



ALTERNATIVE MODES COMMITTEE MEETING AGENDA

Tuesday, May 31, 2011, 11:00 am – 12:30 am
STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

Table with 2 columns: ITEM and BOARD/STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES, and various informational items like CTP Update and Bicycle Locker Study.

Alternative Modes Subcommittee Members

Table listing members: Jim Spering, Chair; Mike Ioakimedes; Jack Batchelor, Jr.; Chuck Timm; Janith Norman; Ron Rowlett; Erin Hannigan; Mike Hudson; VACANT; Larry Mork; VACANT; City of Vallejo; City of Suisun City; Bicycle Advisory Committee; Pedestrian Advisory Committee; Technical Advisory Committee.



V. ACTION ITEMS

A. Comprehensive Transportation Plan (CTP) Land Use Chapter **Robert Macaulay**

Recommendation:

Approve text of the Draft Land Use Chapter of the Solano CTP.

(11:35-11:50 a.m.)

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B. Solano Countywide Bicycle Plan Update: Draft Review **Sara Woo**

Recommendation:

Approve text of the Draft Solano Countywide Bicycle Transportation Plan

(11:50-12:05 p.m.)

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C. Solano Countywide Pedestrian Plan Update: Draft Review **Sara Woo**

Recommendation:

Approve text of the Draft Solano Countywide Pedestrian Plan.

(12:05-12:20 p.m.)

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VI. Proposed Future Agenda Items **Robert Macaulay, STA**

- **Draft Alternative Modes Element**
- **Transportation For Livable Communities Plan Update**
- **Safe Routes to Transit**

VII. Committee Member Comments **Jim Spering, Chair**

VIII. ADJOURNMENT **Jim Spering, Chair**

Questions? Please Contact STA Staff, Robert Macaulay,
(707) 424-6006, rmacaulay@sta-snci.com

Alternative Modes Subcommittee Members

Jim Spering, Chair
County of Solano

Mike Ioakimedes
City of Benicia

Jack Batchelor, Jr.
City of Dixon

Chuck Timm
City of Fairfield

Janith Norman
City of Rio Vista

Ron Rowlett
City of Vacaville

Erin Hannigan
City of Vallejo

Mike Hudson
City of Suisun City

VACANT
Bicycle Advisory
Committee

Larry Mork
Pedestrian Advisory
Committee

VACANT
Technical Advisory
Committee



**Alternative Modes Committee
Meeting Minutes**

Monday, March 15, 2010
4:00 – 5:30 p.m.

STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Sperring called the regular meeting to order at 1:30 p.m. A quorum was confirmed.

MEMBERS PRESENT:

Curtis Hunt, Interim Chair	City of Vacaville
Mike Ioakimedes	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Chuck Timm	City of Fairfield
Ron Jones	City of Rio Vista
Mike Hudson	City of Suisun City
Larry Mork	Pedestrian Advisory Committee
J.B. Davis	Bicycle Advisory Committee

MEMBERS ABSENT:

Jim Sperring, Chair	County of Solano
Erin Hannigan	City of Vallejo
Paul Wiese	Technical Advisory Committee

STAFF PRESENT:

Daryl Halls	Executive Director
Robert Macaulay	Director of Planning
Sara Woo	Planning Assistant
Karen Koelling	Administrative Assistant II
Doug Johnson	MTC

II. APPROVAL OF AGENDA

Member Hunt, Interim Chair for the Alternative Modes Committee, called the meeting to order. On a motion by Member Timm and second by Member Batchelor, the Alternative Modes Committee approved the agenda.

III. APPROVAL OF MINUTES FROM LAST MEETING

On a motion by Member Ioakimedes and a second by Member Timm the Alternative Committee unanimously approved the minutes for January 25, 2011.

IV. INFORMATIONAL ITEMS

A. ABAG.MTC Transportation for Livable Communities (TLC) Program and Priority Development Areas (PDA) Initiative

MTC staff Doug Johnson provided a presentation regarding the regional MTC TLC Program and Priority Development Areas initiative. He discussed the findings from a study of TLC projects over a period of the last 10 years. He explained that the study concluded that TLC projects encouraged walkable communities and successfully implemented sustainable planning.

B. Solano County Transportation for Livable Communities (TLC) Program and Priority Development Areas Implementation (Robert Macaulay, STA)

Robert Macaulay provided an overview of Solano County's current PDA's.

C. Solano Countywide Bicycle and Pedestrian Projects Overview

Sara Woo provided a presentation of the bicycle and pedestrian projects lists. She explained the coordination process with member agency public works and planning staff with BAC/PAC members. She commented that the results were a comprehensive listing of projects along with a set of criteria to prioritize the projects. Ms. Woo provided an overview of the priority bicycle and pedestrian projects list and invited the committee to provide comments.

VI. NEXT MEETING

Member Davis requested at a future meeting to:

- Review of best practices guide for bicycle and pedestrian facilities
- Zoning project recommendations

Member Davis commented that he would like to have an opportunity for the Alternative Modes Committee to have a workshop and review of the Alternative Modes Element along with the above items.

VII. ADJOURNMENT

The Alternative Modes Committee meeting was adjourned at approximately 4:50 p.m.



DATE: May 16, 2011
TO: STA Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update Status –
Alternative Modes Element

Background:

The Solano Comprehensive Transportation Plan (CTP) is the STA's primary long-range transportation planning document and consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board initiated an update of the 2004 CTP in 2009. As part of the new update, a fourth element focusing on Land Use will be included.

To date, the CTP Update was completed entirely in-house. Each element has an approved Purpose Statement and Goals and an approved State of the System report. STA staff has since concentrated time and resources in the CTP subsidiary documents for each of the elements. In addition, STA staff shifted focus from the CTP Update to complete the Travel Demand Model Update in 2009 and participated in the Regional Sustainable Communities Strategy and Regional Transportation Plan Update development. The CTP Update was slightly delayed as result of these separate efforts.

Discussion:

In the coming months, STA staff will be meeting with the STA policy committees associated with each element with the goal of completing the CTP update by December 2011. Fehr and Peers was recently selected to provide consultant services to assist in completing the CTP. Fehr and Peers will be focused on assisting with the production of CTP maps, illustrations and overall format.

