



**ALTERNATIVE MODES COMMITTEE
MEETING AGENDA**

**1:30 – 3:00 p.m.
Monday, January 25, 2010**

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

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER – SELF INTRODUCTIONS (1:30 p.m.)	Jim Spering, Chair
II. APPROVAL OF AGENDA (1:35 – 1:38 p.m.)	Jim Spering, Chair
III. APPROVAL OF MEETING MINUTES <i>Recommendation:</i> <i>Approve the meeting minutes of August 3, 2009.</i> (1:38 – 1:40 p.m.) Pg 1	Jim Spering, Chair
IV. ACTION ITEMS	
A. Comprehensive Transportation Plan (CTP) – Alternative Modes Goals Amendment <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to adopt the Alternative Modes Element Goals.</i> (1:40 – 1:50 p.m.) Pg. 5	Robert Macaulay, STA
B. Comprehensive Transportation Plan (CTP) – Project List <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to adopt the CTP Alternative Modes Projects List as shown in Attachment A.</i> (1:50 – 2:20 p.m.) Pg. 9	Robert Macaulay, STA

Alternative Modes Subcommittee Members					
Jim Spering Chair County of Solano	<u>VACANT</u> City of Benicia	Jack Batchelor, Jr. City of Dixon	Chuck Timm City of Fairfield	Ron Jones City of Rio Vista	Curtis Hunt City of Vacaville
<u>VACANT</u> City of Vallejo	Mike Hudson City of Suisun City	J.B. Davis Bicycle Advisory Committee	Lynne Williams Pedestrian Advisory Committee	<u>VACANT</u> Technical Advisory Committee	

**C. Comprehensive Transportation Plan (CTP) Update –
Alternative Modes Goal Gap Analysis**

Robert Macaulay, STA

Recommendation:

*Forward a recommendation to the STA Board to approve
the Alternative Modes Element Gap Analysis.*

(2:20 – 2:40 p.m.)

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V. INFORMATIONAL ITEMS

**A. Comprehensive Transportation Plan (CTP) Update –
Next Steps and Schedule**

Robert Macaulay, STA

Informational

(2:40- 2:50 p.m.)

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VI. NEXT MEETING

**A. Establish date and time for next Committee meeting;
and**

Jim Spering, Chair

B. Proposed Future Agenda Items/Next Steps

Jim Spering, Chair

VII. ADJOURNMENT – 3:00 p.m.

Jim Spering, Chair

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



Solano Transportation Authority

**Alternative Modes Committee
Meeting Minutes**

Monday, August 3, 2009
1:30 – 3:00 p.m.

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

I. CALL TO ORDER

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

MEMBERS PRESENT:	Jim Spering, Chair	County of Solano
	Alan Schwartzman	City of Benicia
	Jack Batchelor, Jr.	City of Dixon
	Chuck Timm	City of Fairfield
	Ron Jones	City of Rio Vista
	Curtis Hunt	City of Vacaville
	Tom Bartee	City of Vallejo
	Mike Hudson	City of Suisun City
MEMBERS ABSENT:	J. B. Davis	Bicycle Advisory Committee
	Lynn Williams	Pedestrian Advisory Committee
	Ed Huestis	Technical Advisory Committee
STAFF PRESENT:	Daryl Halls	Executive Director
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Judy Leaks	Program Manager
	Sara Woo	Assistant Planner
	Kenny Wan	Assistant Project Manager
	Karen Koelling	Administrative Assistant

II. APPROVAL OF AGENDA

On a motion by Member Chuck Timm and second by Member Curtis Hunt, the Alternative Modes Committee approved the agenda.

III. APPROVAL OF MINUTES FROM LAST MEETING

On a motion by Member Curtis Hunt and a second by Member Chuck Timm the Alternative Committee unanimously approved the minutes for July 23, 2008.

IV. ACTION ITEMS

A. Alternative Modes Element Goals:

Recommendation:

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

On a motion from Member Bartee and a second from Member Hudson the Alternative Modes Committee unanimously approved the recommendation.

Mr. Macaulay provided a brief overview of the State of the System Report and the three elements of the Alternative Modes. He stated that the three parts of the alternative modes element are (1) bike and pedestrian paths, (2) alternative fuels and (3) transit oriented development.

