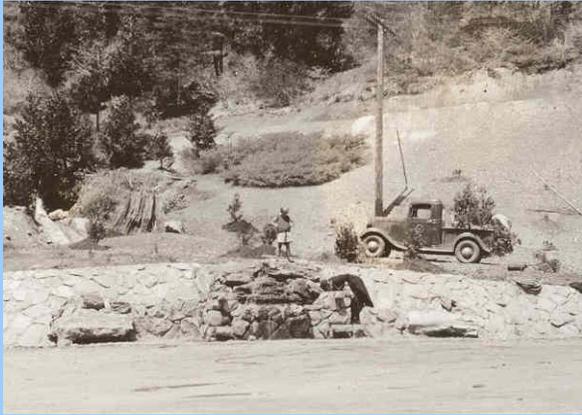


CALIFORNIA'S VISION SAFETY ROADSIDE REST AREA SYSTEM

MOVING FROM THE PAST



TO THE FUTURE



September 2006



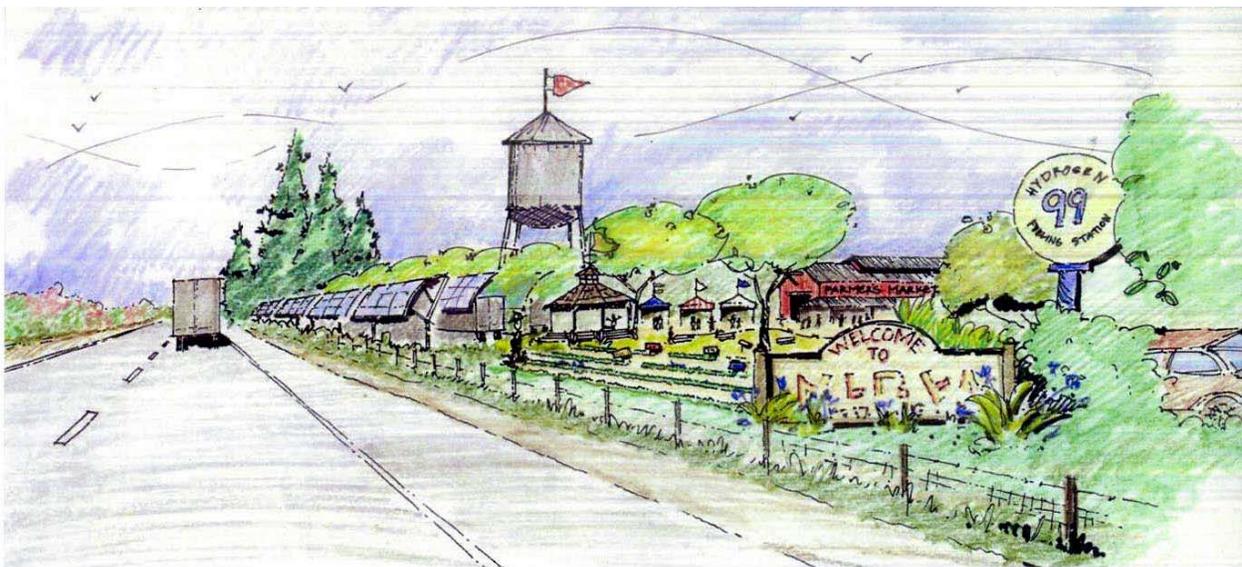
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MISSION STATEMENT

To launch a program that will bring California's Safety Roadside Rest Area system (SRRA) up to world-class standard and takes maximum advantage of California's dynamic and diverse environment, technology, tourism, history and culture. The program envisions an SRRA that is far more than a necessary, comfortable respite for weary travelers – though safety will remain its primary, essential function. The SRRA of the future will serve as:

1. An attractive, comfortable place for weary travelers to rest for their own safety and that of other travelers.
2. A “welcome mat” for state and regional tourism, encouraging visitors to take advantage of the cultural, historic, natural and scenic attractions.
3. A boon to the local and regional economy.
4. A showcase for environmentally sustainable design and management practices and cutting-edge technology.
5. A demonstration of cost-effective partnerships among public agencies and between the public and private sectors.

The California safety roadside rest area of the future will become a far more attractive part of not only the state's highway system, but also an integral part of the communities in which it is located.



A. INTRODUCTION

This report presents the California Department of Transportation (Caltrans) vision for the future of the Safety Roadside Rest Area (SRRA) system as well as recommendations for improving its function, design, service and operations, in concert with other traveler stopping opportunities.

The California SRRA system is a well-planned and maintained system of attractive and safe places where travelers restore their energy and driving alertness, gather information and can learn about California's natural and cultural resources. It will have traveler convenience and comfort as its top priority, but it will also serve more expansive goals that benefit the community and economy, as well as the traveler.

The state's 87-unit SRRA system currently includes 4,378 parking spaces and was constructed between 1958 and 1984. More than 100 million visitors use it annually, with usage exceeding one million at each of 47 SRRA units, 2 million at each of seven SRRA units, and more than 3 million at each of two SRRA units. The two units that comprise the Aliso Creek SRRA in northern San Diego County together receive 6.4 million visitors each year. In comparison, 4 million tourists visit Yosemite National Park annually.

B. HIGHWAY SAFETY – THE ESSENTIAL FUNCTION

The SRRA System contributes to Caltrans efforts to improve safety for the traveling public and reduce accidents by providing clean, safe and comfortable places for drivers to combat fatigue and plan their trips.

SRRA's reduce the number of drowsy and distracted drivers by providing a location for travelers to stretch, take a nap, use restrooms, check maps, make telephone calls, gather traveler information and perform other activities that are unsafe to do while driving or while parked along the roadside. The National Cooperative Highway Research Program (NCHRP) evaluation of SRRA's estimated that on rural interstate highways:

- The absence of SRRA's resulted in a 52 percent increase in shoulder-related accidents due to vehicles parked on the side of the road.
- Reducing driver fatigue accounted for a 3.7 percent reduction in accident rates.
- Motorists' use of SRRA's has reduced accidents by 3.7 percent, representing a benefit to society of \$148 million.

The National Highway Traffic Safety Administration estimates that nationally:

- About 1.5 percent of all crashes involve drowsiness or fatigue as a principal factor.
- Fatigue-related crashes result in 1,500 fatalities and 71,000 injuries each year.

A 2003 NCHRP report, "Dealing with Truck Parking Demands, A Synthesis of Highway Practice," cites a Federal Motor Carrier Administration's estimate:

- "...that driver fatigue is a primary factor in 4.5 percent of truck-involved fatal crashes and a secondary factor in an additional 10.5 percent of such crashes."

SRRAs provide needed parking for truckers, reducing unsafe parking practices along roadway shoulders and interchange ramps.

Due to Caltrans commitment to improving safety on the highways, there has been a reduction in injuries and fatalities at the same time there has been increased highway usage. Improving the functionality and attractiveness of SRRAs will contribute to this continued commitment to safety.

By providing travelers with pedestrian and recreational features (such as playground equipment for children, shaded picnic areas, exercise stations or pet-walking tracks), the rest area will become a much more enticing venue for the traveler to stop and to linger. This will enhance safety, because the less weary or distracted a traveler, the more alert and the less likely to be involved in an avoidable accident.

C. WELCOME MAT FOR TOURISM AND BOON TO THE ECONOMY

While SRRAs have been developed primarily to address motorist safety on California's highways, they also provide an excellent opportunity to promote tourism and improve the economic vitality of the areas in which they are located.

Tourism represents an enormous economic activity for California. In 2005, direct travel spending was \$88.1 billion, supporting over 900,000 jobs and generating \$3.4 billion in state tax revenues. During this same time period, and of that \$88.1 billion in spending, \$14 billion was spent on ground transportation and motor fuel. With 100 million annual users at California's 87 SRRAs, these venues can be utilized as a means to capture interest and pursue revenue for local areas. A recent (2003) study by the California Travel and Tourism Commission shows that travelers in California included historical or cultural activities as part of 217 million person-trips and that historic/cultural travelers spend 38% more per trip than do other travelers. California is well-positioned to benefit from the growth of historic/cultural tourism because of its rich heritage and its popularity as a travel destination.

The strategy of the California Travel and Tourism Commission has been to provide seed funding to the segments within the tourism industry to act as a catalyst to leverage resources available for common marketing goals. Cooperative funding has been developed from private and other governmental sources in every major category of California Tourism's program. This unique public-private partnership not only has allowed California Tourism to retain a competitive edge in the global marketplace, but also to create the most progressive marketing program in the nation and capture the number one position in terms of national market share of travel revenues.

With the passage of SB 2592 in September of 2006, additional funding will be utilized to entice visitors to come to California. With over 80% of those travelers using major thoroughfares and potential visitors at our rest areas, it will be critical to provide not only the safety factors, but also information to keep these visitors within the region and spending those dollars in areas where they are most critical to local economic vitality. Because the journey is just as important as the destination, it is imperative that the stops along the way be as clean, comfortable, and informative as possible.

SRRAs have the potential to be a focal point of innovative partnerships between Caltrans and other public agencies, the private sector and non-profit stakeholders. Each SRRRA can serve as a “welcome mat” and interpretive information center to regions of the state, serving as a gateway to encourage tourists to explore regional features and attractions. SRRAs can incorporate regional themes, architecture and icons into their design, including art that reinforces ties to the community. Teaming with regional cultural, artistic and historical organizations, the State can heighten traveler interest in exploring the region surrounding and beyond the highway.

Furthermore, California has an unmatched diversity of natural beauty, scenic attractions and breathtaking views– from the ocean, bays and rivers, to mountains, to deserts, etc. – that can be successfully promoted through information. Methods will include user-friendly interactive technology at the roadside rest sites. California has a multitude of regional, state and national parks and forests, and these too are (or can be) destinations for travelers seeking recreation and renewal.

Other states have already taken action to remedy the same issues identified as challenges to California SRRAs. For example, Texas DOT has spent over \$112 million since 1999 to rehabilitate their 90 SRRAs and enhancements continue through not only new structures, but walking paths, telephones, sheltered picnic arbors, wireless internet access, and display maps of the local area. See Exhibit A, attached.

Several pilot projects are already underway to achieve this goal in California, including the Collier Rest Area in northwestern California, Philip Raine Rest Area in the Central Valley and Valley Wells Rest Area in the southern California desert. These successful examples are a direct result of partnerships which can be recreated in virtually every region of the state, with seed funding provided through various resources already identified later in this document and through coordination at regional transportation planning agencies, chambers of commerce, convention and visitor bureaus, historical societies, and many other organizations.

While the ultimate goal would be to have manned information desks at each of the SRRAs as in the Collier model below, this would ultimately be up to the local stakeholders as to how information might be disseminated. Wireless internet access, vandal proof display cases and vending machines could also provide adequate information distribution as a starting point.

Collier Interpretive Information Center

The Collier Interpretive Information Center (CIIC) first opened as an informal operation at the Collier SRRRA in 1982 and expanded in 2003 as a public-public partnership among Siskiyou County, the nine incorporated cities within the county and Caltrans. The center provides enormous visibility to the businesses of Siskiyou County, northern California and southern Oregon. Collier Interpretive Information Center is the fifth busiest welcome center in California, and is staffed seven to ten hours, every day, year-round

The Siskiyou-Klamath region benefits from the CIIC through the direct employment of local, low-income senior citizens at the Center and through increases in service related businesses, particularly tourism, to increase employment opportunities. Phone surveys conducted by the CIIC of businesses throughout the county demonstrate that they have experienced a 5 – 15% increase in business since the CIIC began operations. Transient Occupancy Tax revenues increased \$150,000 along the I-5 corridor in the county during this period. In 1998, as a result of

the CIIC being inoperable, communities, particularly along the Klamath River (Hwy 96), experienced an approximate 40% drop in business.

Due to the success of the partnership, the CIIC plans to invest additional local funds into the state-owned site to improve and increase the interpretive displays, provide an interactive relief map, develop an overlook to the Klamath River and install native plant demonstration gardens. See Exhibit B, attached.

Philip Raine Rest Area

Caltrans and the Great Valley Center, with the support of the American Institute of Architects, California Council, and other organizations partnered in an international competition to design a self-sustainable, “off the energy grid” SRRA to showcase sustainable design and management concepts. The new design, also known as the “GreenStop”©, will provide the facility user an understanding of the local and regional context of the San Joaquin Valley, utilizing advanced technology. It also leverages traditional uses of a public facility by incorporating an on-the-ground, user-friendly educational component that enables visitors to see sustainable building and operational techniques in practice.

While this competition is site specific, one goal is to identify design and management concepts that may serve as a pilot project to create a new model that can be replicated elsewhere in California. The competition addressed the redevelopment and enhancement of the existing SRRA, including interpretive elements that provide opportunities for visitors to better understand the unique qualities and products of the region. See Exhibit C, attached.

Valley Wells Rest Area

Caltrans is collaborating with the Desert Managers Group, a consortium of public entities, including the Mojave Desert Region, Bureau of Land Management, National Park Service, San Bernardino County Parks, California State Parks, US Forest Service and the Department of Defense to develop and implement an interpretive center at the reconstructed Valley Wells SRRA. The goal is to increase the public’s awareness of the recreational and natural resources in the area. The interpretive center will include orientation and safety information; a pedestrian trail through the site describing water, landforms, plants, animals, human history, transportation and mining in the Mojave desert; and a transportation museum illustrating the history of travel, people and technology in the desert environment.

To accomplish these project goals, the Desert Managers Group secured Federal Transportation Enhancement funds, which will supplement State Highway Operation and Protection Plan (SHOPP) funding for SRRA improvements to meet compliance mandates. See Exhibit D, attached.

D. COST EFFECTIVE

The SRRA System cost effectively meets the needs of travelers by providing services for safe, informed, and efficient travel through the use of federal, state, local public sector and private funds.

Through the adequate funding of needed restoration, maintenance, operation activities, and innovative design and management strategies, the SRRAs can uniformly become high-quality environments that showcase the state’s first-class system of highways and reflect the character of the local communities.

Through innovative design, equipment and material selection, and partnerships with stakeholders, such as the California Highway Patrol (CHP), the potential for vandalism is lessened, thereby reducing facility life cycle costs.

The value of the initial investment made to construct the existing statewide system is estimated at \$200 million (2006 dollars). Current maintenance and operations expenditures for the SRRAs system are approximately \$0.13 per user visit, or \$13 million annually.

E. SAFE, CLEAN, ACCESSIBLE AND ATTRACTIVE RESPITE FOR TRAVELERS

SRRAs are attractive, conveniently placed, safe to use, and provide convenient parking, clean restrooms and services desired by the traveler.

Travelers are enticed off the road by the amenities, services, and beauty of the SRRAs, which are welcoming to all visitors: auto motorists, truckers, bicyclists, tourist buses, individuals, families with children, etc. The services offered are easy to use for all, regardless of age, disability or language. The SRRAs are safe, secure and pleasant, with lighting, traveler information, communication opportunities and other features that make them truly appealing “24-hour” facilities. They provide amenities desired by the public including picnic tables, benches and inviting lawns that help travelers to rest and relax during long trips. They are a source of traveler-related information through kiosks, Wi-Fi (high-frequency wireless local area network) technology accessible from vehicles and in and around the buildings on the site, phone and other media that allow local communities or regions to showcase cultural, recreational, or commercial opportunities.

