



Solano Transportation Authority

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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

## Alternative Modes Subcommittee Meeting Agenda

Wednesday, June 18, 2008  
3:00 – 4:30 p.m.

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

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
<b>I. CALL TO ORDER – SELF INTRODUCTIONS</b> (3:00 p.m.)	<b>Jim Spering, Chair</b>
<b>II. COMMITTEE VICE CHAIRPERSON APPOINTMENT</b> (3:05 p.m.)	<b>Jim Spering, Chair</b>
<b>III. APPROVAL OF AGENDA</b> (3:08 p.m.)	<b>Jim Spering, Chair</b>
<b>IV. INFORMATIONAL ITEMS</b>	
<b>A. CTP History and Organization</b> (3:10 – 3:15 p.m.) <b>Pg. 1</b>	<b>Robert Macaulay, STA</b>
<b>B. Summary of the 2005 Alternative Modes Element</b> (3:15 – 3:20 p.m.) <b>Pg. 7</b>	<b>Sara Woo, STA</b>
<b>C. Multimodal Travel Statistics: Obstacles and Opportunities</b> (3:20 – 3:50 p.m.) <b>Pg. 9</b>	<b>Robert Macaulay, STA</b>
<b>D. Alternative Modes Subsidiary Studies and Committee Meeting Schedule</b> (3:50 – 3:55 p.m.) <b>Pg. 13</b>	<b>Sara Woo, STA</b>

### Alternative Modes Subcommittee Members

<u>Jim Spering</u> Chair County of Solano	<u>Alan Schwartzman</u> City of Benicia	<u>Jack Batchelor, Jr.</u> City of Dixon	<u>Chuck Timm</u> City of Fairfield	<u>Jan Vick</u> City of Rio Vista	<u>Steve Wilkins</u> City of Vacaville
<u>Tom Bartee</u> City of Vallejo	<u>Mike Segala</u> City of Suisun City	<u>J.B. Davis</u> Bicycle Advisory Committee	<u>Lynne Williams</u> Pedestrian Advisory Committee	<u>Ed Huestis</u> Technical Advisory Committee	

**V. ACTION ITEMS**

**A. Alternative Modes Element Purpose Statement and Goals**

**Sara Woo, STA**

*Recommendation:*

*Forward recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.*

*(3:55 – 4:15 p.m.)*

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**VI. NEXT MEETING**

**Jim Spering, Chair**

**(4:15 p.m.)**

- A. Establish date and agenda for next Committee meeting
- B. Future agenda items/next steps

**VII. ADJOURNMENT – 4:30 p.m.**

**Jim Spering, Chair**

**2008 TENTATIVE MEETING SCHEDULE**

**June 18, 2008**

**September 2008 (TBD)**

**December 2008 (TBD)**

**March 2009 (TBD)**



STA ACRONYMS LIST OF TRANSPORTATION TERMS

<b>A</b>		<b>P</b>	
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
<b>B</b>		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
<b>BT&amp;H</b>	Business, Transportation & Housing Agency	PTA	Public Transportation Account
		PTAC	Partnership Technical Advisory Committee (MTC)
<b>C</b>		<b>R</b>	
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	<b>S</b>	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
<b>D</b>		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
<b>E</b>		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
<b>F</b>		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
<b>G</b>		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
<b>H</b>		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	<b>T</b>	
<b>I</b>		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
<b>J</b>		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
<b>L</b>		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
<b>M</b>		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
<b>N</b>		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W, Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
<b>O</b>		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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DATE: June 9, 2008  
TO: STA Comprehensive Transportation Plan – Alternative Modes Subcommittee  
FROM: Robert Macaulay, Director of Planning  
RE: CTP History and Organization

**Background:**

The Solano Transportation Authority (STA) was created in 1990 by a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and the County of Solano. The STA Board is made up of one representative from each city – often the Mayor – and one member of the County Board of Supervisors. STA serves as the long-range transportation planning organization for the county, and partners with regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

STA's functions involve not only planning for future transportation needs, but also obtaining and disbursing local, state, and federal money for those needs. Most of this money is channeled through STA to the cities, county, and transit operators. Recently, STA began its first construction project – the I-80 High Occupancy Vehicle lanes from Red Top Road to Airbase Parkway.

