



Solano Transportation Authority

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BICYCLE ADVISORY COMMITTEE (BAC) MEETING AGENDA

6:30 p.m., Thursday, September 7, 2017

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 (6:30 - 6:35 p.m.) Chair
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 item 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 Esther Wan, STA
Recommendation: Approve STA BAC Meeting Minutes of July 6, 2017. Pg. 5
6. ACTION FINANCIAL
A. Transportation Development Act (TDA) Article 3 Funding Requests: Anthony Adams, STA
Dixon SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match
Recommendation: Forward a recommendation to the STA Board to allocate TDA Article 3 funds in the following amounts: \$51,448 to cover the shortfall of the Dixon SR2S OBAG Cycle 1 project, \$20,000 to the Dixon SR2S OBAG Cycle 1 project to install green paint in the Class II bike lanes, and \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match. (6:55 - 7:10 p.m.) Pg. 11

STA BAC MEMBERS

Table with 9 columns: Ray Posey (City of Vacaville), Michael Segala (County of Solano Vice - Chair), Nancy Lund (City of Benicia Chair), Jim Fisk (City of Dixon), Catherine Moy (City of Fairfield), Vacant (City of Rio Vista), Lori Wilson (City of Suisun City), Mick Weninger (City of Vallejo), Barbara Wood (Member-At-Large)

7. ACTION NON – FINANCIAL

A. US Bicycle Route 50 Designation

Cory Peterson,
STA

Recommendation:

Direct STA staff to write a letter on behalf of the BAC to the STA Board showing support for the Solano portion of US Bicycle Route 50.
(7:10 – 7:15 p.m.)

Pg. 17

B. Grizzly Island Road Restoration Project

Cory Peterson,
STA

Recommendation:

Find the proposed Class II bike lanes for the CDFW Grizzly Island Road Project to be consistent with the Solano Countywide Bicycle Plan and support future efforts to extend the Class II facilities.
(7:15 – 7:20 p.m.)

Pg. 21

C. Caltrans District 4 Bike Plan Workshop

Committee

Recommendation:

Choose two possible dates to hold a workshop for the Caltrans District 4 Bike Plan.
(7:20 – 7:25 p.m.)

Pg. 25

D. AB 1103 – Bicycle Yield as Stop

Cory Peterson,
STA

Recommendation:

Direct STA staff to conduct more in-depth research of the bill and get the input of our member agencies and committees before returning to the BAC to make a recommendation to the STA Board.
(7:25 – 7:30 p.m.)

Pg. 27

E. BAC Field Trip

Committee

(7:30 – 7:35 p.m.)

8. INFORMATION – DISCUSSION

A. Family Bike Workshops and STAY Grant

Chair
Cory Peterson,
STA

(7:35 – 7:40 p.m.)

Pg. 37

B. Priority Bicycle Project List Update

Cory Peterson,
STA

(7:40 – 7:45 p.m.)

Pg. 39

C. Promoting Bike Commuting/Use of Bike Lockers at Vallejo Transportation Center and Curtola Park & Ride

Committee

(7:45 – 7:50 p.m.)

D. Reports and Updates from Staff

Cory Peterson,
STA

(7:50 – 7:55 p.m.)

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9. INFORMATIONAL – NO DISCUSSION

A. 2016-17 BAC Attendance Matrix and Membership Status

Esther Wan, STA

Pg. 49

10. **COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS** Chair
(7:55 – 8:00 p.m.)

11. **ADJOURNMENT** Chair
The next meeting of the STA BAC is on **Thursday, November 2, 2017.**

BAC 2017 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, November 2, 2017

Questions? Please contact STA Planning Assistant, Cory Peterson at (707) 399-3214
or cpeterson@sta.ca.gov

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

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707-399-3239

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**BICYCLE ADVISORY COMMITTEE (BAC)
Minutes for the Meeting of
July 6, 2017**

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 6:33 p.m. at the STA in Conference Room 1.

BAC Members Present:

Nancy Lund, Chair	City of Benicia
Barbara Wood	Member at Large
James Fisk	City of Dixon
Mike Segala, Vice – Chair	County of Solano
Ray Posey	City of Vacaville
Lori Wilson	City of Suisun City

BAC Members Absent:

Catherine Moy	City of Fairfield
Mick Weninger	City of Vallejo
Vacant	City of Rio Vista

Others Present:

Nick Burton	County of Solano
Jason Riley	City of Dixon
Adam Brown	City of Vacaville
Glen Grant	Adventure Cycling
Erik Watkins	Resident
Kirbee Brooks	Solano County Public Health
David Gao Chan	Solano County Public Health

STA Staff Present

Ramil Chettfour	STA
Drew Hart	STA
Ryan Dodge	STA
Bob Macaulay	STA
Cory Peterson	STA
Esther Wan	STA

2. CONFIRM QUORUM

Quorum was confirmed.

3. APPROVAL OF AGENDA

On a motion from Lori Wilson, and a second from Barbara Wood, the BAC unanimously approved the agenda. (6 Ayes, 2 absences, 0 Abstentions)

4. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

A. Bike to Work Day Recap

4. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

A. Bike to Work Day Recap

Nancy Lund requested to get the numbers from every energizer station. Bob Macaulay addressed that the numbers were down by a little bit this year compared to last year. Ms. Lund highlighted that Vallejo had many cyclists and that they even ran out of Bike to Work Day (B2WD) bags to give out.

Ray Posey requested more information concerning the Green Valley Road Crossing with the ridge trail. Drew Hart stated that there is a Linear trail that crosses Green Valley Road that has been previously identified for Transportation Development Act (TDA) Article 3 funding for \$250,000 to construct two lighted crosswalks. Mr. Hart indicated that at the time, Fairfield has estimated the cost would be about \$50,000 but later on realized that the cost would exceed \$250,000 so the decision was made to move the funding to another project at the Solano Community College. He noted that there will be a new Solano Express bus stop just south of the community college. Ray Posey asked if the City of Fairfield plans to reapply the Green Valley Crossing project for funding and Drew Hart responded that Fairfield would most likely reapply.

Mike Segala asks about the status of recommending a BAC member from the City of Rio Vista. Bob Macaulay responded that he will follow up with Mayor Richardson concerning the status of recommending a BAC member.

Jim Fisk highlighted that the Top 10 Bike Rides had great response from his customers and Nancy Lund added that the Top 10 Bike Ride maps were a great hit in Benicia.

5. CONSENT CALENDAR

A. **Recommendation:**

Approve STA BAC Meeting Minutes of March 3, 2017.

On a motion by James Fisk, and a second by Barbara Wood, the BAC approved the minutes of March 3, 2017. (6 Ayes, 2 Absences, 0 Abstentions)

6. ACTION NON – FINANCIAL

A. **Bike and Pedestrian Plan Purpose Statement**

Bob Macaulay provided an overview on the Bike and Pedestrian Plan Purpose statement. Mr. Macaulay noted that the STA staff concluded that it would be effective for BAC to review and weigh in on the opening statement that lays out STA's vision for the Active Transportation Plan. He added that once all staff and citizen committees have had an opportunity to comment, the updated version will be forwarded to the Active Transportation Committee. Bob Macaulay request that BAC members provide comments on the purpose statements on later than July 14th by 5:00 p.m.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the Purpose Statement for the Countywide Bike and Pedestrian Plan.

BAC members agreed to change the motion to direct STA staff to send the purpose statement to BAC members to comment.

On a motion by Mike Segala, and a second by James Fisk, the BAC forward a recommendation to the STA staff to send the Purpose Statement for the Countywide Bike and Pedestrian Plan to BAC members to comment, and when comments are received, they will be shared amongst the committee members.
(6 Ayes, 2 Absences, 0 Abstentions)

B. Priority Project List

Drew Hart provided an overview on the Priority Project List. Mr. Hart addressed the process for updating the Priority Project List involves STA staff beginning with the previously adopted lists, eliminating completed projects and consulting with the cities and county on their current priorities. He request BAC members to make a recommendation to update the Bicycle Priority Projects List for fiscal year 2017-2018 which will then be recommended to the STA TAC and Board for approval.

Nick Burton noted that the Tier I project, Dixon/Solano County Vaca-Dixon Bike Route: Porter Road cannot receive potential funding from Highway Safety Improvement Plan (HSIP) and One Bay Area Grant (OBAG). Drew Hart agreed with Nick, by utilizing local funding instead of state or federal funding, there would be a huge cost savings. Mr. Hart stated that if we only use TDA Article 3 and Yolo Solano Air Quality Management District (YSAQMD) funds, it would keep the cost low.

Drew Hart added that the City of Dixon is planning to have green bike lanes especially in conflict areas such as school crossings. Mr. Hart added that if Dixon completes green bike lanes, it would be the first city in Solano County to have green bicycle lanes.

Mike Segala asked why Solano County's Suisun Valley Farm to Market Project is still a Tier II project and not moved to Tier I. Mr. Segala stated that a lot of the construction has begun including moving water lines. Drew Hart responded that completing Dixon's Vaca-Dixon Bike Route: Porter Road project took higher priority and Nick Burton respond that OBAG funds will not be available for a few years whereas local funds can get the project completed quickly. After further discussion among BAC members, they agree to move the Suisun Valley Farm to Market Project from Tier II to Tier I. Mike Segala asked Jason Riley about re-scoping the Green Bike Lanes project and how soon the funding would return and Mr. Riley respond that it would be around early September.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the BAC Priority Project List for 2017-18.

On a motion by Mike Segala, and a second by Ray Posey, the BAC forward a recommendation to the STA TAC and STA Board to approve the BAC Priority Project List for 2017-18 as revised by the BAC to move Solano County's Suisun Valley Farm to Market Project from Tier II to Tier I. (6 Ayes, 2 Absences, 0 Abstentions)

C. US Bicycle Route Designation

Drew Hart provided an overview on the US Bicycle Route Designation. Mr. Hart stated that the STA BAC will receive a brief presentation from Glen Grant from Adventure Cycling discussing about the possible alignment through Solano County. He added that each individual local jurisdiction will have to adopt a resolution of support for the alignment for American Association of State Highway and Transportation Officials (AASHTO) to recognize the designation.

