

PUBLIC WORKS DEPARTMENT
1717 Fifth Street – Davis, California 95616
530/757-5686 – FAX: 530/758-4738 – TDD: 530/757-5666



**Bicycling, Transportation, and Street Safety Commission (BTSSC)
Community Chambers
23 Russell Boulevard
Thursday, March 12, 2015
5:30 p.m.
MINUTES**

Commissioners Present: John Berg (Chair), Earl Bossard, Elisabeth Bourne, Daniel Fuchs, Amy Lee (Vice Chair), Mike Mitchell, Doug Waterman, Jon Watterson

Commissioners Absent: Neches, Renaud, Skeen

Staff Liaison: Brian Mickelson, Assistant City Engineer / Transportation Manager
Brian Abbanat, Transportation Planner

Council Liaison: Brett Lee, Robb Davis (absent)

Meeting called to order at 5:32 p.m.

5:30 1. Approval of Agenda (Action)

Unanimous approval (Waterman, Bossard)

2. Commission and Staff Announcements

Brian Mickelson announced a joint City Council / BTSSC meeting is scheduled for April 21st. City staff will poll commissioners for availability.

Brian Mickelson announced interviews for the vacant Bicycle / Pedestrian Coordinator position were held on Friday (3/6/15). Five good candidates will receive a second interview.

Commissioner Watterson alerted commissioners and the audience to a Davis Enterprise letter to the editor regarding bicycle safety. Believes some kind of bike/ped safety workshop is needed. Different neighborhood gatherings regarding safety might provide some input for ideas.

3. Council Liaison Comments

Council liaisons absent for this item.

4. Public Communications:

Bill Marshall spoke regarding the Davis Enterprise letter to the editor. Main problem isn't intersection, it's the users. Better education is needed for pedestrians, drivers, and bicyclists. Behaviors in California Vehicle Code must be enforced.

Matt Sidor, Olive Drive resident, mentioned his awareness of long history related to Richards underpass but inquired whether any study has been done regarding entry from Olive Drive to L Street. Conditions have gotten worse over the last 1.5 years. Safety issue for emergency vehicles due to traffic in tunnel. L Street connection would improve congestion and access.

Steve Tracy of 642 D Street requested an update on the status of the street standards committee.

Brian Mickelson stated entities who will be on the committee have been identified, but not specific individuals.

Commissioner Lee added the commission subcommittee relied heavily on Mont Hubbard's suggestions. Committee will include a transportation planner, transportation engineer, transit interest, Davis Bicycles! representative and BTSSC member.

5. Minutes: 2/12/15 meeting (Action)

Commissioner Bossard requested revisions to his statement regarding F Street. Unanimous approval (Waterman, Watterson).

6. E. Covell Blvd Dutch Junctions (Informational)

Brian Mickelson provided background information regarding the Covell Blvd & J Street Dutch Junction.

Adrian Engel briefly described the E. Covell Corridor Plan process. Provided an overview of three Dutch Junction configuration options for the J Street intersection. Recommendation was Option #3 which included a right turn pocket for eastbound traffic on Covell Blvd.

Public Comment:

Steve Tracy referenced a tour of Rotterdam last summer. Dutch Junction worked well. Mentioned Enterprise article, observed site on Claremont Dr. Also observed crash in slip lanes at southeast corner of Russell & Anderson. Anything to improve slip lanes would be a huge improvement.

Bill Marshall asked question about crosswalks and intersection geometry. Inquired if total cycle timing was analyzed for the corridor or the intersection only?

Adrian Engel responded intersection only, but no dramatic changes in vehicle platoons.

Duane Copley, former City of Davis engineer. Channelized turns are not a problem with people follow rules of the road. Concern is removal will add too much delay at intersection. Education, training, & enforcement of unsafe pedestrians is needed. Data shows not a significant number

of accidents on Covell. Slip lanes can be dealt with through signage. Elimination adds signal time, traffic will take longer to cross. Increments of time delay add up. Right hook problem not addressed with current design.

Adrian Engel responded right hook was addressed by pulling bike facilities away from the intersection.

Duane Copley stated delays result in diversion to neighborhood streets.

Discussion:

Commissioner Bossard commented the design is a big improvement, but asked about eliminating bike lanes with an improved path due to safety of bike lanes adjacent to a 35 mph travel lane.

