



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

BAC

BICYCLE ADVISORY COMMITTEE MEETING AGENDA

Thursday, August 6, 2009

Start at 6:30 p.m. in STA Conference Room

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

The STA Bicycle Advisory Committee is a citizen's advisory committee made up of cycling advocates and supporters that help recommend funding for bicycle projects in Solano County.

ITEM

ACTIVITY

ADMINISTRATOR

- I. **CALL TO ORDER—SELF INTRODUCTIONS**
(6:30 p.m.) Barbara Wood, Chair
- II. **OPPORTUNITY FOR PUBLIC COMMENT** Barbara Wood, Chair
- III. **APPROVAL OF AGENDA** Barbara Wood, Chair
- IV. **APPROVAL OF MINUTES FROM PREVIOUS MEETING:
July 2, 2009 – Pg. 1** Barbara Wood, Chair
- V. **ACTION ITEMS**
 - A. **Comprehensive Transportation Plan (CTP) State of the System – Alternative Modes Element Report** Robert Macaulay,
Director of
Planning
Recommendation:
Forward a recommendation to the STA Board to adopt the State of the System report for the Alternative Modes Element.
(7:30 – 7:35 p.m.)
Pg. _
- VI. **INFORMATIONAL ITEMS – DISCUSSION**
 - A. **Fairfield and Suisun City Transit (FAST) Bicycle Policy Update** Sara Woo,
Planning Assistant
Informational
Forward purpose statement, goals, and objectives to STA Board for approval.
(7:10 – 7:30 p.m.)
Pg. _

BAC MEMBERS

Barbara Wood	Larry Mork	JB Davis	James Fisk	Randall Carlson	Michael Segala	Ray Posey	Mick Weninger	Glen Grant
Chair Member at Large	Vice Chair City of Rio Vista	City of Benicia	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

- | | |
|---|--|
| <p>B. Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Bicycle Projects
 <u>Informational</u>
 (7:35 – 7:40 p.m.)
 Pg. _</p> | <p>Robert Macaulay,
 Director of
 Planning</p> |
| <p>C. California State Budget Update
 <u>Informational</u>
 (7:35 – 7:40 p.m.)
 Pg. _</p> | <p>Sara Woo,
 Planning Assistant</p> |
| <p>D. Benicia-Martinez Bicycle-Pedestrian Path Ribbon Cutting Ceremony
 <u>Informational</u>
 (7:35 – 7:40 p.m.)
 Pg. _</p> | <p>Sara Woo,
 Planning Assistant</p> |
| <p>E. Safe Routes to School (SR2S) Program Update
 <u>Informational</u>
 (7:40 – 7:45 p.m.)
 Pg. _</p> | <p>Sam Shelton,
 Project Manager</p> |

VII. INFORMATIONAL ITEMS - NO DISCUSSION NECESSARY

- | | |
|--|--|
| <p>A. Funding Opportunities Summary
 <u>Informational</u>
 Pg. _</p> | <p>Sara Woo,
 Planning Assistant</p> |
|--|--|

VIII. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS
(7:50 – 7:55 p.m.)

IX. ADJOURNMENT

2009 BAC MEETING SCHEDULE

May 7, 2009
July 2, 2009
August (TBD)
September 3, 2009
October (TBD)
November 5, 2009

Questions? Please contact STA Staff, Sara Woo at (707) 399-3214, swoo@sta-snci.com



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
		PMP	Pavement Management Program
B		PMS	Pavement Management System
BAAQMD	Bay Area Air Quality Management District	PNR	Park and Ride
BABC	Bay Area Bicycle Coalition	POP	Program of Projects
BAC	Bicycle Advisory Committee	PPM	Planning, Programming and Monitoring
BATA	Bay Area Toll Authority	PSR	Project Study Report
BCDC	Bay Conservation and Development Commission	PTA	Public Transportation Account
BT&H	Business, Transportation & Housing Agency	PTAC	Partnership Technical Advisory Committee (MTC)
C		R	
CAF	Clean Air Funds	RABA	Revenue Alignment Budget Authority
CALTRANS	California Department of Transportation	REPEG	Regional Environmental Public Education Group
CARB	California Air Resources Board	RFP	Request for Proposal
CCCC (4'Cs)	City County Coordinating Council	RFQ	Request for Qualification
CCCTA (3CTA)	Central Contra Costa Transit Authority	RM 2	Regional Measure 2
CEQA	California Environmental Quality Act	RRP	Regional Rideshare Program
CHP	California Highway Patrol	RTEP	Regional Transit Expansion Policy
CIP	Capital Improvement Program	RTIP	Regional Transportation Improvement Program
CMA	Congestion Management Agency	RTMC	Regional Transit Marketing Committee
CMAQ	Congestion Mitigation and Air Quality	RTP	Regional Transportation Plan
CMP	Congestion Management Program	RTPA	Regional Transportation Planning Agency
CNG	Compressed Natural Gas		
CTA	County Transportation Authority		
CTC	California Transportation Commission	S	
CTEP	County Transportation Expenditure Plan	SACOG	Sacramento Area Council of Governments
CTP	Comprehensive Transportation Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
		SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
		SOV	Single Occupant Vehicle
E		SMAQMD	Sacramento Metropolitan Air Quality Management District
EIR	Environmental Impact Report	SP&R	State Planning and Research
EIS	Environmental Impact Statement	SR2S	Safe Routes to School
EPA	Environmental Protection Agency	SR2T	Safe Routes to Transit
		SRITP	Short Range Intercity Transit Plan
F		SRTTP	Short Range Transit Plan
FHWA	Federal Highway Administration	STA	Solano Transportation Authority
FST	Fairfield-Suisun Transit	STA	Spare the Air
FTA	Federal Transit Administration	STAF	State Transit Assistance Fund
		STIA	Solano Transportation Improvement Authority
G		STIP	State Transportation Improvement Program
GARVEE	Grant Anticipation Revenue Vehicle	STP	Surface Transportation Program
GIS	Geographic Information System		
		T	
H		TAC	Technical Advisory Committee
HIP	Housing Incentive Program	TAM	Transportation Authority of Marin
HOV	High Occupancy Vehicle	TANF	Temporary Assistance for Needy Families
		TAZ	Transportation Analysis Zone
I		TCI	Transportation Capital Improvement
ISTEA	Intermodal Surface Transportation Efficiency Act	TCM	Transportation Control Measure
ITIP	Interregional Transportation Improvement Program	TCRP	Transportation Congestion Relief Program
ITS	Intelligent Transportation System	TDA	Transportation Development Act
		TDM	Transportation Demand Management
J		TEA	Transportation Enhancement Activity
JARC	Jobs Access Reverse Commute	TEA-21	Transportation Efficiency Act for the 21 st Century
JPA	Joint Powers Agreement	TFCA	Transportation Funds for Clean Air
		TIF	Transportation Investment Fund
L		TIP	Transportation Improvement Program
LS&R	Local Streets & Roads	TLC	Transportation for Livable Communities
LTA	Local Transportation Funds	TMA	Transportation Management Association
LEV	Low Emission Vehicle	TMP	Transportation Management Plan
LIFT	Low Income Flexible Transportation	TMTAC	Transportation Management Technical Advisory Committee
LOS	Level of Service	TOS	Traffic Operation System
LTF	Local Transportation Funds	TRAC	Trails Advisory Committee
		TSM	Transportation Systems Management
M			
MIS	Major Investment Study	U, V, W, Y, & Z	
MOU	Memorandum of Understanding	UZA	Urbanized Area
MPO	Metropolitan Planning Organization	VTA	Valley Transportation Authority (Santa Clara)
MTC	Metropolitan Transportation Commission	W2W	Welfare to Work
MTS	Metropolitan Transportation System	WCCCTAC	West Contra Costa County Transportation Advisory Committee
		YSAQMD	Yolo/Solano Air Quality Management District
N		ZEV	Zero Emission Vehicle
NEPA	National Environmental Policy Act		
NCTPA	Napa County Transportation Planning Agency		
NHS	National Highway System		
NVTA	Napa Valley Transportation Authority		
O			
OTS	Office of Traffic Safety		

Helpful Definitions for Bicycle Advisory Committee Members

Below is a list of terms and acronyms that you may encounter in technical reports, plans, data, informational materials, or conversations when working with STA staff.

<u>Acronyms</u>	(Note: These acronyms have not yet been added to the “STA Acronyms List of Transportation Terms”)
ARB:	Air Resources Board
ARRA:	American Recovery and Reinvestment Act
PDA:	Priority Development Area
RBWG:	Regional Bicycle Working Group
RPC:	Regional Pedestrian Committee
RBP:	Regional Bicycle Program
SBPP:	Solano Bicycle and Pedestrian Program

Planning Agencies

MTC (MPO):	The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA):	The transportation planning, coordinating and financing agency for the seven-city County of Solano
MPO:	Metropolitan Planning Agency; regional planning agency
CMA:	Congestion Management Agency; local countywide planning agency

Committees

BAC:	Advisory committee to STA for implementing the Countywide Bicycle Plan
RBWG:	Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan
PAC:	Advisory committee to STA for implementing the Countywide Pedestrian Plan
RPC:	Ad hoc advisory committee to MTC for addressing pedestrian-related issues in the Bay Area

Bicycle Advisory Committee
Meeting Minutes
July 2, 2009

BICYCLE ADVISORY COMMITTEE CALL TO ORDER

The Bicycle Advisory Committee (BAC) meeting was called to order by Committee Chair, Barbara Wood, at approximately 6:35 p.m.

Committee Members Present:	Barbara Wood	Chair (Member-at-Large)
	Larry Mork	Vice-chair (City of Rio Vista)
	J.B. Davis	City of Benicia
	Jim Fisk	City of Dixon
	Randy Carlson	City of Fairfield
	Mike Segala	City of Suisun City
	Ray Posey	City of Vacaville
	Mick Weninger	City of Vallejo
	Glen Grant	Solano County

Others Present:	Garland Wong	City of Fairfield
	Scott Butler	City of Fairfield
	Gary ?	City of Fairfield (FAST)
	Nick Lozano	City of Suisun City
	James Loomis	City of Vacaville
	Matt Tuggle	Solano County Public Works
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA

I. CALL TO ORDER–SELF INTRODUCTIONS

Participants exchanged introductions.

II. OPPORTUNITY FOR PUBLIC COMMENT

Chair Wood commented that closing the Benicia State Recreation Area would be contradicting the reduction of Green House Gases (GHGs). Member Segala suggested sending a letter from the STA Board regarding this issue. He further commented that it is important that the bicycle route is maintained despite the potential closure of the park because it provides a vital connection from the I-780 Overcrossing project linking the Cities of Benicia and Vallejo. Member Segala commented that the letter should include references to Assembly Bill (AB) 32 and Senate Bill (SB) 375. The BAC's consensus was to get the letter approved by the STA Board at their July 8, 2009 meeting.

III. APPROVAL OF THE AGENDA: July 2, 2009

On a motion by Member Segala, and second by Member Carlson, the STA BAC unanimously approved the agenda with the amendment to change agenda item VII.A from an action item to an information item.

IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: May 7, 2009

On a motion by Member Carlson, and second by Member Segala, the STA BAC unanimously approved the minutes with the following corrections:

- Change the date listed at the top of the meeting minutes
- Change "Vice-Chair Segala" to "Member Segala"

V. APPROVAL OF MINUTES FROM JOINT MEETING: June 1, 2009

On a motion by Member Carlson, and second by Member Grant, the STA BAC unanimously approved the minutes for the joint BAC and PAC meeting.

VI. PRESENTATIONS

- A. Fairfield and Suisun City Transit (FAST) Bicycle Rack Policy: Presented by Scott Butler, FAST Sara Woo provided a brief introduction regarding the Member Grant's recent experience with taking a FAST operated bus. She explained that Mr. Scott Butler from FAST was present to explain the transit operator's bicycle rack policies and also to find out more information from the committee on ways to improve the policy. Mr. Butler provided a brief presentation regarding the current policies for bicycles on the FAST operated buses.