The first in a series of CTP meetings over the next few months is the Alternative Modes Committee meeting scheduled for May 31, 2011. STA staff has completed several tasks since the last Alternative Modes Committee. Future meeting topics will include:

- Transportation for Livable Communities (TLC) project tour and Strategy
- Draft Safe Routes to Transit Plan
- Bicycle and Pedestrian Data Collection Report
- Solano County Bike Locker Study
- Draft Alternative Modes Plan

The Transit Element and Arterials, Highways and Freeways Element will have similar committee meetings in the months of August and September. Primary discussion topics for both elements will be regarding performance measures and policies. The STA TAC and the Solano Express Intercity Transit Consortium will continue to be provided with regular updates and CTP committee agenda items, and will make recommendations to the CTP Committees.

Fiscal Impact:

Funding for Fehr and Peers consultant services have been approved as part of the STA's budget for CTP update.

Recommendation:

Informational.



DATE: May 20, 2011
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Senior Planner
RE: Solano County Alternative Fuels and Infrastructure Plan

Background:

The 2006 California Global Warming Solutions Act- Assembly Bill 32 (AB 32) requires vehicle emission reductions to the 1990 levels by 2020. The regional transportation and planning agencies are working with the nine Bay Area counties to comply with AB 32.

The Solano Transportation Authority (STA) has strategies in place that provide transportation options that reduce vehicle emissions in Solano County. These include investments in Transit Oriented Development, bicycle and pedestrian facilities, transit, and vanpool and rideshare incentives. The STA is also the lead agency in programming clean air funds through the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds. In addition, the STA partners with the Yolo Solano Air Quality Management District (YSAQMD) in programming Clean Air grant funding. Both fund programs are focused on reducing motor vehicle air emissions through vehicle replacements, educational incentives, transit service and engine retrofits.

The STA has another opportunity to reduce harmful motor vehicle air emissions by coordinating with local agencies to develop a comprehensive countywide alternative fuels strategy. The strategy will encourage the use of alternative fuels for transit and city vehicle fleets as well as the public. An alternative fuel can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local air districts include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

The idea of encouraging alternative fuel use is not new to Solano County given past efforts by individual agencies. The City of Vacaville is renowned for its electric vehicle incentive programs. Other cities converted some of their fleet vehicles and buses to compressed natural gas or electric hybrid vehicles. Between 2000-2005, the STA provided clean air funds to the cities and the County of Solano to create a network of electric charging stations throughout the county. Many of the stations still exist; however, use has declined as electric vehicle purchasing and leasing options became more restricted.

These past efforts to encourage alternative fuel uses were done relatively independent of each other. There are opportunities for a strategic alternative fuels implementation plan particularly for transit. The STA's Transit Fleet Plan highlights the need for more than half of the total bus fleet in Solano County to be replaced in the next eight years.

Discussion:

STA staff is looking at options for developing a Solano County Alternative Fuels and Infrastructure Plan. Since development of a complete Alternative Fuels strategy will likely take until 2012 to complete, an initial Alternative Fuels Strategy, setting broad policy directions, is proposed to be included in the Alternative Modes Element of the Comprehensive Transportation Plan. STA staff is seeking to convene an ad hoc committee comprised of transit staff, fleet managers, and public works staff to discuss how such a plan could benefit their agency. The committee will also be tasked to assist in refining a scope of work for the Plan's development to include their individual agency's needs. The Plan's preliminary scope of work includes:

- Defining Alternative Fuels for Solano County
- Report on California Air Resource Board (CARB) vehicle emission mandates and regulations (including monitoring requirements)
- Inventory of alternative fuel vehicles and existing infrastructure
- Opportunities for public and private partnership
- Vision for Solano County: Alternative Fuel Goals and Policies
- Implementation Strategies: 5 year; 10 year, 25 year capital improvement plan
- Report on available funding programs
- Alternative Fuels and Infrastructure Conference

The committee is scheduled to meet in early June. STA Technical Advisory Committee and Solano Express Intercity Transit Consortium members, as well as public and private fleet managers, will be invited to participate.

Fiscal Impact:

None at this time. STA staff will develop a detailed budget, schedule and staffing plan based on the discussions with the proposed ad hoc committee. The YSAQMD and BAAQMD have expressed interest in a partnership with STA to assist in developing a plan for Solano County.

Recommendation:

Informational.



DATE: May 23, 2011
TO: Alternative Modes Committee
FROM: Sara Woo, Associate Planner
RE: Bicycle and Pedestrian Data Collection Scope of Work

Background:

Data for Bicycle and Pedestrian transportation activity is currently limited. An opportunity to develop a more robust system of data collection is apparent. Statistical data for bicyclist and pedestrian activity may serve as a resource to STA staff and its member agencies (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and Solano County). Some data is currently available; however, to obtain the information, many agencies would need to be contacted. To improve the accessibility of this information, a review of existing data is proposed. To do this, STA staff plans to work with the Solano Project Delivery Working Group (PDWG), Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC).

Some examples of data to be reviewed include:

- Bicyclist and pedestrian counts
- Mode Share estimates
- Surveys for perceived quality of life (i.e., user satisfaction, demand for improvements, availability of information, etc)
- Collision

Discussion:

Providing a single location for logging existing countywide bicyclist and pedestrian data and identifying opportunities to expand upon this data would be beneficial for many reasons. Six (6) primary reasons identified by STA staff include:

- Funding
Billions of dollars in federal and state grants are available annually; this data could be used for many grant types besides those for bicycle and pedestrian projects
- Demand
Requests have been made from regional partner agencies, member agencies, Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and general public at various times. Identifying key locations with high collision rates can assist staff with targeting investments to areas where funding can be maximized.

- **Staff Need**
Statistics regarding bicyclist and pedestrian travelers are strong support content for grant applications, report writing, and project planning. Project status and summary reports are prepared daily by STA staff and member agency staff to inform the public and member agency staff. With Complete Streets¹ legislation, measures of performance is beneficial
- **Public Information**
Information to the public is a powerful promoting awareness and education. A report summarizing data can serve as a promotional resource to raise public awareness for active transportation
- **Current Technology**
Current technology makes sharing this information easier, which has also increased demand. With the prevalent availability of information, people are increasingly aware of and curious about alternative modes options. Opportunities to involve community members lie in the ability to share current statistics.
- **Related legal requirements**
Complete Streets related policies do not require that counts be completed; however, the information is complementary to supporting the implementation of the complete streets.

