



**Minutes**  
**Bicycling, Transportation, and Street Safety Commission (BTSSC)**  
**November 12, 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)

Staff: Brian Abbanat, Senior Transportation Planner

Absences: Councilmember Carson

---

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

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

**2. Approval of Agenda**

*Motion (Patel, Jacobson): Approve agenda*

*Motion carries, unanimously*

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

**A. Bike/Ped Program Update**

Jennifer Donofrio, Bicycle-Friendly Community application. Announced Nov. 15<sup>th</sup> is the last day to complete the survey for the application. Invited commissioners and the public to complete the survey.

Commissioner Bolte inquired about the status of bicycle wayfinding signage at Richards/Olive.

Jennifer Donofrio responded that the additional signage is included in bid package for contractor and installed by end of the year.

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

Councilmember Brett Lee announced this will be his last meeting with BTSSC.

**C. Other Staff Announcements**

Commissioner Edelman commented on a request made related to a problem with a green belt entrance. Was told it was repaired, but it hasn't been.

Commissioner Edelman commented on the train depot bike lockers that half the lockers face train tracks. Very little lighting. Feels unsafe. BTSSC was not asked for input on location. Not presentable as safe bike parking.

Commissioner Edelman inquired about the I-80 managed lane project will not include a separate bike/facility.

Brian Abbanat confirmed that Caltrans is not pursuing a new bicycle/pedestrian facility across the causeway.

#### **4. Public Comment**

Dianne Swann commented that one of the main concerns for the I-80 managed lane project was the bicycle bridge would be built before construction of I-80 project.

#### **5. Consent Calendar**

##### **A. Approval of Minutes: October 8, 2020**

Commissioner Edelman commented that the full BTSSC motion for the Anderson Rd-Chavez ES Improvements project, didn't make it to item that went forward to City Council.

Brian Abbanat responded that this was an oversight, and, secondarily, the deleted text was not necessarily relevant to what we were asking them to do.

*Motion (Patel, Edelman): Approve with revision.*

*Motion carries, unanimously*

#### **6. Regular Items**

##### **A. Proposed Traffic Calming Improvements**

Joseph Garcia Long introduced the item, presenting three options for consideration for each location as well as background on the original concerns.

- **Rockwell Drive and Moore Boulevard**

*Public Comment:*

Darrell Dickey: Referenced message from Bike Davis. Need to neck down every one of the entrances approaching the roundabout. Drivers need to be forced to drive slower. We can do it temporarily first.

Commissioner Patel commented the first option is not a good alternative.

Commissioner Jacobson inquired about available speed data in this area.

Joseph Garcia-Long responded we do not currently have speed data at this location. Depending on BTSSC's recommendation, data collection will occur. Don't want to go too far down the road without getting input first.

Commissioner Edelman agreed with public commenter re: neck-down. If we had clear guidance in street standards, there would just be a standardized configuration. 15 mph may still make people feel unsafe. Consider removing bollards as they are unnecessary.

Commissioner Bolte commented the danger on the street comes from motor vehicles driving fast. They are the biggest mass on the street. Need to reduce speed, not additional signage. 15 mph is a good design speed.

*Motion #1 (Patel, Csontos): BTSSC recommends addition of yield to pedestrian signs and removing existing vegetation to make pedestrians more visible crossing Moore Blvd.*

*Friendly amendment (Csontos): Implement initial staff recommendations, but recommend studying speeds and find ways to reduce speeds if needed.*

*Friendly amendment accepted by Patel.*

Commissioner Klasson stated a preference towards Alternative 3 as better at slowing down drivers. Noted it should vehicles down while allowing large vehicles to navigate.

Bob Clarke noted staff is trying to strike a balance with things we can implement quickly at low cost versus solutions that may have additional benefit and value but increase cost and are more uncertain as to budget and timing. The hope is to improve the current concern. Redesigns move the project into a formal capital project, requiring to seek funding and get into the queue with a lengthy capital project list.

Commissioner Edelman commented that yield signs by themselves will not do anything. Clearing sightlines without slowing will just make people feel free to go fast. Could make things worse.

Commissioner Klasson asked if an incremental approach is taken, how long until it is re-evaluated?

Joseph Garcia-Long responded evaluation could occur quickly after implementation, but a follow-up second project could be months or years.

Bob Clarke, added that metrics for determining a successful outcome will affect whether additional measures are needed.