Mr. Butler explained Member Grant was not able to get on the bus because the driver was not properly trained on the various steps of protocol to accommodate a cyclist on the bus. He further explained that the driver is now trained. Mr. Butler commented that the Route 90 bus does not have racks because it is waiting for the State Controller to release the funds to the grant they were awarded. He also commented that the current policy on the Route 90 is that bicycles are not allowed on the bus, however, that the policy to allow bicycles is being reviewed.

Member Segala commented that he would like to see the transit operators working more closely together to ensure the accommodation of all users including bicyclists and their bicycles. Member Segala asked why there aren't bike racks installed on the sides and in the back of buses. Mr. Butler explained that it is regulated by CHP. Member Carlson expressed that he was extremely concerned about a policy listed under the Rules for Riding: "...a bus driver has the discretion to say no to a bicyclist." Mr. Carlson commented that the rule should be changed or removed completely. Sam Shelton commented that an example of a policy that is applied by the Bay Area Rapid Transit (BART) is to not allow bicycles during rush hour. Member Davis commented that policy #2 is also inappropriate. Member Davis asked why the racks in the front do not carry more bicycles. Mr. Butler explained that the maximum he has seen is three to four.

Mr. Butler will take bicycle policies #2 and #4 back for review and send the remarks back to STA staff. The committee thanked Mr. Butler.

- B. Safe Routes to School (SR2S) Program Update: Presented by Sam Shelton, STA Sam Shelton discussed the SR2S program. He explained that SR2S has completed two bicycle rodeos and safety assemblies, will be hiring two program coordinators, is scheduling more rodeos and safety assemblies, and is in the process of procuring a 10x6 SR2S trailer to store the equipment for rodeos. He further explained that the rodeo trailer would hold prizes, bicycles, cones, and other supplies. Mr. Shelton explained that he is looking for sponsors and that depending on sponsorship level; the logo of the business will be placed on the trailer. Member Segala asked what the total cost of the trailer would be. Mr. Shelton expressed that the cost would be between \$1,500 and \$3,000. He also explained that he is not only looking for monetary donations, but bicycles, equipment, and other items the committee might recommend would be acceptable. Member Segala commented that he would donate and suggested other resources: cycling clubs, Sudmax, Kaiser, Lowes, and Jelly Belly.

Member Mork asked where the funding for SR2S is coming from. Mr. Shelton explained that for the next fiscal year encouragement and enforcement: \$ from both air districts (about \$600k). He commented that last month, \$40k TDA was used to match \$48k for a SR2S project. Mr. Grant explained that he would be interested in volunteering and expressed the Solano Cycling Club's interest. Mr. Shelton explained that volunteers would be decided by the coordinator, however, that STA staff could send an e-mail to the BAC and PAC to identify which groups or individuals would be interested in helping. Mr. Shelton added that he will be sending out letters for sponsors in the upcoming weeks. Member Grant commented that he would like to see the SR2S committee's work plan. The BAC commented that they would like to see the SR2S work plan. Member Weninger commented that he could assist with generating volunteers if staff could provide information about where and when any events will be held and what type of assistance will be needed. Member Carlson explained that he could assist with training volunteers.

VII. ACTION ITEMS

A. Countywide Bicycle Plan Update – Purpose Statement, Goals, and Objectives

This item was moved for discussion only. Vice-chair Mork made a motion to form a subcommittee to review the information regarding the purpose statement, goals, and objectives. The committee's comments were as follows:

- Focus on bicycle transportation for commute and utility trips
- It is a fact that bicycles are widely used for recreation. Therefore, to encourage the utility trips through recreation, focus on the facilitation of comfortable and safe bicycle connections to destinations
- Do not want to create bicycle "trails," bicycle transportation is different from responsibilities of Parks and Recreation Districts
- Bicycles have a right to share the road, incorporate policies to expand the understanding that bicyclists and motor vehicles share the road
- Suisun Valley Road need of improvements
- For objective 5.7, remove "feasible and appropriate" Change to "include bicycles in..."
- Include Complete Streets: state, "it is the generally accepted ad best practice for this county"
-

These comments and others will be futher discussed at the subcommittee meeting.

Recommendation:

Form a subcommittee to meet and review the purpose statement, goals, and objectives for the Solano Countywide Bicycle Plan.

With a motion by Vice-chair Mork, and a second by Member Grant, the BAC approved a bicycle plan subcommittee to review future action items for the Solano Countywide Bicycle Plan update. This subcommittee will include Members Davis, Grant, and Mork.

VIII. INFORMATION ITEMS

A. Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Bicycle Projects

Sara Woo provided an overview of the call for projects schedule and notified the committee would be due on September 4, 2009. She explained that the goal was to solicit projects from not only the project sponsors, but also from the Bicycle and Pedestrian Advisory Committees. She commented that the BAC members could submit projects via e-mail to be included in a larger list of project submittals. Ms. Woo explained that the BAC would be developing criteria at a future meeting to select the appropriate projects to be included in the Countywide Bikeway Network. She also provided the committee with maps of existing and proposed countywide bikeway connections.

B. Benicia-Martinez Bridge Bicycle-Pedestrian Path Update

Sara Woo provided a brief update regarding the Caltrans Benicia-Martinez Bridge Bicycle-Pedestrian Path. She commented that the date for the ceremony has been set for August 29, 2009 and that there would be a bicycle rodeo and giveaways. Ms. Woo invited members of the committee who would be interested to volunteer for staffing the rodeo events.

C. MTC Regional Bicycle Working Group Meeting Update

Sara Woo discussed MTC's implementation of the Routine Accommodations checklist policy and how they plan to improve the process. She commented that MTC is planning to provide Bicycle and Pedestrian Counts in the San Francisco Bay Area and are still considering different funding options to fund the counts (i.e. TDA Article 3, Regional Bicycle Program funds, other). She further noted that STA staff and other Congestion Management Agencies (CMAs) recommended that MTC staff not use TDA Article 3 funds.

D. Solano Bicycle and Pedestrian Program Funding Outlook

Robert Guerrero explained the status of funding for the SBPP. He discussed the Regional Transportation Plan (RTP) strategy of splitting funds into the CMAQ portion into 2 cycles of 3 years (1st cycle is \$14 million for the next 3 fiscal years) and is working through various

committees on how CMAQ funds will be split up FPI, other projects, how the projects get paid out. He noted that there are approximately \$300k in TDA article 3 each year. It's a moving target will get 280-300k. Mr. Guerrero explained that \$400k is dedicated to McGary road over the next 2 years. Member Davis commented that he would like to see a policy developed that will require a local match for projects requesting funding from the SBPP. He further explained that it is a challenge to maintain a steady pool of funding for priority projects and that it will be important

IX. COMMITTEE COMMENTS/FUTURE AGENDA ITEMS

JB is no longer able to attend the Bay Area Bicycle Coalition (BABC) meetings and notified the committee that the seat for Solano County is open.

X. MEETING ADJOURNMENT

The meeting adjourned at approximately 7:55 p.m.

Minutes Prepared By: STA staff, Sara Woo



DATE: July 29, 2009
TO: STA BAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Alternative Modes
State of the System Report

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees will also be asked to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the "system" being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

Discussion:

The State of the System – Alternative Modes examines the bicycle and pedestrian network, alternative fuel systems, and plans and facilities that support Transit Oriented Development (TOD).

Bicycle and Pedestrian Network

Bicycle facilities consist of Class I separated bike paths, Class II striped bike lanes, and Class III signed bike routes. Some of the Class I facilities serve as mixed bicycle and pedestrian paths, while Class II and Class III facilities do not provide for pedestrian use. The planned county-wide bicycle network will ultimately consist of 181 miles of bike facilities, of which 121 miles have been built. In addition, each of the cities and the county have local bike facilities that are not considered part of the county-wide system.

Pedestrian facilities are typically much shorter in length than bicycle facilities, and are found around activity centers such as transit nodes and downtown districts. Some of the pedestrian facilities, such as plazas, serve both as routes of travel and community gathering areas.

Bike and pedestrian facilities are funded through Transportation Development Act (TDA) Article 3 funds, Congestion Mitigation for Air Quality (CMAQ) funds, the county share of the MTC Regional Bicycle program, and both Bay Area Air Quality Management

District Transportation Fund for Clean Air (TFCA) and Yolo Solano Air Quality Management District Clean Air Fund programs. Some additional funding is also available through the Transportation for Livable Communities (TLC) program discussed below.

Alternative Fuels

Broadly speaking, alternative fuels are substitutes for the typical gasoline and diesel engines that power most vehicles today. Alternative fuels are used to reduce the emission of air pollutants, such as Nitrous Oxides, soot and greenhouse gasses such as Carbon Dioxide. Alternative fuels may be clean burning hydrocarbon fuels such as compressed natural gas (CNG), all electric motors, hybrid systems, or experimental systems such as hydrogen fuel cells or compressed air motors. While some hybrid systems (such as the gasoline-electric cars such as the Toyota Prius) do not need special fuel infrastructure, most alternative fuel vehicles do need specialized supporting infrastructure such as fuel stations or maintenance facilities. Current alternative fuel strategies focus on supporting large fleets such as public transit buses or delivery vehicles. This approach leaves room for market signals to identify acceptable alternative fuel vehicles for broad private use.

Transit Oriented Development (TOD)

There has been a series of initiatives to support development of higher-density, mixed land uses within walking distance of transit hubs. These are generally considered TOD policies, and include Transportation for Livable Communities (TLC), Housing Incentive Programs (HIP) Station Area Planning Grants, and the new Priority Development Areas (PDAs). The State of the System – Alternative Modes report provides a list of existing TOD plans and projects in Solano County. MTC is proposing to require the future expenditure of TLC funds in designated PDAs. In Solano County, the cities of Benicia, Fairfield, Suisun City, Vacaville and Vallejo have designated PDAs; the unincorporated County and the cities of Dixon and Rio Vista do not have PDAs at this time.

The STA Technical Advisory Committee (TAC) reviewed the draft State of the System – Alternative Modes at its May 2009 meeting. The Alternative Modes Committee will review the draft State of the System – Alternative Modes on August 3, 2009. The Bicycle Advisory Committee and Pedestrian Advisory Committee will review the draft State of the System – Alternative Modes at their August 2009 meetings. At this time, STA staff is asking the BAC to review and provide comments on the draft State of the System report. All comments from the committees, including a second review by the TAC, will be compiled and presented to the STA Board.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft “State of the System – Alternative Modes” Report included as Attachment A.

Attachments:

- A. Draft “State of the System – Alternative Modes” Report

Alternative Modes State of the System Report

Preface

The Alternative Modes Element focuses on non-motorized travel, alternative fuel vehicles and transportation-related land use issues in Solano County. In order to properly chart a course for Solano County's many alternative modes, two things are needed: to know the status of the components of the Alternative Modes system at this time, and to describe the system as the STA wants it to be. This State of the System report for Alternative Modes examines the elements of the Alternative Modes system, and how they operate at the current time.

The elements of the Alternative Modes system are:

Bicycle and Pedestrian

Bicycle and pedestrian mobility allow people to commute to work and shopping, to recreate and to attend civic events, all without the need to drive. Recreational and civic events are frequently family affairs, while commuting to work by bicycle is more likely a solo event. Walking for employment is usually to or from a transit center, though in areas with higher-density mixed use it is reasonable to expect to be able to walk between home and work. California and the nation have seen a multi-decade trend towards reliance on personal vehicles and away from biking and walking, even for such local activities as getting children to elementary schools. There has been a corresponding reduction in physical wellness and an increase in obesity. Bicycle and pedestrian facilities provide a safe and efficient option for riders and walkers to use, while programs encourage children and adult riders to use those facilities.

Alternative Fuels

Since their inception, cars and trucks have almost exclusively been run on petroleum fuels. Now, there is a mix of economic, environmental and political factors pushing for alternative fuel sources. At the same time, there are technological breakthroughs that are allowing alternative fuel sources to be realistic choices for both individuals and vehicle fleet operators.

