

BAC

SOLANO BICYCLE ADVISORY COMMITTEE

Thursday, February 3, 2005, 6:30 p.m.
STA Conference Room
One Harbor Center, Suite 130
Suisun, CA 94585

| <u>ITEM</u> | | <u>ACTION</u> |
|-------------|--|-----------------------|
| I. | CALL TO ORDER- SELF INTRODUCTIONS- (6:30-6:33 p.m.) | Confirm Quorum |
| II. | APPROVAL OF AGENDA- <i>Recommendation: Approve the February 3, 2005 BAC Agenda</i> (6:33-6:36 p.m.) | Approval |
| III. | APPROVAL OF DECEMBER 16, 2004 BAC MINUTES- <i>Recommendation: Approve the December 16, 2004 meeting minutes</i> (6:36-6:40 p.m.)- Pg 1 | Approval |
| IV. | OPPORTUNITY FOR PUBLIC COMMENT (6:40-6:50 p.m.) | Discussion |
| V. | INFORMATION ITEMS- (6:50-7:30 p.m.) - Pg 6 | Informational |
| | A. 2005 Bike to Work Week- (Anna McLaughlin, SNCI) | |
| | B. Class I Design Guidelines Discussion- (Glen Grant, Solano County BAC Member) | |
| | C. MTC Regional Bicycle/Pedestrian Program- (Robert Guerrero, STA) | |
| | D. BAAQMD and YSAQMD Clean Air Funding Programs (Robert Guerrero, STA) | |
| | E. FY 2005-06 TDA Article 3 Process- (Robert Guerrero, STA and J.B Davis, Benicia) | |
| VII. | Adjournment (7:30 p.m.)– Next meeting scheduled tentatively for <u>April 7, 2005</u> in the STA Conference Room at One Harbor Center, Suite 130, Suisun, CA 94585 at 6:30 p.m. (a special meeting may be requested in March). | |

Joint Special Meeting
BAC & PAC
Minutes
Thursday, December 16, 2004 6:30pm
STA Conference Room
One Harbor Center, Suite 130
Suisun, CA 94585

I. CALL TO ORDER/ SELF-INTRODUCTIONS

The Solano Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) were called to order at 6:33 p.m. by BAC Chair, J.B. Davis. A quorum of BAC members was present. A quorum of PAC members was present.

BAC

| | | |
|------------------|------------------------|----------------------------|
| Members Present: | J.B. Davis, Chair | Benicia BAC member |
| | Glen Grant, Vice-Chair | Solano County BAC Member |
| | Randall Carlson | Fairfield BAC member |
| | Bill Schmidt | Member-at-Large BAC member |
| | Mick Weninger | Vallejo BAC member |
| | Michael Segala | Suisun City BAC member |
| | Jim Fisk | Dixon BAC member |

PAC

| | | |
|------------------|----------------|---|
| Members Present: | Eva Laevastu | Tri City and County Cooperative Planning Group PAC member |
| | Michael Segala | Suisun City PAC member |
| | Jim Erickson | Benicia PAC member |

BAC

| | | |
|-----------------|------------|----------------------|
| Members Absent: | Ray Posey | Vacaville BAC member |
| | Larry Mork | Rio Vista BAC member |

PAC

| | | |
|-----------------|-------------|---|
| Members Absent: | Mary Woo | Vacaville PAC member |
| | Kathy Blume | Bay Area Ridge Trail Council PAC member |

Also Present:

| | |
|-----------------|--|
| Morrie Barr | City of Fairfield Public Works |
| Brian Miller | City of Fairfield Planning and Development |
| Paul Wiese | Solano County Resource Management Department |
| Gary Cullen | Suisun City Public Works |
| James Loomis | City of Vacaville Public Works |
| Dan Schiada | City of Benicia Public Works |
| Dan Christians | STA |
| Mike Duncan | STA |
| Robert Guerrero | STA |
| Sam Shelton | STA |

II. OPPORTUNITY FOR PUBLIC COMMENT

Bill Schmidt made an observation that sand was still covering the Crocket side of the non-suspended portion of the Al Zampa Bridge, for deicing purposes. Robert Guerrero will make inquires. Dan Christians asked that the BAC move the BAC meeting agenda item VII B up to IV. The BAC approved this change.

