



Minutes
Bicycling, Transportation, and Street Safety Commission (BTSSC)
May 14, 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 called to order at 5:30 p.m.

2. Approval of Agenda

Motion (Patel, Jacobson): Approve agenda

Motion carries, 7-0

3. Brief Announcements from Staff and Liaisons

A. Bike/Ped Program Update

Jennifer Donofrio shared that new bike lockers will be installed at the Davis Train Station. The new electronic bike lockers will fit bikes up to 84 inches in length. The lockers are managed by BikeLink and BikeLink lockers are available at other train stations along the Capitol Corridor. She also shared that May is bike month is virtual this year and all activities are on the www.gettingarounddavis.org website.

B. Council Liaison(s) Announcements

Brett Lee thanked group for meeting via Zoom. Commented that the work they're doing is important and that the Covid situation might last for many months. Items they advise on directly impact the quality of life for residents. If unable to attend, absences will be considered excused.

C. Other Staff Announcements

No other announcements

4. Public Comment

Alan Pryor: Member of NRC, commented they meet tonight @ 6:30. Strongly urged the ARC committee to write the BTSSC recommended baseline features for the ARC by the Planning Commission on 6/10 and 6/14.

John Swann: Davis Bike Club president. Stated the Covell/L intersection project is the most dangerous change to bicycle infrastructure since he's lived here. A year later, this problem still has not been addressed and needs to be fixed. Should not plan and construct next new projects until existing problems have been fixed. Mistake on Covell/L may not have occurred if Mace problems were fixed first.

Nico Fauchier-Magnon, president Bike Davis. Raised the concept of giving more space to people on streets during pandemic. The pandemic has changed how people use the streets. Fewer cars, but driving faster. More people are walking, biking, and rolling. Cities across the US are taking quick action to reallocate streets from vehicles to people. Davis should be participating in this national movement. Bike Davis has asked City leadership with two letters. Requests have been dismissed by EOC Manager, Chief Pytel. BTSSC is a good place to have those discussions and start weighing in on these issues.

5. Consent Calendar

- A. Approval of Minutes: April 9, 2020**
- B. Proposed No Parking Restrictions (*Joey Long, Associate Civil Engineer*)**
- C. Proposed "Except Bicycles" Supplementary Signs**
- D. Proposed Crosswalk Enhancements**

Motion (Patel, Klasson): Approve with revisions.

Commissioner Edelman, how list of sites were determined for item 5C.

Joey Long responded that citizen requests and staff analysis.

Jennifer Donofrio added that lists from John Hess and Earl Bossard were also used.

Motion carries, 7-0

6. Regular Items

A. Election of Vice-Chair

Commissioner Jacobson accepted Commissioner Patel's nomination.

Commissioner Jacobson elected vice-chair, 7-0.

B. Design Review of E. Covell Blvd Multi-Use Path (J Street to Pole Line Road)

Michael Mitchell introduced the project, stating it emerged from E. Covell Corridor Plan and connects Cannery development to Pole Line Road. Provided background process, BTSSC cross-section preferences from prior BTSSC discussion. Bringing back to BTSSC for feedback on drawings.

Paul Rabo, Rolls Anderson Rolls engineering consultant, described the three options and noted existing challenges such as, tree removal, power lines, utility poles, and storm drain component. Planning level cost estimates follow

Option 1: ~\$2 million

Option 2: ~\$1.8 m

Option 3: ~\$2.4 m

Paul added that the cost estimates do not reflect any storm drain improvement costs. Street lights are included in cross section and cost estimates, but not displayed in drawings.

Michael Mitchell added that Alternative 3 requires the most ROW acquisition.

Commissioner Jacobson prefers Alternative 3, likes idea of keeping slow traffic from fast traffic. Inquired why it was more expensive.

Paul Rabo responded differences in quantities for a 4' sidewalk vs. 6'. Also various sizes in landscaping.

Commissioner Csontos asked if all three alternatives three include class I bike lane (path).

Paul Rabo responded yes all alternatives have a bicycling facility separated from traffic. However, option 1 does not include Class II bike lane.

Commissioner Soule asked about safety considerations and/or a barrier from the agricultural field from plowing and heavy equipment.

Michael Mitchell responded that hasn't been looked at that yet but could be considered in design development.

Commissioner Edelman asked about interface between the path and Pole Line Road.

Brian Abbanat responded that the project will need to include a crossing at Pole Line Road that is not reflected in the drawings as the project's intent is to connect the north side Covell Blvd multi-use paths east of Pole Line Road and the Cannery.

Commissioner Edelman asked about lane widths & striping on Covell Blvd.

Michael Mitchell responded the project does not involve street treatment, which is when restriping typically occurs.

Commissioner Hare commented that the cost of right of way acquisition is a consideration. Do we have a way of estimating for the three different options? How long term maintenance costs are accounted for?

Michael Mitchell responded staff will know ROW costs pretty quickly once that task is initiated.

Brian Abbanat added that long-term maintenance costs are not accounted for in the up-front capital costs. Project maintenance costs are added to existing infrastructure maintenance program costs as they are incurred additional funding requests made in future budget cycles. But he emphasized that future maintenance cost considerations do ultimately influence project design.

Alternate commissioner Bolte asked if a dollar saved on this project can be used elsewhere. Isn't sure how to factor maintenance costs into BTSSC analysis.

Brian Abbanat responded yes, potentially, but not necessarily directly.