*Substitute Motion #2 (Edelman): BTSSC supports installation of temporary barriers that can be moved around to slow down speeds through the intersection based on speed determinations by staff.*

*Substitute motion fails due to lack of second.*

*Motion #1 carries, 6-1 (Edelman dissenting).*

- **Catalina Drive Mid-Block Crosswalk**

Commissioner Hare inquired why automobile traffic just doesn't have a stop sign.

Joseph Garcia-Long responded that traffic volumes on intersection legs should be similar. Putting in a stop sign could have compliance issues which creates a false sense of security for active transportation users.

Commissioner Edelman stated the crossing should be reconceptualized as a missing greenbelt segment. The goal should be for greenbelts to have priority across collector streets.

*Public Comment:*

Darrell Dickey commented on the need to start narrowing streets well in advance of this crossing. Should follow our Transportation Element in prioritizing non-motorized modes. Suggests raising crosswalk and making it a speed table. It also raises the priority crossing. Don't use beacons anywhere unless you absolutely have to. They indicate to me an improperly designed street. Flashing beacons make the matter worse.

Councilmember Brett Lee commented that raised crosswalks train drivers. Ideally, all of our crosswalks are elevated and that would be the default. This is a good opportunity to pilot test this concept of an elevated crosswalk.

Commissioner Bolte commented that he walks through this area frequently. Cars have blown through. They think you're going to stop because they're in a car. Supports interventions including a raised table. Also supports flashing red signal with stop sign.

*Motion (Edelman, Csontos): BTSSC supports creation of a raised crossing with further measures necessary if speed table isn't effective on its own. Also, removal of stop signs on the multi-use path, if permissible.*

Bob Clarke commented removal of multi-use path stop signs could be a legal issue.

Commissioner Klasson stated it's a mistake to take away stop signs on the bike path. Not a good idea where bicyclists think at some point they don't need to slow down on a busy street with a high rate of speed.

Bob Clarke stated if advanced signage is required, the city would comply.

*Motion carries (6-1, Klasson dissenting).*

## **B. Introduction to Russell Blvd Corridor Plan**

Brian Abbanat explained to commissioners that he is seeking input on the Russell Corridor project. No work has begun on the project and a consultant team is not yet under contract. This agenda item is to share your experience with the Russell Corridor- what works and what doesn't work. Brian also asked commissioners to think about how the corridor should evolve and connect to the new development on campus. The corridor plan will also include intersections and streets that connect to the corridor to better understand how people access and use Russell Boulevard. The City of Davis is working with UC Davis on this project. The City solicited consultants through an RFP process. Nine companies submitted proposals and three were interviewed. The City selected Toole Design and they are currently working on a scope of work and budget for this project.

Commissioner Patel asked if it was feasible to have a bus only lane on Russell.

Brian Abbanat explained that this is what the process will determine. He confirmed that prioritizing transit makes transit travel reliable is a project objective.

Commissioner Edelman asked about the project timeline. He wanted to know what is the earliest implementation?

Brian Abbanat shared that the corridor plan process will likely take 12 months to complete and begin in January. There is no way to foresee construction timelines because we do not know what we are constructing and we do not know potential funding sources for construction. It might be three years until a first phase project is constructed.

Bob Clarke added that if we can complete the corridor study within a year we can propose a first phase project in the FY22/23 budget. We are at least 3 years from construction.

Commissioner Edelman asked if the County was involved in the project and if not why? The County is working on a separate project at Russell and County Road 95.

Brian Abbanat explained that the City hasn't had conversations with the County about this corridor study and that it is all within City limits. He explained that County Road 95 is too far from the city limits and would need to be a stand alone County project.

*Public Comment:*

Diane Swann shared that it would be great to extend the project to Road 95.

Darell Dickey supported including B Street and that he fully supports this planning process. He shared that riding your bike on Russell is horrible and when he was on the Davis Bicycle Advisory Committee they received complaints from people about bicyclists riding on the sidewalk because the pathway is horrible to ride on. Dickey explained that this section of road is not meant to be used without a car and he is excited to prioritize bikes.

Commissioner Bolte shared that the project is dealing with different users and wanted to know if there was specific prioritization of users/ values. He asked when in the process do we prioritize values?

Brian Abbanat explained that during the first phase of the corridor study we are listening and then we will see what emerges from community input. He also shared that as one of only two east-west corridors across the entire City, Russell Blvd will always be a corridor that carries cars.

