

BAC

SOLANO BICYCLE ADVISORY COMMITTEE

Thursday, October 5, 2006, 6:30 p.m.
STA Conference Room
One Harbor Center, Suite 130
Suisun, CA 94585

<u>NO.</u>	<u>ITEM</u>	<u>COMMITTEE/ STAFF PERSON</u>
I.	CALL TO ORDER - SELF INTRODUCTIONS (6:30-6:35 p.m.)	Glen Grant, Chair
II.	APPROVAL OF OCTOBER 5, 2006 BAC AGENDA <i>Recommendation: Approve the October 5, 2006 BAC agenda</i> (6:35-6:37 p.m.)	
III.	APPROVAL OF AUGUST 17, 2006 BAC MINUTES <i>Recommendation: Approve the August 17, 2006 BAC minutes</i> (6:37-6:44 p.m.)	
IV.	OPPORTUNITY FOR PUBLIC COMMENT (6:40-6:50 p.m.)	
V.	INFORMATION ITEMS	
A.	STA Committee Letter Writing Policy (6:50-6:55 p.m.)	Sam Shelton
B.	North Connector Transportation for Livable Communities (TLC) Plan (6:55-7:00 p.m.)	Robert Guerrero
C.	Update on the Solano Bicycle & Pedestrian Program (SBPP) (7:00-7:15 p.m.)	Sam Shelton
D.	Future BAC 2006/2007 Agendas (7:15-7:20 p.m.)	Sam Shelton
VI.	ACTION ITEMS	
A.	Solano Bicycle & Pedestrian Program (SBPP) Revisions <i>Recommendation: Forward a recommendation to the STA Board to amend the Solano Bicycle & Pedestrian Program's (SBPP) Guidelines and Criteria.</i> (7:20-7:45 p.m.)	Sam Shelton

B. State Route 12 Truck Climbing Lane Project Letter

Sam Shelton

Recommendation: Request that the STA send a letter to Caltrans regarding the Bicycle Advisory Committee's (BAC) bicycle concerns and suggestions for Caltrans' State Route 12 Truck Climbing Lane Project .
(7:45-8:00 p.m.)

VII. ADJOURNMENT (8:00 p.m.) – The next regularly scheduled BAC meeting will be on December 7, 2006 in the STA Conference Room at One Harbor Center, Suite 130, Suisun City, CA 94585 at 6:30 p.m.



**BICYCLE ADVISORY COMMITTEE
Minutes of the meeting
August 17, 2006**

I. CALL TO ORDER

The regular meeting of the Bicycle Advisory Committee was called to order at approximately 6:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

BAC Members:

J.B. Davis
Jim Fisk
Randy Carlson
Michael Segala
Mick Weninger

Benicia BAC member
Dixon BAC member
Fairfield BAC member
Suisun City BAC member
Vallejo BAC member

BAC Members Absent:

Glen Grant, Chair
Barbara Wood, Vice Chair
Larry Mork
Ray Posey

Solano County BAC member
Member-at-Large
Rio Vista BAC member
Vacaville BAC member

Others Present:

Nick Endrawos
Mike Duncan
James Loomis
Dee Swanhuysen
Rob Powell
Robert Guerrero
Sam Shelton

Caltrans District 4
City of Fairfield Public Works
City of Vacaville Public Works
Bay Ridge Trail
Solano County Citizen
STA
STA

II. APPROVAL OF AUGUST 13, 2006 BAC AGENDA

A quorum was not present until after the BAC had covered Information Item V.A. J.B. Davis made a recommendation that the BAC add an action item "BAC Letter to Caltrans concerning the SR 12 Truck Climbing Lane and bicycle facilities" to the agenda with a recommendation to send this letter as the BAC from the STA. Jim Fisk made a motion to support Mr. Davis' request. With a second from Randy Carlson, the BAC unanimously approved the August 17, 2006 BAC Agenda with the additional action item.

III. APPROVAL OF JULY 13, 2006 BAC MINUTES

A quorum was not present until after the BAC had covered Information Item V.A. On a motion by Mike Segala and a second from Randy Carlson, the BAC unanimously approved the July 13, 2006 BAC Minutes.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Dee Swanhuysen stated that she had reviewed preliminary environmental document maps of the North Connector Project and was disturbed to find that a class I pedestrian path was not part of the project but that a class II bike path was part of the project. Sam Shelton informed Ms. Swanhuysen that the Bicycle and Pedestrian Advisory Committees will get a chance to review the project plans before the environmental documents are released for public review.

