



Minutes
Bicycling, Transportation, and Street Safety Commission (BTSSC)
July 8, 2021
5:30 p.m.

Commissioners: Timothy Csontos (Chair), Lizzy Griffith, Jessica Jacobson (Vice Chair), Krasen Kovachev, Brook Ostrom

Council Liaisons: Josh Chapman, Gloria Partida (alternate)

Staff: Brian Abbanat, Senior Transportation Planner

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

Absences: Commissioner Francois Kaepelin

1. Call to Order & Roll Call

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

2. Approval of Agenda

Motion (Ostrom, Griffith): Approve agenda

Motion carries, unanimously

3. Brief Announcements from Staff and Liaisons

A. Bike/Ped Program Update

Jennifer Donofrio shared that Spin Bike Share showed the new electric-assist bike share bike to the City, UCD, and SACOG who are thinking about the future of bike share and how to bring it back to Davis.

B. Council Liaison(s) Announcements

No new announcements from Councilmember Chapman.

C. Other Staff Announcements

No staff announcements.

4. Public Comment

Todd Edelman: Commented on the proposed traffic calming at A Street stating a four-way stop is a step backwards in Davis. Frustrates all users, cyclists in particular. Suggested if four-way stops are implemented, they are seen as a temporary measure, City records user frustration and work to fund modern, proper traffic calming such as mini

roundabouts.

Also commented on the Idaho stop, encouraged City fund a robust communication program that bicyclists are fully entitled to proceed safely through the intersection without stopping.

Commented on the Long Range Calendar, stating green waste in bike lanes should be prioritized and discussed in September so any changes can be implemented before fall.

Darell Dickey commented that traffic calming only works in a holistic way. Many streets have enormously wide lanes that invite high speed driving, sends conflicting messages to drivers. Questioned why we are encumbering people not in cars to the traffic calming measures. Lawbreakers are not likely to comply. Everyone else will be burdened with the inconvenience. Should use raised crossings with speed tables.

Paul Jacobs spoke about e-mail he submitted to commission, requesting speed hump between Seventh and Eighth Streets. Many children live in the neighborhood.

5. Consent Calendar

A. Approval of Minutes: June 10, 2021

B. Proposed Parking Restrictions: Reed Drive and Villanova Drive

Motion (Griffith, Ostrom): Remove 5C Traffic Calming from consent.

Motion carries, 4-1 (Csontos dissenting).

Motion (Ostrom, Griffith): Approve Items 5A and 5B.

Motion carries, unanimously.

C. Proposed Traffic Calming:

- A Street
- L Street

Joseph Garcia-Long explained the A Street traffic calming.

Commission Questions

Commissioner Griffith inquired if the survey was clear that speed humps would be used with stop control.

Joseph Garcia-Long responded that a speed hump was originally proposed between Seventh and Eighth Street, but was removed due to overwhelming support for stop control at Seventh Street and inadequate distance between Seventh and Eighth Street.

Commissioner Ostrom asked if stop control requires warrants or other considerations?

Joseph Garcia-Long responded that other criteria were considered for this location, including creating safe and orderly movement of different modes of transportation.

Commissioner Jacobson comment that the most accident prone location is at Eighth street and why a four-way stop wasn't proposed there.

Public Comment

Michael (no last name provided): L Street resident, commented that speeds are a real concern, especially for people with small kids.

Meghan (no last name provided): A Street resident, commented in support of the traffic calming measures.

Drew Halfmann: Stated support for traffic calming measures.

Commission Comments

Motion (Ostrom, Csontos): Approve A Street and L Street traffic calming.

Motion carries, unanimously.

6. Regular Items

A. Caltrans Presentation: I-80 Managed Lanes Project

Nawid Nessar, Caltrans project manager, gave a presentation on the I-80 Managed Lanes Project, including:

- Need and purpose
- Managed lane types
- Managed lane benefits
- Project alternatives
- Project limits and scope
- Funding and schedule

Commission Questions

Commissioner Ostrom asked about eastbound condition on Yolo Causeway.

Nawid Nessar responded that the eastbound direction will also have managed lane.

Public Comment

Todd Edelman commented that the plan has not been sorted out completely. Concern about managed lane is if it's used off-peak for private vehicles that pay, it will induce more private vehicle traffic on I-80. Increasing capacity induces additional traffic, unless for public transit. Funding should be provided for alternative transportation options. Dedicated bike/ped facility was promised and then withdrawn without input. Hopefully

bike/ped facility could be improved to accommodate higher speed e-bikes. Process has mutated and promises were broken over the past few years. We have a climate emergency. More space for private cars will create a huge monster that goes through the middle of our town. This highway is a big problem and we need to tame it. Outreach should extend beyond checking boxes for public input.

