

California Department of Transportation  
Districts 3, 4 and 10

# SR 12 Corridor Transportation Planning

## Trucking and Agriculture Industry Stakeholder Interview Results

March 14, 2012



# State Route 12 Corridor Study

## Trucking and Agriculture Industry Stakeholder Interview Results

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## 1.0 Background

The State Route 12 (SR 12) Corridor Study is a joint effort between the Solano Transportation Authority (STA), Caltrans Districts 3, 4, and 10, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and Sacramento County. Atkins is the consultant firm responsible for preparing the Study under the direction of these agencies.

SR 12 supports interregional, recreational, commuter, agricultural and military traffic between the Bay Area and the San Joaquin Valley. Passing through four (4) counties, the route crosses two major Interstate routes (I-80 and I-5), two railway lines (Southern Pacific and Sacramento Northern), navigable water bodies with movable spans (most notably the Sacramento River Crossing at Rio Vista) and numerous at-grade and grade separated intersections.

Improvements along the SR-12 Corridor are needed to enhance safety, improve corridor mobility (pedestrian, public transit, and bike and trail improvements), improve pavement conditions, and identify improvements (additional travel lanes, bike lanes, pedestrian facilities, and others) that address future growth and development along the corridor.

The Study will build upon existing information from STA and SJCOG/Caltrans studies of segments along the route, improvements that are underway in Solano and San Joaquin counties, and future roadway needs projected through to the year 2035. The Study will also look at current and future safety and capacity constraints on the roadway, including the Sacramento River, Mokelumne River and Potato Slough bridges, wetlands in both Solano County and the Delta, and impacts of projected sea level rise. Future corridor improvements will look at promoting healthy communities and reducing environmental impacts.

The movement of freight is an important part of a fully functioning transportation system. The efficient movement of freight within and through a region is critically important to industry, retail, agriculture, international trade, and terminal operators. Metropolitan areas (especially ports), with their air cargo airports, intermodal freight yards, large trucking terminals, and shipyards, are especially affected by freight movement issues.

Examples of intermodal freight projects include bridge replacements, road widening, port and rail access improvements, terminal facility enhancements, grade separations for highway and rail, and providing connections to air cargo and new infrastructure.

Caltrans and the MPOs are responsible for making sure that freight movement is considered in the transportation planning process. Federal legislation calls for the statewide and metropolitan planning activities to include reasonable opportunity for the public and interested parties, including specifically "freight shippers" and "providers of freight transportation services," to participate in the development of local and regional plans and programs.

Caltrans and some MPOs have systematically incorporated freight movement issues into their planning activities, for example by:

- Defining those elements of a metropolitan area's transportation system that are critical for efficient movement of freight
- Identifying ways to measure system performance in terms of freight movement
- Developing freight-oriented data collection and modeling to identify problems and potential solutions
- Creating freight movement advisory committees to identify important bottlenecks in the freight network

A well-informed public can contribute meaningful input to transportation decisions through a broad array of involvement opportunities at all stages of decision-making. Useful elements in planning for effective public involvement are:

- Clearly defined purpose and objectives for initiating a public dialogue on transportation issues
- Specific identification of the affected public and other stakeholder groups with respect to the plans and programs under development
- Identification of techniques for engaging the public in the process
- Notification procedures that effectively target affected groups
- Methods and measures for evaluating the effectiveness of the public involvement program
- Education and assistance techniques, which result in an accurate and full public understanding of transportation issues
- Documenting Caltrans' and MPO's efforts that demonstrate serious consideration of public input
- Solicitation of feedback from the public and stakeholders on the effectiveness of the public involvement process

To engage the Agriculture and Trucking Industries into the planning process and to motivate them to attend meetings and respond to surveys and program and project alternatives they need to be more aware of these transport issues and how the issues can affect processing and shipping of farm products as well as other trucking shipments.

From the partner agencies, VRPA Technologies received a list of Trucking and Agriculture Industry businesses/agencies to potentially be interviewed. VRPA Technologies reviewed the list and narrowed the results by focusing on businesses/agencies with the largest scale while also retaining a variety of types of businesses/agencies for the interview process. VRPA Technologies then contacted these stakeholders and were successful in conducting six (6) interview sessions.

## 2.0 Summary of Stakeholder Results

The following is a general summary of the responses received on the questions asked in the six (6) stakeholder interview sessions:

### 2.1 General Consensus (Over 90%)

All of the responding interviewees:

- Were aware of the SR-12 Corridor Improvement Plan
- Believe truck traffic will continue to increase along the corridor in the future
- Think the SR-12 Corridor will be very important to the region's economic future
- Feel there are seasonal issues associated with SR-12 that need to be considered including fog, agricultural operations, and increase in recreational traffic and draw bridge operations during the summer
- Have personal experience with transportation problems along SR-12 and believe there are major traffic flow, mobility, and/or safety issues
- Think Intelligent Transportation Systems (ITS) could help improve safety and reduce the time it takes drivers to travel along the corridor
- Feel that information regarding the study has been successful to date

### 2.2 Majority (51%-90%)

Most of the responding interviewees:

- Have been involved in previous planning processes along SR-12 or similar studies of other transportation routes
- Feel the corridor is ***critical*** to their daily work and social life, their group/organization, and/or their community
- Would like to see the corridor widened to 4 lanes and improved with a concrete median, shoulders, and modifications to the draw bridge schedules
- Are interested in participating in the planning process and are willing to add a link to the SR-12 Plan website or include project information or announcements in their newsletters

