segment B and falls under Caltrans ROW. Planning and funding at this location is assumed to be within Caltrans control and could be included as part of the SR-37 interim project for Segment B. This site is worth further consideration for Water Trail access and a staging point for future Bay Trail projects as part of the ultimate alignment. Additional investigations would establish a better understanding of existing agreements with USFWS or plans to complete trail connections.

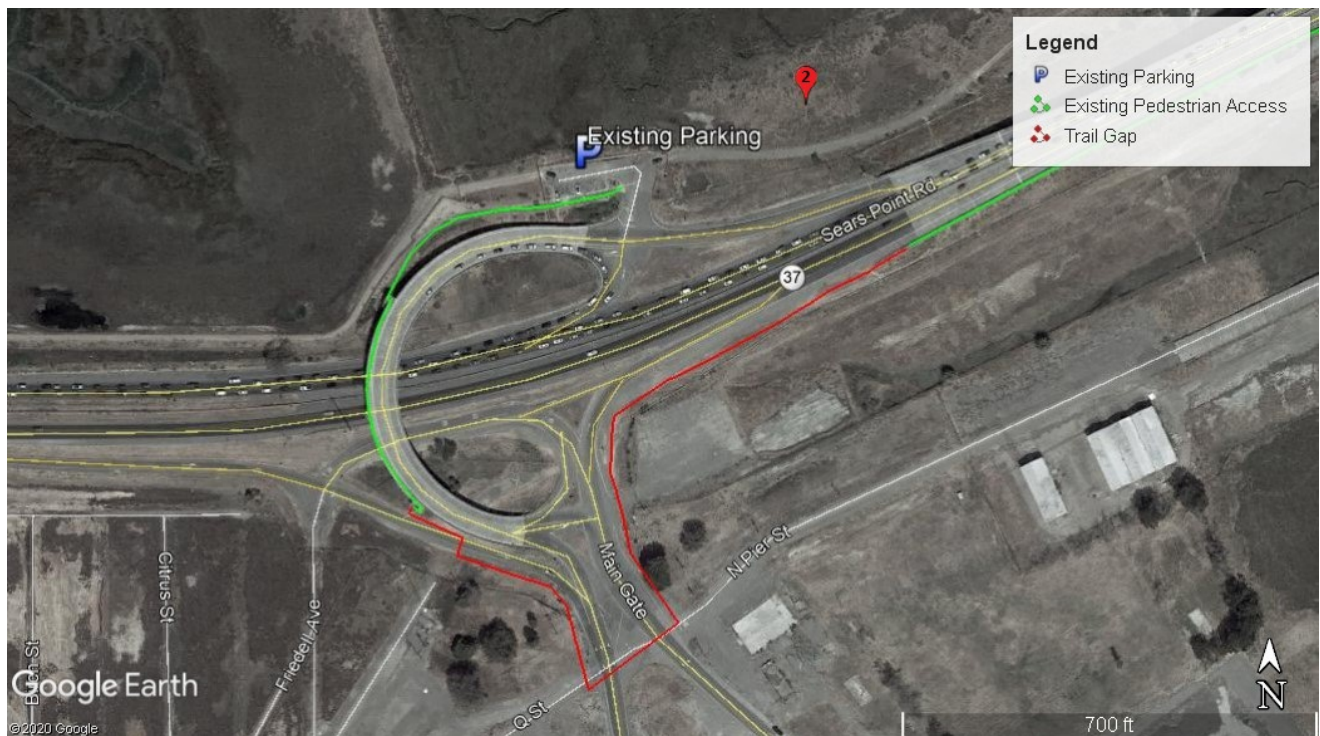


Figure 5. Guadalcanal Village Existing Amenities and Trail Gap



*Observation Area with benches*



*Interpretive Panels*



*Pedestrian Path to the Freeway*



*Parking Lot*

## 5. White Slough

The San Francisco Bay Conservation and Development Commission (BCDC) White Slough Specific Plan from 1996 specified that staging areas, observation areas, and trails be provided in South White Slough in Vallejo. An existing segment of the Bay Trail/Vine Trail exists here and is a key element of the overall project referenced above. Figure 7 illustrates the public access points suggested by the White Slough Specific Plan, which include three staging areas, (marked by green pins) and a trail going around the Slough (outlined in purple). If a trail is built, dredging work may need to occur in this area that would build up some of the levees for the trail to follow. In addition, some areas may also need fill to make room for the trail. The BCDC White Slough Specific Plan included providing fill for the suggested public access projects for White Slough. The existing Bay/Vine Trail path along SR-37 in the White Slough area (outlined in yellow) is in need of upgrades and maintenance. This site may be worth considering.