Since its creation, STA has used a variety of plans to create a long-term vision of the county's transportation system. One of the primary documents was the Congestion Management Program, which examines certain key roads and intersections every two years. Other plans have included corridor and infrastructure studies and transit plans.

**Discussion:**

In 2000, the STA began to develop its first comprehensive plan, integrating all forms of transportation in a single document. In May 2002, the STA adopted the first Solano Comprehensive Transportation Plan. The purpose of this original CTP was to “establish a vision, provide direction and set priorities” for the county-wide transportation needs through 2025. The 2002 CTP had 4 elements:

- Arterials, Highways and Freeways
- Alternative Modes
- Transit
- Funding

The CTP identified 30 individual projects or programs. These included express bus service, improvements to the Vallejo ferry terminal, improvements to State Route (SR) 37 through Vallejo and to the I-80/I-680/SR 12 interchange in Fairfield, new park and ride lots, and the beginning of the Transportation for Livable Communities (TLC) program.

The 2002 CTP identified approximately \$4 billion in projects and programs over the 20-year time period covered by the plan. Over that same time period, total revenues for these projects and programs were estimated to be approximately \$1 billion, leaving a \$3 billion shortfall.

The CTP was updated in 2005, with a new plan horizon year of 2030. The same general organization was kept, with separate elements for Transit, Arterials, Highways and Freeways, and Alternative Modes.

Amongst the new features of the CTP were:

- Routes of Regional Significance – roadways within the plan area that were significant to more than one jurisdiction; and, that may be eligible for matching funds from STA when they are improved.
- Corridor Studies: Studies of future traffic patterns and needed infrastructure for SR 12 and I-80/I-680/I-780 were incorporated into the CTP.
- Countywide Bicycle and Pedestrian Plans were adopted as part of the CTP.

The 2005 CTP identified more than \$5.7 billion worth of projects and programs in 26 separate entries. The CTP identified a funding shortfall of more than \$2.3 billion. The discussion of regional transit systems, especially express busses, was substantially more detailed in the 2005 CTP, as was the Transportation for Livable Communities program.

The 2005 CTP included substantially improved maps and graphics. This included county-wide and community-specific maps using STA's Geographic Information System.

In February 2008, the STA Board authorized the update of the CTP. The overall organization will be familiar, but several changes will be made. Each Element will identify performance standards and measures, and will incorporate recommendations on funding, safety and disaster preparedness, and environmental issues. The elements of the CTP will be:

- Conditions and Projections
- Arterials, Highways and Freeways
- Alternative Modes
- Transit

The first step in preparing the new Solano CTP was the adoption in February 2008 of the CTP Purpose Statement and Goals. Purpose Statement and Goals are included as Attachment A, and are also contained in the Committee Member binders. The adopted CTP Purpose Statement is:

The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

As the CTP is updated, all of the policies and elements of the CTP will be examined in regards to how they promote this overall purpose.

**Recommendation:**  
Informational.

Attachments:

- A. STA Comprehensive Transportation Plan Purpose Statement and Goals

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### STA MISSION STATEMENT

The mission of the Solano Transportation Authority is "To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

### COMPREHENSIVE TRANSPORTATION PLAN

**Purpose Statement:** The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

**Goals:** Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP, the following goals are established:

- 1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.
- 2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.
- 3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission's Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government's regional growth projections.
  - a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.
- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.
  - b) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
  - c) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
  - d) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.

- 5) The Solano CTP will seek to maintain regional mobility while improving local mobility.
  - e) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.
  - f) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.
  
- 6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
  - g) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
  - h) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
  - i) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.
  
- 7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.
  
- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
  - a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
  - b) Funding strategies will identify potential funding opportunities and constraints.
    - i) Projects will identify potential funding to qualify for regional, state and federal funds.
    - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
    - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
    - iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.
  