III. INFORMATION ITEMS

A, B, & C.

Overview and Relationship between the Countywide Pedestrian & Bike Plans
Robert Guerrero reviewed both the Countywide Pedestrian and Bike Plans and pointed out the overlapping projects between the two plans.

IV. ACTION ITEM

A. MTC Regional Bicycle Pedestrian Program

Robert Guerrero gave an overview of the Regional Bicycle Pedestrian Program. Robert Guerrero asked the BAC and the PAC to make a recommendation for the STA Board to support project applications submitted for this program.

Dan Schiada gave a presentation on his application for the Benicia “State Park Road Bike/ I-780 Overcrossing Pedestrian Bridge and Path” project. Mr. Schiada raised concerns about future bike/ped demand from the new Vallejo residential development north of the project. The following is a summary of the answers Dan Schiada gave to both BAC and PAC members:

- The shopping center west of State Park Rd will make a Class I path on the west side.
- The DEIR for the Columbus Parkway Widening does not adequately discuss bicycle and pedestrian access.
- The lanes across the bridge are being widened; however, the City of Benicia is not asking for Regional Bike and Ped funds for this. This is part of bringing the bridge up to Caltrans standards.
- There will be connections to the Bay and Ridge trails.
- There will not be lighting or landscaping improvements; however, there will be a curved fence for protection.
- This is a gap closure project because this bridge is the most convenient bike/ped access between Vallejo and Benicia.

J.B. Davis added that this project is part of the Cross-State Bike Plan. Robert Guerrero stated that this is among the top four BAC priority projects. J.B. Davis, Jim Erikson, and Dan Christians all recommended that both the BAC and PAC should send a letter of support to the STA Board.

On a motion from Randy Carlson and a second from Mike Segala, the BAC unanimously approved the recommendation. On a motion by Mike

Segala and a second by Jim Erickson, the PAC unanimously approved the recommendation.

J.B. Davis asked STA staff to keep him informed of STA and MTC meeting dates so that he may show the BAC's support for this project.

Brian Miller and Morrie Barr gave a presentation on the City of Fairfield's application for the Fairfield Linear Trail: North Texas Street to Dover Avenue Segment. Mr. Miller's main points were that the pathway is heavily used by school children from Cleo Gordon Elementary School and Dover Middle School are within ¼ mile of the project and will enhance pedestrian access to a future Fairfield Central Bus Transfer Center planned for the corner of North Texas Street and East Tabor Avenue.

Mr. Miller continued to discuss the Linear Trail as an important element of the countywide and regional bicycle network. This project is a small but necessary step to complete current gaps in the Linear Trail system and would provide an improved connection to the Jepson Parkway and points east as well as Solano Community College to the west. The following is a summary of the answers Brian Miller and Morrie Barr gave to both BAC and PAC members:

- The Linear Park is paved from Solano College to North Texas.
- The project will not connect Linear Park to Air Base Parkway; however, the next segment will complete the connection to Air Base Parkway and connect to the Air Base bike/pedestrian overcrossing.
- The Linear Trail is also identified in the Solano Transportation Authority's Countywide Bicycle Plan, Countywide Pedestrian Plan, and the Metropolitan Transportation Commission's Regional Bicycle Master Plan.
- This project is more pedestrian oriented than bicycle oriented with the planned bus connections and existing school connections.
- This is a Regional Pedestrian project because of the future bus transfer center. Morrie Barr envisions a regional pedestrian project being a path that connects to a transit hub and not a cross-jurisdictional path.
- This is only a proposal. The actual application will be more formal.

The following is a summary of various BAC and PAC member comments regarding the Fairfield's project and application:

- Fairfield has Class II paths all around the Linear Park and will not score well as a gap closure project.
- This is not a regional access project. It is only a local Fairfield bike/pedestrian connection.
- The BAC does not support funding art amenities before paved pathways.
- Some members recommended the proposal be refined for further consideration.

Both the BAC and the PAC discussed whether or not supporting both projects increased or decreased chances for regional funding. Concerns from the BAC and PAC were raised that these projects would compete

against each other and degrade both project's chances at receiving regional funds. Mike Segala encouraged projects to go forward based on the idea that you won't get anything unless you try. Gary Cullen reinforced this side of the argument by stating that a smaller project may be just the right fit for leftover funds. Mr. Cullen stated that he has received several grants in this fashion. Mike Duncan stated that as a pedestrian project, it is eligible to compete for the 25% pedestrian fund portion available from the Regional Bike and Pedestrian Program.