Alternative fuels technology is not just about the vehicle engine itself. It is also about supporting infrastructure, such as fuel storage, delivery and vehicle maintenance. It is also about invention and market choice, since there are many choices vying for legitimacy in the eyes of customers. An important aspect of an alternative fuels strategy is to not commit to a technology that may prove to not be viable.

Transit Oriented Development

The San Francisco Bay Area has been faced with two opposite trends in land use over the past few decades. The first trend is an increased suburban focus for new residences (where many new housing units are being built in small to medium cities on the periphery of the Bay Area) without a corresponding migration of well-paying jobs to those same suburban communities. The second trend is the growing pressure to reduce commute times, congestion and air pollution by increasing

the proportion of the commute carried by transit, and to have suburban residential development at a high enough density to support regional transit to central Bay Area jobs.

A series of regional proposals and land use philosophies have arisen to deal with this issue. The programs and philosophies use such names as New Urbanism, Transit-Oriented Development, Housing Incentive Programs, Sustainable Development, Bay Area FOCUS, and Transportation for Livable Communities (TLC). The Solano Transportation Authority adopted a countywide TLC plan in 2004, and has generally referred to all plans and programs that support high density development tied in to regional transit as TLC programs.

The adopted purpose statement for STA's TLC Plan is to:

“Provide a balanced transportation system to enhance the quality of life, support economic development, and improve accessibility for all members of the community by efficiently linking transportation and land uses utilizing multiple transportation modes.”

STA, the County and the seven cities have also seen TLC as a program that supports local walkable communities and neighborhoods, local and inter-county bicycle connections, and employment and retail centers that invite pedestrian and bicycle access and transit connectivity.

The State of the System – Alternative Modes report starts with identification of the physical components of the “system.” The Alternative Modes system consists of:

- The countywide bicycle system, consisting of Class 1 bike paths, Class 2 bike lanes and Class 3 bike routes. Local bikeways may connect to the countywide system, but are not part of it.
- The countywide pedestrian path system. In some areas, the pedestrian system is the same as the Class 1 bike path.
- Alternative fuel vehicles and supporting infrastructure.
- Transit-oriented development that is supported by or consistent with various land use initiatives such as Transportation for Livable Communities.
- Planning documents and programs that support the development of the components listed above.

This State of the System – Alternative Modes report will also examine operational and maintenance information for the Alternative Modes system. Operations and maintenance information is widely available for Transit and Arterials, Highways and Freeways infrastructure, but is less available for some of the Alternative Modes facilities.

CAPITAL ASSETS

Bikeway Network. The bicycle network consists of three classes of bikeways:

- Class 1 Bikeways (Bike Paths) are off-street multi-use facilities. They may be parallel to a roadway and separated by a barrier (such as on the Carqinez Bridge) or landscaping area (as planned for Jepson Parkway), or they may be on an alignment not associated with any roadway (such as Fairfield's Linear Park). Class 1 Bike Paths are typically 8 to 12 feet in width, carry 2-

way traffic, and have a mix of users (commute and/or recreational; bike, ped, skateboard and rollerblade) depending on location, topography and time of day.

- Class 2 Bikeways (Bike Lanes) are pavement striped for one-way bicycle travel on a road. Most Class 2 Bike Lanes are along the shoulder of the road, though some are located between travel lanes and on-street parking. The minimum width for a Class 2 Bike Lane is 5, with 8 feet being the maximum width feet. Class 2 Bike Lanes carry bike traffic in only one direction. Class 2 Bike Lanes are also identified by on-street painted text and logos. Class 2 Bike Lanes are almost exclusively used by bicyclists.
- Class 3 Bikeways (Bike Route) are on-street facilities that carry bicycle traffic on the edge of the travel lane, and are identified by signs along the side of the road. Class 3 Bike Routes are almost exclusively used by bicyclists. Class 3 Bike Routes carry bike traffic in only one direction.

The 2004 STA Countywide Bicycle Plan identifies the “regional” inter-city bikeway connections. The regional intra-city bikeway system is planned to consist of 181 miles of bikeways. Of that total, 129 miles exist as of January 1, 2009. The existing and planned bikeway inventory is detailed for each community and for each class of bikeway in the following tables.

Table 1.0 – Overall Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (ALL)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	11.7	5.2	\$6.1	69%
Dixon	6.4	2.3	\$1.5	74%
Fairfield	27.3	19.8	\$11.9	58%
Rio Vista	?	9.8	\$9.5	?
Suisun City	13.1	3.8	\$3.6	78%
Vacaville	30	15.5	\$17.3	57%
Vallejo	24.2	23	\$8.7	51%
County	33	92.7	\$47.4	26%
Total:	129.1	181.2	\$106.0	43%

Table 1.1 – Class I Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS I)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	4.4	0.2	\$0.184	0%
Dixon	1.8	0	\$0	100%
Fairfield	12.3	3.4	\$2.6	76%
Rio Vista	?	9.8	\$9.5	?
Suisun City	3.1	2.8	\$3.6	45%
Vacaville	10.4	9.9	\$9.8	54%
Vallejo	8.8	0	\$0	100%
County	0.4	15.4	\$26.5	9%
Total:	36.8	41.5	\$52.2	60%

Table 1.2 – Class II Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS II)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	4.2	4.5	\$3.0	48%
Dixon	4.6	2.3	\$1.5	67%
Fairfield	15	4.9	\$5.2	75%
Rio Vista	0	0	\$0.0	100%
Suisun City	0.8	0	\$0.0	100%
Vacaville	11.1	5.6	\$7.5	66%
Vallejo	13.5	22.5	\$41.3	38%
County	32.6	66.5	\$36.6	33%
Total	81.8	106.3	\$95.1	43%

Table 1.3 – Class III Bikeway Inventory

SOLANO COUNTY BIKEWAY NETWORK (CLASS III)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	3.1	0.5	\$0.2	86%
Dixon	0	0	\$0.0	100%
Fairfield	0	11.6	\$4.1	0%
Rio Vista	0	0	\$0.0	100%
Suisun City	0	1.8	\$0.2	0%
Vacaville	0	0	\$0.0	100%
Vallejo	1.9	0.5	\$0.2	79%
County	0	9.8	\$4.0	100%
Total	5	24.2	\$8.7	17%

Pedestrian Network. Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

Local pedestrian facilities are often centered around activity nodes such as the downtown, a community center or theater, or a major recreational area. Some facilities, such as plazas, can be set aside for large gatherings or use areas, as well as functioning as walking areas during most times. Regional pedestrian facilities, for which STA is the lead agency, complement the local pedestrian facilities, and are concentrated in areas that promote connections to transit or to regional facility linkage. The 2004 STA Countywide Pedestrian Plan is the existing document that identifies the regional access points to intra-city activity.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the *number of improvements* completed projects versus planned and secondarily by *cost* of completed versus planned projects. The percentage of the pedestrian network completed is calculated by

dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in Table 2.0.

Table 2.0 – Overall Walkway Inventory

SOLANO COUNTY PEDESTRIAN NETWORK

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/ TLC Projects	# of Pedestrian/ TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Alternative Fuels. There are two major sub-areas for alternative fuels: vehicles, and supporting infrastructure.

Vehicles. There are two primary types of alternative fuel vehicle systems on the road today; Compressed Natural Gas (CNG) and electric. In addition, there are hybrid vehicles with a petroleum engine working in some sort of combination with an electrical engine, and vehicles with engines modified to burn a gasoline/ethanol mix (flex-fuel vehicles). There are also alternative fuels such as hydrogen and even compressed air that are being tested in large vehicle fleets (Los Angeles Airport and UPS, respectively) but are not yet available to the public.

- CNG is a high-pressure gas (primarily methane), identical to the gas used in home heating and cooking. CNG is clean burning, making it an environmentally-attractive fuel option. Currently, only the Honda GX is sold as a CNG car available to the general public. The disadvantage of CNG as a vehicle fuel is the need for relatively large high-pressure storage tanks in a car (reducing passenger or cargo capacity), and significantly lower density of energy to volume than liquid fuels such as gas or diesel. The City of Vacaville has operated a program to assist residents of Vacaville, Dixon, Rio Vista and Eastern Solano County to purchase or lease CNG cars. As of May 2009, 125 participants have take advantage of the program. CNG is used to power numerous small industrial vehicles such as warehouse forklifts. It is also used for on-street local service fleet vehicles, such as postal delivery trucks and parking enforcement. It is increasingly being used in local-serving transit vehicles. The City of Vacaville

has 5 CNG buses serving local routes, and will replace an additional 10 diesel buses with CNG buses by the end of 2009.

- Electrical vehicles are those that operate entirely on electricity stored in an on-board battery. Hybrid electrical vehicles are not in this category. The first generation of electrical vehicles included such models as the early Honda Insight and Toyota RAV-4 EV. There were several technologies used to recharge the batteries of these vehicles. The relatively short range and long recharge time of these vehicles appears to have been a significant barrier to broad public acceptance. Most of the vehicles were leased out to fleet operators, and recalled by the manufacturers when the lease expired. Some individuals elected to keep their vehicles, as did some public fleet users such as the City of Vacaville, which still operates a fleet of 25 RAV-4 EVs. Vacaville's EV purchase assistance program helped more than 100 participants lease or purchase an EV.
- Vallejo Transit is replacing 18 diesel buses with hybrid diesel/electric vehicles in 2009 and 2010, with an additional 8 diesel/electric buses by 2013. These vehicles serve local transit routes.
- Alternative fuel vehicles cost more to purchase than conventional fuel vehicles. According to MTC, the cost to purchase a 30' CNG powered transit bus is approximately 12% more than the cost for a similar diesel bus. The cost to purchase a 30' hybrid diesel/electric bus is 34% more than the cost for a similar diesel bus.

Infrastructure. Infrastructure for alternative fuel vehicles consists of fuel storage and delivery, and maintenance facilities. In general, maintenance facilities that service conventional vehicles can also service CNG and electric vehicles with only minor upgrades.

- CNG vehicles can be refueled at commercial stations, or by means of an at-home installation. Currently, in Solano County there is one publically-available CNG fueling station, at the PG&E corporation yard in Vacaville. There are other sites for fleet vehicles, such as the new Solano Garbage maintenance yard. There is no inventory of CNG home fueling stations. The limited number and accessibility of commercial CNG fueling stations in comparison with gasoline and diesel makes a CNG vehicle less attractive for trips out of the region.
- Electrical vehicles must have their batteries recharged. Charging stations require direct connection to the electrical grid – solar and wind technology cannot charge an electrical car battery at this time. Charging also takes several hours, compared to a few minutes for a gasoline or CNG fueled vehicle. This is a significant disadvantage of electric vehicles. The STA, in conjunction with the Bay Area and Yolo Solano air districts, helped fund the installation of electric vehicle charging stations at a number of locations, including public buildings and park-and-ride lots. Many of those charging stations are now significantly under-utilized. Any major improvement in battery storage capacity or reduction in charging time would alter the balance of convenience between electric and conventional vehicles. While new technologies for electric vehicles (including Lithium Ion batteries and large capacitors) are under development, none are available to the commercial market at this time.

Transit Oriented Development. TLC projects are funded by two separate processes: MTC Regional TLC funds, and STA county-wide TLC funds. Below are current projects from both fund sources. These projects all provide for pedestrian use; many also act as links in the countywide bicycle system. In most cases, these projects are part of the bicycle and pedestrian network inventoried above.

