



Solano Transportation Authority

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Alternative Modes Committee

**Thursday, May 26, 2005
10:30 A.M.**

Suisun City Hall
701 Civic Center Drive
Suisun City, CA

Members:

Please note special location

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Committee Members:

Jim Sperring, Committee Chair, City of Suisun City
Dan Smith, City of Benicia
Representative, City of Dixon
Marilyn Farley, City of Fairfield
Ron Jones, City of Rio Vista
Duane Kromm, County of Solano
Steve Wilkins, City of Vacaville
Joanne Schivley, City of Vallejo
Marci Coglianesse, Public Member
Eve Laevastu, Pedestrian Advisory Committee,
J.B. Davis, Solano Bicycle Advisory Committee
City Planning Commissioner
Birgitta Corsello, Solano County Resource Agency Director
Gerry Raycraft, Solano County Planning Directors Group

Invited Participants:

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo
Kathy Hoffman, Congressman George Miller's Office,
James Corless, MTC – Planning
Don Erickson, Solano EDC
Solano Land Trust
Jeff Mattheson, SolanoLinks Transit Consortium
Ed Huestis, STA TAC
Jim Antone, YSAQMD

STA Staff

Daryl Halls, Executive Director
Dan Christians, Assistant Executive Director/Director of Planning
Elizabeth Richards, Solano Napa Commuter Information (SNCI) Program Director
Robert Guerrero, Associate Planner
Sam Shelton, Planning Assistant

I. INTRODUCTIONS/ APPROVAL OF AGENDA

Chair Sperring

II. PUBLIC COMMENTS

- III. DEVELOPMENT OF MISSION STATEMENT FOR ALTERNATIVE MODES COMMITTEE**
Recommendation: Recommend the STA Board approve the attached proposed Mission Statement for the Alternative Modes Committee.
Dan Christians
- IV. ACTION ITEMS**
- A. Alternative Modes Funding Strategy & Principles**
Recommendation: Forward a recommendation to the STA Board to establish alternative modes funding strategy and principles.
Daryl Halls
- B. Revisions to Draft Alternative Modes Element of CTP**
Recommendation: Recommend the STA Board review comments received and approve proposed revisions to Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan.
Dan Christians
- C. Countywide TLC Planning Grants for 2005-06**
Recommendation: Recommend the Alternative Modes Committee hear brief presentations from project sponsors and forward a recommendation to the STA Board to approve TLC Planning Grants for 2005-06.
Robert Guerrero
- V. INFORMATION ITEMS**
- A. Discussion of Implementation of County TLC Plan at the Community Level**
Recommendation: Informational
Dan Christians
- B. Alternative Modes Committee Schedule for Remainder of 2005**
Recommendation: Informational
Dan Christians
- VI. COMMENTS BY COMMITTEE MEMBERS**
- VII. ADJOURNMENT**
Next meeting tentatively scheduled on September 22, 2005.

*Agenda Item III.
May 26, 2005*

Draft Mission Statement for Alternative Modes Committee
Rev. 5-18-05

To improve mobility for Solano County residents by planning, encouraging and funding various transportation and land use plans and projects that incorporate STA's transportation and land use strategies. Promote and encourage transit oriented development projects along key commute corridors and assist in prioritizing and implementing alternative modes including facilities that promote ridesharing, transit, walking and bicycling and efficient use of the automobile.

*Agenda Item IV.A.
February 24, 2005*

Alternative Modes Element Funding Strategy

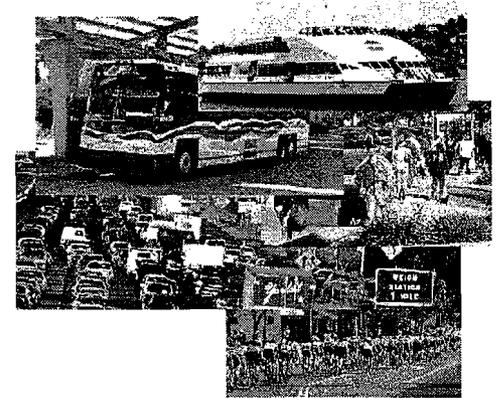
Alternative Modes
Committee

May 25, 2005



Background

- Alternative Modes Element of the CTP is
 - being updated and nearing completion
 - Incorporates completed Alternative Modes Studies
 - Updated Countywide Bicycle Plan
 - New Transportation for Livable Communities Plan
 - New Countywide Pedestrian Plan (award winning)
 - SNCI Rideshare Programs
- Alternative Modes Committee to recommend to STA Board



