

STA Bay-Vine Trail Study

Public Workshop #2 – Bicycling and Bus Tour

June 28, 2014

10:00 a.m. – 4:00 p.m.

Meeting Notes

Approximately 15 members of the public attended the second Public Workshop for the STA Bay-Vine Trail Study. The workshop consisted of two simultaneous tours – a bicycling tour and a bus tour – and northern and southern tour routes (see **Figure 1**).

The tours began with a brief overview of the study and tour objectives (i.e., to review bicycling and walking conditions in the field and discuss potential improvements). At the close of the tour, consultants provided a summary of the next steps and announced the third public workshop, which is scheduled for Wednesday, August 6th from 6:00 to 8:00pm at the JFK Library in Vallejo. The objective of the third workshop is to present and gain feedback on the trail alignment recommendations.

Table 1 presents the notes from the northern bicycling and bus tours. **Table 2** presents the notes from the southern bicycling and bus tours.

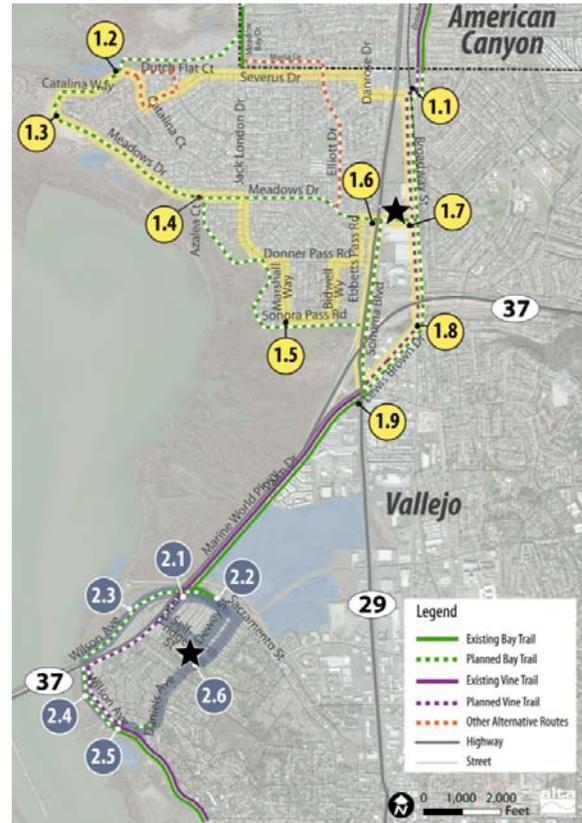


Figure 1: Northern and Southern Tour Routes



Public Workshop #2 included simultaneous bicycling and bus tours, during which participants traveled and/or viewed potential trail routes and discussed opportunities, constraints, and their preferences.

Table 1: Bicycle and Bus Tour Notes – Northern Tour

Notes	
Tour Stop 1.1: Broadway Street and Mini Drive	
<p>Project Team Tour Stop Introduction: Challenges associated with this crossing include closely spaced intersections that jog and include the rail crossing. The ROW is narrow along Mini Drive and there is not room for a Class I bike path. Do you have suggestions on how you would like to cross the street and which side the trail should be located on?</p>	
<ul style="list-style-type: none"> • Is the rail active? 	<ul style="list-style-type: none"> • This is a UPRR line. It runs once a day at 10 mph.
<ul style="list-style-type: none"> • What is the width of the rail ROW? 	<ul style="list-style-type: none"> • The ROW width varies. This Study will include review of available ROW.
<ul style="list-style-type: none"> • The general setback from rail lines is 25 feet. In past experience, UPRR has not been very supportive of giving away their ROW. 	
<ul style="list-style-type: none"> • What about buying the lot (SW corner of intersection) from the Mini Family? 	
<ul style="list-style-type: none"> • What are the options for developing a trail along the west side of Broadway? 	<ul style="list-style-type: none"> • If the route is adopted as part of a plan, the trail would be developed as the properties redevelop.
<ul style="list-style-type: none"> • Would the trail be di-directional for bicyclists? 	<ul style="list-style-type: none"> • Yes; the preferred trail design would be allow for two-way pedestrian and bicycle travel.
<ul style="list-style-type: none"> • Can the travel lanes be narrowed to make more room for a trail? 	<ul style="list-style-type: none"> • The project team will review travel lane widths to see if they can be narrowed.
<ul style="list-style-type: none"> • It would be great if this contingent would instruct the Vallejo General Plan Committee to improve bike/ped access on Broadway. 	
<ul style="list-style-type: none"> • Will the study review collision data? 	<ul style="list-style-type: none"> • Yes.
<ul style="list-style-type: none"> • The SR 29 Corridor Study includes bike lanes. 	
<ul style="list-style-type: none"> • The American Canyon segment is on the west side. 	
Tour Stop 1.2: Catalina Way	
<p>Project Team Tour Stop Introduction: The City of American Canyon is working on a potential trail alignment behind the homes along Catalina Way. The City of Vallejo is also interested in this connection. The distance between the homes and trail is to be determined.</p>	
<ul style="list-style-type: none"> • Past floods: 1986 and 2003 	
<ul style="list-style-type: none"> • Would the path be built at-grade? 	<ul style="list-style-type: none"> • A boardwalk may be appropriate here. The trail elevation and materials should account for flooding and tides.

