

**Final**  
**Summary Notes**  
**CALIFORNIA BICYCLE ADVISORY COMMITTEE**  
October 3, 2013 10:00AM to 3:00PM  
Room 513, 5<sup>th</sup> Floor  
Veterans Affairs Building  
1227 O Street, Sacramento, CA 95814

**Members Present: (Includes teleconference attendees)**

**Michelle Mowery, CBAC Chair** – League of California Cities/City of Los Angeles DOT  
**Jim Baross, CBAC Co-chair** – San Diego County Bicycle Coalition  
Sean Co – Metropolitan Transportation Commission  
Daniel Klinker – California State Association of Counties (CSAC)  
Alan Wachtel – California Association of Bicycling Organizations (CABO)  
Dave Snyder – California Bicycle Coalition (CBC)  
Rye Baerg – Safe Routes to School National Partnership  
Dave Kemp – City of Davis  
James Muldavin – California Center of Civic Participation  
Cindy Parra – Bike Bakersfield  
Jennifer Rice – City of SLO  
Alan Thompson – SCAG  
Keith Williams – Shasta Living Streets  
Kendra Bridges – California Department of Public Health  
Scott Loso – CHP

**Members Absent:**

Corinne Winter – Silicon Valley Bicycle Coalition

**Others Present: (includes Teleconference attendees, but is not an exhaustive list):**

Jennifer Dolan-Wyant – Alta Planning  
Michelle DeRobertis – Santa Clara Valley Transportation Authority  
Robert Shanteau – Consulting Traffic Engineer  
Ty Polastri – Lake Tahoe Bicycle Coalition  
David Takemoto-Weerts – UC Davis, CABO District 3 Representative  
Chris Ratekin – Caltrans Complete Streets  
Beth Thomas – D04  
Allan Crawford – City of Long Beach Coordinator  
Bob Planthold – Chair California Walks Board of Directors  
Katherine Hess – City of Davis Public Works  
Brian Alconcel – Caltrans  
John Cinatl – Retired Caltrans  
Alan Forkosh – California Association of Bicycling Organizations  
Alysha Shrum – Caltrans, Office of Community Planning (for Emily Mraovich)  
Roxann Namazi – City of Davis Public Works  
Charles Nelson – Lake Tahoe Bicycle Coalition  
Maggie O'Mara – Caltrans, Division of Design

Nicholas Don Paladino – Fresno Cycling Club  
Matt Ramsey – California Highway Patrol  
Chad Riding – Caltrans, District 3  
Marie Schelling – California Highway Patrol  
Dan Allison – Bicycle Advocate  
Paul C Moore – BTA Program Manager, Caltrans  
William Appleby – Yuba Area Bike Advocates  
Ben Deal – Yuba Area Bike Advocates  
Steve Bonrepos – StanCOG Bike/ Ped Advisory Committee  
Deborah Lynch – BTA Program Coordinator, Caltrans  
Robert Cronin – Peninsula Bicycle and Pedestrian Coalition  
James Day – Caltrans, District 03  
Thomas Glaski – Caltrans, District 06  
Jim Perrault – Caltrans, District 06  
Pedro Ramirez – Caltrans, District 06  
Devinder Singh – CTCDC  
Rick Franz – District 09  
Tami Quigley – District 02

**1. Welcome, Introductions, and Announcements**

- a. Roll Call was taken for those present at the meeting and also attending by teleconference.
- b. Alan Wachtel, former CBAC Chair, for the last fourteen years has stepped down and will continue to be a CBAC voting member. Michelle Mowery has graciously accepted to chair in place of Alan. Paul Moore presented Alan Wachtel with a Certification of Appreciation, signed by our Division Chief of Local Assistance, Rihui (Ray) Zhang. This certificate was to show our gratitude for Alan's voluntary dedicated service as chair for CBAC during his fourteen year tenure. The celebration included fruit juice, scones, brownie bites and fresh fruit. Thank you Alan for all you have done for Caltrans and CBAC members over the years.