Glen Grant highlighted our current highway numbering system and how Adventure Cycling would like to do the same for bicycle routes especially for long distance biking tours across the US. Mr. Grant indicated that Adventure Cycling would like to make US Bike Route 50 to go through Solano County. He noted that Adventure Cycling have proposed specific routes that goes through Solano County and the second step is

to obtain approval from all of the road owners, third it goes to Caltrans to designate the route, and finally Caltrans nominate the route to AASHTO to approve the designation of the route. Glen Grant presented some proposed routes to the BAC members and Nancy Lund recommended Mr. Grant to look at the Top 10 Bike Rides in Solano County that was recently published to provide ideas for alternative bike routes. Nancy Lund request that the proposed routed provided by Glen Grant needs to be zoomed in more so she can see which specific streets the designated bike route would be located. Bob Macaulay clarified with Mr. Grant that there is currently no urgency to have the BAC member designate a route to go through Solano County. Nick Burton clarified that the board would not approve Pleasants Valley Road to be a national bike route.

The BAC members agree to change the recommendation to direct STA staff to work with Adventure Cycling to come back with a detailed proposal.

Recommendation:

Direct STA staff to work with Adventure Cycling to come back with a detailed proposal to the BAC.

On a motion by Lori Wilson, and a second by James Fisk, the BAC recommend STA staff to work with Adventure Cycling to come back with a detailed proposal to the BAC. (6 Ayes, 2 Absences, 0 Abstentions)

8. INFORMATIONAL – DISCUSSION

A. Reports and Updates from Staff

Drew Hart addressed that Caltrans District 4 is continuing their work on the Bicycle Master Plan and he added that there was a public workshop in Vallejo. Mr. Hart indicated that the City of Fairfield is working on the Linear Park trail assessing the assets and opportunities for a bike trail. He stated that STA staff is working on having someone from the Linear Park trail taskforce to present in a future BAC meeting. Drew Hart updated BAC members that the I-80/680/SR12 interchange project is progressing well but because of this past wet winter, the dirt is still too wet to move so the date for completion is planned for the end of 2017. Chair Lund asked if this project involves the Green Valley overcrossing and Mr. Hart replied that it is included in the I-80/680/SR12 project. Drew Hart noted that E. Tabor Avenue and Vallejo's Bay Trail Vine Trail is fully funded by TDA Article 3 funding but Suisun City's McCoy Creek is only partially funded. Mr. Hart stated that since SB1 passed, funds from that bill will assist to fully fund the McCoy Creek project. He also announced that STA is looking forward to ATP Cycle 4 and that there will be a call for projects in 2018.

9. INFORMATIONAL – NO DISCUSSION

A. 2017 BAC Attendance Matrix and Membership Status

Esther Wan provided the 2017 Attendance Matrix and the Membership Status for the Bicycle Advisory Committee members.

10. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Chair Lund is proposing to the Parks and Recreation department in Benicia to begin having family bike workshops on the weekends. Ms. Lund suggested that she would like to designate safe bike routes to school as well as public parks for children to ride on. She believes that these workshops would teach children to ride safely as well as riding with their parents. Nancy Lund highlighted how she like to see families riding bicycles more often which relates back to the Active Transportation Plan. Ms. Lund also added that electric bikes are the future.

11. ADJOURNMENT

The STA BAC meeting adjourned at approximately 7:55 p.m. The next meeting of the STA BAC meeting is on **Thursday, September 7, 2017.**

DRAFT

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DATE: August 30, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
Anthony Adams, Project Manager
Lloyd Nadal, SR2S Program Administrator
RE: Transportation Development Act (TDA) Article 3 Funding Requests: Dixon
SR2S OBAG Cycle 1 Project and SR2S ATP Cycle 2 Local Match

Background:

The Transportation Development Act (TDA) is generated from a ¼ cent tax on retail sales throughout California. Two percent of the TDA funding generated (called TDA Article 3) is returned to each county in which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties, along with the assistance of each county's Congestion Management Agency (e.g. Solano Transportation Authority).

Discussion:

It is the role of the Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 projects. Three requests for funds for two separate projects are up for funding recommendations and are outlined below.

Dixon SR2S OBAG Cycle 1 Project: Shortfall and Green Bike Lanes

The Countywide Safe Routes to School Plan (adopted in 2013) identified potential improvements in the areas surrounding Tremont Elementary School and C.A. Jacobs Intermediate School in Dixon. In 2012, STA allocated \$100,000 in One Bay Area Grant (OBAG) Cycle 1 funds towards these improvements, which included installing Class II bike lanes along Rehrmann Drive from N. Lincoln Street to Evans Road. Cost estimates were based on 2012 planning level estimates, which in 5 of the 6 previous SR2S capital projects, were lower than actual construction bids. Additionally, delays in the authorization of federal funds to the City of Dixon resulted in a higher than expected construction bid. Dixon is requesting TDA Article 3 funds in the amount of \$51,448 to cover the shortfall. City staff

During discussions with STA staff about funding options for their construction shortfall, the City was approached with an offer to install green paint along the Class II bike lanes for this project. The cost of installing green paint along the entire length is cost prohibitive, therefore the alternative of installing it only at car/bicycle conflict points was explored. STA staff estimated that the cost to install green paint at all intersections along the proposed Rehrmann Drive Class II bike lanes to be approximately \$20,000. The City of Dixon is requesting this amount be allocated in TDA Article 3 funds to install the green paint.

The Bicycle Priority Project List for FY 17-18 identifies enhanced bikeway infrastructure as a Tier I priority for projects on a case by case basis that are willing to go above and beyond the scope of work. One of the enhanced improvements identified is installing green paint in bike lanes. This would be an innovative improvement to help make the bike lanes more visible and increase safety at conflict turn areas. Green paint has been successfully installed in many cities across the Bay Area and is becoming more common as a safety tool for bicycle infrastructure. If approved, the City of Dixon would be the first in Solano County to install green paint in bike lanes, an exciting opportunity for both the City and STA.

SR2S ATP Cycle 2 Local Match

On October 28, 2015, the SR2S Program's application for Active Transportation Program (ATP) Cycle 2 was awarded \$3.067 million by MTC for a combined infrastructure and non-infrastructure SR2S project to provide infrastructure improvements at 7 schools and education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo. These infrastructure improvements are priority projects identified in the STA's Safe Routes to School Plan completed in 2013. \$2.667M from this grant will be allocated to STA to fund the SR2S infrastructure projects. The design and engineering for these projects is currently underway and construction is expected to commence in Summer 2018.

To supplement the outreach and effectiveness of the infrastructure portion, the STA's Safe Routes to School program received \$400,000 in non-infrastructure program funds through this grant in FY 17/18. As part of the application for these funds, a local match of \$85,000 was programmed. These funds need to be approved by the BAC prior to an issuance of an RFP.

Fiscal Impact:

Currently there is approximately \$300,000 in TDA Article 3 funds available to be allocated. Approval would allocate \$71,448 to the Dixon SR2S OBAG Cycle 1 project, and \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match. This would leave approximately \$143,552 in TDA Article 3 funds left to program.

Recommendation:

Forward a recommendation to the STA Board to allocate TDA Article 3 funds in the following amounts: \$51,448 to cover the shortfall of the Dixon SR2S OBAG Cycle 1 project, \$20,000 to the Dixon SR2S OBAG Cycle 1 project to install green paint in the Class II bike lanes, and \$85,000 to the SR2S Program for its ATP Cycle 2 Local Match.

Attachments:

- A. Funding Request Letter from the City of Dixon
- B. Green Bike Lane Paint Brochure

MAYOR THOM BOGUE
VICE MAYOR SCOTT PEDERSON
COUNCILMEMBER STEVE BIRD



COUNCILMEMBER TED HICKMAN
COUNCILMEMBER DEVON MINNEMA
CITY TREASURER WESLEY ATKINSON

August 31, 2017

Mr. Daryl K. Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: TDA Article 3 Funding Request
Dixon Safe Routes to School Improvement Project

Dear Daryl:

Solano Transportation Authority, in collaboration with member agencies, completed the Countywide Safe Routes to School Plan in 2013. The plan identified several potential route improvements in the areas of Tremont Elementary School and CA Jacobs Intermediate School within Dixon. STA allocated \$100,000 (\$90,000 construction contract and \$10,000 construction management) towards these projects as part of OneBayArea Grant Cycle 1.

Following award of the \$100,000 grant, federal funding authorizations were withheld for the project pending issues related to the Dixon Transit Center tenant lease agreement. The Transit Center tenant lease agreement has since been resolved. This delay resulted in the City not receiving federal funding authorization until May 2017 pushing the bid advertisement into the busy construction season. The City immediately advertised the project and received a single bid on August 27, 2017. The bid was received from FBD Vanguard Construction, Inc. in the amount of \$137,680. At that time, the City contemplated rejecting the bid and rebidding the project in anticipation of receiving additional bids. After careful consideration, City staff does not feel additional contractors will bid due to the fairly low cost of the project relative to associated federal contract requirements. Rebidding also poses a risk that the bid would be increased causing further funding shortfall.

The cost estimates prepared for the Countywide Safe Routes to School Plan were prepared in 2013. The estimates for several improvements in the Plan appear to have been low. In addition, the Construction Cost Index has increased 7.7% between January 2012 and April 2017 (ENR CCI August 24, 2017 SF Bay Area) further increasing the cost of the project.

City staff immediately discussed the funding shortfall with STA staff. It was mentioned that there is an opportunity to request additional funding using TDA Article 3 funds should the STA Bicycle Advisory Committee recommend funding for the project. At this time, the City of Dixon is requesting Solano Transportation Authority consider the allocation of an additional \$51,448 funding using TDA Article 3 funds. City staff also requests the issue be placed on the STA BAC agenda for the September 7th meeting with a recommendation from STA staff to

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7030 • FAX (707) 678-7039 • TTY (707) 678-1489

approve the funding request. Dixon staff will be attending the meeting to present the project. Below is a summary of the project funding:

Funding Source	Account Number	Amount
OBAG – Federal Grant	460-000-461110-0000	\$100,000
*TDA Article 3 – Federal Grant	460-000-461110-0000	\$51,448
Local Match		\$22,956
	Total	\$174,404

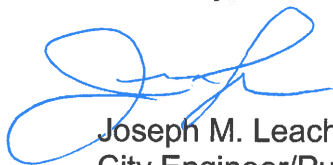
*- Requested TDA Article 3 funding to cover project shortfall.