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- Is it possible to bump out the riprap behind the homes and construct a trail on top?
 - The City of American Canyon is looking into this.
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- Consider the possible parking impact to the neighborhood and plan for staging areas with parking.
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- There are many dead-end streets in this part of Vallejo, which are conducive to trail access.
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- Could the sidewalk be widened?
 - If a wider sidewalk is pursued, there needs to be a transition to the American Canyon segment via an “out-board” segment.
 - If the sidewalk becomes the route, consider trimming vegetation to allow views to the wetlands.
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- Is there potential to use the PG&E easement?
 - The easement is narrow, runs through wetlands, and does not connect to the streets to the northeast. In past experience, PG&E has not been conducive to use of their easements for a trail.
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- Gaining the approvals and permits needed to build in wetlands is often prohibitively restrictive.
 - The Class I bike path along SR 12 in Suisun could be a good precedent for this project.

Tour Stop 1.3: Meadows Drive [Note: the tour was extended to include Catalina Circle.]

Project Team Tour Stop Introduction: Environmental hurdles associated with construction in the wetlands present a potential challenge. Meadows Drive is wide with fronting homes on one side only, such that parking is not heavily utilized. The project team anticipates traffic flows could be handled with two lanes. Wide roadways tend to encourage speeding and Meadows Drive is used for donuts. Reducing the number of travel lanes could slow cars, deter use of the roadway for donuts, and create room for a trail outside the wetlands.

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- Could the route include Catalina Circle? How about widening the Catalina Circle outside sidewalk? A trail here would be a community resource.
 - The sidewalk not heavily used, but some residents currently use it for dog walking and recreation.
 - There is not enough space in the public ROW to include separate facilities. This is a low traffic street. Consider an on-street facility.
 - On-street parking is important here.
 - Consider wider sidewalk.
 - The Homeowners Association along Catalina Circle maintains the sidewalks. Need to consider their needs.
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- What kind and frequency of maintenance would be needed for a dirt path along Catalina Circle in the wetlands and beyond the trees? What is the flood level here?
 - The risk of flooding is every 3 to 5 years.
 - Consider sea level rise. The area is expected to be under water in 25 years.
 - ABAG is currently planning a Bay Trail segment with the assumption it will be occasionally flooded.
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<ul style="list-style-type: none"> • What is the potential for a floating path? 	<ul style="list-style-type: none"> • This type of construction is very expensive and typically used only for short, very-constrained trail segments.
<ul style="list-style-type: none"> • This is a good area for watching fireworks. 	<ul style="list-style-type: none"> • Consider potential trailhead.
<ul style="list-style-type: none"> • What are the typical mitigation requirements when building in wetlands? 	<ul style="list-style-type: none"> • Typically public agencies try to avoid wetlands. If construction in the wetlands is allowed, the trail would like be a boardwalk. • It is safer and more practical to build at the top of bank.
<ul style="list-style-type: none"> • A shared facility would not accommodate fast bicyclists. 	<ul style="list-style-type: none"> • Noted.
<ul style="list-style-type: none"> • Support for a 12 to 14-foot wide path, where feasible. 	

