



**BICYCLE ADVISORY COMMITTEE (BAC)  
MEETING AGENDA**

**6:30 p.m., Thursday, July 7, 2016  
Solano Transportation Authority  
One Harbor Center, Suite 130 Conference Room 1  
Suisun City, CA 94585-2473**

**ITEM**

**MEMBER/STAFF PERSON**

- 1. **CALL TO ORDER/SELF INTRODUCTIONS** Chair  
(6:30 - 6:35 p.m.)
- 2. **CONFIRM QUORUM**  
(6:35 - 6:40 p.m.)
- 3. **APPROVAL OF AGENDA**  
(6:40 - 6:45 p.m.)
- 4. **OPPORTUNITY FOR PUBLIC & STAFF COMMENTS**  
(6:45 – 6:50 p.m.)
- 5. **CONSENT CALENDAR** Chair  
Recommendation:  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:50 – 6:55 p.m.)
  - A. **STA BAC MEETING MINUTES of June 22, 2016.** Zoë Zaldivar, STA  
Recommendation:  
Approve STA BAC Meeting Minutes of June 22, 2016.  
**Pg. 3**
- 6. **ACTION FINANCIAL**  
**None.**
- 7. **ACTION NON-FINANCIAL**  
**None.**

**STA BAC MEMBERS**

<b>Ray Posey</b> City of Vacaville	<b>Michael Segala</b> County of Solano	<b>Nancy Lund</b> City of Benicia	<b>Jim Fisk</b> City of Dixon	<b>David Pyle</b> City of Fairfield	<b>Vacant</b> City of Rio Vista	<b>Lori Wilson</b> City of Suisun City	<b>Mick Weninger</b> City of Vallejo	<b>Barbara Wood</b> Member-At- Large
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8. **INFORMATIONAL - DISCUSSION**
- A. **Bicycle Infrastructure Presentation** (6:55 – 7:10 p.m.) **Pg. 7** Drew Hart, STA and Toole Design Group
- B. **Complete Streets Process in Solano County** (7:10 – 7:25 p.m.) **Pg. 11** Drew Hart, STA
- C. **I-80/I-680/State Route (SR) 12 Interchange Project Update** (7:25 – 7:40 p.m.) **Pg. 29** Drew Hart, STA and Anthony Adams, STA
- D. **Reports and Updates from Staff** (7:40 – 7:50 p.m.) **Pg. 31** Drew Hart, STA
9. **INFORMATIONAL – NO DISCUSSION**
- A. **Attendance Matrix and STA Meeting Dates** **Pg. 33, 34** Zoë Zaldivar, STA
10. **COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS** (7:50 – 8:00 p.m.) Chair
11. **ADJOURNMENT**  
The next regularly scheduled Bicycle Advisory Committee meeting is scheduled for **6:30 p.m. on Thursday, September 1<sup>st</sup>, 2016.**

**BAC 2016 Meeting Dates**

*(The BAC meets every first Thursday on odd months, unless otherwise rescheduled)*

**\*Please mark your calendars for these dates\***

6:30 pm, Thursday, January 7<sup>th</sup> 2016

6:30 pm, Thursday, March 3<sup>rd</sup> 2016

6:30 pm, Thursday, May 5<sup>th</sup> 2016

\*\*\*6:30 pm, Wednesday, June 22<sup>nd</sup>, 2016\*\*\*

**6:30 pm, Thursday, July 7<sup>th</sup> 2016**

**6:30 pm, Thursday, September 1<sup>st</sup> 2016**

**6:30 pm, Thursday, November 3<sup>rd</sup> 2016**

**Questions?** Please contact STA staff, Drew Hart, (707) 399-3214, [dhart@sta.ca.gov](mailto:dhart@sta.ca.gov)



**BICYCLE ADVISORY COMMITTEE (BAC)  
Minutes for the Meeting of  
June 22, 2016**

**1. CALL TO ORDER/SELF INTRODUCTIONS**

The meeting of the STA's Bicycle Advisory Committee (BAC) was called to order by Chair Lund at approximately 6:35 p.m. at the STA in Conference Room 1.

**BAC Members Present:**

Nancy Lund, Chair	City of Benicia
James Fisk	City of Dixon
Ray Posey	City of Vacaville
Mick Weninger	City of Vallejo
Mike Segala	County of Solano
Barbara Wood	Member at Large

**BAC Members Absent:**

David Pyle, Vice - Chair	City of Fairfield
Vacant	City of Rio Vista
Lori Wilson	City of Suisun City

**Others Present:**

Nick Burton	Solano County
Matt Tuggle	Solano County
Steven Yee	City of Benicia

**STA Staff Present**

Robert Macaulay	STA
Drew Hart	STA
Zoe Zaldivar	STA
Ryan Dodge	STA

**2. CONFIRM QUORUM**

Quorum was confirmed.