Transportation Funding Shortfall

25 Year Timeframe (2005-2030)

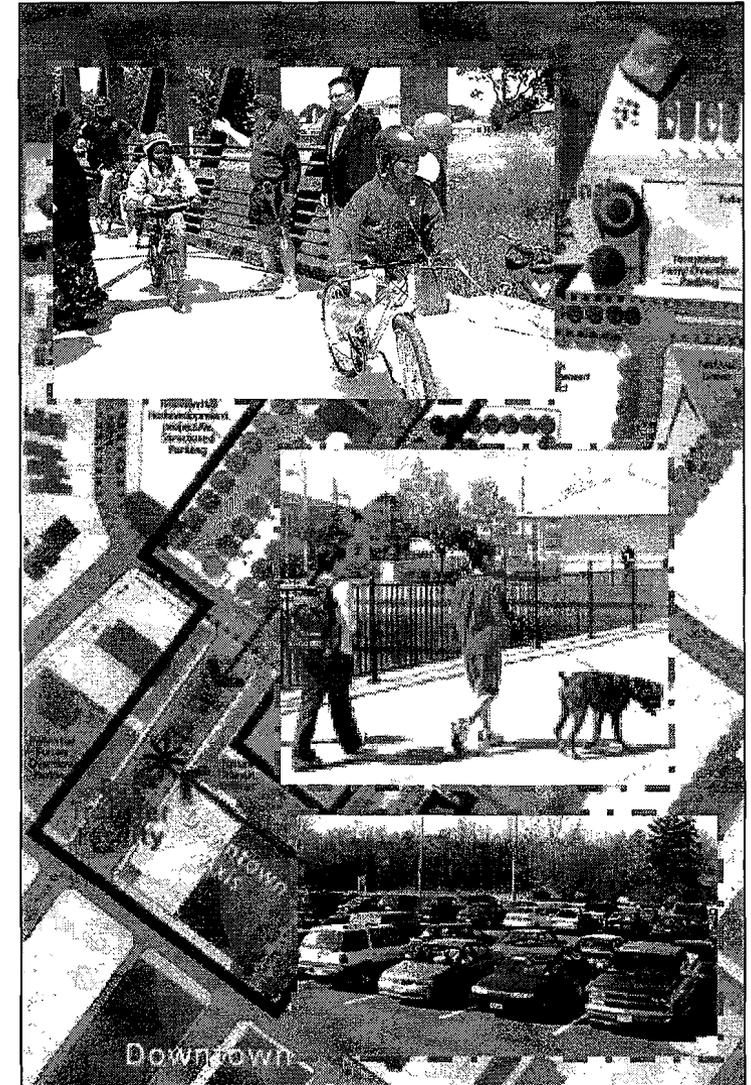
Project / Program	Total Costs (Millions)	Committed Funding	Track-1 Funding	Percent Funding Identified	Short-Fall
Arterials, Highways & Freeways	\$4,137.7 M	\$634.2 M	\$392.2 M	24.8%	\$ 3164.4 M
Intercity Transit	\$ 742.0 M	\$ 286.0 M	\$15.0 M	40.5%	\$ 441.0 M
Alternative Modes	\$ 179.5 M	\$ 80.0 M	\$14.8 M	52.8%	\$ 84.7 M
TOTAL	\$5059.2 M	\$1000.2 M	\$422.0 M	28.1%	\$ 3637.1 M

Rev. 10-13-04

Alternative Modes Funding Shortfall

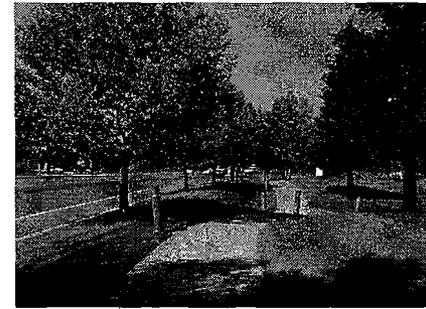
- \$85M Shortfall

\$ 34.2 m	Bicycle Improvements
\$ 20 m	Pedestrian Improvements
\$ 10 m	Park and Ride Lots
\$ 20.5 m	Countywide TLC/Enhancements
\$84.7 m	TOTAL



Alternative Modes Projects

- Alternative Modes Element Includes
 - SNCI Rideshare Program
 - Park and Ride Lots
 - Countywide Bicycle Program
 - Countywide TLC Program
 - Countywide Pedestrian Program
 - Alternative Fuels Infrastructure



Alternative Modes Funding

- Alternative Modes funding includes a variety of regional, state and federal sources
- Special funds for specific alternative modes purposes (i.e. ridesharing, TLC, bicycle, pedestrian)
- Regional Transportation Plan T-2030 has committed substantial funds to Regional TLC Program, T-Plus, Bicycle/Pedestrian program
- Local match and planning funds most difficult to secure

Status of Funding

Local Funds (i.e. TDA, gas tax and clean air funds)

- An increase in funding is projected but many demands by various modes
- Multiple uses: Local, roads, transit
- Sales tax and user-based — Based on countywide sales and gas tax; city population distribution and DMV registration
- Clean Air funds have varied in recent years depending on automobile registrations in a given calendar year - Based on DMV registrations

Status of Funding

Existing Programs:

- Federal Transportation Enhancements (TE)
- Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Clean Air Programs (YSAQMD and BAAQMD)
- State Competitive Grants

New Funding Sources for TLC, Bikes and Peds:

- Regional and Countywide Bicycle/Pedestrian program
- Regional and Countywide TLC/HIP Program
- Transportation and Land Use Solutions (T-Plus)

New Sources of Funding

- **Regional Bicycle/Pedestrian Program**

- \$200 m. in region over 25 years; STA expects to receive about \$12 m or about \$700,000 a year beginning in FY 07-08 and 08-09.
- Projects need to be in Regional Bicycle/Pedestrian Plan and Solano Countywide Bicycle and/or Pedestrian Plan