Tour Stop 1.4: Meadows Drive and Azalea Court

Project Team Tour Stop Introduction: See introduction for Tour Stop 1.3.

<ul style="list-style-type: none"> • If a road diet is proposed, should travel lanes be reduced from 4 lanes to 3 lanes? From 4 lanes to 2 lanes? Should there be a center turn lane? Should it include landscaped medians or a linear park on the Bay side? 	<ul style="list-style-type: none"> • Most participants are open to a road diet from 4 lanes to 2 lanes. • Support for a linear park and shared path. • Support for more trees for shade and to block wind. <ul style="list-style-type: none"> • Support for roundabouts at intersections.
<ul style="list-style-type: none"> • Would there be a barrier between the trail and roadway? What type? 	<ul style="list-style-type: none"> • Caltrans guidelines call for a 5-foot wide horizontal separation. This area could be planted with landscaping and trees. • Support for a dry creek look to any landscaping (along trail and in any medians), including boulders.
<ul style="list-style-type: none"> • Can the asphalt be colored for a more beautiful/natural look? Support to avoid surfacing that is too light or dark. 	<ul style="list-style-type: none"> • Colored concrete is an option.
<ul style="list-style-type: none"> • Support for aligning the trail on the outside of homes. 	

Tour Stop 1.5: Sonora Pass Road

Project Team Tour Stop Introduction: Potential alignments include a Class I bike path south of the residences and an on-street route. Any trail through the wetlands would be a longer-term objective. Also consider shorter-term routes.

- Support for a trail behind the homes.
- Note regulatory issues with “super wetlands.”
- The sewer easement presents an opportunity for trail construction; however, it appears to end at Tobin Drive. The Vallejo Sanitation Flood Control District would have additional information on the sewer line.
- Look for opportunities for connecting a trail through the wetlands with the neighborhood. Support for boardwalks.

Tour Stop 1.6: Meadows Drive and Sonoma Boulevard

Project Team Tour Stop Introduction: Meadows Drive directly west of Sonoma Boulevard is constrained. This area experiences heavy weekend traffic.

- Consider the potential for a road diet on Meadows Drive.
- Good intersection design is important at the Meadows Drive/Sonoma Boulevard intersection.
- Consider a lead pedestrian interval, high visibility crosswalks and green bike lane markings at the Meadows Drive/Sonoma Boulevard Intersection.
- Most participants would like to access Broadway and avoid Sonoma at SR 37. However some supported facilities on both.
- Plans should be consistent with SR 29 plans.
- Potential future retail development may include parking lot reconfiguration with pathway and signal on Broadway.

Tour Stop 1.7: Broadway Street

Project Team Tour Stop Introduction: Broadway is the Vine Trail Coalitions preferred route for the Vine Trail. Large retail may be interested in moving into the old Walmart site. When this property redevelops, a signal would be installed at the driveway off Broadway. Potential for trail construction and a trail crossing when the property redevelops. To minimize potential conflicts at the Mini Drive crossing, a trail alignment on the east side of Broadway between Mini Drive and the new traffic signal then on the west side from the new traffic signal to Lewis Brown Drive may be most appropriate.

- Opportunity to repurpose the sidewalk, which is not heavily used.
- Preference to put path on west side, which would allow trail users to access the shopping center. There are more driveways on the west side, creating a potential conflict for trail users. The Vine Trail prefers alignment on the east side of Broadway.
- There appears to be excess room between the edge of pavement and the eastern property line. Consider shifting the roadway to the east to create room for a trail on the west side.
- Consider the industrial needs on the east side of Broadway. Large trucks use these driveways.
- Support for keeping the trail on one side or crossing the trail at a signalized crossing. Support for a trail meeting Class I bike path standards, or as close as possible.
- Alta’s “Rails with Trails: Lessons Learned” study is a good resource for planning trails along railroad lines. Each rail line owner has a different setback from the rail line.

Tour Stop 1.8: Broadway Street and Lewis Brown Drive

Project Team Tour Stop Introduction: This is a high volume, skewed intersection with slip lanes, which is challenging to cross. A potential alignment option would be a Class I bike path on the west side of Broadway and roadway shift to the east; and tightening up the right turn onto Lewis Brown Drive to slow southbound cars turning right and reduce the crossing distance. A trail could potentially be constructed on the north or south side of Lewis Brown Drive.