In summary, the purpose for compiling existing bicyclist and pedestrian data serves not only as an educational resource, but an aid administrating/applying for grants, planning, promotions, and support to measuring the performance of road improvements.

Ultimately, a report compiling this information could help support staff in finding solutions to improving bicyclist and pedestrian transportation project development.

STA staff would like the scope statement reviewed and approved by the both the project sponsors and the BAC/PAC. For the Alternative Modes Committee's consideration and input, a scope of work for developing this report is shown in Attachment A.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Draft Bicycle and Pedestrian Data Collection Scope of Work

¹ Complete Streets policies have been set at the state and federal level, which emphasize and/or require the accommodation for *all users of the road* in the planning and construction of transportation projects. Examples include AB 1358 and HR 1780.

Draft Bicycle and Pedestrian Data Collection Scope of Work

Data for bicycle and pedestrian transportation activity is currently limited. An opportunity to improve the availability of this data lies in coordinating with the STA BAC, PAC, and TAC.

STA staff proposes to develop a catalog of various types of data for bicycle and pedestrian transportation activity and provide a report that can be made available to the public. The purpose serves not only as an educational tool, but an aid administrating/applying for grants, planning, promotions, and support to measuring the performance of road improvements.

The approach developed by STA staff involves three parts:

1. Develop collection of existing data for:
 - a. Bicycle and pedestrian counts
 - b. Collision Data
 - c. User Surveys
 - d. Mode Share
2. Define opportunities to improve completeness of data for the categories in part 1 above
3. Identify related projects

STA staff will need to coordinate with member agency staff as well as the BAC and PAC to develop the appropriate methodology and identify the needs for the data collection effort. Although there is a relationship to performance measures, the data collection effort will not include the development of performance measures. Performance measures should be further discussed at a policy level.

Project Deliverables:

- Background report for why the data collection is important (June 2011)
- Cost for Counts (June 2011)
- Data Sources (June 2011)
- Goals and Objectives (June 2011)
- Report “state of the system” report on current data collection methods
- **Report #1: Background, Goals/Objectives, and State of System (June 2011)**
- Policies and Implementation (June-September)
- Appendix of Current Data (June-September)
- **Report #2: Policies and Appendix (September 2011)**
- **Draft Report (October 2011)**
- **Final Report (November 2011)**

Note: **bolded** items indicate completion of a draft report for various committees to review

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DATE: May 20, 2011
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Senior Planner
RE: Solano Countywide Bicycle Locker Study

Background:

The STA has been contacted by Cities of Fairfield and Suisun City and on several occasions by bicyclists to help coordinate information for how cyclists can obtain a locker and who to contact if a locker user loses their key. There is not a comprehensive document that identifies how cities and the County of Solano are requiring, maintaining, and monitoring bicycle lockers. This is particularly true for lockers that are enclosed, leased or rented. Bicycle transportation is covered in the Comprehensive Transportation Plan (CTPs) Alternative Modes Element, while transit is covered in the Transit Element.

Discussion:

STA staff proposes to evaluate what policies are in place and report how each city and the county addresses bicycle lockers in planning and project implementation. In addition, there is a potential opportunity to have the Solano Napa Commuter Information (SNCI) program help manage and advertise the availability of these lockers. There are also potential marketing opportunities to map where lockers exist; for example: Safe Routes to School maps and the Solano Bikelinks Map. There is also clean air funding available for these types of activities.

This effort will be a joint planning project with SNCI staff, Solano Bicycle Advisory Committee (BAC) and local agencies. The study will include the following elements:

- Report on locker users
- Inventory and map bicycle locker facilities
- Report on city policies related to bicycle lockers
- Report on current trends in bicycle lockers
- Management and maintenance options

A summary of each element is included in a Draft Scope of Work outlined in Attachment A. The intent is to have the study be incorporated as part of the STA Countywide Bicycle Plan Update and the overall Solano Comprehensive Transportation Plan. STA staff anticipates completion of the study by January 2012, before the next cycle of available clean air funds. If the study is completed before adoption of the CTP, the study results and recommendations will be incorporated into the Alternative Modes Element.

The STA Board approved the Scope of Work for the Solano Countywide Bicycle Locker Study at its March meeting.

Fiscal Impact:

None to the STA Budget. The proposed study will be completed in-house as part of the Solano Bicycle Plan Update.

Recommendation:

Informational.

Attachment:

- A. Solano Countywide Bicycle Locker Study Scope of Work

Solano Countywide Bicycle Locker Study Scope of Work:

- Report on locker users
 - Discuss cost effective methods of estimating users of the facilities
 - Discuss current and anticipated types of users
 - How can we get more users?
- Inventory and map bicycle locker facilities
 - Surveying sites will be time consuming. The BAC will be requested to recommend specific location types to focus countywide surveying efforts (e.g. survey public facilities, shopping centers, and transit facilities)
 - Inventory existing transit routes with bicycle racks or storage (including ferry and rail).
 - Determine what lockers types are available
- Report on city policies related to bicycle lockers
 - General Plan
 - Transit
 - Others?
- Report on current trends in bicycle lockers
 - Identify new, innovative, cost-effective lockers
 - Identify opportunities for public private partnerships
 - Identify funding opportunities
- Management and maintenance options
 - Determine who is maintaining lockers
 - Recent reported problems? How are they addressed?
 - Opportunities

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DATE: May 26, 2011
TO: STA Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Land Use Chapter

Background:

The STA's Comprehensive Transportation Plan (CTP) was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System Report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

The structure of the new CTP is different from the existing CTP. A new Land Use Chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element.

Discussion:

The Land Use Element is the first portion of the new CTP to be completed in draft form, and is included as Attachment A. This element lays out the existing and anticipated land uses in the 7 cities and Solano County, as well as setting the regional context. As noted in the introduction to this element, land use and transportation decisions interact with each other – neither strictly precedes or follows the other.