Successful implementation of expanded services could require the development of partnerships with other public and private entities for enhancements and for capital and maintenance cost-sharing.

F. COORDINATED AND BALANCED SYSTEM

The SRRAs are part of a statewide system of public and private stopping opportunities that support safe, efficient, and informed travel throughout the state.

In addition to SRRAs, stopping opportunities include truck stops, visitor centers, vista points, local businesses, chambers of commerce and other public and private facilities. The statewide system provides SRRAs where they are needed most, while also taking advantage of locations where the goals of several partners can be achieved simultaneously.

G. SUPPORT FOR EFFICIENT GOODS MOVEMENT

SRRAs contribute to efficient movement of freight commodities on the state's transportation system by providing truck stopping opportunities that are responsive to the needs of the goods movement industry and their customers.

Transportation is essential for the timely, reliable and efficient movement of people, goods, and services. Appropriately located SRRAs provide safe places for truckers to rest along critical goods movement routes. They reduce the impact of trucks on congestion at the entry points to urban areas by providing truckers a safe place to park close to their destination. Strategically placed truck facilities will also contribute toward meeting highway safety goals by reducing parking along roadside shoulders and local streets.

H. MAINTAINABLE, SUSTAINABLE AND "GREEN" SHOWCASE

SRRAs are friendly to the environment, showcasing resource conservation and environmentally appropriate design and management concepts. Climate-appropriate landscape and architectural design reinforce California's commitment to environmental quality.

Innovative energy technologies, such as passive and active solar energy systems, wind power, passive airflow, low water-use facilities, alternative waste treatments, native and adapted plantings and recycled building materials exemplify state-of-the-art "green" concepts appropriate for SRRAs. Whenever possible, recycled and/or nearby materials will be used. With unprecedented growth forecast for the next 20 years, the state must not only build new infrastructure, but it must extend and retrofit existing infrastructure to become more efficient by integrating energy and water conservation into its designs and operations. The SRRAs will serve as laboratories for Californians and others to understand and participate in conservation activities.

For example, by collaborating to design, construct and manage an "off the energy grid" SRRAs to showcase sustainable design and management concepts, the Great Valley Center and Caltrans partnership is a unique opportunity to create a "green" SRRAs model for current and future SRRAs development. Sustainability concepts in energy use, building materials, landscaping, wastewater treatment and recycling will be implemented in the structure and site design. In addition to addressing sustainability, the SRRAs will also provide interpretive functions to inform the public of the sustainability concepts employed there.

SRRAs are designed for long-term heavy use, with an expected lifespan of approximately 20 years. They are built to be sturdy, durable and easy to maintain so they are always inviting places to stop, as well as economical to operate.

I. USEFUL TRAVELER INFORMATION

SRRAs will provide travelers with access to current information about their route of travel, local attractions and businesses, parks and recreation areas, and traffic and roadway conditions. The California Travel and Tourism Commission (CTTC) can facilitate this through its network of travel industry partners. Information is conveyed through innovative means, such as on-site

hosts, interactive displays and wireless technology reflecting the SRRA's location, whether at California's border, near a natural treasure, or on the outskirts of a large, complex urban center.

CENTRAL VALLEY: Historic Highway 99

Sample California's great Central Valley with stops to visit historic towns, prolific farms, and wide-open nature preserves.

START: Bakersfield | **DISTANCE:** 300 miles | **DURATION:** 3-5 days

Bakersfield. Step back in time at the Kern County Museum, visit the bears at the California Living Museum zoo, then fill up on a big Basque lunch at Wool Growers Restaurant. **INFO:** 866/425-7353

Kern National Wildlife Refuge. Spot wintering shorebirds and waterfowl, including graceful sandhill cranes, at this vast preserve. **INFO:** 661/725-2767

Hanford. Climb aboard a vintage 1950s fire truck for a tour through historic downtown. Come evening, check out the Fox Theater's neon lights. **INFO:** 559/582-5024

Blossom Trail. Shop at roadside stands as you motor past blossom-filled orchards on a 62-mile detour through pastoral lands. **INFO:** 888/549-4900

Fresno. Meet Central Valley hipsters in the Tower District, with its cool coffeehouses, indie shops, and



FRESNO TOWER DISTRICT

eateries. **INFO:** 558/262-4271

Forestiery Underground Gardens. Explore acres of tunnels and hidden passages bursting with lush citrus trees and flowering plants that bloom underground. **INFO:** 559/271-0734

Madera Wine Trail. Sample the local vintages at nine wineries surrounding Madera. **INFO:** 559/822-2332

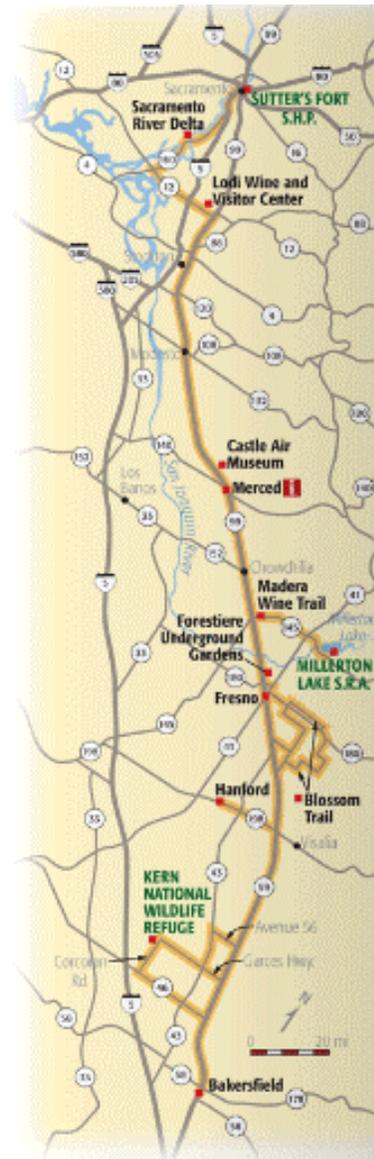
Millerton Lake State Recreation Area. Take a refreshing summertime dip, or come in winter for an eagle-spotting tour. **INFO:** 559/822-2332

Merced. Tour the delightfully ornate 1875 Merced County Courthouse, then rub shoulders with Central Valley ranchers over steaks at The Branding Iron. **INFO:** 209/722-1822

Castle Air Museum. Step up close to decommissioned fighter planes and other cool-looking old-guard military aircraft. **INFO:** 209/723-2178

Lodi Wine & Visitor Center. Get your bearings on the region's viticulture with interactive exhibits and a tasting bar designed to help you determine your favorite wines. **INFO:** 209/365-0621

Sacramento River Delta. Wend your way along the serpentine delta, stopping in Locke, an old Chinese farming community, and Isleton, famous for its early sum-



mer Crawdad Festival. **INFO:** 916/777-5880

Sutter's Fort State Historic Park. See how the old meets the new in Midtown Sacramento, the capital city's hip and happening neighborhood. At its center stands Sutter's Fort, Sacramento's first European-American settlement. **INFO:** 916/445-4422

Traveler information from the CTTC website www.visitcalifornia.com



Travel planning resources at www.visitcalifornia.com

J. REFLECTION OF STATE AND REGIONAL THEMES

To promote regional identity and encourage greater use, each SRRAs exemplifies a high-quality design concept, reflecting its historical, cultural and environmental surroundings.

This is achieved through site-specific architecture, landscape architectural elements and site design. Desert, mountain, or coastal locations and local or Native American history and culture are all possible themes for individual SRRAs design. Concepts that have already been developed are the "California Heritage Corridors" and "State Scenic Highways," which allow for the identification of heritage corridors on state highways, either specific routes or more thematic areas (e.g., Gold Rush, Wine Country, Motion Pictures). The SRRAs will direct travelers to these destinations of regional identity as in the rendering below of the proposed Tipton rest area development.



K. ENCOURAGE PARTNERSHIPS AND MULTIPLE USES

SRRAs are a showcase for innovative partnerships between Caltrans, other public agencies and private sector interests. Partnerships implemented at SRRAs will greatly improve the quality of the SRRAs experience, improve traveler services, support safe off-road truck parking, reduce departmental maintenance expenditures and increase local and regional economic vitality through tourism. Vigorous pursuit of partnerships will provide great flexibility, timeliness and room for creativity to expand services to the public at SRRAs.

Existing state law already authorizes joint development, including private sector participation, in six new rest areas. Caltrans will prepare Requests for Proposal to pursue implementation of these new rest areas, three in Northern California and three in Southern California. These will serve as a model for future partnerships that bring an infusion of private sector funding and expertise.

SRRAs will function as an entryway to a region of California, providing an opportunity for travelers to learn about the local communities, recreational activities, attractions and businesses in the area. Partnerships with local tourism groups, chambers of commerce, and public agencies such as the Department of Parks and Recreation and Bureau of Land Management allow SRRAs to function as the “front door” to the local community. SRRAs assist with regional and local economic development by encouraging visitors to leave the highway environment and explore adjacent communities.

Due to the unique character of the state's regions and each SRRA location, each partnership will be distinct. For example, if near a National Park or Forest, the partnership would be quite different from the partnership in a more urban locale, such as the Bay Area or Los Angeles. Within regional and local governments, many of the building blocks of a partnership already exist: regional transportation planning agencies, local government-subsidized convention and visitor bureaus, regional park districts, etc. Collaborative work among them, facilitated by the State, will develop innovative approaches to funding and implementation that fit each locale. SRRA design improvements will allow local and statewide stakeholders to generate additional revenue for maintenance and operations and provide positive benefits to regional economic vitality. The Division of Tourism Welcome Center Program provides a model of valued traveler information on which viable partnerships may be based.

As one model for future collaboration, SRRAs will continue to utilize and benefit from the highly successful partnership between Caltrans and the Departments of Mental Health and Rehabilitation and local rehabilitation facilities by employing persons with disabilities. This existing partnership allows Caltrans to contract maintenance services through an innovative program that provides entry-level job opportunities for people with disabilities.

Another example of partnering is the H. Dana Bowers SRRA located at the north end of the Golden Gate Bridge in Marin County, also the home of The Lone Sailor Memorial. The Lone Sailor statue is dedicated to all the Sea Services - Navy, Marines, Coast Guard and Merchant Marine. During design of the rest area Caltrans partnered with the San Francisco Lone Sailor Statue Committee to accommodate the placement of the Memorial at the rest area. The design and installation of the Memorial statue and plaza were accomplished with private funds which supplemented the state funded project.

Caltrans is collaborating with the Air Resources Board to determine the feasibility of incorporating, or providing for future incorporation of, hydrogen fueling stations at proposed partnered SRRAs as part of the California Hydrogen Highway Network Initiative. The Air Resources Board's current efforts are focused on the urban centers of Los Angeles, San Diego, San Francisco and Sacramento, but it will be developing linking stations between these urban centers. The SRRAs along I-5 may be important elements of the inter-urban links.

Life cycle maintenance costs will be reduced by partnering with the private sector through existing programs such as the Adopt-A-Highway program. State and federal guidelines allow Caltrans to receive goods and services from the private sector in exchange for recognition. Adoption of a SRRA or portions of a SRRA could supplement sheltered workshop budgets, reducing state investment in maintenance.

L. SAFETY ROADSIDE REST AREA ACTION PLAN RECOMMENDATIONS

Recommendation 1: Complete the restoration of the existing SRRA structures and sites to comply with Americans with Disabilities Act (ADA) and California Occupational and Health Administration (Cal/OSHA) mandates.

Goal

Meet current legal mandates and restore the facilities by 2008 to a state that is attractive and safe for all users and able to accommodate potential partnership activities.

Action

- 1.1 Complete and fund the programmed SRRA projects as described in the 2006 State Highway Operation and Protection Program (SHOPP). The current programmed capital cost for these projects is \$136 million.

Programmed SHOPP Projects

<u>Project Location</u>	<u>Delivery Fiscal Year</u>	<u>Funding Fiscal Year</u>
In Humboldt County - at various locations on Route 101; also in Trinity County on Route 299	2006/07	2006/07
Massack SRRA - near Quincy	2006/07	2006/07
L. T. Davis SRRA - near Beckworth	2006/07	2006/07
Valley Wells SRRA - near Baker	2006/07	2006/07
Weed Airport SRRA	2007/08	2007/08
Gold Run SRRA	2007/08	2007/08
Camp Roberts SRRA – near Paso Robles	2006/07	2007/08
Buttonwillow SRRA	2006/07	2007/08
Boron SRRA	2007/08	2007/08
Warlow SRRA - near Kingsburg	2006/07	2007/08
Donner Summit SRRA	2007/08	2008/09
Crystal Springs SRRA - near Hillsborough	2007/08	2008/09
Hunter Hill SRRA - in Vallejo	2006/07	2008/09
Shandon SRRA	2008/09	2008/09
Sunbeam SRRA - near El Centro	2008/09	2008/09
Two Rivers SRRA - near Calipatria	2008/09	2008/09
Aliso Creek SRRA - near Oceanside	2008/09	2008/09
Buckman Springs SRRA - near Pine Valley	2007/08	2008/09
Lakehead SRRA	2008/09	2009/10
Coalinga/Avenal SRRA	2008/09	2009/10
Tejon SRRA	2009/10	2009/10
Phillip S. Raine SRRA - near Tipton	2008/09	2009/10
C.V. Kane SRRA - in San Bernardino County	2009/10	2009/10
Coso Junction SRRA - at Gill Station Road	2008/09	2009/10
Crestview SRRA - south of Owens River Road	2008/09	2009/10

Recommendation 2: After completion of mandated restoration, or in conjunction with it, plan and implement additional improvements needed to meet current and future user demand, facilitate partnerships and showcase innovative technologies.

Goal

Improve user services and increase parking at the existing SRRAs through partnerships with the public sector. Develop new SRRAs or other stopping opportunities on high priority routes through partnership with the private or public sector. To the maximum extent possible, combine additional improvement projects with the mandated compliance projects, in order to take advantage of potential cost and time savings inherent in combining both types of improvements simultaneously.

