

MEETING SUMMARY

SR-12 Corridor Management Plan (CMP) Stakeholder Meeting #1

Tuesday, July 13, 2010
1:00 p.m. – 4:00 p.m.
D.H. White Elementary School, Rio Vista

Overview

On July 13th, a SR-12 Corridor Management Plan Kick-Off meeting was held. The first stakeholder meeting was very well attended by invited groups, elected officials (or their representatives) and members of the general public. Participants included representatives from:

- California Trucking Association
- Caltrans Districts 3, 4 and 10
- California Highway Patrol (Solano and Sacramento)
- City of Rio Vista
- Greenbelt Alliance
- Offices of Assembly Member Joan Buchanan
- Offices of Assembly Member Mariko Yamada
- Offices of State Senator Lois Wolk
- Rio Vista River Crossing
- San Joaquin County
- San Joaquin County Farm Bureau
- SJCOG
- Solano Land Trust
- STA
- US Coast Guard
- Bike and Trail groups; and
- Others.

A list of attendees is attached as an appendix to this summary.

I. Welcome

Joan Chaplick, MIG, Inc., called the meeting to order and thanked everyone for attending the first in a series of stakeholder meetings to inform the development of the SR-12 Corridor Management Plan. Bob Macaulay, Solano Transportation Authority, Wil Ridder, San Joaquin COG and Dan McElhinney, Caltrans, providing welcoming remarks, thanking them for participating and describing recent projects and progress in the corridor.

II. Corridor Study Presentation

Tom Biggs, PBS&J, provided an overview presentation of the corridor planning process, describing the corridor itself, and recent history and projects (presentation attached).

Participant questions and input provided an opportunity to identify the following plan features:

Plan Will

- Produce a common set of facts,
- Identify a menu of project options and funding strategies,
- Consider sea level rise impacts to 2035,
- Consider impacts of improvements on local business,
- Build on previous studies, including the 2006 corridor study,
- Be consistent with policy mandates such as SB 375
- Identify Context Sensitive Solutions,
- Consider required navigational clearances; and
- Integrate economic, environmental and equity concerns.

Plan Will Not

- Make final specific project recommendations.

III. Panel and Stakeholder Discussion: SR 12 Issues and Opportunities

Representatives from STA, SJCOG, Caltrans, CHP, the California Trucking Association (CTA) and the U.S. Coast Guard provided overview presentations of the major issues and opportunities along the corridor. Meeting attendees were encouraged to ask questions and provide comment. The questions and a summary of the responses have been organized by speaker and topic.

Bob Macaulay, Solano Transportation Authority

The study is a collection of strategies and improvements for safety and traffic operations that take into consideration the features and constraints along the corridor with multiple inputs from agencies and community groups.

Wil Ridder, San Joaquin Council of Governments

This is a long corridor with many different agencies involved. The study will be very collaborative and build on the success of recent studies and projects. Some projects east of Rio Vista include:

- Bouldin Island SHOPP\$45-50 Million – median barrier activities,
- I-5 to Bouldin Island \$25 M (STIP),
- Park and ride lot near I-5,
- SMART corridor – CMS.

- What qualifies as innovative funding?
 - *Anything else outside of regular approaches and sources; such as tolling, public-private partnership (P3), taxes, and possible truck fees.*

Ken Baxter, Caltrans District 3

Caltrans takes projects and planning on SR 12 very seriously and during this study will apply a main street approach to roads, conventional highways (Suisun & Rio Vista) and explores the potential for context sensitive solutions. SR 12 previously had substantial safety issues and Caltrans has taken many actions to improve corridor safety. These efforts, coupled with law enforcement activities (described in the following section) have substantially reduced the number of accidents and injuries on SR 12.

Corridor challenges include deciding how and where to direct resources: to existing lanes, new lanes, or a new corridor? With the addition of traffic signals east of I-5 and the restriction of passing in the corridor, fatal accidents and collisions are trending downwards. The I-5 to Bouldin Island project will have 10-foot shoulders.