Commissioner Edelman said he had strong concerns that the street standards will not be updated before the final design. He was also concerned that Toole Design did not attend the meeting tonight and that the BTSSC will only see this project one more time before it is final.

Commissioner Csontos shared that it was a nice to have an early line of sight on this project and that we should add this project to the BTSSC long range calendar.

Brian Abbanat explained that the attachments in the staff report are general milestones for the consultants and that the schedule in the attachment is not the final project schedule. There will be much more community outreach and consultants are scoped for at least two BTSSC meetings and three additional meetings for other commissions, if necessary. Today's meeting was to provide initial advance input prior to kicking off the process.

Commissioner Patel responded by sharing that Russell has a lot of traffic, especially in the morning. Commissioner Patel suggested prioritizing bike lanes and transit. He explained that congestion points are at Anderson Road to A Street on the way to the MU. There are quite a few traffic signals that creates frustration to get to school.

Commissioner Jacobson reported that there are lots of bikes at the Anderson Road intersection. She shared that biking over the freeway feels unsafe and that the corridor lacks shade and has lots of bumps.

Commissioner Klasson stated that there is no good way to ride on Russell. Crossing Russell twice needs to be evaluated. At Russell and Anderson there is no good way to cross. He shared that at Russell and Arlington there was a crossing for bikes, but it no longer exists. Commissioner Klasson thought the old crossing was the safest place to cross and wants the consultant team to think about how to cross at this location.

Commissioner Bolte shared that there is not enough space for bikes and pedestrians in the northwest corner of Anderson and Russell. He also shared that College Park is a good place to cross, but signal timing is long.

Chair Csontos stated that B Street feels bigger than it is and that College Park to Sycamore backs up.

Former Mayor Brett Lee shared that the commission needs to think about Russell Boulevard once West Village is built out. Thousands of students will need quick and convenient access to Russell and shopping.

Commissioner Klasson lived a block from Arthur and his neighbors strongly opposed this connection. He would like to connect people living in West Village with the West Lake shopping center.

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

### **A. Long Range Calendar (subject to change)**

Brian Abbanat provided an overview of anticipated items for the BTSSC.

### **B. Commissioner Announcements**

Commissioner Patel shared that UC Davis is continuing with online learning for winter quarter.

Commissioner Edelman continued earlier meeting comments regarding train depot bicycle parking. Doesn't feel safe. Minimal lighting, minimal signage. Wrote an analysis of appalling implementation of 113 crossing. Shared the url for commissioners to read: [Tinyurl.com/y2xxuupy](https://tinyurl.com/y2xxuupy)  
Commissioner Klasson raised recent complaints to the BTSSC regarding stuff in the bike lane, an ongoing point of contention for bicyclists in Davis. Is it appropriate to advise people to go to City website? Stop sign in bike lane at Lillard.

Brian Abbanat confirmed it is appropriate to direct them to the City's GoRequest on the website.

Bob Clarke responded the Engineering Division is getting ready to bid Montgomery WBAR improvements in the next month or two. Improvements at that intersection are addressing that stop sign in some fashion (*staff note: sign will be placed in the bike lane buffer between the travel lane and bike lane*).

Commissioner Klasson thanked Councilmember Lee for service on council. A good model of civic engagement.

Commissioner Jacobson echoed MK's sentiments.

Commissioner Edelman inquired about the future makeup of BTSSC and how re-appointment requests are decided.

Brian Abbanat responded that the City Clerk is aware of all re-appointment requests. The City Council Subcommittee on Commissions interviews all new commission applicants. Appointments for the new term are made based on the total pool of re-appointment requests and new applicants.

Councilmember Lee added he thinks Council will make commission appointments at the December 15<sup>th</sup> Council meeting.

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

Commissioner Patel gave the following update from the October 22<sup>nd</sup> Unitrans Advisory Committee meeting:

1. Unitrans is testing a second pilot project for driver behavior monitoring
2. Replacing diesel tanks with corp yard improvements
3. 11 of 14 electric bus replacement are funded
4. Plans to contract first buses by end of this year
5. Bids for electric chargers in Quarter 2, next year
6. Replacing 17 of old plexiglass shelters with new shelters
7. Program of Projects was approved.
8. Fare collection resumed on September 30.
9. Ridership has been increasing since Fall quarter started

**8. Adjourn**

*Motion (Patel, Edelman ): Adjourned*

*Motion carries unanimously*

Meeting adjourned at 8:30 p.m.