Mike Segala made a motion to bring the Fairfield project proposal back to the PAC on January 6th for further review. On a second by Jim Erickson, the PAC unanimously approved the motion.

V. ADJOURNMENT OF JOINT SPECIAL MEETING

The Joint BAC/PAC meeting adjourned at 8:30 pm.

VI. APPROVAL OF OCTOBER 7, 2004 BAC MINUTES

On a motion by Mike Segala and a second by Bill Schmidt, the BAC minutes were approved.

VII. ACTION ITEMS

A. Solano Bikeway Extension Feasibility Study (McGary Road)

Dan Christians recommended that the BAC forward a recommendation to the STA Board to authorize the Chair to submit a letter of support to the City of Fairfield on the Solano Bikeway Extension project. This letter would endorse completing the feasibility study and encourage Fairfield to make further progress toward funding and implementing the project.

Mike Duncan briefed the BAC on the feasibility of building a path on the existing roadway, on the north side of I-80, and building a path using alternative materials. The preferred method would be building on the existing roadway with a material that will move on top of the Red Top Slide. Duncan also requested additional contacts and information regarding the construction of similar paths.

Addressing Mike Duncan's request, Randy Carlson spoke of the Carquinez Scenic Drive. Over 90% of the road has slipped into the Carquinez Strait while the rustic one-foot dirt path continues to be heavily traveled. The BAC continued their argument that a flat dirt path was all a bicycle needs, not an expensive floating concrete path. Staff noted that McGary Road is a public road and that it could have limited access for bicyclists, private landowners and emergency vehicles.

B. TDA Article 3 Call for Projects

Robert Guerrero took the BAC through the deadlines and dates associated with the TDA Article 3 program. A special subcommittee of possibly three BAC members and one PAC member will be held (if needed) to recommend projects to

their respective agencies. Robert Guerrero asked the BAC to forward a recommendation to the STA Board to issue a TDA Article 3 Call for Projects for next cycle.

On a motion by Randy Carlson and a second by Mike Segala, the BAC approved staff's recommendation.

C. 2005 BAC Chair and Vice-Chair Appointments

Robert Guerrero reminded the BAC that the term limits for BAC Chair and Vice-Chair are two years and that J.B. Davis has served his term.

Mike Segala made a motion to wave the bylaws and retain J.B. Davis and Glen Grant as Chair and Vice Chair respectively. Randy Carlson seconded the motion while J.B. Davis abstained from voting. The BAC approved Mike Segala's motion.

VIII. ADJOURNMENT

The BAC adjourned at 9:00 pm.

BAC

Date: January 28, 2005
To: STA Bicycle Advisory Committee
From: Robert Guerrero, STA
Re: **Information Items**

- A. 2005 Bike to Work Week- (Anna McLaughlin, SNCI)
Solano Napa Commuter Information staff is currently gearing up for this year's California Bike to Work Week (CBWW). SNCI program staff is working on securing local sponsors, energizer stations, and finalizing campaign materials. SNCI will begin promoting Bike to Work at a number of events, through employers, and other means during April and May. Anna McLaughlin will provide the BAC an overview of this year's campaign.

- B. Class I Design Guidelines Discussion- (Glen Grant, Solano County BAC Member)
Since the completion of the Countywide Bicycle Plan Update in May 2004, Mr. Glen Grant suggested the BAC discuss Class I Design. Mr. Grant is concerned that public works staff might need further guidance as to what makes a good Class 1 bike path for bicyclists. Attached is a brief discussion item (Attachment A) submitted by Mr. Grant and a copy of the current Class I recommendations (Attachment B) as identified in the 2004 Countywide Bicycle Plan.

