

**AMADOR COUNTY TRANSPORTATION COMMISSION
MINUTES
September 7, 2017 – 9:05 a.m.**

The Amador County Transportation Commission (ACTC) met at the Amador County Transportation Commission Offices, 117 Valley View Way, Sutter Creek, California on the above date, and the following proceedings were had, to wit:

Present on Roll Call:

Brian Oneto, Chairman
Jon Colburn, Vice Chairman
Tim Murphy
Patrick Crew, alternate for Richard Forster

Absent

Dominic Atlan
John Plasse

Also Present:

John Gedney, ACTC Executive Director
Patricia Maggie Amarant, AT General Manager
Nancy Champlin, ACTC Administrative Secretary
Carl Baker, Office of Rural Planning, Caltrans District 10

AGENDA:

Motion: It was moved by Commissioner Murphy, seconded by Vice Chairman Colburn and carried to approve the Agenda as presented.

Ayes: Oneto, Colburn, Crew, Murphy
Noes: None
Absent: Atlan, Plasse

PUBLIC MATTERS NOT ON THE AGENDA: None

CLOSED SESSION:

At 9:05 a.m. the Chairman called for a closed session as noticed for Conference with Legal Counsel (Government Code §54956.9(c)). At 9:15 a.m. the Chairman resumed the regular session of ACTC and reported that direction was given.

CONSENT AGENDA:

Motion: It was moved by Commissioner Murphy, seconded by Vice Chairman Colburn and carried to approve the Consent Agenda.

Ayes: Oneto, Colburn, Crew, Murphy
Noes: None

Absent: Atlan, Plasse

REGULAR AGENDA:

Systemic Safety Analysis Report (SSAR) Overall Work Program and Budget Amendment: Mr. Gedney reviewed his staff report.

Gary Reinoehl, Upcountry resident, attended the meeting on safety issues on highways and has watched the development of this coordinated work with Calaveras County. He believes the systemic approach could realize more funds in the area for local roadways. He appreciates the Commission working further on this program and that it is good for Amador County.

Motion: It was moved by Commissioner Murphy, seconded by Commissioner Crew, and carried to authorize a resolution and adjustment to the ACTC annual budget for work related to the preparation of a System Safety Analysis Report and amendments to the FY 17/18 Overall Work Program Work Element 3.1.

Ayes: Oneto, Colburn, Crew, Murphy

Noes: None

Absent: Atlan, Plasse

County Presentation on Pine Grove Improvement Project Status Update: Aaron Brusatori, Amador County Community Development Director, presented an update on the State Route 88 Corridor Improvement project. The last time the team was before the Commission was in the Spring of 2015 when there was discussion on changing the project. Phase A became a corridor-wide improvement which had a value less than the \$30 million that was originally proposed. Today's presentation was a brief synopsis of the current status. A handout of text from slides 2 and 3 was available. Mr. Brusatori advised that the 14-year traffic design life of Volcano Road would require policy exceptions from Caltrans. Further study was performed for a 20+ year traffic design life to meet Caltrans standards. This design change increases the value of the work by \$1.7 million. There would be no change to access to the Pine Grove School. Exit would be to Volcano Road. Adding the \$1.7 million to Phase A would give an updated total of \$13.3 million. This would facilitate a project that can move forward. Funding for the \$1.7 million is in the ACTC's Regional Transportation Plan (RTP) as Tier II funding. If the Commission wants to move forward, we could update the RTP to reflect moving the Tier II funding to Tier I. Mr. Brusatori advised that the Volcano Road intersection traffic signals would be the first one installed during this phase. Traffic signals on Tabeaud Road and Irishtown Road would not happen until warranted by development. If the Commission approves the 20+ year traffic design of Volcano Road, the Project Report can be approved relatively quickly and then move forward to complete the next phase which is Plans, Specifications, and Estimates (PS&E).

Mr. Gedney noted that Interregional Improvement Program (IIP) funding has been requested of Caltrans and staff should hear back at the end of October. The County has done a great job getting the project to readiness for construction in the event that Caltrans and the California Transportation Commission (CTC) decide to use discretionary funds for the project. He added that there may be other options such as an MOU with adjoining counties, State Highway Operation and Protection Program (SHOPP) funds, and grant opportunities. Mr. Brusatori noted that the schedule presented shows that

right of way would be moved up to start in the summer of 2018. Construction is estimated for the Spring of 2020. Currently, right of way is programmed for the whole project, however, the County may come back with a request to modify that for Phase A and move some of the right of way funding to construction. Right of way for the rest of the project would need to be reprogrammed. The ultimate phase could be 20 years in the future.

Mr. Brusatori noted that the school district has reviewed both the 14 and 20+ year design changes and both were acceptable. Mr. Brusatori will arrange a meeting with the school district again to review the revised plans and ask if they would be able to contribute financially to the project. Mr. Gedney noted that ACTC will also be meeting with the school district during development of the SSAR and will make a proposal to Caltrans for Highway Safety Improvement Program (HSIP) funds for the school district.