The Land Use Chapter is based upon existing statistical information, including the Association of Bay Area Governments (ABAGs) Projections 2009 and the 2000 federal census. Depending upon the date of final adoption of the CTP, newer statistical information may be available, including the 2010 federal census and new ABA G projections. If that information is available, the tables will be updated. It is not expected that the updated information will substantially alter the past or projected trends of land use in Solano County. Finally, because chapter numbers have not been assigned yet, tables are designated with an "X" and a sequential number. When the final CTP organization is complete, appropriate table (and graphic) designations will be inserted.

The final CTP, including the Land Use Chapter, will have additional display and data graphics that are not included in the chapter at this time. STA has hired the consulting firm Fehr & Peers to prepare graphics and maps for the CTP. Fehr & Peers has used the draft Land Use chapter to demonstrate their approach o use of graphical elements, and a display of their initial proposal will be available at the Alternative Modes committee meeting.

The Land Use chapter has been reviewed by the STA Technical Advisory Committee and the city and county Planning Directors. All comments received from these groups have been addressed and incorporated into the draft chapter.

Fiscal Impact:

None.

Recommendation:

Approve text of the Draft Land Use Chapter of the Solano CTP.

Attachments:

- A. Draft Solano CTP Land Use Chapter

2010 SOLANO CTP – LAND USE CHAPTER

Which comes first – the chicken or the egg?

Land use and transportation decisions are much like the chicken and the egg (neither really proceeds the other). They influence and react to each other, and develop as a system, rather than as individual, unrelated topics. Since the Solano CTP is primarily a transportation document, the majority of the Plan will address that topic. But given the close association of land use and transportation, it is important to start out with an overview of existing and projected local and regional land uses.

LOCAL

The STA has 8 member agencies: Solano County, and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Their existing and planned land uses have the greatest influence on Solano’s countywide transportation system. Each of the eight jurisdictions is statistically described in this Chapter, with a more detailed community profile found in Appendix ____.

Solano County is part of the San Francisco Bay Area, and is also part of the larger Northern California Mega Region. The Northern California Mega Region covers the San Francisco Bay and Sacramento regions, with strong connections to San Joaquin County and lesser connections to the Monterey, North Coast and upper and lower Central Valley areas, and even to the Lake Tahoe/Reno region to the east. Because of the concentration of economic, governmental and cultural resources in the San Francisco Bay Area and Sacramento, those areas and their land uses are also described below.

One of the most fundamental facts regarding the connection of land use and transportation decisions is that local governments have the statutory authority for land use decisions within their jurisdiction, subject to the requirements of state law. This is established in both the fundamental state land use laws regarding general plans, zoning and subdivision maps, as well as issue-specific legislation such as SB 375. This fundamental principle is recognized in the Solano CTP Goal #4:

“The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County’s seven cities and the County of Solano.

- a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
- b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
- c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.”

Solano County and the 7 Cities

Population

The population information below is taken from the decennial census for 1990 and 2000, and from the California Department of Finance annual population estimate for 2010. The raw population numbers are:

Table X1 – Solano Population, 1990 to 2010

Jurisdiction	1990	2000	2010	% of Total Population	20-year # growth	20-year % Growth
Benicia	24,437	26,865	28,086	6.6%	3,649	14.9%
Dixon	10,417	16,103	17,605	4.1%	7,188	69.0%
Fairfield	78,650	96,178	105,955	24.8%	27,305	34.7%
Rio Vista	3,316	4,571	8,324	1.9%	5,008	151.0%
Suisun City	22,704	26,118	28,962	6.8%	6,258	27.6%
Vacaville	71,476	88,642	97,305	22.7%	25,829	36.1%
Vallejo	109,199	117,148	121,435	28.4%	12,236	11.2%
Balance Of County	19,272	19,305	20,165	4.7%	893	4.6%
TOTAL	339,471	394,930	427,837	100.0%	88,366	26.0%

The 2010 US Census provides slightly different population numbers than the California Department of Finance. The comparison is show below. The proportional distribution of the county’s population does not change significantly between the two different data sources.

Jurisdiction	DOF 2010	% of Total Population	Census 2010	% of Total Population
Benicia	28,086	6.6%	26,997	6.5%
Dixon	17,605	4.1%	18,351	4.4%
Fairfield	105,955	24.8%	105,321	25.5%
Rio Vista	8,324	1.9%	7,360	1.8%
Suisun City	28,962	6.8%	28,111	6.8%
Vacaville	97,305	22.7%	92,428	22.4%
Vallejo	121,435	28.4%	115,942	28.0%
Balance Of County	20,165	4.7%	18,834	4.6%
TOTAL	427,837		413,344	

Vallejo is the largest city in the county, with 28% of the 2010 population. Benicia and Vallejo, which share a three and a half mile common border, account for 35% of the county total, while Fairfield (the County seat), Suisun City and Vacaville, all located in the center of the county, account for 54% of the

county population. More than 89% of the County population is located on one of two urban clusters in the southwest and central portions of the county.

The low population figure for the unincorporated County is largely a result of the Solano Orderly Growth Initiative (aka Proposition A), approved by the voters in 1984 and subsequently renewed in 2008. The Solano Orderly Growth Initiative assigns urban growth almost exclusively to the incorporated cities, and severely limits rezoning of agricultural lands in the unincorporated County.

The two smallest communities in the county – Dixon and Rio Vista – are also not ‘clustered’ with other communities. Dixon is located on I-80, approximately half-way between Vacaville and Davis. Rio Vista is located on SR 12, approximately 20 miles east of Fairfield/Suisun City, and adjacent to the Sacramento River. Dixon’s access to I-80 provides it with good regional mobility, but Rio Vista’s almost complete reliance on SR 12 significantly restricts access to and from (as well as within) the city. In addition, year-round agricultural and interregional goods movement traffic on SR 12, and summer-season recreational traffic accessing the Delta, further impact SR 12 and access to Rio Vista. Dixon’s growth since 1990 has in part been limited by local ordinance, and by a City decision to not allow urban development on the north side of I-80. Rio Vista has entitled ___ residential units, but has not seen development of many of these created lots.