Rob Powell stated that it was his understanding that Fairfield's McGary Road project was given a high "Gap Closure" score during the Solano Bicycle & Pedestrian Program (SBPP) funding process. Mr. Powell did not agree with the opinion of the BAC or PAC regarding that Fairfield's McGary Road Project was a gap closure project at all.

Mr. Powell also informed the BAC that several deficiencies remained in the latest reprint of the Solano-Yolo Bikelinks Map. It was Mr. Powell's opinion that several Benicia and Vallejo facilities had been not been included from the previous map and that his suggestions regarding American Canyon's bicycle network were ignored. Sam Shelton stated that American Canyon Public Works did not respond to either the STA or the mapping consultant when asked for bicycle route information. Mr. Shelton also stated that Vallejo and Benicia BAC representatives suggested the removal of certain trails in their areas during the revision process.

V. INFORMATION ITEMS

A. McGary Road Status Report

Mike Duncan presented the status of Fairfield's McGary Road project to the BAC. J.B. Davis asked Mr. Duncan if the Red Top Slide has stopped moving. Mr. Duncan stated that Paul Wiese with Solano County and himself could not ascertain if the slide had moved during the last few heavy rains.

Rob Powell asked why Caltrans has equipment on McGary Road right now. James Loomis stated that Caltrans was using McGary Road as a staging area for slurry seals in I-80.

Mike Segala asked if the City of Fairfield has spoken with land owners on the south side of McGary Road if it was feasible to place a pedestrian path along the south of McGary Road. Mike Duncan replied that the City of Fairfield has not had that discussion. Mr. Duncan revisited part of his overview of the project, stating that the pedestrian path is not part of the road rehabilitation or the class II bicycle path phase, but is a second phase that would require additional environmental review and right-of-way.

Rob Powell questioned why \$2 million of the STA's bicycle facilities funding on mostly a road rehabilitation project. Mike Duncan stated that only \$800,000 will come from the STA.

Mike Duncan asked if a few BAC members such as J.B. Davis, Randy Carlson and Glen Grant would be able to review the revised McGary Road Feasibility Study.

Those BAC members present stated that they would be able to review the document with Mr. Duncan.

B. State Route 12 Truck Climbing lanes / SR12 West Bike Route Update.

Nick Endrawos gave the BAC an overview of the project and updated them on the design status. Mick Weninger described the northbound bicycle crossing hazard from the south side of SR12 at Red Top Road to the Class I bike path on the north side of SR12. Mr. Endrawos stated that the current environmental documents for the west end of the North Connector project describes the installation of an intersection at that location; however, Mr. Endrawos went on to describe the possibility of a grade-separated crossing as part of the I-80/I-680/SR 12 interchange project.

Mike Segala described his solution of inserting tubes during the construction of the truck climbing lanes that would preserve bicycle and pedestrian connectivity during the construction of the I-80/I-680/SR 12 Interchange improvements in the future. Nick Endrawos stated that Mr. Segala's project cannot be funded as part of the truck climbing lanes project and must find a project sponsor and additional funding to complete.

Mick Weninger asked if there would be sufficient room in the design of the truck climbing lanes to provide a bicycle or pedestrian refuge island to help bicyclists cross SR12. Nick Endrawos thought it might be possible to incorporate into the design of the project at this point.

J.B. Davis and Nick Endrawos discussed whether or not Caltrans followed Deputy Directive-64 in regards to considering the non-motorized needs in the area. Nick Endrawos described Caltrans efforts to consider bicycle facilities, such as holding public meetings, recognizing SR12 as a Class III bike route, and allowing the Caltrans Bicycle Coordinator to review the project. J.B. Davis described how the Caltrans Project Report for the Truck Climbing Lane does not reference how the Solano Countywide Bicycle Plan recognizes SR12 as being either a Class I or Class II bicycle facility. Mr. Endrawos stated that a Class I or Class II facility should be considered as part of the Jameson Canyon Project. Sam Shelton stated that both the Napa and Solano bicycle plans call for either a Class I path to be built along the railroad right-of-way south of SR12 or a Class II path along SR12.

