



**Minutes**  
**Bicycling, Transportation, and Street Safety Commission (BTSSC)**  
**June 11, 2020**  
**5:30 p.m.**

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

Council Liaisons: Brett Lee, Dan Carson (alternate)

Absences: Councilmember Carson

Staff: Brian Abbanat, Senior Transportation Planner

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**1. Call to Order & Roll Call**

Meeting called to order at 5:30 pm

**2. Approval of Agenda**

*Motion (Patel, Klasson): Approve agenda*

*Motion carries unanimously*

**3. Brief Announcements from Staff and Liaisons**

**A. Bike/Ped Program Update**

Jennifer Donofrio, pathway etiquette signs.

**B. Council Liaison(s) Announcements**

Mayor Lee thanked Jennifer for greenbelt bicycle & pedestrian etiquette signs. They are high quality, clear, and easy to understand.

**C. Other Staff Announcements**

Brian Abbanat, clarified Tulip & Ponteverde

**4. Public Comment**

No public comment

**5. Consent Calendar**

*Motion to approve (Patel, Jacobson)*

*Motion carries unanimously*

## **6. Regular Items**

### **A. Recommendations on Davis Innovation and Sustainability Campus Baseline Transportation Features**

Commissioner Hare introduced the item. The subcommittee wanted to ensure alignment with the Natural Resources Commission. However, the differences are worth paying attention to. The subcommittee started with desired outcomes and then worked backwards from there with recommendations. Document has two halves. Upfront, first phase. Second half, phasing for how the development should unfold.

Commissioner Edelman referenced two Planning Commission meetings. Inquired if BTSSC could provide comments prior to 6/17 PC meeting. Did not receive response from Planning staff.

Commissioner Bolte noted three key issues: jobs versus housing balance, parking issues, and transit access.

#### *Public Comment*

Diane Swann: Likes a lot of things in the document. Concerned about language regarding proportional funding. Leaves it open for developer to do nothing. Regarding CR 32A, a needed mitigation measure is a dedicated bicycling facility at the far east end between the I-80 off-ramp and levee ramp. Bicyclists wouldn't have to cross at the curve, which is sometimes really dangerous. Need something tangible. Found 32A HOV lane language confusing and adding this would be a really big mistake.

#### *Commission Discussion*

Commissioner Klasson expressed appreciation for the subcommittee's effort. Agreed if TDM is successful, then some of the more prescriptive measures can be eliminated. Reminded commissioners about a 20-30 year time horizon and transportation technology changes may occur within that timeframe. Uncertainty about how well TDM can be implemented and hold up over time. Supports less specific suggestions for flexibility into the future. Agrees with 32A crossing issue. Parking restrictions are optimistic in their feasibility and makes him nervous.

Commissioner Patel appreciates conversion of "ridehailing" language to "carpooling". Supports parking reductions.

Commissioner Soule question re: location of proposed transit center. Should it be closer to stores, restaurants, etc.?

Commissioner Bolte responded that bus infrastructure should be on Mace Blvd, which will still provides good access to DISC without delaying the bus.

Commissioner Edelman referenced a Planning Commission meeting comment that a bus stop on Mace would be dangerous. Stated that the undercrossing eliminates this from west side. He proposed an automated shuttle on fixed route from Mace to internal destinations. A dedicated shuttle from downtown/train station could serve the interior of the development. He doesn't want the development to impact existing routes.

Commissioner Klasson stated the importance of the grade-separated crossing but is not convinced the best location is south of Alhambra. The location near proposed drainage ditch seems suitable. Prefers north of Alhambra.

Commissioner Csontos agreed with all the commentary on jobs/housing, parking ratios, and that the bus stop location can be safe and convenient on Mace. Appreciates protected bike lane additions.

Commissioner Edelman emphasized the undercrossing connection is also to the west and connects a bunch of different things. Specific location will be decided later. Noted the bike share proposal was to encourage faster e-bikes because of distances involved. Developers current proposal for travel time are not realistic. Raised the question of perhaps a specific corridor study for 32A. Make sure what we're asking for is good enough and comprehensive enough.

*Motion: Approve proposed transportation baseline features for DISC while taking into account individual commissioner comments (Patel, Jacobson).*

*Friendly Amendment #1 (Klasson):*

- 1. Class IV lane on CR32 be changed to construction of the segment from the interchange to the levee.*
- 2. Eliminate the RR overpass.*
- 3. Strike the reference to the location of the Mace bike/ped crossing being south of Alhambra.*

*Friendly Amendment #1 accepted by Commissioner Patel.*

*Friendly Amendment #2 (Edelman): Results of this vote should be sent to planning commission for deliberation on 6/17.*

*Friendly Amendment #2 accepted by Commissioner Patel.*

*Motion carries unanimously.*

Commissioner Edelman gave NRC a lot of credit on the work. Made BTSSC's work easier to focus on technical details.

## **B. BTSSC Subcommittees and Appointments**

Brian Abbanat summarized the staff report, explaining how a more structured subcommittee system could work for the BTSSC, and quantifying and categorizing the historical list of Regular Agendas that have come to the BTSSC since its inception in 2014.

Commissioner Csontos BTSSC is just getting its feet set and would like to defer establishing a number of subcommittees until they're more established.