Action**Due Date**

- 2.1 Identify strategies for the completion and funding of the SRRA enhancement projects identified in the draft 2007 Ten-Year SHOPP plan. The Ten-Year SHOPP plan is a planning document only and does not guarantee the availability of state funds. The estimated capital cost is \$150 million. However, combining this program with the mandated compliance program described above in Recommendation 1 could reduce this cost. The projects proposed for the 2007 Ten-Year SHOPP are:

<u>Project Location</u>	<u>Proposed Funding Year</u>
Maxwell SRRA	2010/11
Westley SRRA	2010/11
Aliso Creek SRRA - near Oceanside	2010/11
John C. Helmick SRRA - near Corning	2011/12
Willows SRRA	2011/12
Wiley's Well SRRA - Chiriaco Summit	2011/12
Whitewater SRRA	2011/12
Sunbeam SRRA - near El Centro	2011/12
Donner Summit SRRA	2012/13
Brookside SRRA - near Calimesa	2012/13
Fontana SRRA	2012/13
Buckman Springs SRRA - near Pine Valley	2012/13
Elkhorn SRRA	2013/14
John Wilkie SRRA	2013/14
Desert Oasis SRRA	2013/14
Wildwood SRRA	2014/15
Cactus City SRRA	2014/15
John Erreca SRRA	2014/15
Valley Wells SRRA - near Baker	2015/16

- 2.2 Determine necessary steps to obtain unused obligation authority from Office of Federal Resources for approximately \$30 million in un-obligated old apportionments. 9-2006
- 2.3 Develop strategies to utilize Environmental Enhancement Mitigation (EEM) funds at SRRAs. Develop strategies to use EEM grant program funds at SRRAs for planting of trees and other suitable plants to offset vehicular emissions, preservation of wildlife and natural habitat, opportunities for interpretive and/or environmental education and active citizen participation in planning and/or maintenance of the project. Examples that address these criteria might include: self-guided nature walks utilizing interpretive signs and displays at the project entrance and/or key viewing points, litter abatement and beverage container recycling opportunities, involvement of volunteers or citizen organizations in interpretive and educational activities, litter cleanup and maintenance. 9-2006

Action	Due Date
2.4 Develop strategies to utilize State Planning and Research (SP&R) funds at SRRAs. This federal resource can be used for planning, prior to acquisition of right-of-way, design, or construction. SP&R funds were used to help fund the Caltrans-Great Valley Center partnership's international competition for the Phillip Raine Rest Area. Projects selected for this funding are approved by Caltrans Financial Review Board.	10-2006
2.5 Develop strategies to utilize future year State Transportation Improvement Program – Transportation Enhancement (STIP- TE) funds for SRRAs enhancement. Develop guidelines to assist Districts and local partners in the development of SRRAs enhancement TE applications that will be successfully programmed in the 2008 and 2010 STIP. Educate local/regional partners of the benefits SRRAs can provide to local and regional economies. Seventy million dollars per year is available for both Regional Improvement Program and Interregional Program share.	12-2006
2.6 Conduct economic research to determine and quantify life cycle costs and economic benefits of enhanced SRRAs in order to present the case to the Legislature, California Transportation Commission and the public that investment in SRRAs provides financial benefits.	12-2006

Recommendation 3: Promote the value of the SRRAs System as an integral component of improved highway safety.

Goal

Raise the visibility of the SRRAs System within Caltrans and with local partners.

Action	Due Date
3.1 Identify and implement outreach strategies to improve awareness of SRRAs contributions to traveler safety.	9-2006, quarterly milestones thereafter
3.2 Conduct California specific research and public outreach on the issue of fatigue-related traffic accidents and the availability of SRRAs. Develop information on incidence of fatigue-related accidents.	8-2006 thru 8-2008
3.3 Conduct ongoing planning for the SRRAs System in coordination with highway transportation planning processes at the state and regional levels. This will address traffic safety by ensuring that SRRAs capacity and designs are updated in tandem with traffic growth, highway changes and expansions. Planning for the SRRAs System should be coordinated with highway corridor planning, construction and maintenance cycles.	Ongoing with transportation corridor reports and planning

Recommendation 4: Update the 2000 Safety Roadside Rest Area System Master Plan.

Goal

Update the SRRA System Master Plan developed in 2000 to ensure the system is able to address current and projected needs. Establish an ongoing SRRA planning process with a regular update cycle.

Action

Due Date

4.1 Gather necessary data and projections to update the master plan. This will include: 7-2008

Develop demographic profile of current users; traveler assessment of SRRA deficiencies and preferred services and amenities; perceptions of highway users who do not currently use SRRAs; analysis of user-group needs, e.g., persons with disabilities, seniors, auto clubs, truckers, tour bus operators, recreational users, bicyclists and businesspersons.

Gather current traffic data, such as SRRA vehicle counts, average vehicle occupancy, average length of stay, origin-destination studies, vehicle mix by time of day and time of year [including all multi-axle vehicles (trucks, recreational vehicles, bicycles, buses)].

Prepare five, ten, and twenty-year projections of urban and traffic growth.

Survey other states for “state-of-the-art” best practices, designs, and concepts.

4.2 Update the 2000 SRRA System Master Plan. Establish projections of system and user needs and develop a phased plan of rehabilitation, expansion, replacement and new construction to meet these needs. Develop needs projections for five, ten, and 20-year planning horizons, focusing on increasing non-state operated alternate stopping opportunities. Evaluate the existing system and identify incremental options for improvement, including expanding existing facilities in place. Include stakeholder input and review. 10-2007

The SRRA System Master Plan process will:

- Address current and future user needs.
- Assess SRRA needs for various highway types: rural (population under 5,000), urban (population 5,000-50,000), urbanized (population over 50,000); freeway, conventional, and expressway.
- Develop spacing parameters to achieve optimal stopping intervals for SRRAs.
- Refine guidelines for the optimal size of SRRAs based on spacing parameters and physical constraints. Consider

alternative stopping opportunities, traffic flow, pedestrian and bicyclist needs, aesthetic and environmental considerations, utilities and wastewater disposal.

- Identify best practices that will increase user safety.
- Establish infrastructure needs and costs, including costs associated with right-of-way, new construction and renovation/expansion of existing sites and maintenance costs.
- Build on current examples, e.g., CHP - Caltrans joint operational agreement, Department Mental Health and Rehabilitation partnership, vending, tourism and economic development activities.
- Outline process options for continual engagement of current and potential SRRA stakeholders, e.g., maintaining periodic contact with stakeholders to gauge interest in partnering and investment.
- Identify input from potential partners on options for shared use of SRRAs. Other possible public partners include natural resources, tourism, parks and recreation, economic development, safety (e.g., brake check centers) and trade (ports of entry) agencies.
- Facilitate the development of other roadside facilities, both public and private, to ensure a statewide coordinated system of “stopping opportunities,” e.g., vista points, truck stops, towns, parks, etc.
- Leverage the experience and capacity of the California Travel and Tourism Commission’s (CTTC) Welcome Center Program by including these facilities where feasible in or near SRRAs.
- Include an operations component to the SRRA System Master Plan to provide guidance for ongoing management of SRRAs. Include standards for externally-controlled facilities, e.g., CHP communication “nerve centers,” telephones and vending machines.

4.3 Establish a regular update cycle for the SRRA System Master Plan.

2-2007 - Develop update process,
7-2007 - Implement team

Recommendation 5: Expand and formalize public partnership strategies for existing SRRAs and public and/or private partnerships for new SRRAs.

Goal

Enhance the maintenance, security and availability of traveler services at SRRAs through expanded collaboration with public and private organizations. Encourage the SRRAs to function as components of local and regional tourist centers. Increase the availability of stopping opportunities along California highways. Seek to change federal law that does not allow any commercial activity on any existing rest area on the interstate system.

Action	Due Date
5.1 Continue to involve local and regional stakeholders in the project delivery process to gather community preferences and to identify partnership and funding opportunities, including adjacent commercial development to generate revenue streams and to support maintenance, landscaping, etc.	Ongoing on each project
5.2 Review federal legal constraints on private sector involvement in SRRAs. Assess likelihood and ramifications to loosening restrictions. If warranted, seek assistance from California's Congressional delegation to modify existing restrictions or seek administrative exemptions.	9-2006 - Review 1-2007- Seek legislation
5.3 Develop model agreement formats for maximum flexibility for joint development projects.	9-2006
5.4 Develop and establish a model process for evaluating potential cooperative partnerships, including clear criteria that partnership proposals must meet. Build on the contractual model developed by the Welcome Center Program. Identify potential revenue generating activities.	10-2006 for new SRRAs; 10-2006 for 2007 10-year SHOPP projects
5.5 Investigate revisions to the Adopt-A-Highway Program guidelines to allow for incremental or partial adoption of SRRRA facilities.	1-2007
5.6 Develop options for land acquisitions, divestments or trades that could facilitate joint development and economic activity at SRRRA sites and vicinity.	6-2007
5.7 Investigate implementation of on-site managers at SRRAs to reduce vandalism and improve service.	6-2007
5.8 Conduct research to determine the economic viability of developing a new business model to jointly develop and/or operate traveler stopping opportunities.	7-2007
5.9 Identify current opportunities for developing interagency and private-sector partnerships to increase stopping opportunities, SRRRA security and services for the public.	9-2007 for new project scoping documents

Recommendation 6: Pilot existing joint development authority for new stopping opportunities.

Goal

Develop and issue Requests for Qualifications/Proposal (RFQ/P) to pursue implementation of six new SRRAs for which joint development authorization already exists in state law to expand the SRRRA System in critical need areas through joint development partnerships .

Action	Due Date
6.1 Develop a draft RFQ/P for six joint development partnerships for new roadside stopping opportunities at the following locations from the 2000 Rest Area master plan: <ul style="list-style-type: none">• 06-Ker-5 near South Dome• 06-Fre-5 near Three Rocks• 10-Mer-5 near Gustine• 08-SBd-15 near Victorville• 08-SBd-40 near Kelbaker• 11-Imp-8 near Winterhaven	10-2006
6.2 Develop and issue final RFPs for the six joint development partnerships for new roadside stopping opportunities.	1-2008

Recommendation 7: Conduct ongoing evaluation of SRRRA System performance.

Goal

Provide timely data on the performance of the SRRRA System.

Action	Due Date
7.1 Develop a performance measurement system that captures data on the core results, outcomes, and public benefits expected from the SRRRA System. Core areas of performance include SRRRA use, reduction of highway accidents and fatalities, customer satisfaction and level of service.	Ongoing (Collier CIIC); Research complete 9-2008

Recommendation 8: Investigate in-route truck parking capacity issues.

Goal

Identify and develop safe in-route parking facilities meeting truckers' needs while being compatible with local/regional land uses and commercial opportunities.

Action	Due Date
8.1 Convene a Caltrans task force to address statewide truck parking issues. Include goods movement industry and other external stakeholders as appropriate. Consider innovative approaches, e.g., public-private partnerships to facilitate land acquisition for private development of facilities. Charge the task force with identifying	4-2007

the public benefits and costs of any recommended approaches to increasing truck parking. Involve existing Caltrans programs working with truck issues.

Key issues for study include:

- Truck parking: Compare parking opportunities and demand, include truck parking in municipalities, private facilities and SRRAs with geographical and time-of-day data.
- Truck traffic patterns: Identify staging patterns for trucks entering urbanized areas.
- Dual use options: Explore the use of park-and-ride facilities and other facilities for night truck parking and dual use of SRRAs auto parking for night truck parking.
- Alternative truck parking opportunities: Explore the use of truck stops, vista points, brake check, weigh stations, ports of entry, SRRAs and CHP truck inspection facilities.
- Facilities within urbanized cores: Identify options for reducing trucking impact on urban traffic due to lack of urban stopping/staging opportunities.

Recommendation 9: Update design standards and guidelines.

Goal

Update SRRAs design standards and guidelines to reflect current and projected user needs.

Action

Due Date

9.1	Develop a regular update process so that design guidelines respond to changing circumstances. Include internal and external stakeholders. Ensure that development of standards is open to input from user groups.	Annually, first update completed 7-2006
9.2	Create a “design checklist” of elements to be addressed in developing each SRRAs site. Develop models for architectural and site planning layouts. Create a consistent underlying architectural design, while allowing regional variation.	10-2006

Recommendation 10: Promote California tourism on a local and regional level.

Goal

Make tourism information and promotion an integral component of SRRAs.

Action	Due Date
10.1 Include provision for CTTC publications and informational kiosks in SRRAs designs.	Dependent on kiosk and wi-fi availability
10.2 Include local governments and business organizations (e.g., chambers of commerce, visitor bureaus) in the convening of interested stakeholders and partnerships, including potential joint financial sponsorship.	Ongoing as part of the process included in 5.1
10.3 Conduct outreach to other state and federal agencies for joint promotional and partnership opportunities (e.g., National Parks and Forest Service, California Department of Parks and Recreation).	Ongoing as part of the process included in 5.1
10.4 Establish interpretive centers for local/regional historic, cultural and tourist-oriented features at SRRAs wherever possible.	Ongoing as part of the process included in 5.1 and 5.4
10.5 Develop plan to promote Heritage Corridors and Scenic Highways at SRRAs.	Ongoing as part of 5.1 and 5.4
10.6 Launch an initiative of the CTTC to convene and coordinate organizations dedicated to tourism, history, heritage and cultural resources for the purpose of focusing attention on rest area opportunities.	9-2007 as part of the process included in 5.4

Texas DOT Rest Area Program Information

Overview

Background

The Texas Department of Transportation takes pride in providing one of the finest highway systems in the world. Driver safety is a top concern at TxDOT, and when travelers told us that our aging rest areas needed improvements, we listened.

A major effort to renovate the state's rest areas began in April 1999 when the Texas Transportation Commission approved \$32 million in federal Enhancement Funding to renovate, build or relocate safety rest areas statewide. Additionally, \$6.4 million was provided in state matching funds, and \$13.8 million was carried over from state highway funds to begin the project. In August 2001, the Commission approved \$48 million in Enhancement Funds and \$12 million in state matching funds to continue the project.



Travelers take a break from the road at an early roadside picnic area. Begun in 1935, this roadside improvement program provided 674 "wayside parks" throughout Texas by the end of 1938.

History

In 1936, Texas created its first roadside picnic areas, which provided shaded tables and benches for travelers, but little more. With the establishment of the Federal Beautification Act of 1965, the Texas Highway Department began building roadside safety rest areas. The philosophy then was to build as many rest areas as possible with a limited supply of funds. As time has passed, the general condition of these original facilities has eroded.

Current Conditions

Texas currently has 90 safety rest areas. Some are now in need of major reconstruction. Although all of the safety rest areas are on scheduled rehabilitation cycles, the facilities have developed operational concerns, including safety, vandalism and sanitary conditions.

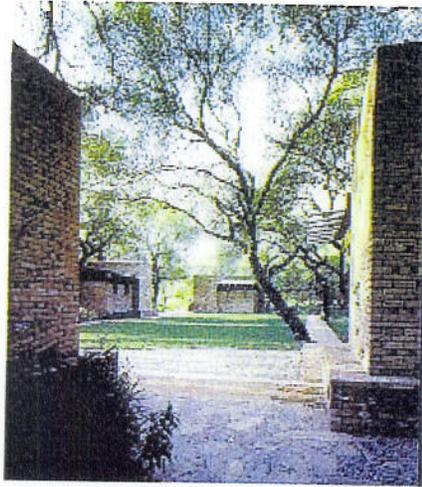
Studies Performed

Over the past 10 years, numerous studies have assessed various aspects of the Texas safety rest area system. These studies have provided valuable information concerning travel corridors, spacing of rest areas, features desired by customers, operational functions and appropriate sizes. Hundreds of traveler surveys have been examined, and other states' systems have been studied. This information has helped TxDOT develop designs and operational concepts for safety rest areas that will be among the best in the nation.

Importance

Although TxDOT has designed the new facilities with convenience and comfort in mind, the primary purpose of a

safety rest area is, as its name implies, to promote safety. Like many other devices along the roadway, they exist to reduce accidents. A rested driver is alert and has the ability to react to some of the inherent risks involved in operating a vehicle. Studies show that fatigued drivers are involved in an alarming percentage of serious accidents.



A safety rest area like this one in Brooks County can reduce driver fatigue and promote transportation safety.

Goals

Background



A computer rendering of the new Hardeman County Safety Rest Areas near Wichita Falls

TxDOT's safety rest area facilities are designed to blend with the natural beauty of the diverse Texas landscape. The structures will feature designs that incorporate local or regional themes, and wherever possible, the facilities will be located at scenic or historical sites.