- C. MTC Regional Bicycle/Pedestrian Program- (Robert Guerrero, STA)
Benicia's State Park Road/I-780 Overcrossing Project was submitted along with two pedestrian oriented projects to MTC for the Regional Bicycle/Pedestrian Program. The next fund programming step is going to be dealt with at the county level. The STA will have discretion over \$1.4 million for bicycle and pedestrian projects available for programming in July 2007. STA staff would like to create a subcommittee of the BAC and PAC to provide preliminary input on the county distribution of the Regional Bicycle/ Pedestrian Program and also to discuss the pro's and con's of the last Regional Bicycle Pedestrian Program process.

- D. BAAQMD and YSAQMD Clean Air Programs- (Robert Guerrero, STA)
The Bay Area Air Quality Management District and the Yolo Solano Air Quality Management District annually provides funding for clean air projects, including rideshare activities, bicycle, pedestrian and smart growth projects. Solano County received a total of \$639,000 (\$349,000 TFCA and \$290,000 YSAQMD) in clean air funds last year. Applications for these fund programs are currently available.

E. FY 2005-06 TDA Article 3 Process- (Robert Guerrero, STA)

The STA's Pedestrian Advisory Committee (PAC) was created to advise the STA Board on pedestrian related issues and to assist in implementing the Countywide Pedestrian Plan. Transportation Development Act (TDA) Article 3 funds are dedicated to construct bicycle *and* pedestrian projects. The BAC was historically the prime committee for advising the STA Board on priority projects for the TDA Article 3 funds. However, now that the PAC was established, the BAC will need to work with the PAC to develop recommendations for priority bicycle and pedestrian projects for the TDA Article 3 funding.

This issue was discussed at the January 6, 2005 PAC meeting. Members of the PAC expressed concern that the TDA funds will be dominated by bicycle related projects and that a new system or a review of the current system take place to ensure equitability. Eva Laevastu, PAC Chair, was invited to attend the BAC to further discuss this issue.

Robert Guerrero

From: Glen A Grant [Glen.A.Grant@us.mwhglobal.com]
Sent: Tuesday, January 25, 2005 10:12 PM
To: rguerrero@sta-snci.com
Subject: Class I Bike Path Design Criteria

Not all Class 1 bike paths are created equal. A poorly designed Class 1 bike path can be more dangerous than riding on the road. Our funds to construct bicycle transportation links are limited. The Bicycle Advisory Committee should spend some time thinking about what makes a good Class 1 bike path before we spend any more money on bike paths.

Some thoughts about what we might decide are the criteria for a good Class 1 bike path:

1. Have few street crossings. Perhaps a standard of no more than 1 crossing per mile on average would be appropriate.
2. When the path must cross a street, locate the crossing so it can be easily identified by motorists as a bike crossing and so motorists can easily see approaching bicyclists. Locate crossings so bicyclists can easily see approaching cars. A crosswalk at an intersection is one of the worst possible choices.
3. Do not expect bicyclists to become pedestrians at crossings. Design crossings with the assumption that cyclists will ride across the street because they will.
4. Make the path wide enough for the traffic it will carry. A narrow path is easily clogged by just a few pedestrians.
5. Have a plan to keep the path clean. A bike path full of glass or thorns is not usable.
6. Avoid areas where weeds are common, such as plowed fields or routes with bare soil adjacent to the path. The weeds will cover the path with thorns.
7. Keep the path well away from busy roads. Bike paths that parallel busy roads are noisy and smelly.

Most public works staff in the cities and the county do not know what makes a good Class 1 path. They assume any Class 1 path will be welcome by all bicyclists. The Bicycle Advisory Committee may wish to issue a set of design criteria for Class 1 bike paths to give local agencies thinking about building bike paths some guidance on what makes a good path.

Glen Grant
MWH
3321 Power Inn Road, Suite 300
Sacramento, CA 95826
916 418 8233
Fax: 916 924 9102
cell: 707 249 8851

stopped for pedestrians and bicyclists in response to fluorescent yellow-green warning signs increased, and the number of conflicts of vehicles with pedestrians and bicyclists decreased. Another FHWA study in 24 jurisdictions indicated that the color enabled motorists to detect the signs with greater frequency and to recognize the signs from greater distances – especially in low light and foggy/rainy weather – than they were able to detect and recognize standard yellow warning signs. The higher rate of visibility is due to the fluorescent colorants contained in the signs which absorb high energy (short wavelength) light and re-emit lower energy (longer wavelength) light. Although the study found that many of the jurisdictions did not find significant changes in vehicle speeds in response to the fluorescent yellow-green signs, motorists commented that the signs heightened their awareness of activity in the roadway environment.