- 9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.



DATE: June 9, 2008  
TO: STA Comprehensive Transportation Plan – Alternative Modes Subcommittee  
FROM: Sara Woo, Planning Assistant  
RE: Summary of the 2005 Alternative Modes Element

**Background:**

The Solano Comprehensive Transportation is made up of three key elements: Alternative Modes, Arterials Freeways & Highways, and Transit. The 2005 Alternative Modes Element includes a purpose statement, goals, and subsidiary plans and focus areas. The purpose statement from the 2005 Alternative Modes Element is:

*“Emphasize that Alternative Transportation Modes are an integral part of travel and commuting in Solano County, by implementing and maintaining a transportation system that provides for transit integration and makes the use of alternative modes convenient, safe efficient, and cost effective.”*

The 2005 Element also identifies seven (7) objectives and supporting policies for the above stated goal. The subsidiary plans and focus areas primarily consist of a variety of proposals such as ridesharing, bike routes, pedestrian trails, downtown revitalization projects and related transportation for livable community (TLC) enhancement projects, and alternative fuels infrastructure. These subsidiary plans and focus areas attempt to inventory the priority projects planned to assist with the implementation of the purpose statement and goals.

**Discussion:**

The 2005 Alternative Modes Element is comprised of the following four (4) focus areas to complement the Purpose Statement and Goals:

1. Transportation for Livable Communities (TLC) Planning  
When the CTP was adopted in 2005, a TLC Plan had not yet been developed. Therefore, a large portion of the 2005 Element was dedicated to concepts, goals, objectives, and policies that would help with the preparation of a TLC Plan.
2. Ridesharing Information  
Support for carpooling and vanpooling is an important strategy to enhance mobility and reduce congestion in Solano County. The Element provides an in-depth discussion on ridesharing, its funding, information about park-and-ride lots and a wealth of statistics and supporting data.

3. Bicycle and Pedestrian Facilities Planning

Bicycling and walking are underutilized modes of transportation in Solano County. Together, they account for approximately 2 percent of the County's mode split. To recognize the potential for significant reductions in traffic congestion, transportation emissions, and demand for petroleum through bicycling and walking, the Countywide Bicycle Plan and Countywide Pedestrian Plan were adopted into the CTP as a new feature in the 2005 update.

4. Air Quality and Development of Alternative Fuels Technology and Infrastructure

This section is designed to educate the STA's member agencies on advances in alternative transportation technologies and to identify the county's existing and proposed alternative fuels infrastructure. The emphasis is placed on local programs and policies pertaining to laying the groundwork for clean air vehicles as well as the introduction of new and sustainable transportation technologies.

**Recommendation:**

Informational.



DATE: May 13, 2008  
TO: STA Comprehensive Transportation Plan – Alternative Modes Subcommittee  
FROM: Robert Macaulay, Director of Planning  
RE: Multimodal Travel Statistics: Obstacles and Opportunities

**Background:**

Solano County is a commuter county; a large number of residents commute out of the county to employment in the core Bay Area. According to information compiled by the Association of Bay Area Governments (ABAG), Solano County has approximately 1.29 employed residents for every 1 job in the county; this ratio is expected to worsen to 1.43 to 1 by 2030. By contrast, San Francisco, which is a net importer of employees during the weekday, has a ratio of 0.7 employed residents per job, and will drop to 0.62 to 1 by 2030.

As a result of the local and regional imbalance between where people live and work, Solano County's investment in transportation has for many years been focused on getting Solano residents to and from jobs in the inner Bay Area. The number of current and projected commuters, and their modes of travel, will continue to shape transportation investment decisions. The commute pattern will also be influenced by such factors as the comparative cost between single occupancy vehicle vs. transit commuting and the convenience of various modes of transportation.

