



Minutes
Bicycling, Transportation, and Street Safety Commission (BTSSC)
March 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

Councilmembers Present: Josh Chapman

Staff Present: Bob Clarke, Brian Abbanat, Joseph Garcia-Long, Jennifer Donofrio

Absences: None

1. Call to Order & Roll Call

Meeting was called to order at: 5:31 p.m.

2. Approval of Agenda

Motion (Hare, Bolte): Approve agenda

Motion carries, unanimously

3. Brief Announcements from Staff and Liaisons

A. Bike/Ped Program Update

Jennifer Donofrio updated the commission on new Bike Loop markers, which will be ready prior to May is Bike Month.

B. Council Liaison(s) Announcements

Councilmember Chapman shared that his family recently rode the Bike Loop. Is happy to hear signs and markers will go up. Also shared that City Council will discuss 2021 Goals the March 23 meeting, will update the document, and return on April 6th. Commissions should coordinate with staff to submit work plans.

C. Other Staff Announcements

i. 2020 Climate Action and Adaptation Plan Update

Brian Abbanat gave an overview of the staff report and background on the CAAP process. Suggested a commissioner volunteer to attend the CAAP quarterly meetings at the Natural Resources Commission.

Commissioner Brown volunteers to serve as liaison.

Tim Csontos volunteers as alternate.

Public Comment:

Alan Hirsch stated that Yolobus affirmed a concept for the I-80 corridor plan. Should not be supporting Bay Area lifestyle trips to Tahoe.

Todd Edelman commented that public commenters should be seen and have their cameras turned on. Encouraged changing the minimum quorum from four to five commissioners. March 18th, public meeting on PLOD. Richards/I-80 interchange will result in all traffic being diverted to Olive Dr. Bike lane is substandard. BTSSC should look into alternatives to dumping vehicular traffic onto Olive Dr.

4. Public Comment

John Whitehead commented about loose sand and gravel that scatters onto the newly resurfaced multi-use path. Submitted a request. It took a couple of weeks. Expressed concern about Covell and L Street safety.

Alan Hirsch recommended reading Todd Edelman's e-mail sent to BTSSC. Trees on Russell Blvd multi-use path should be planted on the south side. Active modes are only viable if shade is provided. Covell L item, problem isn't with trees, it's with tree maintenance. Tree can be saved.

Diane Swann commented that the Covell/L Street item should be postponed. Relocating the signal will be one of the options. Should be looking at all solutions at one time. Drawback to removing trees devalues the tree. Staff report should be completed to show the total cost and all drawbacks.

John Swann commented that the BTSSC should take up the Covell/L intersection in its entirety. Would feel much better if the item was postponed.

5. Consent Calendar

Motion (Bolte, Patel): Approved minutes.

Motion carries, unanimously

6. Regular Items

D. Establish Parking Restrictions on Portions of Benicia, Camino, Del Rey and Espana Courts

Bob Clarke introduced the item. Each cul-de-sac has a landscaped planter that turns the cul-de-sac into a one-way loop. Parked vehicles prevent Recology from maneuvering in the loop. Asked City to help solve the problem. Staff sent mailers for solutions, including restricted parking. Those who responded were willing to accept some manner of restricted parking.

BTSSC questions

Commissioner Bolte asked if partial restrictions are generally effective and will the rules be followed if for four hours a day.

Bob Clarke responded that staff discussed with PD whether an all day restriction is more readily understood. As long as the restriction is posted clearly, 99% of people would be residents and familiar with the routine.

Commissioner Soule asked who was surveyed.

Bob Clarke responded that direct mailers were sent to all residents and all owners if they lived at a different address.

Commissioner Jacobson asked if the parking restrictions are not working as hoped, if longer restrictions could be imposed.

Bob Clarke responded that the City would need to understand more about what wasn't working. If a lesser, 6-hour restriction wasn't successful, restricting later in the afternoon when Recology comes through by noon wouldn't help.

Public Comment:

None

Commission Discussion:

Commissioner Brown commented that it makes sense to end parking restriction at noon if that's when recology is there. Perhaps more time on the front end, such as start restrictions the evening before.

Bob Clarke stated if it doesn't work, we'll need more conversations with the neighborhood about how to improve compliance.

Commissioner Csontos stated the restrictions seem straightforward and has some flexibility.

Commissioner Soule inquired about parking supply on neighboring streets such as Alvarado.

Bob Clarke responded that Alvarado Ave is heavily parked by apartment residents. All cul-de-sac residences are duplexes with ample off-street parking. There isn't a lot of on-street parking to begin with, so they were supportive of this proposal.

Motion (Hare, Jacobson): Support staff recommendation but set restrictions between the hours of 6a.m. – 12 p.m.

Motion carries unanimously.

E. Proposed Sight Distance Safety Improvements at Covell Boulevard and L Street.

Joseph Garcia-Long introduced and provided background on the project. Motorists confusing signal heads, partially due to sight restrictions. Short term recommendation is to remove median trees. EB bike lane continuation through intersection is a higher cost capital improvement project.

BTSSC questions

Commissioner Bolte asked about the feasibility of reducing speeds.

Joseph Garcia-Long responded reduced speed would improve response times, but sight distance would still be a problem. If people are speeding, sight distance is more of an issue.

Commissioner Brown inquired about the City's thinking for other plans for this intersection and if they can be combined more holistically.

Bob Clarked responded that for the eastbound bike lane, the signal pole will need to be relocated. However, this will not change the location of the signal heads as they must be centered over the travel lane, so the sight distance issue would remain.

Commissioner Csontos commented that the subcommittee looked at the project and agreed the intersection needed to be corrected. However, also considered what improvements could be made short-term.