The project cost is \$174,404 for the construction phase. This phase includes the \$137,680 contractor bid, construction management and contingency. The requested \$51,448 includes the \$47,680 bid overage and \$3,768 construction contingency. Based upon discussions with STA staff, the City awarded the contract to FBD Vanguard Construction, Inc. in anticipation of receiving the requested funding to cover the shortfall.

STA has also provided an opportunity to stripe green bike lanes as part of this project which includes the installation of several miles of bike lanes. The cost to install green bike lanes for the entire length is cost-prohibitive therefore one option is to install the green bike lanes at critical vehicle/bicycle locations near intersections. STA staff has indicated the cost for this installation would be approximately \$20,000. The City is requesting this additional funding for installation of the green bike lanes. As this installation will be the first green bike lane location within Solano County, the City is excited to be provided this opportunity.

Please contact me at (707) 678-7031, ext. 5305, or at jleach@ci.dixon.ca.us if you have any questions or require further information.

Sincerely,



Joseph M. Leach
City Engineer/Public Works Director

Colored bike lane treatments:

- Increase the visibility of the preferential lane
- Identify potential areas of conflict
- Promote clear understanding of the dedicated lane's purpose for all shared roadway users.

Complete specifications and brochures are available at www.ennisflint.com

While all three types of materials offer durability, flexibility, skid resistance, and color stability along with ease of application, consideration for optimal use should be based upon the full scope and properties of the products aligned to meet the needs and objectives of the specific project. Since the materials are closely matched using the color E-F Bike Lane Green, one or more materials may be used on the same project for aesthetics and uniformity of color.

This document provides a general comparison regarding the primary characteristics among the E-F Bike Lane Green Product Portfolio.

Photos and content are provided for conceptual purposes to help consider the products best suited for a project depending upon specific design intentions as well as location and preferred application method.



Ideal for corridor treatments along the length of a bike lane with little to no vehicle traffic

Ride-A-Way™ is an epoxy-modified, water-based acrylic coating specifically designed for long-term use under appropriate conditions and proper placement. Application is simple by building the thickness through spraying and brooming in four layers using an air atomized sprayer.



White symbols must be retroreflective.
A PreMark® Bike Panel integrates easily at specified intervals while maintaining pleasing color consistency.



Ride-A-Way™

Epoxy-modified, water-based acrylic coating
20-25 mils with 4-layer application / color stable / >60 BPN slip resistance
Corridor treatments with little to no vehicle traffic
Equipment: Double diaphragm pump with air atomized gun; 18" brushes



Ideal for intersections, bike boxes, and conflict points with high volumes of vehicle traffic and lane crossings

PreMark® is a durable preformed thermoplastic marking material engineered for use in high-traffic areas subjected to vehicular traffic. The material is pre-cut and ready to use out of the box for simple application with a propane heat torch.



PreMark®

Preformed Thermoplastic; aggregate drop-on and intermix
90-mils thick / color stable / >60 BPN slip resistance
Spot treatments, intersections, bike boxes, bike panels with heavy-duty vehicle traffic
Equipment: Propane Heat Torch or Infrared Heater



Ideal for long lane areas with low to high vehicle traffic including cross-over points such as parking lot entries/exits along the corridor

CycleGrip®MMAX is a specialized system that combines state-of-the-art Methyl Methacrylate resins with hardwearing aggregate and premium pigments. CycleGrip®MMAX is pre-packaged for on-site mixing and convenience.



CycleGrip®MMAX

MMA with intermixed hard-wearing aggregate
90-mils thick / color stable / >60 BPN slip resistance
Corridor treatment with low to high vehicle traffic
Equipment: High-torque drill w/mixing paddle, squeegee, rollers

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DATE: August 30, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: U.S. Bicycle Route 50 Designation

Background:

In 2008 the American Association of State Highway and Transportation Officials (AASHTO) established a national corridor plan for U.S. Bicycle Routes to facilitate interstate travel by bicycle over routes that have identified as suitable for cycling. Currently 23 states have officially designated U.S. Bicycle Routes.

Adventure Cycling Association has partnered with AASHTO to help identify routes across the country. At our meeting on July 6, 2017, the STA BAC heard a proposal for the alignment of U.S. Bicycle Route 50 from a representative of the Adventure Cycling Association. The route is proposed to pass through Solano County. At that time, the BAC directed STA staff to work with Glen Grant of Adventure Cycling to come up with a more detailed proposal.

Discussion:

The STA BAC will receive a brief presentation of the new proposed alignment through Solano County. Each individual jurisdiction will have to adopt a resolution of support for the alignment for AASHTO to recognize the designation.

Fiscal Impact:

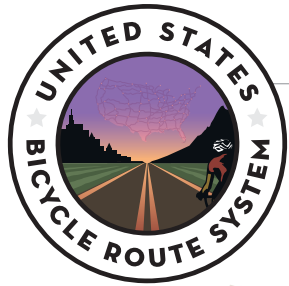
None

Recommendation:

Direct STA staff to write a letter on behalf of the BAC to the STA Board showing support for the Solano County portion of U.S. Bicycle Route 50.

Attachments:

- A. U.S. Bicycle Route Map
- B. Proposed U.S. Bicycle Route 50 Alignment in Solano County
- C. Adventure Cycling Association's Letter to STA



The goal of The United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.

NATIONAL CORRIDOR PLAN

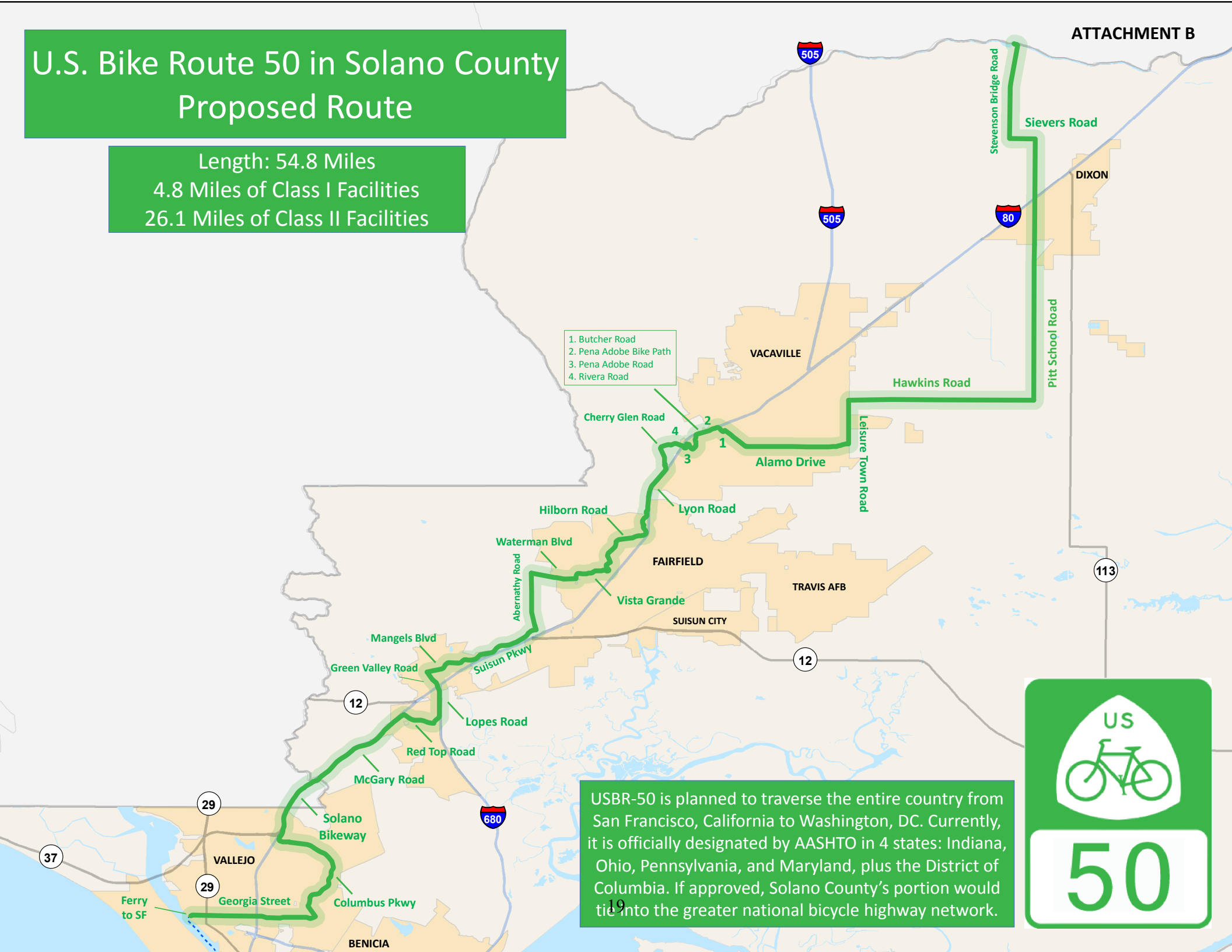
December 2016



U.S. Bike Route 50 in Solano County Proposed Route

Length: 54.8 Miles
4.8 Miles of Class I Facilities
26.1 Miles of Class II Facilities

1. Butcher Road
2. Pena Adobe Bike Path
3. Pena Adobe Road
4. Rivera Road



USBR-50 is planned to traverse the entire country from San Francisco, California to Washington, DC. Currently, it is officially designated by AASHTO in 4 states: Indiana, Ohio, Pennsylvania, and Maryland, plus the District of Columbia. If approved, Solano County's portion would tie into the greater national bicycle highway network.





Adventure Cycling Association

April 28, 2017

To whom it may concern:

I am writing on behalf of Adventure Cycling Association to formally acknowledge Glen Grant as an official Adventure Cycling volunteer working to designate U.S. Bicycle Route 50 in California, who is authorized to speak on behalf of the organization. Adventure Cycling is the only organization that dedicates staff time and resources to developing the U.S. Bicycle Route System, and coordinates volunteers to expand capacity when state departments of transportation, like Caltrans, don't have the resources to work on route designation. Adventure Cycling is an official partner of the American Association of State Highway and Transportation Officials (AASHTO), which oversees designation of the U.S. Bicycle Route System (USBRS) route numbering. All official route approvals come from local road owners, the state department of transportation, and AASHTO; Adventure Cycling's role is to provide coordination and guidance during the designation process.