Figure 6. White Slough

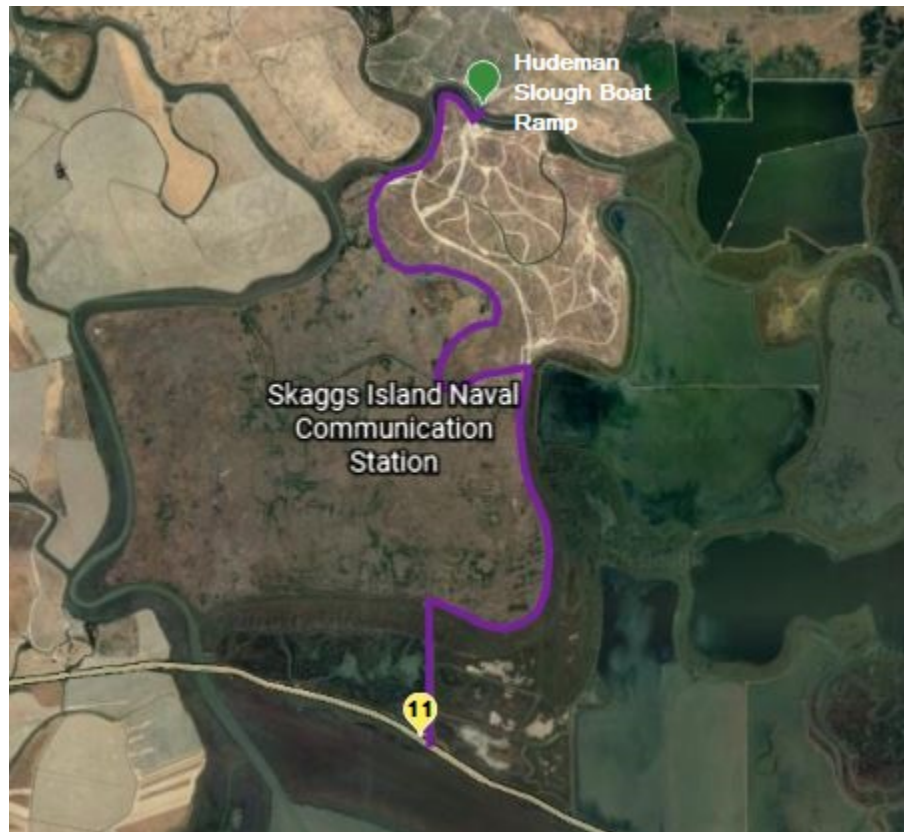


Views of White Slough at the terminus of Sereno Drive

## 6. Hudeman Slough Boat Ramp and Bay Trail Connection

The Hudeman Slough Boat Ramp is located on CDFW property and is operated by Sonoma County Regional Parks. Hudeman Slough forms the northern border of Skaggs Island and the Hudeman Slough Boat Ramp lies just under 4-miles north of SR-37 Segment B. The boat launch is currently closed due to disrepair and the boat ramp needs major renovations and enhancements, additionally the Regional Parks district has plans to construct a 6-site campsite, parking lot and restroom facilities. The project has a completed CEQA Initial Study, and a Mitigated Negative Declaration has been adopted. This project would provide public access via boating/kayaking and has great potential connect to the San Francisco Bay Water Trail. It would provide camping opportunities near the Bay. Currently, the project is looking for funding to support engineering plans, permitting and construction. This project is not in close proximity to the SR-37 Segment B but is located within BCDC jurisdiction. Further investigation of funding needs for this project are needed.

There are also trail gaps in the Bay Trail connection from SR-37 to the Hudeman Slough Boat Ramp (outlined in purple) that are worth considering. It is worth noting that this area can only be accessed through SR-37. Other amenities that could be provided in this area are an interpretive center and a trailhead.



*Figure 7. Hudeman Slough Boat Ramp – Bay Trail Connection*

## **7. Mare Island**

- There is an opportunity to establish an Interpretive and Environmental Education Center on Mare Island (*Pin 12 in Figure 1*) Such a Center could serve as a public access center with potential non-motorized vessel rentals, public tour programming, and a facility for kindergarten through college level education opportunities, it could also serve as a trailhead which could accommodate parking with bussing connectivity options. The trailhead opportunities include multi use access by land to the Guadalcanal area and San Francisco Bay Trail to the north end of the island, over along the western length of the island with connectors to neighborhoods, both existing and planned, the US Forest Service Facility and to the south end of the island at the Mare Island Preserve, potentially circumnavigating the island if corridors could be identified. The trailhead could also serve as an access point for launching non-motorized vessels for entry to the Napa River, San Pablo Bay, and the SF Bay Area Water Trail. Potential stakeholders in this option include Solano County, Greater Vallejo Recreation District, Solano Land Trust, the City of Vallejo, Solano Community College, Touro University, Cal Maritime Academy, Solano County Office of Education, Bay Trail, SF Bay Area Water Trail, and Audubon Society.



- There is interest in establishing a historic trail around Mare Island Strait given the history of the island and shipyard going back to the civil war. (**Pin 13 in Figure 1**)

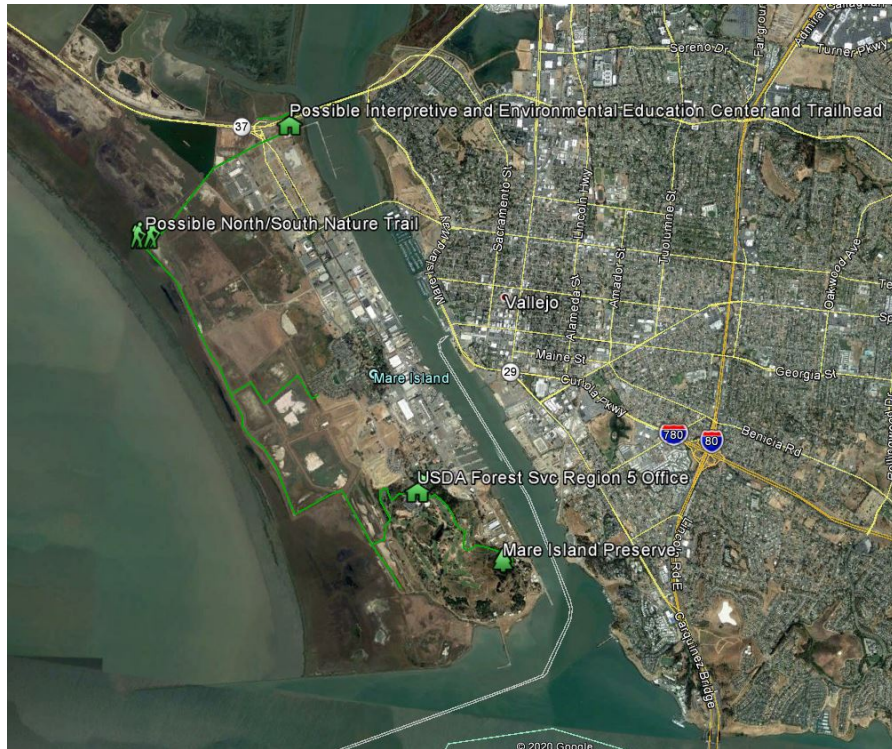


Figure 8. Interpretive and Environmental Education Center on Mare Island and Trailhead



Figure 9. Zoomed Image of Interpretive and Environmental Education Center in Mare Island

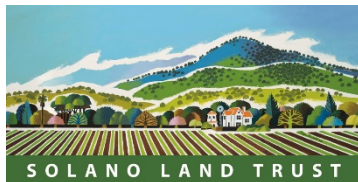
## 8. Education Opportunities

- Solano County has the unique position of having three institutions of higher education near the SR-37 corridor. The STA is engaging with Touro University, Cal Maritime, Solano Community College, Solano County Office of Education, Solano Land Trust, and Solano Resource Conservation District to

explore potential education opportunities related to the corridor. We are also reaching out to the US Forest Service to gauge their interest in creating conservation and environmental education programs in Mare Island.