Mike Segala informed the BAC that he attends joint Solano County and Napa County meetings regarding the Jameson Canyon project. Dee Swanhuysen asked if the project will incorporate the Bay Ridge Trail. Mr. Segala stated that the groups is aware of the trail as well as other bicycle and pedestrian interests.

J.B. Davis asked if rumble strips of bicycle safety would be installed as part of the project. Nick Endrawos stated that rumble strips were not part of the project, but could be. Mr. Endrawos asked that the BAC include their bicycle facility ideas in their letter to Caltrans.

Members of the BAC thanked Nick Endrawos for presenting the truck climbing

lanes project to them that evening and entertaining their questions.

VI. ACTION ITEMS

A. BAC Letter to Caltrans concerning the SR 12 Truck Climbing Lane and bicycle facilities.

J.B. Davis asked that his draft letter be distributed for review tonight and sent to Caltrans. Randy Carlson made a motion to table the adoption of a letter to Caltrans until a draft letter can encompass the concerns and ideas brought up during this BAC meeting. Mike Segala seconded the motion and the BAC passed Mr. Carlson's motion.

VII. ADJOURNMENT

A number of BAC members and meeting attendees thought that so many projects being built in this area deserved to be discussed in an area-wide analysis. Sam Shelton stated that these projects will be reviewed by the BAC and PAC.

On a motion by Jim Fisk and a second by Mick Weninger, the BAC adjourned at 8:00 pm.

The next meeting of the STA BAC is scheduled for Thursday, October 5, 2006 at 6:30 p.m.



DATE: October 3, 2006
TO: Solano Bicycle Advisory Committee (BAC)
FROM: Sam Shelton, Assistant Project Manager
RE: STA Committee Letter Writing Policy

Background:

On February 10, 1993, the Solano Transportation Authority (STA) Board adopted a policy regarding advisory committee letters and other communications to outside agencies. This policy applied to the STA's Technical Advisory Committee (TAC), SolanoLinks Transit Consortium (Consortium), Solano Bicycle Advisory Committee (BAC), Solano Pedestrian Advisory Committee (PAC), and Paratransit Coordinating Council (PCC).

Although the current STA committee letter writing policy still applies, the policy is thirteen years old and is currently not included in the TAC, Consortium, BAC, PAC, or PCC bylaws.

Discussion:

On September 13, 2006, the STA Board reconfirmed the following Advisory Committee Letter Writing Policy:

“Letters written by Authority Committees that are directed outside the Authority must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter will be sent out. In all other cases, the letter must be approved by Board Action.”

The STA Board also directed STA Staff to include this policy statement in all advisory committee bylaws, including the Solano Bicycle Advisory Committee.

Recommendation:

Informational.



DATE: October 3, 2006
TO: Solano Bicycle Advisory Committee (BAC)
FROM: Robert Guerrero, Senior Planner
RE: North Connector Transportation for Livable Communities (TLC) Plan

Background:

The STA's TLC Plan proposes that a North Connector TLC-type study and enhancements be provided along the entire North Connector. Similar to the Jepson Parkway Concept Plan, STA staff proposes that a user-friendly, multi-jurisdictional concept plan be developed with the following main elements:

- Overall design goals, policies and objectives to guide the long term development of the corridor;
- Proposed long range land uses adjacent to the corridor identified in the City of Fairfield and County of Solano general and specific plans;
- Bike, pedestrian path(s), treatments, connections and signage;
- Streetscaping elements such as gateway signs, street furniture, pedestrian lighting, etc.;
- Landscaping of various types along the entire corridor (i.e. more urban type plantings in the more urban areas, and more rural plantings along the rural areas);
- Access concepts such as the location and timing of traffic signals and limiting additional access and driveways along the rural areas;
- Future transit routes, stops and services for local bus service as well as that proposed in the SR 12 Transit Corridor Study;
- Public input opportunities to obtain comments on the draft concept plan prior to adoption.

The STA will work closely with the City of Fairfield, County of Solano and the North Connector design team to develop the concept plan during 2006-07. The improvements, enhancements and services recommended in the concept plan would be generally in addition to or supplementing the basic road infrastructure improvements currently in the environmental and design stages.