Designation of U.S. Bicycle Route 50 would put it on the national map with official approval from AASHTO. The numbering would be consistent with the other thousands of miles of cross-country routes included in the U.S. Bicycle Route System, and approvals from all jurisdictions along the route would allow for future signage if approved.

Please don't hesitate to call or email if you have any questions.

Sincerely,

Saara Snow
Travel Initiatives Coordinator
ssnow@adventurecycling.org
(406)532-2749

Ginny Sullivan
Travel Initiatives Director
gsullivan@adventurecycling.org
(406) 532-2769

Adventure Cycling Association

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www.adventurecycling.org • 150 E. Pine Street, Missoula, Montana 59802



DATE: August 30, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: Grizzly Island Road Restoration Project

Background:

The California Department of Fish and Wildlife (CDFW) is proposing to restore 850 acres of the Hill Slough Wildlife Area from managed wetlands to tidal wetland habitat, assisting in the recovery of several federally and state listed endangered species. As a necessary part of the restoration project, the CDFW, with Solano County as the co-permittee, plans to raise and widen a one mile stretch of Grizzly Island Road to prevent future inundation from tidal influences and levee breaches. The area of Grizzly Island Road that will be raised and widened stretches from the Suisun City limit to 1,200 feet before the Hill Slough Bridge. The second phase of the project involves installing Class II bike lanes on the roadway that will connect with the existing Class I Grizzly Island Trail near the Suisun City limit. The first phase of construction is expected to begin in fall 2017, with the second phase beginning in 2018 and finishing in 2019. With the CDFW project limit being 1,200 feet before the Hill Slough Bridge, this would leave a gap in the Class II bicycle facility.

In order to extend the bike lanes up to the Hill Slough Bridge, STA staff believes that Measure AA funds may be a good supplement to CDFW funds to achieve this. In June of 2016, voters in the nine Bay Area counties approved a \$12 per year parcel tax to fund activities that will restore or manage Bay wetlands. Measure AA funds are dispersed on a competitive grant basis and can fund projects that reduce trash or pollution, improve water quality, and restore habitats, or increase shoreline public access and recreation areas. The guidelines for this grant have been approved, and a call for projects will be issued in September 2017.

Discussion:

Currently, STA staff is proposing to partner with Solano County and CDFW to apply for Measure AA funds in order to complete the extension of the CDFW project bike lanes 1,200 feet to the Hill Slough Bridge. Measure AA fund guidelines specify that funded projects must meet one of three requirements, including:

(3) Provide or improve public access or recreational amenities that are part of a project to restore, enhance, or protect tidal wetlands, managed ponds, or natural habitats identified in paragraph.

Depending on further discussion with the county and CDFW, STA may take a lead or supporting role in pursuing these funds.

Currently, the Solano Countywide Bicycle Plan proposes that Grizzly Island Road become a Class III bike route for its entire 16.2 mile length. The proposed CDFW project would build

Class II lanes on a one mile stretch of the road, which is an upgrade to the plan. While the proposed Class II bike lanes are not consistent with the letter of the plan, it is consistent with the intent of the plan.

Fiscal Impact:

None.

Recommendation:

Find the proposed Class II bike lanes for the CDFW Grizzly Island Road Project to be consistent with the Solano Countywide Bicycle Plan and support future efforts to extend the Class II facilities.

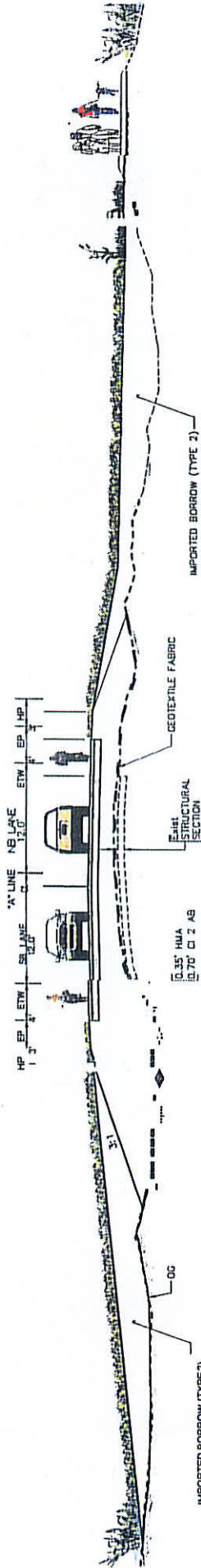
Attachments:

- A. Project Location Map
- B. Grizzly Island Road Proposed Cross Section

Hill Slough Project Public Access Elements



The Hill Slough Tidal Restoration Project proposes a 1.76-mile loop trail connected to a 0.31-mile trail parallel to Grizzly Island Road with a crosswalk connecting it to Suisun City's Grizzly Island Trail. Trails are minimum 10 feet wide, compacted and all-weather, with a bench, large interpretive sign with a map, and small sign alerting visitors to the sensitive wildlife habitat. A 0.87-mile section of Grizzly Island Road will be raised by up to five feet to reduce flooding. The new road section will include a four-foot-wide Class 2 bicycle lane on each side. Existing parking is at both ends of the new road section.



GRIZZLY ISLAND RD
STA *A* 56+00.00 TO STA *A* 72+50.00

Approximate Scale:
1 inch = 10 feet

BCDC Application: 2017.002.00md
HILL SLOUGH RESTORATION PROJECT
Public Access on Grizzly Island Road
EXHIBIT E



DATE: August 30, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: Caltrans District 4 Bike Plan Workshop

Background:

The California Department of Transportation (Caltrans) has set a goal to triple the number of people bicycling in California by 2020. In keeping with this goal and Caltrans' mission to promote active transportation, Caltrans District 4 (which covers the nine Bay Area counties), is developing the Caltrans District 4 Bicycle Plan. Caltrans staff and Alta Planning have conducted research and done outreach to identify safety and access hot spots across the state highway network. Through traffic and safety data, and user input, Caltrans and Alta Planning identified areas on the state highway network where bike infrastructure is most needed.

Discussion:

At a recent meeting of stakeholders, Alta Planning expressed the desire to meet with the bicycle coalition and transportation agency from each Bay Area county. Since Solano County does not have a bicycle advocacy group, the Bicycle Advisory Committee (BAC) of STA stands in this role. In order to get input from each local agency, staff from Alta Planning requested a workshop to get feedback on their research and identify priority bicycle projects along and across state highways in Solano County. Feedback from this workshop will be incorporated into the final plan, which is scheduled to be completed in 2018. Timeline for this workshop to take place will likely be late September.

Fiscal Impact:

None.

Recommendation:

Choose two possible dates to hold a workshop for the Caltrans District 4 Bike Plan.

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DATE: September 5, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: AB 1103 – Bicycle Yield as Stop

Background:

Under the current California Vehicle Code, persons operating bicycles on roadways are required to follow the same laws as motor vehicles, including obeying all applicable signage. Assembly Bill (AB) 1103, introduced in early 2017, proposes to amend the California Vehicle Code to allow bicycles to treat stop signs as a yield in certain situations. The specific text of the bill is as follows:

“a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way to any vehicle or pedestrian in the intersection or approaching from another highway or street so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection, may cautiously make a turn or proceed through the intersection without stopping. However, if required for safety, the person shall stop before entering the intersection, and may proceed after yielding the right-of-way.”

This action is colloquially known as the “Idaho stop,” stemming from Idaho’s adoption of the practice in 1982. Idaho is currently the only state to have adopted “yield as stop” statewide, though the practice has been considered by several other states. If enacted, AB 1103 would make this a statewide practice in California. Currently, it is being reviewed by the Assembly Committee on Transportation.

Discussion:

The Chair of the STA Bicycle Advisory Committee (BAC) received a request from a member of the Sacramento City/County BAC, who is assisting the California Bicycle Coalition (CalBike) in getting support for this bill. His request was for the STA BAC to write a letter of support for AB 1103. Due to the BAC’s relationship with STA, writing a letter of support would require approval from not only the BAC but the Technical Advisory Committee (TAC) and STA Board. Given the controversial nature of this bill, it is the wish of STA staff that we would also have to consult our member agencies and get their input on it in addition STA’s committees. In order to adequately vet this bill and present it to STA’s committees and member agencies, more time and research will be necessary.

Fiscal Impact:

None.

Recommendation:

Direct STA staff to conduct more in-depth research of the bill and get the input of our member agencies and committees before returning to the BAC to make a recommendation to the STA Board.

Attachments

- A. Email from Walt Seifert, Sacramento Trailnet and Sacramento City/County BAC Member
- B. Assembly Committee on Transportation Analysis of AB 1103

From: "Walt Seifert" <bikeguy@surewest.net>
Date: August 29, 2017 at 12:44:56 PM PDT
To: <[REDACTED]>
Subject: Bike legislation, AB 1103 stop as yield bill

Ms. Lund,

My apologies for the length of this message.

I'm contacting you in your role as Chair of the Solano BAC. I'd like you to consider placing support of AB 1103 on the next BAC agenda.

My name is Walt Seifert. I'm the former Executive Director of the Sacramento Area Bicycle Advocates and a member of the Sacramento City/County BAC.

I'm assisting CalBike in building support for AB 1103, a bill that would allow the "Idaho stop" in California. In June, the Sacramento City/County BAC recommended that the city and county support this bill plus seek support from the League of California Cities and California State Association of Counties and our local MPO, the Sacramento Area Council of Governments.

While virtually no bicyclists actually come to a complete stop at stop signs, safely yielding at stop remains illegal behavior. More background on this issue is in the email below which I've been sending to bike groups.

The support of the Solano BAC and STA could be critical. Assembly Member Jim Frazier is the Chair of the Assembly Transportation Committee. At a May 2017 information only hearing of the committee, Chair Frazier was clearly negative about the bill. Getting him to at least a neutral position would influence other committee members who appear to be split on the merits of the bill. Because of opposition, the bill was made a two year bill and won't be heard again in committee until January. However, it will then have to pass out of committee and the full Assembly in quick order, by the end of January.

I prepared a PowerPoint presentation on AB 1103 for the Sacramento BAC that I'd be happy to share with you.

If you have any questions, please let me know.

