



Minutes
Bicycling, Transportation, and Street Safety Commission (BTSSC)
February 11, 2021
5:30 p.m.

Commissioners Present: Joe Bolte, Austin Brown, Timothy Csontos (Chair), Lizzy Hare, Jessica Jacobson (Vice Chair), Brook Ostrom (alternate), Ayush Patel, David Soule

Council Liaisons Present: Josh Chapman

Staff Present: Brian Abbanat, Jennifer Donofrio, Bob Clarke

Absent: None

1. Call to Order & Roll Call

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

2. Approval of Agenda

Motion (Patel, Hare): Approve agenda.

Motion carries, unanimously

3. Brief Announcements from Staff and Liaisons

A. Bike/Ped Program Update

Jennifer Donofrio gave a brief update on program activities:

- Finishing bike/ped wayfinding project, signs are being installed in south and east Davis.
- Refreshing Davis Bike Loop, signage and vinyl stickers by May.

B. Council Liaison(s) Announcements

Councilmember Chapman reminded commissioners to spread the word to register for asymptomatic testing through Healthy Davis Together. New testing site opened at Veterans Memorial.

C. Other Staff Announcements

Brian Abbanat explained the transportation dashboard provided in this month's packet.

4. Public Comment

Alan Hirsch commented that as of Tuesday, a tree that fell across bike path in Central Park remains, blocking the path. Supported UC Davis Transportation Services moving from monthly parking fees to daily rates. Dealing with parking is key to getting people out of cars.

5. Consent Calendar

Motion (Bolte, Jacobson): Approve consent calendar.

Motion carries, unanimously.

6. Regular Items

A. BTSSC Leadership Elections: Chair, Vice-Chair

Commissioner Bolte nominated Commissioner Jacobson for Chair, who declined.

Commissioner Jacobson nominated Commissioner Csontos for Chair, who accepted.

Commissioner Csontos affirmed as Chair, unanimously.

Commissioner Csontos nominated Commissioner Jacobson for Vice-Chair, who accepted.

Commissioner Jacobson affirmed as Vice-Chair, unanimously.

B. UC Davis Transportation Services Presentation

Perry Eggleston, Executive Director, gave a presentation on UC Davis transportation parking and demand management, which included the following themes:

- Parking
 - Technology
 - Parking rates
 - Timeline rollout
 - Transportation options for tomorrow
- Bike program
- Transportation demand management

Commission Questions

Commissioner Jacobson asked about the balance of charging daily rates vs. needing to fill all spaces. Followed up with by asking which of UCD's programs/services are open to community.

Perry Eggleston responded the goal is to reduce vehicles on campus. Daily rate provides an incentive for those on the cusp of accessing campus differently. The TDM program is supported by parking revenue. A balancing act.

Ramon Zavala, TDM Manager, added that some programs are open to public by nature, e.g. bicycle registration will be a lot easier. Their bike education contract, however, required restricting providing that to folks with @ucdavis.edu e-mail extensions.

Jeff Bruchez, Bicycle Coordinator, added campus programs may be specific to UCD, but not exclusive. Everything is publicly available.

Commissioner Bolte inquired how overall campus parking supply is determined and what is TAPS doing to ensure lower income people outside Davis aren't subsidizing higher income people driving to campus.

Perry Eggleston responded that TAPS is self-funded. Money goes right back into campus to maintain parking and programs. Campus does not want to build more parking. Rates are relatively affordable. If more parking is built, the monthly rate would need to triple. Goal of Transportation Tomorrow extends beyond GHG emissions reduction, but also to keep parking affordable for those who need to park on campus.

Ramon Zavala added that differential pricing based on income has been proposed, but the California Master Plan for Education only allows charging based on space location, not based on personal demographics.

Commissioner Csontos asked about campus bicycling data before Covid.

Jeff Bruchez responded TAPS uses a number of different data tools. The Institute of Transportation Studies annual campus transportation survey is done in collaboration with TAPS. Hope to have strengthened data collection in the future on core bicycling avenues on campus.

Commission Comments

Commissioner Brown commented on transportation affordability and encouraged TAPS staff to think about how to implement differentiated pricing. Look at all the tools for staff who earn much less money than faculty and leadership. The huge difference between who can and cannot live in Davis creates an equity problem.

Commissioner Bolte stated transportation on campus affects City and vice versa. Noted that City/campus parking approaches are entirely different. City makes on-street parking free and in residential parking districts it's \$16/year. A lot of downtown parking conflict results from the premise that everyone in Davis can drive when they want to, for free, in front of their destination. City should look across the street for how parking can be more effectively managed.