Chair Sperring commented that we need a practical application that is countywide. He stated that now is the time to develop a uniform set of short and long term planning and design standards to guide Solano County’s agencies to working toward the same goals. Bob Macaulay sited that the committee will be need to identify the criteria for the whole county and then help each of the cities to work toward reaching those goals. Mr. Macaulay reiterated that the committee will need to identify the objectives of the alternative modes element and to use them as a guide for the long term vision. He further explained that the criteria for achieving the alternative element goals will need to be developed to achieve the implementation of alternative modes related plans. Member Hunt commented that the City of Davis has excellent class 1 bike routes. He further commented that STA will need to consider providing incentives to developers to encourage construction of class 1 bike routes that connect to the larger countywide bikeway network. Member Hunt also suggested that the STA should develop the alternative modes element to serve as a “best-practices” resource guide to all of Solano County. He further explained that the public has a need for locating alternative modes information and contractors have a need to understand how to best plan and construct the

alternative modes infrastructure. Chair Spering commented that the Alternative Modes Element should ultimately serve as 1) a resource guide and 2) an infrastructure strategy.

STA Director Daryl Halls stated that there is funding from the Transportation for Livable Communities program for use toward alternative modes. He further noted that there are many things that the Alternative Modes Committee can do to help the county work with the individual cities to construct the needed infrastructure that connects an overall sense of unity in Solano County. Mr. Halls commented that it would be helpful for this committee set goals for the long and short range goals on what is needed to develop a uniform system throughout the county. Chair Spering commented that things like signage (i.e. at transit stations, wayfinding signs for bike and pedestrian travelers, etc.) should be uniform throughout the county. Mr. Halls commented that a plan that prioritizes projects and calls for a uniform set of programs can assist with applying for funding from larger regional agencies. He also commented that not all improvements require a cost and that good planning is one such example. Member Curtis Hunt commented that advocacy, education, and funding should be three aspects of the element goals that should be considered as incentives.

V. INFORMATIONAL ITEMS

Review Alternative Modes Elements Goals adopted in the 2008 for the Alternative Modes Element and forward to the STA Board for approval.

Mr. Macaulay gave an overview of the draft purpose statement and Goals.

Chair Spering stated he would like presented at the next meeting more information regarding bike/pedestrian strategies. He also suggested that a tour of other similar cities in size to the ones in Solano County who have developed and implemented the same goals would help. Mr. Spering suggested that the STA would be a resource for Solano County cities, letting the cities make their own decisions. Member Hudson stated that planners and developers could also use the STA as a resource and that good planning does not cost anything.

After a brief discussion the committee voted not to forward the draft purpose statement and goals at this time. Chair Spering felt more information was needed in redefining the goals that the committee would like to achieve. The consensus of the committee was to direct STA staff to re-evaluate the objectives that the county should achieve and provided examples such as: (1) a network within the county of infrastructure for all the alternative modes, (2) integrate the bike and buses, (3) incorporate the general building plans around green house plans to include more bicycle and pedestrian paths available, and (4) provide to the public the locations of all paths and alternative refueling locations within Solano County. The committee also provided direction for STA staff to further develop the element to provide more specific goals and objectives to consider.

VI. NEXT MEETING

The Alternative Modes Subcommittee will be notified of the next meeting.

VII. ADJOURNMENT

The Alternative Modes Subcommittee meeting was adjourned at 2:45 p.m.



DATE: January 21, 2010
TO: STA Comprehensive Transportation Plan – Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Alternative Modes Goals
Amendment

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.

In late 2008, the Alternative Modes Committee recommended, and the STA Board adopted, a Purpose Statement and Goals for the Alternative Modes element. In August of 2009, the Alternative Modes Committee members reviewed and approved the State of the System report. At that time, the Committee members asked for revisions to the Alternative Modes Element’s Goals.

Discussion:

The Alternative Modes Committee members stated that they felt the element goals were too general, and would be difficult to measure and implement. They also stated that there was not enough emphasis on ensuring that bicycle and pedestrian facilities be included at the earliest possible stage of the land use development process. Additionally, STA staff noted that the goals were organized differently than the State of the System report.

The draft revised Alternative Modes Purpose Statement and Goals are contained in Attachment A. The revisions include language to reflect the development of the new Countywide Bicycle and Pedestrian Master Plans, and recognize the importance of the Complete Streets policies.