Scenic Locations

Program planners considered many factors when determining the placement of safety rest areas, including traffic volume, accident statistics and proximity of communities. To accomplish overall design goals, TxDOT also selected scenic locations for the facilities. The site selections offer travelers many pleasing vistas, including shady groves of trees, interesting rocky outcroppings and breathtaking springtime wildflower displays.

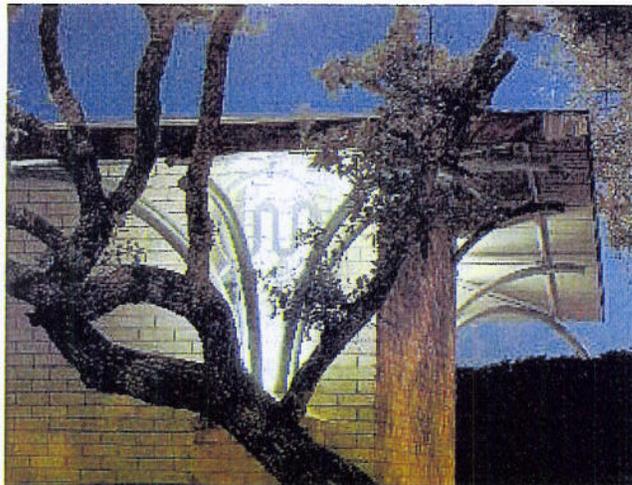


View of a picnic arbor at the newly renovated Culberson County Safety Rest Area

Regional Flavor

Texas has been influenced by many different cultures that are sometimes reflected in the local architecture. Wherever possible, rest area designs have incorporated elements of the regions' architecture or cultural influences. The buildings will have the appropriate "look and feel" for the area.

Some locations feature colorful ceramic tile murals depicting regional themes, such as buffalo soldiers, Native Americans, logging trucks or local cattle brands. Some of these mural designs have been selected from local art competitions in an effort to reinforce ties to the community.



Designers incorporated regional cattle brands as design elements in the Kenedy County Safety Rest Area

Historic Preservation

When possible, safety rest areas will be placed in locations of historical interest. Through project design coordination with local and state historical societies, TxDOT hopes to incorporate items of historical significance in some locations, such as old bridges, windmills or railroad cars. Some areas may include plaques with local historical information to provide an educational experience for the traveler.



The Opera House adjacent to the Judge Roy Bean Saloon is a historic landmark in Langtry. TxDOT plans to incorporate local history into the new safety rest areas.

Safety and Travel Information

TxDOT has a wealth of highway and safety information, and perhaps the most suitable place to share it is at safety rest areas. Maps, weather and highway conditions, driving directions and other travel/tourist information will be available to motorists. In cooperation with local civic groups, visitors can also learn about the area's culture, environment, geology, history, industry, plants, wildlife and nearby points of interest.



Interactive information display kiosks in the lobby of Hardeman County facility offer maps, weather information, local information and attractions, and wireless Internet access.

Pedestrian Features

Long, monotonous trips give drivers little chance to stretch. The new and renovated rest areas will provide drivers with pedestrian features, including playground equipment, exercise stations or walking trails with educational and historical plaques describing the native plants, animals or archaeological features.



Children can stretch their legs and release pent-up energy on the playscape at the Hardeman County Safety Rest Area.

Landscaping

Safety rest areas will feature landscaping materials native to the area. This practice will lower maintenance costs while providing travelers an opportunity to observe Texas' diverse range of plant types. Whether observing the cacti of a desert floor or bromeliads in a humid forest, travelers will be able to experience the state's beauty at all safety rest areas.



*Native landscaping will provide travelers an opportunity to observe Texas' diverse range of plant types while reducing maintenance costs.
(El Paso County)*

Environmental Issues

TxDOT has carefully planned its rest area sites to harmonize with the environment. Visitors will be able to capture a rare glimpse of nature at each rest area because of TxDOT's attention to habitat conservation. The designs include water, wastewater and drainage systems that have minimal impact on the environment. Some sites may include demonstration projects where travelers can learn about solar power, wind power, alternate water/wastewater treatment and disposal methods. When possible, recycled or site-obtained construction materials will be used, and some design elements may even provide the opportunity to enhance or repair disturbed areas.



Engineers are exploring the use of alternate energy sources, such as this wind turbine, at safety rest areas in cooperation with the State Energy Conservation Office and the Alternative Energy Institute.

Plan

The Texas Department of Transportation has already started the redevelopment of its safety rest area system. New safety rest areas are being constructed, some are being reconstructed and a few "mis-located" safety rest areas will be closed and converted to truck parking areas. Eventually, Texas highways will be served by an adequate number of safety rest areas having the appropriate features to entice weary drivers to stop for a



Devices such as these Global Positioning System (GPS) units help design teams explore future safety rest area sites.

Design Goals

When designing new rest areas, TxDOT strives to provide useful and efficient facilities that will enhance driver safety. This is accomplished by designing safe and interesting places for drivers to take a break. At a minimum,

travelers expect convenient parking and clean restroom facilities at rest areas. The new structures are designed to offer much more, including telephones, walking paths and sheltered picnic arbors. To learn more about amenities offered at specific facilities, select a rest area from the drop-down menu above. Read more about the design goals.



A computer generated rendering of the new safety rest area in Gray County (west bound Interstate 40).

Program



The Texas flag flies proudly above the Gillespie County Safety Rest Area

Features

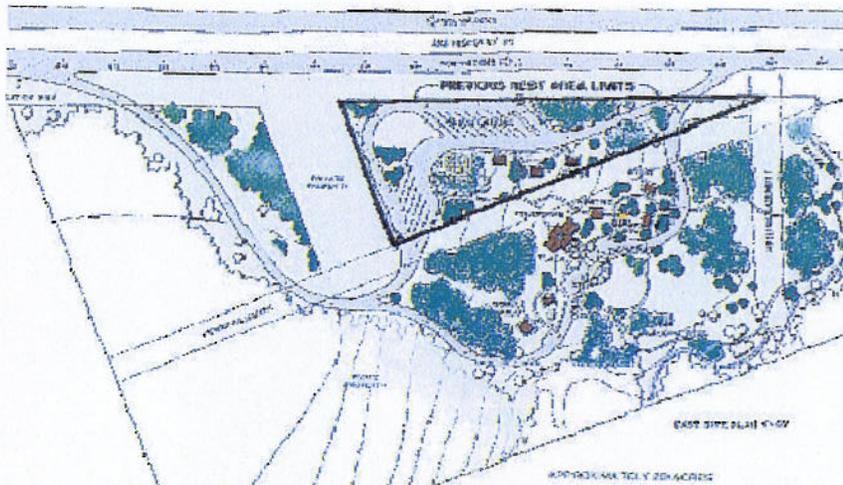
The following list outlines the features that may be found at safety rest areas. Because traffic volume and characteristics vary greatly across the state, rest areas have been designed to meet the needs of each location.

STANDARD FEATURES: All safety rest areas will have the following features:

- Lighted flagpole with an all-weather Texas flag
- Multiple picnic arbors, including one group arbor with at least two tables
- Completely enclosed restroom buildings with ventilation
- Durable, low maintenance finishes to walls and floors such as ceramic tile
- Two toilets and one sink in the women's restroom
- One toilet, one urinal and one sink in the men's restroom
- Full height partitions with doors in the men's and women's restrooms
- Landscaping with native materials and irrigation system
- Ample lighting in all public areas for enhanced security
- Adequate parking
- A kiosk with local information including a map
- Drinking fountain
- Telephone

EXTRA FEATURES: Wherever possible, safety rest areas will include these features:

- Dual men's and women's Restrooms
- Three toilets and two sinks in each women's restroom
- Two toilets, one urinal and two sinks in each men's restroom
- Separate special needs restroom with a toilet and lavatory
- Hot water and soap at all lavatories
- A heated hand dryer in men's, women's and special needs restroom
- Chilled water drinking fountains
- Large mechanical room with mop sink, telephone and supplies storage
- Vending machines
- Security surveillance cameras
- Truck and RV parking separated from passenger car parking
- Concrete paving in all roadway and parking areas
- Lighted picnic arbors



Site plan of Polk County safety rest area shows separate truck/RV parking and passenger car parking

SPECIAL FEATURES: These features will be provided at facilities with high usage:

- Enclosed lobby area
- Two heated hand dryers in men's and women's restrooms and one in special needs restroom
- Air conditioning and heating
- Extensive travel information
- At least two chilled water drinking fountains
- Security on site
- Maps available



This computer rendering of the east side Gray/Donley County Safety Rest Area shows just a few features of a high-usage facility.

Wireless Internet Access

Texas was the first state to provide wireless internet access at safety rest areas for use by the public. Wireless internet service allows travelers, business users, recreational vehicle drivers and commercial truck operators to access emails, connect with their offices, update with weather, traffic, and other useful information. You can access the internet from your vehicle, at the picnic arbors, in and around the buildings or all points in between.

Continuous driving causes driver fatigue which is a major cause of serious accidents. Wireless internet service, along with other exciting and attractive features at TxDOT's new generation of Safety Rest Areas, entices drivers to make regular stops and then return to the road rested and more alerted. This service is provided by the Texas Department of Transportation, in partnership with Road Connect wireless internet service. It is available at each of TxDOT's Safety Rest Areas and Travel Information Centers.



When you connect to the internet from a location, your browser will show this free TexTreks website. Use it to view maps, get local weather information, find where to stay, Texas Events, Road Conditions and Safety Tips. You can also get Tourism Information from TravelTex.com, Texas Historical Commission, Texas Parks & Wildlife, Texas Commission on the Arts or learn about local communities from their websites.

A screenshot of the TexTreks website. On the left is a navigation menu with a "SWITCH REGION" button and a "Hill Country" button selected. Below are links for "Tourism Information", "Where to Stay", "Texas Events", "Road Conditions", and "Safety Tips". At the bottom left is the "Texas Department of Transportation" logo. The main content area features a "Welcome to TEXAS TexTreks" header, a prompt to "Please select the region of Texas you would like to explore:", and a map of Texas divided into regions: Panhandle Plains, Big Bend Country, Hill Country, South Texas Plains, Prairies & Lakes, and Piney Woods. To the right of the map is a text block for "Hill Country" describing its green slopes, rocky landscapes, and bubbling springs.

Welcome to TEXAS TexTreks

Please select the region of Texas you would like to explore:

Hill Country

The Texas Hill Country offers green slopes, rocky landscapes and bubbling springs. The rolling hills and river valleys were shaped by ancient seas, enormous geological forces and millennia of erosion. Today, viewpoints stand in cities just miles away from open space teeming with native wildlife. Visitors explore rim-ridged lakes, dude ranches, deep canyons and state parks that offer historic treasures and natural beauty. It's a land to cherish—from Texas' handsome capital city to charming small towns, from aquatic playgrounds to highland vistas.

COLLIER INTERPRETIVE AND INFORMATION CENTER OCCUPANCY AGREEMENT

THIS AGREEMENT covers the occupancy, development, and uses of the Randolph E. Collier Safety Roadside Rest Area and referred to herein as the "SRRA", in the County of Siskiyou, State of California.

THIS AGREEMENT, made and entered into the first day of July 1, 2000, by and between the STATE OF CALIFORNIA, acting by and through the Department of Transportation, hereinafter referred to as "STATE", and the COLLIER INTERPRETIVE AND INFORMATION CENTER, a JOINT POWERS AUTHORITY (JPA) hereinafter referred to as "CIIC".

WITNESSEDTH THAT:

WHEREAS STATE is the owner and operator of the SRRA located on Interstate Route 5, immediately south of its junction with State Route 96 in Siskiyou County.

WHEREAS CIIC desires to enter into an AGREEMENT with STATE, which agreement shall provide that CIIC will assume increasing responsibly for the development and operation of CIIC's interpretative and information center within the SRRA; and

WHEREAS STATE has determined that such services as described in AGREEMENT can be provided by CIIC; and

WHEREAS CIIC desires to enter into a long term AGREEMENT with STATE, which will provide for the CIIC assuming increasing responsibilities for the operation and maintenance of SRRA and for the construction of various facilities with in the SRRA;

NOW THEREFORE, for, and in consideration of the mutual covenants, conditions, agreements, and stipulations herein contained, the parties hereto agree as follows:

A. LOCATION: CIIC shall contract and operate an INTERPRETIVE AND INFORMATION CENTER facility within the SRRA, generally in the area indicated on the map attached hereto and marked "Exhibit "A" (CIIC Master Plan, Site Map).

B. IMPROVEMENT: CIIC is hereby authorized to continue operating the existing information structure which may be used as the interim center until a permanent structure is established at the rest area. Prior to installation of future structures CIIC shall have plans and layout sheets prepared and submitted for approval to Caltrans prior to any commitments being made.

C. TERM AND HOURS OF OPERATION: The term of this Agreement shall be for a period of twenty (20) years commencing July 1, 2000 through June 30, 2020. The minimum hours of operations shall be from 9:00 a.m. to 7:00 p.m. each day from May 1 of each year through October 31 of each year and from 10:00 a.m. to 5:00 p.m. during the balance of the year.

D. WELCOME CENTER DESIGNATION: STATE recognizes that the California Department of Tourism has a program to establish Welcome -Centers at various locations throughout the state and that the SRRA has been designated as a potential welcome center site. STATE agrees that this designation may require the installation of various forms of electronic communications systems to facilitate the dispensing of information and making reservations for lodging, admission tickets to events, etc. There may be fees assessed for these services, which fees shall not be considered as income from the sale of merchandise not in violation of Clause 4 of this Agreement. '

THE PARTIES HERETO FURTHER CONVENANT AND AGREE AS FOLLOWS:

1. PURPOSE: It is the intent of the parties that this facility be operated as an interpretive and information center for the convenience and comfort of the traveling public. CIIC will not operate, maintain, nor permit any commercial activity of any kind or character on the premises. For the purposes of this agreement, the distribution of printed material and the identification of advertisers by display of their name and /or products shall not be construed to be a commercial activity. No vending machines of any type will be allowed.

2. SCOPE OF INFORMATION: In providing travel information important to visitors, CIIC will represent, to the best of its' ability, the entire State of California. Information to be dispensed and/or available will cover all of the State of California in general, with more specific information relating to the counties of Tehama, Shasta, Trinity, Plumas, Lassen, Modoc, Siskiyou, Del Norte, and Humboldt.

3. TYPE OF INFORMATION: Information to be dispensed and/or available will be limited to matters relative to, and of interest to, the traveling public and shall include, but not be limited to, recreation, resort, camping, picnicking, hiking, fishing, boating, restaurant, lodging, church.

A non-discriminatory policy shall be practiced in the selection and distribution of such information. STATE shall have the right, in its absolute discretion, to order the removal of any publication or information it finds to be offensive, in bad taste, or contrary to law or public policy.

4. CHARGES: No charge or fee of any type shall be required of any member of the public for goods or services rendered, except that: (a) a normal charge may

be made for the use of public telephone, if one is available; and (b) a charge may be made to reimburse CIIC for the direct costs incurred by CIIC in obtaining printed material, such as highway maps published by commercial sources or publications provided by any agency of the Federal, State, or local government for which a fee or charge is customarily made, or for which a fee must be collected by law or regulation.

5. FEES CIIC may accept advertising fees at reasonable rates, as determined by standard practice within the industry, from suppliers of information to be dispensed and/or available. This information will be on a reader board type of display on which only name and product identify the advertisers, if applicable, no fixed display type advertising will be permitted.