Commissioner Csontos commented that digital bicycle registration with mobile app is amazing. BTSSC had an earlier discussion with PD regarding how few people register their bikes. Would love to continue conversation with UCD.

C. Transportation Infrastructure Improvements and Maintenance: Factors in Decision-Making and Budgeting

Brian Abbanat gave a presentation on this topic, focusing on the following themes:

- Overview of Public Works Engineering & Transportation
- Transportation Projects: Broad Decision-Making Sequence
- Project Selection, Project Design, & Outreach
- Transportation Infrastructure Maintenance
- Capital and Maintenance Costs
- Funding

Commission Questions

Commissioner Bolte asked the evaluation criteria changes as new best practices come to light and city council goals change like the carbon neutral resolution.

Brian responded that the resolution did not change the existing criteria, which is equally weighted. However, a lot of overlap exists within the criteria for transportation goals. Projects that support sustainability typically do well in multiple categories and score higher. We have been considering weighting the criteria.

Commissioner Brown asked if there is anything that closes the loop on current projects and there affect on emissions.

Brian Abbanat shared that it is really difficult to model specific project's performance against the criteria. It is really hard to get that granular and be accurate.

Commissioner Brown followed up with a second question asking are the projects getting done meeting community goals.

Brian responded that we are not able to understand this now because we do not have the data. The City is submitting a grant proposal to look at the Davis transportation network and collect data to better understand our goals and how our network can support our goals.

Commissioner Jacobson shared that the presentation was a helpful overview. She asked if one person in charge of grants and if we are proactive or reactive when submitting grants.

Brian stated we are both proactive and reactive. We have a consultant firm that tracks grants and how they might align with our projects. Sometimes we are ready to submit a project for a grant cycle and sometimes we are not. It is best to have design completed before you apply for a grant and use the funds for construction.

Councilmember Chapman shared that at the last City council meeting Brian presented about grants. The City is looking for grants coming up and creating a process to go after those grants. In the past four years the City has secured over \$25 million in grant funds. We are one of the few cities that matches grants to council goals. We are looking at upcoming zero emission vehicle grants totally over \$1.5 billion. The city is looking at these grants and being proactive in how we can go after these grants. We recently had a grant we did not receive and we met with the funding agency to find out how we can do better when reapplying.

Brian Abbanat added stated it is not just about the money. It is also about staff time to deliver. These projects are complicated to deliver. We need to assess if we can deliver projects as part of our analysis.

Public Comment

Nicolas Fauchier Magnan discussed the time to bring projects from design to implementation. It takes 2-4 years. We have been working on Tulip and Ponteverde for over 6 years. We are trying to address a dangerous situation on the street and nothing is changing for the user during the process. We want the City to respond faster and build faster. This is a shortcoming to the process and project. We don't know how the project will turn out until we build the project in our

complex environment. Currently, we are not testing the design. Once it is set in concrete we cannot make adjustments. We are seeing in other places - quick build or tactical urbanism. Other Cities are doing cheaper installations and people are able to experience the street and give feedback on design. This allows staff to make modification and is best for everybody. If we move to this new process a vocal community can be an asset rather than a challenge. There is lots of great guidance on doing projects like this and it will allow the residents to have changes to the streets sooner.

Commission Comments

Commissioner Bolte agreed with public commenter. Stated if there is a different way to do this he is in support of this. Sounds like it involves local funding and sales tax. Davis is one of the most educated cities in the U.S. When we look around Davis it looks like we are having difficulty maintaining roadways, we are having trouble shifting away from cars to more sustainable transportation. Something has gone wrong in the public policy process and I am struck by this disconnect.

Commissioner Csontos stated that he and staff have had a conversation about quick builds and test intersection design. He was surprised it is not more readily available. He was really surprised the City is so successful in grants, would like to improve even more. Meet with other City's transportation staff, pursue conversations with them, how they tie transportation into their climate goals.

7. Commission and Staff Communications

A. Long Range Calendar

Brian Abbanat gave an overview of upcoming meeting agendas as well as new topics added.

B. Commissioner Announcements

Commissioner Patel shared information from last week's Unitrans Advisory Committee meeting:

- Climate action adaptation plan horizon accelerated from 2050 to 2040.
- Silo terminal stops were re-routed due to construction. Unitrans foresees struggling to find drivers for fall 2021.

Commissioner Brown announced a Climate Compact meeting is occurring soon.

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

No subcommittee reports

8. Adjourn

Motion (Bolte, Jacobson): Adjourn meeting.

Motion carries, unanimously.

Meeting adjourned at: 7:40 p.m.