Sue Ward, California Highway Patrol

Thanks to the collaborative efforts of Caltrans Office of Traffic Safety and CHP, SR 12 is getting safer. Five years ago, twenty-five percent of all Solano County fatalities were on SR12. With the help of AB 112 Double Fine Zone (DFZ) and increased resources the number of accidents going down. Enforcement in the corridor is a challenge – there are no shoulders to pull over.

In Solano County there are approximately 300 accidents per month, there have been 23 along SR 12 to date in 2010. During 2009, there were 38 accidents, 1 was fatal. There were 7 fatalities in 2006. There have been 878 citations issued in 2010.

Since April, 196 tickets have been issued east of Suisun and 102 tickets have been issued west of Suisun.

- How are we reducing crashes on the corridor?
 - *Consistent enforcement by CHP has made a big difference. CHP is also coordinating with Caltrans on recommendations made in previous studies and SHOPP projects.*
- Why are officers writing tickets that judges are not enforcing?
 - *There were some issues with enforcement due to tickets not being labeled properly in the areas of the safety corridor. This has changed and the higher fines are now being enforced.*
- 45mph limit questions on SR12 by Suisun
 - *The speed restrictions are based on construction limits of the SHOPP project, which were related to the original limits in the funding application.*
- What are the shoulder widths in the corridor? (describe all varying widths by location)
 - *The shoulders must be at least eight feet. That information will be provided during the study. There is a phase of construction that will make improvements from Currie to Trilogy.*

- Is the Double-Fine zone still enforced?
 - *Yes, the Double-Fine zone is still enforced.*
- What is the status of improvements between Rio Vista and Suisun?

David Suloff, Coast Guard

The Coast Guard's main purpose is to protect navigable waterways. The Coast Guard will provide input to the study regarding requirements for the horizontal/vertical and clearances for the three rivers. The Coast Guard will also have a significant role in the permitting process for any bridges constructed and it is important that coordination on activities related to permits is considered early in the process.

- Where do you anticipate sea level rise impacts to occur?
 - *The Coast Guard uses mean sea level rise to begin calculations.*
 - *The study will look at existing roadway segments at risk to sea level rise.*
- Are there any special bridge improvement funds available at the local, state or federal level that can be used to fund necessary improvements?
 - *Outside of federal grants and priority placement by the government, no new funding has become available.*
- Is there any prioritization of drawbridges?
 - *Because of the precedence of the River & Harbor Act of 1899, anytime a vessel approaches a drawbridge, it has to open. Waterways have the priority, in relation to roadways, and must always provide a clear and unobstructed pass. The Rio Vista shall draw whenever needed, however Potato Slough/Mokelumne River have seasonal travel and only require a 4 hour notice prior to being drawn.*
- Will increasing cargo volume from the Port of Oakland also increase boat traffic? How will this plan be coordinated with related efforts at the Port of Oakland to increase the amount of material they send up the Delta?
 - *These potential impacts will be considered.*
- Similar to trucks, is there any regulation on vessel sizes for navigable waterways? As ships increase in size, the structures will need replacement or retrofitting to accommodate them.
 - *The vessel can be as large as the waterway can support. It is unlikely that any regulation on size will be enacted since water transport is the least expensive and polluting to the environment.*

Eric Sauer, California Trucking Association

SR12 is vital to goods movement regionally. The CTA has a successful partnership with CHP to promote safety in the corridor.