Thanks,

Walt Seifert
Sacramento Trailnet
PO Box 19463
Sacramento, CA 95819
(916) 455-7561

Dear Bicycle Club,

The California Bicycle Coalition (CalBike) supports AB 1103, bipartisan legislation that would allow bicyclists to treat stop signs as yields. I'm assisting them in their efforts. We urge your organization to support this bill. We need additional supporters to make this commonsense law a reality. We're seeking support from 25 more organizations. Please be one of them.

Since the start of August, support momentum has been building for the bill. More than 1,100 people have signed the petition in the last three weeks. At the time of the May 2017 Assembly Transportation Committee information hearing, only CalBike and the

California Delivery Association were listed as bill supporters. Additional organizational supporters now include:

Advocacy

Bicycle Commuter Coalition Inland Empire
Bicycle User Group of the North Valley, Kaiser Permanente Northern California
Bike Davis
Bike Bakersfield
Inland Empire Bicycle Alliance
Sacramento Trailnet
San Diego County Bicycle Coalition
Silicon Valley Bicycle Coalition
Walk Bike Mendocino

Recreational Clubs

Different Spokes of Southern California
High Desert Cycling
Lompoc Valley Bicycle Club
Los Gatos Bicycle Racing Club
Imperial Valley Velo Club
Recumbent Riders of Sacramento
San Jose Bicycle Club

Other bicycle organizations will be considering support, but have not yet made a decision. Broad and unified support from bike groups is vital to the passage of the bill.

I'm now seeking support from environmental and public health groups and government agencies.

Please let me know if you have questions or need additional information.

Thanks,

Walt Seifert

Here is additional background information and a sample support letter.

Similar legislation has been in place in Idaho since 1982 and passed the Delaware legislature in June 2017. Bicycle collisions decreased in Idaho by 14.5 percent after the law took effect and today Boise has fewer bike crashes than comparable California cities.

There are many reasons to support the bill. We believe it will increase bicyclists' safety, improve bicyclists' renegade image, allow bicyclists to follow the laws of physics related to momentum and balance, minimize unclipping and clipping, ease traffic flow, encourage bicycling, limit arbitrary enforcement, increase respect for the law, allow law enforcement to focus on dangerous behavior, and gather California data to confirm the 35 years of positive experience in Idaho. We want to set a precedent for the rest of the nation in the nation's most populous state.

The bill faces opposition from the League of California Cities, Automobile Club of Southern California, AAA Northern California, Nevada & Utah, the California Police Chiefs Association, the California Teamsters and some disability community members. All these groups have pledged to work with the bill's authors in an attempt to reach agreement, but achieving agreement is by no means assured.

We ask you to support AB 1103 by doing as much as you can of the following:

☞ Send the letter below on your organization's letterhead. Personalize as you see fit. If you did just one thing, this is our priority.

• Urge your members to sign the petition at the [CalBike Website](#). (We want at least 5,000 signers. We believe many more signers are possible and the more, the better.)

• Create a link on your Website and Facebook page to the CalBike Website petition. Encourage your members to send individual letters of support as well.

• Ask your local state Senator and Assemblymember to support the bill (you can simply copy them on the attached support letter)

That's potentially a lot to ask, but we believe this bill is very important. It can fundamentally change some highly negative cultural attitudes towards cycling, as well as make bicycling safer, more convenient and more common.

This bill is controversial and we recognize that reasonable people can have differing views about its potential impacts. However, we are convinced that the actual 35 years of positive experience in Idaho outweighs the speculative negative effects suggested by opponents.

We can provide more information, including a PowerPoint presentation, about the advantages of reforming the law. There is also an article about some of the advantages of changing the law and arguments against it on the [Bicycle Retailer and Industry News Website](#). We'd be happy to answer any questions you might have.

In a way, the arguments for and against this bill boil down to whether more people will bicycle because of its passage and make all road users safer, or whether more bicyclists will be prompted to "blow through" stop signs and put themselves and pedestrians at risk. Based on the long Idaho experience and the actual behavior on the streets now, we know where we stand. As the [LA Times editorialized](#) about the answer to these and other questions, "Let's find out."

Please let me know if you send a support letter. We'd like to keep track.

This is an important, but not urgent request. The bill was made a two-year bill and won't be heard again in committee until January 2018. However, if it moves out of committee, it would need to be approved by the full Assembly by the end of January—a compressed schedule. We are trying to generate as much support as possible before then.

Thanks very much.

Walt Seifert
Executive Director
Sacramento Trailnet
(916) 455-7561

The Honorable Jim Frazier
Chair, Assembly Committee on Transportation
1020 N St, Room 110
Sacramento CA 95814

Re: Support—AB 1103 (Oberholte), Bike Safety at Stop Signs

Dear Chair Frazier,

(Your organization name here) supports Assembly Bill 1103. The bill would allow bike riders to treat a stop sign as a yield sign. This extremely common, safe practice should not be illegal. Thirty-five years of experience in Idaho demonstrates changing the law is safe and practical. Idaho intersections with stop signs operate exactly like similar intersections in California.

Encouraging more trips by bike is state policy. Caltrans has an ambitious goal to triple trips by bike by 2020. Bicycling is good for public health and the environment. Bike trips

reduce traffic congestion and government costs. More trips by bike makes streets safer for everyone, including motorists, pedestrians and other bike riders.

Current law, if followed, makes trips by bike more arduous and less convenient, and less likely to be made. Coming to a complete stop instead of coasting through stop signs requires expending 25 percent more energy. Existing law is less safe for bike riders. It increases bike riders' exposure time to cross traffic and impedes traffic flow for everyone by increasing wait times.

Current stop sign law makes bike riders scofflaws even though safely yielding creates no harm to others and occurs millions of time a day without incident across the country. Thankfully current law is rarely enforced, but it is subject to arbitrary and inconsistent enforcement and allows racial profiling. Fines for those cited are the same as for motorists even though the dangers created are far less.

It is logical to have different laws for different road users based on physical and operational characteristics. Different laws exist now, such as different speed limits for trucks and the allowance of lane splitting by motorcyclists. Some differences in current traffic law are based entirely on environmental concerns, such as HOV lane use by vehicles with passengers or by alternatively fueled vehicles. Bicycling as a mode should be encouraged. Bike riders pose less risk to other road users because of their low weight and low speed. Riders are uniquely able to judge conditions at intersections and to react because of their low approach speeds, position at the front of their "vehicle," unobstructed vision, unimpeded ability to hear, and quick stopping capability. Please help increase respect for all laws by reforming a bad law. We urge your support of AB 1103.

Opponents of the bill have suggested that passage of AB 1103 will make interactions at intersections unpredictable because bike riders will subjectively decide when to yield. We disagree. Drivers and other road users make many subjective decisions, including decisions on when it is necessary to yield. Doing so does not create random or unpredictable behavior. Yield signs are a well-accepted traffic control device. Besides situations in which yielding is required, drivers and other road users make other subjective judgments daily. They decide when it is safe to pass on a two-lane highway, when it is safe to turn left in the face of approaching traffic, what speed is appropriate for road conditions and they determine what is safe and appropriate in countless other situations.

Please help increase respect for all laws by reforming a bad law. We urge your support of AB 1103.

Sincerely,

cc: Assembly Member Jay Obernolte
State Capitol
Suite 4116
Sacramento, CA 94249

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Date of Hearing: May 8, 2017

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 1103 (Obernolte) – As Amended April 6, 2017

SUBJECT: Bicycles: yielding

SUMMARY: Allows a person operating a bicycle make a turn or proceed through an intersection without stopping if no vehicle or pedestrian is in the intersection or constitutes an immediate hazard to the cyclist while they are in the intersection. Specifically, **this bill:**

- 1) Allows a bicyclist approaching a stop sign to cautiously make a turn or proceed through the intersection without stopping after slowing to a reasonable speed and yielding the right-of-way to any vehicle or pedestrian in the intersection or approaching the intersection from another street or highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection.
- 2) Requires a bicyclist to stop before entering the intersection if required for safety, and proceed through the intersection after yielding the right-of-way.

EXISTING LAW:

- 1) Provides that a bicyclist has all the rights and is subject to all laws applicable to drivers of motor vehicles, including stopping at stop lights and stop signs.
- 2) Requires a driver of a vehicle to stop at the marked limit line for a red light or a stop sign, and allows a driver to proceed with a right hand turn or left hand turn from a one-way street onto a one-way street after stopping, if no vehicles or pedestrians have approached or are approaching the intersection.
- 3) Requires a driver of a vehicle to obey all official signs and signals, as defined.
- 4) Requires all pedestrians to obey all official signs and signals, as defined.

FISCAL EFFECT: None. This bill is keyed non-fiscal by the Legislative Counsel.

COMMENTS: This bill is modeled after legislation enacted in Idaho 35 years ago. The original so-called “Idaho stop” law was approved as part of a comprehensive revision of traffic code in 1982, in response to concerns over clogging the court system with minor traffic offences, such as a cyclist failing to stop at stop signs. The original Idaho stop law allowed bicyclists to treat stop signs and traffic signals as yield signs. In 2005, the law was amended to restrict that signals be treated as stop signs, except that right turns on red remain as yield. Since that time, other states have considered the law, including Oregon, Minnesota, Arizona, Montana and Utah, but other than a limited form of this practice being authorized in Colorado, no other state approved it for statewide use.

The state and regions continue to work toward reducing greenhouse gas emissions and other forms of air pollution by increasing the mode shift from single occupant car trips to other forms of transportation, such as bicycling. To this end, the California Department of Transportation

(Caltrans) Strategic Management Plan includes a goal to triple bicycle trips and double pedestrian and transit use by 2020. Additionally, the state is making significant investments in bicycling and pedestrian infrastructure through the Active Transportation Program (ATP). Furthermore, state and local jurisdictions are putting local dollars into building “complete streets” with bikeways and pedestrian facilities. In fact, with the passage of SB 1 (Beall), Chapter 5, Statutes of 2017, funding for the ATP program will nearly double, as will funding for local streets and roads and state highways, with complete street elements eligible for all funds.