### 2.3 Minority (Less than 50%)

None of the responding interviewees:

- Would give a higher priority to bridge improvements over other improvements along the corridor
- Would be willing to pay a toll to use the corridor

## 3.0 Guide to Interpreting Results

### 3.1 List of Interviewees

All key stakeholders were contacted by phone by VRPA Technologies in January and February 2012. In the initial contact, VRPA provided each of the stakeholders by email with a Stakeholder Package (Appendix A), informed them they had been identified by the Project Team as a key stakeholder, and invited them to participate in a stakeholder interview session. Several stakeholders refrained from returning phone calls and emails or declined to participate. Six (6) of these individuals graciously gave of their time and knowledge and agreed to participate. They were given the option to complete the interview session in person, by phone, or by email.

These six (6) interviewees are listed below:

- Mike Coyner, Traffic and Sales, Cherokee Freight Lines
- Tony Alegre, President, Alegre Trucking
- Frank Alegre, Founder, Alegre Trucking
- Tom Zayas, Panella Trucking
- John Mangels, Property Owner along SR-12
- Ryan Mahoney, Rancher

### 3.2 Interview Format

In these stakeholder interview sessions, each individual was asked to answer questions in the following categories:

- |                       |                   |
|-----------------------|-------------------|
| ■ Planning Process    | ■ Public Outreach |
| ■ Business Operations | ■ Business        |
| ■ Safety & Mobility   | ■ General         |

Most of the interviewees requested to only respond to select questions, due to the length of the interview questionnaire. In these cases, VRPA Technologies allowed the interviewee to lead the interview session and respond to those questions they felt were most important and that they had the most to offer in terms of a response. Therefore, not all interview questions were answered by each interviewee.

### 3.3 Presentation of Stakeholder Interview Results

The Stakeholder Interview Results are organized by category, with the categories listed in the section above. Similar responses have been grouped together for the purpose of presenting applicable responses and limiting repeat answers. The results/responses for each question are displayed underneath the question asked.

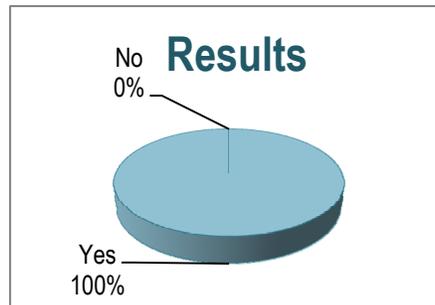
All responses identified were either directly obtained (verbatim) from each key stakeholder, or summarized when necessary to account for repeat statements or reduce length of response. Results have been displayed in graphical/chart format whenever possible.

## 4.0 Stakeholder Results

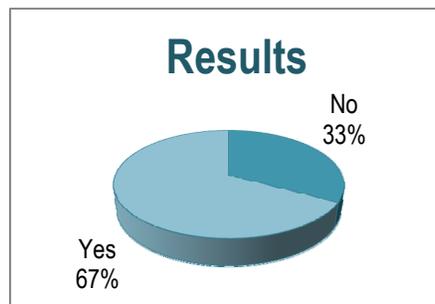
### 4.1 Planning Process

The following questions were answered by the interviewees.

1. Are you aware of the SR-12 Corridor Improvement Plan?



2. Have you been involved in previous planning processes along SR-12 or similar studies of any other transportation routes?



- Involved with the Highway 12 Task Force (CHP, Caltrans, other county agencies)
- Involved in the west section of SR-12. There were eminent domain issues with last widening.

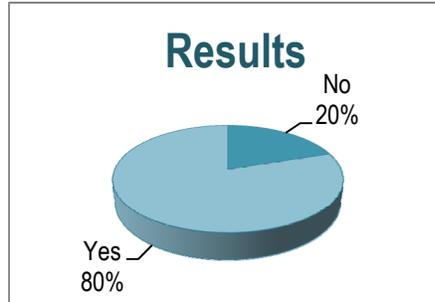
3. Do you have any suggestions on ways to improve planning efforts?

- Through emails (email database)
- Less planning and more construction

4. What do you think are the most critical activities or decisions that need to be made for the SR-12 planning process to be successful?

- Attending regular meetings of groups/organizations (Highway 12 Association)
- Well designed facility, better traffic flow, emergency access

5. Eventually there will be a feasibility study of the Preferred Alternative Scenarios to present potential funding strategies and options. With limited state and federal funding for transportation, the study team is exploring alternative methods of funding improvements to SR-12 including bridge tolls/fees and fees based on increased truck traffic. Do you have any concerns with these types of transportation funding methods?