6. STAFF: The CENTER will be staffed only by qualified personnel who are knowledgeable regarding California traveler information and public relations and who have been adequately trained by CIIC to dispense pertinent information.

7. STATE SIGNING: STATE shall, at its sole cost and expense, install advance traveler information signs on Interstate Route 5 and State Route 96 and within the Collier SRRA for use during periods of operation.

8. CIIC SIGNING: The identification of CIIC shall be restricted to the exterior of the building.

9. COMPLIANCE: CIIC shall secure all necessary permits required in connection with its use and occupancy of the premises and shall comply with all Federal, State, and; local statutes, laws, ordinances, and regulations concerning said property and the use thereof.

10. MAINTENANCE: CIIC shall, at its sole cost and expense, maintain the facilities it constructs and uses in a neat, clean, and orderly manner.

11. NON-ASSIGNABILITY: CIIC shall use the property only for the specified purposes and shall not assign or sublet the right of usage to a third party or enter into any subcontracts or agreements for performance of any of the services set forth in this AGREEMENT without first obtaining the written consent of STATE.

12. ALTERATION: CIIC shall not alter any improvements installed pursuant to this AGREEMENT without prior written consent of STATE.

13. ACCESS: Access to the Center shall be by existing, established road and sidewalk system.

14. RULES: In the interest of the public, STATE may establish and impose reasonable rules and regulations concerning the conduct and operation of the Center.

15. UTILITY: CIIC shall pay for all utility charges, including telephone, incurred in connection with the operation of the Center during the term of this AGREEMENT.

16. STORAGE BUILDINGS: CIIC shall be allowed to utilize and maintain the existing storage building behind the chain link fence within the area shown on "Exhibit C". A separate lock system shall be provided by CIIC access if this area and CIIC shall take all precautions to ensure the continuous locked security of this area.

17. LIABILITY OF LESSOR: Noting in the provisions of the AGREEMENT is intended to create duties of obligation to or right in third parties not party to this AGREEMENT or affect the legibility of either party to this AGREEMENT by imposing any standard of care respecting the duties and obligations under, this AGREEMENT different from the standard of care imposed by law.

It is understood and agreed that this AGREEMENT is made upon the express condition that the State of California and any officer or employee thereof is to be free from all responsibility, liability, claims, suits or actions of every name, kind and description, brought for or on account of injury to any person or persons, including CIIC staff, or to property of any kind whatsoever and to whomsoever belonging, including CIIC, occurring on or about the premise or from any cause or causes resulting from the operations and/or use of the premises, or the sidewalks adjacent thereto, by CIIC, his agents, customers, business invitees and/or any persons acting on Lessee's behalf. It is also understood and agreed that CIIC shall defend indemnify and save harmless the State of California, all officers and employee thereof, from all liability, claims, suits or action of every name, kind and description brought for or an account of injuries to or death of any person or damage to property arising from any aforesaid cause or causes during the term of the AGREEMENT.

CIIC waives any and all rights to any type of express and implied indemnity against the State of California, its officers or employees.

18. LIABILITY AND PROPERTY DAMAGE INSURANCE: CIIC shall obtain the liability insurance detailed below at such time as improvements are made. Lessee shall, at Lessee's expense, take out and keep in force during the within tenancy:

(A) Public liability insurance in a company or companies to be approved by the Lessor, to protect lessor, its officers, agents and employees against all claim, suits or actions of every name, kind and description, brought forth, or on- account of injury to or death of any person occurring in, or about the property, which is subject of the lease in an amount of not less than \$500,000.00, to defend, indemnify, and hold harmless the Lessor, its officers, agents and employees against all claims, suits or action of one person and in the amount of not less than \$1,000,000.00 to defend, indemnify and hold harmless the Lessor, its

officers, agents and employees against the claims, suits or actions of two or more persons resulting from any one accident; and

(B) Property damage insurance or other insurance in a company or companies to be approved by the Lessor to protect Lessor, its officers, agents and employees against all claims, suits or actions of every name, kind and description, brought forth, or on account of damage to property incident to the use of or resulting from any and every cause occurring in or about the property which is the subject of this lease, including any and all claims, suits or actions for damage to vehicles on the property, in an amount not less than \$300,000.00 to defend, indemnify, and hold harmless the Lessor, its officers, agents and employees; or

(C) Single limit coverage of not less than \$1,000,000.00 to protect defend, indemnify, and hold harmless the Lessor, its officers, agents and employees against all claims, suits or actions of every name, kind and description, brought forth, or on account of injuries to or death of any person or damage to property including and claims, suits or actions for damage to vehicles on the property which is the subject of this lease occurring in or about said property.

With respect to third-party claims against the Lessee, the Lessee waives any and all rights to any type of express or implied indemnity against the Lessor, its officers or employees.

It is the intent of the parties that the Lessee will indemnify, defend and hold harmless the Lessor, its officers, agents, and employees against all claims, suits, or actions as set forth above regardless of the existence or degree of fault or negligence on the part of the Lessor, the lessee, the officers or employees of either of these, other than the sole negligence of the Lessor, its officers and employees.

Nothing in this lease is intended to create in the public or any member thereof a third-party beneficiary hereunder, nor is any term or condition or other provision of the lease intended to establish a standard of care owed to the public or any member thereof.

Said policies shall name the Lessor as an additional insured and shall insure to the contingent liabilities, if any, of the Lessor, and the officers, agents and employees of Lessor and shall obligate the insurance carriers to notify Lessor in writing, not less than fifteen (15) days prior to the cancellation thereof, or any other change affecting the coverage of the policies. Lessee shall furnish to Lessor, either a certified copy of each and every such policy or a fully executed "Certification of Insurance for Lessee of State owned Property", and a fully executed "State-owned Property Endorsement" within not more than ten (10) days after the effective date of the policy. Lessee agrees that, if Lessee does not keep such insurance in full force and effect, Lessor shall have the right to immediately terminate this lease.

(D) CIIC shall not assume any liability for any conditions, which exists prior to this Agreement.

19. PROPERTY INSURANCE: STATE will not keep the property insured against loss by fire or any other insurable risk.

20. CANCELLATION: This AGREEMENT shall be subject to cancellation and termination by either party at any time during the term hereof, by giving the other party notice in the manner provided herein, at least ninety (90) days prior to the date when said termination shall become effective. Breach of any of the covenants and conditions herein contained shall give STATE the authority to immediately terminate this AGREEMENT.

21. TERMINATION AND AMENDMENT: This AGREEMENT may be terminated or its provisions may be altered, extended or amended by the mutual written consent of the parties hereto.

22. RELOCATION ASSISTANCE: This AGREEMENT creates no rights in CIIC to receive relocation assistance upon termination of AGREEMENT.

23. OWNERSHIP OF IMPROVEMENTS: All improvements constructed pursuant to this AGREEMENT of any amendments hereto shall remain the property of CIIC. CIIC shall remove the improvements within ninety (90) days from the date of termination of this AGREEMENT and shall return the property as much as possible to the condition it was in at the time said AGREEMENT originated.

If the removal is not completed within the specified time, STATE shall have the authority to complete the removal operation at the expense of CIIC.

24. NON-DISCRIMINATION: CIIC, for itself, its personal representatives, successors in interest, and assign, as part of the consideration hereof, does hereby consent and agree that (a) no person, on the grounds of race, color, national origin shall be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination in the use of said facilities, (b) that in connection with the construction of any improvements in the SRRA and the furnishing of services therein, no discrimination shall be practiced in the selection of employees and contractors of services therein, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier sub-contractors, and by first-tier sub-contractors, (c) that in their access to and use of the facilities and services provided for public accommodation, and (d) that CIIC shall use the premises in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Part 21 and as said regulations may be amended. CIIC shall not dispense and/or make available information concerning any facility, which they know, does not provide their services without regard to race, color, or

national origin.

25. DAILY USE MONITORING: CIIC agrees to monitor the daily use of the facility by the traveling public and agrees to maintain daily records, including, but not limited to, statistical data concerning the number of visitors, their origin, and destination and the general type of information requested.

26. DELEGATION OF RESPONSIBILITY: CIIC shall not delegate its responsibility for the fulfillment of the obligations of the AGREEMENT without written prior consent of STATE.

27. RESERVATION OF RIGHTS: The right is hereby expressly reserved to STATE, or its officers, agents and employees, to enter upon the CENTER at any reasonable time and for any reasonable purpose necessary or convenient in connection with the operation of STATE's highway system.

STATE further reserves the right of entry for the purposes of inspecting the premises, or the doing of any and all acts necessary or proper on said premises in connection with the protection, maintenance, reconstruction, and operation of the freeway, SRRA, and their appurtenances; provided further that STATE reserves the right, at its sole discretion, to immediate possession of the premises in the case of any national or other emergency, or for the purpose of preventing sabotage and for the protection of said freeway and SRRA, in which event the terms of this AGREEMENT shall be extended for a period equal to the emergency occupancy by STATE. Should STATE exercise this right, CIIC shall be relieved, to the degree of interference, from the performance. State further reserves the right of entry by any authorized officer, engineer, employee, contractor or agent of STATE for the purpose of performing any maintenance activities upon the property, which CIIC has failed to perform.

In the event the whole or any part of the premises is condemned by a public entity in the lawful exercise power of eminent domain, this AGREEMENT shall cease as to the part condemned upon the data possession of that part is taken by the public entity. CIIC hereby waives all objections to STATE's right to take.

28. PAYMENT OF TAXES: CIIC agrees to pay and discharge or cause to be paid and discharged when due before the same become delinquent, all taxes, assessments, impositions, levies, and charges of any kind; nature, and description, whether general or special, ordinary or extraordinary, which may at any time or from time-to-time during the term of this AGREEMENT by or according to any law of governmental, legal, political or other authority whatsoever, directly or indirectly, or which shall be or may be or become a lien upon the encroachments hereby authorized. CIIC shall pay when due, before delinquency, personal property taxes on the encroachments hereby authorized owned by CIIC whether or not the same have become so fixed to the land as to comprise a part of the real estate. CIIC further agrees that any possessory

interest tax that the city or county may impose upon CIIC's interest herein shall become the liability of and be paid by CIIC. In the event CIIC shall fail to discharge any of the above obligations, STATE may, at its option, discharge the same and CIIC hereby agrees to reimburse STATE for any amounts so expended together with interest at the rate of seven (7) percent per annum, provided that CIIC shall have the privilege at their expense and before delinquency occurs of contesting, objecting to or opposing the legality or validity or amount of such taxes. Any default in the payment of said obligations shall, at the option of STATE, be considered default under the terms of this AGREEMENT.

29. LIENS: CIIC hereby agrees to keep all encroachments hereby authorized free and clear of mechanics liens and other liens for labor, service, supplies, equipment or materials, and that CIIC will at all times fully pay and discharge and wholly protect and save the STATE harmless against any and all demands or claims which mayor could ripen into such liens or labor claims and against all attorney's fees and costs and any and all expenses, damages, or outlays Which mayor might be incurred by STATE or CIIC, by reason of, or on account of, any such liens or claims or the assertion thereof.

Should CIIC allow a final Judgment of Foreclosure of any mechanic's lien, or any final judgment arising out of any claim or demand in consideration with any construction, improvement or operation made or undertaken in conjunction with this AGREEMENT to remain unsatisfied for more than a period of ten (10) days, STATE may, at its option, pay, adjust, or compromise and all such claims or demands, and CIIC covenants and agrees to pay to STATE all such sums expended by STATE and for all reasonable attorney's fees, costs, and expenses incurred by State with interest at the rate of seven (7) percent per annum from the time of such payments by STATE until the same shall be paid by CIIC, If any lien shall be filed or any suit, action or proceeding shall be commenced, affecting the encroachments herein authorized or the premises upon which said encroachments are to be placed, CIIC shall immediately upon obtaining information thereof, give notice in writing to STATE.

STATE or its agents or designees shall at all times have the right to inspect the encroachments hereby authorized and to serve or to post thereon any notice required or permitted by law for protection of any right or interest of STATE.

30.

NOTICES: All notices or demands of any kind required or desired to be given by STATE or CIIC shall be in writing and shall either be delivered in person or shall be deemed delivered forty-eight (48) hours after depositing the notice or demand in the United States mail, certified or registered, postage prepaid, addressed to:

Caltrans
P.O. Box 911
Marysville, CA 95901
Attn: Chief, North Region Real Property Services

Collier Interpretive and Information Center (CIIC) JPA
P.O. Box 702
Yreka, CA 96097

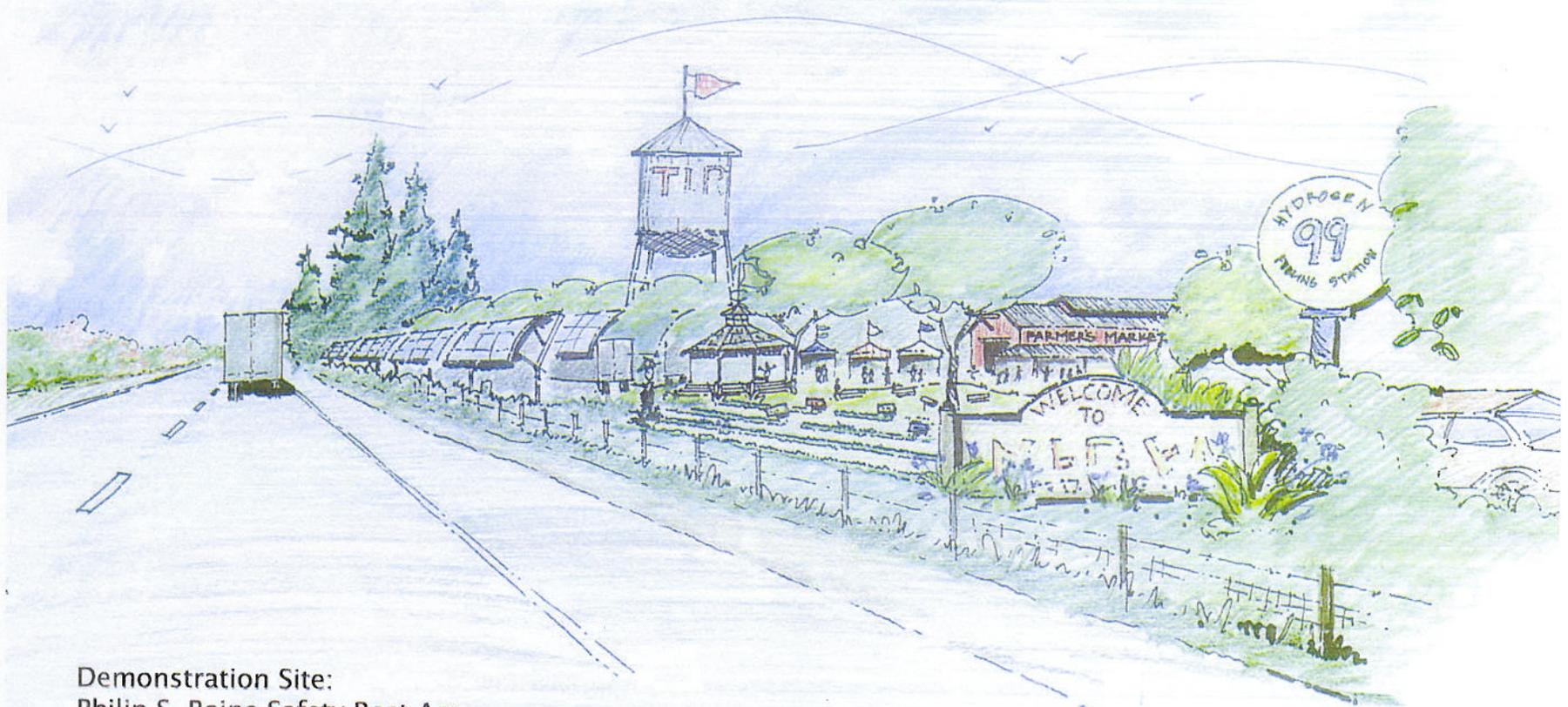
31. CAPTIONS: The captions of the clause of this AGREEMENT are for convenience only and shall not be deemed to be relevant in resolving any question of interpretation or construction of any section of this AGREEMENT.