- **Countywide TLC Program**

- Projects need to be listed as candidate project in Solano TLC Plan
- TLC Planning grants
- Approximately \$500,000 in capital funds a year available beginning in 2006-07
- Competitive countywide application process

Potential New Funding Sources

- **Future Local Sales Tax Measure** - local return to source projects, alternative mode projects in TLC Plan and park and ride lots included under I-80/I-680/I-780 Corridor projects
- **Redevelopment Funds** - can fund downtown intermodal centers in redevelopment areas
- **Local or Regional Developer Impact Fees**
- **Local Assessment District** – (streetscape programs)
- **Clean Air Funds** - could dedicate discretionary clean air funds for alternative modes (STA)
- **Stationary planning grants** - MTC competitive grants of about \$500,000 for specific plans around major rail/transit centers

Alternative Modes Principles/Program Strategy

- **PRIORITIZE** alternative modes projects (bike, pedestrian, and TLC) to endorse full funding of and construction of projects.
- **IDENTIFY** a comprehensive list of regional, state and federal fund sources available for countywide priority and local projects.
- **LEVERAGE** and increase limited local funds to provide local match for federal discretionary funds.
- **FOCUS** on key project development activities (i.e. TLC planning grants, corridor studies, feasibility studies) necessary to prepare projects for capital grants.
- **ASSIST** project sponsors compete for discretionary regional, state and federal funds (i.e. TLC, Regional Bicycle/Ped, BTA, EEM, Regional TFCA) for high profile TLC, Bike and Ped projects.

Funding the Alternative Modes Element of the CTP

Policy & Implementation Questions

- How should we set funding and project priorities to maximize return on available funding and ensure timely completion of projects?
- How can we leverage local funds to get more regional, state and federal transit funding?
- How can we compete more successfully for regional and state competitive programs?

Funding the Alternative Modes Element of the CTP

Policy & Implementation Questions

- How to quantify and ensure that alternative modes projects and strategies address traffic congestion and encourage convenience of transit and other modes of travel?
- How can we continue to address and improve the linkages between transportation and land use planning?

Next Steps

1. **Develop funding strategy for Alternative Modes Projects –**
TLC, Bikes and Ped.
2. **Develop list of project priorities for TLC, Bike & Ped** with connections to STA adopted Alternative Modes Element:
 - ✓ Award TLC planning grants
 - ✓ Adopt new guidelines for TDA Article 3 and Countywide Bicycle/ Ped Program
 - ✓ Allocate on-going Eastern CMAQ funding based on priorities in the CTP
 - ✓ Program annual Clean Air Funds (BAAQMD & YSAQMD) based on priorities in the CTP
3. **Pursue Regional TLC/HIP and Regional Bicycle/Ped Program grants**
4. **Continue to implement and expand public awareness of SNCI program** particularly incentives through proactive marketing



DATE: May 19, 2005
TO: Alternative Modes Committee
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Revisions to Draft Solano Comprehensive Transportation Plan 2030

Background:

On February 9 and March 9, 2005, the STA Board authorized the release of the Arterials, Freeways, and Highways, Transit, and Alternative Modes Elements of the Solano Comprehensive Transportation Plan (CTP) 2030. These three updated elements of the Draft Solano Comprehensive Transportation Plan (Draft CTP), dated January 2005, have now been distributed to a large mailing list including the general public, Solano County libraries, elected officials, regional, state and federal agencies. Since mid-March 2005, the elements have also been posted on the STA's web site: www.solanolinks.com.

On March 17, 2005, STA staff circulated an Initial Study/Environmental Checklist (per the California Environmental Quality Act) to each of the STA member agencies and submitted a Notice of Completion for a proposed Negative Declaration to the State Clearinghouse for a 30-day review period. A public notice on the proposed environmental document was published in the Vallejo Times Herald, the Fairfield Daily Republic and the Vacaville Reporter. The 30-day state required environmental review period officially ended on April 14, 2005 and no comments on the proposed Negative Declaration were received from the State Clearinghouse.

The STA Board has requested that each of the City Councils and the Board of Supervisors review and provide written confirmation of the transportation needs submitted for each jurisdiction. This request was made to each of these agencies in Solano County via a transmittal letter dated March 29, 2005.

On April 13, 2005, the STA Board held a public hearing to provide an additional opportunity for members of the public to comment on any of the policies, needs and recommendations contained in the plan. The Draft CTP has been circulated for a 30-day review period ending April 29, 2005. The STA Board opened the public hearing on April 13, 2005 to hear comments on the CTP and then continued the hearing to May 11, 2005. At that meeting the hearing was closed and the STA Board directed the CTP committees, STA TAC and Transit Consortium to review all comments received and submit any revisions to the Draft CTP to the next Board meeting on June 8, 2005. Prior to that meeting, staff will develop responses and/or incorporate revisions into an addendum for review and recommendation by the CTP committees, TAC, and Consortium.