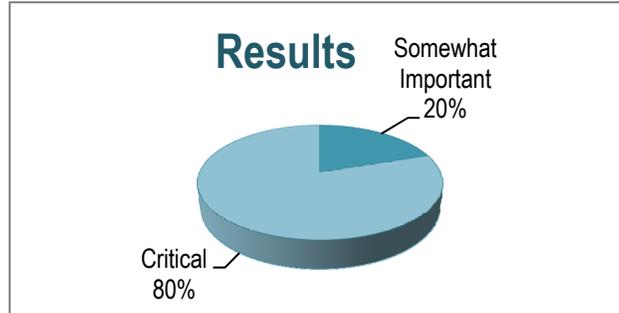
- a. If yes, what concerns do you have?
- Against bridge tolls because it seems like you will spend more money constructing the toll facilities than you will actually receive in revenue
  - Against bridge tolls
  - Tolls aren't typically used for what they were designed to be collected for. For example, the Antioch Bridge.
- b. Can you suggest any creative ideas or other methods of funding improvements to SR-12?
- Increase sales tax (Measure K) for Solano County, or fuels tax
  - Bonds, General Fund

## 4.2 Business Operations

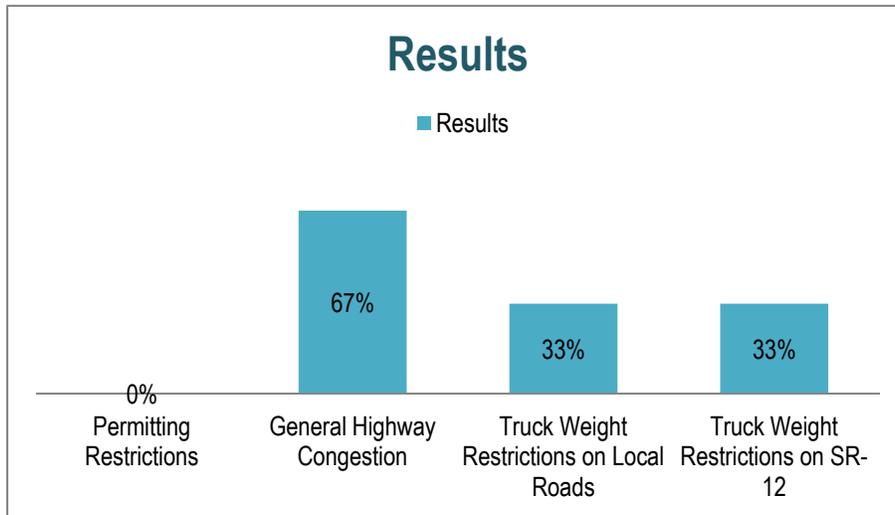
The following questions were answered by the interviewees.

1. How is the SR-12 corridor used by you, your group, and/or your community?
- Seasonal grape hauling
  - Trucking wine, canned, and dried goods
  - Trucking operations
  - Personally have adjacent property in Rio Vista – west end. Use for agriculture transportation in Fairfield

2. How important is the corridor to the daily work and social life of you, your group/organization, and/or your community?



3. Which of the following highway issues affect the viability of your current or planned business operations?



If so, when and where?

- The Ryer Island Ferry is out of commission indefinitely. This causes truckers to drive 1 hour out of the way. There are also emergency access issues.

4. Can you suggest any potential improvements or other modifications to the region's existing highway/roadway network/systems that could enhance your business operations and general competitiveness?

- YES
  - General improvement of the road is needed to make it safer. The roadway needs shoulders, at a minimum. Also, turning lanes at some of the smaller intersections (minor roadways that intersect SR-12) are needed
  - The roadway needs to be widened to 4 lanes. Draw bridge operations need to be modified to either eliminate bridges, or create schedule so they only open bridges twice a day. There have been recent roadway projects on SR-12 between Rio Vista

and Fairfield, but instead of widening to 4 lanes, they just made the road flatter and added shoulders. This seems to be a big waste of money. It looks like they could just re-stripe this section to include 4 lanes. The speed limit should be increased and street lighting should be added to all 2-lane segments

- SR 113 is in need of repair and needs 8' shoulders. The pavement also needs improvement. 4 lanes are needed since there is a significant retirement community, which tends to travel slower than the other traffic. This leads to a large number of accidents due to passing (60 deaths in 1 year). You shouldn't need to take any more land, but should use what is already in the ROW
- SR 12 should be improved with 8' shoulders similar to SR 37.
- Need wider shoulders and more turn lanes at major intersections along the SR 12 corridor.

5. How do you think your area's agricultural and trucking operations will change in the next 25 to 50 years?

- Agriculture will stay about the same. But trucking operations seem to be increasing with more container movements to and from the ports and local wineries
- Truck traffic will probably continue to increase, as population grows. Also, wine industry seems to continue to grow
- Expect increased truck traffic as well as through traffic increases. Production will increase at Dixon near I-80.

6. How important do you think the SR-12 Corridor will be to the region's economic future?

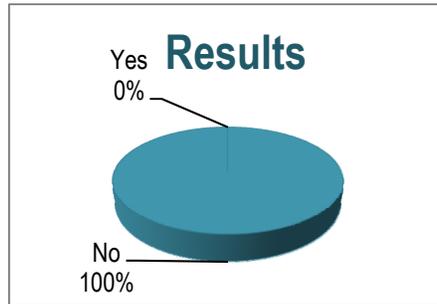
- It is very important to truckers that need to get from the San Joaquin Valley to the Bay Area
- SR-12 is critical for trucking operations
- It is very important because it is the main route in Solano County and the only access for Rio Vista
- The hauling of grapes and bulk wine to and from the San Joaquin Valley is increasing. Same with livestock to Harris Ranch, Turlock, Galt and Escalon on Tuesdays, Wednesdays and Thursdays for auction and out of the state. Pears are also being transported.