32. TOTALITY: It is understood and agreed by and between the parties hereto that this instrument together with any exhibits and attachments hereto constitutes the entire AGREEMENT between STATE and CIIC relative to the subject matter hereof. STATE and CIIC hereby agree that all-prior or contemporaneous oral or written agreements between and among themselves and their agents and representatives are merged into or revoked by this AGREEMENT.

IN WITNESS WHEREOF, this Agreement has been executed in triplicate by the duly authorized officers of the parties hereto as of the day first hereinabove written.

The Future of Rest

A Proposal to Promote Regional Economic Development through Rest Area Improvements



Demonstration Site:
Philip S. Raine Safety Rest Area
Tipton, California
Tulare County



WE WELCOME YOUR COMMENTS

The Great Valley Center
201 Needham Street
Modesto, California 95354
Phone: (209) 522-5103
Fax: (209) 522-5116
www.greatvalley.org

ACKNOWLEDGEMENTS

California Department of Transportation
University of California Institute of Transportation Studies
Blackbird Architects
Highway 99 Task Force
Pratt Navarro Architects

The Great Valley Center is a private, nonprofit organization that supports activities and organizations working to promote the economic, social and environmental well-being of California's Central Valley.

Printed June 2005

The Future of Rest

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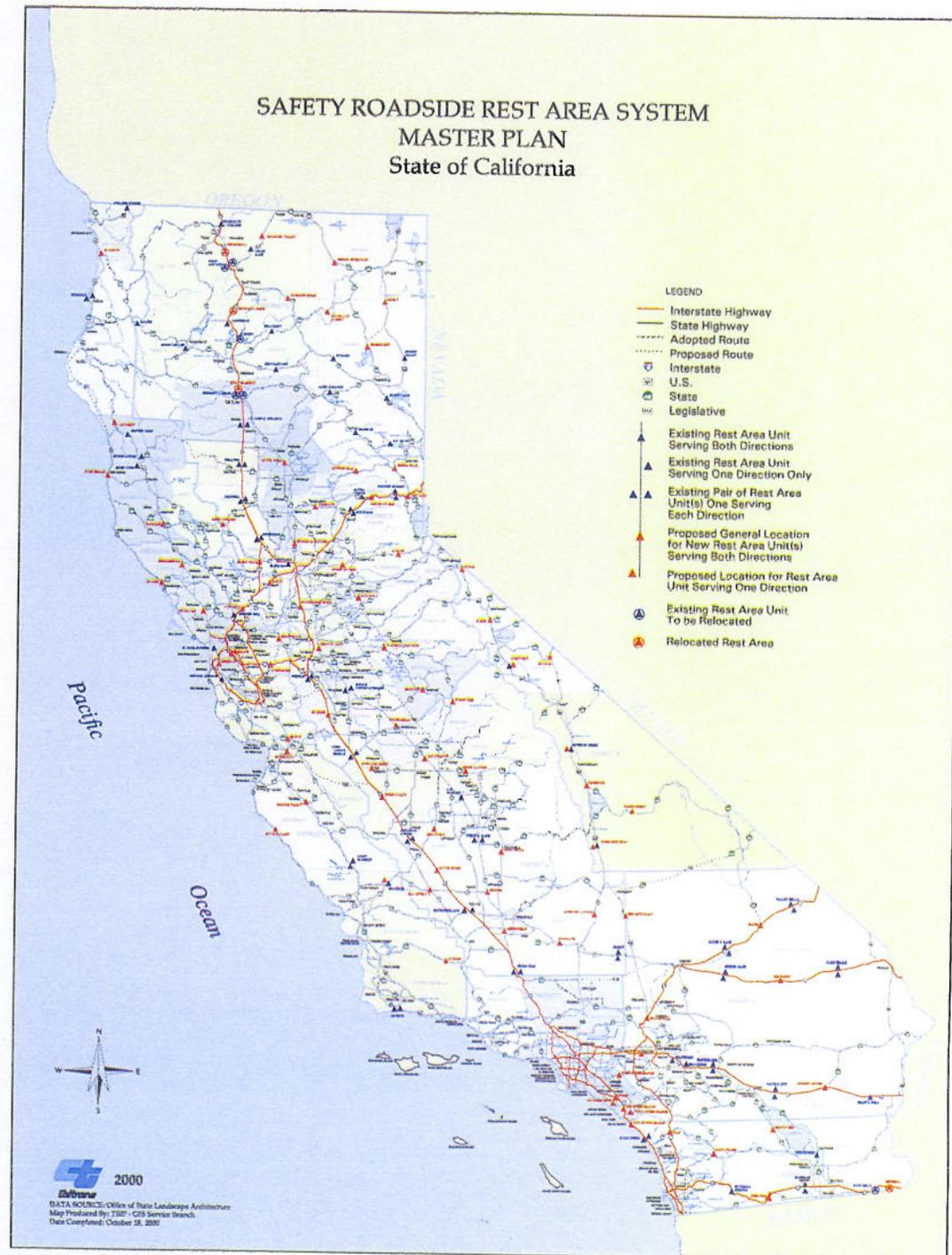
A Chance to Maximize Investment

Since 1998, Caltrans has been rehabilitating its 88 highway rest areas to bring them in compliance with the Americans with Disabilities Act and address structural deterioration.

Through this process, it has become apparent that it costs as much to rehabilitate old buildings as to demolish and rebuild them.

This situation presents an opportunity to maximize the return from these expensive and permanent features of the highway system by rebuilding rest areas to emphasize attributes that fulfill the needs of California's drivers — and make them attractive places that benefit the local economy.

The Caltrans rest area master plan developed by the Office of State Landscape Architecture covers 88 rest areas throughout the state. The sites provide public stopping opportunities between large cities and accommodate approximately 100 million people per year.



Raised Aspirations for Rest Areas

In Spring 2005, more than 100 community leaders, transportation officials and design experts came together to discuss the possibilities for enhancing California's rest areas through a series of context-sensitive workshops organized by the University of California's Institute of Transportation Studies' Technology Transfer Program, the California Department of Transportation and the Great Valley Center.



More than 90 stakeholders from Caltrans and the Central Valley met in Fresno, Sacramento and Folsom in March and April 2005 to create a template for a new rest stop in Tulare County.

The template for this effort was the Phillip S. Raine Rest Area near Tipton, California in Tulare County, a 31-year old facility in California's Central Valley.

This document provides a roadmap for upgrading that particular rest area and recommended principles for application throughout the state.

The result, as described here, encompasses a desire to provide a useful and efficient facility that will enhance driver safety along Highway 99. This goal would be accomplished by a designing safe and interesting place that would encourage drivers to take a break.

At a minimum, travelers expect convenient parking and clean restroom facilities at rest areas.

The rest area contemplated here is designed to offer much more, including telephones, walking paths and sheltered picnic arbors. The system will cost effectively meet the needs of motorists by promoting a safe, pleasurable and informative travel experience in order to the help drivers travel safer, smarter and more efficiently.

Context-sensitive process workshops in Folsom, Fresno and Modesto produced rest area ideas unique to the Central Valley



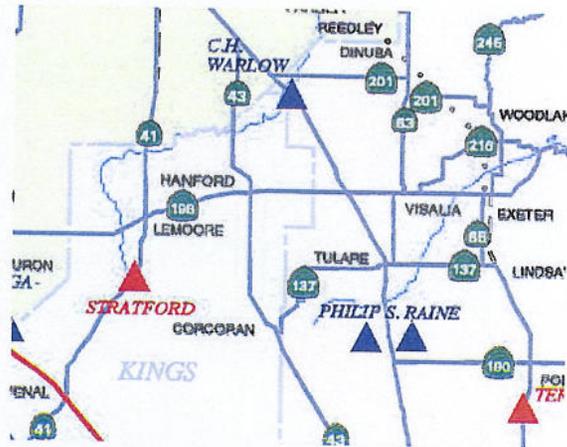
Workshop participants focused on how to incorporate realistic elements into California's new rest stops.

The Site Today: Philip S. Raine Rest Area in Tipton, California

The Phillip S. Raine Rest Area is located 2.5 miles north of the city of Tipton in Tulare County in the heart of California's Central Valley. Its current amenities include restrooms, water, picnic tables and pay telephones. It does not include an RV Sanitation Center.

The Tipton site is located in the midst of the 450-mile-long region that supplies fully one-quarter of the food America eats and produced \$27 billion in revenues in 2004. In contrast to the popular coastal based image of California, the Valley is a long, mostly flat and fertile pocket of land nestled between the coastal mountains and the Sierra Nevada.

The landscape is defined by vast stretches of farmland, wetlands supporting about 60% of the Pacific Flyway's waterfowl population, and a rapidly growing, ethnically diverse population.



Gateway to the Central Valley? The first rest area for visitors traveling northbound on Highway 99 is located 45 minutes north of Bakersfield outside the town of Tipton.



A line of trucks is the first image for visitors.



Aging restrooms are bordered on one side by a small dirt lot adjacent to farmland.



The site contains two walls for information posting.

Seven Goals of the 21st Century Rest Area in the Central Valley

Drawing on experiences from other states and common themes at the Modesto, Folsom and Fresno design workshops, California's Central Valley rest areas should pursue the following goals:

Separate and Reorient Car Parking from Truck Parking



Many of California's current rest areas align truck parking adjacent to the freeway and place car parking to the rear.

This orientation often

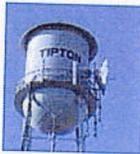
creates a wall of tall vehicles that block views and increase the perception of rest areas being unsafe. Given the different needs of family, business and truck travellers, the workshops voiced the need for the distinct separation of car parking from truck parking. Under this arrangement, separate truck facilities should be placed behind the rest area structures.



Partner with the California Highway Patrol

In addition to maps and other travel information, rest area facilities should include visible drop-in office space for the California Highway Patrol. This offers the opportunity for co-usage of rest areas and the more frequent presence of law enforcement.

Get Thematic Inspiration from the Region



Wherever possible, rest area designs should incorporate elements of the region's architecture or cultural influences. The buildings will have the appropriate "look and feel" for the area. In the Central Valley, this could include structures of agricultural significance and local murals colorfully depicting the community.



Reflect Local History

Caltrans can incorporate items of historical significance. Partnerships with local communities could lead to the inclusion of displays or vintage fruit crate labels with local historical information to provide an educational experience for the traveler.



Make them Pedestrian Friendly

Long, monotonous trips give drivers little chance to stretch.

Rest areas should provide drivers with pedestrian features, including playground equipment, or walking trails with educational and historical plaques describing local natural features.



Use Natural Landscaping

Safety rest areas can feature landscaping materials native to the area. This practice will

lower maintenance costs while providing travelers an opportunity to view California's diverse range of plant types. Whether observing star thistles, tule reeds, or valley oaks, travelers will be able to experience the state's beauty at all safety rest areas.



Make them Environmentally Sound

The designs should minimize impact on the environment by incorporating solar panel orchards acting as shade for parking and natural recharge ponds for onsite wastewater treatment.

Key Elements of the 21st Century Rest Area

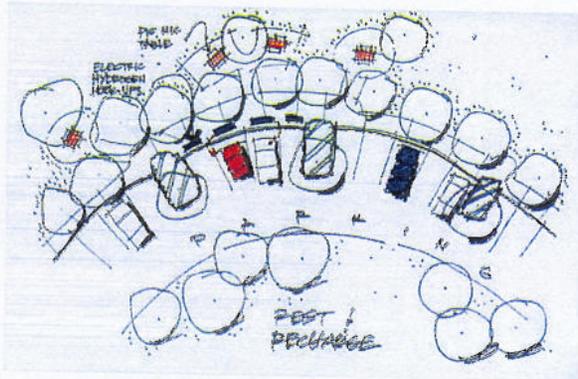
All California safety rest areas will have the following features:

Security

- Visible 24-hour Surveillance Cameras
- Ample night lighting in all areas
- California Highway Patrol Drop-In Center or Security Office
- Nighttime Security Guards from 5 p.m. - 8 a.m.

Design and Amenities

- A permanent private sector commercial component
- Solar-powered facilities
- Truck and RV parking separated from passenger car parking
- Lighted flagpole with an all-weather State of California flag
- Durable, low maintenance finish walls and floors with materials such as ceramic tile
- Accessible picnic arbors, including one group arbor with at least two tables
- Landscaping with native materials and irrigation system
- Wireless Internet Access
- Onsite wastewater recharge ponds
- A kiosk with local information including a map
- Pay Telephone and TDDs/TTYs

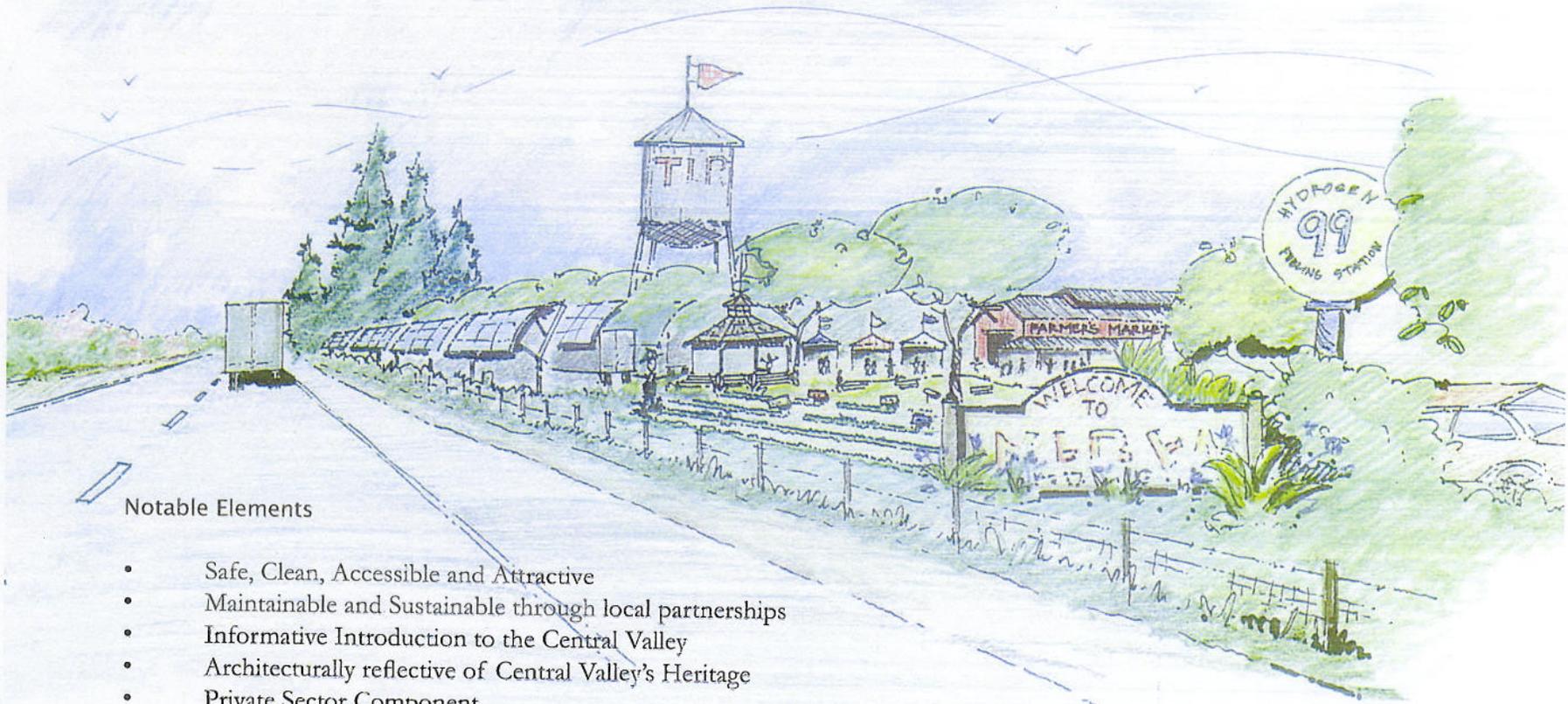


Parking for cars would be separated from trucks at California's new rest areas. Dedicated Truck parking would not be visible from the highway.

