



**Bicycle Advisory Commission
Veteran's Memorial Center Club Room
203 E. Fourteenth Street
Monday, September 14, 2009
5:30 p.m.
Agenda**

Commissioners: John Berg - Chair, Earl Bossard, Kelli O'Neill, Alan Jackman, Angel York,
Virginia Matzek, Joe Krovoza, David Takemoto-Weerts (ex officio)

Staff Liaison: Tara Goddard, Bicycle/Pedestrian Coordinator

Council Liaison: Sue Greenwald

- 5:30**
- 1. Approval of Agenda**
 - 2. Commission and Staff Announcements**
 - 3. Council Liaison Comments**
 - 4. Public Communications:** At this time, any member of the public may address the Bicycle Advisory Commission on items within the commission's jurisdiction which are not listed on this agenda. Public comments will be accepted for items listed on the agenda when that matter is considered by the commission. No formal action may be taken on issues not listed on this agenda. Presentations may be limited depending on time available.
 - 5. Consent Calendar**
None

General Notes: The times designated for particular agenda items are approximate and are subject to change. Please be aware that items may be heard earlier depending on the time taken on previous agenda items. The City does not transcribe its proceedings. Persons who wish to obtain a verbatim record should arrange for attendance by a court reporter or for some other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.

Agenda packets are available for review or copying at the Yolo County Library, Davis Branch, 315 East 14th Street. Any writing related to an agenda item for the open session of this meeting distributed to the Commission less than 72 hours before this meeting is available for inspection at City Hall, 23 Russell Blvd., Davis in the City Clerk's Office. These writings will also be available for review at the Commission meeting in the public access binder at the back of the meeting room.

Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk by calling 757-5648 (voice) or 757-5666 (TDD).

6. Election of Commission Vice-Chair (Berg) - Action

Due to the previous Vice-Chair, Jack Kenward, relocating outside of Davis, the Commission must select a new Vice-Chair.

7. Fifth Street Redesign Position Statement (Krovoza) – Action

Following recent Bicycle Advisory Commission discussions about the on-going Fifth Street Corridor project, Commissioner Krovoza prepared a draft position statement (Attachment #1) for Commission comment and adoption.

8. Bicycle Parking Update and Discussion (Goddard) - Information

Ms. Goddard will update the Commission on bicycle parking replacement and upgrade in the downtown area. Additionally, staff are requesting input on possible on-street bicycle parking areas downtown.

9. Bicycle Rodeos and Bike Education Update (Goddard) – Information

Ms. Goddard will discuss the upcoming bicycle rodeos at area elementary schools, and possibilities for future Safe Routes to Schools efforts (Attachments #2,3).

10. Long Range Calendar Review

(Attachment #4)

11. Adjournment

Next scheduled BAC Meeting:

Monday, October 5, 2009 at 5:30 pm – Community Chambers

DRAFT for September 14, 2009 BAC Meeting

***Fifth Street Redesign Position Statement
Bicycle Advisory Commission
City of Davis***

Adopted: [date]

Introduction

On June 5, 2005 the Bicycle Advisory Commission (BAC) of the City of Davis voted unanimously (8-0) to support a redesign of Fifth Street. The Commission's June 2005 resolution stated:

The Bicycle Advisory Commission strongly supports the reconfiguration of Fifth Street into three traffic lanes, with one being a left turn lane, and two bike lanes, with improved pedestrian amenities, and recommends that the Council proceed with this re-configuration on an experimental basis.

A reconfiguration of Fifth Street is under consideration again by the Davis City Council, and is the subject of studies by City staff and other parties. The BAC wishes to reaffirm its position and rationale in support of a Fifth Street redesign from B Street to L Street, along the northern edge of downtown Davis. Because the role of the BAC is to advise the City on bicycling issue, its position focuses primarily on the bike-related reasons for a Fifth Street redesign.

Comprehensive Approach to Bike Planning Urged

The BAC has taken a formal stand in favor of comprehensive bicycle planning, with emphasis on the infrastructure of paths and lanes required to maintain a smooth and safe flow of bikes throughout Davis. This position calls for the General Plan – the highest level of City planning – to guide the implementation of key bike corridors. Bike lanes for Fifth Street between B and L are in the adopted Davis General Plan. Such planning should be recognized and followed by the City once adopted.

Safety on Fifth Street is Compromised by Current Fifth Street Configuration

As entitled by law, Davis residents do use Fifth Street as a bicycle corridor. On the west, a bike path reaches A Street; on the east, the path reaches L Street. In both instances, bicyclists must then detour or join Fifth Street vehicle traffic. Cyclists are frequently observed riding on Fifth Street, either in the gutter or dangerously mixed with cars. Bicyclists also ride both ways on the sidewalks of Fifth Street between A and L. Bikes crossing from north to south and south to north on C, D, E, I, J and K must cross four lanes without the aid of any markings

or crosswalks. These situations create a serious safety threat for bicyclists that would be greatly reduced by the addition of bike lanes on Fifth Street. The safest legal option currently available for bikes on Fifth Street is for them to occupy a full lane at speeds slower than other traffic. Such a practice won't be an efficient or safe situation if it happens more frequently.