Alan Miller commented the bicycle facility needs to be put back into the project. What would happen if we took \$600 million and put it into the Capitol Corridor.

Larry Guenther commented that building more lanes doesn't work. Infrastructure is always behind the need. Would support a transit-only lane. Put money into Capitol Corridor. If we don't do something different, nothing will change.

Anthony Palmere commented that induced demand was never mentioned in presentation. Caltrans policy requires analysis of induced demand, which is the biggest issue. No alternatives such as transit and bike/ped facilities are being considered.

Darell Dickey commented that we cannot pave our way out of congestion. We've known this for 60 years. Induced demand not mentioned. We are building behind the demand. Years ago the project promised a "world class bicycle facility". Now we have "improvements".

Nawid Nessar stated Caltrans has heard these comments in community outreach and the environmental documents will respond to these issues, but recommends community members formally submit comments to the EIR for written responses. Additional studies such as noise, induced demand, alternatives, etc will be completed. Objective here is to get the word out. Draft EIR will be complete by December 2021.

Commission Discussion

Commissioner Csontos stated the presentation was missing data. Would love to see effect of investment on traffic. Requested examples of where the proposed improvements have worked. Also seems weak on the bicycle side and is aware earlier commitments were abandoned. Riding into Sacramento from Davis is not a pleasant experience. Is underwhelmed and unimpressed with project.

Nawid Nessar responded Caltrans is waiting for data, which we'll have in the environmental document.

Commissioner Jacobson inquired about the basis Caltrans selects its recommendations if data is not available.

Nawid Nessar responded that Caltrans hasn't made any decisions. Collecting input and proceeding to environmental documentation phase, which will inform a preferred alternative to select.

B. Reimagine Russell Blvd Check-In

Brian Abbanat introduced the project team and gave an overview of the project.

Cindy Zerger presented project slides with the following topics:

- Project background and purpose
- Project schedule
- Engagement & existing conditions summary
- Current work & next steps

Commission Questions

Matt Dulcich thanked the presenters for their detail and progress.

Campus Urban Designer Ingrid Stromberg reminded the commission that this is a visioning project.

Commissioner Csontos asked if there was a date for the fall workshop.

Cindy Zerger responded the plan is to have a workshop in early October, maybe October 5th or 6th. Commissioner Griffith asked about the traffic analysis data and if the data was collected in 2021 or if it was data before COVID-19. The data used in the the report was from UC Davis and the City before COVID-19.

Public Comments

Todd Edelman expressed a concern about too much being promised to everybody without encroaching on fields and cutting down trees, someone will have to lose access. Biggest problem is with process. Meetings are between 4-5 months apart. Not clear when or if the BTSSC will see this again. Not clear how community representatives were selected. This is a really low level of engagement, compared to the Downtown Plan. Negative reactions did not appear in the meeting summary. Needs to be something better to explain how traffic works, bring closer to people.

Commission Comments

Commissioner Csontos recommended that all commissioners attend and participate in the next community workshop.

C. Neighborhood Traffic Calming Program Guidelines

Bob Clarke introduced topic. With significant traffic calming program activity, City Council has asked to discuss the guidelines and criteria for selecting traffic calming locations. Will be presenting at City Council on July 20.

Commission Questions

Commissioner Csontos inquired if the City returns to the community after the fact and ask how it's working out. Supported surveying neighborhood satisfaction, introduce a feedback loop.

Bob Clarke responded a formal feedback process does not exist. The community is getting more comfortable communicating with staff electronically. We have

made improvements to make this easier. Will put the question to City Council. Electronic feedback is more labor-efficient. Will include as a suggestion to procedures.

Coimmissioner Jacobson expressed appreciation for the proactive engagement. Otherwise will be putting priority on more active neighborhoods than the neighborhoods with the most safety issues. List of traffic calming measures presented is good. Consider adding population of children to criteria. Stated the 2/3 requirement is a high bar to reach, would personally support majority rather than 2/3.

Bob Clarke responded the 2/3 requirement is a mistake. The City did not use it as a criterion. Budget is such that we are using relatively low-cost tools, which are the ones we can afford to use. If the circumstances suggest a larger undertaking with more physical construction, that is beyond the means of this program and enters the TIP, to compete with other capital projects. Challenge is the list of tools in neighborhoods is limited. Are we just going to put in speed humps and bumps everywhere? That is a question we're going to raise with Council. This isn't the entire box of tools, but they're the tools we can afford with resources we have.

