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Members:

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

**ALTERNATIVE MODES SUBCOMMITTEE  
 MEETING AGENDA**

**Monday, August 3, 2009**

**1:30 – 3:00 p.m.**

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

**ITEM**

**BOARD/STAFF PERSON**

**I. CALL TO ORDER – SELF INTRODUCTIONS**  
 (1:30 p.m.)

**Jim Spering, Chair**

**II. APPROVAL OF AGENDA**  
 (1:35 – 1:40 p.m.)

**III. APPROVAL OF MINUTES FROM LAST MEETING:  
 August 27, 2008**  
 (1:40 – 1:45 p.m.)

**Jim Spering, Chair**

**IV. ACTION ITEMS**

**A. State of the System - Alternative Modes Element  
 Report**

**Robert Macaulay, STA**

*Recommendation:*

*Forward a recommendation to the STA Board to adopt  
 the State of the System report for the Alternative Modes  
 element.*

(1:45 – 2:15 p.m.)

**V. INFORMATIONAL ITEMS**

**A. Review Alternative Modes Element Goals**

**Robert Macaulay, STA**

Review the Purpose Statement and Goals adopted in  
 2008 for the Alternative Modes Element.

(2:15 – 2:30 p.m.)

**B. CTP Update Schedule**

**Robert Macaulay, STA**

Review of schedule and tasks to complete update of  
 Alternative Modes Element and CTP

(2:30 – 2:45 p.m.)

**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>Ron Jones</u> City of Rio Vista	<u>Curtis Hunt</u> City of Vacaville
<u>Tom Bartee</u> City of Vallejo	<u>Mike Hudson</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	

**VI. NEXT MEETING**

(2:45 p.m.)

- A. Establish date and time for next Committee meeting
- B. 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](mailto:rmacaulay@sta-snci.com)



## 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
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
<b>C</b>		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	<b>R</b>	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
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	SKIPP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTP	Short Range Transit Plan
FIA	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
LIA	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	IIF	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	<b>U, V, W, Y, &amp; Z</b>	
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: July 29, 2009  
TO: STA Comprehensive Transportation Plan – Transit Committee  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update – Alternative Modes  
State of the System Report

**Background:**

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

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

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

**Discussion:**

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

**Bicycle and Pedestrian Network**

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

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

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

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

#### Alternative Fuels

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

#### Transit Oriented Development (TOD)

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

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

#### **Fiscal Impact:**

None.

#### **Recommendation:**

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

#### Attachments:

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

## Alternative Modes State of the System Report

### Preface

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

The elements of the Alternative Modes system are:

#### *Bicycle and Pedestrian*

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

#### *Alternative Fuels*

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

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

#### *Transit Oriented Development*

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

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

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

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

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

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

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

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

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

## **CAPITAL ASSETS**

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

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

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

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

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

*Table 1.0 – Overall Bikeway Inventory*

**SOLANO COUNTY REGIONAL BIKEWAY NETWORK (ALL)**

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

*Table 1.1 – Class I Bikeway Inventory*

**SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS I)**

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

Table 1.2 – Class II Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS II)

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

Table 1.3 – Class III Bikeway Inventory

SOLANO COUNTY BIKEWAY NETWORK (CLASS III)

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

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

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

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

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

Table 2.0 – Overall Walkway Inventory

SOLANO COUNTY PEDESTRIAN NETWORK

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

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

\*\*Rounded to the nearest tenth

\*\*\*Includes multi-agency projects

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

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

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

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

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

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

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

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

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

### *MTC Regional TLC Funded Projects*

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

### *STA Countywide TLC Funded Projects*

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

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

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

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

#### **STA Documents:**

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

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

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

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

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

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

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

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

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

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

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

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

#### **Member Agency Documents:**

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

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

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

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

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

STA Jepson Parkway Plan – see description above.