For the first eight months of 2009, approximately 15 percent of all accidents city-wide and 24 percent of bicycle and pedestrian accidents in Davis occurred on Fifth Street between B and L streets. The proposed redesign covers the single largest region of vehicle-bicycle accidents in the city. Traffic engineering studies commissioned by the city also indicate that nearby regions of elevated danger are connected to traffic patterns on Fifth Street.

Based on this evidence, the BAC believes that the proposed redesign will significantly reduce accidents and injuries on Fifth Street itself, and on closely connected corridors. The improved safety in and around downtown would represent a qualitative improvement in cycling conditions in the city. Such improvements in other cities have increased bike mode travel.

Reduce Downtown Bike Congestion

Not following the current General Plan and encouraging bicyclists near downtown to detour from Fifth Street to the Third Street corridor or Fourth Street unnecessarily increases bike-car interactions downtown. Increased Third Street bike traffic may also decrease bike compliance with traffic laws since the Third Street route requires cyclists to stop at A, B, D, E, F and G streets, which amount to six of eight intersections in the Third Street corridor between UC Davis and the railroad tracks. Further, one of the two “non-stops” includes the dips and bollards at University Avenue.

The Current Configuration Discourages Biking and Walking to Downtown

With four lanes to cross instead of two, and no bike lanes on Fifth Street, downtown Davis is less welcoming to cyclists and pedestrians coming from the north, west and east. This potentially increases car travel and traffic congestion downtown, and reduces parking availability in the downtown core area.

Bike Lane Belongs on the Main Street of Davis, California

Davis was the first Platinum level Bicycle Friendly City in the United States and is home to the U.S. Bicycling Hall of Fame. Bicycling has made Davis famous around the world. Yet a road that is not safely navigable for bicyclists or pedestrians is the main street supporting travel to the core of Davis. Furthermore, no bike lane passes in front of our City Hall. A city with cycling

accolades like Davis should feature a “Main Street” friendly to bikes. A bike path does exist on the south side of Fifth Street/Russell Blvd west of A and east of L, but not between. Eight miles of bike paths and lanes are present on the Russell Blvd/Fifth Street/Alhambra Drive corridor between Road 95 and Mace Blvd. This system is only interrupted at downtown Davis and should be completed to encourage biking to downtown.

Fifth Street Implementation is Feasible

The redesign of Fifth Street supported by the BAC, as adopted in the current Davis General Plan, will fit on the existing asphalt between the curbs. It can be accomplished with paint and new traffic signal heads at the F and G Street intersections.

Reduction of Greenhouse Gas Emissions

Over the past two years, the Davis City Council has directed staff and its Climate Action Team committee to conduct an extensive study of methods to reduce the emission of greenhouse gases within city limits. One finding of these studies concluded that reducing traffic congestion in areas such as downtown would make the greatest contribution to achieving the goals adopted by Council. Actions to reduce slow-moving automobile traffic, which stops frequently in the downtown area, and to encourage walking, biking and the use of transit, will help achieve the Council’s goals in this area.

Position

For the reasons stated above, the Bicycle Advisory Commission supports implementation of the current Davis General Plan that includes the redesign of Fifth Street between B Street and L Street to provide:

- One lane of through traffic in each direction;
- A center lane with dedicated left turn pockets; and
- Bike lanes on both sides.

Easy Steps to Properly Fit a Bicycle Helmet

It's not enough to simply buy a bicycle helmet – it should be properly fitted, adjusted, and worn each time you ride.

The Proper Helmet Fit

Helmets come in various sizes, just like hats. Size can vary between manufacturers. For the most comprehensive list of helmet sizes according to manufacturers, go to the Bicycle Helmet Safety Institute (BHSI) site: <http://www.danscomp.com/products/charts/helmetchart.htm>

To select and properly fit a bicycle helmet, follow the helmet fitting instructions in this flyer.

It may take some time to ensure a proper fit.

It is easier if you have someone help you adjust the straps.

Step 1 Size:

Measure your head for approximate size. Try the helmet on to ensure it fits snugly. While it is sitting flat on top of your head, make sure the helmet doesn't rock side to side. Sizing pads come with new helmets; use the pads to securely fit to your head. Mix or match the sizing pads for the greatest comfort. In your child's helmet, remove the padding when your child's head grows. If the helmet has a universal fit ring instead of sizing pads, adjust the ring size to fit the head.



Step 2 Position:

The helmet should sit level on your head and low on your forehead—one or two finger-widths above your eyebrow.



Step 3 Buckles:

Center the left buckle under the chin. On most helmets, the straps can be pulled from the back of the helmet to lengthen or shorten the chin straps. This task is easier if you take the helmet off to make these adjustments.