MTC Regional TLC Funded Projects

- Suisun City's Main Street Pedestrian and Driftwood Drive Project (\$195,000). This project consists of streetscape improvements on the west side of Main Street and along Driftwood Drive in downtown, such as new street trees, drinking fountains, special pavement treatment at crosswalks, and information kiosks. The project was completed in 2001.
- Suisun City Driftwood Drive Pedestrian Way (\$350,000). The Driftwood Drive project, approved in 2002 and completed in 2007, involves the construction of a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the transit center anchored by the Capitol Corridor/Amtrak train depot and the Lotz Way park-and-ride lot. Project elements include construction of walkways on both sides of the Suisun Marina, associated landscaping, and a public plaza at the waterfront. The only element remaining to be completed is the new Driftwood Drive. The pedestrian plaza is used every year for such activities as 4th of July fireworks and free out-of-doors movies.
- Suisun City Jepson Parkway Bikeway and Transit Connection Project (\$500,000). This grant helped fund the construction of a one-mile Class I multiuse path with landscape and streetscape improvements on the east side of Walters Road, between Highway 12 and Bella Vista Drive. This is the initial phase of the bikeway along the twelve-mile Jepson Parkway from Suisun City, through Fairfield, the unincorporated county, and on to Vacaville.
- Rio Vista's Main Street Streetscape Improvement Project (\$650,000). Rio Vista provided enhanced pedestrian usability of Main Street, leading up to the Sacramento River and city hall, by installing landscaping, traffic calming corner treatments and improved sidewalks and crosswalks. The project was completed in 2000.
- Vacaville Davis Street Pedestrian and Gateway Improvements (\$482,000). This project provided for improved pedestrian streetscape through the removal of parking spaces and the installation of landscaping, and the installation of an artistic fountain and decorative paving. The project was completed in 2002.
- Vallejo Georgia Street Extension Project (\$800,000). As a part of the implementation of Vallejo's downtown revitalization efforts, this project improved the pedestrian connectivity between the Vallejo civic center complex (City Hall, library and post office) and the ferry building. Landscaping, pedestrian-scale street lighting and special pavement treatments were installed in this area as a part of the project.
- Vallejo Station (\$2,070,921). Project Description Pending.

STA Countywide TLC Funded Projects

- Vacaville Intermodal Transit Center (\$2,028,000). The Vacaville Intermodal Center was approved in 2008. The primary project feature is a central station for local and regional express bus service provided in 10 covered bus bays, with accompanying bike storage and parking for 600 vehicles. The project will ultimately include leasable space for office/retail providers. Located at the intersection of Ulatis and Allison drives near the center of Vacaville, the site is within walking distance of the Ulatis Cultural Center and a private school, several major shopping centers, and several hundred units of market-rate apartments and senior housing. The

project is also connected to the cross-town bike path along Ulatis Creek. Construction of the first phase of the project is scheduled for late 2009.

- Benicia State Park Road Bike and Pedestrian Bridge (\$1,000,000). State Park Road crosses Interstate 780 in western Benicia, and provides access from the majority of Benicia's newer residential areas and a shopping center to the Benicia State Park recreation area and to surface streets and paths connected to downtown Benicia. The project will widen the existing bridge in order to provide a Class 1 bike and pedestrian crossing of I-780 (bicycle and pedestrian traffic currently uses the actual travel lane to cross the bridge, at significant personal risk). The project is fully funded, and construction is anticipated in the summer of 2009.
- Solano County Old Town Cordelia Improvement Project (\$500,000). This project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting and new street landscaping. The basis of the proposed project comes from the Old Town Cordelia Improvement Project Concept Plan originally funded with the Metropolitan Transportation Commission (MTC) TLC planning funds and developed through a collaborative process with the Cordelia Area Task Force, the County of Solano, City of Fairfield and the STA. With the potential of additional TE funding in 2009, the project is ready for construction.
- Suisun City Driftwood Drive Waterfront Pedestrian Project (\$372,200). The City of Suisun City requested \$372,200 to complete the Driftwood Drive Waterfront Pedestrian Plaza. The proposed project includes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.
- Vacaville Creekwalk Extension (\$822,000). This project will extend Vacaville's Creekwalk pedestrian and bicycle path approximately 500 feet east to McClellan Street. The Creekwalk, which becomes the Ulatis Creek bicycle/pedestrian path, will eventually provide a connection from downtown Vacaville, under Interstate 80, to the Ulatis Cultural Center and the shopping, employment and residential areas on the east side of I-80.

Planning Documents. Finally, STA has adopted several Alternative Modes-related documents, and has helped fund TLC studies for member agencies.

STA Documents:

Solano TLC Plan – This is STA's overarching document for TLC, setting out broad goals and policies. Adopted in October of 2004, the Solano TLC Plan includes an inventory of TLC-type projects and funding programs that existed at that time. The Solano TLC Plan also sets out criteria for selection of project or plans for regional or local TLC funds. The local criteria for TLC planning funds are:

- The member agency has secured, or has attempted to secure, a substantial amount of the planning from city, county, regional, or impact fee funding sources, and needs

some additional funding to complete project studies during the fiscal year.

- The study includes either a project listed in the above stated MTC criteria or includes a TLC Corridor or special TLC candidate project or study area identified in the Alternative Modes or TLC Element of the CTP.
- The proposed study would likely result in the project moving forward for securing a TLC, regional or countywide, capital grant during the following 3-5 years after completion of the study.
- The project study would directly implement a transit hub, intermodal center, or a new expanded transit route or service identified in the Intercity Transit Element of the CTP.

The Solano TLC Plan also included a list of 26 capital improvement projects and planning efforts that are eligible as candidate projects for TLC and related funds as they become available. Those projects are:

Sponsor	Project Title
Benicia	First Street Streetscape and Parking Enhancements
Benicia	State Park Road Bike/Pedestrian Bridge
Benicia	Intermodal Train Station
County of Solano	Old Town Cordelia TLC Improvement
Dixon	Downtown Streetscape Phase 3
Dixon	West 'B' St. Pedestrian Under Crossing
Dixon	Multi-Modal Transportation Center
Fairfield	West Texas Street Gateway Project
Fairfield	North Connector Project
Fairfield	West Texas Street Urban Village Project
Fairfield	North Texas Street Transportation Center and Community Hub
Fairfield	Downtown Fairfield Live-Work Center
Fairfield	Vacaville-Fairfield Train Station Urban Center
Fairfield/ Vacaville (Multi jurisdictional)	Fairfield/Vacaville Intermodal Train Station
Fairfield/Suisun City Multijurisdictional	Main Street and Union Avenue Streetscape and Pedestrian Enhancements

Fairfield, Solano County, Suisun City and Vacaville Multijurisdictional	Jepson Parkway Segments 2,3,4,6,7 and 8
Rio Vista	Highway 12 Corridor Planning Study
Rio Vista	Highway 12 Corridor Improvements
Rio Vista	Waterfront Improvements
Suisun City	Main Street/ Downtown Streetscape Improvement Project (Phase II)
Suisun City	Driftwood Plaza Improvements
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Station Pedestrian and Streetscape Enhancements
Vallejo	Downtown Vallejo Renaissance Project
Vallejo	Mare Island Bicycle and Pedestrian Access Improvements
Vallejo	Sonoma Corridor Concept Plan

Jepson Parkway Concept Plan - The Jepson Parkway Concept Plan was adopted in 2004, before the Solano TLC Plan. Its purpose is to encourage the linkage between transportation and land use along the Jepson Parkway corridor (Leisure Town Road/I-80 in Vacaville to Walters Road/SR 12 in Suisun City) by developing a multi-modal corridor that supports transit and provides guidelines so the four communities on the parkway can build in an integrated fashion. The Jepson Parkway Concept Plan includes elements on the integration of transit, bicycle and pedestrian paths, and landscaping, as well as guidelines for compatible land uses and a roadway implementation plan.

North Connector TLC Corridor Concept Plan – Adopted in 2008, this plan sets out TLC concepts regarding transit access and incorporation, bike and pedestrian access and pathways, landscaping, and signage for the North Connector, running from SR 12/Red Top Road east through the Cordelia portion of Fairfield and Lower Suisun Valley in the unincorporated County, and ending at Abernathy Road. The North Connector, like the Jepson Parkway, will provide a non-freeway alternative for local traffic. The TLC Corridor Concept Plan can be incorporated by the City of Fairfield as it installs infrastructure in new development along the corridor, and will be included in the new roadway segments to be constructed by STA and the County.

Solano Countywide Bicycle Plan – This plan was updated in 2004, and is intended to guide the development of a unified bicycle system throughout the county. This includes the development of regional facilities that connect the communities of Solano County, as well as connecting to bicycle facilities in adjoining counties. It also promotes a unified signage and way finding system. This document, along with the Bicycle Advisory Committee, has guided the STA’s investments in bicycle facilities since its adoption.

Solano Countywide Pedestrian Plan – This plan was also updated in 2004, and serves a function similar to that of the Bicycle Plan. The goal of the Pedestrian Plan is to encourage and support walking as a means of transportation in Solano County. This includes creation and enhancement of *connections* that support pedestrian movement, and the creation or enhancement of *places* that support pedestrian travel or activity. “Walking” in this context includes accommodating people using wheelchairs and other types of mobility assistance. This plan recognizes that pedestrian facilities are location-specific, and are linked to each other by other modes of travel, be they transit, bicycle or auto.

Safe Routes to School Plan – This is the newest of the TLC-related plans, and was adopted in February of 2008. The two most common reasons cited by parents as to why they do not let their children walk or bicycle to school is that the “school is too far away” and that there is “too much traffic danger”. Safe Routes to Schools is intended to encourage and assist children to walk or ride a bike to school, thereby improving children’s health and reducing auto trips. The plan was adopted after an extensive public outreach effort, including the involvement of all seven school districts and the Solano County Office of Education. The Safe Routes to School plan identifies Education, Enforcement and Encouragement programs and Engineering projects to improve the safety of children’s home-school-home trips.

Member Agency Documents:

None of the 7 cities and the county have community-wide TLC plans. However, several jurisdictions have adopted location-specific TLC plans.

Solano County Old Town Cordelia Plan – Solano County adopted a TLC Improvement Plan for Old Town Cordelia in September 2004. After a public outreach program was completed, the Plan was developed with 4 primary goals: installation of a new bike/pedestrian path, new trees and other landscaping, installation of historic markers, and installation of other bike/pedestrian-friendly amenities. Many of the elements described in the plan have subsequently been funded and installed.

Rio Vista Waterfront Plan – Rio Vista was one of 5 Bay Area communities to receive an MTC regional TLC planning grant in 2000 for its Waterfront Plan. The Plan was adopted in 2007, and served as the basis for a follow-up TLC capital grant for enhanced pedestrian crosswalks and landscaping in the downtown and riverfront areas. In a follow-up action, the City adopted a Waterfront Specific Plan, partly funded by STA-provided TLC planning funds. The Waterfront Specific Plan provides detailed land use information that can help implement a broad land use vision for the waterfront area, including TLC-supporting higher density land uses and supporting infrastructure.

Vacaville Creekwalk/Opportunity Hill Plan – The City of Vacaville received a TLC planning grant in 2005 for the extension of the Creekwalk project in downtown Vacaville and the development of a land use plan for the adjacent Opportunity Hill area. The project area is within walking distance of two transit centers in Vacaville, and will support additional residential

development adjacent to the historic downtown core of the city. The plan was adopted in November of 2007.

STA Jepson Parkway Plan – see description above.

Fairfield West Texas Street and Allan Witt Park Transportation Linkage Plans – The City of Fairfield developed two TLC plans for the western end of Texas Street. The plans identify improved pedestrian linkages, including crosswalks and signage, for the Allan Witt Park area of West Texas Street. Adjoining Witt Park are the Fairfield Transportation Center, a major regional transit and park-and-drive hub, shopping and multi-family housing.

Vallejo Sereno Bus Transit Center – This project provided plans for improved pedestrian access to the Sereno bus transfer center, located next to the intersection of Sereno Avenue and SR 29/Sonoma Blvd. The Sereno Avenue bus transfer facility is one of the major transfer points for Vallejo Transit, the largest transit provider in the county. The TLC plan served as the basis for a subsequent MTC TLC capital grant.