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

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

## OPERATIONS

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

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

### Bicycle and Pedestrian Activity Data Collection: Bicyclist and Pedestrian Counts

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

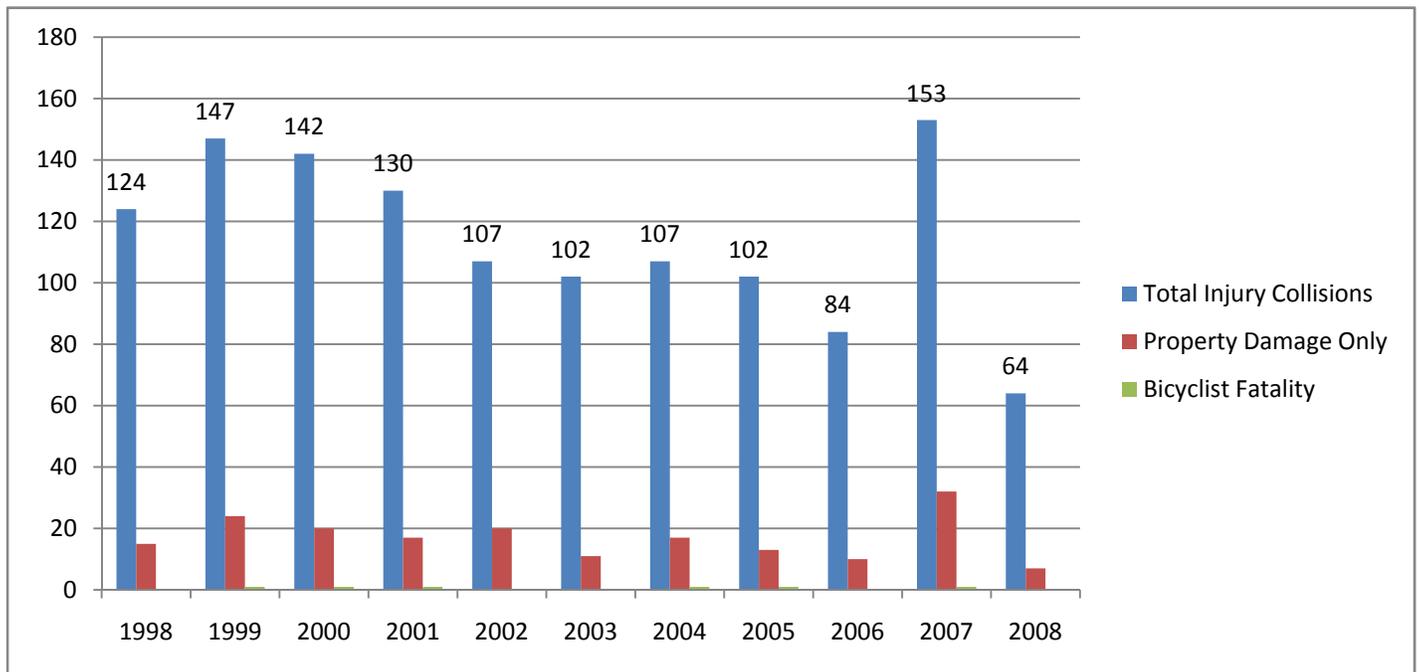
MTC BICYCLISTS AND PEDESTRIAN COUNTS (2002)

