



City of Davis
Bicycling, Transportation, and Street Safety Commission (BTSSC)
Minutes
Community Chambers, City Hall
September 8, 2016
5:30 p.m.

Commission Members: John Berg (Chair), Earl Bossard, Elisabeth Bourne, Daniel Fuchs, Mike Mitchell (Vice Chair), Raoul Renaud, Jim Skeen, Doug Waterman, Jon Watterson

Council Liaisons: Brett Lee, Robb Davis (alternative)

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

Absent: Commissioners Bourne, Renaud

1. Call to Order & Roll Call

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

2. Approval of Agenda

Motion to approve agenda (Fuchs, Mitchell):

Motion approved unanimously.

3. Brief Announcements from Staff, Commissioners, and Liaisons

A. Standing Item: Bike/Ped Program Update

Jennifer Donofrio provided the following update on the Bike/Ped program:

- Bikeshare: Social Bicycles selected. Negotiations in progress.
- Wayfinding project has launched. Public meeting scheduled for 10/19.
- Bike with Confidence class 9/17.
- Car-free month in October.
- UC Davis Welcome. Hosting a bike ride with international students. Also providing R.A. education info.
- Discover Davis: Safety and bike registration.

Brian Abbanat made the following announcements:

- Lincoln40 EIR scoping meeting.
- Correspondence received from citizen.
- TIP update approaching in December.

Brian Mickelson noted the topic of Cannery connectivity is on the 9/20 Council agenda.

4. Public Comment

Jon Whitehead stated that four Davis residents were having a teleconference with the Caltrans Bicycle Advisory Committee to discuss rumble strips. They're working for something less hazardous to bicycles.

5. Consent Calendar

All matters listed under the Consent Calendar are considered routine and non-controversial, require no discussion, as items are expected to have unanimous support, and may be enacted by one motion.

A. Draft Minutes: July 14, 2016

B. Certification of Speed Zones for Radar Enforcement

C. Water Quality Improvement Project Striping

Motion to approve consent calendar (Skeen, Fuchs)

Motion carries: 7-0.

6. Regular Items

A. Fifth Street Road Diet: One Year Evaluation

Roxanne Namazi:

- Gave an overview of road diet evaluation methodology.
- Described changes in vehicle travel volumes.
- Bike volumes increased bike counts at almost every intersection.
- Ped counts did not change overall variations at each intersection.
- Critical speed = 30 mph after (33 mph below)
- Crash rates increased.

Commissioner Mitchell inquired whether crashes occurred at night or during the day.

Roxanne Namazi responded the majority of crashes occurred during the day and were broadside, perhaps due to driver impatience on side streets.

Roxanne Namazi noted this item is scheduled for 9/20 City Council meeting.

Commissioner Bossard inquired about details on injuries

Roxanne Namazi responded we do not have injury severity.

Public Comment

John Whitehead stated the numbers should be taken with a grain of salt: the before & after data was collected by different teams at different time of year

Steve Tracy, Old North Davis, stated he was delighted with the Fifth Street change. Stated the bike & ped counts are very different from Susan Handy's study. Crash volumes were declining prior to road diet. Fire station beacon still a problem.

Misapplication of signal. Stated the F & Eighth intersection signal phasing is causing problems on D St. south of 8th.

Anthony Palmere referenced the “right hook” crash data. Perhaps should not have done bike boxes at same time as Fifth Street.

Commissioner Bossard stated 75% of cars do not pull into bike lane.

Commissioner Fuchs stated Fifth Street crashes should be looked at in the context of the rest of the city. Stated better education doesn’t work, better engineering is required.

Commissioner Watterson stated the data raise some issues. Collision data can vary quite a bit.

Commissioner Waterman stated Fifth Street looks junky. The remnant Bott’s dots & lane markings are confusing during sunset hours.

Commissioner Mitchell stated he was impressed with Fifth Street from a cyclist standpoint. Wanted more detail. Not sure if we are comparing apples to apples.

Commissioner Berg stated he also struggles with the markings and sun glare. Lack of clear road marking in town has become a crisis. Need well-marked roads for safe cycling & driving.

Councilmember Lee stated the original design had sufficient bike lane width for turning vehicles. Lighting may be affecting accident rates. Asked about raised medians for Phase II and whether design is at a level to put in raised medians? Stated Original council intent was to include these.

Brian Mickelson responded new traffic counts will be taken in November. Raise the issue of cost/benefit for adding the raised medians.