OPERATIONS

This section is divided into three parts to address the operations of both the bikeway network and pedestrian network collectively. To help measure the operations of non-motorized travel, three summary categories of data collection were considered. There are:

- Bicycle and Pedestrian Activity Data Collection (bicyclist and pedestrian counts);
- Safety (traveler-vehicle collision data); and
- Mode Share (usage statistics of all modes)

Bicycle and Pedestrian Activity Data Collection: Bicyclist and Pedestrian Counts

In 2002, the Metropolitan Transportation Commission (MTC) reported data from their Bicyclist and Pedestrian Data Collection project, which collected bicyclist and pedestrian counts. The purpose of conducting bicyclist and pedestrian counts is to determine the current usage levels at various types of bicycle and pedestrian facilities throughout the nine-county Bay Area region (Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo and San Francisco counties). The counts alone do not determine the need or merit for improvements to a corridor or intersection. Although the STA has not conducted a countywide data collection effort, it is consistent with MTC’s efforts. The following table shows the most recent counts:

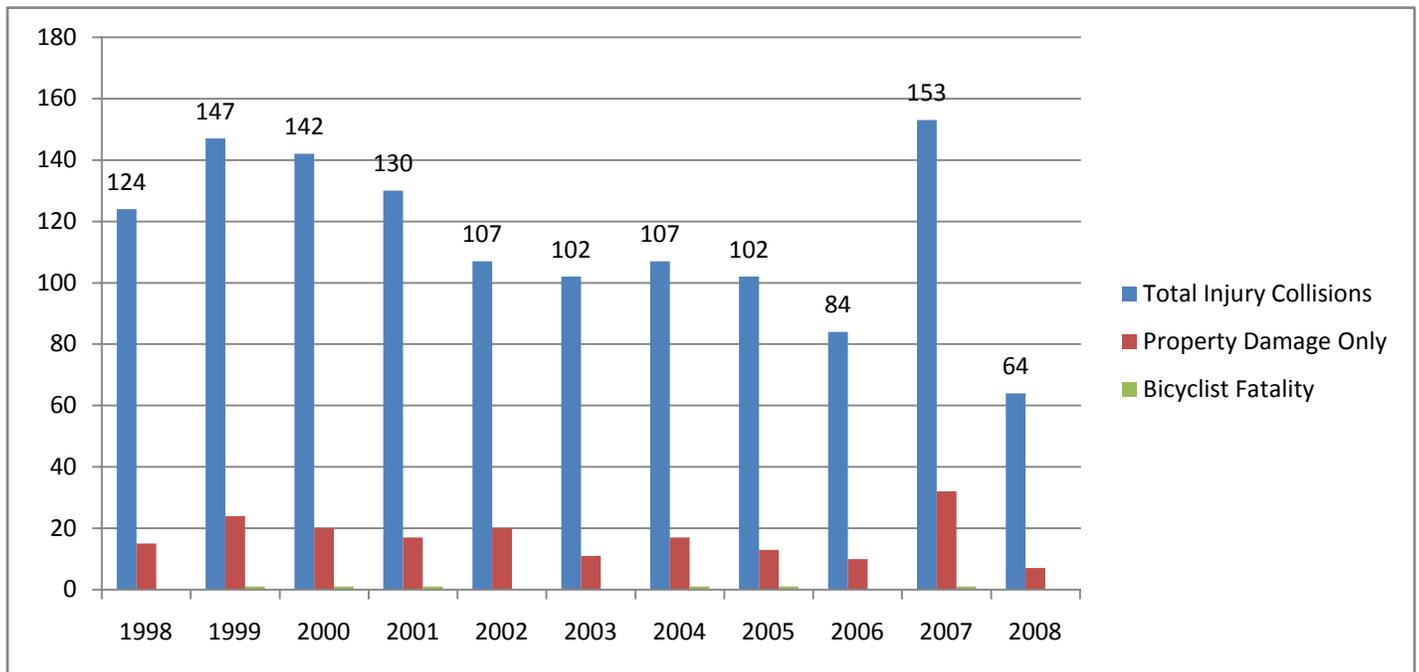
MTC BICYCLISTS AND PEDESTRIAN COUNTS (2002)

Agency	Location	AM Ped	AM Bike	PM Ped	PM Bike
Benicia	Military East @ 2 nd Street	19	3	15	0
County	Dixon-Davis Bike Route @ Vaughn	0	0	3	0
Dixon	First Street @ C Street	62	8	17	10
Fairfield	Hwy 12/Jameson Canyon Rd @ Red Top Rd	0	0	1	0
Fairfield	Travis @ Texas	94	17	95	33
Rio Vista	Downtown Waterfront Path	5	0	23	2
Suisun City	Main @ Lotz	35	3	55	1

Vacaville	Alamo @ Nut Tree	95	48	60	38
Vacaville	Downtown Creekwalk	75	37	159	47
Vallejo	Solano Bikeway @ Columbus Pkwy	2	0	0	4
Vallejo	Waterfront Path	64	0	123	0
Total:		451	116	551	135

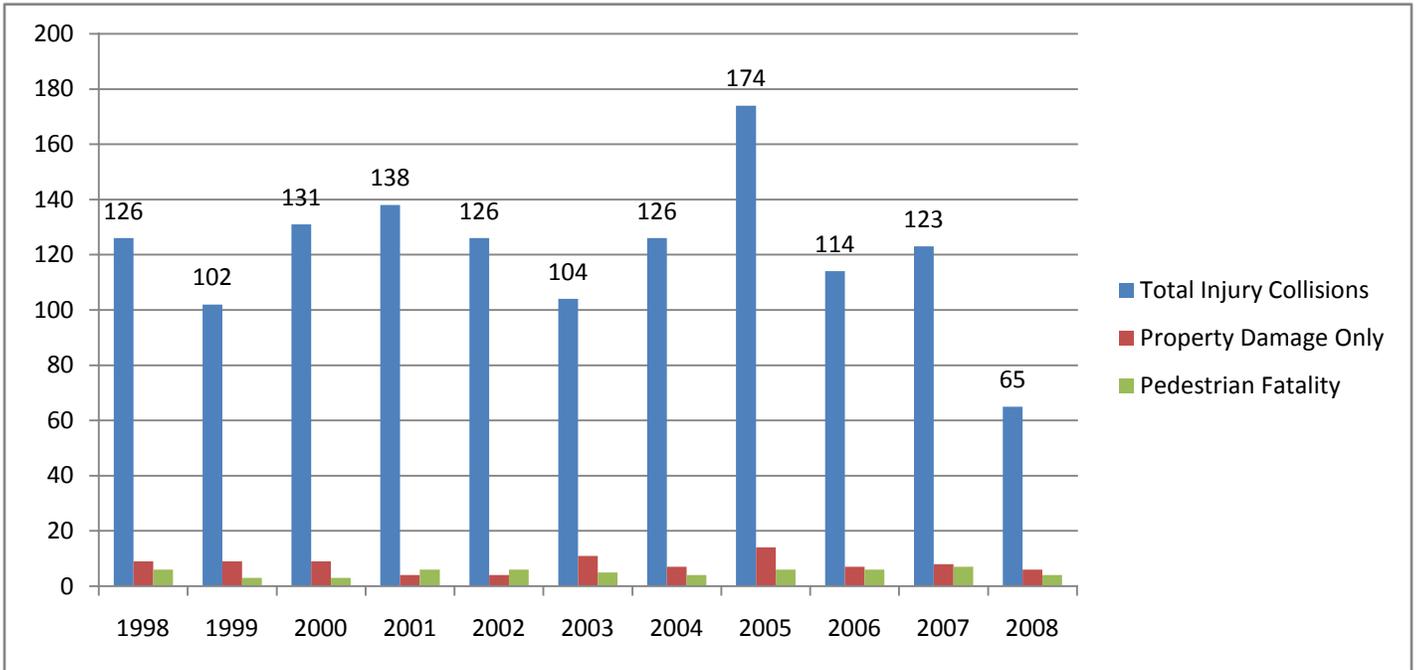
Safety: Traveler-Vehicle Collision Data (1998-2008)

BICYCLE/VEHICLE COLLISIONS IN SOLANO COUNTY



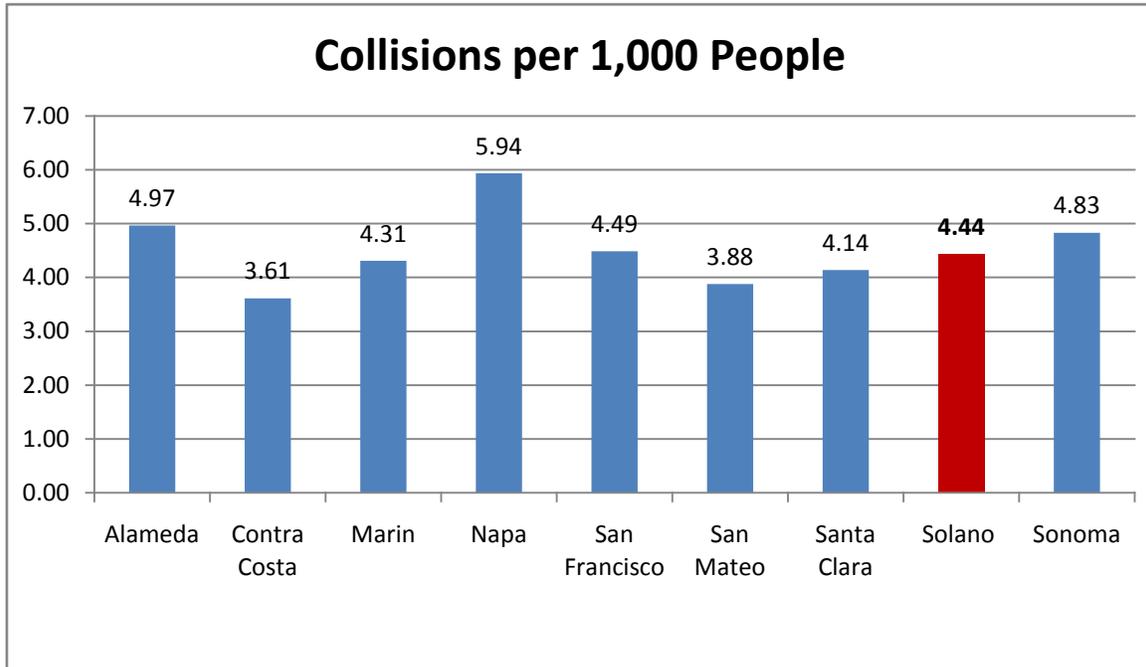
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	124	109	15	0
1999	147	122	24	1
2000	142	121	20	1
2001	130	112	17	1
2002	107	87	20	0
2003	102	91	11	0
2004	107	89	17	1
2005	102	88	13	1
2006	84	74	10	0
2007	153	120	32	1
2008	64	57	7	0

PEDESTRIAN/VEHICLE COLLISIONS IN SOLANO COUNTY



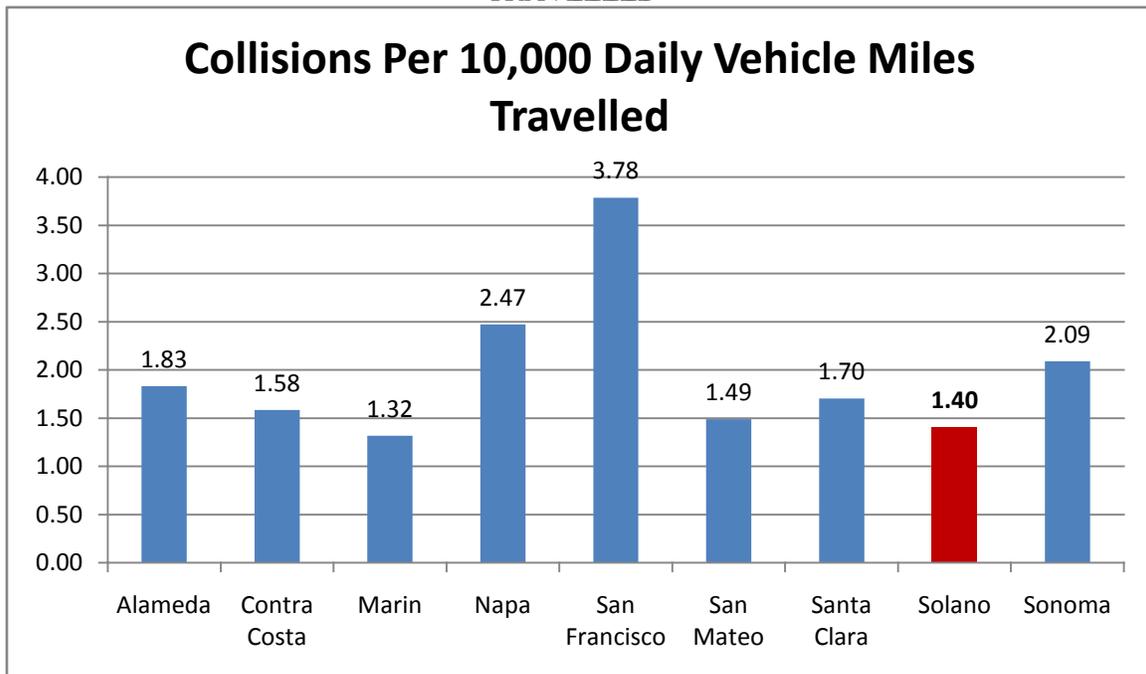
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	141	126	9	6
1999	114	102	9	3
2000	143	131	9	3
2001	148	138	4	6
2002	136	126	4	6
2003	120	104	11	5
2004	137	126	7	4
2005	194	174	14	6
2006	127	114	7	6
2007	138	123	8	7
2008	75	65	6	4