- What is the potential for truck/weight size limitations to be increased along the corridor?
- Does federal government have exemptions for size/weight on military trucks?
 - *Not sure, but CTA can look into it.*

Other Questions

Environmental Planning

- Please consider the research of Dr. Jeffery Mount, UC Davis, related to sea level rise in the Delta, including the potential for 55” of sea level rise by end of century based on historic rise.
 - *Caltrans projects investigations in 25 years increments. If something is found additional data and work shall follow to make sure a long standing solutions are made for the problem.*
- The Study should clarify the relationship to other Delta Planning efforts and groups, including:
 - Delta Stewardship Council
 - Delta Protection Commission

Bicycle and Pedestrian Connections

- Will the study look at providing connections such as a recreation trail; a bike commuter lane opportunity; ped/bike movement across the bridges? Bike/commuter/trails mobility as a goal.
 - *Yes, the study will investigate all of these options. Improving Bicycle and Pedestrian mobility is a goal of the study.*

IV. Discussion: Public Engagement Process

Joan Chaplick, MIG, asked attendees to provide input on public involvement strategies, the discussion generated the following suggestions:

- Host multiple workshops
 - Varied timing
 - Workshops east and west of Rio Vista Bridge
- Conduct targeted Stakeholder Workshops/Focus Groups
 - Farmers and Agricultural Groups
 - River crossing Group
 - Public Health Groups
- Provide regular updates
 - E-Newsletter
- Invite broader participation from regulatory agencies
- Conduct outreach to travelers along the corridor, not just area residents.

V. Next Steps

Meeting attendees will be advised of future stakeholder meetings. The next meeting will address Existing Conditions in the corridor and will take place in October, 2010.

MEETING ATTENDANCE

SR-12 Corridor Management Plan (CMP) Stakeholder Meeting #1

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1:00 p.m. – 4:00 p.m.
D.H. White Elementary School, Rio Vista

Attendees

First Name	Last Name	Agency/Affiliation
John	Fazel	American Discovery Trail
Iris	Obregon	Assembly Member Joan Buchanan
Mariko	Yamada	Assemblymember 8th AD
Rebecca A.	Nieto	Assemblymember Mariko Yamada
Louise	Hogerheide	California State Parks & Mokelumne Coast to Crest Trail
Eric	Sauer	California Trucking Association
Barbara	Hempstead	Caltrans
Robert A.	Songey	Caltrans
Sadie	Smith	Caltrans
Joseph	Aguilar	Caltrans
Ken	Baxter	Caltrans District 10
Lyn	O'Connor	Caltrans District 10
Daniel	McElhinney	Caltrans District 4
Mike	Jones	Caltrans District 4
Katie	Benouar	Caltrans District 4 - Planning
Eric	Cordoba	CCI/STAPM
Scott	Baland	CHP - South Sacramento
Sue	Ward	CHP/Solano
Chris	Parker	CHP/Solano (PIO)
John	Andoh	City of Rio Vista
Jan	Vick	City of Rio Vista, Mayor
Matt	Vander Sluis	Greenbelt Alliance
Joan	Chaplick	MIG
Paul	Rosenbloom	MIG
Danielle	Stanislaus	MTC
Eddie	Woodruff	Paul Graham Drilling
Shadde	Rosenblum	PBS&J
Aron	Zerezghi	PBS&J
Tom	Biggs	PBS&J
Corey	Lang	PBS&J
Constance	Boulware	Resident
Robert	Cathey	Resident
Angie	Smith	Resident
Marilyn	Nelson	Resident
Barbara	Nelson	Resident

First Name	Last Name	Agency/Affiliation
Lynne	Hansen	Resident
Diane	Wurzel	Resident
Hale	Conklin	Rio Vista City Treasurer
Bill	Bowen	Rio Vista Police Dept.
Al	Medvitz	Rio Vista River Crossing Committee
Firoz	Vohra	San Joaquin County
Michael	Selling	San Joaquin County Public Works
Kory	Cultrera	San Joaquin Farm Bureau
Dawn	La Bar	Senator Lois Wolk
Maly	Boonsalat	SJCOG
W.	Ridder	SJCOG
Audrey	Kitzes	Solano Land Trust
Robert	Macaulay	STA
David	Sulouff	US Coast Guard

SR12

State Route 12

Comprehensive Corridor Evaluation and Corridor Management Plan

Stakeholder Kickoff Meeting

July 13, 2010



Study Purpose

Conduct a comprehensive evaluation of the State Route (SR) 12 corridor from SR 29 in Napa County through Solano, Sacramento, and San Joaquin Counties to I-5, building upon previous studies and projects.