The most significant change is Bicycle and Pedestrian Goal 5. This policy is intended to reflect the Alternative Modes Committee members’ desire to provide for the inclusion of bicycle and pedestrian facilities at the earliest state of land use development. The Goal calls for STA to develop a model ordinance or similar document that local agencies can adopt to provide for the inclusion of bicycle and pedestrian facilities at the initial project development phase (such as consideration of a Conditional Use Permit or a Tentative Subdivision Map). While adoption of an STA-prepared model ordinance or similar document would be at the discretion of the local

agencies, the CTP could include policies that favor funding of bicycle projects in communities that have adopted the model ordinance.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the amended CTP Alternative Modes Goals as shown in Attachment A.

Attachment:

A. CTP: Alternative Modes Element Draft Purpose Statement and Goals

CTP: ALTERNATIVE MODES ELEMENT DRAFT PURPOSE STATEMENT AND GOALS

CTP PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's Mission¹ by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility ~ The Purpose of the CTP – Alternative Modes Element is to identify and implement programs and projects that will expand transportation options that do not require the use of single occupant vehicles or public transit, and to reduce the environmental impact of all forms of transportation used in Solano County.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are/will be established to correspond with the three areas of focus of the Alternative Modes element: Bicycle and Pedestrian transportation, Alternative Fuels, and Transit-Oriented Development.

Bicycle and Pedestrian Transportation

1. Plan and construct a county-wide bicycle system with the following features:
 - a. A system of links consisting of Class I, II and III facilities, appropriate to their location, that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties.
 - b. For projects requesting STA administered funding, require support facilities such as shade, water and bike lockers at key system nodes and activity centers.
 - c. Consistent signage to identify system segments and provide wayfinding information.
 - i. Signage to identify system segments
 - ii. Signage to provide wayfinding information
2. Plan and construct a county-wide pedestrian program.
 - a. Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs).
 - b. Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails.
3. Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans.
4. Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of

¹ 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."

adequate bicycle and pedestrian facilities during the land use development process.

Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained.

5. Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds.
6. Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities.
7. Encourage end-user focused bicycle and pedestrian facilities planning.
8. Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
9. Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.
10. Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies.
11. Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit.
12. Continue to provide a financial incentive for the purchase of bicycles to be used for commuting.

Alternative Fuels

1. Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
 - a. Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County.
 - b. Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles.
2. Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles.

Transit Oriented Development

1. Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations such as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs.
2. Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air

funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations.

3. Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.
4. Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects.

DRAFT



DATE: January 21, 2010
TO: STA Comprehensive Transportation Plan – Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Project List

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.

Although much of the CTP consists of descriptions and policies, the ultimate purpose of the document is to identify and help implement programs and projects that “*provides mobility, safety and economic vitality*” for the county. The current CTP has a list of capital projects that the 7 cities and the County have identified that will help achieve this goal.

On June 10, 2009, the STA Board authorized a Call for Projects. The County and the seven cities were asked to submit projects no later than September 4th. Letters asking for project submittals were sent to the Public Works and Planning directors of each jurisdiction, along with a list of projects currently in the CTP.

Discussion:

The CTP project list consists of 286 individual line items submitted by the cities and county or identified by STA staff (Attachment A). The actual project list is smaller, because some items (such as the I-80/I-680/SR-12 interchange) were submitted by multiple jurisdictions. STA staff has met with staff from each of the 7 cities and with the County to review the CTP project list. The project list has been pared down by excluding duplicate entries and projects determined to be local rather than regional.

The project list can be broken down into the following categories:

- Alternative Modes Element projects – primarily bicycle and pedestrian facilities.
- Arterials, Highway and Freeways Element projects – approximately half of the proposed projects are on arterial streets, including the North Connector and Jepson Parkway projects.
- Transit Element projects – approximately half of them related to bus facilities, vehicles or programs.

The projects and programs contained in the 2009 CTP Project List act as a central tool for identifying steps to fill in the gaps between the existing transportation network, as

described in the various State of the System reports, and the desired transportation network described in the Goals for each element.

Although each city and the county has seen the STA projects and their own submittals, this is the first time that the entire Draft 2009 CTP Project List has been presented for review. This comprehensive view of projects and programs will be reviewed by the CTP Committees and Advisory Committees, and shared with outside agencies and the public for comments. Once those reviews have been completed, the final list will be presented to the STA TAC and Board for final approval. At the same time, STA staff will be preparing an analysis of the gaps between the existing transportation system, described in the State of the System reports for each CTP Element, and the Goals for those Elements. The final CTP document will then focus on policies that promote programs and projects that maintain the strengths of the current transportation system while promoting programs and projects that address the most critical gaps.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the CTP Alternative Modes Projects List as shown in Attachment A.