7. Are you aware of any potential challenges along SR-12?

- YES
  - Growth, bridges, congestion, safety
  - From I-5 to Rio Vista, there is a lot of agriculture vehicles getting on and off the roadway
  - The improvements should be designed to anticipate future growth and traffic, and not just fix the current problems. Otherwise, you need to go back and improve/widen the roadways again later
  - The environmentalists will most likely oppose any type of project
  - Engineering the roadway around the marsh lands
  - Safety and congestion related to wind farming and roughneck traffic. There are also potholes. It is better from Rio Vista to Fairfield since the modifications

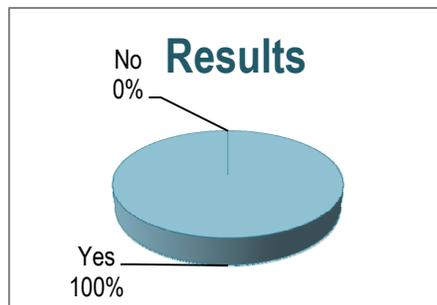
8. How might improvements to SR-12 Corridor operations solve or prevent these issues?
- The roadways need shoulders and turn lanes. A divided road, with cement median would make roadway a lot safer. Some improvements may cause minor inconvenience to farmers, such as having to drive further to get to a property across the street, but it is a small price to pay for a safer roadway
  - Improvements are needed, but the road also needs to be maintained
9. After reviewing the SR-12 FAQ sheet, what do you think the biggest obstacles and opportunities facing SR-12 might be?
- Funding
  - Environmentalists
  - Engineering the roadway design
10. Are there seasonal issues associated with SR-12 that need to be considered?
- YES
    - Fog during winter months, and more traffic during Ag seasons (e.g., tomatoes, grapes)
    - Bridge operations during the summer months for recreation (Potato Slough and Mokelumne River). Suggested that they only open bridges at specified times twice a day, and not every time a boat approaches bridge
    - Agriculture operations are also seasonal
    - Large increase in traffic during the summer versus the winter
11. How do the existing bridges affect your business or operation?
- They don't
  - Cause delay, and it can be significant
  - The operations of the draw bridges slow down traffic considerably during the boating season because they seem to open and close constantly
  - It affects them slightly on the weekends, but it is not significant

12. Would you give a higher priority to bridge improvements over other improvements along the corridor?



- The shoulders should come first because they are less expensive and time consuming
- If you widen the roadways, you will also need to widen the bridges, otherwise you create a bottleneck situation
- A bus system is needed, but would prefer to leave Rio Vista as it is

13. Do you have any personal experience with transportation problems along SR-12?



If so, can you describe them?

- There is no shoulder on the roadway from Potato Slough Bridge to Rio Vista Bridge
- Previous improvements have helped, including the reckless driving signs
- Safety concerns for our truckers that travel along SR-12
- Problems specifically along the bridges. The Mokelumne Bridge was stuck open recently.

14. From your own perspective, how would you describe a successful outcome for SR-12?

- A wish list would include a 4-lane divided highway with all bridges repaired
- Widening the roadway to 4-lanes, modify bridges and/or draw bridge schedule. Include a bypass through Rio Vista
- Include better quality of roads, left turn lanes, passing lanes

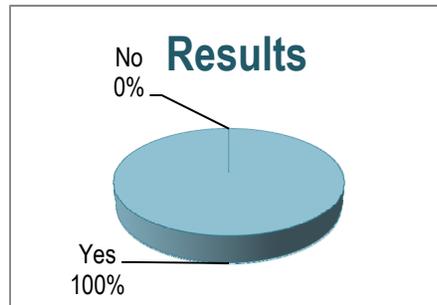
15. In our efforts to insure that all interested parties are actively engaged and have ample opportunities to share comments and concerns associated with development of the SR-12 Corridor Plan, is there anyone in your region who might be particularly invested and/or passionate (opposed or supportive) of potential changes to SR-12?

- YES
  - California Trucking Agency
  - Delta Blue Grass
  - Reclamation Districts
  - City Officials
  - Chamber of Commerce in Rio Vista
  - Western Railroad Museum
  - Land owners – Hamiltons, McCormicks

### 4.3 Safety and Mobility

The following questions were answered by the interviewees.

1. Do you believe there are major traffic flow, mobility, and/or safety issues along SR-12?

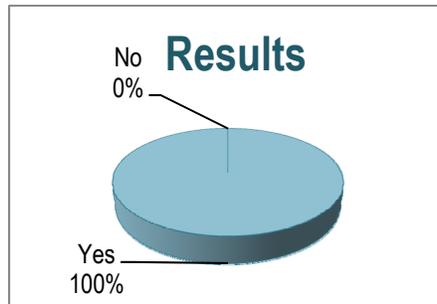


If so, where are they?