**3. APPROVAL OF THE AGENDA**

On a motion from Barbara Wood, and a second from Mike Segala, the BAC unanimously approved the agenda, with the agreement that 7.A would be discussed before 6.A for a more comprehensive discussion.

(6 Ayes, 2 absent, 0 Abstentions)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. CONSENT CALENDAR**

**A. Recommendation:**

**Approve STA BAC Meeting Minutes of May 5, 2016.**

On a motion by Mike Segala, and a second by James Fisk, the BAC approved the minutes of May 5, 2016. (6 Ayes, 2 Absent, 0 Abstention)

**6. ACTION NON - FINANCIAL**

**A. Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2016-17**

Mr. Hart noted that the Transportation Development Act (TDA) is generated by a 1/4 cent tax on retail sales collected in California's 58 counties, with 2% making up the TDA Article 3, which is then returned to each county from which it was generated for bicycle and pedestrian projects. He informed BAC members that approximately \$465,000 TDA Article 3 funding is available for allocation in Fiscal Year 2016-17 (FY 16-17), based on the current projections, and any unused funds can be rolled over from year to year.

Mr. Hart also relayed that STA staff is considering several approaches for the TDA Article 3 funds, as every 5 years they may be allocated for bicycle and pedestrian planning efforts. He stated that the STA maintains both the Countywide Bicycle Transportation Plan and the Countywide Pedestrian Transportation Plan. Both were adopted in 2012 and each of these documents are in need of an update. He further explained that in addition to STA's countywide plans, several cities have expressed interest in developing city-specific bike and pedestrian plans. He indicated that by combining the countywide efforts and a few local jurisdiction efforts, staff foresees a higher return on investment as well as cooperative planning documents.

Mr. Hart concluded his presentation by announcing that Solano County has recently been successful in receiving grants that stem from federal funds and require a local match, which is usually around 11% of the total project cost.

Matt Tuggle continued Mr. Hart's conclusion noting that with the assistance of BAC members, projects that Solano County has been working on could receive TDA funds as the local match. Mr. Tuggle implied that the County is seeking funding for two different phases of the Suisun Valley Farm to Market project.

Mr. Hart agreed that STA staff considers these projects as impactful to the cycling community as they provide bike and pedestrian enhancements in an area with potential conflict with agriculture equipment. Further, Mr. Hart explained that the popularity of this area continues to grow, adding more stress to these conflict points.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the following:

1. Approve \$250,000 TDA Article 3 for Countywide, Bicycle and Pedestrian Plans;
2. Approve \$100,000 TDA Article 3 for Solano County, Suisun Valley Farm to Market, Phase 1; and
3. Approve \$40,000 TDA Article 3 for Suisun Valley Farm to Market, Phase 2.

On a motion by Mick Weninger, and a second from Mike Segala, the Bicycle Advisory Committee Approved the recommendation. (6 Ayes, 2 Absent, 0 Abstentions).

## **7. INFORMATIONAL DISCUSSION**

### **A. Bicycle Priority Project List – Annual Update**

Drew Hart updated the Bicycle Advisory Committee on the administration of the Countywide Bicycle and Pedestrian Transportation Plans that identify and plan for the implementation of countywide bicycle and pedestrian transportation projects. Mr. Hart explained that the Bicycle Priority Projects List and Pedestrian Priority Project List are developed through a collaborative effort between the Bicycle Advisory Committee and Pedestrian Advisory Committee (BAC or PAC), STA staff, and public works and planning staff from the member agencies. Mr. Hart highlighted the importance of how this approach creates a consistent foundation for the funding and delivery of projects in Solano County. He described the purpose of the annual review of the Projects List is to ensure that the list is up to date as projects are completed and priorities change at the local level. He cited that this list includes funding strategies from funding sources that not only include TDA Article 3, but also from Air Quality programs.

Mr. Hart explained to the BAC members that the result of this prioritization and update process has been successful in delivering several priority bicycle projects over the past several years within the 7 Cities and County. Mr. Hart outlined the purpose of identifying projects as fitting in either Tier 1, or Tier 2 categories, with other projects falling into the cumulative Tier 3 category. Mr. Hart described projects that are nearly complete in funding, and are environmentally approved, are Tier 1. He noted that if the project was identified as an immediate need it could also be placed in the Tier 1 category. Mr. Hart outlined the defining factors for a project to be placed in a Tier 2 category is that it has either been initiated with a feasibility study, or the environmental review process, thus not reaching Tier 1 status. Mr. Hart further noted that the list provided to STA staff from both the BAC and PAC committees would be sent to the STA TAC and Board for approval for the fiscal year of 2016- 2017, and would be able to pull from TDA Article 3, Air District Funds, and the One Bay Area Grant (cycle 2).