Alternate commissioner Bolte stated he does not consider this a priority connection. Favors protected bike lanes as opposed to multiple facilities. Connection across Pole Line is absolutely critical.

Public Comment:

Diane Swann favored Alternative 3 because it retains bike lane. Opposed Concept 1. Stated the City shouldn't be stepping backwards in our infrastructure, bike lanes shouldn't be disappearing. Doesn't want L and Covell to be repeated on other side of Covell. Unacceptable to throw barriers into a bike lane. Concept 1 should be completely off the table.

Anthony Palmere reiterated the need for path to extend across Pole Line. Where path intersects with L Street. Keep in mind cyclists that will be turning onto L. Need space to queue up so they're not blocking the path.

Darrell Dickey commented we should stop mixing people on bikes and people on foot. Land acquisition, don't know costs, assume they're not small. Leaving roadway untouched, leaving a lot of money on the table. There's a lot of space available. Should consider restriping the street, design the whole thing correctly, it will be better, and cheaper.

Commissioner Patel commented that in 2018 the commission supported the Third Alternative and this commission should take that into consideration. Alternative 3 is the best solution, gives the most space.

Commissioner Hare stated Option 3 is appealing in a lot of ways. Has concerns about both short and long term costs. Should have a bit of a road diet in general. Suggested reclaiming some of the space for Alternative 3. Her preference is always to be in a fully protected bike lane not shared with pedestrians.

Commissioner Klasson commented the bike lane is essential, especially on a commuter route. Concerned about size of project and questioned the compelling need for this project. Has a desire to shrink project while keeping bike lane. Alternative 1 is a non-starter. Alternative 2 & 3 both have positives and negatives. Stated no pedestrians will use a crosswalk next to a travel lane. Likes Alternative 3 better.

Commissioner Edelman expressed concern that the project is going forward without the Covell/L intersection sorted out and also without the Pole Line Road intersection designed. Appreciates public comment about reclaiming some width on Covell. 3-4' seems to be significant. Generally supports Alternative 3. It appears a lot, but there has to be space for fast cyclists and slow cyclists. Class II bike lane option should include Class IV facility. Supports Alternative 3, reclaiming street space & stripe to street standards, and physical barrier on WB bike lane from Class II to Class IV.

Commissioner Soule commented Alternative 3 is the best of bunch. Though seescan unfinished project, especially with Pole Line Road. Wonders about overall cost.

Motion (Patel, Csontos): Recommend moving forward with Alternative 3 design, with concerns listed in discussion and while providing full cost data and investigating options for reducing cost. Recommend designs that show intersection detail. Consider phasing the sidewalk. Fund Alternative 3 through construction of path. Construct sidewalk when demand warrants and/or development occurs.

Motion carries, 7-0.

C. Review of Proposed Crosswalk Installations

Joey Long introduced the item, described proposed crosswalk locations.

Commissioner Klasson asked why the Sycamore/Wake Forest crosswalk is located on the north side instead of south side.

Joey Long responded the crossing distance is slightly shorter and fewer conflict points as most Wake Forest drivers are likely heading south.

Commissioner Klasson followed up, asking if north crosswalk eliminates right to cross on the south side

Joey Long responded it does not.

Commissioner Soule asked if the crosswalks include flashing beacons.

Joey Long responded that the volumes don't warrant them but could be considered at a future date.

Commissioner Patel commented the Wake Forest/Sycamore intersection has high pedestrian activity and a crosswalk is necessary

Motion (Patel, Klasson): Recommend moving forward with staff recommendations for installation of continental crossings at both locations.

Motion carries, 7-0

7. Commission and Staff Communications

A. Long Range Calendar (subject to change)

Commissioner Edelman proposed scheduling the Covell/L design item for either June or July. The sooner we do it, the more information we have for the designers for the E. Covell Multi-Use Path project.

Commissioner Edelman proposed discussion of short-term changes to make things safer around town for citizens to formally obey the county order. Also suggested forming a subcommittee and bring the street standards item forward.

Commission consensus was to

1. Add closed streets to June calendar

2. Schedule L Street & Covell for July.

B. Commissioner Announcements

Commissioner Patel announced the Unitrans Advisory Committee approved the Public Transit Agency Safety Plan, and the FTA Program of Projects.

Mick Klasson asked about following up on public comment regarding Class II e-bikes and whether there has been a City staff response.

Jennifer Donofrio responded staff received the inquiry through the City's GoRequest and confirmed that e-bikes are allowed on the greenbelts.

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

i. Establish Aggie Research Campus Subcommittee

Volunteers:

Joe Bolte, Lizzy Hare, Todd Edelman, Tim Csontos (alternate)

Commissioner Edelman commented that every other commission doing a special review will be ready for Planning Commission's first two meetings. They are scheduling special meetings. Would like to emphasize need to have a short Special Meeting only on this item so it can go to Planning Commission June 10th. Will have more time at regular meeting for other agenda items.

Motion (Edelman, Hare): BTSSC subcommittee will deliver suggestions in time for the full commission to have a short meeting to deliver to the Planning commission by June 10th.

Commissioner Hare expressed concern about turnaround time. Have concerns in general about Special Meetings and public participation. Recognizes this item is important to the community.

Motion fails 4-3 (Jacobson, Csontos, Patel, Soule)

8. Adjourn

Motion (Patel, Hare): Adjourn.

Brett Lee commented that BTSSC recommendations can go directly to City Council. So even if they miss Planning Commission, it will still be available in time for City Council to consider.

Motion carries, 7-0.

Meeting adjourned at 7:52 p.m.