B. Street Design Standards Update

Brian Mickelson introduced topic and gave a Powerpoint presentation. Key topics included:

- Background
- Highlights
 - Two new classifications
 - Updated design speed table
 - Corner radius requirements
 - Shared use path & bicycle facility design
 - Class IV separated bikeway standard
 - Transit facilities standard
 - Working group/staff consensus on all revisions during meetings
 - Comments received since final meeting

Commissioner Bossard inquired about the one-foot bike lane stripe and parking lane stripe.

Brian Mickelson responded they're both included in striping standards.

Commissioner Mitchell inquired if the 11' travel lane is the default or maximum width.

Brian Mickelson responded it is the default width.

Public Comment

Steve Tracy:

- Noted the missing bollards are not being replaced on Sycamore.
- The two-foot recovery zone on arterials was never discussed in Working Group. Requests major arterials have a 10'-11' range. Additional width is not needed.
- One-foot stripe needs to be in Table A.

Steve Greenfield commented that physical raised buffers make sense on new streets, but many existing streets have driveways and could be problematic.

Anthony Palmere, Unitrans, stated buses are often cited as needing wider lanes. Supports narrower lanes, cited NACTO Guidelines regarding transit needs.

Commissioner Bossard inquired why physical barriers are excluded from Class IV Bikeways

Aaron Silva, Mark Thomas & Co. responded : Design speeds above 35 mph, barriers must be crash-protected.

Commissioner Watterson stated he doesn't see the rational for 11' lanes on Major Arterials.

Brian Mickelson responded the Working Group discussed the topic significantly and made that recommendation. The BTSSC can make a different recommendation.

Commissioner Fuchs stated an 11' default lane width on Major Arterials is wider than the 1992 standards, which had a 10'-11' range. Strongly opposes wider lanes for Major Arterials.

Commissioner Mitchell stated he hoped to be presented with a document with strong consensus. Has been raised that majority consensus does not exist. Inquired if the commission can send it back to the Working Group for consensus.

Brian Mickelson responded he does not think consensus would result if sent back to the Working Group.

Motion (Skeen, Waterman): Accept Street Standards with staff-proposed changes.

Commissioner Fuchs stated opposition to advancing these as written. Supports with 10-11' major arterial travel lanes.

Substitute Motion (Fuchs, Bossard): Accept Street Standards with staff-proposed changes and 10-11' range for Major Arterial travel lanes.

Commissioner Watterson stated he has seen reduced travel lane widths with traffic calming on Fifth.

Commissioner Mitchell likes flexibility of 10'-11' travel lanes. Does not want to oppose Working Group, sees this as meeting them halfway.

Commissioner Fuchs stated Critical speeds on Covell are well above where we want them to be.

Brian Mickelson stated the 1991 Standards caused uncertainty on lane widths. Concept to establish criteria for when 11' arterial lane widths would be applied was raised. This would require additional time and staff resources the City cannot provide.

Commissioner Bossard stated the concern is on four-lane major arterials. Suggested 10' for inside lane on four-lane arterials.

Commissioner Waterman stated to think the working group didn't think about this carefully is unconscionable. Can't support substitute motion.

Motion carries: 4-3 (Skeen, Waterman, Berg dissenting)

C. Commission Work Plan

Brian Abbanat introduced the proposed work plan and criteria for projects on the list.

Dianne Swann: Bike Davis Board member, was happy to see something re: Sacramento commute on work plan. General Plan Goal/Objective: work on intercity bike connections.

Commissioner Watterson stated the Bike/Ped Wayfinding project and Russell will be important. The Russell Blvd bike path is very important. Talk with UCD as to what can be done.

Commissioner Mitchell supported adding the Russell Blvd bike lanes project.

Motion (Mitchell, Fuchs): Include Russell Blvd bike lane project (A to Arlington) in two-year council goals.

Motion carries: 7-0

7. Commission and Staff Communications

A. Upcoming Meeting Items / Events

No announcements.

B. Subcommittee Reports / Reports On Meetings Attended / Interjurisdictional Bodies / Inter-Commission Liaisons / etc.

Commissioner Mitchell stated DJUSD has started. All kids are riding Drexel Drive at 8:30 a.m. Next year DHS will start at 8:30 a.m. as well.

Jennifer Donofrio shared the strategy being taken to address education needs at H street tunnel.

Commissioner Watterson raised the issue of centerlines needed on bike paths with curves. Also noted bike parking location recommendations have been made but no action.

Jennifer Donofrio responded she has looked at locations but many are infeasible due to utility lid conflicts.

8. Adjourn

Motion to adjourn (Mitchell, Bossard). Motion carries unanimously.