Comfort and Maintenance

- 2 sets of men's and women's restrooms to facilitate cleaning
- Full height partitions with doors in the men's and women's restrooms
- Hot water and soap
- Chilled water drinking fountains
- Restroom Parity: 6 Men's toilets and urinals = 9 women's toilets
- Large mechanical room with mop sink, telephone and supplies storage

The "Valley Market" Rest Area Concept



Notable Elements

- Safe, Clean, Accessible and Attractive
- Maintainable and Sustainable through local partnerships
- Informative Introduction to the Central Valley
- Architecturally reflective of Central Valley's Heritage
- Private Sector Component
- Agricultural Design Theme
- California Highway Patrol Drop-In Center to enhance safety

A Solar Orchard on the way to Selma, an Agriculture Display on the way to Avenal, a Virtual Valley on the way to Visalia, or a Tule Lake en route to Tulare.

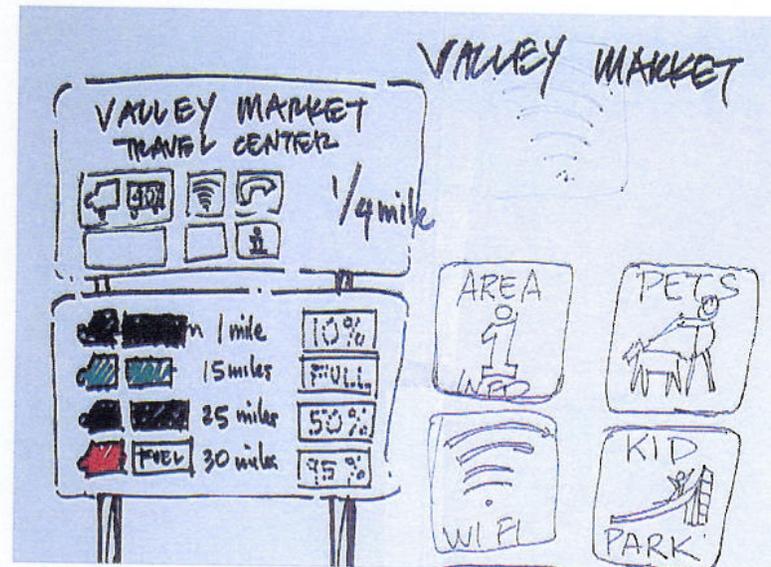
Countless adventures await you as you travel along Highway 99 in the Central Valley. Take a trip with us and experience the features of the Valley Market Rest Area – you'll be glad you did!

A Typical Day, 1:35 p.m.

"So here I am on Highway 99, traveling with my family en route to our vacation destination...the kids have finished the DVD and the movie candy they had to have has hyped them up...my traveler's mug is now empty meaning I'm not!

Do I give in to the kids' request and hit the next fast food outlet knowing I'll never get out of there without something else that will cost calories and patience or do I bet the odds on the closest gas station facilities?

Hey, wait a minute...that sign just said rest area ahead...another sign with 3 miles to a children's play area...2 miles to regional interpretive site...1 mile to information on points of interest, road conditions...and farm fresh produce! I'm pulling over!"



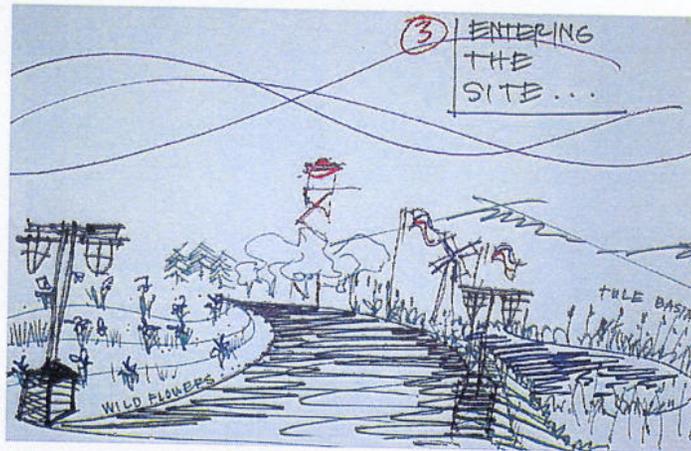
The first element of the new design is signage alerting the traveler to some of the features of the Valley Market rest area.

Placing the signs a mile apart with limited information and a graphic creates curiosity and beckons the driver to slow down and take a short break from the monotony of highway activity.

1:45 p.m.

"OK...it looks like easy on, easy off. I like that! What did you say, Timmy?"

"I said, hey Mom! Look at that! We've been studying about alternative fuels in science! Can we stop? Please?"



Hydrogen and Solar

Whether you are driving an alternative fuel vehicle, intrigued by the hydrogen highway project, or are taking photos for your fourth grader's science report, offering travelers a sure place to find alternative fuels is a benefit to the environment and a way to help promote the industry.

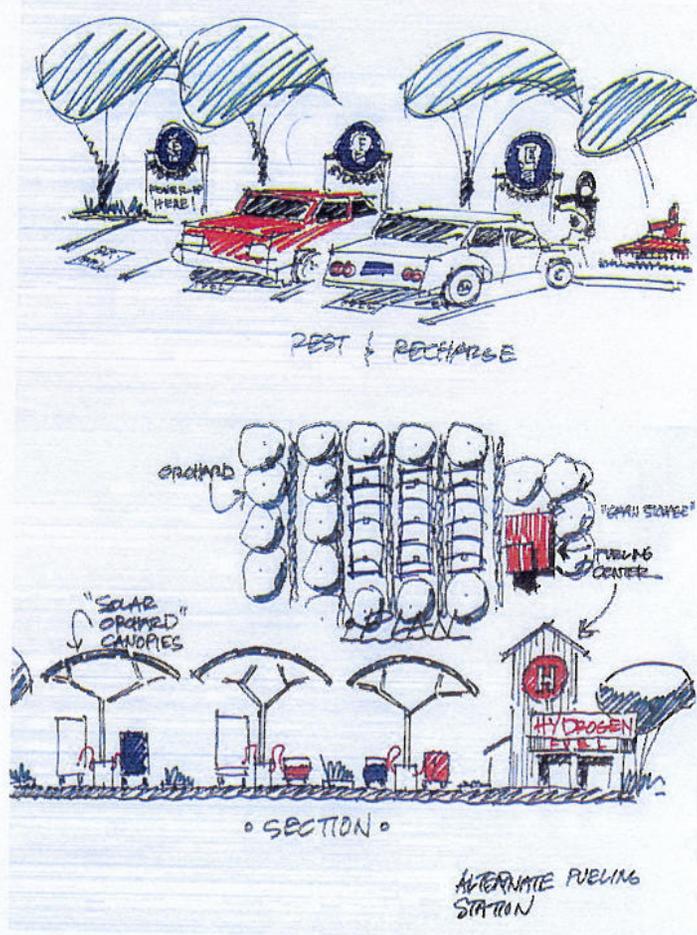
Because of current regulations, it may be necessary to site this feature adjacent to the rest area as it would be a private/public venture with access from the common off-ramp.

Ideally, the stop would have a variety of fuels to offer, locations of additional stops, as well as educational materials and perhaps even demonstrations of how to make biodiesel.

1:55 p.m.

"Wow, Mom! That was so cool! When are we going to get one of those kind of cars? When we get to Grandpa's can we take him to McDonald's to get their used oil so we can make biodiesel for his truck?"

"I think so, but right now all I know is we need to get to the comfort station in a hurry! You know, I hate to leave you standing alone outside the...wait a minute...that sign says they have family rest rooms! It's about time!"



Separation of Cars and Trucks

In addition to the standard comfort station facilities, family stations would be located at the stops, as well.

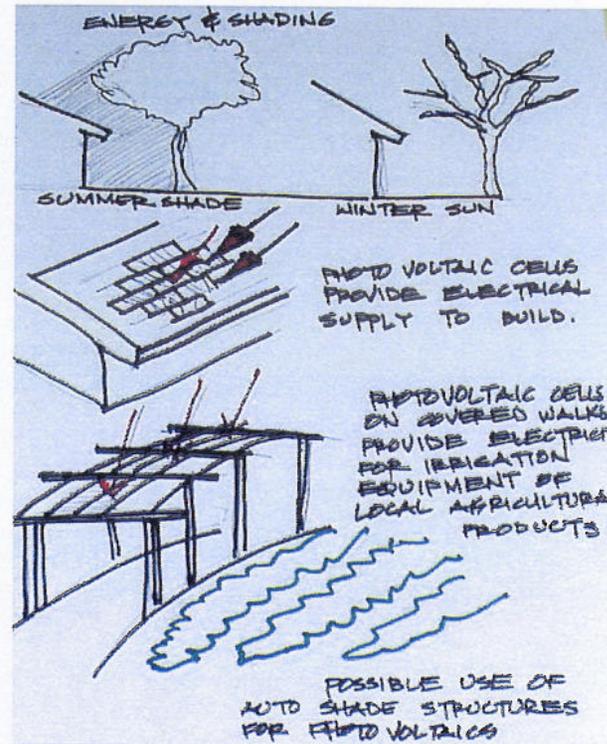
Clustering motorists' facilities in close proximity to auto parking coupled with separate facilities for truckers near their vehicle parking also helps increase the perception of safety.

Locally inspired design guidelines would help direct the architecture, color scheme, and landscaping.

2:10 p.m.

"Well, it sure was nice not to have to worry about you while I took care of business and the farm theme of the building caused me to remember that we are actually in one of the country's most productive agricultural areas.

And look, the playground has a farm theme, too! Let's get the camera so I can get a photo of you climbing that water tower!"



Design reflective of the region

As with all elements of the rest area, siting and design would be influenced by the contextual setting and the chosen theme. Playgrounds would add another family-friendly element to the rest area.

Each rest area could have a different theme chosen through a process that engages the local communities thereby setting the stage for private/public partnerships.

Consideration should also be given to the possibility of featuring certain elements at certain sites to meet the needs of the business traveler, families and truckers, without necessarily offering all elements at all sites.

Interpretive signage

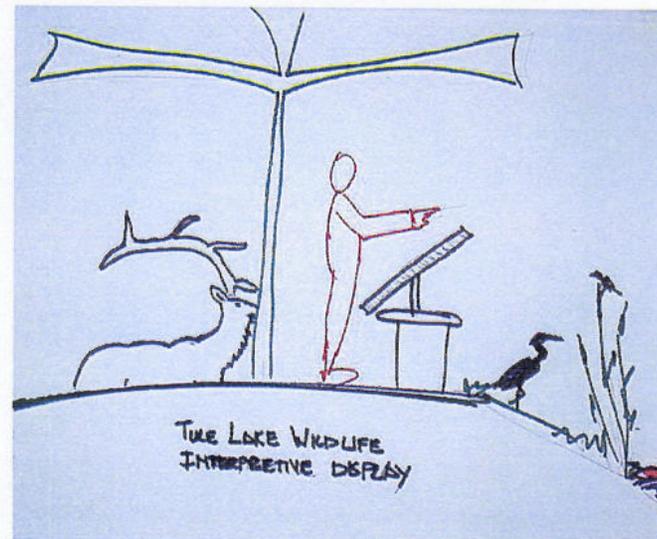
All sites should incorporate some type of walking path that is well lit and wide enough so people are not forced to walk single file. A sitting wall can offer a great edge and allow for built-in seating and the natural landscape adjacent to the sites can offer a look into regional features.

Simple fixed exercise stations that allow for stretching and/or provide suggestions for movements to relieve muscle tension can be incorporated.

Signage can also provide interpretive information about anything within the view of the walker. The traveler can learn about the first settlers, local vegetation or what kind of crops are grown in the area.

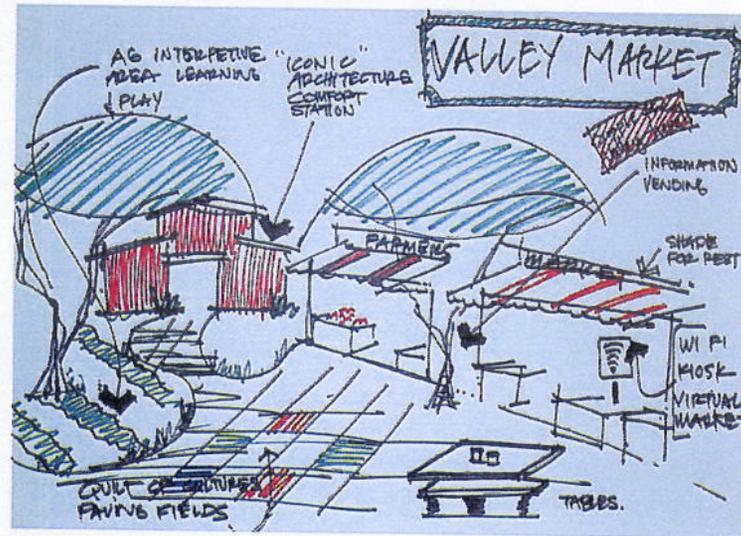
2:25 p.m.

"OK, you guys...you've had your exercise. Let me get some in, too! Let's go over to the ag walk. I can use the exercise stations and you can have a chance to burn off a little more excess energy playing hide and seek in the mini orchard!"



2:40 p.m.

"Mom, I'm thirsty. Can we see what they're selling over there at those wagon and cart things?"



