Caltrans District-4 Bicycle Advisory Committee

Minutes
January 21, 2009 1:30 – 3:30
District 4 Headquarters, Mountain View Room, 15th Floor,
111Grand Avenue, Oakland

Attendance:
Julian Carroll Caltrans Bicycle Advisor
Robert Raburn EBBC
Robert Cronin SVBC
Michelle DeRobertis VTA
Bob Eltgroth CABO
Paul Goldstein SVBC
Christine Lillie Caltrans Environment Planning
Pat Pang Caltrans Advance Planning
Gregory Pera Caltrans Environment Planning
Pat Giorni Bicyclist, San Mateo County
Teleconference from Sacramento:
Craig Copeland Caltrans HQ Traffic Operations
Ann Mahaney Caltrans HQ Traffic Planning

Item 1. Welcome and introductions were made.

Item 2. Review and approval of the Minutes of October 15, 2009
A discussion involved the timely posting of the minutes of October 15, 2008 which were not available prior to today's meeting. The current agenda was also not available on the website. Julian Carroll explained that the minutes are posted in 2 places: on the Bike Shuttle page and the Bicycle Committee page:
http://www.dot.ca.gov/dist4/transplanning/bicyclecommittee.htm. It was determined that the computer tech was late in posting them on the website. Paul Goldstein requested that the minutes and agenda of future meetings be posted well in advance of the next meeting. The minutes were accepted and approved.

Item 3. CTD4BAC Chair Position
Robert Raburn expressed the importance of continued participation of MTC on the Caltrans BAC, but noted that although Sean Co was no longer able to continue as Chair responsible for running the meeting he is still planning on being a participant. Mr. Raburn is willing to continue his role of soliciting agenda items, informing individuals of the meetings and supporting the Chair, but prefers to not have the responsibility of chairing the meeting, instead preferring to continue in an advocacy role. Julian Carroll explained that the BAC was created to be for the bicycle groups, not created for Caltrans, and that's why it's important for the regional coordinator (MTC) and the bike groups to make it work. Caltrans has a State Rep, a Bike Rep but a Regional Rep is needed, which is MTC. Mr. Raburn nominated Michelle DeRobertis as Chair. Raburn noted that he will continue

to report Caltrans BAC information to BABC. Ms. DeRobertis accepted the Chair position.

Item 4. Complete Streets and New Deputy Directive-64

Ann Mahaney is working for Ken McGuire at headquarters to implement DD-64. Overview: DD-64 has been updated with work from the stakeholders and within the Department to get buy-in with the Districts in order to get DD-64 signed. The update is to guarantee that the Department has a Complete Streets policy and make sure that DD-64 language follows the guidelines of CS policy within the purview of what Caltrans is legally responsible for; and also for taking the step to reach out to the regional agencies to provide guidance, and work as an advocate and be more proactive rather than reactive.

Department of Transportation Planning Chief Joe Saulanburger assigned a person in the Office of Community Planning to be responsible for implementing and marketing DD-64 and develop a plan so that the Department can do all that is necessary in order to proceed legally. An Implementation Team has been created to get DD-64 on the streets and to identify opportunities within the Department to help make changes for bikes and ped interests including manuals update.

An Action Matrix was developed from the blueprint of the Bicycle and Walking steering committee and many of those action items have made progress. The Highway Design Manual identified as needing an up-date is underway right now to thoroughly include bicycling and walking. When she moves to the Division of Local Assistance Ms. Mahaney will use the webpage to communicate and include the PID list (available on Caltrans' website) and the Action Matrix.

Incorporating the comments from stakeholders and District staff that were documented while information was collected to update DD-64 will be important in the actual implementation because some of those comments from the Districts were very detailed, such as the identifying of problems and determining how to resolve them. And this will help the people writing the Implementation Guide to fine tune and direct the guidelines on how to do it. And these people can be contacted for clarification.

Ms. Mahaney has created a "marketing Plan" of all the ideas that have come in, and areas where we think we need some work, and a forum where we can piggy-back onto existing meetings and do some education. A lot of this has to do with our Caltrans structure. DD64 states that the Division of Transportation Planning and the Division of Design are responsible for developing an Implementation Plan and that's where this coming from.

Mr. Raburn asked that if Rescue funds become available we want to be guaranteed that Caltrans will work on our behalf to get those funds to complete the Mokelumne SR 4 over-crossing and other such projects throughout the state, making certain that even though the funding doesn't specifically address bikes, it will be up to Caltrans to make sure that we are incorporating the bicycle and pedestrian needs into these projects that are

funded by the rescue money. We should forward projects that we feel should be included to Ms. Mahaney from our assembled list from CMAs and the counties.