Adrian Engel responded buffered bike lanes are designated for Covell Blvd.

Commissioner Lee commented that perception of safety is as important as actual data. Noted updated LOS CEQA guidelines are forthcoming.

Commissioner Berg requested the item return at next meeting for action.

Commissioner Bourne inquired if major changes would be needed if drivers can't adjust to the new configuration.

Adrian Engel responded the overall geometry is similar to others, with some minor alterations needed to retrofit to a more traditional design.

Commissioner Mitchell asked for materials in advance of meeting prior to action.

Councilmember Lee stated the BTSSC's role is to represent a variety of users and to also think about pedestrians.

7. B Street Striping and Parking (Action)

Topic went to council twice. Recommended facilitated discussion. Judith Mc Bride. Needs, roadway functions, destinations. Broke into groups to discuss solutions. Three options:

- 1. Restripe B Street from 7th to 8th streets to the same configuration as north of 8th Street, 11' travel lanes, 2' buffers and 6' bike lane. Full removal of parking from 7th Street to 14th Street, eliminating conflicts between parked vehicles and bicycle travel entirely.*
- 2. Restripe B Street between 7th and 8th streets to the same configuration as north of 8th Street to eliminate the parking lane, widen bike lanes and add bike buffers. Extend existing parking restrictions from 8th to 14th streets south to 7th Street. Allow parking in the bike lane on weekday nights and weekends.*
- 3. Maintain existing striping and parking configuration between 7th and 14th streets*

Public Comment:

Steve Tracy: OND open to offer B Street homeowners N permits. Old North Davis NA formal motion of support to encourage City to extend N district to B Street between Seventh and Eighth Streets and park in N permit district.

Bill Marshall: Very familiar with area. Has looked at all iterations to date. Remove centerline stripe. Probably not needed. Usually unidirectional depending on time of day. Direct conflicts don't happen too often. Creates a "shared" road. Perception of how fast to travel is what must be negotiated. Cars tend to slow down when not entitled to one area of road. Speeds will go down, and gives more flexibility on two sides. Centerline being taken as a given.

Discussion:

Commissioner Bossard was disappointed to see speed sign that vehicles were going 32-33 mph. Centerline removal might reduce vehicle speeds.

Commissioner Fuchs was intrigued by notion of centerline removal. Widening bike lanes is important for safety and bicycle traffic. Eighth to Fourteenth Street bike lanes don't work all that well when occupied by parking. Bikes must swing out. Detracts from perception of safety. Extending that scheme would not be all that advantageous.

Commissioner Mitchell stated corridor is unsafe for both bicyclists and drivers. Strongly advocating to go with option 1, recognizing this is a special corridor used heavily by all modes. Many 14th Street destinations and beyond heading north. BAC voted complete removal of parking from 7-14.

Commissioner Berg stated this issue came up about 7-8 years ago at BAC. There's a history.

Commissioner Watterson inquired about the meeting with residents and if the parking permit ideas was accepted as a good solution.

Brian Mickelson responded that one resident was receptive to that. Not a full consensus but not a dismissal.

Commissioner Mitchell expressed disappointment the facilitated meeting was bike-centric. Not many residents at meeting.

Steve Tracy stated FHWA or AASHTO documents recommend against part-time bike lanes for addressing some of the problems we see.

Motion to endorse option #1 (Mitchell, Bossard). Unanimous approval.

8. Transportation Implementation Plan (Action)

Brian Abbanat provided an overview of the TIP process to date, organization of TIP, and action requested of the commission.

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Discussion:

Commissioner Bossard requested H Street needs to be designated as a priority bicycling corridor.

Brian Abbanat agreed and stated it may be lumped in with another project (Project is ID# 179 and considered "In Progress" since design is complete).

Motion to approve (Lee, Fuchs). Unanimous approval.

9. Long Range Calendar

Commissioner Lee requested to bring back speed limits / traffic calming topic.

Commissioner Fuchs requested adding downtown circulation to long range calendar.

10. Adjourn

Meeting adjourned at 7:24 p.m.

Next BTSSC Meeting:

Thursday, April 9th, 2015 at 5:30 pm – Community Chambers, 23 Russell Boulevard