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

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

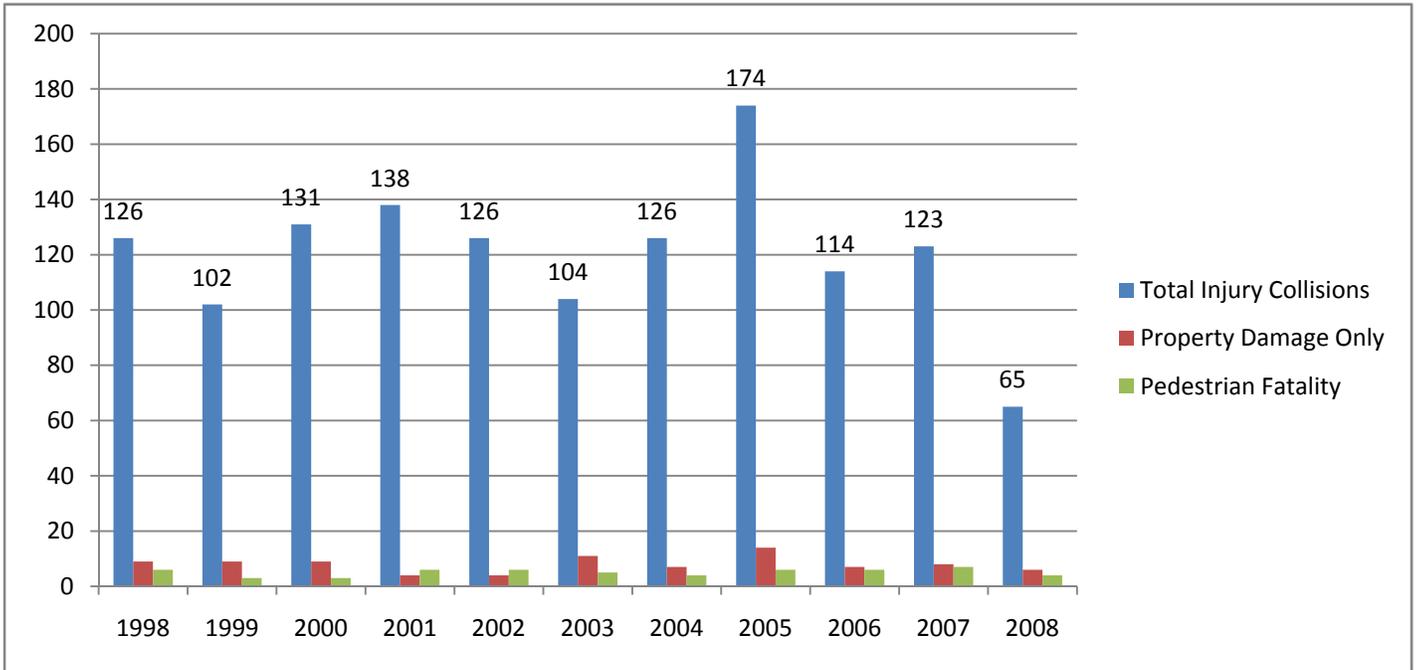
Safety: Traveler-Vehicle Collision Data (1998-2008)