- Consider routing bikes/peds along the City roads south of Lewis Brown Drive. Consider an alignment along the dirt road south of Lewis Brown Drive as an alternative alignment to Lewis Brown Drive, which has a higher traffic volume and is a higher speed roadway.
- There is a catch basin on the northwest corner of Broadway and Lewis Brown Drive.
- Lewis Brown Drive is the old SR 37 route and may have excess capacity. Potential for road diet? Is there potential to shift the roadway south?
- Is there an opportunity for traffic calming?
- A trail along the industrial businesses south of Lewis Brown Drive may not be so suitable for use by the ages 8 to 80 crowd.
- A trail along the south side of Lewis Brown Drive would align trail with the existing path at Enterprise.
- Look for opportunities to calm the intersection for an improved crossing.
- Possible crossing staging area at southwest “pork chop”?
- Need to consider interactions with Caltrans right-of-way.

Tour Stop 1.9: Lewis Brown Drive and Sonoma Boulevard

Project Team Tour Stop Introduction: This is a high volume, skewed intersection with slip lanes, which is challenging to cross. This intersection includes crosswalks on the east and south legs.

- The Broadway/Lewis Brown Drive intersection has lower traffic volumes. Consider crossing at Broadway, travel south the west using the roads through the industrial area, then north along Sonoma Boulevard to the Lewis Brown Drive intersection and crossing the south leg of that intersection.
- Preference to bypass SR 29 interchange via Broadway.
- Keep existing Class II on Lewis Brown Drive.
- Investigate opportunities for lane narrowing and road diet on Lewis Brown Drive.
- Note existing power lines and business access driveways on south side of Lewis Brown Drive.
- Preference for tunneling under the highway ramps and connecting with a trail south of the homes.
- This area likely has a high water table, which would be a constraint to tunneling.
- Tunnels may need to be seasonal (closed in the winter).
- Electrical ROW on Sonoma Boulevard?
- Ideally, there would be a trail on the north side of SR 37 (avoiding this intersection and allowing for views of the Baylands).

- Is a bicycle-exclusive signal phase an option here?
- No, not on a Caltrans off-ramp.

Table 2: Bicycle and Bus Tour Notes – Southern Tour

Notes	
Tour Stop 2.1: Fortune and Dewey	
<p>Project Team Tour Stop Introduction: A potential alignment would be on-street along Fortune to the break in the soundwall, then southwest between SR 37 and the soundwall. Along Fortune, there is not enough ROW for a trail between SR 37 and the soundwall. Constraints include limited views (along Fortune) and engineering challenges (SR 37 ramp and street crossings, retaining walls). This route is closer to residents and schools than the route along Sacramento Street, but farther from such uses than a route through the residential area. The portion of the trail south of Fortune would have Bay views across the highway.</p>	
<ul style="list-style-type: none"> • Consider a path under Sacramento Street, on the east side of SR 37, connecting Fortune to the existing path. 	
<ul style="list-style-type: none"> • The trail along Highway 101 in San Rafael may be a good precedent for this trail. 	
<ul style="list-style-type: none"> • It would be ideal to combine the Bay and Vine Trail alignments in this area. 	
<ul style="list-style-type: none"> • A trail along the soundwall would likely remove trees, which may be a challenge for the neighborhood. 	
Tour Stop 2.2: Sacramento Street	
<p>Project Team Tour Stop Introduction: There is not enough room for a Class I bike path along the Sacramento Street overcrossing. One option would be to construct a separate bike/ped overcrossing. Constraints with this option include high cost and need for Caltrans approval. Another option is to keep as is (bike lanes and sidewalks).</p>	
<ul style="list-style-type: none"> • Attendee expressed that the approx. 4-foot wide trail access north of the gate is not wide enough for bicyclists. Support for removing the gate and installing removable bollards. 	
<ul style="list-style-type: none"> • Consider removing part of the fence on the south side of Sacramento Street to allow access from/to the trail crossing. This is a City fence. 	
<ul style="list-style-type: none"> • Support for staging areas at the end of Enterprise and Serra. 	<ul style="list-style-type: none"> • This area is not available for public access.
<ul style="list-style-type: none"> • Bike lanes and sidewalks do not meet the vision for the Vine Trail. 	
<ul style="list-style-type: none"> • Could a trail be suspended off the side of the existing overcrossing? 	<ul style="list-style-type: none"> • This is often more challenging than a separate bike/ped bridge as the existing bridge may not have been designed to accommodate the additional load.
<ul style="list-style-type: none"> • Consider removing one or both bike lanes to make room for a trail. 	