Item 5. Centerline Rumble Strips

Mr. Carroll stated that the problems outlined on hwy 84 SR 9 were discussed w/ Alan Watell (sp?), Jim Ballus (sp?) and Ken McGuire and Robert Kopp. There will not be a moratorium. The Department did agree to conduct field investigations on a statewide basis in locations where complaints have been received regarding CRS to address concerns of bicyclists.

Craig Copeland explained that the kind of curves that centerline rumble strips (CRS) are used for is to warn drivers that they are crossing center lines on 2-lane 2-way highways and to avoid potential crashes. At the Department level CRS are used as an innovative and cost effective safety measure on 2 and 3 lane roads that have a high number of cross-centerline collisions. CRS can include a soft barrier treatment where a rumble strip is installed between a pair of parallel yellow lines and the distance could be as much 1 to 3 feet which could impact the existing shoulder width in retro fit scenarios. Mr. Eltgroth noted that the highway manual has zero shoulder requirements for the installation of CRS which prevents motorists from fulfilling their legal requirements to pass cyclists at a safe and reasonable distance and to not cross the double yellow line to pass. Mr. Carroll suggested that the manual should be improved. Locations like 84 and 9 that have relatively narrow shoulders or no shoulders that the CRS fall within striking patterns in the center of the roadway to maintain roadway width. There have been some studies that indicate that CRS do improve safety. There is District research underway that will further re-enforce their safety benefit that's due out this year.

SR 9 is a project to install CRS to be completed April, 2009 with possible small shoulder widening and provision for pullouts for slower moving vehicles and bicycles. Share The Road (STR) signs are being installed to further alert motorists to the presence of slower moving vehicles. The STR signs have also been installed on 84 as well.

On 84 the CRS were installed as a precursor to a larger safety project scheduled to go to construction in the summer of 2010 which will improve and correct curves as well as widening shoulders. CRS were installed to mitigate present concern and it is not known if the CRS are permanent or temporary. Between Palomares and Mission Blvd. the installation of the CRS under the railroad over-crossing effectively narrows the lane width and provides absolutely no shoulder and removes the option for the motorist to pass safely. Mr. Pang recalls there may have plans to widen the roadbed underneath with the possibility of split lanes. It may have been part of the 2010 proposal. He will research it and bring his results to the next meeting. Mr. Raburn also suggested that a solution might be found in the example of Devil's slide whereby a signal was installed to stop the flow of traffic in one direction, essentially permitting only one way traffic at timed intervals.

Mr. Pang will provide statistics on crashes, specifically center line drift crashes for hwys 84, 9, and 152, 129 and 156

Mr. Carroll suggested removing this item from a later agenda and adding it to the matrix. Mr. Pang will supply the results of his research as noted above including updates on any RS conditions and projects slated for: hwy 84, 9, and 152, 129 and 156.

Item 6. Dumbarton Bridge Resurfacing

There will be periodic closure of the bridge to all traffic primarily over weekends for a retrofit and a resurfacing project. An on-call bicycle shuttle will be provided. The work will take place mainly at night. A schedule of work activity will be issued to EBBC, SVBC and other bike organizations. Non-skid plates will cover the expansion joints to permit bicycle use. The committee suggested signage.

Item 7. Project Matrix

Before moving to Matrix discussion Mr. Carroll invited Mr. Cronin to introduce a concern initiated by Gladwyn d'Souza, a Belmont resident.

The 101 over-crossing at Ralston Ave is half in Belmont and half in Redwood City. When the over-crossing was slightly re-built in 2004, Belmont had the intention of constructing a pedestrian/bike over-crossing approximately ¼ mile north of the 101 over-crossing. Therefore there was no consideration given to accommodating bicycle traffic on this highway 101 over-crossing. To be realistic this pedestrian/bike over-crossing may never get constructed. So the request is to consider bicycle accommodation on this (existing) over-crossing. On the RWC side bicycle lanes have been put on the road right up to the limit of Caltrans jurisdiction. The City of Belmont is also agreeable to striping its approach with bike lanes, therefore leaving the over-crossing itself and some distance on either side, which Caltrans claims is their influence area, to be re-stripped with bicycle lanes, so that the bicycle lane can be continuous from Belmont across the freeway and into RWC.

How can we move forward? Mr. Carroll stated that the situation will be revisited and thinks Caltrans can work with Belmont to get the striping on the over-pass.

Due to time constraints the committee was unable to hear discussion of Hwy 35/Skyline Drive/Skyview bicycle concerns, or Mr. Cronin's Willow Road concern other than Mr. Carroll's assurance that he would follow up.

Mr. Raburn made agenda suggestions for the next meeting:

- Ralston/101-Update
- Centerline Rumble Strips Action report from Mr. Pang
- Explore Funding that may be tied to the Environment documents and therefore have a Formal review of county by county projects that particularly co-inside with the Regional Bike Plan for fast tracking, and to insure that they accommodate bicycle safety and concerns
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Item 8. The next meeting will be Wednesday, April 15.

The meeting adjourned at 3:30