

# INDUSTRIAL PARK

## TRANSPORTATION & EMPLOYMENT CENTER PLAN

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November 19, 2014

Hosted by Economic Development Commission  
6:00 p.m., City of Benicia Commission Room

Dan Marks, Interim Community Development Director, introduced himself and other project staff: Mario Giuliani (Economic Development Manager), Suzanne Thorsen (Associate Planner), Sophie Martin (Principal, Dyett & Bhatia). In addition to staff and Economic Development Commissioners, ten members of the public were in attendance.

Following a PowerPoint presentation which provided project background, current status, and an overview of the project schedule, Mr .Marks requested questions, comments, and ideas from the public (summarized below).

### Questions

- What information is being gathered, and how is it being gathered? *Technical information was gathered through available documents and sources, as well as to field surveys by the transportation consultant that is assisting with the plan. Outreach was made to the community through interviews with the Benicia Industrial Park Association, brokers, landowners and business owners, bicycle and pedestrian advocates, and at this meeting.*
- How is this area being evaluated for bicycle access, both from the Benicia Bridge and for through travel as part of a regional network? *The study is evaluating many methods of travel, including vehicle and truck, bicycle, pedestrian and transit. These transportation methods are being evaluated as part of a complete network. Safety for users has been identified as a concern and is a priority.*

- Please provide information about evaluating sites for a train station, as mentioned in the project scope? *In the past there have been talks of an intermodal facility. Through discussions with business owners to date, shift employees tend to come from Solano County jurisdictions such as Vallejo, Fairfield and Vacaville. Small businesses tend to draw local employees.*
- How were the project boundaries determined and why is the Seeno property included? *The project boundaries were determined by a former Community Development Director at the time that the Employment Center Priority Development Area (study area) was approved by the Association for Bay Area Governments (ABAG). The likely factors that influenced the boundaries were limitations and criteria related to employment and employment clustering. Vehicle circulation was also a concern. The Seeno property was included as it is a sizeable vacant parcel that advances the purposes of the Employment Center PDA.*
- What happens when the study is completed? How will implementation proceed? *Implementation will take place in several ways – through developing, improving or enhancing ongoing economic development work; resolution of land use/zoning barriers to economic growth; and prioritization of funding for capital improvements.*

### Comments

- A significant challenge of this project will be to integrate “complete streets” concepts, especially for bicycles, with the heavy vehicles of the Industrial Park and the importance of safety and isolation of such vehicles. Solving this issue is at the heart of the project.
- The Industrial Park is a difficult place to ride a bicycle. Having walked in the area, it is also dangerous for pedestrians.

- “Don’t forget the millenials” who prefer to locate where they work and use transit. Additionally, cyclists spend more money within the community and bicycling to work results in cost savings for employers.
- The Industrial Park has narrow roads and big trucks. There is a concern about the mix of bicycles, pedestrians, trucks and trains. There should be a road for trucks and a separate area for bikes and pedestrians.

### Ideas

- Realignment of roads and abandonment of right of way may provide opportunities for protected bicycle lanes.
- Consider a circulator service for lunchtime hours.
- The study should consider cost estimates and financing for implementation.
- Staff should consider additional ways to conduct outreach and increase attendance at meetings.