Discussion:

Since the release of the Draft CTP dated January 2005, the comment letters and memos on the Alternative Modes Element have been received from the following agencies, individuals and community groups:

- City of Benicia
- City of Fairfield
- County of Solano, Transportation Department
- Eva Laevastu, Pedestrian Advisory Committee member

In response to all comments received, STA staff reviewed and prepared an addendum (Attachment B) incorporating recommended revisions to the Draft CTP and grouped the responses by the three elements. The addendum is being circulated to the STA's CTP committees, the TAC and Consortium for a recommendation at each of the next meetings scheduled during the next two weeks in May. Final approval of CTP 2030 by the STA Board is scheduled for June 8, 2005.

Most of the written and verbal comments have mainly been technical in nature, with some wording changes requested. In addition to updating some of the local needs for certain member agencies (i.e. County of Solano, and City of Benicia) the major comments and requested revisions on the Alternative Modes Element are summarized as follows:

Alternative Modes Element

- Add Vacaville-Dixon Bike Route to the list of recommended future priority projects.
- Add Old Town Cordelia Improvement Project to the list of priority pedestrian projects.

Recommendation:

Recommend that the Alternative Modes Committee review comments received and approve proposed revisions to the Alternative Modes Element of the Solano comprehensive Transportation Plan 2030

Attachments:

- A. Alternative Modes Element Addendum to Draft CTP 2030 including responses and recommended revisions

*Agenda Item IV.B.
May 26, 2005
Attachment A*

5.0 ALTERNATIVE MODES ELEMENT COMMENTS AND RESPONSES

5.1 SOLANO COUNTY, PAUL WIESE, FEBRUARY 11, 2005

COMMENTS

Alternative Modes element

- | | |
|-------|---|
| 5.1.1 | Table 1) Delete the guaranteed ride home employee program. Add the Vacaville-Dixon Bike Route and the Fulton Avenue sidewalk in unincorporated Vallejo. Add the word "Town" between Old and Cordelia. |
| 5.1.2 | Page 9) There should be mention that Prop 42 funds have been suspended since FY 02-03, and will likely continue to be suspended for several more years. |
| 5.1.3 | Page 10) Solano County's Old Town Cordelia improvement project should be listed as a TLC project receiving planning grant funding. |

RESPONSES

5.1.1 Comment noted.

Recommendation:

Revise Table 1 on page 2 to the following:

- "Pleasants Valley Road Bike Route
- County Class 2 Bike Routes
- Pedestrian improvements
- ~~Guaranteed Ride Home Employee Program~~
- Vacaville-Dixon Bike Route
- Fulton Avenue Sidewalk in Unincorporated Vallejo
- Jepson Parkway Landscaping Project
- Green Valley Corridor Landscaping Project
- Old Town Cordelia Path and Landscaping"

5.1.2 Comment Noted.

5.1.3 Comment noted. Page 10 lists projects that received funding from MTC's Transportation for Livable Communities (TLC) Program.

Recommendation:

Add an eighth bullet on page 10 for Solano County's Old Town Cordelia Improvement Project

COMMENTS, PAUL WIESE (CON'T)

5.1.4

Page 21) There should be a paragraph on Solano County's Old Town Cordelia improvement project.

5.1.5

Page 60) The Dixon to Davis Bike Route should be listed as a Solano County project. Also, take out the references to the different phases. Under the bridge replacement discussion, insert the word "been" before "replaced". Also add the "Vacaville-Dixon Bike Route (Solano County)" to the list of specific recommendations for future project.

RESPONSES

5.1.4 Comment noted.

Recommendation:

Include the following on page 21:

"Old Town Cordelia Improvement Project

The goal of this planning study is to define and plan a project that will be strongly supported by the local community, the affected agencies, and MTC, and which would therefore best serve the community and have the best opportunity for the planned project to be constructed. This project should improve the appearance of Cordelia and the Cordelia Road corridor; at the same time increase the livability and safety for the affected community by providing safety measures, historical interest, and walking and bicycle paths."

5.1.5 Comment noted.

Recommendation:

Revise on page 60 bullet # 6 under 'Recently completed projects include' to the following:

"Dixon to Davis Bike Route Phase I, II, III, & IV (Solano County)"; Revise bullet # 7 on page 60 to the following: "12 narrow bridges in the unincorporated County have been replaced with widened structures to accommodate bike lanes"; Include Vacaville-Dixon Bike Route (Solano County) under 'Short-term projects and specific recommendations' section.

COMMENTS, PAUL WIESE (CON'T)

5.1.6

Page 67) Add the Old Town Cordelia improvement project (Solano County) and the Fulton Avenue Sidewalk in unincorporated Vallejo (Solano County) to the list of projects.

5.1.7

Page 70) If the Jepson Parkway is to be shown as a regional pedestrian route, then the Dixon-Davis Bike Route and the proposed Vacaville – Dixon Bike Route should also be shown. Also, there are two routes shown that I am not aware of: the one along I-80 just west of I-680, and the one north of Lake Herman Road north of Benicia. What are these?

Paul Wiese
Solano County
February 11, 2005
05026.doc

RESPONSES

5.1.6 Old Town Cordelia Improvement Project is considered as a priority project for Solano County in the Solano Countywide Pedestrian Plan and will be included in the 'Current Pedestrian-Supportive Projects and Concepts' section of the Alternative Modes Element. However, this section of the Element identifies the top priority pedestrian projects by jurisdiction and since Old Town Cordelia Improvement Project has been identified as the top priority project for the Solano County, Fulton Ave. in Unincorporated Vallejo will not be included at this time.