- From Potato Slough Bridge to Rio Vista Bridge
  - Between I-5 to Rio Vista, there are a lot of agriculture vehicles getting on and off the roadway that can slow down traffic
  - Suisun to Fairfield
2. What do you think might be causing these traffic flow, roadway access, and safety problems?
- Traffic significantly backs up when draw bridges are raised
  - Since there aren't shoulders in some places, trucks are unable to get off of the roadway when they break down
  - Issues with no concrete median or shoulders
  - Agriculture vehicles getting on and off the roadway can cause traffic slow down
  - There always seems to be roadwork and road maintenance occurring along portions of SR-12 which slows traffic

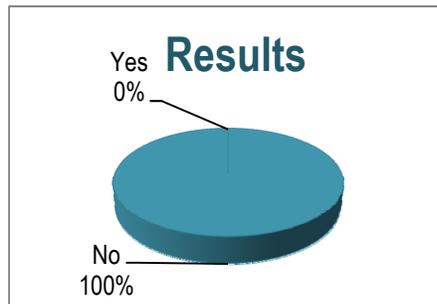
- The ground near the roadway is marshy, and the roads seem to buckle and need repair quite often
- The speed limit is too low, and people try to pass when it isn't safe
- Fog. During heavy fog season, we have our truck drivers modify their route and go the long way, to avoid SR-12
- Trucking operations are very difficult in the corridor because trucks can't stop quickly and don't have any turnouts

3. Do you think Intelligent Transportation Systems (ITS) could help improve safety and reduce the time it takes your drivers to travel along the corridor?



- Signals are needed at Azevedo Road and Church Road and at Amerada Road and Church Road.

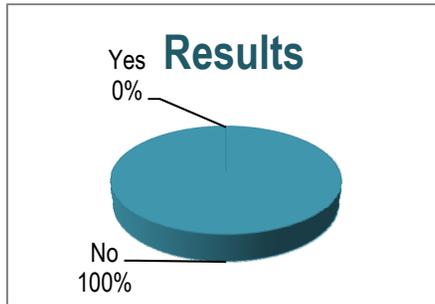
4. Would you be willing to pay a toll if the funds collected were used to implement improvements that would significantly reduce travel time along the corridor or improve travel reliability along the corridor?



5. Is there any aspect of your current agricultural or commercial trucking activities that should be considering when developing potential solutions for traffic flow, mobility, and safety issues as well as general highway operations?

- YES
  - Extend passing lanes to be at least 3 miles long
  - Previous answers provided in this questionnaire

6. Is your organization considering future development plans that could be considered when making improvements along the corridor?



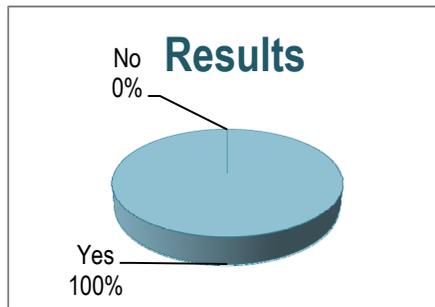
7. Do you have any specific suggestions or ideas about how to improve SR-12?

- YES
  - Construct a concrete median and shoulders, and limit draw bridge operations
  - Widen to 4 lanes, modify bridges, add street lights on 2-lane segments, create a bypass through Rio Vista

#### 4.4 Public Outreach

The following questions were answered by the interviewees.

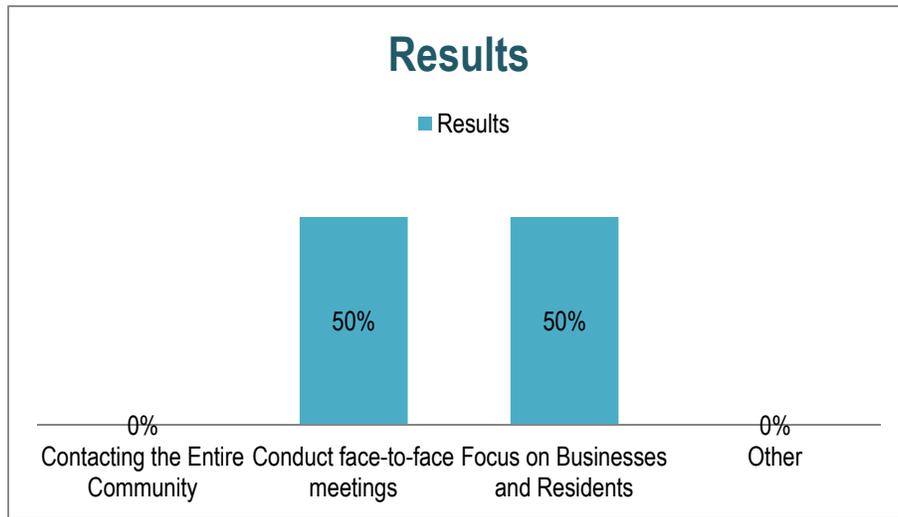
1. Do you feel that enough information regarding the study, such as general awareness of the project, announcements of meetings, and other issues have been successful to date?



2. Are there any specific groups, commercial interests, or individuals that you would like for us to include in the planning process?

- NO
- Yes, wineries, and plastic bin haulers.

3. What would be your first priority in terms of communicating with the public at large about the SR-12 planning activities?



4. If your organization has a webpage or produces a membership newsletter, would you be willing to add a link to the SR-12 Plan website or include project information or announcements?