Drew Hart also suggested that the timeliness of the OBAG funding, which is once every 5 year cycle for assisting in updating the countywide bicycle and pedestrian plan, is available this year. He noted that this chance to survey projects on the horizon, will assist in establishing not only a comprehensive funding strategy for the projects under surveillance, but also to identify current countywide bicycle and pedestrian needs. Mr. Hart recommended that the Tier 1 projects included phases 1 and 2 of the Suisun Valley Farm to Market project (Solano County), Park Road Class III bike route (Benicia) and update the Countywide Bicycle Plan with support for the Local Bike Plans (STA).

Mike Segala requested that BAC would like to move Suisun City Driftwood Drive project from completed back to Tier 1. Staff from Solano County recommended the BAC take the County Lake Herman HSIP Project and move that to Tier 1, as it is funded and nearing design and construction which was accepted.

Recommendation:

Forward a recommendation to the STA TAC and to the STA Board to approve the STA Bicycle Priority Project List for FY 2016-17.

On a motion by Mike Segala, and a second by Barbara Wood, the Bicycle Advisory committee approved the recommendation with the added changes as noted (6 Ayes, 2 Absent, 0 Abstentions).

**8. INFORMATIONAL - DISCUSSION**

**A. None.**

**9. INFORMATIONAL - NO DISCUSSION**

**A. Funding Opportunities**

Drew Hart informed BAC members of the current funding opportunities from Federal, State, and Local programs.

**B. Attendance Matrix and STA Meeting Dates**

Zoe Zaldivar provided the Attendance Matrix for the Bicycle Advisory Committee and the current STA meeting dates.

**10. MEMBER COMMENTS & FUTURE AGENDA TOPICS**

1. Updates on the project being completed by Solano County for the Lake Herman road widening.
2. BAC members would like to see a Matrix for the Counters of where they are and where they are planned to be next.
3. BAC members would like to be updated on the signage that should be placed on Pleasance Valley Road regarding bicyclists having full use of the lane.
4. Updates on the 12/680/80 Interchange project, and throughout stages with special consideration to pedestrian and bicyclist safety
5. BAC members are interested in a safety study done regarding bicyclists required to wear bright reflective clothing at night, and rear blinking lights. Could Solano be considered a test site and therefore be covered funding wise?

**11. ADJOURNMENT**

The STA BAC meeting adjourned at approximately 8:00 p.m. The next meeting of the STA BAC is **Thursday, July 7, 2016.**

**BAC 2016 Meeting Dates**

(The BAC meets every first Thursday on odd months, unless otherwise rescheduled)

**\*Please mark your calendars for these dates\***

6:30 pm, Thursday, January 7<sup>th</sup> 2016

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**6:30 pm, Thursday, September 8<sup>th</sup> 2016**

**6:30 pm, Thursday, November 3<sup>rd</sup> 2016**

Questions? Please contact STA staff, Drew Hart, (707) 399-3214, [dhart@sta.ca.gov](mailto:dhart@sta.ca.gov)



DATE: June 30, 2016  
TO: STA BAC  
FROM: Drew Hart, Associate Planner  
RE: Bicycle Infrastructure Presentation

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**Background:**

Bicycle infrastructure provides space for safe and proper bicycle travel. This can be in the forms of, but not limited to, bicycle paths separate from vehicular roadway, bike lanes within the roadway, and sharrows which communicate to bikes and drivers where to expect bikes and cars to mix. The state of California classifies these as Class I, Class II, and Class III, respectively. Other bicycle infrastructure and treatments, such as bike boxes, green paint, and protected intersections increase the safety of cyclists. These infrastructure and treatments are an ever-expanding field.

The Executive Director at STA has requested a presentation be given to the STA Technical Advisory Committee (TAC) to review the many bike infrastructure options, and the state of the art practices. It was requested to first be presented to the BAC before being presented to the TAC in August.

**Discussion:**

STA staff has invited Toole Design Group, a firm which specializes in bicycle and pedestrian transportation planning and engineering, to present on the state of bicycle infrastructure, including when options are most appropriate and emerging trends. As a supplement to that presentation, this staff report covers some of the bicycle infrastructure and key definitions. The list does not intend to be exhaustive, but rather the most common types of infrastructure. Most of the definitions come from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

**Conventional Bike Lanes**

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

**Application:** On streets with a posted speed  $\geq 25$  mph

**Design:** Desired width: 6 feet. Minimum: 3 feet.

**Buffered Bike Lanes**

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

**Application:** Anywhere a standard bike lane is being considered, especially on streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic.

**Desired width of buffer:** 3 feet. Minimum: 18 inches.

### **One-Way Protected Cycle Tracks**

One-way protected cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane.

**Application:** Streets on which bike lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high traffic volumes, and high speed traffic.

**Design:** Desired lane width: 7 feet. Minimum: 5 feet. Buffer width minimum: 3 feet.

### **Two-Way Cycle Tracks**

Two-way cycle tracks (also known as protected bike lanes, separated bikeways, and on-street bike paths) are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.

**Application:** On streets with few conflicts such as driveways or cross-streets on one side of the street.

**Design:** Desired width: 12 feet. Minimum: 8 feet.

### **Sharrows**

Shared Lane Markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.