Attachment:

- A. Draft CTP Alternative Modes Projects List

DRAFT CTP ALTERNATIVE MODES PROJECT LIST

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – Bike/Ped	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – Bike/Ped	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – Bike/Ped	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – Bike/Ped	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – Bike/Ped	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<u>Under Construction</u>
	Dixon	Dixon to Vacaville Bike Route (Dixon Segment)	Alt Modes – Bike/Ped	Roadway improvements along the Dixon-Vacaville Bicycle Route identified in the City of Dixon Bicycle Master Plan. See Project 09CTP 54 (Solano County)	Designed
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel undercrossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station.	Preliminary Design

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – Bike/Ped	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – Alt Fuel	Develop a program to assist private drivers and fleets acquire and operate alternative fuel vehicles; acquire funding to implement the program.	Planned Program
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Alt Modes – Land Use	Complete landscaping and pedestrian improvements in A Street/1 st Street/Railroad track area in downtown Dixon.	Planned
	Fairfield	McGary Road Bike Path	Alt Modes – Bike/Ped	Reconstruct McGary Road from Red Top Road to Lynch Canyon; include Class II Bike Lane. <u>See Project 09CTP 38 (Solano County)</u>	<i>Permitted and Ready to Construct</i>
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
	Fairfield	Jepson Parkway Bike Path	Alt Modes – Bike/Ped	Construct a Class I bike/ped path along the length of the Jepson Parkway in Fairfield. Not sure why this is separate entry from Jepson Parkway if paths are going to be constructed as part of each segment of Jepson Parkway. <u>See Project 09CTP 33 (STA)</u>	Planned
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – Bike/Ped	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 184	Fairfield	Linear Park Path	Alt Modes – Bike/Ped	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – Bike/Ped	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – Bike/Ped	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – Land Use	<u>See Project 09CTP 204</u>	Planned
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – Bike/Ped	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	<i>Permitted and Ready to Construct</i>
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – Bike/Ped	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
09CTP 057	Solano County	Green Valley	Alt Modes – Bike/Ped	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – Bike/Ped	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – Bike/Ped	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – Bike/Ped	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Snow Drive to Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – Bike/Ped	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	Install bike additional lockers, construct parking lot improvements, pedestrian and bicycle access improvements and other necessary projects as needed to facilitate transit users.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – Bike/Ped	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u><i>Under Construction</i></u>
09CTP 999	Suisun City	Driftwood Waterfront Pedestrian Plaza (Sheldon Plaza)	Alt Modes – Bike/Ped	This project has been completed.	Complete
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – Land Use	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 109	Vacaville	Ulatris Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatris Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – Alt Fuel	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – Land Use	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – Bike/Ped	Complete segments of the Bay Trail.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs Rd.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a bike/ped path along Broadway.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – Bike/Ped	Replace existing structure	Planned
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – Bike/Ped	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – Bike/Ped	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – Land Use	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – Land Use	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – Bike/Ped	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – Bike/Ped	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program



DATE: January 21, 2010
TO: STA Comprehensive Transportation Plan – Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Alternative Modes Goal Gap Analysis

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.

The first task completed by the CTP – Alternative Modes committee was the adoption of an Alternative Modes Element Purpose Statement and Goals document in 2008. In September 2009, the STA Board adopted the first-ever State of the System – Alternative Modes report, describing the components and existing conditions of the freeway and major arterial system.

STA staff’s current task is to identify the gap between the Purpose Statement and Goals and the State of the System.

Discussion:

In order to perform this ‘gap analysis,’ STA staff has reviewed each of the Goals adopted for the Alternative Modes Element, and prepared an analysis of whether the Goals reflected the following three categories:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

The Alternative Modes Goals Gap Analysis is included as Attachment A. The Gap Analysis takes into account the recommended changes to the Alternative Modes Element Goals as discussed in Agenda Item IV.A, “*Comprehensive Transportation Plan (CTP) – Alternative Modes Goals Amendment*”.