- Public Works has proposed to widen Sacramento Street south of this location. If this happens, it might trigger the need to widen the bridge.
- Support for short-term bike lanes and sidewalk and long-term bike/ped bridge.
- Caltrans will want a cost/benefit analysis. A separate bike/ped bridge may not pencil out.
- Support for increasing the height of the railing along the westbound bike lane.

Tour Stop 2.3: Sacramento Street and SR 37 Off-ramps

Project Team Tour Stop Introduction: One option is bike lanes and a sidewalk. Another option is a Class I bike path on the outside shoulder. If a Class I bike path is pursued, crossing improvements would be needed at the Sacramento Street/SR 37 off-ramps intersection.

- The steep climb over the highway is a constraint to this route.
- The existing overcrossing is comfortable enough.
- The overcrossing is not ADA-compliant (e.g., the slope is too steep) and doesn't meet the Vine Trail objective of a separate facility.
- The Study will have short-term (low cost, minimal permitting and no additional access needs) and long-term (higher cost, greater permitting and/or access needs) recommendations.

Tour Stop 2.4: Wilson Avenue and Lighthouse Drive

Project Team Tour Stop Introduction: A Class I bike path on the west side (for better view and to avoid ramp crossings) or bike lanes and sidewalks. Challenges include a constrained area along the south side commercial businesses and narrow gateway features.

- Keep the existing Class II for on street cyclists.
- Put a Class I path on the west side; align with the existing sidewalk.
- A wider east side sidewalk would create an improved connection with a trail along SR 37/the soundwall.
- Make it look nice.
- Support for separate facilities.
- Talk with Caltrans about fixing the other side of SR 37.

Tour Stop 2.5: Wilson Avenue and Sims Avenue

Project Team Tour Stop Introduction: The northern terminus of the existing trail is located on the south side of Wilson Avenue. The existing, paved trail is 8-feet wide. Constraints include residences located close to the ROW and the drainage crossing.

- A complete trail is better than segments of a trail. Support for constructing a narrow trail if it means the trail is constructed sooner rather than later.

<ul style="list-style-type: none"> Request for an electronic resource for this Study. 	<ul style="list-style-type: none"> Some materials are currently posted to STA’s website. The Study will be posted there when available.
<ul style="list-style-type: none"> Would Lighthouse Drive include a trail crossing if the trail is constructed on the north/east side of Wilson Avenue? What about directing trail users to cross at Sims Avenue, for a more direct contention with the existing trail? 	<ul style="list-style-type: none"> Ideally, the crossing would be signalized. The crossing at Lighthouse Drive is signalized, whereas the Sims Avenue crossing has a beacon.
<ul style="list-style-type: none"> Would it be worthwhile to post the 2007 Greenway Study on the project website? 	<ul style="list-style-type: none"> Randy Anderson (Alta Planning + Design), who worked on that study is also the Principal on this study. The project team will build on the ideas/findings from the previous study.
<ul style="list-style-type: none"> Community resources/forums for discussion on this Study and bicycle and pedestrian access/facilities include: nextdoor.com, Propel Vallejo, Facebook (local clubs), and ClickFix (City of Vallejo’s site for reporting maintenance needs). 	
<ul style="list-style-type: none"> Consider planning for/including amenities along the trail (e.g., benches, viewing areas) 	<ul style="list-style-type: none"> Amenities are included in the Bay Trail and Vine Trail design guidelines.

Tour Stop 2.6: Daniels Avenue at Federal Terrace Elementary School

Project Team Tour Stop Introduction: Daniels Avenue is a possible signed route for those seeking a direct route. This route has good neighborhood and school connections.

- Daniels Drive is steep with poor sightlines (due mainly to curves in the roadway).

Overall Comments

- Group wanted to prioritize short-term improvements that will create seamless travel from American Canyon to the Vallejo Waterfront.
- Consider trail amenities such as lighting, staging areas and parking
- Seek funding