CLASS I BIKE PATHS

The Caltrans Highway Design Manual, Chapter 1000, provides specific design criteria for the implementation of Class I bike paths (see Figure 4.1). In many cases, existing bike paths or multi-use trails will not meet this criteria-often because it was developed by a non-transportation department such as Parks & Recreation. As most federal and state funding is geared towards transportation facilities, we recommend that, wherever possible, Caltrans standards be met.

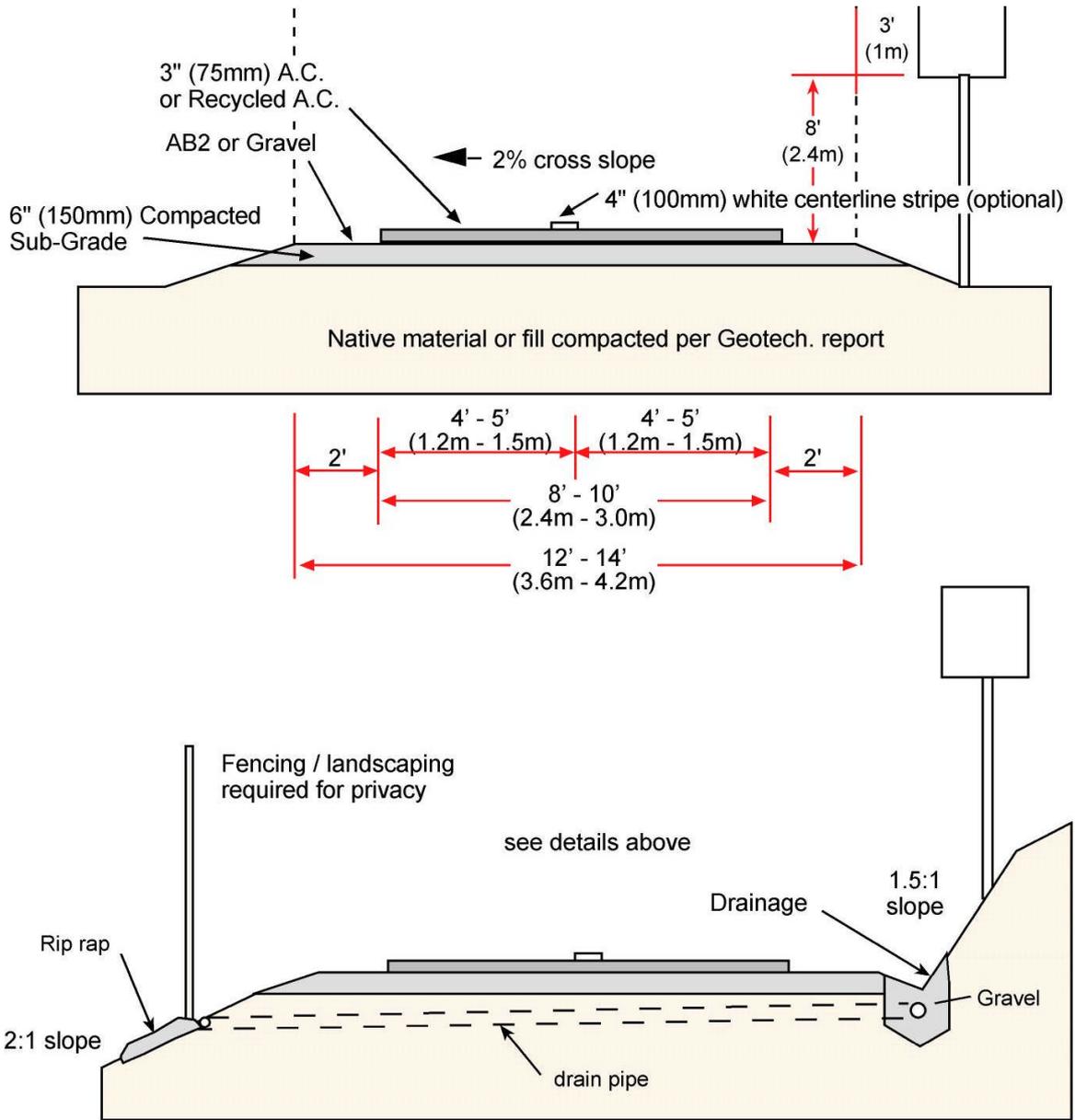
Recommendation: All bike paths should be designed to meet minimum Caltrans standards, unless the facility serves a predominately recreation (versus transportation) function.