Fiscal Impact:

None. However, the gap analysis will help direct STA staff when preparing draft implementation policies and the subsequent development of funding strategies and recommendations.

Recommendation:

Informational

Attachment:

A. CTP Update – Alternative Modes Element Goal Gap Analysis

Alternative Modes Element

Purpose Statement and Goals Gap Analysis

COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT

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.

Alternative Modes Element Purpose Statement

Purpose Statement: One County, Many Choices for Mobility – Identify and implement programs and projects that will expand safe transportation options that do not require the use of single occupant vehicles or public transit, improve safety for users of alternative modes, and reduce the environmental impact of all forms of transportation used in Solano County.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are established under the three (3) categories of Bicycle and Pedestrian Transportation, Alternative Fuels, and Transit-Oriented Development:

Bicycle and Pedestrian Transportation

- 1) Plan and construct a county-wide bicycle system with the following features:

- a) A system of links consisting of Class I, II and III facilities, appropriate to their location that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties.

This goal has been Completed. The Solano Countywide Bicycle Program identifies a countywide bikeway network that consists of a planned network of Class I, II, and III facilities specific to each of the cities and the County. According to the State of the System – Alternative Modes report, 43% of the identified county-wide bicycle system has been constructed. Although the countywide bikeway network has not yet been completed, STA and its member agency staff continuously work together toward constructing the planned facilities.

- b) For projects requesting STA administered funding, require facilities such as lighting, shade, water, and bike lockers at regionally significant transit centers and specified activity centers.

This sub-goal is a Preliminary Proposal. There are some existing locations within each agency that provide adequate support facilities or one type of amenity, many lack complementary facilities (for example, bike lockers are present but drinking water is not). An inventory of support facilities for identified key system nodes, activity or transit facilities such as park-and-ride lots centers has not yet been undertaken exist.

- c) Consistent signage to identify system segments and provide wayfinding information.

- i) Signage to identify system segments. **This sub-goal has been Completed.** The STA currently publishes the Yolo-Solano BikeLinks Map showing regional routes between Solano and Yolo counties. STA has also created a regional bicycle route sign to designate a bicycle route as a regional connection. These signs are added to the bike routes as they are constructed or improved. An inventory of the sign locations does not exist. These signs are agreed to as part of the bicycle funding agreement; however, STA has no formal policy requiring be installed.

- ii) Signage to provide wayfinding information. **This sub-goal is a Preliminary Proposal.** A “wayfinding signage plan,” is a document that does not exist. This plan would identify key locations, standards for placement, map templates, uniform pavement markings, and uniform sign specifications scaled for regional bike routes and major activity centers to assist bicyclists and pedestrians navigate their travel routes within Solano County (i.e. transit information, distance to key activity centers/attractions, etc).

- 2) Plan and construct a county-wide pedestrian program.

- a) Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs). **This sub-goal is a Preliminary Proposal.** The pedestrian plan in Solano County has evolved from a trails study completed in 1999. Today, a complete countywide pedestrian program includes the coordination of developing regional trails, paths, and access to regional transit. STA publishes the

Transportation for Livable Communities (TLC) Plan and TLC Toolkit. However, a key subject area in need of development and coordination with the TLC program is Priority Development Areas (PDA). PDAs are new to the CTP. The STA is working with its partner agencies as well as MTC staff to develop an appropriate planning and funding strategy to complete connections to transit and within activity centers (e.g., employment/shopping /transit/etc.) through the Solano Countywide Pedestrian Plan and the Solano Bicycle and Pedestrian Program (SBPP). The Solano Countywide Pedestrian Plan is the planning document and the SBPP is the funding program.

- b) Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails. **This sub- goal is a Preliminary Proposal.** STA is already working on projects such as the Jameson Canyon trail study to help implement this goal.
- 3) Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans. **This goal has been Completed.** With the 2009/2010 update to the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan, criteria have been developed to identify projects to achieve the goals of their respective plans. A separate set of criteria for prioritizing planned projects has also been developed. Priority projects will be reviewed annually.
- 4) Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained. **This goal is a Preliminary Proposal.** This policy initiative is new to the CTP, and no steps have been taken to implement it.
- 5) Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds. **This goal has achieved Significant Progress.** This policy initiative is new to the CTP. Currently, STA staff requires that a complete streets checklist be filled out and submitted by member agencies when applying for funds administered by STA. A link to submitted checklists has also been placed on the STA website to enable access by the BAC and PAC as well as the general public. A policy recommendation is pending approval by the STA Board as a part of the 2010 Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan updates. This is consistent with Caltrans and MTC's Complete Streets policies. Note: not yet in the CTP/bike/ped plans. Policy needs to go through STA Board first. STA step is to go beyond disclosure and present to the BAC/PAC. Developing a policy is next. Bring examples of what other agencies think Complete Streets is. Identify good complete streets

candidate projects.