**Discussion:**

**Current Traffic**

According to the 2000 census, approximately 75,000 workers commuted out of Solano each day, with the largest number of those – 22,000 – going across the Carqinez or Benicia bridges to Contra Costa County, with another 27,000+ commuting to San Francisco, Alameda, San Mateo or Santa Clara counties. The need to cross the Carqinez Straits with major bridges limits this out-commute to just two major routes, using I-80 and I-680.

In addition to the inner Bay commute, almost 8,000 commuters head out to Sacramento, Yolo and San Joaquin counties each day, with another 15,000 commuting to Napa, Sonoma and Marin counties.

The commute trip across the Carqinez Straits involves the largest number of Solano County commuters, and also has the most transit alternatives. Approximately 19% of the commuters are in carpools or vanpools – the largest percentage in the Bay Area. In addition, public transit provides the additional methods of reaching the Bay Area:

- The Capitol Corridor train service, operating out of the Suisun City train station, has an average of 435 passenger trips per day (Jan – Mar 2008 average).

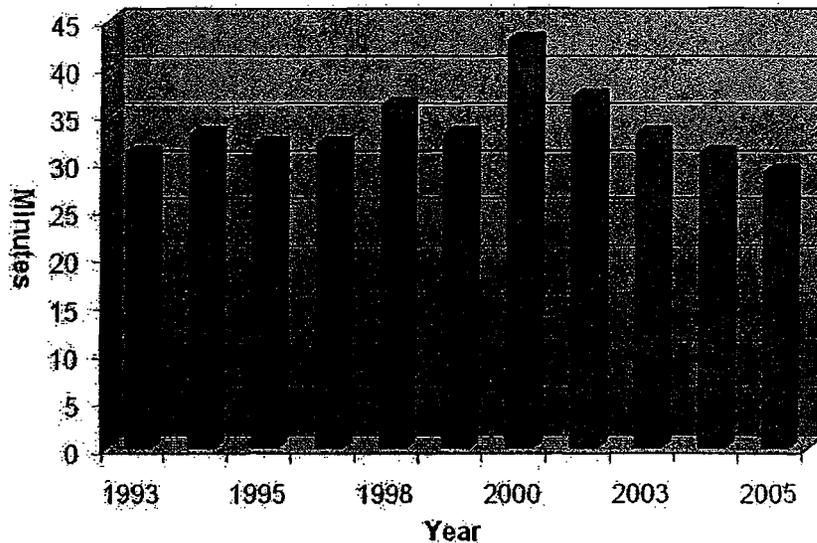
- The Vallejo Ferry carries an average of 2,500 passengers per day in 2006.
- Solano Express intercity transit buses carry an average of 2,150 riders across the two bridges (Fiscal Year 2006-07).

The percentage breakdown of the Solano County commute to the Bay Area is shown in the following table:

	Single-Occupancy Vehicles	Bus/BART/CCJPB 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%

The time needed to commute for Solano County residents peaked with the “dot com” boom in the late 1990s and early 2000s, but have dropped off since then. The chart below shows the average travel time over a 12 year period. It is unclear whether the rise and subsequent reduction in commute duration strictly reflects reduced economic activity, is in part a reduction in travel time due to transit, rideshare and/or road network improvements, or also reflects recent economic development activity in Solano County.

**Average Travel Times in Solano County from 1993 to 2005**



#### Future Traffic

The Napa-Solano Travel Demand Model uses local and regional growth projections and roadway networks to project future traffic volumes. The model projects the number of vehicles on a roadway during the “peak hour” – the 1-hour period of heaviest congestion during the 3 to 4 hour commute window.

The model is calibrated based upon year 2000 traffic counts. For the Benicia and Carqinez bridges, the peak hour commute in 2000 totaled 12,000 trips. For the year 2030, the morning peak is projected to be over 18,000 trips – a 50% increase in traffic.

Other commutes out of Solano County will see substantial increases in the 2000 – 2030 timeframe. State Route (SR) 12 east, from Solano into Sacramento and San Joaquin counties, is expected to be faced with almost three times as much traffic. Traffic across SR 37 into Sonoma County will increase by 40%, and across SR 12 through Jameson Canyon into Napa County will see almost 60% more traffic.