- There are a number of Birding Groups that host guided bird tours around the San Pablo Bay National Wildlife Refuge that we will be engaging with as well.

Partners:





# SR37 CORRIDOR PUBLIC Solano County ACCESS

Photo by U.S. Fish and Wildlife Service

## Background

There are limited public access options in the San Pablo Baylands, especially in the Solano portion of the SR37 corridor. As the SR37 Corridor Segment B Interim Congestion Relief Project enters the environmental phase, there is opportunity to invest in potential public access points that take advantage of the San Pablo Baylands' rich marsh ecosystem and abundant wildlife. The public will benefit immensely from more public access amenities, and with half of the SR37 Corridor project located in Solano County, these recreation areas will be easily accessible to the City of Vallejo residents, who live nearby.

This public access plan was developed in partnership with staff from the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

### For additional information, please contact:

Kathrina Gregana  
STA Planning Assistant  
(707)399-3230  
kgregana@sta.ca.gov



Solano Transportation Authority  
www.sta.ca.gov | (707)424-6075

f Solano Transportation Authority @STA\_Solano



Education Opportunities with  
nearby education institutions



25 Interpretive Centers  
(Cullinan Ranch)



Establish Water Trail Sites (Vallejo Marina)



Complete Trail Gaps, such as Bay Trail and Vine Trail



Enhance Parking Lots & Staging Areas (Guacadalcanal Village)



Enhance Observation Areas (Cullinan Ranch)





#### 1 Cullinan Ranch

- Amenities include: kayak and boat launch, observation area, and interpretive panels
- Enhance Parking Lot & Portable Restroom



#### 2 Guadalcanal Village

- Enhance observation area, parking lot, and interpretive panels
- Improve bike/ped trail
- Non-ADA compliant pedestrian stairs



#### 4 Pier North of Mare Island Causeway

- Accommodate kayak access, sign improvements, & enhanced bike and pedestrian improvements



Source: SF Bay Trail

For additional information, please contact:

Kathrina Gregana STA Planning Assistant  
kgregana@sta.ca.gov • (707) 399-3230

**STA**  
Solano Transportation Authority  
www.sta.ca.gov | (707) 424-6075

Solano Transportation Authority @STA\_Solano



#### 5 Informal Launch Site on Wilson Ave

- Accommodate kayak access, enhanced bike and pedestrian improvements, and sign improvements
- SF Bay Area Water Trail Designation



#### 9 Bay Trail-Vine Trail Improvements and New Public Viewing Sites

- 12 identified gaps in the Bay Trail-Vine Trail Closure Project and existing funding shortfall across all segments
- New public viewing sites or staging areas



#### 10 White Slough

- Staging Areas
- Establish bike/ped trails

**Metropolitan Transportation Commission  
MTC Planning Committee**

June 12, 2020

Agenda Item 4a

**MTC Resolution No. 4400: Regional Safety / Vision Zero (VZ) Policy**

**Subject:** Recommendation for adoption of MTC Resolution No. 4400: Regional Safety/Vision Zero (VZ) Policy.

**Background:** Traffic safety is a significant transportation challenge globally, nationally, and regionally. In the United States, over 30,000 people are killed annually in traffic collisions. These traffic deaths disproportionately affect those in communities of color, low-income communities, youth, the elderly and those walking and biking. The role of MPOs in addressing traffic safety is receiving increasing attention as local jurisdictions across the country acknowledge the tragic and preventable loss of lives on our roadways and are adopting VZ goals and principles.

Over 400 fatalities and 2,000 serious injuries occur on Bay Area roads each year. MTC has the opportunity to help save lives and ensure that all people have the right to safe mobility in the region. While Bay Area cities have acted to combat the trend in fatalities and serious injuries, MTC aims to motivate and facilitate action across the region. A regional safety strategy and approach can promote improved safety and potentially eliminate some duplication of costs among local jurisdictions, allowing local governments to redirect their limited safety dollars towards enforcement and engineering. MTC could supplement the efforts made by the VZ cities in our region provide data and technical assistance to jurisdictions that need it by leveraging our available resources to support them. Additionally, federal guidance requires MTC to adopt regional targets for road safety on an annual basis, and MTC has adopted three rounds of regional safety targets to date. Data-driven regional safety efforts will help us make progress in meeting our “Towards Zero Deaths” targets for fatalities and serious injuries by 2030.

**Policy:** The MTC Regional Safety/VZ Policy establishes a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030. This policy recognizes that MTC is uniquely positioned to facilitate region-wide safety planning and coordination. MTC is already required to adopt safety performance measures and targets, and this policy will augment this responsibility by providing assistance to local jurisdictions towards our regional safety goals. The policy establishes a framework of principles and actions to guide MTC staff in working towards the policy goals as summarized below:

1. Provide regional leadership to promote safety, engaging and incentivizing leadership across jurisdictions to prioritize safety and work towards aligning funding policy with safety goals.
2. Apply a data driven approach to inform safety policy and strategic use of available funds and resources. Regional safety data will be housed at MTC so that local jurisdictions can benefit from consistent and reliable data.
3. Promote equity in regional safety policies by considering and analyzing impacts on communities of concern and protecting vulnerable roadway users, such as pedestrians and bicyclists.
4. Support beneficial safety policies and legislation that target evidence-based solutions to safety problems.