Commissioner Brown asked that if trees are allowed to grow, would it eliminate the sightline issue.

Joseph Garcia-Long responded it would be many years. Trees are typically not planted within 50-100 feet of an intersection.

Public Comment

Todd Edelman commented that trees in medians are doing what they're supposed to do, which is slow down traffic. The problem is people want to go fast. They're going faster than 35 mph. The bike lane through intersection should be solved as soon as possible. Trees should stay, be trimmed. People who wrote to the City should be asked to slow down here.

John Swann commented that he visited intersection today. Problem is not with sight line. Has never seen an intersection with a directional signal. Split-phase is confusing. Drivers see right turn lane is green and assume the travel lanes are green too. Simplest solution is to sync up the lights. As soon as you clear sightlines, drivers will speed up to hit green light.

Diane Swann commented she drove the street today and looked specifically at sightlines. Couldn't see how removing trees would help at all. Didn't see any problem with the intersection. All traffic was going 30 mph. If you slow speed to 30 mph, you'll eliminate the problem.

BTSSC Discussion

Commissioner Brown commented that the more you can do to make it not feel like a highway, the better. Taking out a tree could affect that. Without a clear sense of how we would mitigate those affects, this doesn't seem like a complete plan.

Commissioner Csontos commented that we don't have a lot of data in this area. Don't have any crash or speed data. Without, we're guessing at what to do, here.

Jennifer Donofrio shared that between 2009 – 2019 there have been three collisions, all prior to signalization. 2 collisions in 2020.

Joseph Garcia-Long added that one collision was attributable to sightlines.

Commissioner Ostrom commented that the green turn arrow seems unnecessary and confusing.

Brian Abbanat added that the split-phase signal timing was employed because it provides pedestrians and bicyclists a protected phase for crossing L Street. With standard signal phasing, bikes and peds crossing L Street share the green with eastbound Covell, leaving them unprotected from right-turning vehicles.

Commissioner Bolte favored reducing speed at this location. The first step is to slow everything down. Trim the trees before removing them.

Commissioner Jacobson stated that several issues may be at play here. Is hesitant to solve one problem without knowing its effect. Trim trees and then address intersection as a whole.

Motion (Bolte, Soule): BTSSC recommends reducing posted speeds for street segments bordering the intersection and tree trimming.

Joseph Garcia-Long stated that the City is restricted in reducing speeds due to California Vehicle Code. Would need to conduct speed survey and return to commission.

Friendly amendment (Csontos): Conduct a speed survey and reduce speed limit, if applicable.

Friendly amendment accepted by Commissioners Bolte and Soule.

Motion carries unanimously.

F. Community Communications Review & Engagement Discussion

Commissioner Jacobson introduced the item. 109 e-mails were received over the past year, excluding items that did not include a specific request. Then conducted an analysis of the comments received.

Commissioner Bolte shared charts illustrating number and categories of community comments.

Commissioner Patel provided additional context regarding comments received. Presented discussion questions the BTSSC may want to consider.

Commissioner Bolte. Dashboard is helpful for status updates on projects. Could consider including injuries and fatalities over a recent timeframe.

BTSSC Questions

Commissioner Csontos expressed appreciation for the subcommittee's work. Ask if there is a less labor intensive process for doing this. Would love to get good at summarizing this information.

Commissioner Jacobson responded that a process for continual tracking would be helpful and wondered if yearly is frequent enough.

Commissioner Csontos added changing how data is gathered could be helpful, such as a survey or form can be automatically sent to the sender.

Brian Abbanat responded that the City's Report A Problem system does categorize complaints, but probably not to the detail useful for the

subcommittee. Those sending e-mails directly from the BTSSC web page would not see that form.

Commissioner Brown commented that perhaps a long range agenda item could be to find out what people who don't send BTSSC correspondence want from the transportation system.

Commissioner Jacobson responded that the subcommittee was thinking about this. The BTSSC receives many e-mails from frequent commenters and is thinking about how representative of the community are the comments they're receiving.

Public Comment

No comments.

BTSSC Discussion

Potential LRC agenda items:
I-80 Corridor Study presentation
Debris in bike lane

Commissioner Csontos expressed a desire to strengthen surveying, cast a wider net of the community.

7. Commission and Staff Communications

A. Long Range Calendar

Commissioner Bolte requested to receive a presentation as soon as possible from Caltrans on the I-80 Managed Lanes Corridor Project. Commissioners supported this request.

Commissioner Csontos expressed interest in discussing and providing a recommendation regarding continuing Open Air Davis once the pandemic ends.

Commissioner Hare expressed interest in discussing street standards.

Commissioner Bolte stated the topic should be narrowed down. For example, is the issue with the standards themselves or that they're not being followed.

Brian Abbanat added that perhaps the item on Transportation Codes, Regulations, and Design Standards & Guidelines might be a good place to start. Suggested moving from TBD to a scheduled item.

Public Comment

Todd Edelman commented that debris in bike lanes is a continuing problem. People driving in cars would not accept debris in traffic lanes at all. Bike Davis wrote to commission remarking on how review of F Street to Cannery connection was removed from Long Range Calendar. Strongly urge to put it back onto the agenda.

Jeff Bruchez recommended moving micromobility off TBD to a scheduled discussion.

B. Commissioner Announcements

None

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

Jennifer Donofrio mentioned the City is giving 60 markers to UC Davis for the Davis Bike Loop.

Brian Abbanat mentioned he attended the 3Revolutions conference last week that focuses electrification, automation, and shared transportation as where the global transportation system is headed.

8. Adjourn

Motion (Brown, Soule): Adjourn

Motion carries, unanimously

Meeting adjourned at: 7:48 p.m.