As more people shift from their cars to bicycles as a form of transportation, safety is a paramount concern. The draft Caltrans Bicycle and Pedestrian plan notes that from 2005 to 2014 while road fatalities decreased by 25%, bicycle fatalities increased by 10%. It is widely understood, and recommended in the plan, that data should be improved on bicyclists’ behaviors, including trips, injuries, and fatalities to better understand the cause of these crashes; however, it is clear that as the state promotes more alternative transportation modes, strategies to increase safety must follow suit. For example, the plan includes detailed strategies to support the recommendations from the California Strategic Highway Safety Plan (SHSP) for reducing bicyclists’ fatalities and injuries which focus on improving education and enforcement to promote safe multi-modal travel. Specifically, the plan includes recommendations for designing safer street crossings, adding in bicycle content to driver’s testing, elementary school and adult bicycle safety curriculum, updating police training material to include high-risk bicycling and driving behaviors, and support of diversion programs for bicyclists ticketed for improper behavior.

This bill is intended to further encourage bicycling. According to the author, “AB 1103 will allow bicyclists to maintain momentum when approaching an intersection with stop signs. By maintaining momentum, bicyclists can keep better control of their bikes and avoid unnecessary collisions with vehicles. This practice will also divert cyclists away from busier streets with stop lights onto less hazardous side streets. This bill would also help California meet green energy goals by encouraging bicycle use.”

As evidence that the Idaho stop is safe, the author cites a study conducted in 2010 by Jason Meggs, a graduate of the UC Berkeley, School of Public Health, that looked at cycling behavior and the effects of the Idaho law. The study compared the accident rates in Boise to similar sized cities in California, including Sacramento and Bakersfield. In Idaho, researchers found that the year after passage of the law bicycle injury rates in the state declined by 14.5%. The study looked at aggregate injury rates, including numerous types of collisions.

Writing in support of this bill, the California Bicycle Coalition notes that side streets are often punctuated with stop signs at every intersection, making them less attractive for people bicycling if they are required to stop every block and lose valuable momentum. It asserts that a typical person bicycling safely will use reasonable judgment when there is no oncoming or crossing traffic at an intersection, and often roll through stop signs on these side streets to maintain their momentum and will still yield the right-of-way and come to a full stop if necessary if they encounter other vehicles or people walking or bicycling as they approach the intersection.

The coalition further states that, “penalizing this safe bicycling practice with unnecessary enforcement at stop signs is counterproductive to the larger goal of increasing bicycling, and discourages people bicycling from using side streets if they are required to come to a full stop every block. AB 1103 would make this reasonable practice of treating stop signs as yield signs

while bicycling explicitly legal, ensuring that law enforcement do not unfairly penalize this behavior and discourage people from bicycling.”

Writing in opposition, the California Teamsters state that “much of highway safety is based on predictability. Our traffic laws are designed to instill predictable vehicle and pedestrian behavior. Unfortunately, this bill would insert unpredictability into the traffic safety equation, and our members, driving 80,000 pound vehicles, would be left to wonder whether any approaching bicyclist is going to stop or dart out into the intersection.” Similarly, the Automobile Club of Southern California and AAA Northern California, Nevada & Utah believes that any change in traffic laws that give drivers room for personal interpretation of traffic control devices can unsafely erode their effectiveness at a macro level.

There is also concern regarding the affect this bill would have on pedestrians, the California Council of the Blind offer, “the ability to travel safely is an essential ingredient to our ability to live independent and productive lives. If AB 1103 is enacted, it will dramatically affect this safety and will severely compromise our ability to continue to lead independent lives without fears of injury or death.”

Finally, the CSAC Excess Insurance Authority believes that the potential consequence to a public entity of the passage of the bill would be increased exposure to litigation as a result of traffic accidents.

Committee concerns:

- 1) *Lack of Data:* As noted by the Berkeley study, the lack of detailed data on injury crashes and fatalities for bicyclists and pedestrians is of concern. This issue of data reporting for active transportation has been a focus in recent federal safety rulemakings and is thoroughly discussed in the draft Caltrans State Bicycle and Pedestrian Plan as a priority strategy to help reduce crashes. According to the California Highway Patrol, in 2015, statewide there were 382 collisions with the primary collision factor being a bicyclists’ failure to stop at a stop sign, while only 1 citation was issued to a bicyclists for failure to stop at a stop sign without being involved in a collision. This data is not comprehensive and may not reflect what is happening in localities around California. It is unclear whether cyclists are being cited and how failure to stop at a stop sign may be a causal factor for collisions. It is difficult to draw a direct cause and effect between the data we have and whether the Idaho stop would be safer or more hazardous to cyclists, pedestrians, and drivers.
- 2) *Predictability of Behavior:* Traffic laws set forth predictable “rules” that vehicles, and bicyclists, use to provide orderly movement of traffic and safe interactions with others. This bill would introduce unpredictable behavior by cyclists as they alone decide when it is safe to enter an intersection without stopping. The California Police Chiefs Association, “allowing bicyclists to make an in-the-moment decision as to whether they are going to follow traffic signs or not will result in driver confusion and distraction, potentially resulting in more serious or fatal crashes.”

REGISTERED SUPPORT / OPPOSITION:

Support

California Bicycle Coalition
California Delivery Association
1 Private citizen

Opposition

AAA Northern California, Nevada & Utah
Amalgamated Transit Union
Automobile Club of Southern California
Bay Area Transportation Working Group
California Council for the Blind
California Police Chiefs Association
California Teamsters Public Affairs Council
CSAC Excess Insurance Authority
San Francisco Aging and Adult Services Advisory Council
1 Private citizen

Analysis Prepared by: Melissa White / TRANS. / (916) 319-2093



DATE: September 5, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: Family Bike Workshops and STAY Grant

Background:

Spare the Air Youth is a regional program administered by the Metropolitan Transportation Commission (MTC) that aims to educate, inspire, and empower youth and families in the Bay Area to walk, bicycle, carpool, and take transit. MTC, in partnership with the Bay Area Air Quality Management District (BAAQMD) seeks to find effective ways to reduce greenhouse gas emissions by providing a regional resource to students, parents, teachers, and program providers. Some of the funding is distributed on a competitive grant basis through the Spare the Air Youth (STAY) grant.

Discussion:

The San Francisco Bike Coalition (SFBC), in partnership with bike coalitions throughout the Bay Area, is in the process of applying for STAY grant money to conduct Family Biking Workshops. These workshops will be held throughout the region and will teach kids and parents bike skills and how to ride together safely. STA was approached by the SFBC for Solano County to be included in this grant application. If successful, Solano County will get funding for two Family Bike Workshops per year starting in 2018 and ending in 2022. These workshops would be held throughout the county and administered by STA with the support of the BAC. The grant proposal is still in the process of being submitted and therefore more details are still to come and will be reported on in future meetings.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: August 31, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
RE: Priority Bicycle Project List Update

Background:

The Solano Transportation Authority (STA) maintains the Countywide Bicycle and Pedestrian Transportation Plans that identify and plan for the implementation of bicycle and pedestrian transportation projects throughout Solano County.

The Bicycle Priority List and Pedestrian Project List is developed through a collaborative effort between the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), STA staff, and public works and planning staff from the member agencies. This creates a consistent strategy for the funding and delivery of bicycle and pedestrian projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level. The list informs funding strategies for discretionary funding sources, such as Transportation Development Act (TDA) Article 3 funds, and funds from the Bay Area Air Quality Management District (BAAQMD), and the Yolo-Solano Air Quality Management District (YSAQMD).

Discussion:

At the BAC meeting on July 6, 2017, the BAC forwarded a recommendation to the STA Technical Advisory Committee (TAC) and STA Board to approve the Bicycle Priority Project List for 2017-18. On August 30, 2017, the STA TAC reviewed the Bicycle Priority Project List, and by request of the City of Vacaville, added the Ulatis Creek Bicycle Facilities Phase 2 as a Tier 1 project. This project would connect an existing Class I bike path at Allison Drive to an existing path at Beard Street, crossing under I-80 at Ulatis Creek. The request was made because of new developments that indicated it could be tacked on to the larger I-80 Express Lanes project and that funding from that project could partially fund the bike path. The project has also been identified as a potential Active Transportation Program (ATP) Cycle 4 applicant to close the remaining funding gap of \$1.1 million. The total cost of the project to install the bike path is \$2.5 million. The STA TAC voted to forward a recommendation to the STA Board to approve the updated Bicycle Priority Project List with the addition of the Ulatis Creek Bicycle Facilities Phase 2 as a Tier 1 project. This decision is consistent with the Solano Countywide Bicycle Plan, where the Ulatis Creek Bicycle Facilities is listed as one of Vacaville's top priority projects to seek future funding.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments

- A. Updated Bicycle Priority Project List for 2017-18
- B. Ulatis Creek Bike Trail Gap Closure Project Information
- C. Ulatis Creek Bike Trail Gap Closure Project Map