5. Engage key regional stakeholders for safety policy development, implementation, and collaboration on safety best practices. Provide education and technical assistance within budgetary constraints.

**Strategies:**

To complement the Regional Safety/VZ Policy, MTC staff is working to establish a regional safety program that would rely on a three-pronged approach to enhance safety in the region. First, MTC staff is working on enhancing the region's and jurisdictions' access to reliable and consistent data by integrating several available sources into a single regional safety data repository. Second, MTC will use data to inform and develop regional policy and support legislation that has been proven effective, such as lowered speed limits and automated speed enforcement. Finally, and dependent on resources available, MTC will support jurisdictions by providing technical assistance with safety planning. These strategies will tie into key Plan Bay Area 2050 goals, by encouraging active transportation, reducing reliance on greenhouse gas emitting modes of transportation, and addressing significant equity issues. The program will also support and enhance other agency efforts, including Complete Streets, the Active Transportation Program, and Safe Routes to Schools and Transit.

This framework is the starting point for regional safety efforts and staff plans on updating the Committee periodically on specific proposals to help achieve the region's safety goals.

**Steps Taken:**

As we worked on developing a Regional Safety/Vision Zero Policy, staff has already begun engaging with partners and collaborating towards this end:

1. Organized a Safety Data Integration Peer Exchange with regional, state and national stakeholders to learn from and share safety best practices;
2. Presented a regional safety program policy concept to state, county, and regional stakeholder groups and convened Bay Area VZ cities to identify how we can support their ongoing efforts;
3. Adopted ambitious regional safety targets in line with a "Towards Zero Deaths" goal by 2030;
4. Applied for and received funding for the development of a Regional Safety Data System and the development of a State of Safety in the Region Report; and
5. As part of the effort to encourage safety policies, MTC adopted a Priority Development Area (PDA) Connected Communities Safety Policy which requires jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit.
6. The proposed policy was presented to the Policy Advisory Council (Council) on May 22, 2020. Attachment C summarizes the Council's action to support the policy.

**Issues:**

1. Ongoing resources and staffing required is still under development, but the level of resource needs is scalable.
2. As a practical matter, traffic injuries and deaths are likely to be down this year because of COVID-19 and decreased trips. But we fully expect the safety issue to return as travel increases, and some studies suggest we will see more personal vehicles on the road as people avoid public transit. It is important we continue to plan for the future.



**Recommendations:** MTC staff recommends the MTC Planning Committee approve MTC Resolution No. 4400 and refer it to the Commission for final action on June 24, 2020.

**Attachments:** Attachment A: MTC Resolution No. 4400: Regional Vision Zero Policy  
Attachment B: Presentation  
Attachment C: Policy Advisory Council's Memo

  
\_\_\_\_\_  
Therese W. McMillan

Date: June 24, 2020  
W.I.: 1233  
Referred by: Planning

ABSTRACT  
Resolution No. 4400

This resolution sets forth MTC's Regional Safety/Vision Zero Policy to support achievement of safety targets adopted by MTC.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 12, 2020.

Date: June 24, 2020  
W.I.: 1233  
Referred by: Planning

Re: Regional Safety/Vision Zero Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4400

WHEREAS, pursuant to Government Code § 66500 et seq., the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region, and safety has been a goal included in MTC’s Regional Transportation Plans for twenty years; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act require metropolitan planning organizations to frequently set short range performance targets related to safety; and MTC has adopted aspirational regional safety targets as shown in Attachment A; and

WHEREAS, short-range federally-required targets will be incorporated into planning and programming processes in the coming years in compliance with the final Metropolitan Planning rule as adopted by the Federal Highway Administration and Federal Transit Administration on May 27, 2016;

WHEREAS, 23 U.S. Code §450 requires the Regional Transportation plan to include a system performance report, including progress achieved by the MPO in meeting safety performance targets, and requires the Transportation Improvement Program (TIP), once implemented is designed to make progress toward achieving the safety performance target.

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and:

RESOLVED, that MTC hereby adopts a Regional Safety/VZ policy to support achievement of safety targets adopted by MTC, as stated in Attachment A; and:

RESOLVED, that MTC establishes “Proposed Principles and Actions for a Regional Vision Zero Policy” to guide staff in working towards supporting reduction of fatalities and serious injuries across the region, as detailed in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 24, 2020.

Date: June 24, 2020  
W.I.: 1233  
Referred by: Planning

Attachment A  
Resolution No. 4400  
Page 1 of 2

**REGIONAL SAFETY/VISION ZERO POLICY STATEMENT:**

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030.

**REGIONAL SAFETY TARGETS:**

MTC's current safety targets for the region are based on a Toward Zero Deaths framework, basing targets on a linear reduction to zero fatalities and serious injuries in the region by the year 2030.

**PROPOSED PRINCIPLES AND ACTIONS FOR A REGIONAL VISION ZERO POLICY:**

**Provide Regional Leadership to Promote Safety**

1. MTC will engage and incentivize leadership across local jurisdictions in prioritizing safety and work towards aligning funding investments with safety goals.

**Apply a Data Driven Approach**

2. MTC's safety policies shall be driven and informed by data to allow available funds to be used strategically. Regional safety data will be used for safety target-setting, and monitoring of progress towards regional safety goals.
3. MTC will serve as a regional safety data bank so that cities - especially those with more limited resources - can benefit from an integrated safety data repository and a consistent and reliable source of safety data for traffic safety analysis, evaluation and applying for safety funding.

**Promote Equity in Regional Safety Policies**

4. MTC will advance equity through safety policies noting that communities of concern are the most at risk of suffering from traffic fatalities and serious injuries.
5. MTC will emphasize the importance of protecting all roadway users, including vulnerable users such as pedestrians, bicyclists, and users of new mobility.