Discussion:

After the STA Board has approved a consultant selection at their October 11th board meeting, the STA will begin working on the North Connector TLC plan along the following schedule:

Project commences	October 31, 2006
Prepare goals, objectives, policies	November 15, 2006
Prepare draft concept plan graphics and illustrations	December 31, 2006
Hold public input meeting	January 31, 2007
Prepare Draft Plan	April 30, 2007
Prepare Final Plan	May 31, 2007

The Bicycle and Pedestrian Advisory Committees (BAC & PAC) will be asked at different times to provide input and review the draft plan.

Recommendation:

Informational.



DATE: October 3, 2006
 TO: Solano Bicycle Advisory Committee (BAC)
 FROM: Sam Shelton, Assistant Project Manager
 RE: Update on the Solano Bicycle & Pedestrian Program (SBPP)

Background:

The Solano Bicycle Pedestrian Program (SBPP) helps to fund priority bicycle and pedestrian projects countywide. The SBPP funds bicycle and pedestrian projects through three funding sources: Transportation Development Act (TDA) Article-3 funds, Countywide Bicycle and Pedestrian funds through Metropolitan Transportation Commission's (MTC) Regional Bicycle and Pedestrian Program, and Eastern Solano Congestion Mitigation and Air Quality (CMAQ) funds.

Discussion:

In April 2006, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) adopted Tier 1 and Tier 2 SBPP bicycle priority lists and in May 2006 made funding recommendations for Fiscal Year (FY) 2006-07 SBPP funds and in July and August made funding recommendations for FY 2007-08 and FY 2008-09:

Total Solano Bicycle Pedestrian Program (SBPP) funds by agency:		<u>SBPP Funding Total</u>
		\$3,674,000
City of Benicia		\$942,000
State Park Road Bridge Project		\$942,000
City of Fairfield		\$1,010,000
McGary Road Regional Bike Path		\$850,000
Union Avenue Corridor, Phase II		\$25,000
West Texas Street Gateway Project, Phase I & II		\$135,000
Solano County		\$992,000
Abernathy Road Bridge		\$50,000
Suisun Valley Road Bridge		\$110,000
Vacaville-Dixon Bikeway		\$832,000
City of Suisun City		\$90,000
Bike Lane Striping Along Railroad Ave, Phase II		\$90,000
City of Vacaville		\$640,000
Nob Hill Bike Path		\$300,000
Ulati Creek Bike Path (Allison to I-80)		\$169,000
Ulati Creek Bike Path (Ulati to Leisure Town)		\$171,000

According to current SBPP guidelines, the BAC and PAC are to be given an opportunity to review and make adjustments to the 3-year plan once a year. After the annual review, a funding recommendation is made for that fiscal year's projects. For FY 2007/08 projects, the BAC and PAC will make their review of these projects in January 2007 and make a funding recommendation to the STA Board at that time. The STA Board will then be able to adopt the funding recommendation in February 2007.

The SBPP uses a variety of funding sources, including federal funds. Those projects using federal funding (e.g., Metropolitan Transportation Commission (MTC) Regional Bicycle and Pedestrian Funds and Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds) will need to request Transportation Improvement Plan (TIP) amendments with MTC. In order for a project to be in the TIP, it must be a fully funded project and follow MTC's project delivery policies. After the STA Board adopts a funding recommendation for FY 2007/08, STA Staff will assist project sponsors with their TIP amendments. The following is a draft schedule of how the project sponsors will get their projects submitted into the TIP so they may obligate the funds by May 2007 for FY 2007/08 funding.

Estimated Schedule To Obligate Federally Funded Bicycle And Pedestrian Projects	
Event	Estimated Date
BAC Reviews FY 2007/08 Bicycle Projects	December 7, 2006
PAC Reviews FY 2007/08 Pedestrian Projects	January 18, 2007
TAC Reviews BAC & PAC Recommendations	January 24, 2007
STA Board Adopts FY 2007/08 Funding Recommendations	February 14, 2007
Project Sponsor & STA submit major TIP amendment to MTC	March 1, 2007 (Estimated Deadline)
FHWA Adopt amended TIP	May 2007

Recommendation:

Informational.

Attachment:

- A. BAC & PAC recommended Solano Bicycle & Pedestrian Program (SBPP) 3-year implementation plan.