- YES
  - Cherokee Freight Lines
  - John Mangels
  - Alegre Trucking
  - Ryan Mahoney

5. Would you or your organization be interested in participating in this planning process?

- YES
  - Cherokee Freight Lines
  - Alegre Trucking
  - Ryan Mahoney
  - John Mangels

6. In what way would you and your organization be interested in ongoing participation in this project?

- Attending meetings or workshops
- Providing review and comments on potential improvements

## 4.5 Business

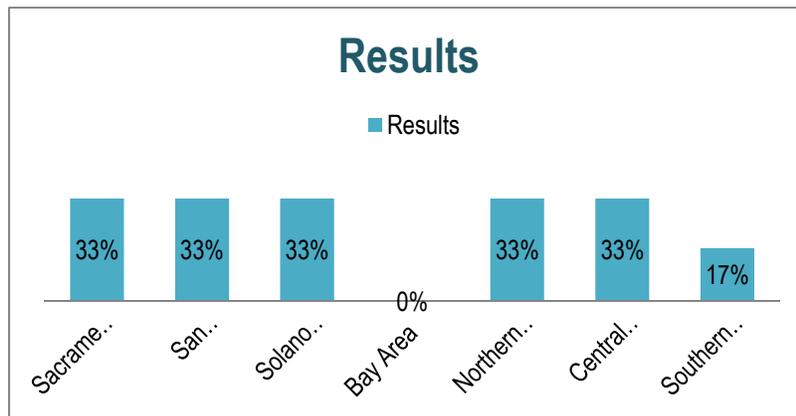
The following questions were answered by the interviewees.

1. How would you describe your operation?
  - Agricultural or Farming Activities
  - Transportation/Shipper/Receiver – Truck
  - Road Building Business/ Food Hauling Business
  
2. What kinds of transportation services does your organization provide or use?
  - Trucking (5 responding)
  
3. How many employees does your company have?
  - 10 to 25 (2 responding)
  - 101 to 500 (3 responding)
  
4. Does your business have a headquarters or administrative office located along SR-12?
  - NO (2 responding)
  - YES (3 responding)
  
5. What zip code is your business or organization located in?
  - 95215 (4 responding)
  - 95242
  
6. Does your company have a shipping/receiving facility along or adjacent to (within one-mile) the SR-12 Corridor?
  - NO
  - YES (3 responding)
  
7. Is your organization primarily a:
  - Agricultural operation (3 responding)
  - Shipper/Receiver (2 responding)

8. What is the primary commodity you handle as an agricultural operation or a shipper and/or as receiver?

- Agricultural products (tomatoes, grapes, onions, garlic, grains)
- Food products
- Road building materials
- Cattle/Sheep

9. Where are your major suppliers or receivers located?



- Cattle are shipped everywhere (outside California and to Harris Ranch in Fresno County)
- Sheep are shipped to Dixon

10. Does any of your freight or produce/product originate from, or destined to any foreign country?

- NO (4 responding)

11. What modes do you use to transport your inbound/outbound shipments?

- Truck (5 responding)

12. What are the key supply routes to your facility?

- Highway 99 and Fremont Street

13. What is the frequency on which you receive/ship freight/produce/products?

- Seasonal – May through November
- Weekly

14. What types of ground transportation do you use?

- Private Fleet
- Contracted Shipper

15. Does your facility have access to a rail siding?

- NO
- YES, but the railroad lines have been abandoned and are not used

If not, is your facility adjacent to a rail siding?

- YES

16. How long has your business operated here?

- Over 50 years (Panella Trucking)
- Since 1964 (Cherokee Freight Lines)
- Since 1965 (Alegre Trucking)
- 5 generations (John Mangels)

17. Do you belong to an organized group that has an interest in the SR-12 Corridor?

- YES
  - California Trucking Association
  - Solano County Farm Bureau

#### 4.6 General

The following questions were answered by the interviewees.

1. What questions would you like to ask?
2. What should we know that we haven't asked?
3. How do you and others in the region feel about Caltrans' projects and planning activities?

- Caltrans does a good job, but it takes them way too long because there are so many regulations. Some of the regulations seem irrelevant, especially when safety and lives are at stake
- The recent roadway improvements (within the last 15 years) have not anticipated future growth. So, instead of widening roadways to include additional lanes, they have just widened the already existing 2 lanes. This ends up creating more work and costing more money in the long run. Not to mention, slowing traffic during incessant construction projects