Gary Reinoehl commented that he appreciated the County's efforts in getting this project feasible and cost effect. He added that the handout shows that value engineering and cost saving concepts will be implemented, but it is unclear as to the final design of the project at this point in time. He is concerned that some of the cost savings/value engineering concepts would be to minimize lane widths. He hoped that any improvements to the highway where there may be future signalization can be installed underground to avoid the highway being torn up later for signalization needs.

Matt Brogan of Mark Thomas, consultants working with the County, addressed Mr. Reinoehl's questions by stating that the value engineering that was looked at was elimination of some retaining walls and deferment of a pavement rehab along the corridor. Lane widths are all standard shoulder widths and did not compromise those design standards. In regards to future signalization, all underground work is being put in so that when signals are warranted at Irishtown and Tabeaud Roads, the pavement will not have to be torn up.

ACTC Commissioner Reports:

- Vice Chairman Colburn mentioned that construction of the roundabout in Plymouth is moving forward. They expect to have the section of Main Street to Mill Street (west of SR 49) complete by the first part of October in order to be ready for Shenandoah Valley's Big Crush. Sidewalks are poured on the north side. Construction has impacted the businesses substantially through the corridor where there is currently one-way traffic. The project is on schedule.
- Chairman Oneto reported that the Shenandoah/Fiddletown "y" project went out to bid and responses have been received. The prospective winning bidder is Granite Construction with a bid about \$100,000 under the engineer's estimate. The bid response is still being verified. He added that a re-bid came back on Shake Ridge Road at \$1,177,000 which was also slightly below the engineer's estimate. It is estimated that the road will be re-opened the end of October.

ACTC Reports: Mr. Gedney reported that in regards to the roundabout, there is about 6,000 cubic feet of dirt at the water treatment plant that could possibly be used by the County as fill for the Shenandoah/Fiddletown project. If the County is able to use the fill, the Regional Surface Transportation Program (RSTP) fund request could be reduced.

Mr. Gedney met with Caltrans District 10 Director, Dennis Agar, and has again conveyed concerns on the SR 16/SR 49 merge. He advised Mr. Agar that there is a logical approach of how a driver would operate through the intersection given the elevation changes that may be missing. Caltrans recognizes

that they may need to send staff out for a field visit. Vice Chairman Colburn commented that they need to drive through the intersection in a large vehicle.

Mr. Gedney talked with Caltrans about working together on our next highest priority project, the Systemic Safety Analysis Report (SSAR), which will look at how sign and pedestrian improvements can be seamlessly incorporated in one encroachment permit. It is anticipated the results of this report will be a good project proposal for the HSIP cycle.

ACTC staff continues to work on the Sutter Hill Transit Center transfer to Amador Transit. Staff is comfortable with the utility easement and does not anticipate any issues with ownership between the two agencies. More information will be brought back next month.

Also at the next meeting, ACTC staff hopes to have a UPlan presentation. The grant project has been completed in conjunction with Calaveras and Tuolumne Counties (in addition to other participating counties who offered some financial support). The closeout report to Caltrans highlighted successes, but also noted that there were some difficulties. It was a difficult and complex project but should prove to be beneficial. The presentation will highlight the different applications that the program offers.

10:00 a.m. Pedestrian/Bicycle Plan Update Public Hearing: The Chairman opened the public hearing.

Chairman Oneto commented that he had received a couple of phone calls regarding who, at the Amador Vintners association, supported the plan and if it was the association or a vintner. Maureen Funk, Co-Chair of the Pedestrian/Bicycle Ad Hoc Committee, responded that Charlie Havill from Bella Grace Vineyards was the representative on the committee. Ms. Platt added that he was appointed as the public member for the City of Plymouth and that he had reached out to the Vintners Association. Mr. Havill let Ms. Platt know that the Vintners Association had given him feedback. As the comments were not received on Vintner Association letterhead, Chairman Oneto suggested that the verbiage in the Plan be changed. Ms. Platt will contact the Vintners Association for clarification.

Carl Baker, Caltrans District 10, commented that the District is pleased that the Pedestrian/Bicycle Plan is being updated and that Ms. Platt and the ad hoc committee have done a good job. A letter from the District will include the comment that the U.S. bike route discussion talks about a designated route and at this point the route is a recommendation from the County to Caltrans. Caltrans will not make their recommendation on the routes until the process is finished for the statewide designation of the routes.