**Support Beneficial Safety Policies and Legislation**

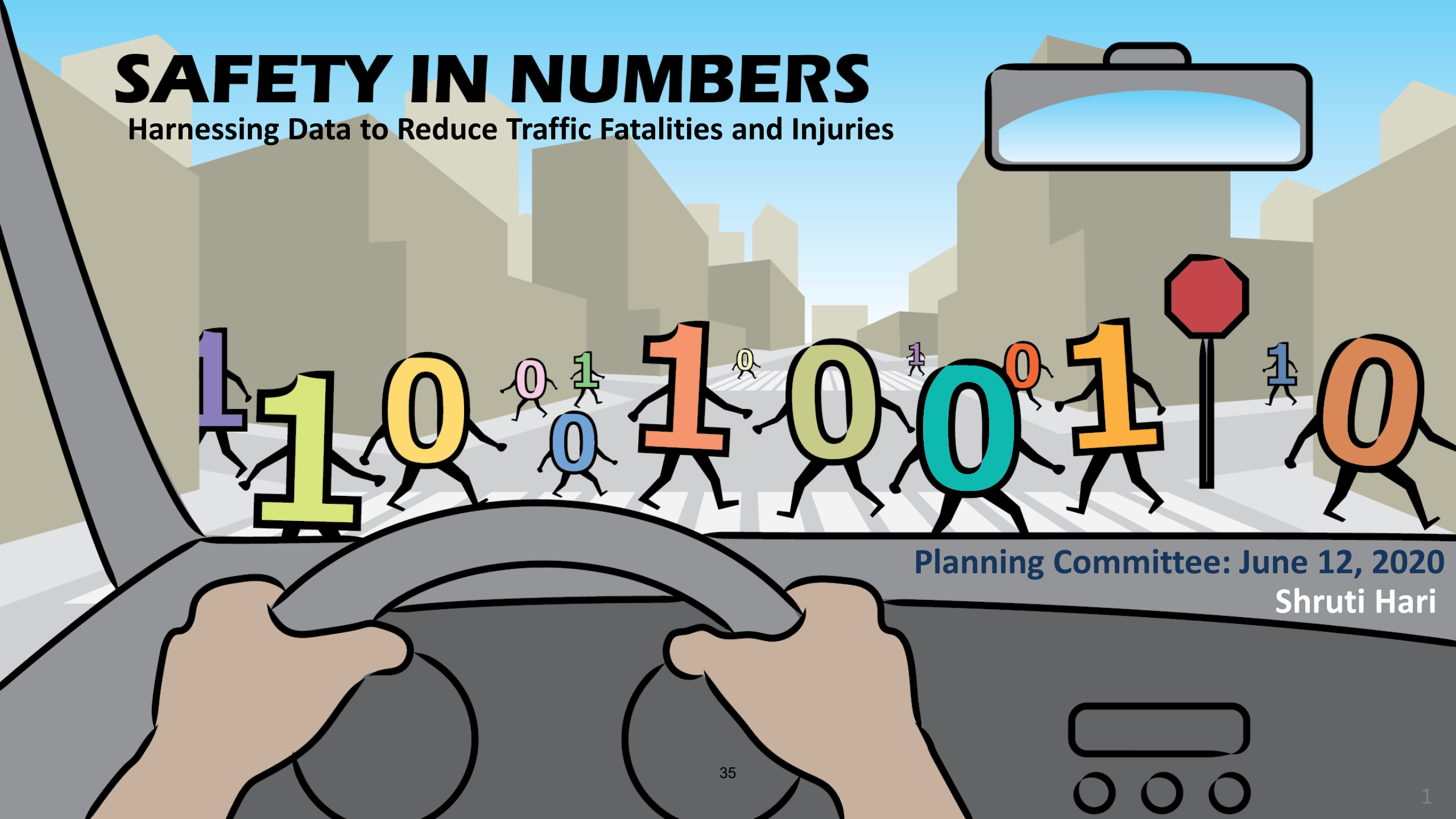
6. MTC will encourage safety policies and support safety legislation that targets evidence based solutions to safety problems.

**Educate & Engage**

7. Within budgetary constraints, MTC will conduct public outreach and provide technical assistance - reliable safety data, analytical toolkits, technical expertise - for local jurisdictions across the region, especially those that lack expertise or resources to implement a successful safety program.
8. MTC will engage key regional stakeholders in safety policy development and implementation, including local jurisdictions, counties, police departments, emergency response and others, to collaborate on safety best practices.

# SAFETY IN NUMBERS

Harnessing Data to Reduce Traffic Fatalities and Injuries



Planning Committee: June 12, 2020

Shruti Hari

# Why We Need to Act Now

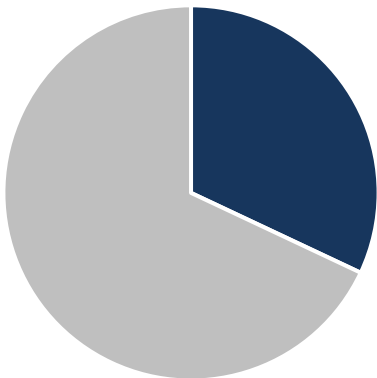




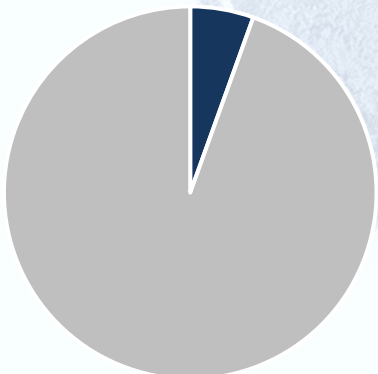
# Why We Need to Act Now

Active modes are disproportionately represented.