BICYCLE/VEHICLE COLLISIONS IN SOLANO COUNTY



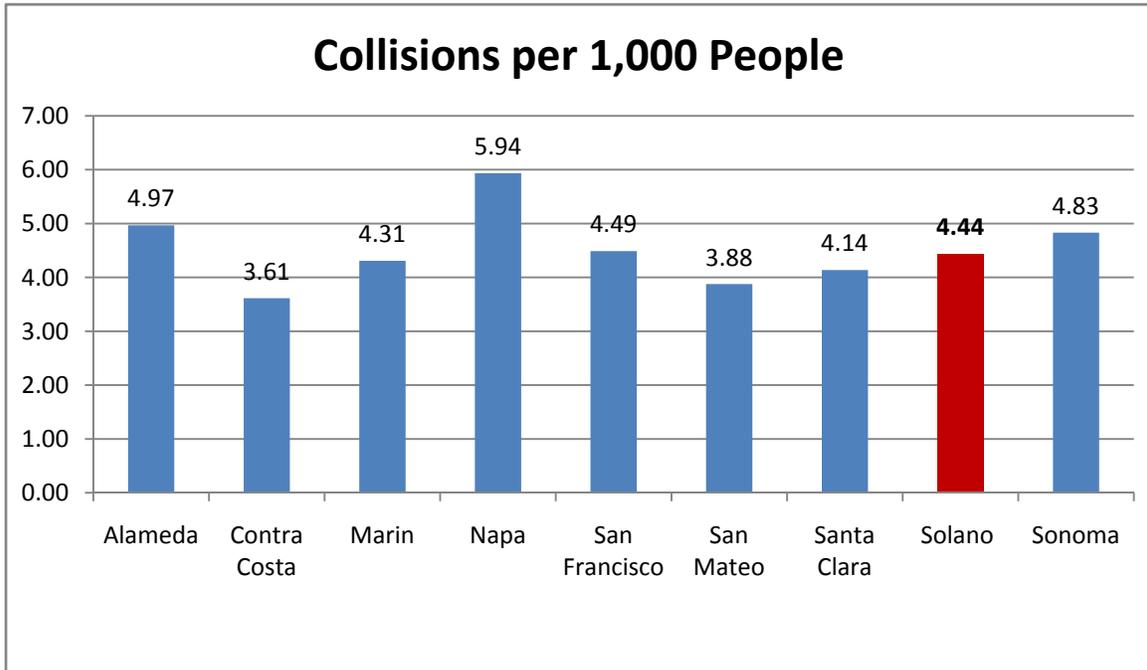
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	124	109	15	0
1999	147	122	24	1
2000	142	121	20	1
2001	130	112	17	1
2002	107	87	20	0
2003	102	91	11	0
2004	107	89	17	1
2005	102	88	13	1
2006	84	74	10	0
2007	153	120	32	1
2008	64	57	7	0

PEDESTRIAN/VEHICLE COLLISIONS IN SOLANO COUNTY



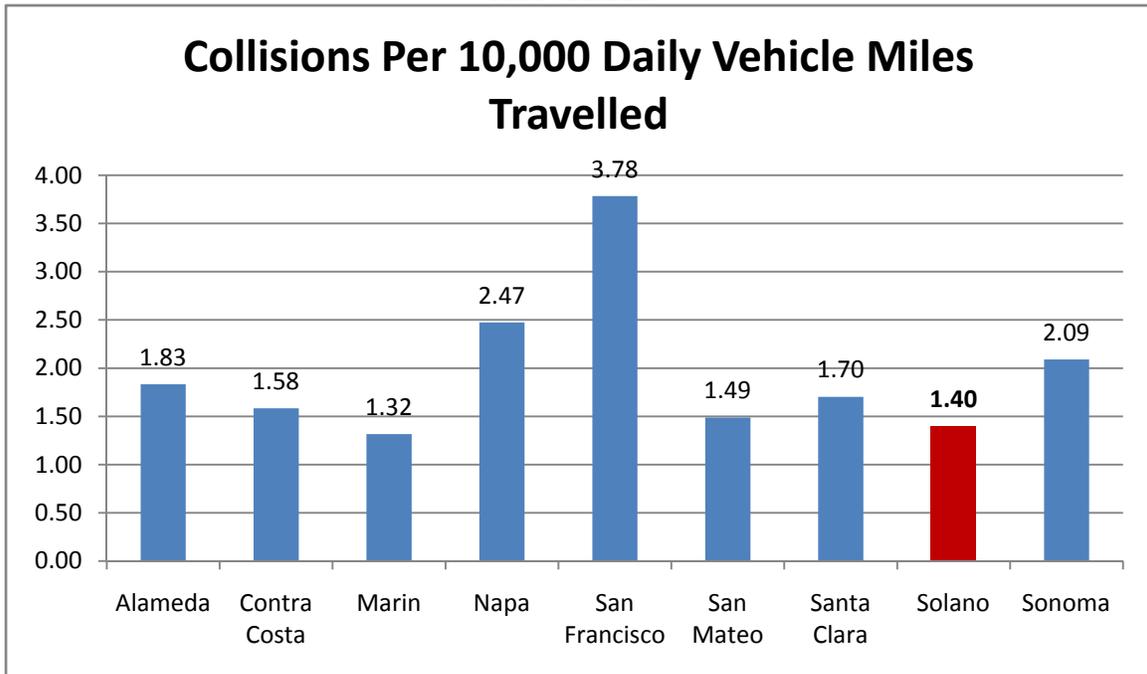
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	141	126	9	6
1999	114	102	9	3
2000	143	131	9	3
2001	148	138	4	6
2002	136	126	4	6
2003	120	104	11	5
2004	137	126	7	4
2005	194	174	14	6
2006	127	114	7	6
2007	138	123	8	7
2008	75	65	6	4