ATTACHMENT A

**BAC & PAC recommended Solano Bicycle & Pedestrian Program (SBPP)
3-year Implementation Plan, May 2006**

Mode Application	Priority		Sponsor	Project	Request	Funding Sources			TOTAL SBPP
	BAC	PAC				TDA	MTC	ECMAQ	
FY 2006/07					\$275,000.00	\$302,000.00	\$0.00	\$0.00	302,000.00
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00
Bike	2.5		Solano County	Abernathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2007/08					\$4,235,000.00	\$319,000.00	\$698,000.00	\$814,000.00	\$1,831,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000.00	\$119,000.00	\$450,000.00		\$569,000.00
Ped		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000.00		\$175,000.00		\$175,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000.00		\$73,000.00		\$73,000.00
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000.00	\$110,000.00			\$110,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000.00			\$343,000.00	\$343,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000.00	\$90,000.00			\$90,000.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000.00				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000.00			\$300,000.00	\$300,000.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000.00			\$171,000.00	\$171,000.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2008/09					\$5,700,000.00	\$337,000.00	\$698,000.00	\$506,000.00	\$1,541,000.00
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$152,000.00	\$221,000.00		\$373,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$465,000.00		\$650,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$12,000.00		\$12,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					Remaining	\$0.00	\$0.00	\$0.00	\$0.00



DATE: October 3, 2006
 TO: Solano Bicycle Advisory Committee (BAC)
 FROM: Sam Shelton, Assistant Project Manager
 RE: Future BAC 2006/2007 Agendas

Background:

At the February 2006 Bicycle Advisory Committee (BAC), the BAC adopted the BAC 2006 Work Plan to better guide future agendas:

2006 BAC Work Plan		
Activity	Tasks	2006 Timeline
Administrative	<ul style="list-style-type: none"> ○ Appoint Chair and Vice Chair ○ Reappoint vacant positions in BAC ○ Update Bikelinks Map ○ Promote Bike to Work Week 	<ul style="list-style-type: none"> ○ February ○ February ○ January-March ○ January-May
Planning	<ul style="list-style-type: none"> ○ Updates to the Solano Countywide Bicycle Plan and priority bike projects ○ Monitor and Review funded bike projects 	<ul style="list-style-type: none"> ○ On-going ○ On-going
Funding	<ul style="list-style-type: none"> ○ Solano Bicycle Pedestrian Program (SBPP) funding process FY 06/07 ○ Revisions to the SBPP process ○ Letters of support for grant proposals and submittals ○ SBPP funding process FY 07/08 	<ul style="list-style-type: none"> ○ February-April ○ April-August ○ On-going ○ September-December

Discussion:

A number of specific requests are being made of the BAC’s time over the course of the next four BAC meetings, including but not limited to:

- Solano Bicycle & Pedestrian Program (SBPP) project updates and funding recommendations
- Cordelia Area Project overviews
 - North Connector Project
 - I-80/I-680/SR 12 Interchange Project
 - Jameson Canyon Project
 - McGary Road Project
 - SR 12 WB Truck Climbing Lane Project

Listed below are the next five BAC meeting dates and suggested agenda item topics:

Tentative BAC Meeting Dates	Agenda Items	
	Information	Action
December 7, 2006	<ul style="list-style-type: none"> • Overview of the North Connector TLC project 	<ul style="list-style-type: none"> • Recommend FY07/08 SBPP funding
February 1, 2006	<ul style="list-style-type: none"> • Overview of the I-80/I-680 Interchange project 	<ul style="list-style-type: none"> •
April 5, 2006	<ul style="list-style-type: none"> • Update on SR 12 WB Truck Climbing Lane Project 	<ul style="list-style-type: none"> •
June 7, 2006	<ul style="list-style-type: none"> • Cordelia Area Project Overview (one of the five mentioned above) 	<ul style="list-style-type: none"> • Possible review of Draft Safe Routes to School (SR2S) Study

Please review these potential agendas items and provide feedback on additional possible items for consideration.

Recommendation:
Informational.



DATE: October 3, 2006
TO: Solano Bicycle Advisory Committee (BAC)
FROM: Sam Shelton, Assistant Project Manager
RE: Solano Bicycle & Pedestrian Program (SBPP) Revisions

Background:

The Solano Bicycle Pedestrian Program (SBPP) helps to fund priority bicycle and pedestrian projects countywide. During the SBPP process, Bicycle, Pedestrian, and Technical Advisory Committee members made several suggestions to revise the SBPP. STA Staff asked that the project sponsors and the committee members run through the SBPP process as adopted and make the suggested changes to the program afterwards.