Prototypical cross sections of bike paths to be constructed are shown in Figure 4.1, with recommended dimensions provided. For example, recommended widths for bike paths are 12 feet (3.5m) but may be reduced to 8 feet in constrained areas. Figure 16 shows the recommended Class I Bike Path crossing configuration. It is recommended that on roadways with ADT over 20,000 and bike paths with over 500 daily users, an activated signal be placed for bicyclists and pedestrians to use. Wherever feasible, an under-crossing or over-crossing should be constructed on sections that meet these criteria. Both facilities must meet ADA requirements of 4.8% maximum slope, and 8 feet of vertical clearance. If equestrians and/or heavy equipment (including fire trucks) are expected to use the facility, the vertical clearance should be 12 feet minimum.

Recommendation: Other Bike Path Design Features

- 5.a The Solano 'Bike Route' sign should be placed at all major trail entrances and intersections of the primary system. (Construction details are available through the STA)
- 5.b Landscaping should be low maintenance and low water types. Use or preservation of native materials, especially along riparian habitats, is recommended.
- 5.c Barriers (gates) should provide for disabled access (5 feet minimum between bollards).
- 5.d Provide striping and signing for speed limits, stop, and slow warnings (per MUTCD)
- 5.e Construct path to accommodate maintenance vehicles (note: path sweepers may require more than 8 feet of vertical clearance. An evaluation should be performed on proposed undercrossings between the cost of providing additional headroom and the impact on sweeping operations).
- 5.f Direct pedestrians to unpaved path when opportunity exists
- 5.g Provide adequate fencing (min. 54") to protect privacy of neighbors where warranted
- 5.h Provide at least 2' of unpaved shoulder for pedestrians where feasible
- 5.i Provide trailhead facilities (portable restroom, parking, and drinking fountain) at appropriate locations
- 5.j Minimum 5 foot separation between bike path and adjacent roadway unless a barrier is provided
- 5.k 2% cross slope should be provided for drainage
- 5.l All curve radii, super elevations, stopping sight distances, and lateral clearances on horizontal curves should conform to Caltrans Chapter 1000 specifications as shown in Figs. 1003.1C-1003.1F.
- 5.m Barriers to prevent unwanted vehicle entry onto bike path should be constructed where the need exists: all barriers should be removable by emergency vehicles.

- 5.n Handicap access should be permitted through barriers (min. 5' clearance)



Sources: Caltrans Highway Design Manual, Manual on Uniform Traffic Control Devices