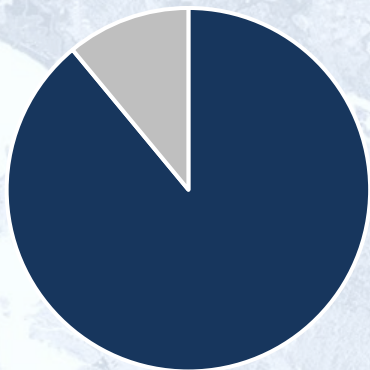
Fatal and Severe Injuries



Mode Share



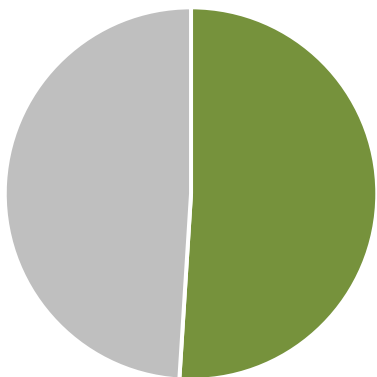
Relative Share



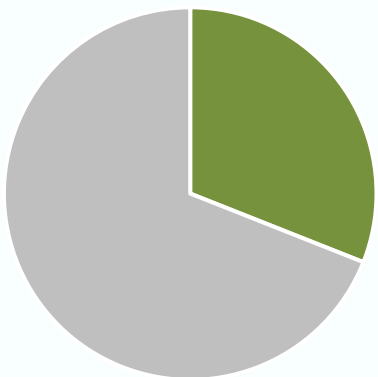
■ Pedestrians and Bicyclists ■ Other

Communities of concern are disproportionately represented.

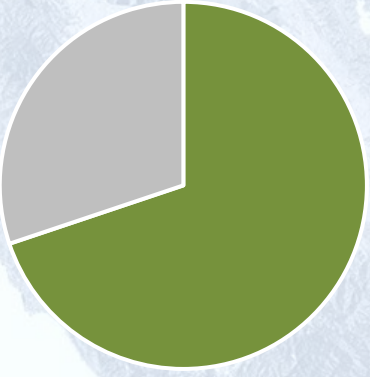
High Injury Network



All roads



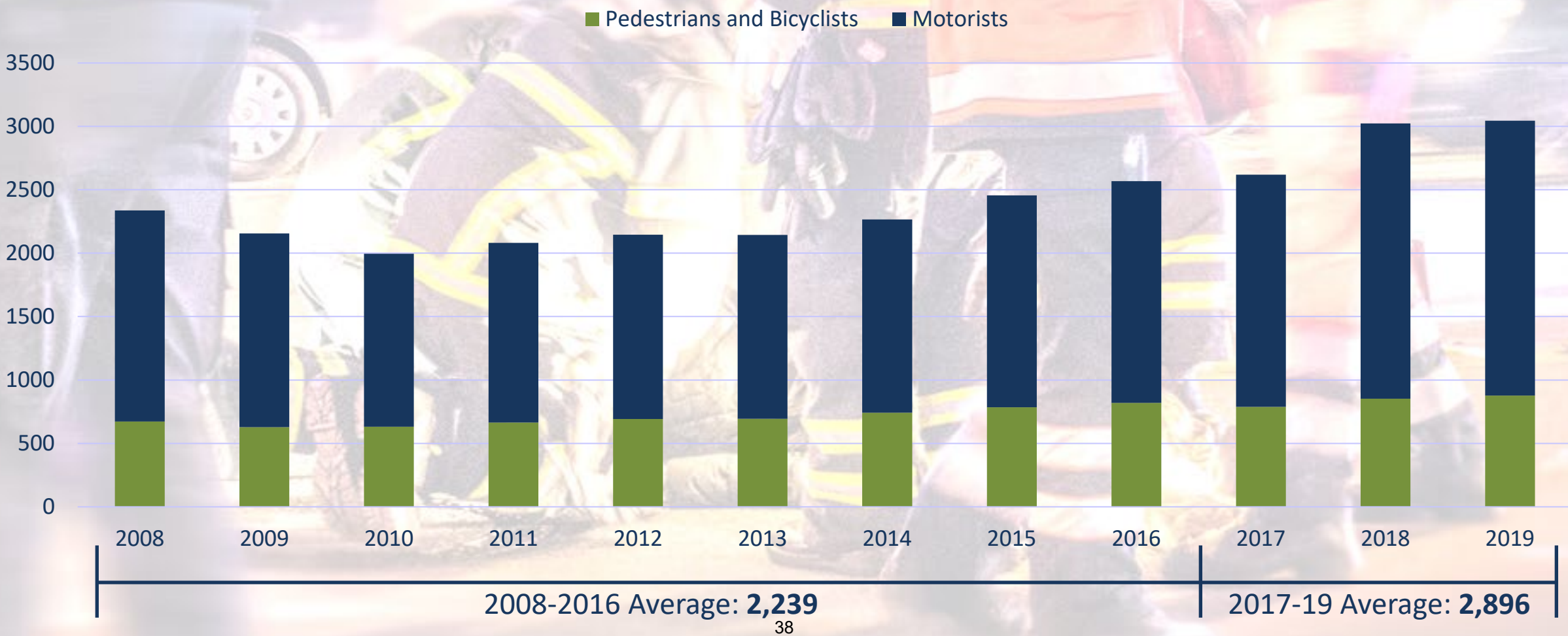
Relative Share



■ Communities of Concern ■ Other

# Fatalities and Serious Injuries have increased over 50% since 2010

Bay Area Fatalities and Serious Injuries 2008-2019







VISION ZERO



# Why It's Important for MTC to Act Now

## Federal/State Policies

- FAST Act requires MPOs to adopt Safety performance measures/targets
- MPO CERT Review
- HSIP funds to require Safety Plans for eligibility

## Regional Leadership

- Plan Bay Area goals
- Caltrans/Cities look to MTC for safety leadership in region

## Benefits

- MTC uniquely positioned to stimulate a regional collaborative process on safety
- Region-wide safety planning would supplement individual safety efforts and reduce duplication of costs
- More data and technical assistance will help jurisdictions get safety funding
- Traffic safety is an equity issue
- Incentivizes Active Transportation and consistent with other PBA goals



# MTC Proposed Safety/Vision Zero Policy

Working together with our partner agencies, encourage and support equitable and data-driven actions towards eliminating traffic fatalities and serious injuries for the Bay Area region by 2030



**DATA  
DRIVEN**



**POLICY INITIATIVES  
AND LEGISLATION**



**EDUCATION  
AND ENGAGEMENT**

**REGIONAL LEADERSHIP AND EQUITY FOCUS**



# Principles & Actions



## Regional Safety Leadership

- Encourage local jurisdictions to prioritize safety.
- Work towards aligning funding investments with safety goals.