An SBPP subcommittee of BAC, PAC, and TAC members met on September 19 to discuss potential revisions to the process.

Discussion:

The Solano Bicycle Pedestrian Program (SBPP) is composed of a number of steps guided by several documents:

1. Guidelines
2. Criteria
3. Applications

The subcommittee discussed various changes to each of the SBPP steps to streamline the process and ensure that priority bicycle and pedestrian projects are funded. STA Staff and the subcommittee put together a number of suggestions based on staff discussions, committee member input, and TAC member advice.

Suggested changes to the Solano Bicycle Pedestrian Program:

1. Guidelines

These guidelines serve as the initial framework for the program. Several aspects of the program have become much clearer after the first SBPP cycle.

Revise guideline #4 to read:

“Each year, preferably during the months of December or January, BAC and PAC shall confirm their ~~top priority projects for the next 3 years of SBPP funding~~ recommendations for the next fiscal year’s projects found in the current SBPP 3-year Implementation Plan.”

This allows project sponsors sufficient time to submit Transportation Improvement Plan (TIP) amendments through the STA and MTC so that project sponsors can obligate funding in a timely manner.

Revise guideline #6 to read:

“~~The 3-year Implementation Plan will be updated annually to include new projects or revisions to current projects identified in the plan. A call for projects for the 3-year Implementation Plan will happen every three years. Amendments to the 3-year Plan must be approved by the project sponsors, the BAC and the PAC before sending a recommendation to the STA Board for their adoption.~~”

This changes the “annual cycle” for SBPP funding in the guidelines into a “3-year cycle” for SBPP funding. A 3-year cycle allows sufficient time for enough funding to build up to fund large priority projects, such as Fairfield’s McGary Road Projects and Benicia’s State Park Road Bridge Project.

Revising the guidelines in this manner will ensure that the BAC and PAC review projects on an annual basis before they are funded and fund large priority projects in the SBPP. Annual project updates are already required in guideline #3.

The SBPP subcommittee members discussed at length a possible one-time call for projects for an additional year for those STA member agencies that did not submit projects during the last call for projects. This would be an exception to the guidelines, which stipulates a 3-year calls for projects.

2. Criteria

The SBPP Criteria serve as the basis for prioritizing projects applying for funding each cycle. The criteria also affect how the applications are worded. Several aspects of the criteria were found to be ineffective in properly gauging the difference between projects as well as choosing quality bicycle and pedestrian projects.

Gap Closures

Revise the description of Gap Closures to include not only physical barriers **but also disincentives to using a facility**. An example of such a barrier would be a lack of bicycle lockers at a transit hub or poor lighting along a pedestrian path. How this should be incorporated into the point scheme is up to the subcommittee to discuss. STA Staff recommends that two levels of disincentives be spread across the medium and low point scales (“not practicable to overcome barrier” for 4-7 points and “tolerable to overcome barrier” for 0-3 points).

The SBPP subcommittee recommended that scores for non-physical barriers only reach a maximum of a medium score (4-7).

Access

Revise the description of Access to bicycle destinations to properly reflect the goals of the Solano Countywide Bicycle Plan. “Objective 4.0” states that the STA will strive to “*Develop a countywide bikeway system that meets the needs of commuter and recreation bicyclists, helps reduce vehicle trips, and links residential neighborhoods with destinations*”

countywide.” The criteria should further stress **access serving commuter and recreational cyclists along residential linkages to destinations.**

The Solano Countywide Pedestrian Plan’s policy under “Objective 3.3” states that “*the highest priority pedestrian improvements should be those where pedestrian facilities are lacking or deficient in close proximity (1/4 to 1/2 mile) to pedestrian destinations such as schools, parks, transit, and shopping.*” This also follows with “Objective 3.4” which states that the STA should “*recognize and support pedestrian access and activity in existing zones and destinations such as downtowns, waterfronts and historic districts*” and “Objective 3.7” which states that the STA should support “*coordinating planning for pedestrian improvements with planning for transit and regional parking centers.*” The criteria should further stress **access serving these destinations mentioned in the pedestrian plan.**