COMBINED BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS* PER 1,000 PEOPLE



*Total fatalities plus injuries in 2001; from Statewide Integrated Traffic Records System (SWITRS)

BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS PER 10,000 DAILY VEHICLE MILES TRAVELLED*

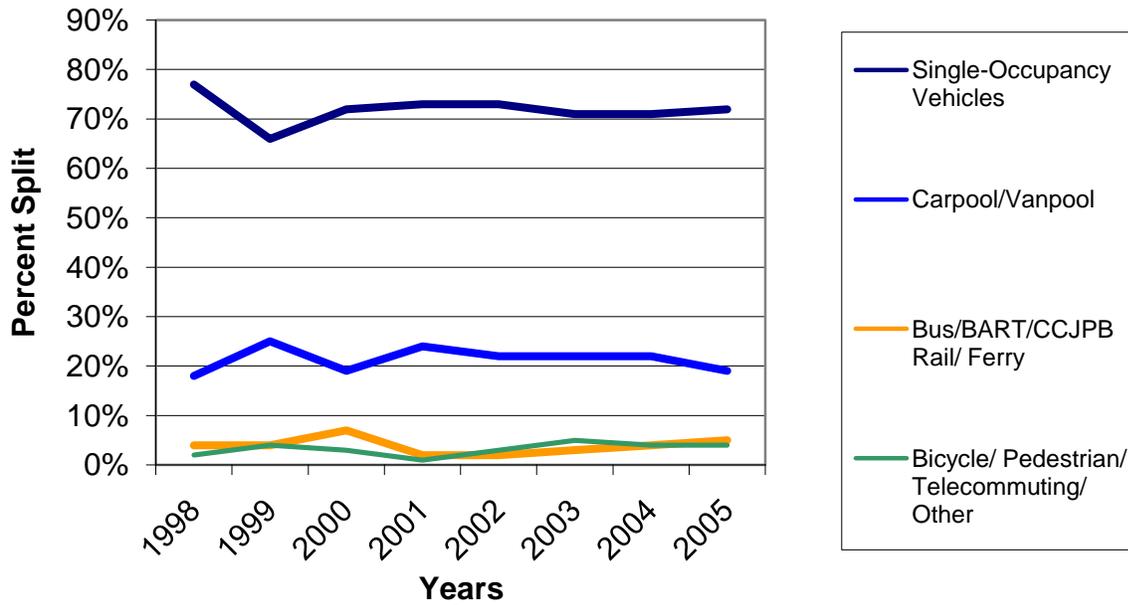


*2008 data from Caltrans, Office of Travel Forecasting and Analysis; www.dot.ca.gov/hq/tsip

Mode Share: Usage Statistics of All Modes

The 2007 Solano Congestion Management Program (CMP) defines the mode share or mode split as percent of trips per mode per year. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing, non-motor vehicle travel and telecommuting, the use of single-occupant vehicles (as a percentage of all modes) will decrease. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



	Single-Occupancy Vehicles	Bus/BART/Capitol Corridor Rail/ Ferry	Carpool/ Vanpool	Bicycle/ Pedestrian/ Telecommuting/ Other
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

Funding

Alternative Modes transportation have several dedicated funding sources. Only the Transportation Development Act (DA) Article 3 funds are dedicated specifically to bicycle and pedestrian facilities. (Once every 5 years, a portion of the TDA Article 3 funding can be used to update bicycle and pedestrian master plans.) Other fund sources, such as the federal Congestion Mitigation for Air Quality (CMAQ) funds, can be used for a variety of projects or programs, not all of which are covered by the Alternative Modes element.

The following table shows the cumulative funding amounts from each program over the past four (4) fiscal years (FY):

Program	FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09	Total
SBPP ¹	\$327,256	\$302,000	\$953,098	\$2,285,000	\$3,867,354
TLC	N/A	\$125,000	\$1,400,000	\$2,262,000	\$3,787,000
CAF ²	\$290,000	\$360,000	\$420,000	\$420,000	\$1,490,000
TFCA ³	\$340,000	\$320,000	\$332,614	\$140 - 160,000	\$1,142,614
FY Totals:	\$957,256	\$1,107,000	\$3,105,712	\$5,117,000	\$10,286,968

1 - Solano Bicycle and Pedestrian Program (SBPP)

2 - Yolo-Solano Clean Air Fund (CAF) Program

3 - Transportation Fund for Clean Air (TFCA)

The Regional Transportation Plan (RTP) adopted by MTC in 2009 anticipates a doubling of money for TLC programs and projects. The RTP also proposes to dedicate regional bicycle and pedestrian funds specifically to bicycle projects. However, it is not certain that when money will actually be available, or in what year of the RTP it will be funded. SBPP funds are a mix of TDA and CMAQ. TDA is a relatively steady fund source, but is relatively small (average of \$375,000 per year for the last 4 years). CMAQ funds are provided through the federal transportation legislation. Because they are federal and related to air quality, there are limits on the use of the funds, and a high administrative burden. Similarly, TFCA and Clean Air funds are focused on projects or programs that have a direct impact on air quality; and, in the case of the TFCA funds, come with a substantial administrative burden.

Although the funding for Alternative Modes capital projects is relatively small and uncertain, there is almost no demand for operational funds. This is actually a benefit for Alternative Modes, since operation funds are typically the most unreliable types of funds.

Conclusions

Alternative modes facilities and vehicles provide a small proportion of the total number of commute and shopping trips on a county-wide basis. They appear to provide a slightly larger share of the recreational trips, and are starting to provide a growing portion of the home-school trip pattern. Alternate modes can provide an important link to mass transit, such as bus, train or ferry terminals. Programs such as TOD and TLC can improve pedestrian access to mass transit by increasing the number of dwelling units near transit centers, and/or by improving the quality of the non-motorized trip from housing to transit. Given the high proportion of Solano's commute that uses carpooling, it may be appropriate to increase the emphasis on improving bicycle and pedestrian access to park and ride lots.

Alternative fuel vehicles have the potential to play an increased role in providing mobility that produces fewer air pollutants, especially from fleet vehicles such as transit buses or delivery vehicles. This addresses the issue of air quality, but not the issue of congestion.

Whether the future emphasis of alternative modes is on bicycle and pedestrian facilities, TOD, alternative fuels, or a balanced approach as is currently taken, any change is likely to be incremental. Available funding and the typically slow pace of changes in consumer spending, especially for major ticket items such as vehicles or housing, mitigates against any sudden change.



DATE: July 30, 2009
TO: STA BAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

VI.A Fairfield and Suisun City Transit (FAST) Bicycle Policy Update – (Scott Butler, FAST)
On July 2, 2009 Fairfield and Suisun City Transit (FAST) staff, Scott Butler, provided a presentation regarding the bicycle/bicyclist related policies on the FAST system. In follow up to suggestions made by the BAC, FAST is in the process of updating their policies to reflect that comments made by the BAC. Based on suggestions provided by the BAC, the policies are also being revised to provide a more simplified guide for passengers and their bicycles. Additionally, Route 90 will now allow bicycles. No attachments.

VI.B Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Bicycle Projects – (Sara Woo, STA)
On June 10, 2009, the STA Board authorized the Planning Director to execute a call for projects for the Comprehensive Transportation Plan (CTP). As part of this effort, STA planning staff will be working with the BAC and Pedestrian Advisory Committee to identify appropriate bicycle and pedestrian projects. A list of projects has been prepared by STA staff for the BAC members to consider (**Attachment VI.B**, page _). This list was presented to the BAC at their July 2, 2009 meeting. Projects on this list include all projects from the 2005 Alternative Modes Element and 2004 Bicycle Plan. The goal of the 2008/2009 update will be to consolidate both lists into one list to be included in the Alternative Modes Element. This list of bicycle projects will be mapped and used in the Countywide Bicycle Plan as well. A subcommittee will convene in August 2009 to review the Solano Countywide Bicycle Plan purpose statement, goals, objectives, and criteria for selecting regional bicycle projects. Criteria for selecting regional bicycle projects will be developed by the BAC at their September 2009 meeting.

VI.C California State Budget Update – (Sara Woo, STA)
The \$85 billion California State budget was signed by Governor Schwarzenegger on July 28, 2009. The budget includes additional cuts to welfare programs, health care for the poor, and AIDS prevention efforts. The Governor used his line-item veto authority to save an additional \$656 million that will let the state restore a reserve fund. \$6.2 million was cut from State Parks. STA staff is working with its legislative analyst Sean Yoder to find out how the budget will impact transportation as well as specific impacts on bicycle and pedestrian funding. Further details will be provided at the August 6, 2009 BAC meeting. No attachments.

VI.D Benicia-Martinez Bridge Bicycle-Pedestrian Path Ribbon Cutting Ceremony – (Sara Woo, STA)

The date for the ribbon cutting ceremony is Saturday August 29, 2009. STA and the City of Benicia will be coordinating a communitywide Bicycle Rodeo. A bicycle rodeo is a workshop that helps teach children the importance of riding a bicycle safely and what skills and precautions they need to develop to have a safe time on their bicycles. BAC members are encouraged to attend the event and volunteer for the bicycle rodeo event. Further information will be provided at the August 6, 2009 meeting. No attachments.

VI.E Safe Routes to School Program Update – (Sam Shelton, STA)

At the July 2, 2009 BAC meeting, the committee requested additional information about the Safe Routes to School Advisory Committee (SR2S-AC) work plan and mapping project. The SR2S-AC met on July 29, 2009 (**Attachment VI.E1**) to discuss the program and safety coordinator work plans for FY2009-10 and FY2010-11 (**Attachment VI.E2**). The SR2S-AC also met to review and act on the criteria for selecting routes for the SR2S mapping project (**Attachment VI.E3**).