Ray Ryan, resident of Amador County living in the Shenandoah Valley, commented that the priority for all expenditures needs to be given toward safe routes to school so that 100 percent of the schools are safe to get to and go home from. His other comment was in regards to bicyclists in Shenandoah Valley and that he would be in favor of banning them from that area. During normal business hours there are a lot of wine tasters in the area driving 25 -30 MPH which dictates the traffic and speed limits. During non-business hours, residents are accustomed to the 55 MPH speed limit. He suggested looking at the possibility, as a County, of identifying and supporting specific bicycle routes. For example, coming into the County along SR 16 and turning to lone where there is roadway for bicyclists. Shenandoah Road also has a lot of blind turns and if there is a bicyclist, there is no way to avoid an accident. There is no shoulder for bicyclists and many ride two-abreast. To make bicycle lanes, property would need to be acquired. Some property owners would be willing and others would not. It's a great plan, especially if

placed in the correct areas. Number one is schools and two is shopping. For example, if someone is staying at the trailer park in Plymouth, there is no safe way to cross the highway to get to the market.

Commissioner Murphy commented that a presentation of the plan was made to the City of Sutter Creek and one significant comment was that the plan called for the development of a pedestrian system between the outlying residential areas and Sutter Creek. However, people also need to get to the commercial areas and that should also be included.

Chairman Oneto commented on the last bullet on page 84, "...new development projects be required...". Development can be all-encompassing and he suggested the wording be changed to "consider" instead of "require".

Vice Chairman Colburn commented that the presentation that Ms. Platt made to the City of Plymouth was well received.

Mr. Gedney noted that all of the comments received today, and during the public comment period, will be included in the draft. There will also be recommendations on responses to comments. The revised plan will be brought back to the Commissioners next month. He agreed that Ms. Platt has done a tremendous job with the Plan and produced something that is very useful for visitors and jurisdictions.

Motion: It was moved by Commissioner Murphy seconded by Commissioner Crew and carried to close the public hearing.

Ayes: Oneto, Colburn, Crew, Murphy

Noes: None

Absent: Atlan, Plasse

Caltrans Report by Carl Baker:

- Notice of funding opportunities for Transportation Investment Generating Economic Recovery (TIGER) grants is out. Application deadline is October 16. There is an emphasis in TIGER for economic development in rural areas, public health and safety, and regional connectivity.
- SR 88 paving is in progress and is expected to be finished before the weather changes.
- SR 16 paving has had concerns, but this week they have stopped receiving them. Chairman Oneto commented that overall it was a good paving job.
- Traffic Safety is working on the request for a speed survey on the Sutter Creek Bypass. Mr. Baker expressed concern that when a speed survey is completed, typically the speed limit does increase. He noted that there is a school at the Sutter/Lone Road intersection and questioned whether a higher speed limit would be desired through that location. Commissioner Murphy commented that he has concerns about that intersection and that it was identified when the Bypass was built as a hazard. Infrastructure for a warning light is supposed to have been put in place because of sight limitations and the presence of high school age drivers. The exit northbound to Amador City is also a dangerous spot. Mr. Baker noted that a speed survey does not need to be done right now to look at the possibility of raising the speed limit. Unintended consequences of changes needs to be considered. Mr. Gedney noted that ACTC staff could also request a formal traffic investigation at that location while a speed survey is being conducted.

A letter addressing the traffic investigation could also request details on the infrastructure in place.

- A traffic safety investigation request was received from the City of Jackson to look at the French Bar intersection, specifically the lane drop as one crosses the intersection southbound of SR 49 with cars passing on the right as they are trying to merge into the left lane. The request also noted that traffic is backing up to the highway when access into the car wash is blocked by left turning vehicles. This section is the City's road and Caltrans cannot address this issue.
- Further discussions are needed with Commissioner Atlan regarding the stop signs in lone.

Chairman Oneto has concerns about a prior grant that replaces highway signs with high visibility signs. He has noticed that the large, white or yellow signs that are close to the road, give severe glare. Mr. Baker commented that is not something that the County or Caltrans has control over. Standards for the signs are set and replacement signs meet the new standards. Mr. Baker will convey Chairman Oneto's concerns to the sign department.

Commissioner Crew commented that a bicyclist was at the Jackson Gate Road left turn lane northbound on SR 49 (onto Martell Road) and it wouldn't trigger the light to change. Mr. Baker will relay the information to the electrical department and perhaps a sensitivity adjustment can be made.

Claims:

Motion: It was moved by Commissioner Murphy, seconded by Commissioner Crew, and carried to approve the revised claims.

Ayes: Oneto, Colburn, Crew, Murphy

Noes: None

Absent: Atlan, Plasse

Adjournment:

At 10:35 a.m. the Chairman adjourned the meeting until 9:00 a.m. Thursday, October 5, 2017, at the Amador County Transportation Commission Offices, 117 Valley View Way, Sutter Creek, California.



Brian Oneto, Chairman
Amador County Transportation Commission

ATTEST:



Recording Secretary

(Note: Copies of referenced documents are available at the ACTC office.)