- 6) Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities. **This goal has been Completed.** STA staff participates on the Caltrans D4 Pedestrian advisory committee, MTC Regional Bicycle Working Group, MTC Regional Pedestrian Committee, and attends various regional meetings to coordinate and stay current with transportation news and industry developments.
- 7) Encourage end-user focused bicycle and pedestrian facilities planning. **This goal has been Completed.** The STA Bicycle and Pedestrian advisory committees consist primarily of system users. STA and member agency staff attends and participate as *ex officio* members of these committees. STA staff also seeks the advice and guidance from experienced cyclists and walking commuters from local bicycle clubs, pedestrian interest groups, and members of the BAC and PAC. STA staff works closely to coordinate the needs of the public with projects identified by project sponsors. In addition, external resources including blogs, internet websites, magazines, and newspapers are frequently used to identify current best-practices as a tool for bicycle and pedestrian facilities planning.
- 8) Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
 - a) Safe Routes to School (SR2S) Program. **This sub-goal has been Completed.** STA has adopted a Safe Routes to Schools plan, and is now implementing a SR2S program. Additional funds are being sought to expand the number of schools involved in the SR2S program. The Safe Routes to Transit plan has not been initiated
 - b) Safe Routes to Transit (SR2T) Program. **This sub- goal is a Preliminary Proposal.** The STA Fiscal Year (FY) 2009-10 budget identifies funds for the development of a SR2T plan.
- 9) Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.

This goal has been Completed. STA staff coordinates and prepares agendas for a Bicycle Advisory Committee (BAC) and a Pedestrian Advisory Committee (PAC). Each committee meets at least once quarterly per calendar year. STA works with appointing agencies to ensure that each Committee position is filled with a qualified candidate. With the two committees, STA can maintain the unique perspective of each group.
- 10) Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a

program to correct deficiencies. **This sub- goal is a Preliminary Proposal.** An index for bikability and walkability currently does not exist. This policy initiative is new to the CTP, and no steps have been taken to implement it. STA staff will need to develop a method to inventory the condition of travel surfaces for bicyclists and pedestrians through the Pavement Condition Index (PCI) as a starting point for each city.

11) Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit. **This goal has been Completed.** The Solano Napa Commuter Information (SNCI) program currently provides transit trip planning information. Callers to SNCI can also request trip planning assistance for bicycling and walking also. The 511.org Trip Planner also provides an online system for identifying preferred routes of travel with connections to transit as a resource for bicyclists and pedestrians. Through the SNCI program, STA will continue to market the 511.org Trip Planner more to improve its benefit to the bicycling and walking people in Solano County.

12) Continue to provide financial incentive for the purchase of bicycles to be used for commuting.

This goal has been Completed. SNCI administers the program and works with participants to log their bicycle miles travelled. The Solano Napa Commuter Information (SNCI) posts flyers to attract interested residents and workers of Solano County. The program provides a reimbursement of 60% of cost of the bicycle, up to \$100.

Alternative Fuels

1) Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.

a) Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County. **This goal has achieved Significant Progress.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. As technology advances, a series of agenda items to identify and implement alternative fuels technologies at future meetings is planned. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative clean fuel buses.

b) Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles.

This goal has achieved Significant Progress. Some agencies own and operate compressed natural gas (CNG) fueled buses and Electric Vehicle fleet. STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an

analysis of which fuels would be most effective for Solano County nor a strategy to advance the use of that/those fuel(s). The City of Vacaville's City Coach bus service is comprised of 15 CNG buses. The City of Vallejo is currently taking steps toward transitioning their fleet vehicles to diesel or diesel-electric buses. Vallejo Transit bus service is currently comprised of a combination of 60 gasoline or diesel buses. STA has assisted with securing funding for projects related to procurement of alternative fueled vehicles and also provides funding opportunity updates to project sponsors in the Consortium, TAC, and STA Board meeting agenda packets.