Employment

Until the mid-1990s, Vallejo and Fairfield were the employment centers of the county, even though Vallejo was the population center. As seen in the table below, Vallejo accounted for 31.2 % of the county’s jobs, while Fairfield accounted for 32.9%.

Table X2 – Solano Employment, 1990 to 2010

Jurisdiction	1990	2000	% of Total 2000 Employment	2010	% of Total 2010 Employment	20-year # growth	20-year % Growth
Benicia	11,330	14,400	11.2%	13,680	9.8%	2,350	20.7%
Dixon	4,040	4,790	3.7%	5,290	3.8%	1,250	30.9%
Fairfield	40,700	45,810	35.6%	45,120	32.2%	4,420	10.9%
Rio Vista	1,850	2,250	1.8%	2,870	2.0%	1,020	55.1%
Suisun City	3,900	3,390	2.6%	3,870	2.8%	-30	-0.8%
Vacaville	22,220	25,660	20.0%	28,380	20.3%	6,160	27.7%
Vallejo	38,550	31,260	24.3%	32,190	23.0%	-6,360	-16.5%
Balance Of County	1,000	940	0.7%	8,720 *	6.2%	7,720	772.0% *
TOTAL	123,590	128,500	100.0%	140,120	100.0%	16,530	13.4%

* The increase in unincorporated county jobs is due to changes in ABAG’s method of assigning jobs to jurisdictions, not to a large increase in jobs in the unincorporated county.

In 1996, the Mare Island Naval Ship Yard in Vallejo was closed, and approximately 6,300 shipyard and supporting service jobs disappeared. With this closure, the county employment center shifted from a balance between Vallejo and Fairfield to just Fairfield, with almost one-third of the county-wide jobs

located in Fairfield in 2000, and almost four in ten by 2010. Vallejo and Benicia combined account for 32.8% of the county’s 2010 jobs, while Fairfield, Suisun City and Vacaville account for 55.3% of the jobs.

Although small, Dixon is well balanced between county wide population and employment, with 4.1% of the county population and 3.8% of the county jobs. Rio Vista has 1.9% of the county population and 2% of the county jobs. While Rio Vista lacks any regional job centers, Dixon has regionally-important retail and employers such as Genentech and Gymboree.

Projected Changes

There are two views of future development for Solano County and the 7 cities; those in each jurisdiction’s general plans, and those of the Association of Bay Area Governments (ABAG). Since 2007, ABAG has changed its Projections series of documents to reflect a policy choice giving preference to household and job creation in the inner Bay Area, in communities served by high-capacity, high frequency public transit. The following table shows each Solano jurisdiction’s projected 2035 population and employment, based upon ABAG’s Projections 2009. While the projections are not the certain result of 25 years of development and change by each jurisdiction, they do provide a reasonably-possible future image of Solano County and the 7 cities.

Table X3 – Solano Population and Employment Projections, 2035

Jurisdiction	2035 Population	% of Total 2035 Population	2035 Employment	% of 2035 Employment
Benicia	30,100	5.9%	18,850	8.9%
Dixon	23,900	4.7%	10,440	4.9%
Fairfield	127,000	25.1%	70,520	33.3%
Rio Vista	15,300	3.0%	5,990	2.8%
Suisun City	34,300	6.8%	6,090	2.9%
Vacaville	111,100	21.9%	42,110	19.9%
Vallejo	138,900	27.4%	45,920	21.7%
Balance Of County	25,900	5.1%	11,960	5.6%
TOTAL	506,500		211,880	

The projected 2035 distribution of population and employment is not significantly different from the existing conditions. Vallejo will remain the largest city in terms of population at 27.4%, and Fairfield will have the largest number of jobs at 33.3%. Population and jobs will be centered in the two city clusters of Benicia-Vallejo and Fairfield-Suisun City-Vacaville.

As with population, Dixon and Rio Vista are stand-alone communities with job growth prospects influenced by their access to the larger region. Dixon, with its close proximity to Davis and the University of California campus there, and its easy access by rail and freeway, has significant job growth potential. Rio Vista, however, has significant employment growth challenges because of its relative isolation. Because of the low base from which it starts, however, Rio Vista’s relative growth is substantial.

Even though the general location and proportion of residential and employment development are not expected to change over the next 25 years, the type of development may change. This is especially true of residential development. The primary reason for this is the current emphasis from MTC, ABAG and even national agencies on transit-oriented development (TOD). TOD is more than just housing near transit; it is communities designed to emphasize transit use over single-occupant auto trips. Typical features of TOD are higher density residential developments, easy access to public transit and to bicycle and pedestrian networks, and reductions in parking requirements (often upper limits on the number of parking spaces rather than lower limits.)

In the Bay Area, MTC and ABAG support TOD projects through the FOCUS program’s Priority Development Area (PDAs) designation, Transportation for Livable Communities (TLC) planning and capital grants, and Station Area Plan grants.

There are 9 PDAs designated in Solano County. Each PDA is described in more detail in the Alternative Modes element of the Solano CTP, and in the Solano TLC Plan, a separate document that is being updated in 2011. The Solano TLC Plan focuses on the existing and potential PDAs, but will also recognize that there are areas in the County and cities that can accommodate development that supports transit and bicycle and pedestrian use, but that do not qualify for PDA designation.

Table X4 – Solano Priority Development Areas, Population and Employment, 2035

	Population			Jobs		
	2010	2035	Change	2010	2035	Change
Downtown Benicia	1,447	1,673	226	1,789	2,087	298
Fairfield Downtown South	1,581	2,352	771	1,494	4,479	2,985
Fairfield-Vacaville Train Station	2,309	9,773	7,464	183	1,167	984
Fairfield North Texas Street Core	3,628	5,505	1,877	560	2,617	2,057
Fairfield West Texas Street Gateway	2,485	3,770	1,285	836	2,700	1,864
Suisun City Downtown & Waterfront District	3,839	7,258	3,419	764	1,444	680
Downtown Vacaville	1,298	4,538	3,240	1,807	6,261	4,454
Vacaville Allison Area	1,457	1,885	428	739	1,755	1,016
Vallejo Downtown & Waterfront	4,165	12,775	8,610	1,727	6,671	4,944
Total Solano County PDAs	22,209	49,529	27,320	9,899	29,181	19,282

The nine PDAs have the potential to account for almost 35% of the projected 25-year growth in Solano County and the 7 cities, as shown in Table X5 below. More important than the county-wide figure is the PDA proportion in 4 of the 5 cities that have PDAs: Fairfield, 54.2% of potential growth, Suisun City 64.1% of potential growth, Vacaville 26.6% of potential growth and Vallejo 49.3% of potential growth.