**Application:** Sharrows should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits. On low volume, traffic calmed, streets with a designed speed of < 25 mph.

**Design:** The Shared Lane Marking in use within the United States is the bike-and-chevron “sharrow.” Frequent, visible placement of markings is essential.

### **Bike Boxes**

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

**Application:** At signalized intersections with high volumes of bicycles and/or motor vehicles, especially those with frequent bicyclist left-turns and/or motorist right-turns.

**Design:** A box shall be used to hold queuing bicyclists, typically 10-16 feet deep. Colored pavement should be used as a background color within the bike box to encourage compliance by motorists.

### **Through Bike Lane**

For bicyclists traveling in a bike lane the approach to an intersection with vehicular right-turn lanes can present a significant challenge. Through bicycle lanes or ‘bicycle pockets’ at the intersection enables bicyclists to correctly position themselves to the left of right-turn lanes often utilizing a combination of dashed and solid bike lane lines.

**Application:** On streets with right-side bike lanes and right-turn only lanes at intersections.

**Design:** The desired width of a dotted bike transition lane and through bike lane is 6 feet with a minimum width of 4 feet.

### **Signal Detection and Actuation**



Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push-buttons or by automated means.

**Application:** In the travel lane on intersection approaches without bike lanes where actuation is required.

### **Colored Bike Facilities**

Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas with pressure for illegal parking. Colored pavement can be utilized either as a corridor treatment along the length of a bike lane or cycle track, or as a spot treatment, such as a bike box, conflict area, or intersection crossing marking.

**Application:** Within bike lanes or cycle tracks. Across turning conflict areas such as vehicle right turn lanes. Across intersections, particularly through wide or complex intersections where the bicycle path may be unclear.

**Design:** The color green shall be used to minimize confusion with other standard traffic control markings.

### **Fiscal Impact:**

None.

### **Recommendation:**

Informational.

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DATE: June 30, 2016  
TO: STA BAC  
FROM: Drew Hart, Associate Planner  
RE: Complete Streets Process in Solano County

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**Background:**

Complete Streets is a concept that a roadway should be designed, constructed, and maintained in a manner that makes it usable by all those who were likely to use it. Previous road designs focused almost entirely on passenger automobiles. However, other users of roadways and adjacent to sidewalks include commercial and delivery vehicles, transit vehicles, bicyclists and pedestrians. Complete streets also requires accommodation of children, seniors, and those with mobility impairments.

An important concept in complete streets is that of “context sensitive” design. This means that a roadway is designed for those who are likely to use it, but that not all roadways must be identical or designed for all users. For example, a roadway in a rural setting would not need to be designed for transit or possibly even pedestrian use. The same applies for an interstate freeway with high speed and limited access. In contrast, a roadway in an urban mixed-use downtown neighborhood would be designed to accommodate low speed car traffic, including local delivery trucks, while prioritizing bicycles, pedestrians, and transit.

Complete Streets requirements as applicable to Solano County are found in two areas:

- State law - jurisdictions that update their general plans after 2008, are required to include in those new general plans complete streets policies. A 2010 update to the state General Plan guidelines further clarified the requirements jurisdictions must meet to incorporate a complete streets. The state complete streets criteria are included as Attachment A.
- Metropolitan Transportation Commission (MTC) guidelines - jurisdictions have either a compliant general plan for a council resolution implementing complete streets in order to be eligible to receive one bay area grant (OBAG) cycle 2 funds. The MTC complete streets criteria are included as Attachment B.

Complete Streets are not just a requirement for new construction. Substantial renovation of existing roadways requires a review for complete streets compliance. A jurisdiction may determine that it is impractical to retrofit an existing roadway to fully accommodate all users, but such a determination must be made at the top level of the jurisdiction (such as by a public works director or a city manager) and cannot do so on a regular and comprehensive basis.

**Discussion:**

Incorporating Complete Streets elements in the design of a new street is a relatively straightforward exercise. Complete streets may increase total project costs due to additional paving and right-of-way acquisition may be needed, but this is most easily accomplished when a new street is been designed and constructed.

Retrofitting existing streets to accommodate complete streets design elements is often much more challenging. Acquisition of new right-of-way may be prohibitively expensive, and/or may require the acquisition of developed private property, resulting in and the displacement of existing residents or businesses. Incorporating complete streets elements within an existing right-of-way may instead require narrower travel lanes, elimination of travel lanes, or elimination of on-street parking.

The MTC Complete Streets policy does not allow retrofit of existing streets to ignore the complete streets requirement. The MTC policy states:

- The policy will apply to all roadway projects, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

In order to ensure local jurisdictions accommodate Complete Streets, the MTC policy has two procedural requirements. They are:

- All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities include transportation projects, road rehabilitation, new development, and utility work, among others.
- Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)

Finally, the MTC policy deals with those situations where accommodating complete streets may be difficult. The MTC policy states:

- Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Plans or projects that are granted an exception must be made publicly available for review

Since all roadway projects have need to comply with a Complete Streets approach, STA staff anticipates many requests from Solano County agencies for items to be included on the BAC and PAC agendas. STA staff is currently developing a process which will be most efficient in handling these reviews by these two citizen committees.