- 2) Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles. **This goal has achieved Significant Progress.** STA staff supports programs and projects submitted by member agencies interested in sponsoring alternative fuel vehicles for on-road use. The City of Vacaville has operated a successful Electric Vehicle (EV) program for lease or purchase of EVs and to offset the cost of owning an EV for its residents and workers of eastern Solano County and the cities of Dixon, Rio Vista and Vacaville. The City of Vacaville runs a similar program to cover the marginal cost of acquisition of CNG cars for residents of these areas. Funding for the program has been largely from the Yolo Solano Air Quality Management District – Clean Air Funds program (administered by the YSAQMD with funding advice provided through STA, The City of Vacaville also maintains an Electric Vehicle fleet for City staff use. Funding for the program is not adequate to cover the number of interested participants, and no funding is available for residents in the BAAQMD jurisdiction.

Transit-Oriented Development

- 1) Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations such as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs. **This goal has achieved Significant Progress.** The Metropolitan Transportation Commission (MTC) is working with the Association of Bay Area Governments (ABAG) to implement the Bay Area FOCUS initiative which identifies PDAs and provides TLC funding for eligible projects within the PDAs. Approximately \$1.8 million dollars will be allocated to Solano County through MTC's Transportation of Livable Communities (TLC) funding program to construct projects in PDAs. STA is working with each member agency to developing an implementation strategy to administer the programmed funds. Because PDAs are a relatively new concept, STA has a limited ability to track the success of funds it manages in supporting PDAs. STA's allocation of TLC funds in past years has supported development of projects that support PDA-type development, but not all TLC funds have been expended in areas that

have received PDA designations. Note: address need to improve higher density development strategy.

- 2) Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations. **This goal has achieved Significant Progress.** STA developed an Alternative Modes funding strategy that has been used to coordinate the various funding sources pertinent to the development of various projects, including those in PDAs and TOD locations. As new programs are developed at the regional level, STA will continue to update the funding strategy to coordinate the funding to most efficiently support the planning and construction of projects under the alternative modes element.
- 3) Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning. **This goal has achieved Significant Progress.** This goal is new and is continuing to evolve, but steps already taken to support Transportation for Livable Communities projects help support PDAs. STA staff regularly prepares a “Funding Opportunities” summary of grants and funding available to STA member agencies. STA also works with its legislative advocacy group for identifying legislation relevant to projects and funding for various community transportation-related improvement categories. In the past, STA has also secured federal earmarks and state funding to support local agency projects at any point in the project development process (i.e. planning, design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning). STA has developed a program for the regional T-Plus program.
- 4) Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects. **This goal has achieved Significant Progress.** The Napa-Solano Travel Demand Model was approved in July 2008, and is used as the basis for regional travel modeling in all STA documents and by jurisdictions and consultants analyzing projects with regional impacts. In 2009, a new structure for monitoring the development and updating of the model was created: the Model Technical Advisory Committee and the Model Land Use Committee. The STA is now working to update the model’s utility for arterial Routes of Regional Significance, and to prepare for new information from the 2010 census.



DATE: January 21, 2010
TO: STA Comprehensive Transportation Plan – Alternative Modes Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Next Steps and Schedule

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.

Discussion:

All three CTP committees – Alternative Modes, Arterials Highways and Freeways, and Transit – will meet in January 2010 to review the Draft CTP project list and the Goal Gap Analysis. When those steps are complete and the STA Board adopts the CTP project list in February 2010, the following major steps will remain to complete the CTP update. Many of the steps are sequential, but some can be conducted at the same time.

- Develop an estimate for the cost of each project, and identify anticipated available funding.
- Compile a list of local and regional initiatives that will shape Solano transportation choices. Specific examples are the Metropolitan Transportation Commission's Freeway Performance Initiative and High Occupancy Toll (aka Express) lanes, and development of a SB 375 Sustainable Communities Strategy.
- Develop draft policies for each Element, including policies for funding priorities.
- Develop a draft Tiered CTP Project List
- Prepare the CTP investment plan
- Prepare a CTP Study priority list
- Complete the Draft CTP, including all maps and graphics
- Present the Draft CTP at public meetings around the county
- Prepare an environmental analysis for the Draft CTP

STA staff plans to have the draft CTP ready for public comment by the end of May, 2010.

Fiscal Impact:

None.

Recommendation:

Information.