Sponsor	Project	Description	Cost	Shortfall	Funding Plan	Funding Status	Committee	Tier
Countywide	Enhanced Bikeway Infrastructure	Enhancements to bike projects above and beyond scope of work for willing jurisdictions. i.e. green paint, vertical separation, buffered bike lanes	N/A	N/A	As needed	N/A	Bicycle (BAC)	1
Dixon	Green Bike Lanes on Rehrmann Drive	Rehrmann Dr from North Lincoln St to Evans Rd is receiving bike lanes as part of a OBAG Safe Routes to School Project. This line item is to enhance that project by adding green to the bike lanes.	\$15,000	\$15,000	Seeking TDA funding in the amount of Approx \$15k for CON in Fall of 2017.	Not identified.	Bicycle (BAC)	1
Dixon	South First Street Corridor Study - Chestnut Street / South First Street Traffic Signal	Pedestrian safety project. Offset intersection with several conflict points between people driving and people walking (predominantly school-aged children).	\$235,000	TBD	Included in Dixon's Capital Improvement Plan (CIP)	Not identified.	Pedestrian (PAC)	1
Dixon	South First Street Corridor Study - South First Street / Valley Glen Drive Traffic Signal	Pedestrian safety project. Wide intersection with people driving at high speeds, conflicting with people walking (predominantly school-aged children).	\$235,000	TBD	Included in Dixon's Capital Improvement Plan (CIP)	Not identified.	Pedestrian (PAC)	1
Dixon / Solano County	Vaca-Dixon Bike Route: Porter Road	Road widening to add Class II (bike lanes) on Porter Road between West A Street and Pitt School Road (approx. 1.5 miles). This completes the Vaca-Dixon bikeway.	\$750,000	\$750,000	Possible HSIP funded project. Status update needed in December 2017.	Not identified.	Bicycle (BAC) / Pedestrian (PAC)	1
Fairfield	Green Valley Road Crossing Project	Proposed improvements (marked crosswalks, flashing beacons, and curb ramps) to Ridge Trail crossing Green Valley Road near Westlake Drive.	\$150,000	\$150,000	Not specifically listed as a priority project in the Ped Plan but conceptually covered.	Not identified.	Pedestrian (PAC)	1
Solano County	Suisun Valley Farm to Market Project Phase 3	Construct 5' to 6' shoulders on Abernathy Road from Rockville Road to Mankas Corners Road, on Mankas Corners Road from Fairfield City Limit to Abernathy Rd and on Suisun Valley Road from Fairfield City Limit to Rockville Road	\$3,030,000	\$350,000	Partially funded. Required local match not identified	Partially funded.	Bicycle (BAC) / Pedestrian (PAC)	1
STA Safe Routes to School	Safe Routes to School Safety Evaluation and Intervention Project	The Solano Safe Routes to School (SR2S) Program is engaging in an in-depth and comprehensive evaluation project addressing student travel safety, increasing physical activity and measuring the efficacy of the program. The goal is to work with at least 10 schools within the county (primarily those nearest identified high collision areas). SR2S staff will evaluate schools within these high-collision areas performing bicycle and pedestrian safety audits and strategize and implement community-driven solutions in order to increase walking and biking to school and decrease the amount of pedestrian/bike fatalities and injuries nearest the school.	\$485,000	\$85,000	Partially funded. ATP Cycle 2 funded, local match needed for FY2017-18	Partially funded.	Bicycle (BAC)	1
Vacaville	Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway.	\$815,000	\$815,000	Vacaville's Priority Project for ATP Cycle 4 funding opportunity.	Not identified.	Bicycle (BAC)	1
Vacaville	Ulatris Creek Bike Path	Class I or IV bikeway facility crossing under I-80, along Ulatris Creek to the east and connecting to the existing Class I bikeway at the Quail Run apartments. This project would provide a 2800' gap closure between the Allison Drive portion of the Ulatris bike path and its terminus at I-80.	\$2,500,000	\$1,100,000	SB 1 funds to mitigate I-80 Express Lane project negative impacts.	Partially funded.	Technical Advisory (TAC)	1
Benicia	Benicia Urban Waterfront Improvements	Benicia waterfront between First Street and the Marina, identified in the Benicia Urban Waterfront Enhancement and Master Plan. The project includes a Class I Bay Trail segment parallel to B Street, a perimeter trail around the green, and widened First Street sidewalk to mirror the existing First Street Promenade.	\$2,687,000	\$2,687,000	See BUWEMP; RW/ENV clearance needed	Not identified.	Pedestrian (PAC)	2
Dixon	Downtown Streetscape Project Phase 4	The project includes sidewalks, benches, landscaping, crosswalks, bulbouts and street lighting on two blocks of West A Street (from UPRR tracks to SR-113) and one block on South Jackson Street and West Mayes Street.	\$1,000,000	TBD	Included in Dixon's Capital Improvement Plan (CIP). Part of the Dixon Revitalization Plan.	Not identified.	Pedestrian (PAC)	2

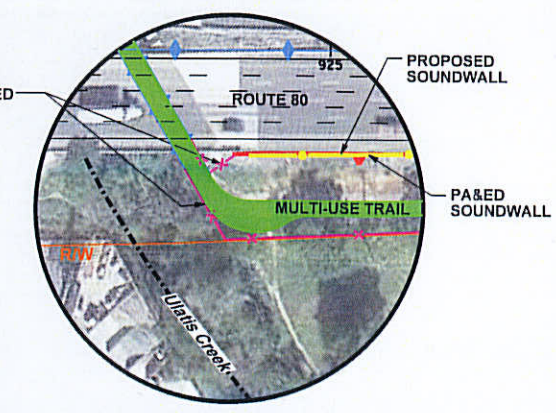
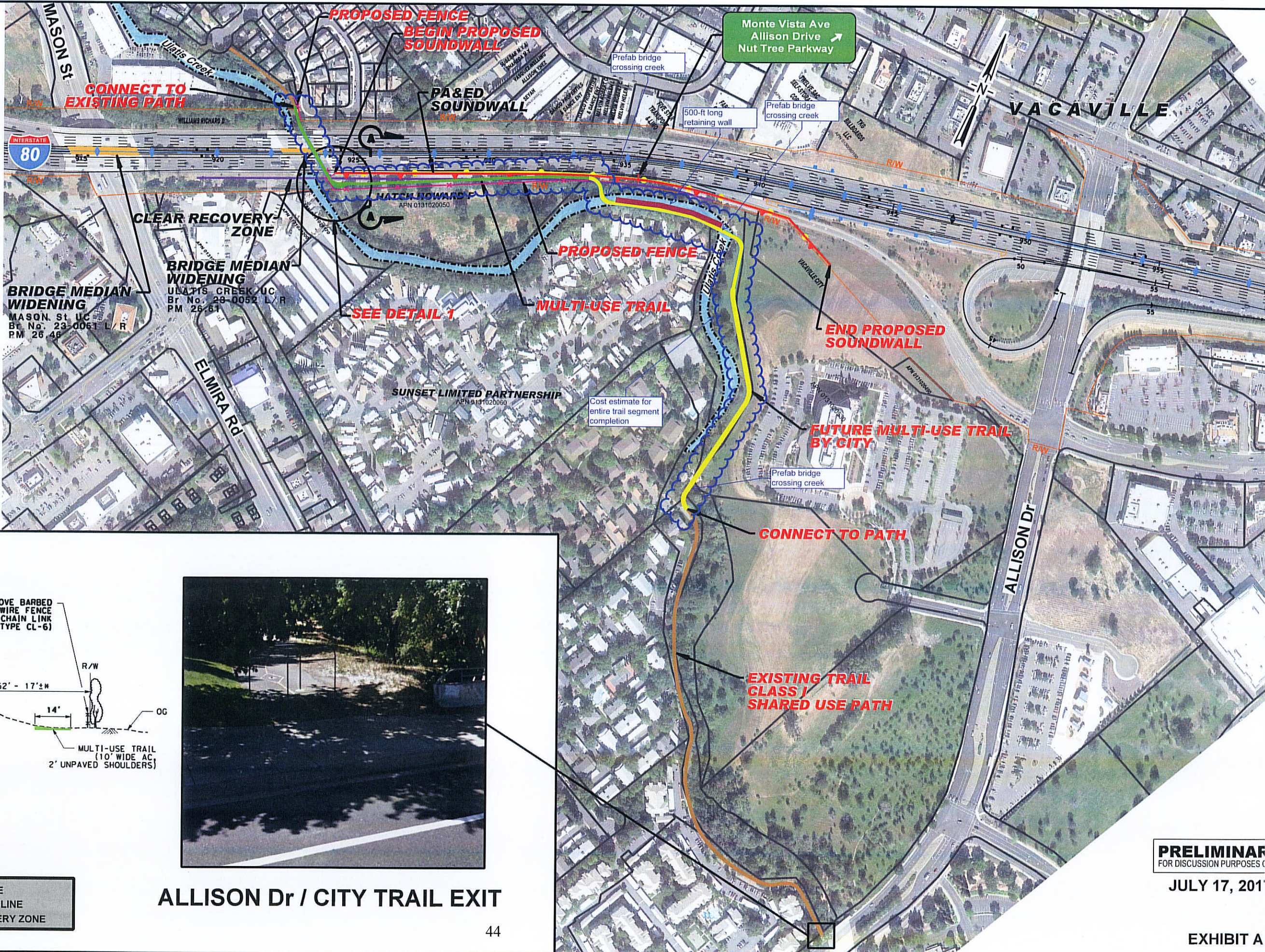
Sponsor	Project	Description	Cost	Shortfall	Funding Plan	Funding Status	Committee	Tier
Dixon	Pond A Accessibility Project Phase 1	Parkway Road to Pitt School Road. Would connect Vaca-Dixon Bikeway to SR-113 (Downtown Dixon).	\$350,000	TBD	Not included in Dixon's Capital Improvement Plan (CIP).	Not identified.	Pedestrian (PAC)	2
Dixon	Pond A Accessibility Project Phase 2	Would complete multi-use pathway around Pond A.	\$350,000	TBD	Not included in Dixon's Capital Improvement Plan (CIP).	Not identified.	Pedestrian (PAC)	2
Dixon	Pond C Accessibility Project	Multi-use path with landscaping around Pond C.	\$700,000	TBD	Included in Dixon's Capital Improvement Plan (CIP)	Not identified.	Pedestrian (PAC)	2
Fairfield	West Texas Street Gateway	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$3,000,000	\$3,000,000	Seeking funding. Submitted as CTP Priority for Fairfield; Will be ATP Cycle 4 application in 2018	Identified, not programmed.	Pedestrian (PAC)	2
Fairfield	Fairfield to Vacaville Intercity Gap Closure	Complete Class I bikeway (bike path) connection from Nelson Road to the Vacaville city southern boundary	\$700,000	\$700,000		Not identified.	Bicycle (BAC)	2
Rio Vista	Airport Road Bicycle and Pedestrian Improvements	Church Road to St. Francis Way. Class I bikeway (multi-use path) or Class II bikeway (bike lanes). Project would extend existing Class I bikeway (multi-use path) on Airport Road from Church Road to Liberty Island Road.	\$700,000	TBD	Submitted for Urban Greening Grant, but was unsuccessful. Will be ATP Cycle 4 Candidate.	Not identified.	Pedestrian (PAC)	2
Rio Vista	St. Francis Way Bicycle and Pedestrian Improvements	Airport Road to Rolling Green Drive. Project would include Class II bikeways (bike lanes), curb, gutter, and sidewalk improvements. Would provide improved access to D.H. White Elementary School.	\$386,000	TBD	Submitted for Urban Greening Grant, but was unsuccessful. Will be ATP Cycle 4 Candidate.	Not identified.	Pedestrian (PAC)	2
Rio Vista	Airport Rd	Continue multi-use path along Airport Rd from the current terminus at Church Rd to St. Francis Way	\$1,536,000	\$1,336,000	Partially funded. Submitted for Urban Greening Grant, but was unsuccessful. Will be ATP Cycle 4 Candidate.	Partially funded.	Bicycle (BAC)	2
Solano County	Tri-City and County Regional Trail Connections	Cordelia Hills Sky Valley: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	Partially funded. \$2,160,000 in federal funds already awarded to the project; No funds requested at this time	Partially funded.	Pedestrian (PAC)	2
Vacaville	Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway.	\$710,000	\$710,000	RW and ENV clearance needed	Not identified.	Pedestrian (PAC)	2
Vacaville	Vaca Valley Parkway / I-505 Corridor Multi-Modal Improvements Project	The project consists of the construction of roundabouts at East Monte Vista Ave and Vaca Valley Parkway and NB and SB I-505 ramps, new ped/bike facilities crossing I505, reduce accessibility barriers, and eliminate two existing signals.	\$14,500,000	\$12,500,000	Partially funded. OBAG Cycle 2 Project. May seek additional funding.	Partially funded.	Pedestrian (PAC)	2
Vallejo	Bay Area Ridge Trail - Carquinez / Vallejo Bluff	Construction of Bay Area Ridge Trail segment(s) east of Carquinez Bridge on the south side of the City of Vallejo, and other potential areas.	TBD	TBD	Planning grants (\$250,000) awarded in 2016; may request additional planning funding in 2017-18 to extend trail to existing connections, and may request funding for construction in 2018-19	Not identified.	Pedestrian (PAC)	2