**Fiscal Impact:**

The fiscal impact of accommodating Complete Streets varies by project. However, Complete Streets design elements may add to the cost of constructing or retrofitting streets.

**Recommendation:**

Informational.

Attachments:

- A. Complete Streets Act of 2008 and General Plan Guidelines
- B. Letter from MTC to Partnership Jurisdictions regarding OBAG Funding

[Complete Streets Act of 2008](#) Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008)

This bill requires, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

[Update to the General Plan Guidelines: Complete Streets and the Circulation Element](#)

This December 2010 update to the 2003 General Plan Guidelines provides guidance on how cities and counties can modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

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TO: Partnership Jurisdictions Expecting to Receive  
OBAG Funding

DATE: November 18, 2015

FR: Kevin Mulder

RE: One Bay Area Grant Program (OBAG 2) Complete Streets Required Elements

As a condition to access One Bay Area Grant Program (OBAG 2) funds, local jurisdictions must comply with the California Complete Streets Act of 2008 (Assembly Bill 1358, Chapter 657, Statutes of 2008). Jurisdictions have two options for demonstrating compliance, which must be met by the time the County Congestion Management Agencies (CMAs) submit their OBAG 2 project recommendations to MTC:

- 1) Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements (Attachment A).
- 2) Adopt a significant revision to the circulation element of a General Plan after January 1, 2010 that complies with the California Complete Streets Act of 2008.

### **Complete Streets Resolution**

Agencies may meet this requirement by adopting a resolution that incorporates, at minimum, the elements listed in Attachment A. The general language in the attachment gives agencies flexibility to develop their own policy; jurisdictions are encouraged to develop the best policy that fits within the context of their local area, in consultation with affected departments and stakeholders, and to go beyond the required elements to accommodate all users of the roadway network.

To assist agencies in developing a resolution, a resolution template is included as Attachment B. Jurisdictions are encouraged to adapt the elements and language of the sample resolution to meet their own circumstances and plans. Attachment C is the City of Alameda's Complete Streets Policy, which is included as an example of the adopted policy language (July 2011).

### **General Plan Circulation Element**

Jurisdictions may also meet the requirement with an adopted General Plan that complies with the California Complete Streets Act of 2008. The Governor's Office of Planning and Research (OPR) has issued guidance for this in the *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*.<sup>1</sup> For compliance, a substantial revision of the circulation element, passed after January 1, 2011, shall "...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan," while complying with the other provisions of CA Government Code Section 65302 and Complete Streets Act of 2008.

### **Compliance**

To be eligible to receive OBAG 2 funding, adopted resolutions or adopted revisions to General Plan circulation elements must be completed and submitted to CMAs by the time the CMAs submit their project recommendations to MTC.

J:\PROJECT\Funding\T4-MAP21\MAP21 - STP-CMAQ\MAP21 Programming\MAP21 OBAG 2\OBAG 2 Development\Complete Streets\CS Resolution Guidance\OBAG 2 CS Reso Guidance\_Final.docx

<sup>1</sup> [http://opr.ca.gov/docs/Update\\_GP\\_Guidelines\\_Complete\\_Streets.pdf](http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf)

**Attachment A**  
**Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant**  
**(Revised September 16, 2015)**

**Complete Streets Principles**

1. **Serve all Users** – All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities include transportation projects, road rehabilitation, new development, and utility work, among others.
4. **All Projects/Phases** – The policy will apply to all roadway projects, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

**Implementation**

5. **Plan Consultation** – Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian, transportation, and other plans that affect the right-of-way.
6. **Street Network/Connectivity** – The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-way to enhance connectivity for cyclists, pedestrians and transit users. The network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations, and regional non-motorized networks from publicly owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** – Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – Cities and counties will establish a means to collect data for the purpose of evaluating each jurisdiction's implementation of complete streets policies. Examples include tracking the mileage of bike lanes and sidewalks, the number of street crossings, or the amount of specific signage.

**Exceptions**

9. **Process** – Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Plans or projects that are granted an exception must be made publicly available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) webpage: *Accommodating Bicycle and Pedestrian Travel*.<sup>2</sup>

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<sup>2</sup> [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm)



**Attachment B**  
**Sample MTC Complete Streets Resolution**  
**for Bay Area Cities and Counties**

Resolution No. \_\_\_\_\_

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING  
A COMPLETE STREETS POLICY**

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

**WHEREAS**, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

**WHEREAS**, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

**WHEREAS**, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

**WHEREAS**, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

**WHEREAS**, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

**WHEREAS**, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

**NOW, THEREFORE, BE IT RESOLVED**, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

**PASSED AND ADOPTED** by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on \_\_\_\_\_, 201\_, by the following vote:

Attachment: Exhibit A

## Exhibit A

This Complete Streets Policy was adopted by Resolution No. \_\_\_\_\_ by the [City Council/Board of Supervisors] of the [Jurisdiction] on \_\_\_\_\_, 201\_\_.