Step 4 Side Straps:

Adjust the slider on both straps to form a "V" shape under, and slightly in front of, the ears. Lock the slider if possible.



Step 5 Chin Strap:

Buckle your chin strap. Tighten the strap until it is snug, so that no more than one or two fingers fit under the strap.



Step 6 Final Fitting:

- A. Does your helmet fit right? Open your mouth wide...big yawn! The helmet should pull down on the head. If not, refer back to step 5 and tighten the chin strap.
- B. Does your helmet rock back more than two fingers above the eyebrows? If so, unbuckle, shorten the front strap by moving the slider forward. Buckle, retighten the chin strap, and test again.
- C. Does your helmet rock forward into your eyes? If so, unbuckle, tighten the back strap by moving the slider back toward the ear. Buckle, retighten the chin strap, and test again.
- D. Roll the rubber band down to the buckle. All four straps must go through the rubber band and be close to the buckle to prevent the buckle from slipping.

Bicycle Inspection List

Item in good condition = \checkmark

Item needs work = X

Frame

- Is it straight?
- Is it clean?
- Is the frame strong enough?
- Is the fork bent or twisted?
- Is the seat adjusted to the correct height?

Wheels and Tires

- Do they spin properly?
- Are they centered and secure in the frame?
- Is the rim round?
- Are all the spokes in place and secure?
- Are the tires free of bulges, cuts and worn spots?
- Is the tread good?
- Are the tires properly inflated?

Drive Train

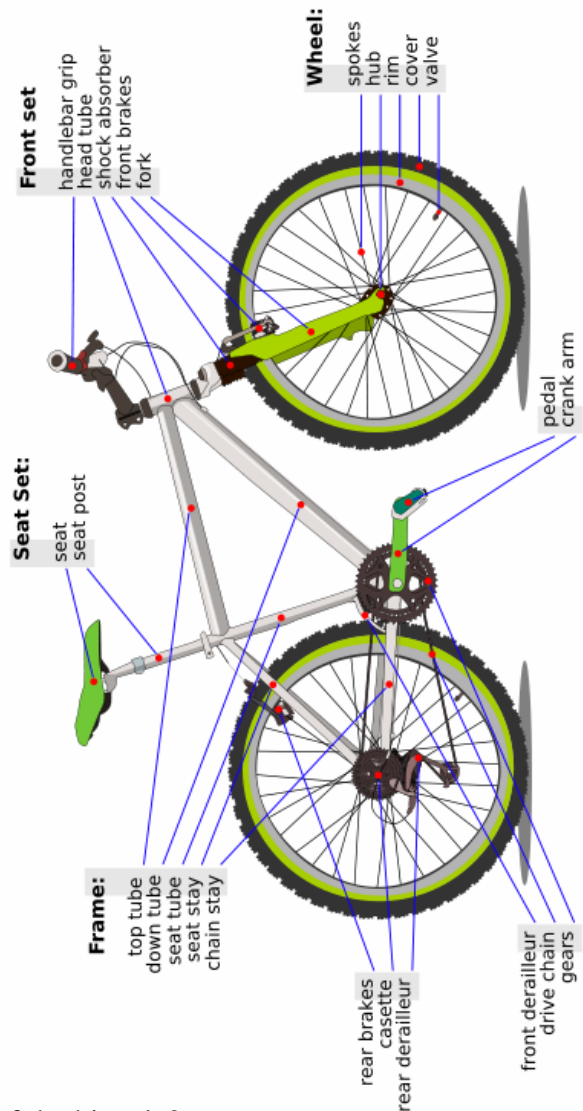
- Is the chain complete and in good condition?
- Is the chain guard attached safely?
- Is the gear gable(s) frayed, broken, or missing?
- Does the chain have the proper tension?
- Has it been lubricated?
- Are the pedals in good condition?

Brakes

- Are they working and secure?
- Do they stop the bike smoothly?
- If there are hand brakes, are cables and brake pads in good condition?

Other

- Are there reflectors on the front, rear and wheels of the bicycle?
- Is the seat in good condition and at the proper height?
- Are the front and rear lights visible from 500 feet away?
- Are the hand grips and the handlebar tight?
- Are fenders secure and not loose?
- Is there a horn or a bell?



Bicycle Advisory Commission

Long Range Calendar

Meeting Date September 14, 2009

October 5, 2009 1st Monday 5:30 pm at Community Chambers	Bicycle Parking Ordinance
	Wayfinding program
	Davis-Woodland Alternative Transportation Corridor
	Complete Streets

November 2, 2009 1st Monday 5:30 pm at Community Chambers	Bicycle Facility Design Standards
	Bike Plan Implementation priorities
	Bicycle count/on-going evaluation
	Fifth Street project

Unscheduled	Abandoned bicycle program
	B Street Parking Issue
	Meeting with DJUSD Board
	3 rd Street Improvements Project
	Sunday Streets presentations