

JUSTIFICATION FOR CHANGES TO COMPLETE STREETS FACILITIES (PROJECT DELIVERY)

DISTRICT 4 EA 04-2Q560 SHOPP ID 18980
COUNTY: SOLANO ROUTE: 84
PROJECT POSTMILES: 6.0/13.7 PHASE: PA&ED (ENVIRONMENTAL)
APPROVED BY: DONNA BERRY, CHIEF ENGINEER, SEPTEMBER 1, 2026

Complete Streets Scope Change:

This project is to preserve and extend the life of the existing pavement on Route 84. During the development of the Project Initiation Document (PID), the Caltrans District 4 Bike Plan (2018) recommended shoulder improvements along the Project section of SR 84, and a Class III bike route was identified in the PID as the preferred project bikeway. The original Complete Streets Decision Document recommended Shared Lane Markings (sharrows), which are no longer permitted on facilities with the current posted speed limit. The PID included bicycle signage (such as Bike May Use Full Lane and Pass 3 Ft Min) but not designated Bike Route signage. The justification for this decision was not documented at the time, but the roadway does not include shoulders, and this project does not propose constructing shoulders. The project corridor is not identified as a priority in the statewide Bike and Pedestrian Infrastructure inventory. Since the development of this project PID, the Solano Transportation Authority (STA) has identified this corridor for a desired Class II bike lane, and the District 4 Bike Plan has been updated to reflect a Tier 2 priority need. New bike pullouts identified in the PID at the intersection of SR 84 and Holland Road and at driveways have been removed from the project scope.

Justification:

As the project has further developed, no elements that would make SR 84 a low-stress, preferred bicycle route reflective of a Class III bikeway have been identified, so it is not recommended to add signage designating it as such. The bike pull-outs (two) were originally intended to help reduce stress for cyclists that are approaching the intersection of SR-84 and Holland Road. However, the two locations where the bike pullouts were originally placed are not feasible due to the area being highly environmentally sensitive, which would trigger various permits that could delay the project. During PID phase, it was believed that the project would not need permitting; however, after entering PA&ED, Biology began its technical studies for the project area and found the bike pullout location closest to the current bridge at Holland Road was suitable habitat for giant garter snake (federally and state threatened), contained elderberry shrubs, which are the only known host plant for valley elderberry longhorn beetle (federally threatened), and is designated riparian habitat. All these considerations would need at least 3 separate permits with processing times ranging from 9 to 18 months. Environmental discussed this early on with the PDT and decided that permitting was possible with the schedule, but after Design determined the steep slope of the proposed location was not ideal and may

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require a retaining wall at minimum (the costs for which were not identified at scoping), we agreed as a PDT to remove the bike pullouts from the project. The other location closer to the levee would require earthwork that could trigger Army Corp Review which can take 18-24 months to get approval. Additionally, moving the bike pullouts to another location within the project limits would not work due to the levee having a limited amount of space. Existing driveways in the project limits will be repaved and could provide some benefit to cyclists, but it would not be a designated pullout. There would also be the need for a TCE (Temporary Construction Easement) because the current proposed location will need more room for work to be done. The Miner Slough Bridge project (04-0G660) coming in 2027 will provide a minimum of 8-foot shoulders on the bridge that will allow cyclists to have enough space on the roadway. Due to the identification of higher priority needs in the District, coordination with STA and identification of funds would be necessary to program a future project with Class II bike lanes or construction of shoulders through this levee corridor.