Local Private Sector Commercial Elements

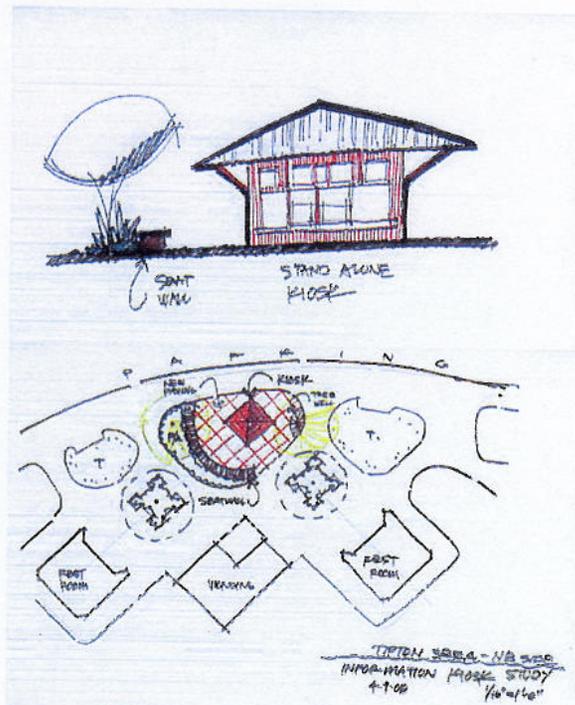
Current regulatory issues can be tested through demonstration projects that provide for incorporation of Farmers Markets. Another possibility available at some of the sites is allowing small retail operations in keeping with the site theme that are accessible on foot and perhaps by vehicle.

One can easily imagine a Central Valley Main Street theme with the option of crossing over from the public venue to the private where you could buy a freshly-made cup of coffee, regionally grown food, or an ice cream cone.

2:50 p.m.

"Hmmm! This has been quite an experience and certainly nothing the kids or I would have gotten at a fast food place or a gas station for that matter!"

Hey, kids, before we get back in the car, it looks like the kiosk is free now. We really aren't pressed for time, so let's see if there are any side trips that aren't too far out of our way that you think would be fun. And you know, they've got wireless Internet service here, so if we happen to see something that we want to come back and do, I can email the link home!"



Wired, Up-to-date Information

Incorporating an informational kiosk can provide an endless source of information. It can range from promotion of restaurants and hotels to regional festivals, from visit-the-farm opportunities to businesses that have Visitor Centers.

Truckers can find repair shops and truck stops that offer a full range of specialty amenities. In addition, one can provide information about the region, air pollution alerts, and locations of parks, habitat preserves, and scenic vistas. Wireless Internet access provides a valuable service whether you are a tourist or traveling for business.

Next Steps to Success

This document has provided an outline for upgrading California's rest areas and recommends a number of guidelines for application throughout the state. Moving forward will require decisionmakers to take the following five steps:

- Form Partnerships with State and Federal Agencies
 - California Highway Patrol
 - California Department of Fish and Game
 - California State Parks
 - California Department of Tourism
 - U.S. Forest Service
 - National Parks and Monuments
 - Bureau of Land Management
 - Federal and Local Law Enforcement
- Identify Private Sector Partners and local Tourism and Economic Development Agencies
- Draft a working paper on Federal and State issues regarding privatization and joint-development (e.g. Sponsorship acknowledgement at rest areas, Adopt-A-Rest Area programs)
- Identify Local Communities and Neighboring Land Owners
- Circulate Concept among internal Department of Transportation Stakeholders such as Maintenance, Structures and Planning.

Appendix

More information and source data on topics covered in this document can be found online from presentations made by the following practitioners to the 2004 National Safety Rest Area Conference. Available online at http://maintenance.transportation.org/ref_NSRA20041004.html

Citizen Prevention thru Environmental Design (CPTED)
Bill Grayson, San Antonio Police Department
Troy Banik, TanSeco Systems

The Problem of Fatigue and Drifty Driving in the U.S.
John Caldwell, Ph.D., Principal Research Psychologist
U.S. Air Force Fatigue Countermeasures Program

Accessibility at Florida Rest Areas
Dean Perkins, Architect, ADA Coordinator/Rest Area Program Manager
Florida Department of Transportation

The Development of Ohio's Rest Area Master Plan
Christine Hunt, Rest Area Program Coordinator
Ohio Department of Transportation

Wireless Internet at Texas Safety Rest Areas
Byron Hicks, P. E., Safety Rest Area Project Manager
Texas Department of Transportation

Contextual Design – A Sense of Place
Stan Haas, FALA, TeamHaas

Information Services – Kiosks & Displays
Paul Campbell, R. A., Safety Rest Area Project Manager
Texas Department of Transportation

Texas' Safety Rest Areas
Andy Keith, P. E., Safety Rest Area Program Manager
Texas Department of Transportation

Texas Performance Based Rest Area Contracts
Tammy Sims, P. E., Field Engineer
Texas Department of Transportation

Minnesota System Streamlining and Initiatives
Rob Williams, L.L.A., Rest Area Program Manager
Minnesota Department of Transportation

Maintaining a Sense of Place
Ralph Carhart, R.L.A., Rest Area Design Coordinator
California Department of Transportation

Workshop Participants

Folsom

Manuel Alvarado, Great Valley Center, Program Manager
Doug Brown, Caltrans, Landscape Architect
Shirley Busi, Leslie Stone Associates, Senior Associate
Philip Carey, Interpretation and Education Division, Exhibit Designer
Cheryl Chi, Caltrans, Transportation Planner
Richard Cummings, Great Valley Center, Director of Research and Communications
Sarah Drouffel, Econ. Development Corp. serving Tulare County, Communications and Investor Relations
Christopher Faria, Caltrans, Mechanical Engineer
Jeff Ferrante, Caltrans, Landscape Associate
Ronald Flory, Caltrans, Landscape Architect
Paul Gill, Caltrans, Transportation Engineer - Electrical
Jeanne Graham, Caltrans, Senior Landscape Architect
Eric Greig, Caltrans, Transportation Engineer - Electrical
Steve Gutierrez, Caltrans, Associate Mechanical Engineer
Will Haulde, Caltrans, Area Superintendent
John Hayes, Caltrans, Senior Landscape Architect
David Holman, Caltrans, Project Manager
Gang Hoang, Caltrans, Transportation Engineer
Kunian Li, Caltrans
Caroleen Lott, Great Valley Center, Program Manager
Doug Lowe, Caltrans, Senior Architect
Anthony Manzana, Caltrans, Architectural Designer
Michelle Marson, Caltrans, Associate Architect
Ken Murray, Caltrans, Senior Landscape Architect
Lauri Rhoades, Caltrans, Architect
Marlo Roberts, Caltrans, Senior Landscape Architect
Bill Rocks, Caltrans, Transportation Engineer
Henry Rowlan, Caltrans, Landscape Associate
Glenn Scott, Caltrans, Senior Environmental Planner
Laurie Smith, Caltrans, Landscape Associate
David Sollenberger
Stuart Sordau, Caltrans, Associate Mechanical Engineer
Leslie Stone, Leslie Stone Associates, Principal
Josée Tolata, Department of Water Resources, Associate Government Program Analyst
Alan Torres, Caltrans, Senior Mechanical Engineer
Michael White, Caltrans, Mechanical Engineer
Carol Whiteside, Great Valley Center, President
Kerr, Wilder, California Department of Fish and Game, Environmental Scientist
James Workley, National Park Service, Mojave Desert

Modesto

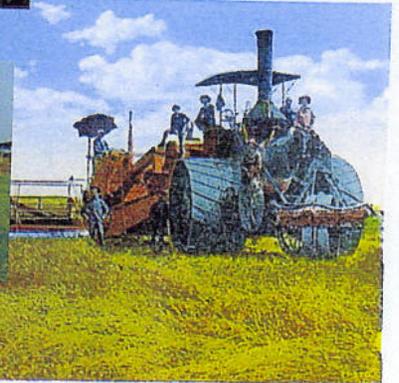
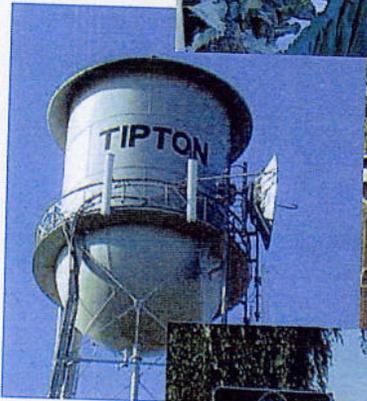
Steve Sowers, Caltrans, Traffic Operations
Peter Schultze, Caltrans, Right-of-Way
Ralph Carhart, Caltrans, Landscape Architect
Suzy Namba, Caltrans, Landscape Architect
Coco Briseno, Caltrans, Research and Innovation
Don Alsey, Caltrans, Structures Architecture
Carol Wilton, Caltrans, Traffic Operations
Rich Houston, Caltrans, Maintenance
David Cousins, Caltrans, Project Management
Richard Cole, Caltrans, Landscape Architecture
Phillip Sanchez, Caltrans, Project Management
Mike Restegar, Caltrans, Project Management
Mike Leonardo, Caltrans
Lori Butler, Caltrans, Landscape Architecture
George Fernandez, Caltrans, Project Management
Jim Von Dohlen, Caltrans, Landscape Architecture

Fresno

Shahjahan Ali, Caltrans, Mechanical Engineer
Manuel Alvarado, Great Valley Center, Program Manager
Ivayl Anagnost, Caltrans, Transportation Engineer
Mandeep Bains, County of Tulare, Community Development Specialist I
James Bond, Caltrans, Landscape Associate
April Brant, Caltrans, Project Manager
Debra Bushman Merritt, Upper Chamber of Commerce, CEO
Lori Butler, Caltrans, District Landscape Architect
Donald Chin, Caltrans, Senior Landscape Architect
Brad Cole, Caltrans, Landscape Associate
Richard Cole, Caltrans, Landscape Associate
Elbert Cox, Caltrans, Senior Landscape Architect
Marilyn Creed, Consultant
Richard Cummings, Great Valley Center, Director of Research and Communications
Tedd D'Young, San Joaquin Valley Air Pollution Control District, Senior Air Quality Planner
Linda Douglas, Economic Development Corporation serving Tulare County
Sarah Drouffel, Economic Development Corporation serving Tulare County
Carolee Empie, Kern County Museum, Director
Caroline Empie, Caltrans, Transportation Engineer
George Fernandez, Caltrans, Project Manager
Gary Harris, Caltrans, Architectural Associate
Bill Harter, County of Tulare, Community Development Specialist IV
Edgardo Ibarra, Caltrans, Transportation Civil Engineer
Richard Inoué, Stanislaus County, Deputy Executive Officer
Kerri K. Johnson, Visalia Chamber of Commerce, Director of Tourism
Cathy Kilmier, Caltrans, Landscape Associate
Warren Lee, Caltrans, Senior Architect
Dana McGarry, AEC, City of Tulelake, Senior Planner
John Mendoza, County of Tulare, Planner
Richard Miller, Caltrans, District Landscape Architect
Glenn Ramirez, Caltrans, Landscape Associate
Dan Ross, Great Valley Center
Frank Ross, County of Tulare
Thomas Tong, Caltrans, Transportation Engineer
Jim Von Dohlen, Caltrans, Landscape Architect
Jennifer Wood, Community Services & Employment Training/Senior Program Coordinator



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For additional copies and more information, please contact the Great Valley Center, 201 Needham Street, Modesto, California 95354

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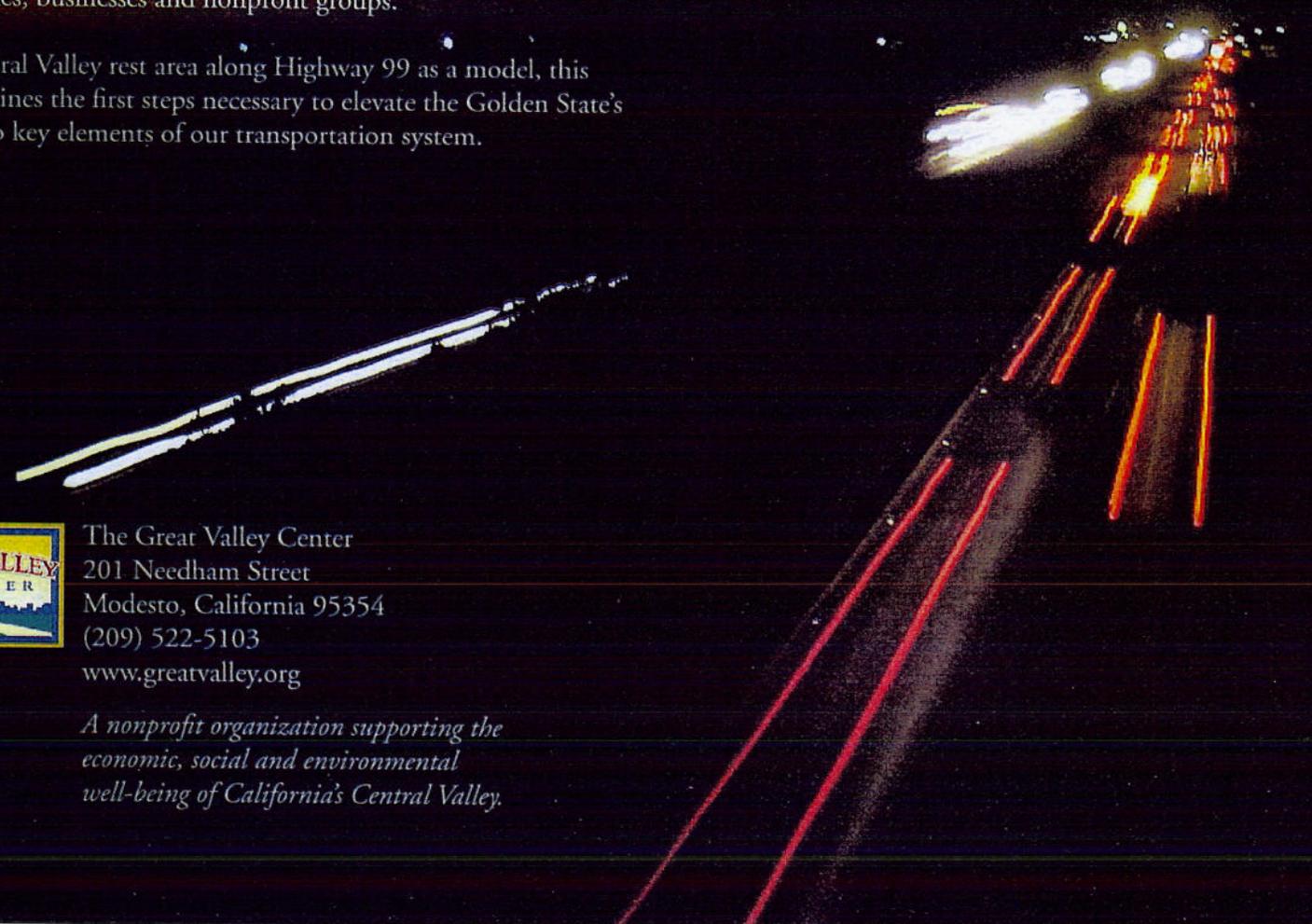
California's eighty-eight aging highway rest areas are slated for improvements to bring them up to date with modern accessibility and structural standards. These rehabilitation investments can be maximized by planning compelling improvements that harness the benefits of partnerships with public agencies, businesses and nonprofit groups.

Using a Central Valley rest area along Highway 99 as a model, this proposal outlines the first steps necessary to elevate the Golden State's rest areas into key elements of our transportation system.



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*A nonprofit organization supporting the
economic, social and environmental
well-being of California's Central Valley.*





Valley Wells Rest Area – Southbound

Valley Wells Safety Roadside Rest Area Exhibits and Signage Concept Plan