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



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

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

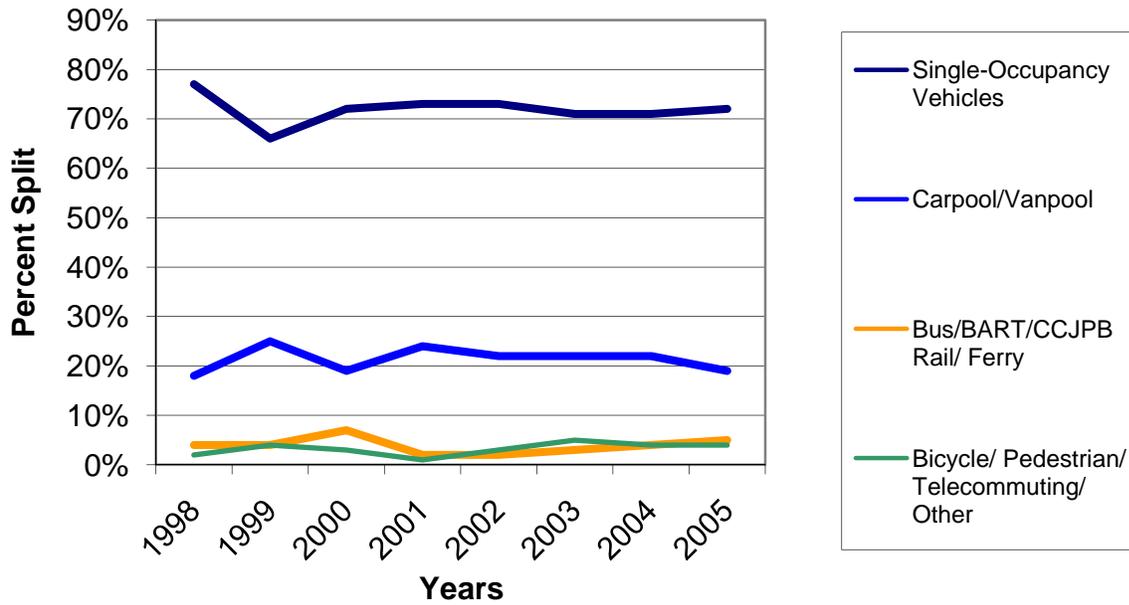


\*2008 data from Caltrans, Office of Travel Forecasting and Analysis; [www.dot.ca.gov/hq/tsip](http://www.dot.ca.gov/hq/tsip)

Mode Share: Usage Statistics of All Modes

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

**Multimodal Split in Solano County**



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

## Funding

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

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

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

1 - Solano Bicycle and Pedestrian Program (SBPP)

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

3 - Transportation Fund for Clean Air (TFCA)

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

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

## Conclusions

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

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

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



DATE: July 29, 2009  
TO: STA Comprehensive Transportation Plan – Transit Committee  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update – Purpose and Goals

**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 draft Purpose Statement and Goals for the Alternative Modes element was prepared in mid-2008, and reviewed by the Alternative Modes committee in August of 2008. The draft Purpose Statement and Goals were subsequently reviewed by the Bicycle Advisory Committee and the Pedestrian Advisory Committee. However, the final document was not presented to the STA Board for adoption.