## Data Driven

- Regional safety data to inform safety policies, performance monitoring and target-setting.
- Serve as a regional safety data bank so cities can benefit from an integrated, reliable source of safety data.



## Equity Focused

- Focus on equity and consider effects of any safety policies on communities of concern.
- Emphasize the concerns of all roadway users, including vulnerable users.



## Evidence-based Policy and Legislation

- Support legislation and policy grounded in research and evidence.



## Education and Engagement

- Engage with key stakeholders for safety policy development and implementation.
- Conduct public outreach and provide education and technical assistance for local jurisdictions.



## Policy Initiatives

- Encourage policies to foster culture of safety
- Align funding policies with safety goals
- Support safety legislation

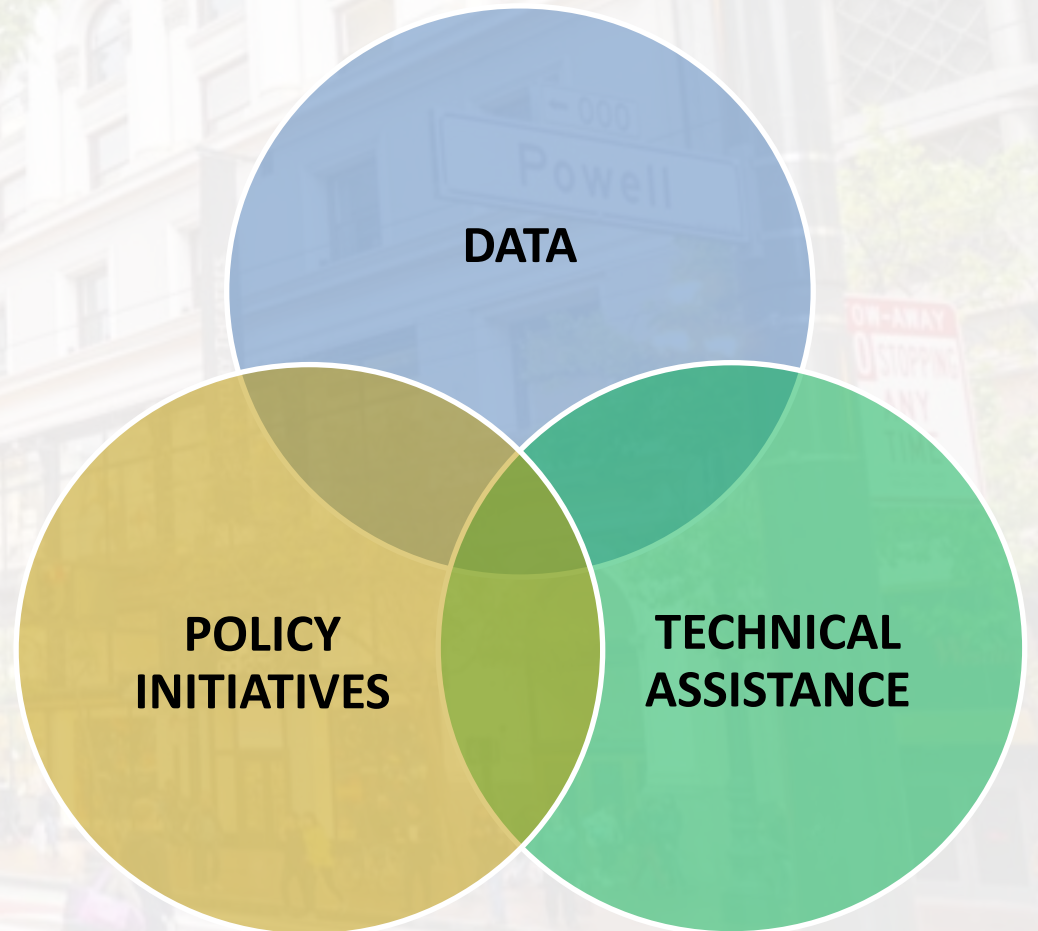
## Data

- Consistent and reliable source of safety data
- Incorporate equity considerations
- Analyze traffic safety region-wide

## Technical Assistance

- Analytical toolkit and safety best practices
- Funding advocacy for region
- Public outreach and education

## Regional Focus and Input





## 1. **Safety Data Integration Peer Exchange**

- Partnership with FHWA

## 2. **Coordination with Cities/CMAAs**

- Need for regional safety data, safety advocacy, regional safety campaigns and safety funding

## 3. **Awarded State Funding for Safety Effort**

- \$500,000 in SSARP funds for a Regional Safety Data System and a Safety Report

## 4. **Adopted 2019 & 2020 regional safety targets**

- In line with Towards Zero Deaths by 2030 for fatalities

## 5. **PDA Connected Communities Requirement**

- Incentivized jurisdictions to adopt a Safety/VZ action plan to support growth in PDAs with limited transit





THANK YOU.

For more information contact:  
**Shruti Hari**, [shari@bayareametro.gov](mailto:shari@bayareametro.gov)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Attachment C**  
**Agenda Item 4a**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: MTC Commission  
FR: MTC Policy Advisory Council  
RE: Regional Safety/Vision Zero

DATE: June 24, 2020  
W.I. 1114

At its Friday, May 22, 2020 meeting, the Policy Advisory Council received a presentation on the proposed adoption of a Regional Safety/Vision Zero (VZ) Policy. The Council discussed MTC's role in providing regional leadership to promote safety, the need to apply a data driven approach to inform safety policy, and the importance of promoting equity in regional safety policies.

The Council moved unanimously to support the proposed Regional Safety/Vision Zero Policy and the eventual development of an analytical toolkit and safety best practices to assist local jurisdictions.