# Appendix A

## State Route 12 Corridor Study

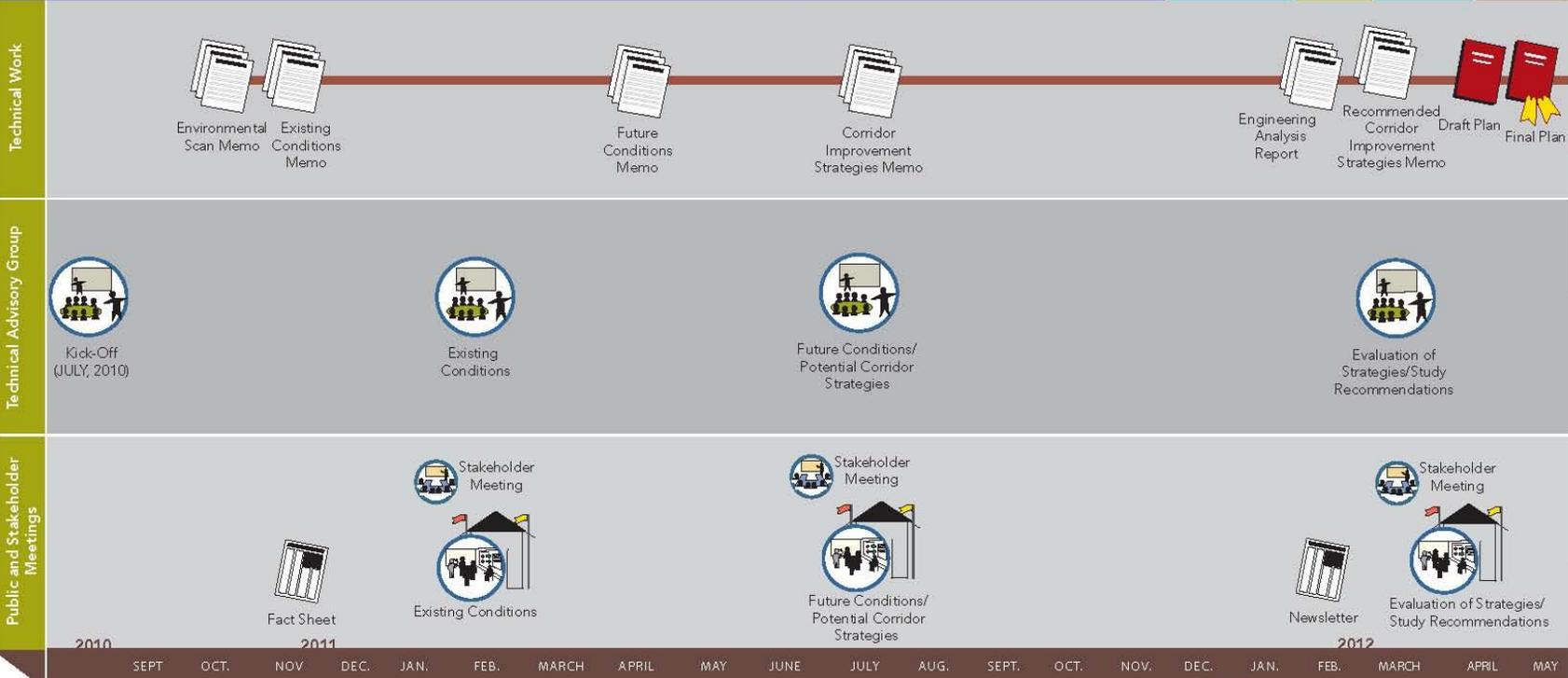
# 53-Mile, Multi-Jurisdictional Corridor

- 4 Counties -- Napa, Solano, Sacramento & San Joaquin
- 3 Caltrans Districts -- 3, 4 and 10
- Developed areas -- Suisun City, Fairfield & Rio Vista
- Rural communities, farmlands and portions of the Delta
- 2 Major Interstate routes -- I-80 and I-5
- 2 Railway lines -- Union Pacific & Sacramento Northern
- 3 Bridges -- Rio Vista, Mokelumne and Potato Slough



# State Route 12

Comprehensive Corridor Evaluation and Corridor Management Plan



# State Route 12 Corridor Study

## Frequently Asked Questions

**Q. *Who is conducting the Study?***

A. The Study is a joint effort between the Solano Transportation Authority (STA), Caltrans Districts 3, 4, and 10, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and Sacramento County. Atkins is the consultant firm responsible for preparing the study under the direction of the agencies listed above.

**Q. *Why study the SR-12 Corridor?***

A. SR 12 supports interregional, recreational, commuter, agricultural and military traffic between the Bay Area and the San Joaquin Valley. Passing through four (4) counties, the route crosses two major Interstate routes (I-80 and I-5), two railway lines (Southern Pacific and Sacramento Northern), navigable water bodies with movable spans (most notably the Sacramento River Crossing at Rio Vista) and numerous at-grade and grade separated intersections.

Improvements along the SR-12 Corridor are needed to enhance safety, improve corridor mobility (pedestrian, public transit, and bike and trail improvements), improve pavement conditions, and identify improvements (additional travel lanes, bike lanes, pedestrian facilities, and others) that address future growth and development along the corridor.

**Q. *What is the purpose of the study?***

A. The study will build upon existing information from STA and SJCOG/Caltrans studies of segments along the route, improvements that are underway in Solano and San Joaquin counties, and future roadway needs projected through to the year 2035. The study will also look at current and future safety and capacity constraints on the roadway, including the Sacramento River, Mokelumne River and Potato Slough bridges, wetlands in both Solano County and the Delta, and impacts of projected sea level rise. The study is intended to address how the corridor will be developed and managed to minimize hours of vehicular delay, improve traveler safety, improve corridor mobility (pedestrian, public transit, and bike and trail improvements), improve pavement conditions, and identify improvements (additional travel lanes, bike lanes, pedestrian facilities, and others) that address future growth and development along the corridor. Future corridor improvements will look at promoting healthy communities and reducing environmental impacts.

**Q. *What are the major issues facing the SR 12 Corridor?***

A. The study is looking to address the following corridor issues: freight and goods movement; future levels of inward commuting to the Bay Area; access and mobility; future development in the Rio Vista area; increased shipping to the Port of Sacramento; Travis Air Force Base (AFB) as a joint use passenger/freight airport; preservation of the Delta environment; Context Sensitive Solutions; policy mandates such as Senate Bill (SB) 375; and integration of economic, environmental and equity concerns.

Q. ***What is the accident history in the SR-12 Corridor and what is being done to make the corridor safer?***

A. As of 2007, the rate of fatalities and injury crashes along the SR-12 Corridor was more than one and a half times the State average. The State Legislature implemented a double-fine zone along the SR-12 Corridor as well as designated a 2-mile stretch with signage in memory of one of the accident victims. A multi-agency safety campaign was launched that included increased enforcement, education, and engineering improvements. Several approved improvement projects, as well as those additional improvements being studied, are designed to reduce accidents and minimize the severity of accidents.