Recommendation:

Insert Old Town Cordelia Improvement Project as part of the 'Current Pedestrian Supportive Projects and Concepts' on page 67.

5.1.7 The Jepson Parkway is planned to have Class I facilities for pedestrian users. The Dixon-Davis Bike Route and the Dixon-Vacaville Bike Route have class II facilities and are not considered regional pedestrian routes. The two routes in question are the Class I Solano Bikeway Path and the Rose Drive facilities. The Pedestrian Plan Overview Map will need to be revised to correctly display these routes.

Recommendation:

Revise the Countywide Pedestrian Plan Overview Map on page 71 to correctly illustrate the locations of the Class I Solano Bikeway Path and the Class I Rose Drive facility.

ADDITIONAL COMMENTS SUBMITTED BY COUNTY OF SOLANO, PAUL WIESE,
MAY 2005

ALTERNATIVE MODES ELEMENT
Solano County Comprehensive Transportation Plan 2030

Solano County's Local Needs

- Old Town Cordelia Improvement Project ~~Path and landscaping~~
- Pleasants Valley Road Bike Route
- Jepson Parkway bike path and landscaping project
- Green Valley corridor landscaping project
- ~~County Class 2 bike routes~~
- ~~Pedestrian improvements~~
- ~~Guaranteed ride home employee program~~
- Reopening of McGary Road
- Vacaville – Dixon Bike Route
- Fulton Avenue sidewalk
- Solano County bridge replacements to provide for pedestrians and bicycles

5.1.8

Note: Underlined items are suggested additions; crossed-out items are suggested deletes.

RESPONSE

5.1.8 Comment Noted.

Recommendation:

Include underlined comments and delete crossed out items as suggested in Solano County's Local Needs List of the Alternative Modes Element.

5.2 EVA LAEVASTU, FEBRUARY 22, 2005**COMMENTS**

From: E K Laevastu
Date: February 22, 2005; revised May 3, 2005
Subject: Comments on Draft Alternative Modes Element

- 5.2.1** Although the integration of transportation and land use planning is identified as one of the goals in the Comprehensive Transportation Plan (page 3, paragraph 3), it is not included in the goal (page 4) nor as one of the objectives (page 5). Recommend adding the following objective:
Objective - Encourage community-oriented plans that enable residents to use a range of travel modes to access jobs, shopping, recreation and other daily activities and basic necessities of living.
- 5.2.2** There is a Table 1 but no reference to it in any of the text. Any tables and figures should be referred to in the text and should add information or clarification; otherwise, they should not be included.
- 5.2.3** Move TLC Plan goal and objectives to earlier in TLC section, maybe page 8. Perhaps introduced with a paragraph that reads:
The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan. The Plan presents recommended goals and objectives that will help encourage future transportation and land use linkages and serves as a resource for local jurisdictions.

RESPONSES

5.2.1 Comment noted.

Recommendation:

Consider the suggested objective to be included as part of the entire CTP document as it applies to all three elements of the CTP.

5.2.2 Comment noted.

Recommendation:

Add the following reference to Table 1: “An early step in the CTP 2030 process was the distribution of Transportation Needs Survey to all STA member agencies. The surveys identified the long -range transportation needs of each agency by identifying specific alternative modes projects. These projects are presented in Table 1.”

5.2.3 Comment noted.

Recommendation:

Move TLC Goals, Objectives, and Actions section to page 8.

COMMENTS, EVA LAEVASTU (CON'T)

- | | |
|-------|--|
| 5.2.4 | The fourth paragraph on page 24 reads, "Each CMA's approach to the new program ..." What does "new program" refer to and what is CMA? Overall, the paragraph is unclear. |
| 5.2.5 | I recommend the following revision the first page and a half of <i>Ridesharing</i> :
RIDESHARING
Support for carpooling and vanpooling ... (currently 3rd paragraph under Introduction)

INTRODUCTION
Carpooling and vanpooling are popular means of commuting in Solano County (currently 1st paragraph in Ridesharing section)

Vanpools success in long-distance commutes. The vast majority ... |
| 5.2.6 | Recommend clarifying the references to Tables 5 and 6 (pages 43 and 44). |
| 5.2.7 | The paragraph after Table 7 (page 46) indicates that a park-and-ride facility was opened in Dixon in 2002. This information should display in Table 7 rather than be a separate paragraph. |

RESPONSES

5.2.4 The "new program" refers to Transportation Planning Land Use Solutions (T-PLUS).

Recommendation:

Revise sentence to read, "Each CMA's approach to the new program Transportation Planning Land Use Solutions (T-PLUS)..." "

5.2.5 Comment noted.

Recommendation:

Move the first paragraph in the Ridesharing section to the first paragraph in the Introduction Section on page 29 and move the 3rd paragraph in the Introduction Section to the first paragraph in the Ridesharing section, also on page 29.

Page 29 will be revised to include the following:

"RIDESHARING

Support for carpooling and vanpooling is an important strategy to enhance mobility and minimize congestion in Solano County, and ridesharing is a key element of this Solano Comprehensive Transportation Plan. To foster continuing interest in carpooling and vanpooling, a local rideshare program is important. This document includes a policy statement to 'maintain rideshare mode split with county growth' and to support this with another policy statement 'support long-term funding opportunities to maintain and further develop rideshare programs.'