London Breed, Mayor

Gwyneth Borden, Chair  
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director  
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

June 10, 2020

James P. Spering  
Chair, Joint MTC Planning Committee with the ABAG Administrative Committee  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

**RE: Support for MTC Resolution No. 4400: Regional Safety / Vision Zero Policy**

Dear Chair Spering:

I am writing on behalf of the San Francisco Municipal Transportation Agency to support the recommendation to adopt MTC's Regional Vision Zero Policy at the MTC Planning Committee. Every year in San Francisco about 30 people lose their lives and over 500 more are severely injured by while traveling on city streets. The City and County of San Francisco adopted Vision Zero in 2014 as a commitment to eliminate traffic fatalities and reduce severe injuries. MTC's proposal to adopt a Regional Vision Zero Policy will continue to support our region in advancing this commitment to stopping further loss of life.

MTC's Regional Vision Zero Policy is an important step to bring together cities across the region to support actions that can eliminate traffic fatalities. Many of the goals in the MTC Regional Vision Zero Policy elevate and support San Francisco's existing commitments in our 2019 Action Strategy. Our Action Strategy identifies the need for new and proven tools that can save lives, such as automated technology to enforce speed limits, but these tools will require state law changes. MTC's Regional Vision Zero Policy will elevate the policy areas where state legislation is needed to improve street safety. MTC's Policy also expands opportunities for education and messaging on Vision Zero to the broader region. A regional education program can help to expand the reach of our existing messaging and leverage new resources to promote Vision Zero messaging. The MTC Policy also provides for an opportunity to share best practices across cities in order to elevate data-driven and equity-focused policies to advance Vision Zero.

Thank you for your leadership to advance Vision Zero at the regional level. We encourage you to adopt this resolution and we look forward to continuing to partner with MTC on our commitment to eliminate traffic fatalities.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeffrey P. Tumlin'.

Jeffrey P. Tumlin  
Director of Transportation

Cc: Members of the Joint MTC Planning Committee and ABAG Administrative Committee  
Therese McMillan, Executive Director, MTC



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DATE: January 7, 2021  
TO: STA BAC  
FROM: Brent Rosenwald, Planning Assistant  
RE: BAC Discussion Items

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**A. Agriculture Advisory Commission Update (Neal Iverson, Chair)**

The Solano County Agricultural Advisory Commission (AAC) helps promote and protect the agricultural industry, public health, and the environment. At the June 15<sup>th</sup>, 2020 BAC meeting, a few members of the ACC spoke about their commission's role in Solano County and a provided a presentation illuminating how a closer relationship with the BAC will benefit both the bicycle and agricultural communities going forward. Additionally, in order to foster greater collaboration and communication between the two entities, two members of the BAC, Nancy Lund and Barbara Wood, were appointed to serve on a subcommittee of the AAC involving local bicyclists. The BAC and its appointees will continue engage in dialogue with the AAC throughout 2021.

**B. Bike to Wherever Month Planning (Amy Antunano, STA)**

Bike Month is held every May in Solano County and the BAC participates in a variety of bicycle promotional events such as organizing community rides, sponsoring bike rodeos, and passing out merchandise to the public. However, due to the ongoing COVID-19 pandemic, STA staff anticipates that these large public events will most likely not occur. STA staff would like to solicit the BAC's feedback on some of the promotional event ideas that still capture the spirit of a traditional bike month but also allow for only proper safety protocols to be observed.

**C. STA Wayfinding Signs Pilot Program (Kathrina Gregana, STA)**

As part of the FY 20-21 TDA Article 3 program, the BAC recommended the allocation of \$25,000 a year for three years towards developing a countywide Wayfinding Sign Pilot Program. To move this work forward, the STA staff is currently conducting outreach to member agencies to get a sense of their wayfinding needs and priorities. So far, almost all of the member agencies have indicated their interest in participating in the program and have identified wayfinding needs in their jurisdiction.

The STA staff is also developing project selection criteria and guidelines for the Wayfinding Sign Program that will be used to evaluate proposed wayfinding projects, with the objective to select projects that advance the goals of the Solano Active Transportation Plan. STA Staff anticipates bringing the proposed project selection criteria and guidelines to the next meeting with an update on the proposed schedule and program design for the Wayfinding Sign Program.

**D. Solano County Vision Zero Policy (Brent Rosenwald, STA)**

Vision zero is a traffic and road safety policy, implemented locally, that strives to achieve a highway and arterial network with zero pedestrian and or bicyclist fatalities. Vision zero is a departure from traditional network safety philosophies because instead of accepting the inevitability of human traffic deaths, the policy believes roadway deaths are preventable with proper roadway construction and design. This proactive approach is illustrated in that the policy anticipates that vehicle operators will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This then requires that traffic network designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.

Vision Zero started in Sweden in 1997 and has become an increasingly popular policy for cities to adopt. Within the last five years, major cities in California such as Sacramento, San Jose, and San Francisco have adopted this policy. In June of 2020, the Metropolitan Transportation Commission formally adopted a resolution to adopt a vision zero policy and work with its partner agencies across the Bay Area to encourage and support actions towards achieving this goal (Attachment A). As of 2021 there are no cities within Solano County that have adopted a Vision Zero Policy.

While Vision Zero is still a relatively new traffic safety philosophy, STA staff anticipates future active transportation funding from the regional level may be tied to the adoption of a Vision Zero network. In order to proactively approach that potential development, STA staff will begin a dialogue with staff from its MTC, Caltrans and member agencies about the feasibility and interest in adopting a vision zero network within their respective entities. STA staff would like to engage the BAC on their interest in supporting a vision zero policy within their respective entities as well as gain local insights from them regarding the strategies they feel would best go towards implementing this policy.

**E. Top 10 Bike Rides Brochure Update (Brent Rosenwald, STA)**

The Top 10 Bike Ride Brochures are an important resource in highlighting recreational opportunities throughout Solano County (Attachment B). Additionally, these brochures serve as an effective marketing tool to increase local tourism to Solano County from nearby environs. As part of the BAC's 2021 overall work plan, an update to the Top Ten Bike Rides Brochures was included as a task for the committee to consider. STA staff would like to engage the BAC members on what changes if any they would like to see to the brochures.