

Motion fails, 2-4.

B. Review of Draft Downtown Davis Specific Plan

Commissioner Gudz introduced the item and a discussion framework for providing project input. They stated there is a ton of information in the plan, including a focus on travel demand, downtown policies, circulation and parking, street changes, and lots of input from others.

Public Comment:

Allen Lowry commented he sees Davis as a transportation hub for Yolo County. Don't build a hotel near the train station, build transit. Make north/south tracks a light rail that connects to northern parts of the state.

Commission Discussion:

Commissioner Edelman stated that 20 mph target design speed is too fast for shared streets, and proposes 15 mph.

Motion (Edelman, Gudz): BTSSC recommends target speed design to be 15 mph

Commissioner Jacobson expressed hesitation and that 15 mph is too slow as a driver. Stated consultant team has a lot of expertise and commission should trust the consultants.

Motion fails, 3-3.

Commissioner Patel expressed support for the complete street model including curb parking occupancy rate like in San Francisco, unbundling parking costs from housing, maximum parking requirements, and cash-out parking programs.

Commissioners Gudz and Mitchell echoed support for these comments.

Commissioner Mitchell stated the project does discourage automobiles from downtown and is banking on rideshare. Davis needs better transit before we implement this project. Transit should serve all residents not just students, especially from west Davis to downtown. Not everyone wants to go to campus.

Commissioner Mitchell expressed concern about frequently used phrase, "to the extent feasible". Also concerned about pedestrians walking into traffic at intersections without yielding.

Greg Behrens, Fehr & Peers consultant, responded that downtown is a "pedestrian first" environment, but street design could be clearer regarding mode hierarchy.

Commissioner Edelman stated stop signs are a failure, wasting patience and time. Should eliminate stop signs as much as possible and implement priority-based design.

Motion (Edelman): BTSSC recommends stop signs are not used for control at non-signalized intersections.

Motion fails for lack of second.

Motion (Edelman): Pedestrians should be allowed to cross street on 20 mph street intersections at a diagonal. (Cited European examples)

Motion fails for lack of second.

Motion (Gudz, Mitchell): BTSSC reaffirms endorsement of “Idaho Stop” especially as it concerns stop signs in downtown Davis.

Motion carries unanimously.

Commissioner Gudz:

- Expressed support for complete streets.
- Expressed support for incentives for parking cash-out and other alternatives.
- Encouraged closely considering how modes will interact.
- Encouraged colleagues to consider that pavement may not be as important as today due to future technologies.

9. Commission and Staff Communications

A. Long Range Calendar

Commissioner Gudz noted that elections for Chair/Vice-Chair should be added to the long range calendar for January.

Brian Abbanat noted that traffic calming items will begin arriving to the commission for review starting in January.

Commissioner Jacobson inquired whether there is a role for the BTSSC in Police Department messaging regarding recent robbery/carjacking warnings. Concerned messaging may inadvertently discourage walking and biking, stating that more people walking and biking make a street safer.

Brian Abbanat responded we can plug-in the Police Department at any time to have that conversation.

B. Commissioner Announcements

Commissioner Patel announced the UC Davis Med Center shuttle’s last day of service will be April 3rd, 2020. The new Causeway Connection’s first day of service will be April 6th, 2020.

C. Subcommittee Reports / Reports On Meetings Attended / Inter-jurisdictional Bodies / Inter-Commission Liaisons / etc.

9. Adjourn

Motion (Patel): Adjourn

Motion carries unanimously.