Removal of criteria

The subcommittee felt that a number of criteria should be removed:

- Cost/Benefit
- Reduction of Vehicle Usage
- Strategically Funded Project

3. Applications

Several aspects of the applications made them hard to fill out and use to score projects:

- Maps of the project area were not generally included
- Photos of the project area were not generally included
- Project funding was not specific enough
- Project summaries were too short
- Long-term Plans and Policies info lacked enough details
- Large paper handouts were cumbersome and hard to navigate
- Paper scoring sheets made reporting scores difficult

STA Staff recommends the following changes to the applications:

- Include maps of the project area pointing out Gap Closures, Access destinations, and Safety improvements.
- Include greater detail/(give more space) in project summaries.
- Site specifics while answering long-term plans and policies question (Staff Recommended Scores)
- Create electronic scoring applications and scoring sheets for committee member use.

Recommendation:

Forward a recommendation to the STA Board to amend the Solano Bicycle & Pedestrian Program’s (SBPP) Guidelines and Criteria.



DATE: October 3, 2006
TO: Solano Bicycle Advisory Committee (BAC)
FROM: Sam Shelton, Assistant Project Manager
RE: State Route 12 Truck Climbing Lane Project Letter

Background:

Caltrans proposes to construct a truck climbing lane on westbound Route 12 (Jameson Canyon Road) from postmile markers 1.5 to 2.79 (nearly half the length of SR12 West from I-80). The new truck climbing lane will bring the shoulders on the westbound side of SR12 up to Caltrans standards of 2.4 meters (nearly 8 feet) and 3.0 meters (nearly 10 feet) at retaining wall locations. The existing 1.0 meter to 1.2 meter shoulders on the eastbound lanes will remain the same. The entrance to the existing Class I path along the north side of I-80 to Red Top Road will be improved to accommodate the additional truck climbing lane and shoulders..

The project's design is currently 35%, preliminary designs are underway and permits for environmental & right-of-way are being negotiated. This project has again been delayed in the State Highway Operations Protection Program (SHOPP) from being funded in fiscal year 2007/08 to fiscal year 2008/09.

Discussion:

At a special BAC meeting held on August 17, 2006, the BAC received a presentation from Nick Endrawos, the Caltrans District 4 Project manager of the State Route 12 Truck Climbing Lanes project. An action item was added to the BAC agenda to ask the STA to send a letter to Caltrans regarding the truck climbing lane project's bicycle issues (see Attachment A). The BAC vote to table this item and bring back a revised draft to include a number of comments made during the August 17th BAC meeting.

STA Staff has drafted a letter which incorporates the issues raised during the meeting (see Attachment B).

Several bicycle issues were raised with regards to the truck climbing lane project:

- Crossing SR12 at Red Top Road is already hazardous. Adding an additional lane to cross degrades the current bicycle access.
- The proposed increased shoulder widths of 8-10 feet will create sufficient room for a Class III bicycle path in the westbound direction. However, the Project Report for the Truck Climbing Lanes Project does not reference the STA's Solano Countywide Bicycle Plan, which calls for either a Class I or Class II bicycle path along SR12.

As part of the discussion, BAC members were able to discuss possible bicycle facility improvements to the truck climbing lanes project that would increase safety for bicyclist who cross SR12 at Red Top Road. Mr. Endrawos asked that a letter to Caltrans include these proposals:

- Add rumble strips along the westbound shoulder to increase motorist awareness of leaving the road and entering shoulder and bicycle space.
- Add a bicycle/pedestrian refuge island in the space made for the designed left turn pocket.
- Add bicycle/pedestrian route & crossing signage at the entrance to the existing Class I bicycle and pedestrian facility on the north side of SR12 for both directions of SR12 traffic.
- Add bicycle and pedestrian access tubes near I-80, under the SR12 on & off ramps to ensure safe bicycle and pedestrian access during the construction of not only the Truck Climbing Lanes project, but also subsequent projects planned for the Cordelia Area (such as the North Connector Project and the I-80/I-680/SR12 Interchange Project).

Since this project's funding has been delayed to FY 2008/09, there is a greater chance of amending the current design to incorporate additional non-motorized travel elements.