Local Agency Alternative Modes Projects Listed in 2005 CTP

Benicia:

Widen State Park Road Overcrossing I-780 with Bike/Ped Access
Construct Benicia Bridge Bike Path and Walkway Improvements
Construct Park Road (Adams to Oak) Bike Path and Walkway Improvements
Construct First Street Streetscape Project
Construct 3 New Park-n-Ride Facilities
Install Bike and Walkway Connections to the Historic Arsenal, Clocktower and Camel Barn Facilities
Install Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge
Install Citywide Bike Path Improvements Per General Plan/ CIP
Install Citywide Walkway Improvements Per General Plan/ CIP
Install Citywide Traffic Calming Improvements
Construct Benicia Intermodal Transportation Station
Provide Ferry Service to Benicia

Dixon:

City Bikeway Plan
Provide a grade separated pedestrian crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center
Intercity Bike Routes (to Vacaville)
Downtown Streetscape Project (Phases 2 & 3)
Dixon Multimodal Transportation Center
Alternative vehicle partnerships
Air quality projects
Add additional park and ride lots along the I-80 Corridor

Fairfield:

Fairfield/Vacaville Multi-modal Rail Station
Expand Fairfield Transportation Center
Acquire Land and Develop Transit Operations Center
Commuter Information Systems (GPS)
ADA Access at bus facilities
Expand local bus service
Expand express bus service
Construct N. Texas Bus Transfer Facility
Provide change of mode facilities

Rio Vista:

Waterfront Bikeways
General Plan Pedestrian/Bike System
SR 12 Pedestrian Underpass
Riverfront Access Signage Project
SR 12/Church Park-and-ride lot
SR 12/Waterfront Streetscape Project
Community Design Program

Solano County:

Old Town Cordelia Improvement Project
Pleasants Valley Road Bike Route
Jepson Parkway Bike Path and Landscaping Project
Green Valley Corridor Landscaping Project
Reopening of McGary Road
Vacaville-Dixon Bike Route
Fulton Avenue Sidewalk
Solano County Bridge Replacements to Provide Pedestrians and Bicycles

Suisun City:

SR 12 Pedestrian/Bike Gap Closure Path
Driftwood Waterfront Pedestrian Plaza
Petersen Road Bike Path
Blossom/UPRR Pedestrian Grade Separation
SR 12 Pedestrian Path (south side)
Suisun Marsh Pedestrian/Bike Path
Park-and-ride lot Landscape Project
Eastern Suisun City Park-and-ride lot
Main Street Improvements (Phase 2)
Rail Station Improvements
Union Pacific Railroad Sound Walls
Kellogg Street Waterfront Improvements

Vacaville:

Ulati Creek and Alamo Creek Bike Routes
Centennial Park Bike Route
Bicycle signage and markings
Bicycle route landscaping
Downtown Multi-Family Housing Program
Electric Vehicle Subsidy Program
Electric Vehicle Charging Station Program
Fleet replacement with alternative fuels

Vallejo:

Bay Trail Completion
I-80/Turner Overcrossing Bike Lanes
Blue Rock Springs Pedestrian/Bike Path
Columbus Parkway Pedestrian/Bike Path
I-780 Pedestrian/Bike Grade Separation
Fairgrounds Drive Pedestrian/Bike Path
Broadway Pedestrian/Bike Path
Mare Island Pedestrian & Bike System
Curtola Park-and-ride lot expansion
Ferry transit-oriented development
Investigate water taxi stops at Mare Island
Sonoma Blvd/ SR29 TLC Corridor

Bicycle Projects Listed in 2004 Countywide Bicycle Plan

Benicia
Benicia Rd – Solano Ave to Rose Dr (CII) – Vallejo to Benicia
Interstate 780 Overcrossing – Rose Dr to Benicia State Recreation Area (CI) – Vallejo to Benicia
Military East – Park Rd to 1 st St (CII) – Benicia to Martinez
First St – Military West St to West I St (CII) – Benicia to Martinez
West I St – First St to West 9 th St (CII) – Benicia to Martinez
2nd St – Military East St to Lake Herman Rd (CII) – Benicia to Martinez
Lake Herman Rd – Benicia city limit to Lopes Rd (CII)

Dixon
Porter Rd – Hawkins Rd to Adams St (CII) – Vacaville Dixon Route
Adams St – Porter Rd to SR113 (CII) – Vacaville Dixon Route

Fairfield
Dover Rd – Paradise Valley Rd to Fairfield Linear Park Pthwy (CII) – Fairfield Vacaville Route
Cement Hill Rd – Peabody Rd to Walters Rd (CI) – Jepson Pkwy
Walters Rd – Cement Hill Rd to Air Base Pkwy (CI) – Jepson Pkwy
Walters Rd – Air Base Pkwy to East Tabor Ave (CII) – Jepson Pkwy
Linear Park Pathway Extension – North Texas St to Cement Hill Rd (CI) – Solano Bikeway
Red Top Rd – Linear Park Pthwy to McGary Rd (CII) – Solano Bikeway
McGary Rd – Red Top Rd to American Canyon Rd (CII) – Solano Bikeway*

*fully funded

Rio Vista
Multi-use pathway on north side of SR 12 – Azevedo Rd to Rio Vista Bridge (CI)
Rio Vista Loop

Solano County
Hawkins Rd – Leisure Town Rd to Pitt School Rd (CII) – Vaca Dixon Bike Route
Pitt School Rd – Hawkins Rd to Porter Rd (CII) – Vaca Dixon Bike Route
Vanden Rd – Leisure Town Rd to Peabody Rd (CI) – Jepson Pkwy
Shoulder improvements on SR12 (CII) – Central County Bikeway
SR 29 – Curtola Pkwy to Maritime Academy Dr (CII) – Vallejo to Carquinez Bridge
Lopes Rd – Lake Herman Rd to Mangels Blvd (CIII) – Benicia to Cordelia
Pleasants Valley Rd – Cherry Glen Rd to Yolo County Line (CII) – Pleasants Valley Route
Cherry Glen Rd – Nelson Rd to Pleasants Valley Rd (CII) – Pleasants Valley Route
Lake Herman Rd – Vallejo city limit to Benicia city limit (CII)
Suisun Valley Rd – Mangels Blvd to Napa County line (CII)
Mankas Corner Rd – Suisun Valley Rd to Abernathy Rd (CII) – Abernathy/Mankas Corner Rte
Abernathy Rd – Mankas Corner Rd to Rockville Rd (CII) – Abernathy/Mankas Corner Rte
Abernathy Rd – Rockville Rd to Linear Park (CI) – Abernathy/Mankas Corner Rte
SR12 BikePed Overcrossing – Red Top Rd to North Connector (CI)
Gibson Canyon Rd – Vacaville city limit to Cantelow Rd (CII)
Class I Bike Bridge using abandoned RR – Solano County to Yolo County (CI) – Putah Creek Bridge

Note: Projects Identified as Secondary in 2004 Solano Countywide Bicycle Plan are Highlighted

Suisun City
Walters Rd – East Tabor Ave to SR 12 (CI) – Jepson Pkwy
Multi-use pathway on north side of SR 12 – Marina Blvd to Amtrak Station (CI) – Central County Bikeway
Pintail Drive – Sunset Dr to Walters Rd (CIII)
McCoy Creek Path – SR 12 to Pintail Dr (CI) - COMPLETED
McCoy Creek Path Cackling Dr – Pintail Dr to Canvasback Dr (CI) – McCoy Creek Trail
McCoy Creek Path Canvasback Dr – Cackling Dr to 0.1 mile east of Sunset Drive (CI) – McCoy Creek Trail
McCoy Creek Path Sunset Dr – Canvasback Dr to Blossom Ave (CI) – McCoy Creek Trail

Vacaville
Elmira Rd Pathway – Meridian Rd to Alamo Creek east of Leisure Town Rd (CI) – Fairfield Vacaville Route
Stevenson St – Davis St to Merchant St (CI) – Fairfield Vacaville Route
Nelson Rd Pathway – Pena Adobe to Paradise Valley Rd (CI) – Fairfield Vacaville Route
Merchant St – Stevenson St to Alamo Dr (CI) – Fairfield Vacaville Route
Leisure Town Rd – I-80 to Ulatis Creek Pkwy (CI) – Jepson Pkwy
Leisure Town Rd – Ulatis Creek to Alamo Dr (CI) – Jepson Pkwy
Leisure Town Rd – Alamo Dr to Vanden Rd (CI) – Jepson Pkwy
Gibson Canyon Rd – East Monte Vista Ave to Vacaville city limit (CII)
Ulatis Creek Bicycle Path – Allison Dr to Ulatis Dr (CI) – Ulatis Creek Bike Path
Centennial Bikeway – Vaca Valley Pkwy to Browns Valley Pkwy (CI) – Centennial Bikeway

Vallejo
Columbus Pkwy – I-80 to Georgia St (CII) – Solano Bikeway
Admiral Callaghan Ln – Columbus Pkwy to Redwood St (CII) – Solano Bikeway
Fairgrounds Dr – Turner Pkwy to Redwood St (CII) – Solano Bikeway
Mariposa St – Claremont St to Solano Ave (CII) – Solano Bikeway
Solano Ave – Mariposa St to Sonoma Blvd (CII) – Solano Bikeway
SR 37 multi-use path – SR 29 @ Mini Dr to Sonoma County Line (CI) – Vallejo to Sonoma County
Valle Vista Ave – Redwood Blvd to Sacramento St (CII) – Vallejo to Sonoma County
Sacramento St – Valle Vista to SR 37 (CII) – Vallejo to Sonoma
Mare Island Wy – Vallejo Ferry Terminal to Curtola Pkwy (CII) – Vallejo to Benicia
Curtola Pkwy – Mare Island Wy to Sonoma Blvd (CII) – Vallejo to Benicia
Sonoma Blvd – Curtola Pkwy to Solano Ave (CII) – Vallejo to Benicia
Solano Ave – Benicia Rd to Sonoma Blvd (CIII) – Vallejo to Benicia
Alameda St – Solano Ave to Broadway Blvd (CII) – Vallejo to Napa
Broadway – Alameda St to Napa County Line (CII) – Vallejo to Napa
Lake Herman Rd – Columbus Pkwy to Vallejo city limit (CII)

STA and Other
Business Center Drive (North Connector) – SR 12 West to Abernathy Rd (CII)
SR 12 – Napa County Line to Red Top Rd (Alternative A, CI) – Update for Jameson Canyon
SR 12 – Napa County Line to Red Top Rd (Alternative B, CII) – I-80/I-680/SR12 Interchange project (designed)
Various Projects for Cross State Bicycle Route (Tahoe to Bay Area)

Note: Projects Identified as Secondary in 2004 Solano Countywide Bicycle Plan are Highlighted

Bicycle Projects Listed in the 2001 South County Bicycle Plan

1. Develop an I-80 Gap Closure Project connecting the Solano Bikeway and eastern portion of Vallejo with central and western Vallejo and to the Sonoma County line.
2. Ensure bicycle access is maximized with the scheduled programmed improvements to State Route 37
3. Identify a feasible alignment for the San Francisco Bay and Ridge Trails in both Benicia and Vallejo, especially the connections across I-80 and Hwy 12
4. Develop plans to enhance the bikeway connection over I-780 into the Benicia State Recreation Area
5. Ensure that the new Carquinez Bridge with its programmed bikeway provides connectivity to the community
6. Ensure that the new Benicia-Martinez Bridge with its programmed bikeway provides connectivity to the community
7. Develop plans for a trail along the I-680 frontage roads between Goodyear and Ramsey Roads



One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

SR2S-AC

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE MEETING AGENDA

Wednesday, July 19, 2009
Start at 11:30 a.m. in STA Main Conference Room



**STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

The STA Safe Routes to School Advisory Committee is responsible for guiding the STA's Safe Routes to School Program and recommending projects and programs for funding countywide to the STA Board.

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS & OPPORTUNITY FOR PUBLIC COMMENT	Sam Shelton
II.	APPROVAL OF AGENDA: JULY 29, 2009	Sam Shelton
III.	APPROVAL OF MEETING MINUTES: 4-9-09, 5-23-09, 6-18-09 (To be tabled)	Sam Shelton
IV.	INFORMATION ITEMS (2:30 – 2:45 p.m.)	
A.	SR2S Program Status <i>Informational</i>	Sam Shelton, Judy Leaks
B.	SR2S Advisory Committee Review of Funded SR2S Projects <i>Informational</i>	Sam Shelton
C.	FY 2009-10 SR2S Work Plan <i>Informational</i>	Sam Shelton
V.	ACTION ITEMS	
A.	SR2S Mapping Project, Map Template <i>Recommendation:</i> <i>Approve the "SR2S Mapping Project Template Map".</i>	Kenny Wan & Kate Binning, Fehr & Peers
B.	BAAQMD Representative on SR2S-AC <i>Recommendation:</i> <i>Forward a recommend to the STA Board to appoint a BAAQMD representative to the SR2S-AC.</i>	Sam Shelton
VI.	ADJOURNMENT The next SR2S-AC meeting will be scheduled for September 2009, STA Main Conference Room.	