The study will identify improvement strategies that address near and long term needs of the SR 12 corridor through an active stakeholder collaboration process.

The results of this study will inform future county and regional funding and planning processes.

Agenda

- SR 12 Overview and Characteristics
- SR 12 Recent History, Previous and Current Projects
- SR 12 Corridor Study Overview

SR12

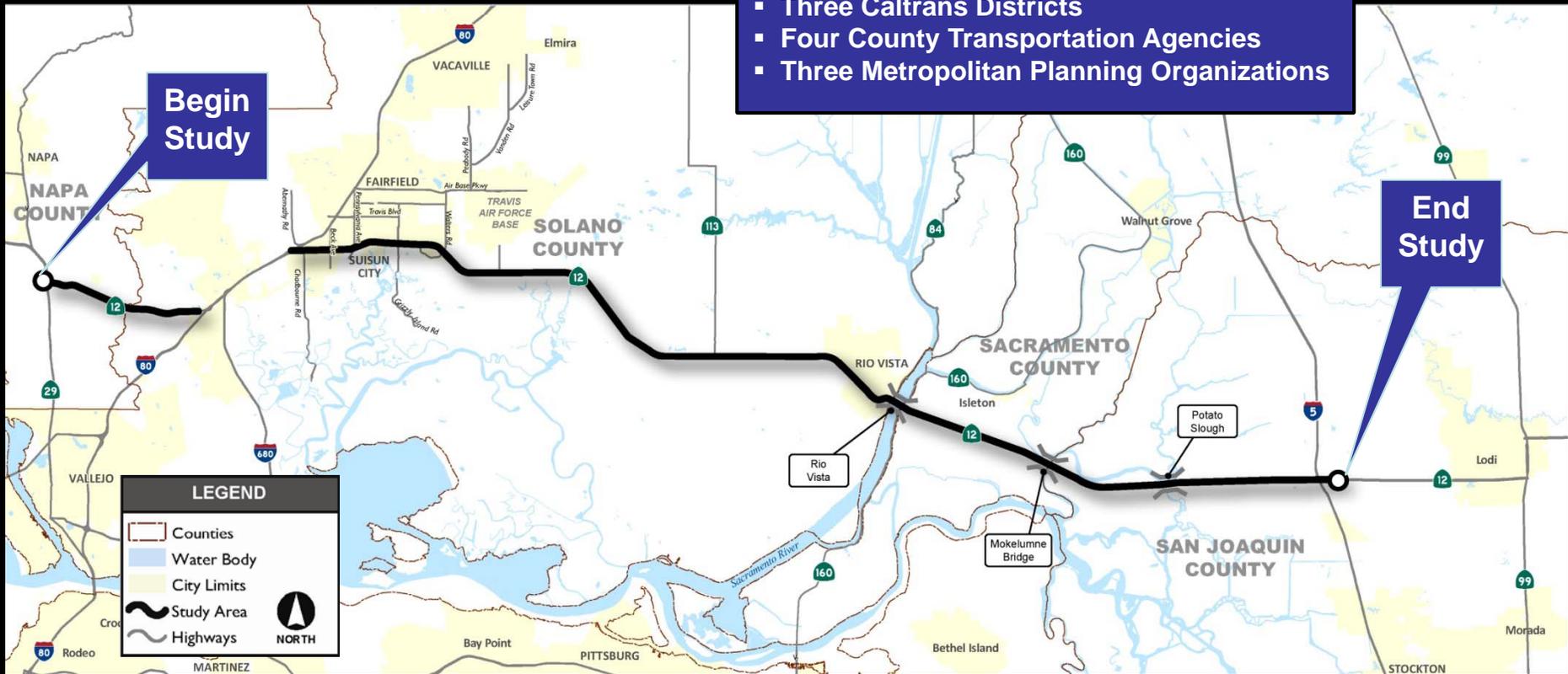
SR 12 Overview and Characteristics

Why Study SR 12?