The commute from Solano County north into Yolo County along I-505 is expected to increase by more than 300%; the commute east-bound on I-80 into Yolo and Sacramento counties is expected to go up almost 60%.

### Transit Services

There are two main alternative forms of transportation services for Solano commuters: fixed-route service of train, bus and ferry services, and ridesharing such as carpool (organized and casual) and vanpools. Additionally, within Solano County there are local transit services and Paratransit services for the disabled.

#### *Train, Ferry and Express Bus*

Train service is provided by the Capitol Corridor, running from Auburn to San Jose. There is currently 1 stop in Solano County, in Suisun City. Two other stops are planned and moving forward: Fairfield/Vacaville at Peabody Road, and Dixon in downtown Dixon. Benicia has a potential site along I-680.

Baylink provides ferry service between downtown Vallejo and the San Francisco ferry building 7 days a week.

Express bus services connect from Vallejo to the San Francisco ferry terminal and El Cerrito Del Norte, and are planned to Walnut Creek BART. From Fairfield, busses provide links to BART stations at El Cerrito Del Norte, Pleasant Hill and Walnut Creek, and to the UC Davis campus and downtown Sacramento. Some express bus routes run all day, while others are only operated at peak commute hours. The express bus system also has stops in Vacaville, Suisun City, Benicia and Dixon.

#### *Carpool and Vanpool*

Carpools originate and travel to a variety of locations. They may be informally organized, organized through programs such as Solano Napa Commuter Information (SNCI), or casually developed on a daily basis. Organized carpools are typically arranged via SNCI's matching service which identifies individuals who have common commute endpoints and commute times. Casual carpooling is quite common in Vallejo at the Curtola Park and Ride and at the Fairfield Transportation Center.

Vanpools are organized groups of commuters who ride in groups of 7-15 people. Typically a monthly fare is paid as determined by the organizer which reserves each passenger a seat. Passengers function as drivers who must meet California Vehicle Code (CVC) requirements specifically for vanpool drivers. SNCI has services to form and sustain vanpools including compliance with the CVC. The majority of vanpools in Solano County are owner-operated meaning that individuals own and organize the

vanpools. Many carpools and vanpools meet at Park and Ride lots. There are 14 Park and Ride lots in Solano County. Only Rio Vista does not have a Park and Ride lot.

#### Bicycle and Pedestrian Routes

Alternative modes of transportation are integral to true multi-modal connectivity and is the foundational link to all modes of transportation. Without the consideration of how people move from place to place outside of their cars (i.e. walking and bicycling), it would be impossible to accurately plan for comprehensive multi-modal transportation options for Solano's communities. Multi-modal is defined as "a system or corridor providing a range of transportation options including walking, bicycling, driving, and transit." As the global climate, technology, and use of resources have continued to change, it will be increasingly important to develop an appropriate update to the Alternative Modes Element to help guide the way STA sustainably plans for future land use and the movement of people, goods, and services.

#### *Bicycle and Pedestrian Trips*

As indicated in the table provided earlier in this report, Solano County bicycle and pedestrian commute trips steadily rose over the last eight years. In 2005, other commute alternatives including bicycle and pedestrian modes accounted for 4% of Solano County commuters, up from 2% in 1998. The Solano Transportation Authority with support from the Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee actively plan and prioritizes approximately 150 miles of bicycle and pedestrian projects. These projects are discussed in detail in the Solano Countywide Bicycle and Pedestrian Plans. The STA is currently in the process of updating the cost estimates for projects identified in the plans; however, as of 2005 the total cost to complete the bicycle and pedestrian network was estimated at about \$80 million.

#### Fiscal Impact:

None.

#### Recommendation:

Information.