### COMPLETE STREETS POLICY OF [JURISDICTION]

#### A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.]*.
- 2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets [*, as well as other features such as insert other accommodations if desired*] [*, and those features identified in insert name of Pedestrian/Bicycle Master Plan if it exists*].
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
- 4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

#### B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.


### C. Exceptions

1. **Leadership Approval for Exceptions.** Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) website, *Accommodating Bicycle and Pedestrian Travel*, online at:  
[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm)

**Attachment C**  
**Complete Streets Policy of City of Alameda (2013)**  
(next page)

SAMPLE

CITY OF ALAMEDA RESOLUTION NO. 14763

Approved as to Form  
  
Janet C. Kern, City Attorney

APPROVE A COMPLETE STREETS POLICY, IN ACCORDANCE WITH REQUIREMENTS FROM THE METROPOLITAN TRANSPORTATION COMMISSION AND THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the City of Alameda recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability; and

WHEREAS, the City of Alameda acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling and public transportation; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all street users, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California, and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008; and

WHEREAS, the City of Alameda's Local Action Plan for Climate Protection, adopted in 2008, recommends revising street design standards and re-engineering existing streets if economically feasible to promote pedestrian and bicycle use, and to encourage alternative transportation modes; and

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy to receive Measure B pass-through and Vehicle Registration Fund funding; and

WHEREAS, the City of Alameda, therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets, and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices; and

WHEREAS, the City of Alameda's 2009 Transportation Element update of the General Plan is based on the same multimodal principles and elements required in the Complete Streets Act of 2008, contains a Multimodal Goal to encourage the use of transportation modes to be mutually supportive and to function together as one transportation system as well as numerous policies and objectives that prioritize alternative transportation modes over single occupancy vehicles, and specifically identifies Transit Priority and Bicycle Priority streets within the city; and

WHEREAS the City of Alameda has actively pursued enhancements to new infrastructure to encourage alternative transportation modes, and is one of the first cities in the county of Alameda to install and operate a bus priority signal, which is at Willie Stargell Avenue and Webster Street.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Alameda adopts the Complete Streets Policy, in accordance with requirements from the Metropolitan Transportation Commission and the Alameda County Transportation Commission, attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted; and

BE IT FURTHER RESOLVED that the City of Alameda will review its existing General Plan to determine if it currently meets the Complete Streets policies and

principles of the California Complete Streets Act of 2008 (AB1358) and the Complete Streets Policy adopted by this resolution and if not, the City of Alameda will incorporate the necessary changes with the next substantial revision of the City of Alameda General Plan Transportation Element.

\* \* \* \* \*

## Exhibit A: Complete Streets Policy of City of Alameda

This Complete Streets Policy was adopted by Resolution No. \_\_\_\_\_ by the City Council of the City of Alameda on \_\_\_\_\_, 2013.

*Recognizing the many benefits to the community of Complete Streets, the City of Alameda will, to the maximum extent feasible and practicable, plan, fund, design, construct, operate and maintain its transportation system and facilities so that they are safe and convenient for all users and modes, as appropriate to the function and context of each facility, and in ways that reflect local conditions and community values.*

### A. Complete Streets Principles

**1. Complete Streets Serving All Users and Modes.** The City of Alameda, through its 2009 Transportation Element update of the General Plan, has committed to creating and maintaining Complete Streets that provide safe, comfortable and convenient travel along and across streets (including streets, highways, bridges and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth and families. More specifically, the Transportation Element update encourages the use of transportation modes to be mutually supportive and to function together as one transportation system.

**2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of the City of Alameda will maintain sensitivity to local conditions in both residential and business districts as well as urban and suburban areas, and will work with residents, merchants and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users as identified in adopted plans.

**3. Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City of Alameda will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other agencies and jurisdictions to maximize opportunities for Complete Streets, connectivity and cooperation.

**4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users,



consistent with the City's Transportation Element update, will be incorporated into all planning, funding, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration or repair of streets (including streets, highways, bridges and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

## **B. Implementation**

**1. Design.** The City of Alameda will follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs. For example, the City of Alameda will use its Pedestrian Design Guidelines (2011), the City's Transportation Element update, and, when adopted, the Bicycle Facility Design Standards (expected to be approved in early 2013).