SR2S-AC MEMBERS

Bill Bowen
Rio Vista
Chief of Police

John Aycock
Vacaville USD
Superintendent

Garland Wong
Fairfield
Traffic Engineer

Frank Hartig
Benicia Police,
Deputy Chief

Dee Alarcon
Solano County
Superintendent of Schools

Lynne Williams
Pedestrian Advisory
Committee Rep.

Jeff Knowles
City of Vacaville
Deputy Public Works
Director

Mike Segala
Bicycle Advisory
Committee Rep.

Jim Antone
Yolo-Solano
Air Quality Management
District

Robin Cox
Solano County
Public Health

SR2S Program and Safety Coordinator FY 2009-10 and 10-11 Workplans

Tasks	FY 2009-10					Safety Coord 1000 hrs
	hrs/task	# events	Total Hours	Schools reached	Prog Coord 1500 hrs	
Kickoff Meeting	2	1	2	x 60 =	120	120
Followup Meeting	1.5	1	1.5	x 70 =	105	
Bike Rodeos	3	2	6	x 60 =	360	360
Safety Assemblies	2	2	4	x 60 =	240	240
Walk & Roll events	2.5	4	10	x 60 =	600	
Event Prep & Admin	2	1	2	x 60 =	120	120
B2SN-Parents	1	1	1	x 60 =	60	60
Wk Audits, Mtgs, Maps	6	1	6	x 60 =	360	360
Hours per school			32.5			
			TOTAL		1365	900
			Extra		135	100

Tasks	FY 2010-11					Safety Coord 1000 hrs
	hrs/task	# events	Hours TOT	Schools	Prog Coord 1500 hrs	
Kickoff Meeting	1.5	1	1.5	x 40 =	60	60
Followup Meeting	1	1	1	x 100 =	100	
Bike Rodeos	3	1	3	x 100 =	300	300
Safety Assemblies	2	2	4	x 100 =	400	400
Walk & Roll events	2	3	6	x 100 =	600	
Event Prep & Admin	1	1	1	x 100 =	100	100
B2SN-Parents	1	1	1	x 100 =	100	100
Wk Audits, Mtgs, Maps	5	1	5	x 100 =	500	500
Hours per school			17.5			
			TOTAL		1460	960
			Extra		40	40

Scheduling and attending a kick off meeting for each school

Multiple school reps at one meeting, kickoffs not needed for existing schools

Kickoff Meeting

Double check on dates, materials, marketing

Materials will be more uniform, less options for schools to personalize. Follow up can be over the phone.

Followup Meeting

Prep, Setup, time facilitating rodeo, clean up, certificate materials

Only one event instead of two per school

Bike Rodeos

Prepare and present two safety assemblies

Same

Safety Assemblies

Prepare materials (prizes, tickets, food), Setup at school, organize volunteers.

3 events instead of 4

Walk & Roll events

STA Staff Training & Assistance, Misc event prep

Misc event prep reduced to 1 hour from 2 hours

Event Prep & Admin

Attend back to school nights or similar events.

Same

B2SN-Parents

PM Pick-up Walking Audit, Evening Planning meeting, Safe Route Map production with STA staff.

Same

Wk Audits, Mtgs, Maps

Same



MEMORANDUM

Date: ~~June 30, 2009~~ Revised July 6, 2009

To: SR2S Advisory Committee

From: Kate Binning, Fehr & Peers

**Subject: *Safe Routes to School (SR2S) Mapping Project –
Criteria Selection***

RS09-2708

CRITERIA OVERVIEW

The purpose of this memorandum is to document recommended route selection criteria for the SR2S Mapping Project. By identifying criteria early in the mapping process, we will be able to focus our data collection and analysis around the most pertinent route characteristics valued by the Advisory Committee. Although the intention is to streamline the mapping process with consistent criteria application and the use of ArcGIS planning tools, the project team suggests that professional judgment and a detailed review of draft school maps by each school's representatives will yield the most valuable product. This memorandum was revised to reflect the outcome of the SR2S Route Selection Criteria Subcommittee meeting on July 2, 2009.

RECOMMENDED CRITERIA

Table 1 identifies eight initial route selection criteria for establishing preliminary safe routes to school. The extent to which criteria are available in a GIS-compatible format will streamline both the data collection process and preliminary route selection. Data will be mapped within 15-minute walk-area boundaries or the school service area boundary, whichever is greater¹.

Table 1 also identifies five route refinement criteria. We anticipate that consistent traffic volume, critical speed and collision data will be difficult to obtain in a format useful for the mapping analysis; therefore, we are not recommending their use as initial route selection criteria. Once preliminary safe routes are identified by applying the initial route selection criteria, we envision engaging the SR2S Committee and each school's focus group in a discussion regarding route refinement, which may include a discussion regarding route compatibility with adjacent zoning. Route refinement may also be based on candidate staging locations to encourage walking school bus or bike train activities.

¹ Assuming there is not a large discrepancy in the total land area covered.

OTHER CONSIDERATIONS

Megan's Law

The California Department of Justice's Megan's Law Web site (www.meganslaw.ca.gov) provides address information for designated registered sex offenders. Although specific home addresses are provided for approximately half of the approximately 60,000 offenders required to register, the remaining half are only available at a zip code level. We do not recommend using registered sex offender addresses as criteria to determine safe routes to school. The Megan's Law Web site acknowledges the limitations of the data and issues the following disclaimer: *"Because information can change quickly, and there may be gaps in data received, the California Department of Justice makes no representation; either expressed or implied that the information on this site is complete or accurate"*. In addition, not all sex offenders are subject to public disclosure.

As an alternative, STA and project partners may consider providing a disclaimer explaining the limitations of the data and a link to the Megan's Law Web site on the published safe routes to school maps. The City of Pasadena used a similar approach.

CRITERIA WEIGHTING

Fehr & Peers facilitated a preference exercise with the SR2S Route Selection Criteria Subcommittee to determine the perceived importance of the initial route selection criteria. Each Subcommittee member was given eight votes to cast across the eight criteria. The four highest ranking criteria are provided below in descending order:

1. Presence of sidewalk
2. Intersections with crossing guards
3. Traffic control devices
4. Roadway speed limit

This ranking may be applied to the mapping exercise to determine the initial safe routes.

TABLE 1: DRAFT ROUTE SELECTION CRITERIA

Initial Route Selection Criteria				
Criteria	Description	Relevance	Source	Application
Route Directness	Comparison of the shortest network (roadway centerline) to the "direct line" shortest distance between school and a geographic group of homes	Identifies geographic barriers and shortest routes	Parcel and centerline GIS files; pedestrian and bicycle paths	Preference given to the shortest routes Value = 1 – 100%
Presence of Sidewalk	Line layer depicting sidewalk on one or both sides of the street	Provides vertical and horizontal separation from vehicle traffic	Aerial photography and GPS-integrated video	Preference given to routes with complete sidewalks Value = 1 – 100% Score range of treatment (e.g., narrow sidewalk versus separated sidewalk)
Roadway Speed Limit	Centerline segment identifying posted speed limits	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records and GPS-integrated video	Preference given to low speed limit streets Value = 25, 30, etc.
Number of Lanes	Centerline segment identifying observed number of vehicle travel lanes	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to the least number of lanes Value = 2, 3, 4, etc.
Traffic Control Devices	Point layer locating each traffic control device (e.g., stop-, yield-, roundabout-controlled or signalized intersections)	Utilizes existing controlled crossings	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to controlled crossings Value = 0 to 100 Score range of treatment
Crosswalks	Point layer locating each marked crosswalk location or crossing treatment	Utilizes existing priority crossings	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to marked crossing locations Value = 0 to 100
Bicycle Facilities	Line layer depicting established bikeways by classification	Utilizes existing established bikeways	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to established bikeways Value = Class I - III
Intersections with Crossing Guards	Point layer locating each protected crossing location	Utilizes existing priority crossings	School district or representatives	Preference given to locations with crossing guards Value = 0 to 100; Consider the number of guards required

TABLE 1: DRAFT ROUTE SELECTION CRITERIA

Route Refinement Criteria					
Criteria	Description	Relevance	Source	Ranking	
Potential Student Gathering Areas	Point layer locating likely candidate locations	Identifies potential locations for students to congregate for walking and biking groups	School district or representatives; project team	Route refinement	
Adjacent Land Use	Parcel-level zoning (e.g., industrial, residential, retail, vacant, etc.) and related features (Number of commercial driveways)	Ability to assess routes in relationship to existing and potential land use	Zoning file provided by the County	Route refinement	
Traffic Volume	Centerline segment with total bi-directional average daily traffic volume; Recognize differences in traffic conditions between the morning and afternoon release, which may be a barrier to walking and biking	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records – requires a map or GIS database with segment volumes identified within the study area	Route refinement where available	
Critical speed (85th percentile) and other speed surveys (AB 321)	Centerline segment with recorded 85th percentile speed	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records - requires a map or GIS database with segment 85th percentile speeds identified within the study area	Route refinement where available	
Pedestrian / Bicycle Collisions	Point layer locating historical (last three years) pedestrian and bicycle collision data	Identifies potential conflict areas	Jurisdiction records - requires a map or GIS database with segment and intersection collisions identified within the study area	Route refinement where available	
Barriers	Point layer locating potential barriers or hazards as determined by the school or SR2S Committee	Identified locations to potential avoid or areas for improvement	School district or representatives; SR2S Committee	Route refinement	
Source: Fehr & Peers, 2009					

STA Safe Routes to School Mapping Project

TABLE 2: CRITERIA VALUE ASSIGNMENT

Criteria	Value Applied to Walking Network Segments
Route Directness	Preference given to the shortest routes Value = 1 – 100%
Presence of Sidewalk	Preference given to routes with complete sidewalks Separated sidewalk = 100 Attached sidewalk = 50 No sidewalk = 0
Roadway Speed Limit	Preference given to low speed limit streets 25mph = 100 30mph = 75 35mph = 50 40mph = 25 45mph = 0
Number of Lanes	Preference given to the least number of lanes 2 lanes = 100 3 lanes = 75 4 lanes = 50 5 lanes = 25 6 lanes = 0
Traffic Control Devices	Preference given to controlled crossings Signal and all stop-controlled intersections = 100 Side-street stop-controlled intersections = 50 Uncontrolled intersections = 0
Crosswalks	Preference given to traffic-controlled marked crossing locations Marked crosswalks at controlled locations = 100 Enhanced crosswalks at uncontrolled locations = 75 Marked crosswalks at uncontrolled locations = 50 Locations without marked crosswalks = 0
Bicycle Facilities	Class I bike path = 100 Class II bike lane = 75 Class III bike route = 50 Not assigned = 0
Intersections with Crossing Guards	Preference given to locations with crossing guards Location with guard = 100 Location without guard = 0
Source: Fehr & Peers, 2009	



DATE: July 30, 2009
 TO: STA BAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Bay Area Air Quality Management District (BAAQMD) Bicycle Facility Program (BFP)*	Avra Goldman, BAAQMD (415) 749-4994	September 14, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i>	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program for Rural Projects	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation
Region 9
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

BAAQMD Bicycle Facilities Program (BFP)

Application Due September 14, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the BAAQMD Bicycle Facilities Program (BFP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible.

Program Description: The Bay Area Air Quality Management District's (Air District's) Bicycle Facility Program (BFP) provides grant funding to reduce motor vehicle emissions through the implementation of new bikeways and bicycle parking facilities in the Bay Area. The BFP is funded through the Transportation Fund for Clean Air (TFCA) program.

Funding Available: Approximately \$1.4million is available for JARC rural projects.

Eligible Projects:

- Class I – Bicycle Paths
- Class II – Bicycle Lanes
- Class III – Bicycle Routes
- Bicycle Lockers and Racks
- Secure Bicycle Parking
- Bicycle Racks on Public Transportation Vehicles

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bicycle-Facility-Program.aspx>

Program Contact Person: Avra Goldman, Environmental Planner I (BAAQMD),
(415) 749-5093
agoldman@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans),
(916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com