The rideshare component of the Alternative Modes Element is organized into five sections:

- Comprehensive Transportation Plan Relationship
- Rideshare Institutional Organization and Funding
- SNCI Services and Programs
- Historical and Current Commute Rideshare Travel
- Ridesharing Infrastructure
- Potential Program Enhancements

INTRODUCTION

Carpooling and vanpooling are popular means of commuting in Solano County and provide significant congestion relief benefits along key travel corridors. For at least 10 years, about 20% of Solano residents carpool or vanpool to work. This compares to the next highest alternative mode use, transit, with an approximate 5% mode split. Solano County has the highest rate of car/ vanpooling in the Bay Area. Nearly 250 vanpools operate in/out of Solano, which represents a significant portion of the approximately 650 vanpools in the entire Bay Area. With an average of 12 passengers per vanpool, vanpools carry about 3,600 individuals and eliminate nearly 6,600 daily trips. The vast majority of these are run entirely by private individuals."

5.2.6 Comment noted.

Recommendation:

Reference Tables 5 and 6 in text on page 43 and 44 as follows: "Table 5 illustrates Solano County's commute modes split between 1993 to 2004. Table 6 illustrates the entire Bay Area commute split during the same time period."

5.2.7 Although Dixon's Downtown Intermodal Park and Ride Facility was mentioned in the text following Table 7, 'Existing and Planned Park-and Ride Facilities', it wasn't actually included in the table.

Recommendation:

Add the City of Dixon's Downtown Intermodal Park and Ride Facility to Table 7 - Existing Park and Ride Facilities.

COMMENTS, EVA LAEVASTU (CON'T)

- | | |
|--------|---|
| 5.2.8 | The first paragraph on page 47 refers to “this update of the intercity Transit Element”. I believe this sentence should be revised. The last paragraph on page 47 should perhaps further define the Transit Element (e.g., Transit Element of the Comprehensive Transportation Plan). |
| 5.2.9 | The first full paragraph on page 48 should be revised as there is no Appendix B. Suggest deleting this sentence. |
| 5.2.10 | Tables 8 - 11 (page 49+) include existing program although this subsection is titled, <i>Potential Program Enhancements</i> . Recommend taking current program elements and moving them to an earlier section in <i>Ridesharing</i> in describing the current Ridesharing program, thus to separate them from potential program enhancements. |

RESPONSES

5.2.8 Comment noted.

Recommendation:

Make the following revisions to the intercity Transit Element in the 1st and last paragraph on page 47:

~~"A number of park-and-ride facility improvements were identified in the I-80/680/780 Transit Corridor Study and this update of the intercity Transit Element of the Comprehensive Transportation Plan's Intercity Transit Element."~~

"Transit oriented park-and ride terminals are identified fully in the Intercity Transit Element of the Comprehensive Transportation Plan."

5.2.9 Comment noted. Appendix B was deleted from the Draft Alternative Modes Element.

Recommendation:

Delete this sentence that makes references to Appendix B:

~~"The following Program Enhancements refer to Exhibits that are located in Appendix B."~~

5.2.10 Tables 8-11 refer to existing programs and program enhancements and are inconsistent with current text.

Recommendation:

Split Tables 8-11 to illustrate existing programs and program enhancements separately and place revised tables accordingly.

COMMENTS, EVA LAEVASTU (CON'T)

- | | |
|--------|---|
| 5.2.11 | Tables 8 - 11 (page 49+) include existing program although this subsection is titled, <i>Potential Program Enhancements</i> . Recommend taking current program elements and moving them to an earlier section in <i>Ridesharing</i> in describing the current Ridesharing program, thus to separate them from potential program enhancements. |
| 5.2.12 | The subsection, <i>Other Measures</i> , (page 57) is very important; recommend upgrading the heading. |

RESPONSES

5.2.11 The 'Other Measures' section was inadvertently made into a subsection of Potential Program Enhancements.

Recommendation:

Upgrade 'Other Measures' heading to separate it from the Potential Program Enhancements section.

5.2.12 Comment noted.

Recommendation:

Include the section 'Guidelines for Pedestrian Planning and Design', as described in the Countywide Pedestrian Plan, into the Alternative Modes Element.

COMMENTS, EVA LAEVASTU (CON'T)

5.2.13

I suggest the following content for the new *Guidelines for Pedestrian Planning and Design*:

The Plan provides specific information on planning and designing for pedestrian-oriented communities. This information is useful to local agencies and the public to encourage and facilitate pedestrian activity and circulation. This information is organized into four topics:

- Land Use
- Site Planning and Design
- Street System Planning and Layout
- Pedestrian Routes, Spaces, and Amenities

Recommend revising the paragraph under the heading *Current Pedestrian-Supportive Projects and Concepts* as follows:

The overall goal of the Countywide Pedestrian Plan is "A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers." Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects.

The priority pedestrian projects for Solano County are:

- 1.
2. etc.

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan.

5.2.14

The first full paragraph on page 68 refers to Table 13, which is not included.

5.2.15

The second full paragraph on page 68 refers to Table 14, which is not included.