DATE: June 9, 2008  
TO: STA Comprehensive Transportation Plan – Alternative Modes Subcommittee  
FROM: Sara Woo, Planning Assistant  
RE: Alternative Modes Subsidiary Studies and Committee Meeting Schedule

**Background:**

The Alternative Modes Element is an element truly interdisciplinary in that it is comprised of a number of subsidiary plans and studies. Since the current Alternative Modes Element was adopted, a number of related plans have been completed or updated. As part of the 2009 CTP Update, the STA Board approved the following subsidiary plans and studies to be incorporated into the update Alternative Modes Element:

Update with CTP:

1. Alternative Fuels Funding Strategy 
2. Solano Countywide Bicycle Master Plan
3. Solano Countywide Pedestrian Master Plan
4. Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan 
5. Safe Routes to Transit Plan 

Update after CTP:

1. Solano Transportation for Livable Communities Plan
2. Jepson Parkway Concept Plan

Incorporate into CTP Without Update:

1. Safe Routes to School Plan 
2. North Connector TLC Corridor Concept Plan
3. I-80/Capitol Corridor Smart Growth Study 

**Discussion:**

The subsidiary documents can be categorized by the following:

- Transportation for Livable Communities (TLC) Planning
- Ridesharing Information
- Bicycle and Pedestrian Facilities Planning
- Air Quality and Development of Alternative Fuels Technology and Infrastructure

These categories will be the focus areas to structure the 2009 CTP Alternative Modes Element. The Alternative Modes Committee will be encouraged to consider additional focus areas. Given the development of the subsidiary documents and potential focus areas, STA staff anticipates at least four meetings to complete the update of the Alternative Modes Element. The goal is to complete the Element for Board adoption by April 2009. Attachment A is a tentative schedule with details on discussion topics for each meeting.

**Recommendation:**  
Informational.

Attachments:

- A. STA Alternative Modes Subcommittee draft meeting schedule

**Alternative Modes Subcommittee  
2008-09 Tentative Meeting Schedule**

<b>Meeting #1 (June 18, 2008)</b> Meeting Focus Areas: Element Purpose Statements and Goals
<ul style="list-style-type: none"><li>• Alternative Modes Element Background</li><li>• Alternative Modes Purpose Statement &amp; Goals</li></ul>
<b>Meeting #2 (September 2008)</b> Meeting Focus Areas: ILC Planning and Bicycle/Pedestrian Planning
<ul style="list-style-type: none"><li>• Land Use Projections/Overview</li><li>• Bicycle and Pedestrian Plans<ul style="list-style-type: none"><li>◦ Safe Routes to School; Safe Routes to Transit</li></ul></li><li>• Transportation for Livable Communities/Priority Development Area (will incorporate PDA) Plan</li></ul>
<b>Meeting #3 (December 2008)</b> Meeting Focus Areas: Ridesharing, Information and Air Quality/Development of Alternative Fuels, Technology and Infrastructure
<ul style="list-style-type: none"><li>• Ridesharing Program</li><li>• Climate Change</li><li>• Alternative Fuels</li><li>• Alternative Modes Funding Strategy</li></ul>
<b>Meeting #4 (March 2009)</b> Meeting Focus Areas:
<ul style="list-style-type: none"><li>• Draft Plan Review and Recommendation for Element Approach</li></ul>

Tentative Meeting Schedule prepared by STA Staff, Sara Woo, (707) 399-3214, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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DATE: June 9, 2008  
TO: STA Comprehensive Transportation Plan – Alternative Modes Subcommittee  
FROM: Sara Woo, Planning Assistant  
RE: Alternative Modes Element Purpose Statement and Goals

**Background:**

The Solano Comprehensive Transportation Plan (CTP) was adopted in June 2005. The CTP currently consists of three elements: Freeways, Highways, and Arterials; Transit; and Alternative Modes. The STA Board authorized staff to begin the update of the Solano Comprehensive Transportation Plan (CTP) in September 2007. On February 13, 2008, the STA Board adopted the Solano CTP Purpose Statement and Goals.

The STA Board also adopted an organization for the Solano CTP, providing for each Element to have its own Purpose Statement and Goals to help implement the overall Purpose Statement and Goals. The Purpose Statement and Goals for each element will be prepared by the Committee overseeing the preparation of that Element, and ultimately adopted by the STA Board.