Ulatis Creek Bike Trail Gap Closure

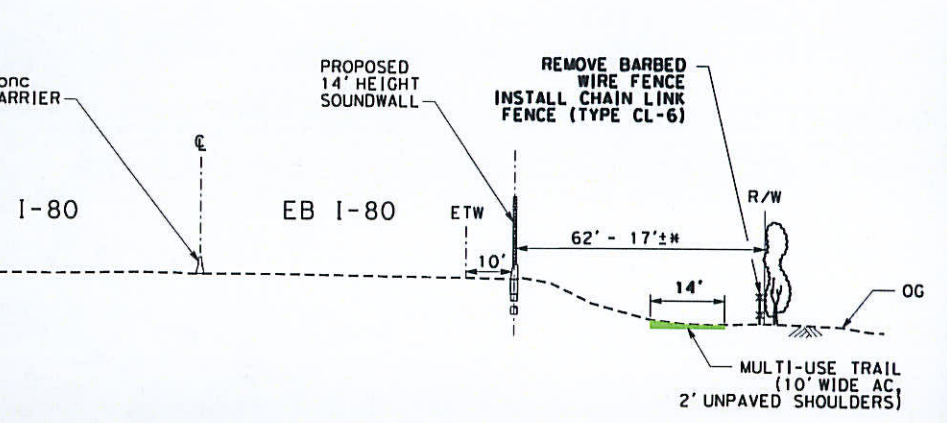
Preliminary construction and support costs for the trail improvements but were waiting for prefab bridge costs to confirm total amount. We would estimate a range of \$2 to \$2.5 M assuming the following:

- Three (3) prefab bridges for creek crossings (including abutments). Cost would vary depending on type of prefab bridge selected
- Retaining wall 500-ft long due to portion of trail encroaching adjacent to south side of creek behind mobile park community. If we move the trail out of the creek area towards the south, it encroaches into the back yards of the adjacent trailers. Cost would vary on type of retaining wall used.
- R/W acquisition cost for that one parcel on the north side of I-80
- Some landscaping along the trail. If irrigation is required, costs would be more.
- Design support cost
- R/W support costs
- Construction support cost
- 25% contingency

I-80 EXPRESS LANES - EAST SEGMENT I
EASTBOUND I-80 SOUND WALL - ULATIS CREEK TO ALLISON DRIVE



DETAIL 1



ALLISON DR / CITY TRAIL EXIT

LEGEND:

	PROPOSED SOUNDWALL		PROPERTY LINE
	PA&ED SOUNDWALL		RIGHT-OF-WAY LINE
			CLEAR RECOVERY ZONE

PRELIMINARY
 FOR DISCUSSION PURPOSES
 JULY 17, 2017



DATE: August 31, 2017
TO: STA BAC
FROM: Cory Peterson, Planning Assistant
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 an action or discussion item. Other items are more appropriate to update briefly and facilitate discussion if needed. Below is a list of topics and updates.

Active Transportation Plan Purpose Statement

Thank you for all of your comments on the Active Transportation Plan purpose statement. STA staff compiled comments from the BAC and PAC and have made several edits to the purpose statement. It now will go to the Active Transportation Committee, which is set to meet in the near future (date TBD). A copy of the edited version is included as Attachment A.

Fairfield Linear Park Trail Plan

The City of Fairfield is in the process of developing a corridor study for the Linear Park Trail in order to make it more useful for pedestrians and bicyclists. The study is looking at the portion between Pennsylvania Ave and Dover Ave. A stakeholder meeting was held on August 23, 2017 with STA staff in attendance. Staff will continue to be involved in the stakeholder group as planning progresses and report to the BAC of its progress. A presentation at a future BAC meeting is a possibility as well.

I-80/I-680/SR-12 Interchange and Green Valley Overcrossing Update

STA staff will provide a brief update of this project at the meeting.

ATP Cycle 3 and 4 Update

With the passage of SB 1, the statewide Active Transportation Plan (ATP) is receiving an additional \$100 million annually to the available funds. Caltrans will accelerate the call for projects of ATP Cycle 4 to the summer of 2018. Previously, it was planned for summer of 2019. STA staff is currently developing a funding strategy and finding potential projects to apply for Cycle 4 funding.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Edited Active Transportation Plan Purpose Statement

“A person on a \$30 bike is just as important as a person in a \$30,000 car.” *Enrique Penalosa*

The purpose of the Solano Active Transportation Plan (ATP) is to increase bicycling and walking in Solano County. Active Transportation is bicycling and walking, rather than riding in a motorized vehicle.

STA supports active transportation for many reasons. The first is to improve the health of residents and visitors, which in turn improves the quality of life in our county. The second is to improve the function of the local transportation network by providing options, while helping to reduce harmful air emissions. The third is the reduction in the cost of building and maintaining the local and regional transportation system and getting a greater return on public investment. Finally, the fourth reason is to improve access to destinations across the county for people of all income levels and abilities, since many people in our communities can't afford to purchase and maintain a car, or are too young or too old to drive.

Many people are interested in biking or walking more, but are concerned about the safety and practicality of such trips. In the past, Solano County has focused on connecting the seven cities to each other and to the broader region. The new Solano Active Transportation Plan will focus on identifying and connecting local activity centers to each other by identifying the safest and most effective routes for pedestrians and bicyclists, and then to make sure those routes are built and maintained.

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DATE: September 7, 2017
 TO: Bicycle Advisory Committee (BAC)
 FROM: Esther Wan, Administrative Clerk/BAC Clerk
 RE: 2016 BAC Meeting Attendance Matrix and Membership Status

Member/Position	Jan. 7 th	March 3 rd	May 5 th	July 7 th	Sept. 1 st	Nov. 3 rd
Barbara Wood, Member at Large	✓	E	E	✓	✓	✓
David Pyle, City of Fairfield Vice – Chair	✓	✓	E	✓	E	E
James Fisk, City of Dixon	✓	✓	✓	✓	✓	✓
Lori Wilson, City of Suisun City	E	✓	E	✓	✓	✓
Michael Segala, Solano County	✓	--	✓	✓	✓	✓
Mick Weninger, City of Vallejo	✓	✓	✓	✓	✓	✓
Nancy Lund, City of Benicia Chair	✓	✓	✓	✓	✓	✓
Ray Posey, City of Vacaville	E	✓	✓	E	✓	✓
Vacant, City of Rio Vista	N/A	N/A	N/A	N/A	N/A	N/A

✓ - 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.



DATE: September 7, 2017
 TO: Bicycle Advisory Committee (BAC)
 FROM: Esther Wan, Administrative Clerk/BAC Clerk
 RE: 2017 BAC Meeting Attendance Matrix and Membership Status

Member/Position	Jan. 5 th	March 2 nd	May 4 th	July 6 th	Sept. 7 th	Nov. 2 nd
Barbara Wood, Member at Large	✓	✓	N/A	✓		
Catherine Moy, City of Fairfield	N/A	N/A	N/A	--		
James Fisk, City of Dixon	--	✓	N/A	✓		
Lori Wilson, City of Suisun City	✓	E	N/A	✓		
Michael Segala, Solano County, Vice – Chair	✓	✓	N/A	✓		
Mick Weninger, City of Vallejo	✓	✓	N/A	--		
Nancy Lund, City of Benicia Chair	✓	✓	N/A	✓		
Ray Posey, City of Vacaville	✓	E	N/A	✓		
Vacant, City of Rio Vista	N/A	N/A	N/A	N/A		

✓ - Present -- - Absent E - Excused Absence

Section 1. Meetings/Attendance (Bylaws)

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Recommendation:

Informational.

Attachment:

A. STA Bicycle Advisory Committee (BAC) Membership Status



**STA Bicycle Advisory Committee (BAC)
Membership Status
(July 2017)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund	Benicia	Since: 12/2010 Re-Appointed: 1/2016	December 31, 2019	Chair 2016 Vice-Chair 2014, 2015
James Fisk	Dixon	Since: 1/1993 Re-Appointed: 1/2015	December 31, 2018	
Catherine Moy	Fairfield	Since: 2/2017	December 31, 2020	
VACANT	Rio Vista	N/A	N/A	N/A
Lori Wilson	Suisun City	Since: 3/2013 Re-Appointed: 2/2017	December 31, 2020	
Ray Posey	Vacaville	Since: 1/2002 Re-Appointed: 1/2014	December 31, 2017	Chair 2012, 2013 Vice-Chair 2010, 2011
Mick Weninger	Vallejo	Since: 1/1993 Re-Appointed: 1/2014	December 31, 2017	
Mike Segala	Solano County	Since: 1/1995 Re-Appointed: 1/2016	December 31, 2019	Chair 2014, 2015 Vice-Chair '12, '13, '17
Barbara Wood	Member-At-Large	Since: 3/2006 Re-Appointed: 1/2016	December 31, 2019	Chair 2008, 2009 Vice-Chair 2006, 2007