**Discussion:**

Each element of the CTP has an adopted purpose statement and goals. The purpose statement is a short summary of what the element hopes to achieve. The goals are specific end results that, if achieved, will result in substantial implementation of the purpose.

The Purpose Statement and Goals provide the STA's vision of a mature, effective system, while the State of the System report shows how the system currently operates. The projects and programs identified by STA, the member agencies and funding partners such as Caltrans and the Capitol Corridor are the means to close the gap between the current and the desired future system, and the policies that will be developed as part of the CTP will help STA decide which projects to prioritize for funding.

The draft Alternative Modes Element Purpose Statement and Goals will be presented to the STA Board at their September meeting for adoption.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Draft Alternative Modes Element 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 Mission<sup>1</sup> 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 ~ To establish programs and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal<sup>2</sup> transportation choices for Solano's residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

**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 under 5 potential focus area categories (in alphabetical order):

### Alternative Fuels

1. Support sustainable new and emerging alternative fuel technology by maintaining a broad information base, securing applicable funding, providing fleet demonstration programs, and increasing alternative fuel infrastructure
2. Work with the Solano Express Transit Consortium (countywide forum of transit and fleet operators) to discuss alternative fuels technologies for transit fleets serving Solano County

### Bicycle, Pedestrian, & Ridesharing

3. Develop an intermodal transportation system that serves the transportation needs of Solano County's residents, workers, and visitors in a manner that is compatible with characteristics of natural, economic, and social resources
4. Improve the connectivity of transit facilities to existing and proposed bicycle and pedestrian facilities
5. Plan, design, construct, maintain, and operate multimodal transportation projects to accommodate bicycles, pedestrians, and handicap individuals, except road maintenance projects.
6. Implement Caltrans Context-Sensitive Solutions, Caltrans Deputy Directive 64, and Metropolitan Transportation Commission's (MTC) Routine Accommodations policy to plan, design, construct, maintain, and operate multimodal transportation projects.

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<sup>1</sup> 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."

<sup>2</sup> A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

7. Identify and work with the stakeholders who will benefit from improved bicycle and pedestrian facilities connectivity and access (i.e. local users, visitors, merchants, etc.)
8. Develop and implement plans to improve awareness of the location and function of bicycle and pedestrian facilities.
9. Develop programs to educate public about bicycle and pedestrian safety
10. Develop and maintain partnership and good relations 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).
11. Fund and implement bicycle and pedestrian systems defined in STA plans. Periodically review and prioritize bicycle and pedestrian projects identified in STA plans based on ability to close system gaps and available funding
12. Increase the connectivity of bicycle and pedestrian facilities to all modes of travel including public transit and park-and-ride lots.
13. Encourage end-user focused bicycle and pedestrian facilities planning
14. Improve safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T)

#### Communications/Education

15. Maximize collaboration among member agencies through all available technology
16. Encourage real-time exchange of information between people through shared services (i.e. transportation-related blog/chat rooms, forums, and instant messaging)
17. Develop and provide bicycle and pedestrian trip planning information, including near real-time information on availability of alternative modes
18. Increase awareness of available bicycle, pedestrian, and ridesharing (carpooling and vanpooling) modes
19. Publicize the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles
20. Provide incentives to expand the percentage of bicycle, pedestrian, and formal and casual ridesharing participation
21. 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
22. Inform the public of the provisions for public safety/disaster preparedness which is supplied by bicycle and pedestrian facilities

#### Funding Priorities

23. Develop a comprehensive network of funding resources for project sponsors to utilize when pursuing the planning and delivery of alternative modes projects
24. Assist project sponsors with obtaining funding for the planning and delivery of alternative modes projects
25. Ensure that alternative modes plans and facilities connect to underserved communities

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

26. Support cities in approving and constructing sustainable higher density development and mixed land use amenities or Transit Oriented Development by implementing the Solano

Transportation for Livable Communities (TLC) plan and supporting communities with applications for Priority Development Area (PDA) designation

27. 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 projects

DRAFT