



DATE: August 28, 2009  
TO: STA Board  
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 Alternative Modes element of the CTP includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs. All of the State of the System reports follow a similar format; an examination of the physical elements of the system, separated into each sub-element (in this case, bicycle, pedestrian, alternative fuels, TOD/Transportation for Livable Communities (TLC), and planning documents), followed by an analysis of available operational data.

**Capital Assets**

The report notes that the countywide bicycle network is approximately 43% complete (see Table 1.0), with the Class 1 bike path system being the most complete (60%). This does not include local bike facilities that are not identified in the countywide system. The countywide pedestrian network is less complete, at 31.5%.

There are a relatively small number of alternative fuel vehicles in Solano County, primarily Compressed Natural Gas (CNG) and electric vehicles. CNG vehicles are a mix of both privately-owned cars and fleet vehicles, and CNG is beginning to represent a larger share of the local transit bus fleet. Electric Vehicles (EV) are primarily fleet vehicles, such as the City of Vacaville's extensive EV fleet. Supporting infrastructure consists mainly of a limited number of publically-available CNG fueling stations and EV charging stations.

There are 13 TOD/TLC funded projects identified, with funding from both MTC regional funds and STA county funds. Eight TLC plans, both STA and local documents, are identified.

### Operations

Operational information for Alternative Modes is harder to come by, since user information is not gathered by toll or ticket information as it is for transit, or by a relatively dense and frequent measure of usage as it is for roadways. Safety information is more easily provided. Bicycle and pedestrian collisions per 1,000 population for Solano County appears to be slightly above the Bay Area average, but the collision rate per 10,000 vehicle miles traveled is substantially below the Bay Area average.

### Funding

Funding of Alternative Modes is less certain than the capital funding for transit or roadways. Fund sources include Transportation Development Act (TDA) Article 3 (dedicated bicycle and pedestrian funds), Congestion Mitigation for Air Quality (CMAQ) and Metropolitan Transportation Commission (MTC) - allocated TLC funds. Even though the new Regional Transportation Plan anticipates a doubling of TLC funds, the actual availability of those funds, and the timing of their availability, is uncertain.

### **Committee Review of Draft Report:**

The Draft Alternative Modes State of the System Report was reviewed by the STA Technical Advisory Committee, STA Alternative Modes Committee, and the Bicycle and Pedestrian Advisory Committees. The committees recommended minor changes to the document, including updates to the inventories of several cities' list of developed bike routes. There were no substantial changes to the draft Report. All recommended changes have been incorporated into the final Report.

### **Fiscal Impact:**

None.

### **Recommendation:**

Adopt the Alternative Modes State of the System included as Attachment A and as recommended by the STA Alternative Modes Committee.

Attachments:

- A. Final "Alternative Modes State of the System" Report