- Safety
- Freight and goods movement
- Future levels of inward commuting to Bay Area
- Access and mobility
- Future development in Rio Vista
- Increased shipping to Port of Sacramento
- Travis AFB as a joint use passenger/freight airport
- Preservation of Delta environment
- Potential ninth toll bridge in the Bay Area

State Route 12

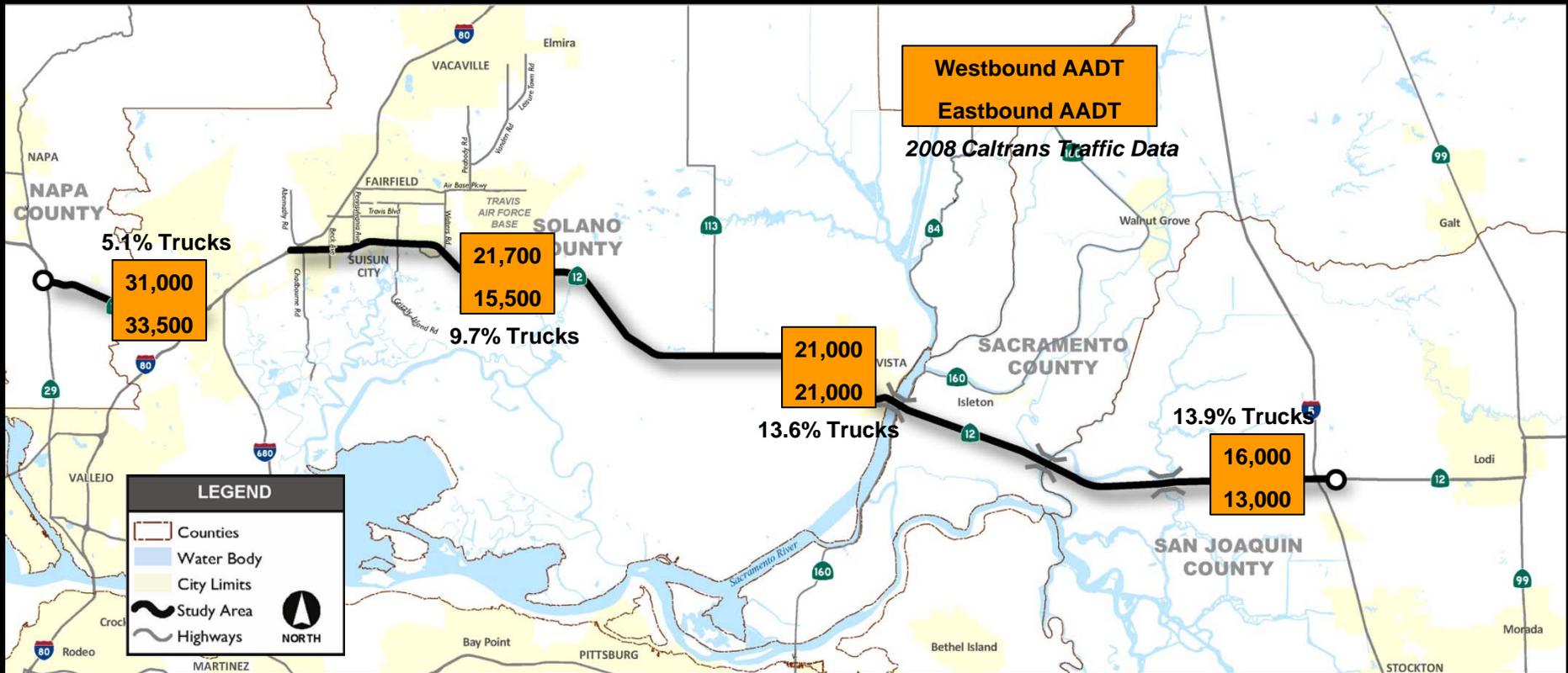
- Four Counties
- Three Caltrans Districts
- Four County Transportation Agencies
- Three Metropolitan Planning Organizations