FIGURE 4.1: MULTI-USE PATH CROSS SECTION

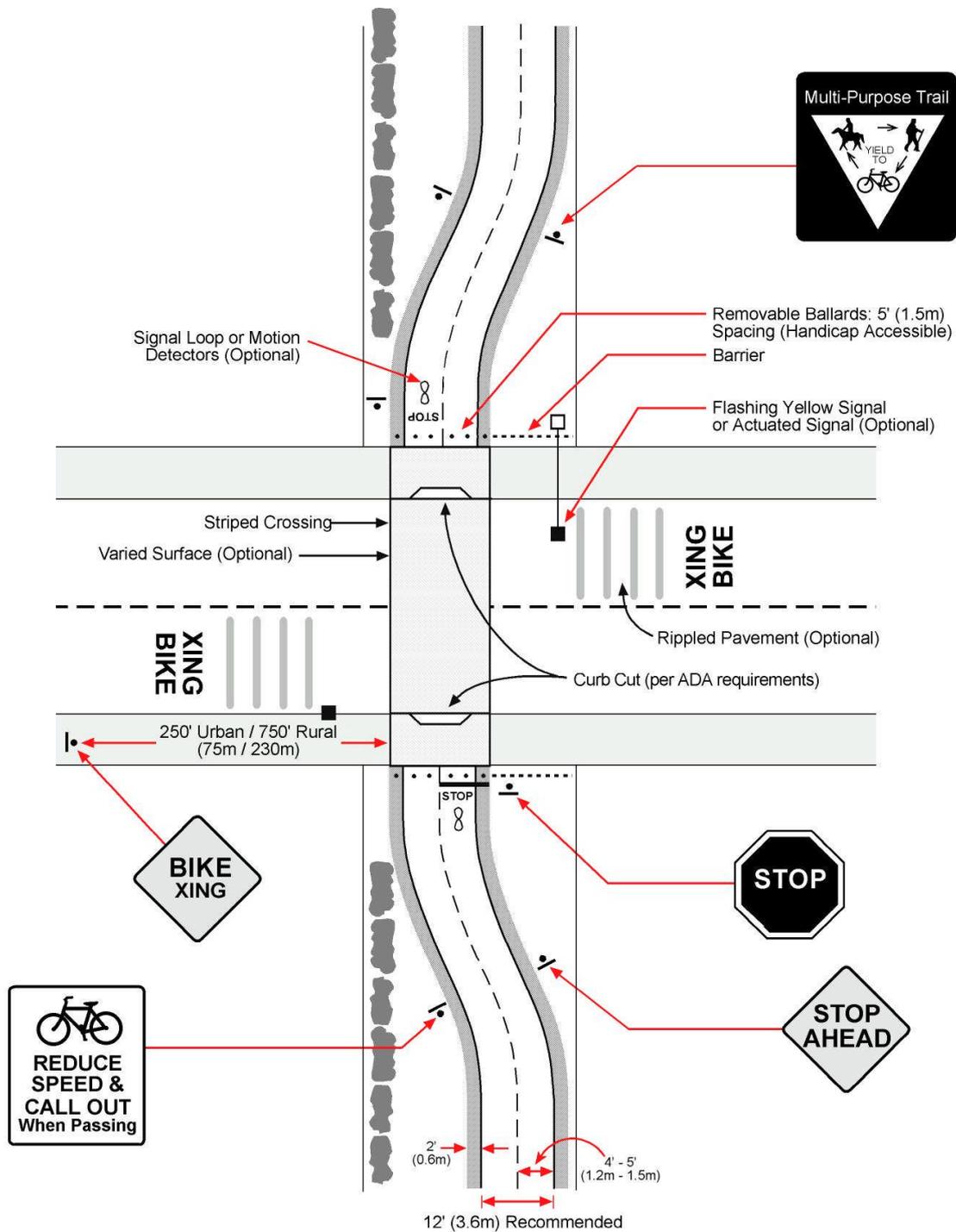


FIGURE 4.2: MULTI-USE TRAIL CROSSING PROTOTYPE

Recommendation: It is recommended that bike paths in Solano County be subject to an environmental review process to determine the need for a full EIR.

Recommendation: Bicycle Paths (Class I) should take advantage of linear opportunities such as creeks, railroad rights-of-way, and other locations identified in the System Plan where property ownership and functional compatibility permits. Preferred and minimum standards are listed below.

Preferred: Dedicated easement or public control of land, 60 foot right of way preferred for shared use 12 foot bike path with 2-2' foot paths (shoulders). Grade separated under or overcrossings of major arterials.

Minimum: Dedicated easement 12-foot right-of-way, 8-foot bike path, restricted speeds. Grade crossings with protection devices.

CLASS II BIKE LANES

Bike lane standards are well defined by Caltrans, and are the preferred on-street system for the Regional Plan. For example, Caltrans has specific standards for Class II lanes such as striping (solid six inch white stripe), and signing (at the beginning of each bike lane, at the far side of each arterial crossing, and at change in directions). Wherever existing bike lanes in Solano County do not meet Caltrans design standards, they should be programmed by the responsible department for re-design or, if impractical, not identified as an official Class II bike lane.

Recommendation: Bicycle Lanes (Class II) should be provided on all streets identified in the System Plan unless (a) the cost of expanding the right of way is prohibitive, (b) local residents and businesses do not want to lose on-street parking, (c) the Public Works department concludes it cannot reduce travel lane widths or eliminate travel lanes or two-way left turn lanes without negatively impacting safety or capacity, or (d) the street is a residential street with low traffic volumes. In most of these cases, a Class III bike route would be a suitable replacement.