Table X5 – Solano Priority Development Areas, Population and Employment Growth, 2010 to 2035

Jurisdiction	2010 Population	2035 Population	25 Year Growth	PDA 25 Year Growth	PDA % of 25-Year Growth
Benicia	28,086	30,100	2,014	226	11.2%
Dixon	17,605	23,900	6,295	0	0.0%
Fairfield	105,955	127,000	21,045	11,397	54.2%
Rio Vista	8,324	15,300	6,976	0	0.0%
Suisun City	28,962	34,300	5,338	3,419	64.1%
Vacaville	97,305	111,100	13,795	3,668	26.6%
Vallejo	121,435	138,900	17,465	8,610	49.3%
Balance Of County	20,165	25,900	5,735	0	0.0%
TOTAL	427,837	506,500	78,663	27,320	34.7%

Most of these PDAs are centered around existing transit centers. The Fairfield Downtown and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun City Capitol Corridor train station. The Fairfield West Texas Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter mile from the Davis Street park-and-ride lot, while the Vacaville Allison Area PDA includes the Vacaville Transit Center. The Vallejo Downtown and Waterfront PDA includes the Water Emergency Transportation Authority (WETA) ferry terminal and the Vallejo Station parking garage. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

This means that about one-third of the projected 2010 to 2035 residential growth can be accommodated in areas that provide immediate access to transit. By giving funding priority to projects in or directly supporting PDAs, STA has the opportunity to support those decisions that help create a more efficient use of the transportation system.

REGION

Solano County is part of the 9-county San Francisco Bay Area. The other counties are Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and Sonoma. The eastern segment of Solano County is also functionally a part of the Central Valley, with close connections to the Sacramento and San Joaquin metropolitan areas and the Sacramento/San Joaquin Delta.

San Francisco Bay Area

As of the beginning of 2010, the Bay Area population was 7.3 million, with 5.1 million of those residents in Santa Clara, Alameda and Contra Costa counties and the city of San Francisco. The region's employment is similarly concentrated in those areas, with 2.6 million of the region's 3.5 million jobs in those areas.

The Bay Area's demographics and transportation are in large part shaped by geology. The mountain ranges of the Coast Range run north-south. The San Francisco Bay has both north-south and east-west

portions. The result is a series of barriers that focus traffic on a few choke points, such as toll bridges and passes or tunnels through mountains. When the combination of concentrated jobs and traffic choke points is brought together, the Bay Area produces severe gridlock in some areas, especially those approaching the jobs centers in San Francisco and San Jose.

ABAG projects an 80% growth in the Bay Area's population from 2010 to 2035, and a 74% increase in employment. The rate of population growth in two of the core Bay Area cities – Oakland and San Francisco – will be less than that in outlying areas such as Solano County, but the total number of both new residents and new jobs in these areas will still be greater than the comparable aggregate total for all eight Solano jurisdictions. The concentration of jobs in the inner Bay Area, and inability to create new, high-capacity means of transporting workers in to those jobs, means that existing in-commute and resultant congestion will only get worse.

As noted above, ABAG and MTC are working on a program to concentrate growth in identified nodes that are served by frequent, high-density transit. This program, if carried out to its full potential, would substantially decrease the growth of in-commuting to the inner Bay Area and the related production of greenhouse gasses. However, many PDAs in the inner Bay Area are either at risk from projected sea level rise or are in areas with a high concentration of small particulate air pollution (PM 2.5), primarily related to diesel engines. In addition, there are a number of non-transportation infrastructure deficiencies that impact these PDAs, as well as potential local political opposition. It appears unlikely that the Bay Area PDAs will be developed to their full potential.

Central Valley

The Sacramento metropolitan area is the largest urban concentration in the northern Central Valley, with Stockton and its environs being a distant second. Solano County's association with the Sacramento area is in some ways as strong as that with the Bay Area.

The Sacramento Area Council of Governments (SACOG) covers the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. SACOG projects the regions population will grow from a 2005 total of just over 2 million to a 2035 total of 3.4 million. Sacramento County has the largest number of residents, both at the current time and in the 2035 projections. Unlike many Bay Area communities, however, much of Sacramento County's population lives in the unincorporated county (527,790 of 1,283,234 in 2005). By 2035, the proportion of residents in the unincorporated county will have fallen from 41% to 38%, but will still be larger than any of the incorporated cities.

Sacramento holds a similar preponderance of regional jobs. In 2005, Sacramento County was home to 678,503 out of the regions 1,000,157 total jobs (68%). In 2035, the proportion is projected to be 63% (967,986 out of 1,536,097).

The SACOG area does not have the same physical constrictions of transportation routes as does the Bay Area. Although the Sacramento and American rivers transverse the area, they are much easier to cross than is the San Francisco bay. None of the bridges require a toll. In addition, the region is not divided by the steep hills that characterize the Bay Area.

One result of this lack of obstacles has been a lower density urban development pattern, with a higher proportion of single family homes and a lower density downtown business core. This lower density makes it harder for public transportation to achieve a high farebox recovery rate. In addition, the Sacramento Area is served by a limited number of freeways: Interstates 80 and 5, State Highways 99 and 50 and the Capitol City Freeway. Sacramento's freeway congestion is generally not considered as bad as that of the Bay Area, but the region does experience significant commute-hour delays, as well as non-commute delays from seasonal recreational traffic traveling to and from the Lake Tahoe region.

San Joaquin County is projected to grow from a 2010 population of 681,600 to a 2035 population of 1,000,200, with Stockton and Lodi remaining the two largest communities in the county. Employment for San Joaquin County is expected to grow from a 2010 total of 214,000 to a 2035 figure of 293,400.