SR 12 Overview

- Important regional east-west corridor between San Joaquin, Sacramento, Solano, Napa and Sonoma counties
- 53-mile corridor (SR 29 to I-5)
- Primarily a 2-lane rural highway with sections of 4-lane
- Major uses include:
 - Regional through trips and goods movements,
 - Intercity travel,
 - Commuter travel,
 - Agricultural truck trips,
 - Military cargo trucks, and
 - Recreational travel

Existing Traffic Volumes



SR 12 Characteristics

- Water traffic
 - Moveable bridges: Sacramento River, Mokelumne River, and Potato Slough
- Sacramento Delta area
 - Geologic challenges
 - Delta Protection Plan
 - Potential sea level rise
- Environmental resources
 - Delta species
 - Wetlands
 - Federal and State Endangered Species
- Environmental regulations
 - SB 375 (Green House Gases)
 - AB 32 (Global Warming)

SR12

SR 12 Recent History, Past and Current Projects

SR 12 Recent History



- Designated Highway 12 as a ‘Safety Corridor’
- Legislation: State Senator, Lois Wolk, introduced Assembly Bill 112 to implement Safety Double Fine Enforcement Zone (DFZ), which was approved and signed in October of 2007.
- Enforcement: Received additional grant funds to increase enforcement along SR 12.
- Education: State Route 12 Safety public outreach campaign has been ongoing since 2007.
- Safety Projects: Several interim safety enhancement projects were installed along SR 12 in 2007 and 2008.