Public Comment:

Todd Edelman expressed support for Commissioner Csontos and Jacobson's comments. Representatives from local groups should be invited to participate in meetings, will improve process. We should pursue the legality of putting 55 gallon drums in the middle of intersections as improvised traffic circles.

Darell Dickey thanked Bob Clarke for answering question posed in general comment. We often need to redesign streets, but can't afford to do that and to slow them down. Need to end up with an effective calming thing, need to figure out how to do things right and stop doing them wrong.

Larry Guenther echoed Darell Dickey's comments.

Bob Clarke commented that effectiveness depends how you define it. If Council does wish to change guidelines into this, then staff would like to delve into that with the commission. Need objective criteria and easily obtainable data.

Commission Comments:

Commissioner Ostrom expressed appreciation for staff responsiveness to neighborhoods. More structural changes would be ideal. Concern is over time there may be some pushback on the number of areas we're using speed humps. Some of these are internally generated by neighborhoods themselves, perhaps look at more educational outreach within those neighborhood.

Commissioner Jacobson inquired how does new understanding of percentage approval affect the cases already reviewed.

Bob Clarke responded staff will look at anything we denied.

Commissioner Csontos commented that this feels like the type of issues that are why we serve on the commission. I've been enjoying seeing items get approved. We've been pushing them through. Want to make sure we follow-up to make sure we have a feedback loop. Data to possibly justify reducing speed limits.

D. Proposed All-Way Stop Control: Fourth Street & J Street

Joseph Garcia-Long introduced project. Stated multiple broadside collisions have occurred over the past 6 years.

Commission Questions:

Commissioner Griffith asked why some items are on consent and others on regular agenda.

Joseph Garcia-Long responded locations with high neighborhood support and discussion with subcommittee are placed on consent. This item wasn't discussed with any subcommittee so was placed on Regular calendar.

Commissioner Csontos asked how this location trickled to the top.

Joseph Garcia-Long responded that staff has been in communication with the neighborhood regarding widespread traffic safety issues. This one was advanced because it the street is planned for repaving and restriping this summer. Wanted to include this with that project. Ongoing conversation with neighborhood and additional traffic calming might come forward.

Public Comment:

Larry Guenther referred to e-mail sent to BTSSC. Stated the neighborhood hopes this will not be the only solution to deal with neighborhood traffic calming. Commission could maybe revisit issue and try to address the effects of this after it's installed.

Alan Miller commented this is a problem intersection. Stated sightline issues exist on Third, Fourth, and Fifth. Combination of traffic levels and speeding, ends up being a bad intersection. As a bicyclist, I don't like stop signs as a solution, but something needs to be done immediately. Referenced neighborhood walkthrough 8-9 years ago with City consultant. Came up with three mini roundabouts, which work really well. We need to be aiming for street design, don't give people a visual of a speedway. Collisions are awful when they occur. Amazing this is the bicycle city and we keep using stop signs and speed bumps as the solution. It's not a multi-modal friendly city.

Darell Dickey expressed support for Alan Miller's comments. It looks like a speedway, stop signs don't change that and don't work.

Commission Comments:

Commissioner Csontos expressed agreement with public commenters. Streets need to look better. Hopefully plans for new pavement result in narrower lanes and restriping.

Bob Clarke responded that J Street will have stripes at current standards and narrower travel lanes, crosswalks on all four legs, so it will look very different than existing conditions.

Motion (Jacobson, Csontos): Support staff recommendaiton

Commissioner Ostrom commented that this is one location that should be re-evaluated in the near future for unintended effects.

Bob Clarke responded staff can re-evaluate, using two measures: speed surveys and collisions. Should give at least 6 months to a year to allow for adjustment to the intersection.

Friendly amendment (BO): Review within 12 months. Accepted by Commissioners Jacobson and Csontos

Motion carries, unanimously.

Motion to continue meeting (Griffith, Csontos).

Motion carries unanimously.

7. Commission and Staff Communications

A. Long Range Calendar

Commissioner Griffith inquired if the BTSSC should establish an Ad Hoc Committee for Mace Blvd redesign.

Commissioner Ostrom added that he would like to have documents more than a week in advance.

Bob Clarke responded the City is still trying to work with County officials to identify a path forward. Item may not occur in September. To give more time, may need to postpone to October.

B. Commissioner Announcements

None.

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

None

8. Adjourn

Motion (Ostrom, Griffith): Adjourn

Motion carries unanimously.

Meeting adjourned at 8:15 p.m.