Recommendation:

Request that the STA send a letter to Caltrans regarding the Bicycle Advisory Committee's (BAC) bicycle concerns and suggestions for Caltrans' State Route 12 Truck Climbing Lane Project.

Attachments:

- A. Draft Bicycle Advisory Committee (BAC) Letter regarding Caltrans' State Route 12 Truck Climbing Lane Project (Author: J.B. Davis)
- B. Draft Bicycle Advisory Committee (BAC) letter regarding Caltrans' State Route 12 Truck Climbing Lane Project (Staff Recommendation)

Draft Bicycle Advisory Committee (BAC) Letter regarding Caltrans' State Route 12 Truck Climbing Lane Project (Author: J.B. Davis)

Mr. Marcus Chan, P.E.

Dear Mr. Chan,

I am the current Chairman and a long time member of the Solano Transportation Authority's Bicycle Advisory Committee. One of my responsibilities as the Chairman of the STA-BAC is to monitor progress on transportation projects in Solano County that might have an affect on the bicycling community. While reviewing the Project Study Report for the Route 12 West climbing Lane dated 30 June 05 I noticed a discrepancy and am hopeful it can be rectified without a great deal of trouble.

The discrepancy is in section 5.1.11 Non-motorized and Pedestrian Features, etc. In the PSR you state that none is proposed. I assume this means no non-motorized or pedestrian feature is proposed for this stretch of Highway 12. However if you look at the Solano Countywide Bicycle Plan adopted by the Solano Transportation Authority Board of Directors in October 2004, on page 87 it clearly shows that Route 12 from Red Top road to the Napa County line is proposed for either a Class I or a Class II bike route.

It seems to me that a road widening project is the perfect opportunity to add Class I or Class II bike lanes to this busy commuter route. The heavy equipment will already be there to build the truck climbing lane and this Class I or Class II facility is part of an adopted bicycle plan.

Further it seems to me that not considering the needs of bicyclists and pedestrians while planning this project is not in the spirit of CalTrans Deputy Directive 64. I hope you will take the time to amend your PSR to reflect the information I have provided you in this letter. I would like a written response to this letter in the next 30 days please.

Sincerely,

Glen Grant

Draft Bicycle Advisory Committee (BAC) Letter regarding Caltrans' State Route 12 Truck Climbing Lane Project (Staff Recommendation)

Nick Endrawos
Caltrans District 4
SR12 Truck Climbing Lanes Project Manager

Dear Mr. Endrawos

First, I would like to thank you for attending the Solano Bicycle Advisory Committee (BAC) meeting on August 17, 2006 and presenting an overview of Caltrans' SR12 Truck Climbing Lanes Project. One of the responsibilities of the BAC is to advise the STA Board on transportation projects that might have an affect on the planned bicycle projects and current bicycle mobility in Solano County.

During the BAC meeting discussion, several bicycle issues were raised regarding the SR12 Truck Climbing Lanes Project. BAC members described how crossing SR12 at Red Top Road is already hazardous and that adding an additional lane to cross degrades the current bicycle access. The proposed increased shoulder widths of 8-10 feet will create sufficient room for a Class III bicycle path in the westbound direction. However, the Project Report for the Truck Climbing Lanes Project does not reference the STA's Solano Countywide Bicycle Plan, which calls for either a Class I or Class II bicycle path along SR12.

Members of the BAC are recommending the following design solutions to help mitigate these bicycle hazards:

- Add rumble strips along the westbound shoulder to increase motorist awareness of leaving the road and entering shoulder and bicycle space.
- Add a bicycle/pedestrian refuge island in the space made for the designed left turn pocket.
- Add bicycle/pedestrian route & crossing signage at the entrance to the existing Class I bicycle and pedestrian facility on the north side of SR12 for both directions of SR12 traffic.
- Add bicycle and pedestrian access tubes near I-80, under the SR12 on & off ramps to ensure safe bicycle and pedestrian access during the construction of not only the Truck Climbing Lanes project, but also subsequent projects planned for the Cordelia Area (such as the North Connector Project and the I-80/I-680/SR12 Interchange Project).

In the sprit of Deputy Directive 64, please consider incorporating these non-motorized vehicle designs into the State Route 12 Truck Climbing Lanes project.

Thank you,

Glen Grant
STA BAC, Chairperson