RESPONSES

5.2.13 Comment noted.

Recommendation:

Revise paragraph immediately under the heading "Current Pedestrian-Supportive Projects" on page 68 to following:

"The Countywide Pedestrian Plan identifies current pedestrian supportive projects and make up the overall pedestrian system for Solano County. Table 13 lists the pedestrian projects by jurisdiction or multi-jurisdiction with the highest priority project for Solano County agencies in bold type and borders. The priority pedestrian project for Solano County are: The overall goal of the Countywide Pedestrian Plan is "A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers." Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

1. State Park Road/I-780 Bike/Pedestrian Bridge (City of Benicia)
2. Vallejo Ferry Station Pedestrian and Streetscape Enhancements (City of Vallejo)
3. West Texas Street Urban Village Project (City of Fairfield)
4. Driftwood Drive Pedestrian Project (City of Suisun)
5. Vacaville Creekwalk Extension to McClellan Street (City of Vacaville)
6. Mutli-Modal Transportation Center (City of Dixon)
7. Waterfront Plan and Improvement Project (City of Rio Vista)
8. Jepson Parkway (Multi-Jurisdiction: Fairfield, Suisun, Vacaville, and Solano County)
9. Union Ave to Main Street Streetscape Enhancements Program (Multi-Jurisdiction: Fairfield, Suisun, and Solano County)
10. Old Town Cordelia Improvement Project *(Subject to a recommended by the STA's Pedestrian Advisory Committee to incorporate this as a "Priority Project" as part of the Countywide Pedestrian Plan).

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan."

5.2.14 Comment noted. Table 13 and Table 14 were inadvertently included in the draft Alternative Modes Element.

Recommendation:

Remove references to Table 13 in the first full paragraph of page 68.

5.2.15 See response to comment 4.2.14.

5.3 CITY OF BENICIA, MAYOR AND CITY COUNCIL MEMBERS, DAN SCHIADA

COMMENTS

See 5.3.1

<p>III. ALTERNATIVE MODES ELEMENT</p> <p>Alternative mode needs for Benicia</p> <ul style="list-style-type: none">▪ Widen State Park Road overcrossing at 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 & Camel Barns 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
--

RESPONSES

5.3.1 Comment noted.

Recommendation:

Revise City of Benicia's Alternative Modes Needs Project List on page 2 to the following:

"Benicia:

- ~~State Park Road Bike/Pedestrian Bridge~~
- ~~Park Road Bike Path~~
- ~~Benicia Martinez Bridge Bike Path~~
- ~~Bicycle signage and markings~~
- ~~I-780/ Columbus Park and Ride lot~~
- ~~First Street Streetscape Project~~
- ~~Traffic calming measures~~
- Widen State Park Road Overcrossing at 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 & Camel Barns 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"

COMMENTS, DAN SHIADA (CON'T)

Specific comments to this section of the draft CTP:

- 5.3.1 1. On page 2, please revise the list of Benicia projects to match the list above.
- 5.3.2 2. On page 27, please revise the figure to list the Benicia Intermodal Transportation Station (not train).
- 5.3.3 3. On page 46, please revise the park-n-ride project #16 to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680." Also, this should list only 300 to 500 spaces.
- 5.3.4 4. On page 46, please revise the park-n-ride project #18 to read: "West Military/Southampton Road Area".
- 5.3.5 5. On page 47, please revise the second bullet for the I-680 park-n-ride lots to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman)".

RESPONSES

5.3.2 Comment noted.

Recommendation:

Revise figure on page 27 to read, " Benicia Intermodal Transportation Train Station"

5.3.3 Comment noted.

Recommendation:

Revise bullet # 16 on page 46 to read: "~~Benicia Intermodal Rail Station at Lake Herman Road & I-680~~ Industrial Way/ Park Road and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680" with 300 to 500 spaces as part of the planned spaces on column five.

5.3.4 Comment noted.

Recommendation:

Revise bullet # 18 on page 46 to read: "~~E and H Street~~ West Military/ Southampton Road Area."

5.3.5 Comment noted.

Recommendation:

Revise second bullet under Interstate 680 on page 47 to the following: "~~Vista/Lake Herman Road Industrial Way/Park Road and/or Benicia Intermodal Transportation Station- Lake Herman (Benicia).~~"

FINAL CTP ADDENDUM

COMMENTS, DAN SHIADA (CONT)

- 5.3.6 6. On page 47, please revise the second bullet for the I-780 park-n-ride lots to read: "West Military/Southampton Road Area".
- 5.3.7 7. On page 60, please revise the second to last bullet to read: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped project."
- 5.3.8 8. On page 67, Table 13 is referenced but not included.
- 5.3.9 9. On page 76, in the Alternate Fuels section, should include a discussion with a list of all the existing electric vehicle charging stations (including the one at Benicia City Hall) and all the proposed stations in the county.

Thank you for the opportunity to comment on the draft CTP. Please let me know if you have any questions or if additional information will be required as part of this process. Just give me a call at (707) 746-4240.