**2. Network/Connectivity.** Consistent with the City's Transportation Element update, the City of Alameda will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

**3. Implementation Next Steps.** The City of Alameda will take the following specific next steps to implement this Complete Streets Policy:

- A. Plan Consultation and Consistency: Maintenance, planning and design of projects affecting the transportation system will be consistent with the City's Transportation Element update, local bicycle, pedestrian, transit, multimodal and other relevant plans.
- B. Stakeholder Consultation: Allow for stakeholder involvement, as early in the development process as possible, on projects and plans as necessary to support implementation of this Complete Streets policy by the City of Alameda. At this time, the key stakeholders for bicycle-related issues is BikeAlameda, for pedestrian-related issues is Pedestrian Friendly Alameda and for transit-related issues is AC Transit. In addition, the Planning Board will be consulted on land development projects; the Transportation Commission will be consulted on capital improvement projects.

**4. Performance Measures.** All relevant departments will perform evaluations of how well the transportation network of the City of Alameda is serving each category of users by collecting baseline data and collecting follow-up data on a regular basis such as transit ridership and turning movement counts at select intersections. In 2006, the City collected turning movements at select intersections for motor vehicles, bicyclists and pedestrians. AC Transit staff provides Public Works staff with ridership data on a

regular basis. The City will use the Transportation Element policy 4.3.1.g as the established performance measure.

4.3.1.g Establish targets for increasing mode share of non-SOV transportation modes.

1. Increase daily non-SOV mode share (transit, walking, bicycling) by 10 percentage points by 2015 as compared to 2000.
2. Increase the share of children who walk or bicycle to school by 10 percentage points by 2015 as compared to 2000.

Public Works staff will collect follow-up intersection turning movement data on a regular basis to determine how well the City's transportation network is serving different categories of users.

### **C. Exceptions**

**1. Exception Approvals.** Exceptions to this Complete Streets policy may be allowed on a case-by-case basis. In general, the Planning Board will have the authority to approve an exception in the case of a land development project, while the Transportation Commission will have this authority in the case of a capital improvement project. Prior to granting the exception, the Community Development Director, in the case of the Planning Board, and the Public Works Director, in the case of the Transportation Commission, will provide as part of the staff report written findings for the exception explaining the need for the exception and why accommodations for all users and modes could not be included in the development plan or project.

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 14<sup>th</sup> day of January, 2013, by the following vote to wit:

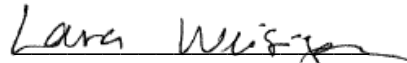
AYES: Councilmembers Chen, Daysog, Ezzy Ashcraft, Tam and Mayor Gilmore – 5.

NOES: None.

ABSENT: None.

ABSTENTIONS: None.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 15<sup>th</sup> day of January 2013.

  
Lara Weisiger, City Clerk  
City of Alameda

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DATE: June 30, 2016  
TO: STA BAC  
FROM: Drew Hart, Associate Planner  
RE: I-80/I-680/State Route (SR) 12 Interchange Project Update

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**Background:**

The I-80/I-680/State Route 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The entirety of the interchange complex includes local roads, on-ramps, and off-ramps, and overcrossings. The improved infrastructure will be used by cars, busses, bicycles, and pedestrians. The effected infrastructure includes Green Valley Road, Business Center Drive, Lopes Road, and Red Top Road in addition to Interstates 80, and 680, and State Route 12.

Alternative C, Phase 1 was selected as the preferred alternative. The ground breaking was held on June 2, 2014 for the Initial Construction Package. The complete project will be build with a total of 7 packages spanning many years as funding becomes available for future phases.

**Discussion:**

Currently, this area has many challenges for bicyclists and pedestrians alike. To name a few, the Green Valley Road overpass that becomes Lopes Road is restrictive to bicyclists and pedestrians because of the narrow sidewalks and no shoulder to act as a buffer to passing cars. Additionally the poor, deteriorating condition of the Class I bike path north of I-80 connection Green Valley to Jameson Canyon makes it nearly impassible. Most phases of the interchange project will add new, safe facilities that serve non-motorized transportation.

The following are bicycle and pedestrian challenges during construction followed by planned improvements that the interchange project delivers. The improvements mentioned are also planned in the Fairfield Bicycle Circulation Plan.

Package 1 – Phase 1

During construction, the Class I bike path north of I-80 (behind Costco) becomes a staging area. As a result, a temporary closure of this Class 1 facility is necessary. Additionally, Green Valley

Road just north of I-80 will be under construction as well due to the required re-alignment of this section of road. Package 1 offers the following improvements upon completion:

- Six-foot sidewalk and eight-foot shoulders on the new bridge connecting Green Valley Road and Lopes Road/I-680
- Class I bike path from Business Center Drive to the newly constructed State Route 12/Jameson Canyon Road
- Class II shoulders on east- and west-bound sides of State Route 12/Jameson Canyon Road

#### Phase 2

Lopes Road near Rodriguez High School will be re-aligned, which may cause disruptions in the bicycle circulation pattern. After Package 2 concludes, the following improvements are offered:

- Class II bike lane on Lopes Road from Pascal Court south to Red Top Road

#### **Fiscal Impact:**

None at this time.

#### **Recommendation:**

Informational.