San Joaquin County faces geographical, population density and transportation issues similar to those of Sacramento. Few Solano residents commute to San Joaquin County for employment. However, important recreational and agricultural traffic travels to and through both Solano and San Joaquin Counties on Highway 12.

Local and Regional Projection Differences

Projections for growth are a frequent source of tension between local and regional governments, and the Solano County relationship with ABAG is no exception. Many communities seek to emphasize retail and industrial expansion and minimize residential growth for a number of reasons, with impact to the local tax base being a common concern. In the 1990s and early 2000's most Solano County communities objected to ABAG's projections for residential growth as being too high, essentially forcing suburban Solano County to accept residential growth that the inner Bay Area communities were unwilling to accept. Residential growth projections are especially important because they form the basis of the Regional Housing Needs Allocation (RHNA) process required by the State, and the subsequent development of local General Plan Housing Elements that must be in conformance with the RHNA numbers. At the same time, ABAG job projections were typically lower than local communities desired. This lower employment projection lacks the impact of the housing projections because there is no requirement or obstacle placed in the way of retail and industrial growth to match the RHNA and Housing Element requirements.

Since ABAG's Projections 2007, the situation has begun to reverse itself. ABAG is now projecting significantly lower population growth in Solano County as a matter of policy, and has revised its employment projections to; a) reflect a lower expected rate of employment growth, and b) concentrate more of that growth in the inner Bay Area.

One result of these differences in growth projections is that the local general plans have different projected population and employment numbers than do the ABAG projections. In the case of retail and industrial growth, local governments (both in Solano County and elsewhere in the Bay Area) typically aggressively seek out new development.

CONCLUSION

No matter which projections are used, Solano County will see continued residential, retail and industrial growth from 2010 to 2035. The location and type of this growth will be important, but will probably not change the fundamental traffic patterns that exist today. This is because the projected 25-year growth of population is about 18% - meaning that 82% of the population producing trips on local and regional roads already resides in Solano County. New land use development can change the type and volume of traffic growth, but is unlikely to substantially change that patterns that exist.

There are two possible exceptions to this conclusion. First, ABAG's growth projections could lead to a re-ordering of regional transportation investments, with more money going into the inner Bay Area communities projected to take on more residential growth. If the actual growth continues to happen in suburban communities such as Solano County – as has been the pattern for more than 20 years – but the transportation investments change to reflect ABAG's projections, then the impact of actual growth on Solano's transportation system will be worse, because the county and local jurisdictions will lack resources to improve the system.

The other potential change is a significant increase in the rate of employment growth in Solano County. Local residents drive to Bay Area and Sacramento jobs because that is where the major employment centers are located; and, in the case of many inner Bay Area jobs, that is where the high salary jobs are. If Solano County and the seven cities are successful in attracting new, good-paying jobs at a faster rate than ABAG projects, the need for Solano residents to commute on I-80 to the inner Bay or to Sacramento will be reduced. The potential to improve both the local and regional transportation pattern, as well as to provide other economic and sociological benefits to local jurisdictions, is significant.

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DATE: May 20, 2011
TO: Alternative Modes Committee
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Bicycle Plan Update: Draft Review

Background:

The development of the Solano Countywide Bicycle Transportation Plan (Bicycle Plan) update began in the fall of 2009. STA staff coordinated a series of meetings with each member agency's planning and public works staff with their respective Bicycle Advisory Committee (BAC) representatives. The purpose of these coordinating meetings was to discuss the short term and visionary project opportunities in each community. The outcome of these meetings was a comprehensive listing of bicycle projects to consider for future funding.

Based on these meetings, STA staff developed an existing conditions report and progressed to develop pertinent goals, objectives, and policies to shape the implementation of the Bicycle Plan. The Plan identifies the short-term and long-term projects needed to complete a countywide bikeway network. The Bicycle Plan focuses on longer bikeway routes as opposed to zones and areas for improvement. With this update, an emphasis was placed on completing regional gap closure projects. Additionally, a high emphasis was placed on projects improving access in and around Priority Development Areas (PDAs), Transportation for Livable Communities (TLC), and Safe Routes to Transit zones.

Discussion:

For the Alternative Modes Committee review, STA staff has completed the draft text to the Countywide Bicycle Transportation Plan. The Plan includes the following parts and chapters:

1. Solano Countywide Bikeway Network Projects List
A comprehensive listing of all bicycle projects in Solano County
2. Solano Countywide Bikeway Network Priority Projects List
A sub-list of the comprehensive list identified under Tier 1 for priority funding consideration
3. Preface
4. Executive Summary
5. Chapter 1 – Existing Conditions
This report explains the current demographic and topographic surroundings within the County

6. Chapter 2 – Purpose Statement, Goals, and Objectives
Based on the planning criteria identified by STA staff, nine goals were developed to serve as the foundation to implementation policies for the Bicycle Plan
7. Chapter 3 – Proposed Countywide Bikeway System
This chapter explains items 1 and 2 in further detail, explaining the overall planning process and countywide bikeway improvements in each jurisdiction
8. Chapter 4 – Policies and Programs
The policies and programs discussed focus on Complete Streets. Complete Streets is an important aspect of the livability and quality of life in Solano County’s communities. A complete streets policy is intended to ensure that planners and engineers consistently design and operate roadways with all users in mind, which includes bicyclist, public transportation vehicles, cars, pedestrians, and people of all ages and abilities.
9. Chapter 5 – Cost Analysis and Implementation Strategy
The implementation section of Chapter 5 discusses STA’s general approach to project delivery and accomplishing the recommendations identified in the Countywide Bicycle Transportation Plan
10. Chapter 6 – Data Collection
Chapter 6 details bicycle counts and commute statistics based on the 2010 Census and 2005-2007 American Community Survey
11. Chapter 7 – Performance Measures and Evaluation
Performance Measures and Evaluation is a new element to the Bicycle Plan. The purpose of this chapter is to provide a platform for STA staff to begin coordinating information regarding current projects and eventually being able to provide a resource to project sponsors and members of the public about the various outcomes of the Plan. The development of the Performance Measures section was achieved through review of bicycle plans with performance measures and interviews with various transportation professionals.