Q. ***When will the SR-12 Corridor Study be completed?***

A. The expected completion date for the Study is late spring/early summer 2012.

Q. ***What are the roadway limits of the SR-12 Corridor being studied?***

A. The area being studied is the 52-mile corridor between State Route 29 (SR 29) and Interstate 5 (I-5).

Q. ***What are the 3 Alternatives being studied?***

A. The three conceptual alternatives consist of:

1) Gap-fill Alternative - The gap-fill alternative builds upon work that is currently underway along the corridor. These additional improvements include projects that will enhance safety, corridor reliability and increase the carrying capacity of the corridor; alignment and shoulder improvements west of Rio Vista and improvements to SR-12 in downtown Rio Vista that will enhance auto and truck circulation, pedestrian circulation, landscaping and the streetscape in general.

2) Barrier Separated Two-Lane Alternative - This alternative examines improvements to all two-lane sections of SR-12 by adding a concrete median barrier and shoulders along the corridor. This alternative also includes acceleration lanes that allow vehicles to pass slower moving vehicles at key intersections.

3) Four Lane Alternative - This alternative looks at upgrading all of the existing, two-lane segments along SR-12 to a four-lane divided highway. This alternative reflects the ultimate improvements for the corridor. This alternative also includes six-lane improvements in the Fairfield/Suisun City areas that include interchange and intersection improvements consistent with long-range plans for the I-80/I-680/SR-12 interchange improvements under development by the Solano Transportation Authority. Finally, the alternative examines corridor realignments associated with replacing bridges at Rio Vista, Mokelumne, and Potato Slough so that these crossings can accommodate two lanes of traffic in each direction. As part of the evaluation of the four-lane concept, consideration will also be given to the implementation of a four-lane expressway option that allows for higher speeds and restricts access.

Q. **What are the SR-12 Corridor improvements that are already approved and funded?**

- A.
- 1) Jameson Canyon Road widening project
  - 2) Phase I of the I-80/I-680/SR-12 Interchange Project
  - 3) SR-12 Roadway Rehabilitation Project (Walters Road to Currie Road and SR-113 intersection improvement project)
  - 4) SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road)
  - 5) SR-12 and Church Road Intersection Project Study Report (PSR)
  - 6) SR-12 Bouldin Island Project (Between Mokelumne Bridge and Potato Slough Bridge)
  - 7) SR-12 Rehabilitation Project (Between Rio Vista Bridge and Mokelumne Bridge)
  - 7) SR-12 Improvement Project (from Bouldin Island to I-5).

All of the projects noted above are expected to be completed or underway by 2015 and many involve rehabilitating existing roadway sections, construction of outside shoulders, intersection improvements, construction of a park and ride lot, adding passing lanes, and other improvements.

Q. **When will the SR-12 Improvement Alternative be selected?**

- A. Draft Study Recommendations will be made in prior to the Stakeholder Meeting in late February 2012. Final Study Recommendations will be made following the Public Workshop in March. The preferred alternative will most likely include a combination of elements from the three (3) alternatives described above.

Q. **When will improvement to the SR-12 Corridor be made and who will pay for them?**

- A. In addition to analyzing impacts associated with each of the alternatives, the study will also make a recommendation regarding the preferred alternative and the estimated cost of improvements. The availability of funding, as well as the construction schedules, would be dependent on cost and the availability of funding which will be determined over time when more detailed engineering and environmental studies are conducted.

Q. **How will traffic be maintained during construction?**

- A. Construction related impacts on traffic, existing businesses, and trucking and agricultural operations would be addressed in future design studies, once a preferred strategy or alternative is selected.

Q. **What will happen if improvements are not made to the SR-12 Corridor?**

- A. The Study will include an alternative, referred to as the "baseline", which will analyze impacts only associated with approved and funded projects listed above. This alternative would show what conditions along the corridor would be like if no additional improvements are constructed. All study alternatives would be compared against the baseline case.

Q. **How will agricultural and trucking operations along the corridor be affected?**

- A. Due to the current absence of medians along the corridor, agricultural and other truck-related traffic often crosses SR-12 to access farmland and businesses along both sides of the corridor. All future improvement strategies will consider the need for agricultural and truck crossings and may include the consideration of wide turn lanes that allow U-turns at intersections.

Q. **What are the next steps?**

- A. Evaluation of alternatives, development of short-term (2015) and long-term (2035) recommendations, and continued public involvement.

Q. **How can I obtain more information about the Study?**

- A. Documents related to the study can be found at: [http://www.dot.ca.gov/hq/tpp/corridor-mobility/d4\\_subpages/moving\\_sr12\\_forward/d4\\_moving\\_sr12\\_forward.html](http://www.dot.ca.gov/hq/tpp/corridor-mobility/d4_subpages/moving_sr12_forward/d4_moving_sr12_forward.html)

Q. **Who should I contact if I have questions?**

A. Questions and general inquiries can be emailed to: [info@movingsr12forward.com](mailto:info@movingsr12forward.com) or Ms. Jenney Jackson, Project Coordination Analyst, Northern California Transportation, **ATKINS**, 475 Sansome Street, Suite 2000, San Francisco, California, 94111 | Tel: +1 (415) 813 5171 | Fax: +1 (415) 362 1954 | Email: [jenny.jackson@atkinsglobal.com](mailto:jenny.jackson@atkinsglobal.com)