**Discussion:**

The 2008 Alternative Modes Element will focus on previous areas such as ridesharing, bike routes, pedestrian trails, downtown revitalization projects and related transportation for livable community (TLC) enhancement projects, and alternative fuels infrastructure.

A draft Purpose Statement and Goals for the Alternative Modes Element was developed by STA staff for input and approval by the Committee (see **Attachment A**). The Purpose Statement and Goals are designed to primarily focus on increasing awareness, education, and opportunities to expand the bicycle and pedestrian multi-modal network connectivity to transit such as ferry and rail service, express bus, and facilitated or private activities such as vanpools and carpools. Once established, the Purpose Statement and Goals will be the basis for development of the rest of the Element.

**Recommendation:**

Forward a recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.

**Attachments:**

- A. STA Comprehensive Transportation Plan Draft Alternative Modes Element Purpose Statement and Goals

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## CTP: Alternative Modes Element Purpose Statement and Goals

### Purpose Statement:

The purpose of the Alternative Modes Element is to improve the efficiency of multimodal travel by increasing the connectivity and integration of bicycle and pedestrian facilities to all modes of travel such as public transit, ferry stations, and park & ride lots with strategies for expansion and enhancing usability with connection to land use planning practices.

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### Goals:

Goals are the milestones distinguished to help measure the achievement of the Purpose Statement. To implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are/will be established under 5 potential focus area categories:

#### Transportation for Livable Communities (TLC) & Priority Development Area (PDA)

1. Support cities in approving and constructing sustainable higher density development and mixed land use amenities by implementing the Solano Transportation for Livable Communities (TLC) & Priority Development Area (PDA) Plan and programs

#### Bicycle, Pedestrian, and Ridesharing

2. Use "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate multimodal transportation projects
3. Identify the stakeholders who will benefit from improved bicycle and pedestrian facilities connectivity and access (i.e. local users, visitors, merchants, etc.)
4. Identify and implement relevant plans available to serve as a means to achieving better bicycle and pedestrian facilities and public awareness programs
5. Maintain partnership with Metropolitan Transportation Commission (MTC) to facilitate transportation and land use planning by sustainably utilizing Transportation Planning and Land Use Solutions (T-PLUS) funding on TLC, PDA, and/or Transit Oriented Development (TOD) projects
6. Maintain and update bicycle and pedestrian plans by actively prioritizing projects
7. Fund and implement short and long range bicycle and pedestrian systems defined in STA Plans

#### Alternative Fuels

8. Support sustainable new and emerging alternative fuel technology by developing and maintaining a broad information base, securing applicable funding, providing fleet demonstration programs, and increasing alternative fuel infrastructure as appropriate
9. Work with the Solano Express Transit Consortium (countywide forum of transit and fleet operators) to discuss alternative fuels technologies and connectivity of stations to existing and proposed bicycle and pedestrian facilities

#### Communications and Publicity

10. Maximize multi-modal connections through collaboration among member agencies through all available technology (see #11).
11. Encourage multi-agency collaboration through real-time exchange of communication between people through a shared service (i.e. transportation-related chat rooms, forums, and instant messaging)
12. Increase awareness of available bicycle, pedestrian, and ridesharing (carpooling and vanpooling) modes
13. Publicize the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles
14. Provide incentives to expand the percentage of bicycle, pedestrian, and formal and casual ridesharing participation
15. Participate in sponsoring programs and activities that promote/encourage the use of alternative modes such as Safe Routes to School, Safe Routes to Transit, Commute Challenge, and Bike to Work

#### Funding Priorities

16. Assist project sponsors with obtaining funding for the delivery of alternative modes projects
17. Reliably consider programs and encouragement to fund and support underserved communities (i.e. financially constrained and physically challenged)
18. Develop a comprehensive network of funding resources for project sponsors to utilize when pursuing the delivery of alternative modes projects