DATE: July 1, 2016  
 TO: STA BAC  
 FROM: Drew Hart, Associate Planner  
 RE: Reports and Updates from Staff

**Background:**

The Bicycle Advisory Committee (BAC) often hears about an assortment of bicycle related issues around the county and region. Some of these issues are of high importance and receive a portion of the agenda in the form of discussion items or presentations. Other issues are more appropriate to briefly report on in the form of updates. Below is a list of topics and brief updates.

**TDA Article 3 Funding**

At the June 22, 2016 ad hoc BAC meeting, specifically focused on prioritizing projects and recommending funding, the BAC forwarded a recommendation onto the Technical Advisory Committee (TAC) and STA Board. The BAC recommendation was combined with the Pedestrian Advisory Committee recommendation and is as follows:

<b>Project Sponsor and Title</b>	<b>Total Project Cost</b>	<b>TDA Article 3 Recommendation</b>
Countywide, Bicycle and Pedestrian Plans, plus city-specific Active Transportation plans	\$250,000 - \$350,000	\$250,000
Solano County, Suisun Valley Farm to Market, Phase 1	\$1,275,000	\$100,000
Solano County, Suisun Valley Farm to Market, Phase 2	\$1,038,200	\$40,000
City of Fairfield, Northern Green Valley Road Crossing	~\$70,000	\$50,000
	<b>Total</b>	\$ 440,000

**Active Transportation Program (ATP)**

ATP is a statewide funding program that aims to build bike/ped facilities that will see people getting out of their cars and using active transportation more often. In Cycle 3, approximately \$120 million is available at the statewide level, and \$20 million at the regional level. STA staff

offered help to the three applications which were submitted on June 15, 2016. The three applications submitted from Solano County agencies are below:

Fairfield – East Tabor Avenue  
Vallejo – Bay Trail – Vine Trail

Suisun City – McCoy Creek Trail Extension

### **Air District Funds**

STA staff secured \$60,000 in Bay Area Air Quality Management District (BAAQMD) funds and \$40,000 from Yolo-Solano Air Quality Management District (YSAQMD) for the purpose of updating the Solano Bike Map and purchasing directional bikeway signs. Staff intends to begin work on these efforts later this summer and bring drafts and plans back to this committee for input frequently.

### **Caltrans District 4 Bike Map**

Caltrans District 4 is developing the Caltrans District 4 State Highway System Bike Map (District 4 Bike Map), which covers the State Highway System within the nine Bay Area counties. The purpose of the District 4 Bike Map is to show which state routes are available to bicyclists and, for freeways or sections thereof where bicycling is prohibited, an alternate route available to bicyclists. Public comment and input was solicited. The target completion date is the first week of August. Last minute public comments can be submitted through STA staff.

Find draft map here:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=73ccad0dbef9482a9c41dd1a223ca4cc>

### **Bike Facilities Tour**

In previous years, STA staff has organized a Bicycle Projects Tour for the Bicycle Advisory Committee (BAC) in order to familiarize new and veteran members with the status of countywide bicycle projects. Should the BAC decide there is interest and availability for a tour, a date should be decided on and STA staff will arrange visits with project sponsors.





DATE: July 1, 2016  
 TO: Bicycle Advisory Committee (BAC)  
 FROM: Zoë Zaldivar, Administrative Clerk/BAC Clerk  
 RE: 2016 BAC Meeting Attendance Matrix

Member/Position	Jan. 7 <sup>th</sup>	March 3 <sup>rd</sup>	May 5 <sup>th</sup>	June 22 <sup>nd</sup>	July 7 <sup>th</sup>	Sept. 1 <sup>st</sup>	Nov. 3 <sup>rd</sup>
Barbara Wood, Member at Large	✓	E	E	✓			
David Pyle, City of Fairfield	✓	✓	E	--			
Jim Fisk, City of Dixon	✓	✓	✓	✓			
Lori Wilson, City of Suisun City	E	✓	E	E			
Michael Segala, Solano County	✓	--	✓	✓			
Mick Weninger, City of Vallejo	✓	✓	✓	✓			
Nancy Lund, City of Benicia	✓	✓	✓	✓			
Ray Posey, City of Vacaville	E	✓	✓	✓			
Vacant, City of Rio Vista	--	--	--	--			

✓ - Present -- - Absent E - Excused Absence

**Section 1. Meetings/Attendance (Bylaws)**

The BAC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the BAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an ‘un-contacted absence’ which may have their position declared vacant by the STA Board. Absence after contacting staff is considered a ‘contacted absence.’ Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a BAC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the BAC, the position may be declared vacant by the STA Board.

**Recommendation:**

Informational.



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2016**

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> Wednesday of Every Month
Consortium :	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 <sup>st</sup> Thursday of every Odd Month
PAC:	Meets 1 <sup>st</sup> Thursday of every Even Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31, 2016	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., April 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 17	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Events Center	Confirmed
Thurs., June 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., August 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 29	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 19 <sup>th</sup> Annual Awards	TBD - Rio Vista	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 16	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed