



Minutes
Bicycling, Transportation, and Street Safety Commission (BTSSC)
April 9, 2020
5:30 p.m.

Commission Members: Joe Bolte (alternate), Timothy Csontos (Chair), Todd Edelman, Lizzy Hare, Jessica Jacobson, Mick Klasson, Ayush Patel, David Soule

Council Liaisons: Brett Lee, Dan Carson (alternate)

Staff: Brian Abbanat, Senior Transportation Planner

1. Call to Order & Roll Call

Meeting was called to order at 5:30 p.m.

2. Approval of Agenda

Motion (Csontos, Patel): Move item 7C to consent.

Motion carries, 7-0

Motion (Hare, Patel): Approve Agenda

Substitute Motion (Edelman): Propose two-step meeting to better facilitate review.

Motion dies for lack of second.

Motion carries (6-1, Edelman dissenting)

3. Commissioner Introductions

Commissioners Bolte, Hare, Klasson, and Soule introduced themselves and briefly shared some of their background.

4. Brief Announcements from Staff and Liaisons

Jennifer Donofrio deferred the Bicycle/Pedestrian program update to the May meeting.

Mayor Lee explained the City's logic behind restarting commission meetings during the COVID-19 emergency. The City is trying to conduct as much business as possible. He welcomed the new commissioners.

5. Public Comment

Francois Kaepelin: Third year UCD student. Supports ARC, thinks it will bring in a lot of new jobs. Recommends adopting unbundled parking.

Colin Walsh: Urged commissioners to treat each other with as much respect as possible. Try to work together.

6. Consent Calendar

- A. Approval of Minutes: January 9, 2020
- B. Proposed No Parking Restrictions #1

*Motion (Patel, Jacobson): Approve consent calendar with revisions to minutes.
Motion carries (7-0)*

7. Regular Items

A. BTSSC Orientation

Brian Abbanat gave a presentation orienting the commission to their roles and responsibilities as well as background on the transportation decision-making process.

Matt Williams, Utility commission: Stated the City has a capital infrastructure shortfall of \$258 million, the vast majority is in transportation. Council & staff did not budget money for transportation maintenance. Strongly suggests BTSSC have a joint FBC meeting to separate capital infrastructure projects from the general fund. How do we make money work the best possible way? A joint meeting sooner rather than later would be a wise move.

B. Aggie Research Campus—Subsequent Environmental Impact Report Traffic and Circulation

Sherri Metzker briefly described the project and important dates in the project schedule: Currently within 45 day EIR review period. Deadline is April 27th. Planning Commission will hear item on April 22nd.

Sherri Metzker gave a high-level review of CEQA and interpretation of terminology..

Greg Behrens, Fehr & Peers, presented on the ARC transportation impacts. Key themes follow:

- Study purpose
- Project overview
- Study area
- Roadway operations:
 - Existing conditions
 - Existing plus project conditions
 - AM Peak Hour, no mitigation
 - PM Peak Hour, no mitigation
 - Impacts to 9 of 23 study intersections
 - Roadway capacity & operational improvement mitigations
 - Cumulative plus project conditions
- Bicycle & pedestrian facilities
 - Significant impact
 - Mace Blvd Corridor Plan

- Bike/Ped Improvements
- Still significant and unavoidable impact
- Transit service and facilities
 - Significant
 - Mace Blvd Corridor Plan
 - Roadway capacity and operational improvements
 - Mace Blvd bus stop enhancements
 - Still significant and unavoidable
- VMT
 - Significant
 - TDM plan
 - Still significant and unavoidable

Dan Ramos: ARC Applicant. Stated ARC is a response to a City Expression of Interest for 200 acre business park. Gave a timeline of innovation center history. Explained the Mace Ranch project they developed was a major funding contributor to widening Mace Blvd overpass. Project team is bringing forward great plan that will enhance the economic vitality of the community

Matt Keasling, Taylor & Wiley, land use attorney for ARC: Worked on project for last 5 years. Described the long history of planning for an innovation center in Davis. Intellectual capital in Davis is a fantastic resource. Companies start, but move away once they've reached a certain point of growth. Not many sites for companies to locate.

- History of Aggie Research Campus Proposal
- Revised plan vs. original MRIC.
- Project Benefits
- Project Entitlements have been simplified
 - General plan amendment + zoning
 - 25 year build out,
- Subsequent entitlements, continuous review
- Land Use types
- Renderings
- Mixed-use Apartments/Lofts
- Transit Center and Plaza
- ARC Site Context Plan
- Tie-in to existing bicycling facilities

Gordon Shaw, transportation consultant for LRC: Gave a presentation on the proposed Transportation Demand Management Plan.

- Existing Transit
- Transit Travel Times
- Bicycle Travel Shed
- ARC Transit Demand
- Transportation Demand Management

Commissioner Bolte commented the project includes over 5,000 parkins spaces. Inquired how it was derived and if it reflects pre-TDM Plan effects.

Greg Behrens responded parking demand was derived from ITE rates. Impact analysis assumed that amount of parking. Analysis preceded TDM plan, so they are not reflected in analysis.

Commissioner Jacobson commented that the number of cars is a big issue and transit options (e.g. wait/travel time) do not look appealing. Inquired what can be done to speed up transit wait times, specifically, direct shuttles.

Matt Keasling responded the ARC team has been in discussion with staff to discuss shuttle options with ARC participating. They have also been in discussion with Yolobus & Unitrans - latter has capacity issues. Issue is also what measures come on board at what time, phasing. Critical mass will result in more of the robust features such as internal and off-site shuttles.

Commissioner Edelman commented on CEQA transitioning away from LOS to VMT standards. Inquired about the significance of Level of Service (LOS) in assessing a project's impacts and if City Council will decide on a project based on standards that will no longer be relevant.

Matt Keasling affirmed shift in law and VMT will become on EIR metric. ARC analyzed both to provide the most amount of information possible.

Commissioner Hare referenced Yolo County Transportation District's Comprehensive Operational Assessment and inquired what did conversations with them looked like.

Gordon Shaw responded the team has spoken with City staff to reduce transit travel time. Referenced the City's grant for electric shuttle buses that could run on Fifth and Alhambra. Team is looking for a convenient schedule-less shuttle. YCTD's COA looks to increase their 42A/B frequency to every 30 minutes.

Matt Keasling added ARC has met with Yolobus & Unitrans. The new Causeway Connection is exciting. Creating more flow of constant movement between Aggie Square and UC Davis will result in transit demand and travel flow changes. Yolobus will respond to that. Yolobus already service Park & Ride adjacent to the site.

Commissioner Patel inquired if unbundling parking and pricing will actually happen.

Matt Keasling responded it will be in the baseline project features.

Commissioner Edelman returned to the LOS/VMT CEQA relevancy topic.

Matt Keasling responded that LOS is not irrelevant. CEQA has decided it is, but the City of Davis has not. VMT is equally important and that's why it's included.

Commissioner Edelman inquired if ARC will fund additional Yolobus service.

Matt Keasling responded ARC would be open to that if it drives the additional demand.

Commissioner Hare asked for clarification on when Mace Blvd Study/Plan will be started?

Brian Abbanat responded that if ARC is approved by the voters in November, the corridor study would likely be prioritized shortly thereafter.

Public Comment:

Matt Williams: Referenced analysis submitted to BTSSC. Most important aspect of four key points is the two most impacted intersections were not included in the traffic counts. Those are the key choke points and was an oversight. Concerned the impact on neighborhoods is not taken into consideration. Cars will cross Alhambra and will go into the neighborhood.

Fifth/Alhambra/Loyola should be included. Movement from LOS to VMT makes this much more important. Agrees with Matt that revenue is important if they are jobs.

Nancy Price: Unbundling parking should be included in baseline features. Do commissioners have a list of baseline features they would like to see in the project? If we don't have baseline features as fundamental agreements, that they should be considered and discussed at another meeting if needed. Otherwise, there's a lot of wiggle room.

Pam Gunnell: Local impacts. Consultants and staff have illuminated that much of the traffic impacts are unknown. Local neighborhood streets such as Loyola/Alhambra and Harper Junior High School. Baseline features should require traffic calming on these neighborhood streets. No assurance that traffic calming plan will be funded and implemented.

Greg Rowe: Following up on a 12-page comment. Traffic calming, EIR seems to contradict itself, would like to see it reconciled. This project is based on the mixed-use alternative studied in 2015. That project assumed Schilling would be primary tenant. EIR said mixed-use alternative would only be environmentally superior if housing units had at least one ARC employee. This is virtually impossible to achieve. TDM implementation is difficult to sustain over time, cannot force behavior.

Alan Pryor: All of these mitigation measures seem to be aspirational in nature. If not implemented with buildout we will have absolute traffic mayhem. Applicant is relying on the County, City, or Caltrans to make these happen. If entities do not step up funding for mitigation measures, they will not occur. They must be part of the baseline features. Supports Nancy Price's comments. "In discussion" with agencies about desired improvements you would like to see are not commitments. Urged the commission to please specify that mitigation measures are put in baseline features that the applicant must fund if they cannot be funded by public agencies.

Colin Walsh: Is an important project. One of the largest projects before the City in the last 20 years. Staff & applicants spoke for over 1 hour, but was informative. To limit commissioners' comments to 3 minutes would be a travesty. Encouraged another meeting if that cannot occur tonight. Time is important. SEIR is due at end of month. Should come up with really good, substantive comments. Baseline features have to be decided before City Council puts in on the ballot. Free transit pass for workers/residents, commuter shuttle to train station can be included as baseline features. Everything in TDM plan should be evaluated as part of the SEIR.

Eileen Samitz: This project was supposed to start out as commercial-only, with mixed use as an alternative. It's a completely different project than the initial mixed-use alternative. Developer

has not explained how 60% of units would have at least one worker. Enormous assumptions are being made here that should not be the case. Commission needs to understand the assumptions being made are fictitious. More time is needed for analysis by commission and Council.

Commissioner Edelman expressed offense to time limitations on feedback. Have been working on this for weeks.

- Staff EIR explanation should have been included in packet
- Should review street design standards before this project goes forward
- City has no Assistant City Engineer. Position has been vacant for years. A senior level person is needed for ARC.
- Questions about descriptive terms, such as Live/Work environment. Adjacency to rail.
- Contempt of process to cut after three minutes

Commissioner Patel commented he knows a lot students are looking forward to this for internships and jobs. ARC is accommodating with transit center/plaza. Appreciates how Phase 1 focuses on transit and that transit is a top priority. ARC acronym conflicts with ARC on campus which is a flagship activity center.

Commissioner Hare stated the project meets some needs we have here. Agrees with the idea of commission putting together more formalized baseline features, potentially with funding sources. How can we have more time to put together a document like that.

Brian Abbanat responded that either an additional meeting can be scheduled or the commission can establish a subcommittee at the next meeting (i.e. May) and return with recommendations at the subsequent meeting (i.e. June).

Discussion followed regarding process and inclusion of baseline features.

Mayor Lee commented that the 4/27 deadline relates specifically to the EIR and adequacy of it. You have a lot more time to address baseline features.

Commissioner Klasson stated applicants are providing what the City Council asked for: a project to improve economic sustainability of community. Likes housing addition. Sees some problems with the EIR. Doesn't clearly describe annexation. Traffic analysis has many significant and unavoidable impacts. Consultants are saying this is difficult project, in a difficult time, in a congested corridor. Do we want \$2m per year with the impacts we know it will bring? Discussion so far has been productive. What can be done to mitigate those impacts to the best extent possible. Transit component was a little weak.

Commissioner Bolte state a severe housing shortage exists in Davis as well as jobs/housing imbalance. Supports mixed-use. Transportation plan and EIR does not seem sustainable. Road widening mitigates congestion but not emissions. Right sizing the on-site parking is the most effective TDM measure possible. Make this a baseline feature. Reduce parking to align with VMT goals. How to provide the most access to the site. Bike/ped access across the Mace Blvd overcrossing is essential. Bike/ped dysfunction in area is already bad and will get worse when more cars are added. Need very efficient picking up and dropping off transit riders. Do not delay bus routes. Supports transit priority lanes along Mace corridor.

Commissioner Soule commented this is an exciting project. Expressed concern with assumptions around money, culture, and behavior. Wonders most about local traffic impacts, west of Mace Blvd. Study of local traffic effects from business park is probably warranted. More frequent transit/bus options in town to get from anywhere in Davis to ARC and beyond is needed

Commissioner Jacobson stated the project can bring a lot of benefit to City. Greatest concern is number of cars. Believes baseline measures we can put together to reduce traffic would be good for the project. Improving bicycle access across I-80, shuttle to train station, transit subsidy, unbundling parking and pricing

Commissioner Edelman made the following comments related to the project description list:

- Baseline feature to make parking structures not possible?
- TDM study: comment on accuracy of bicycling travel time.
- Matt Williams, analysis, some important intersections are completely excluded.

*Motion (Edelman): Plan for a short meeting prior to the 27th.
Motion fails due to lack of Second.*

Commissioner Csontos agreed with prior comments regarding air quality, Mace Ranch traffic calming, housing shortage, and need for more jobs. This has been in the works for a long time. Agrees with prior bike access comments, Class I bike lane on Mace Curve is a must.

Motion (Jacobson, Patel): The BTSSC recommends support of the SEIR and do not offer additional comments at this time. We recommend the City Council certify the SEIR in its current form. BTSSC supports Transportation Demand Management proposal submitted for the commission meeting on April 9, 2020.

Motion carries, 6-1 (Edelman dissenting)

*Motion (Patel, Csontos): Continue meeting (9:08 p.m.)
Motion carries unanimously(7-0)*

8. Commission and Staff Communications

A. Long Range Calendar (subject to change)

Commission agreed to add establishing ARC Baseline Features subcommittee to the next meeting agenda.

Commissioner Edelman commented that a subcommittee is good in principle. Expressed concern that because the BTSSC would not act on subcommittee work until June 11th, that Council will not have time to consider before they vote to place on ballot.

Colin Walsh urged looking at baseline features before June. Stated it was premature to certify EIR. A new final version will come out. Vote pushed forward by staff was totally inappropriate. Anyone who voted for it has the right to ask for reconsideration.

B. Commissioner Announcements

Commissioner Patel asked about next Unitrans Advisory Committee meeting.

Brian Abbanat responded that he thinks the meeting will continue as scheduled and will likely be a similar format as this meeting (Zoom Webinar)

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

9. Adjourn

Motion (Patel, Csontos): Adjourn meeting.

Motion carries, 7-0

Meeting adjourned at 9:20 p.m.