Sincerely,



Daniel Shiada

RESPONSES

5.3.6 Comment noted.

Recommendation:

~~Revise second bullet under Interstate 780 on page 47 to the following: "H Street West Military/Southampton Road Area (Benicia)."~~

5.3.7 Comment noted.

Recommendation:

Revise second to last bullet on page 60 to the following: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped Bridge"

5.3.8 Comment noted. Table 13 and Table 14 were inadvertently included in the draft Alternative Modes Element.

Recommendation:

Remove references to Table 13.

5.3.9 Comment noted. Electric vehicle charging stations have been a viable resource for electric vehicle owners, and still is for those remaining individuals or city fleets fortunate to continue operating electric vehicles.

Recommendation:

Include a list of existing electric charging stations in Solano County in the Alternative Fuels section on page 76

5.4 CITY OF FAIRFIELD, WILLIAM DUNCAN, MAY 3, 2005

COMMENTS



Home of
Lewis Air Force Base

CITY OF FAIRFIELD

Founded 1856

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

MAY - 9 2005

Incorporated December 12, 1903

707.428.7635
FAX 707.426.3298

COUNCIL

Mayor
Karin MacMillan
707.428.7395

Vice-Mayor
Harry L. Price
707.429.6298

Councilmembers
707.429.6298
Jack Bohon
John English
Martin Farley

City Manager
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707.428.7400

City Attorney
Gieg Sheparovich
707.428.7419

City Clerk
Aletta K. Cortright
707.428.7384

City Treasurer
Oscar G. Reyes, Jr.
707.428.7465

Department of Public Works

May 6, 2005

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: City of Fairfield Projects for the Comprehensive Transportation Plan

Dear Daryl:

On May 3, 2005, the Fairfield City Council approved the City of Fairfield transportation needs as shown in the Draft Solano County Comprehensive Transportation Plan. However, the title of the last City of Fairfield project shown in the Alternative Modes Element should be corrected as follows:

North Texas Street Transit Hub Pedestrian Access to Teen Center.

Please contact me at 428.7632 if you have any questions.

Sincerely,



William M. Duncan, P.E.
Assistant Public Works Director/Transportation

DEPARTMENTS

Community Services
707.428.7465

5.4.1

RESPONSE

5.4.1 Recommendation:

Revise Table 1 'Alternative Mode Needs by Jurisdiction' bullet # 13 under Fairfield to the following: "North Texas Street Transit Hub & Access to Teen Center"

Comment noted.



DATE: May 19, 2005
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Associate Planner
SUBJECT: Countywide TLC Planning Grants for FY 2005-06

Background:

The STA Board issued a call for projects for Countywide TLC planning grant. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

Discussion:

Budget

The Countywide TLC Planning grant program originally was designed to accommodate a total of \$50,000 in planning grants over a two-year period. However, staff is expecting to have at least \$125,000 available to allocate starting in July 1, 2005. A final TLC Planning budget will be confirmed as part of the FY 2005-06 STA budget at the STA Board meeting on June 8, 2005.

STA staff received a total of five TLC planning grant applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of \$215,000. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours.

TLC Planning Grant Requests

The following TLC Planning applications were submitted for this cycle:

<u>Project Sponsor</u>	<u>Project Title</u>	<u>TLC Request</u>
City of Benicia	Benicia Intermodal Transportation Station Final Location Study Project	\$40,000
City of Fairfield	Allan Witt Park Transportation Linkage Design Project	\$50,000
City of Rio Vista	Rio Vista Waterfront Plan	\$50,000
City of Suisun	Transit Center Pedestrian Access	\$50,000
City of Vacaville	Vacaville Creekwalk Extension/Eastern Downtown Vision	\$25,000

Total: \$215,000

Process

Each of the TLC Planning applicants are invited to make a short presentation at the next Alternative Modes Committee scheduled for 10:30 a.m. on May 26, 2005. Staff is recommending the Alternative Modes Committee forward a Countywide TLC Planning grant project approval recommendation to the STA Board for an amount not to exceed \$125,000 after reviewing presentations provided by the project sponsors.

A call for Regional and Countywide TLC capital funds is anticipated to take place in the fall of 2005. Several other funding opportunities will be available next year as well such as Transportation Development Act (TDA) Article 3 funds, Congestion Mitigation and Air Quality Improvement program (CMAQ) funds; and the BAAQMD Transportation Fund for Clean Air (TFCA) and YSAQMD Clean Air funds to name a few applicable annual transportation fund programs. The County TLC planning grants can help make projects more competitive for Regional and Countywide TLC Capital Funds, as well as other fund sources upon completion of the planning project.

Recommendation:

1. Review project presentations
2. Recommend the STA Board approve projects not to exceed \$125,000 in Countywide TLC Planning grants for 2005-06.

Proposed Alternative Modes Committee Schedule for Remainder of 2005

Proposed regular committee meeting day: Fourth Thursday of every other month at 9:30 a.m next. The July meeting is canceled because of summer vacations. The next regular meeting is planned for:

September 22, 2005

- MTC's Transit Oriented Development Study
- Countywide TLC Capital Program
- Guidelines for TDA Article 3 program and Countywide Bicycle/Pedestrian Program for 2006/07 and Beyond
- Proposed TLC presentation to Planning Commissions
- Proposed Outline for TLC Conference
- Status of SNCI Program Ridesharing Incentives
- Proposed Preliminary Outline for TLC Conference

5/20/05