Commissioner Patel asked whether there is a 3-month limit for subcommittees.

Brian Abbanat responded that subcommittees can exist for up to twelve months, at which point they must be renewed to continue.

Commissioner Edelman asked how the subcommittees will handle items that appear on an agenda that were on on the Long Range Calendar.

Brian Abbanat referenced the staff report, which anticipated this situation, acknowledging it is a common occurrence. In this instance, the subcommittee would need to coordinate and be prepared for the meeting within the six-day window from packet posting to the meeting.

Commissioner Csontos commented he's happy with progress made, particularly with the DISC subcommittee. However, is not in favor of putting a bunch of subcommittees together now. Wants to create more subcommittees in the future.

Commissioner Edelman stated the suggested subcommittee areas are really good or a good place to start. Likes the idea of people switching around all the time. Commissioners should be required to float around the categories a lot.

Commissioner Bolt supported the ideas. Prefers a different name for safety, parking, and mobility.

Commissioner Hare state there should be some sort of term limit that would implement a switch-around or some sort of shift. Fears predictable and familiar commentary without mixing the subcommittees. New input and fresh ideas can be valuable. Suggested perhaps 6-month subcommittee terms.

*Motion to dissolve dormant subcommittee (Klasson, Patel).*

*Motion carries unanimously*

Mayor Lee noted the prior Traffic Calming Subcommittee made a set of proposals adopted by City Council for how they would be prioritized for traffic calming. They were developed but have never been tested. They need to be tested as some of the metrics may or may not be useful. This is an area staff and Council could use help with.

Csontos: Agrees with outstanding need and could be orgniazed under one of the subcommittees.

Commissioner Edelman referenced the DISC subcommittee & City Council. Historically, the BTSSC has appointed a person to speak at a Council meeting to emphasize certain points. Since the DISC subcommittee is not dissolved, suggested authorizing the subcommittee to read out at Council meeting when this is scheduled.

*Motion (Edelman, Patel): Representatives of the DISC Baseline subcommittee are authorized to speak at City Council meet when it deliberates on DISC.*

*Motion carries unanimously*

### **C. Discussion of Closed Streets During Pandemic**

Diane Parro summarized the City's Open Air Davis program that will launch on June 25<sup>th</sup>. Explained the permitting process for downtown businesses and which street segments are being considered for closure.

Commissioner Bolte expressed support for using on-street parking for higher value uses.

Diane Parro expanded on Open Air Davis. During Covid pandemic, downtown businesses have requested using public space for non-traditional uses. Winters and Woodland are doing something similar and out of the gate more quickly. DDBA, did a fast survey with almost 100 responses, almost entirely supportive of idea. Purpose is to make it happen quickly, easy, flexible, and maintain opportunity. Key points:

1. No fee, easy to use application. 3 restaurants (tres hermanas, seasons, froggys).
2. City would close a few places to vehicular traffic. Anyone could move into that area (Fri-Sun). City brings barricades for safety, businesses responsible for everything else.
3. Looking to launch on June 25<sup>th</sup>

Commissioner Edelman inquired if the closed streets will be designed to allow bicycles, scooters to go through slowly or if will be a temporary pedestrian zone.

Diane Parro responded that she didn't have the answer and will get back.

Commissioner Jacobson noted the program focuses on open air dining, and if that would be a barrier to takeout.

Diane Parro responded the City is working with restaurants that may require curbside pickup. Giving speed and flexibility to businesses is the main goal. No concerns voiced yet from business community.

Commissioner Hare asked if there is an end date in mind or if it could continue indefinitely.

Diane Parro responded that the program is indefinite through Summer. A lot remains to be seen. Hope to learn a lot as we roll into it. We don't know what problems we'll encounter until we actually do it. Continuing the program will depend on its success.

Commissioner Edelman stated in other parts of the country, a big priority was about slow transportation. Asked about the legality of having adjacent local streets slowed down.

Brian responded that he wasn't sure but that downtown is already a pedestrian-first slow speed environment so reducing speed limits would not likely result in any benefits.

## **7. Commission and Staff Communications**

### **A. Long Range Calendar**

Commissioner Edelman referenced a citizen comment asking to revisit commission design for B & 2<sup>nd</sup>. Inquired if commission wanted to revisit it. Does not personally support the prior commission recommendation.

Commissioner Jacobson commented that if the BTSSC brings it back, that should occur when traffic patterns are normal.

Bob Clarke noted that since the last BTSSC discussion in December 2019, many things have changed. The City installed signage in median to inform drivers of crosswalk conflict zone. Stop sign wasn't a desirable solution, but was a potential low-cost interim solution. Staff is no longer pursuing this due to reduced traffic. There is no plan to do anything more in the present. Staff can bring back when there is reason to do anything different than proposed. Currently trying to get all modes counts. He added that the Downtown Specific Plan had envisioned a signal at that intersection, so may want to wait for that plan before doing anything different.

*Motion (Edelman, Jacobson): Place 2<sup>nd</sup> & B Intersection solution on LRC TBD calendar.*

*Motion carries unanimously*

### **B. Commissioner Announcements**

No announcements

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

No items.

## **8. Adjourn**

*Motion (Patel, Hare): Adjourn*

*Motion carries unanimously*

Meeting adjourned at 7:25 p.m.