Current and Planned Projects



SR12

SR 12 Comprehensive Corridor Evaluation and Corridor Management Plan Overview

Goals and Objectives

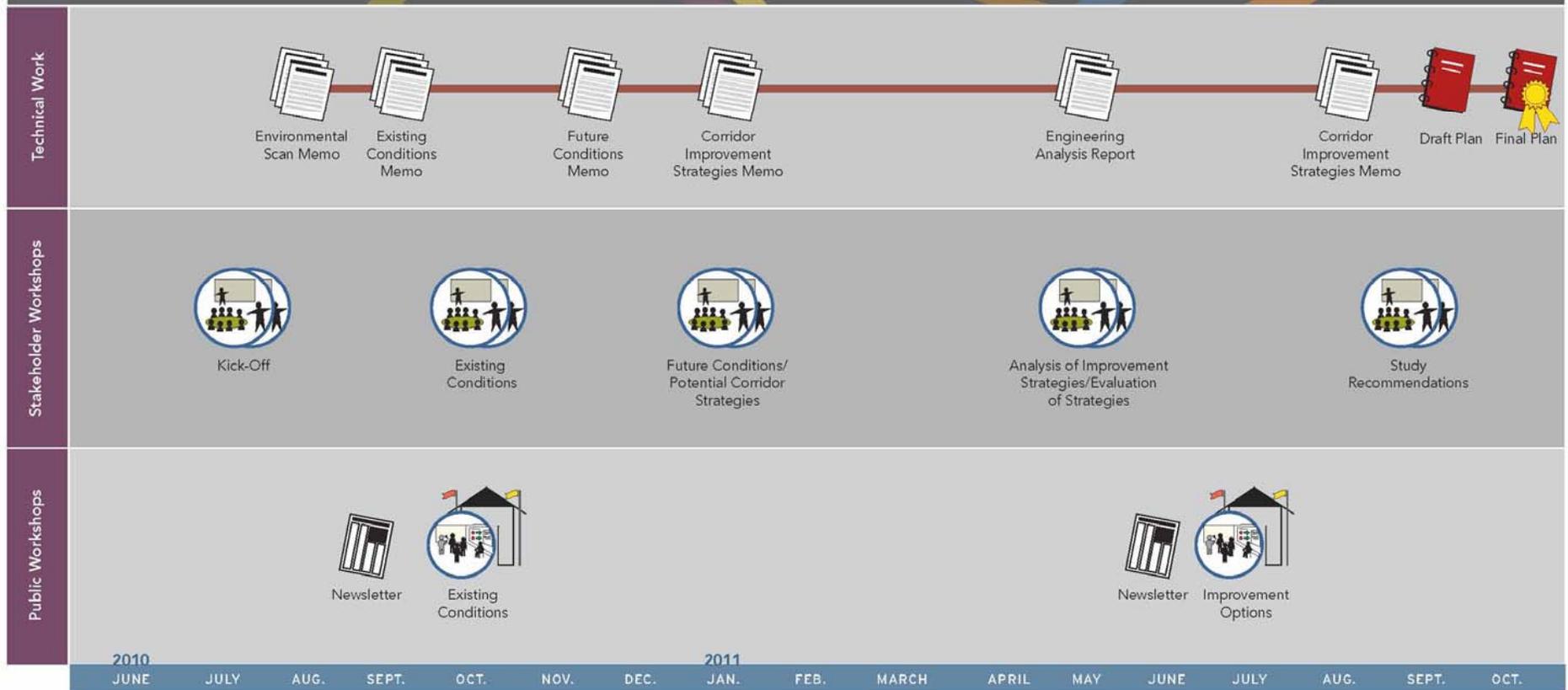
- Build upon recent and planned projects and studies
- Complete a comprehensive evaluation of SR 12 (existing and future conditions)
- Conduct the study in a collaborative manner with input from corridor stakeholders
- Identify and develop near and long term improvement strategies
- Conclude with a multi-jurisdictional corridor management plan

Possible Planning Outcome Options

- “Business as Usual” Option – Planned and programmed projects
- “Super Two Lane” Option – Widening/reconstruction that would improve safety and capacity while minimizing impacts to surrounding areas
- “Four Lane” Option – Highway facility option that would include replacing three moveable bridges, and possibly elevate the roadway in areas
- “Big Dream” Option – Potential new corridor to best handle transportation needs to reduce soil problems and avoid potential sea rise challenges

Study Process

State Route 12: Comprehensive Corridor Evaluation and Corridor Management Plan



SR12

SR 12 Panel Discussion

Previous Studies

- Highway 12 Major Investment Study, October 2001 (Solano County)
- State Route 12 Comprehensive Transportation Corridor Study, Rio Vista Bridge to SR – 99, February 2006 (Sacramento & San Joaquin Counties)
- State Route 12 Realignment/Rio Vista Bridge Study, June 2010 (Solano & Sacramento Counties)

Current and Planned Projects

- Solano County SR 12 Rehabilitation Project(s) Walters to Currie Road SHOPP Project
 - Rehabilitation and shoulder widening project
 - Intersection and safety improvement project
- Sacramento County SR 12 SHOPP Project
 - Rehabilitation and shoulder widening project
- San Joaquin County State Route 12 Improvement SHOPP Project (I-5 to Bouldin Island)
 - Rehabilitation and shoulder widening project
- Napa-Solano SR 12 Jameson Canyon CMIA Project (SR 29 to I-80)
 - Reconstruction and major widening project

Major Work Products

- Existing Conditions Analysis
- Future Conditions Analysis
- Environmental Overview Scan
- Corridor Improvement Strategies
- Engineering Analysis and Cost Estimates
- Funding Implementation Strategies
- Recommended Corridor Strategies
- Final Corridor Study Report