Based on the nine (9) goals identified in Chapter 2 of the Bicycle Plan, a system of measurement for achieving those goals was developed based on quantitative and qualitative analysis. The performance measures have been created based on measurement of outputs and outcomes of the Plan. Whereas outputs take a look at physical development of the bikeway network and the amenities described, outcomes evaluate the perceived benefit to the community primarily based on user/public feedback. By use of outcome-oriented evaluation, STA staff can also develop qualitative inferences based on quantitative data. The primary party responsible for coordinating the performance measures statistical data is STA, which would assist in further improving STA staff accountability to the general public and project sponsors.
12. References
13. Appendices

Each chapter provides an introduction to the chapter contents, followed by the materials developed through study.

A link to the draft document, which can be downloaded for immediate review, has been provided via e-mail to each member and participant.

The next step to completing the Plan is the refinement of graphic content through collaboration with the consultant selected to support the CTP update, Fehr and Peers. When the Bicycle Plan graphics and layout is finalized, a final draft will be presented to the Alternative Modes Committee at their next meeting. At the Tuesday, May 31, 2001 Alternative Modes Committee meeting, STA staff would like to invite the committee to review and comment on the current draft text.

Fiscal Impact:

None.

Recommendation:

Approve text of the Draft Solano Countywide Bicycle Transportation Plan.

Attachments:

- A. Draft Solano Countywide Bicycle Transportation Plan (This attachment has been provided to the Alt Modes Committee members under separate enclosure.)

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DATE: May 20, 2011
TO: Alternative Modes Committee
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Pedestrian Plan Update: Draft Review

Background:

The development of the Solano Countywide Pedestrian Transportation Plan (Pedestrian Plan) update began in the fall of 2009. STA staff coordinated a series of meetings with each member agency's planning and public works staff with their respective Pedestrian Advisory Committee (PAC) representatives. The purpose of these coordinating meetings was to discuss the short term and visionary project opportunities in each community. The outcome of these meetings was a comprehensive listing of pedestrian projects to consider for future funding.

Based on these meetings, STA staff developed an existing conditions report and progressed to develop pertinent goals, objectives, and policies to shape the implementation of the Pedestrian Plan. Similar to the Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan identifies the short-term and long-term projects needed to complete a countywide pedestrian network. The Pedestrian Plan focuses more on zones and areas for improvement (i.e. transit centers, downtowns, employment areas, etc.) as opposed to longer and linear bikeway routes. With this update, an emphasis was placed on projects in and around Priority Development Areas (PDAs), Transportation for Livable Communities (TLC), and Safe Routes to Transit.

Discussion:

For the Alternative Modes Committee review, STA staff has completed the draft text to the Countywide Pedestrian Transportation Plan. The Plan includes the following parts and chapters:

1. Solano Countywide Pedestrian Network Projects List
A comprehensive listing of all pedestrian projects in Solano County
2. Solano Countywide Pedestrian Network Priority Projects List
A sub-list of the comprehensive list identified under Tier 1 for priority funding consideration
3. Preface
4. Executive Summary
5. Chapter 1 – Existing Conditions
This report explains the current demographic and topographic surroundings within the County
6. Chapter 2 – Purpose Statement, Goals, and Objectives
Based on the planning criteria identified by STA staff, nine goals were developed to serve as the foundation to implementation policies for the Pedestrian Plan

7. Chapter 3 – Proposed Countywide Pedestrian System
This chapter explains items 1 and 2 in further detail, explaining the overall planning process and countywide pedestrian improvements to places and zones
8. Chapter 4 – Policies and Programs
The policies and programs discussed focus on Complete Streets. Complete Streets is an important aspect of the livability and quality of life in Solano County’s communities. A complete streets policy is intended to ensure that planners and engineers consistently design and operate roadways with all users in mind, which includes bicyclist, public transportation vehicles, cars, pedestrians, and people of all ages and abilities.
9. Chapter 5 – Cost Analysis and Implementation Strategy
The implementation section of Chapter 5 discusses STA’s general approach to project delivery and accomplishing the recommendations identified in the Countywide Pedestrian Transportation Plan
10. Chapter 6 – Data Collection
Chapter 6 details pedestrian counts and commute statistics based on the 2010 Census and 2005-2007 American Community Survey
11. Chapter 7 – Performance Measures and Evaluation
Performance Measures and Evaluation is a new element to the Solano Countywide Pedestrian Transportation Plan. The purpose of this chapter is to provide a platform for STA staff to begin coordinating information regarding current projects and eventually being able to provide a resource to project sponsors and members of the public about the various outcomes of the Countywide Pedestrian Transportation Plan. The development of the Performance Measures section was achieved through review of pedestrian plans with performance measures and interviews with various transportation professionals.

Based on the nine (9) goals identified in Chapter 2 of the Countywide Pedestrian Transportation Plan, a system of measurement for achieving those goals was developed based on quantitative and qualitative analysis. The performance measures have been created based on measurement of outputs and outcomes of the Plan. Whereas outputs take a look at physical development of the pedestrian network and the amenities described, outcomes evaluate the perceived benefit to the community primarily based on user/public feedback. By use of outcome-oriented evaluation, STA staff can also develop qualitative inferences based on quantitative data. The primary party responsible for coordinating the performance measures statistical data is STA, which would assist in further improving STA staff accountability to the general public and project sponsors.
12. References
13. Appendices

Each chapter provides an introduction to the chapter contents, followed by the materials developed through study.

A link to the draft document, which can be downloaded for immediate review, has been provided via e-mail to each member and participant.

The next step to completing the Plan is the inclusion of graphic content through collaboration with the consultant selected to support the CTP update, Fehr and Peers. When the Pedestrian Plan graphics and layout is finalized, a final draft will be presented to the Alternative Modes Committee at their next meeting. At the Tuesday, May 31, 2001 Alternative Modes Committee meeting, STA staff would like to invite the committee to review and comment on the current draft text.

Fiscal Impact:

None.

Recommendation:

Approve text of the Draft Solano Countywide Pedestrian Transportation Plan.

Attachments:

- A. Draft Solano Countywide Pedestrian Transportation Plan (This attachment has been provided to the Alt Modes Committee members under separate enclosure.)

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