**2. Review and Approval of Previous, Meeting Notes**

- a. The meeting minutes for October 3, 2013, were reviewed and approved as corrected. Jim Baross made the first motion and Michelle Mowery second motion.
- b. Paul Moore stated that once the meeting minutes are drafted and sent out there will be one week for CBAC members and participants to submit their comments, corrections, additions, etc. This also includes any CBAC Agenda's for following meetings.

**3. District Reports – FYI**

None.

**4. Status Reports**

- a. Active Transportation Program (ATP) was presented by David Giongco, P.E., the Active Transportation Program Manager. The goal of this program is to increase the number of bicycling and walking trips in California, improve safety and mobility, and help achieve greenhouse gas reductions. The total program funding will be \$129.5

million. \$34.2 million (26%) will be from the State Highway Account, \$95.3 million (74%) will be from the Federal Trust Fund. Program Distribution : 40% to MPOs with populations over 200k equaling \$51.8 million, 50% to Statewide equaling \$64.7 million and 10% to small urban and rural populations under 200k equaling \$12.9 million. The Statewide Component Funding, \$64.7 million: minimum Safe Routes to School \$24.0 million equaling 37% and other ATP \$40.7 million equaling 63%. Minimum Safe Routes to School Funding \$24 million: minimum \$7.2 million equaling 30% and other Safe Routes to School \$16.8 million equaling 70%. David has been asked to attend all subsequent CBAC meetings to give updates on the status of ATP.



2013-09-30 -  
ATP.David.G.pptx

- b. Buffered Bike Lanes was presented by Dan Klinker, California State Association of Counties. Please refer to Dan's handout. According to the California Vehicle code, 21651: (a) Whenever a highway has been divided into two or more roadways by means of intermittent barriers or by means of a dividing section of not less than two feet in width, either unpaved or delineated by curbs, double-parallel lines, or other markings on the roadway, it is unlawful to do either of the following: (1) To drive any **vehicle** over, upon, or across the dividing section. **Conformity to Uniform Standards, 21401, (a)** Except as provided in Section 21374, only those official traffic control devices that conform to the uniform standards and specifications promulgated by the Department of Transportation shall be placed upon a street or highway. According to the California MUTCD 2012 Edition, Section 3A.06, **Functions, Widths, and Patterns of Longitudinal Pavement Markings Standard:** The general functions of longitudinal lines shall be:
- A. A double line indicates maximum or special restrictions.
  - B. A solid line discourages or prohibits crossing (depending on the specific application).
  - C. A broken line indicates a permissive condition, and
  - D. A dotted line provides guidance or warning of a downstream change in lane function.

**The Widths and Patterns of Longitudinal Lines Shall be as Follows:**

- A. Normal line – 4 to 6 inches wide.
  - B. Wide line – at least twice the width of a normal line.
  - C. Double line – two parallel lines separated by a discernable space.
  - D. Broken line – normal line segments separated by gaps.
- CVC 21651:** Dividing section of not less than two feet in width, either unpaved or delineated by curbs, double-parallel lines,....it is unlawful to do either of the following: (1) To drive any **vehicle** over, upon, or across the dividing section.

**California Driver Handbook – Traffic Lanes:**

**Two Solid yellow** lines indicate no passing. Never drive to the left of these lines unless you are:

- Turning left at an intersection.
- Turning into or out of a private road or driveway.
- In a carpool lane that has a designated entrance on the left.
- Instructed by construction or other signs to drive on the other side of the road because your side of the road is closed or blocked.

**Two sets of solid double yellow lines spaced 2 feet or more apart are considered a barrier.** Do not drive on or over this barrier or make a left turn or a U-turn across it except at designated openings.



Dan.Klinker.buffered  
lanes CBAC.pdf



CAMUTCD-Part9.pdf



CVC.21651.a..htm

## **5. Unfinished Business /Follow Up Items from Prior Meetings**

- a. Paul Moore and Chad Riding, as well as AASHTO are working with Adventure cycling to develop a State Bike Route (map) in coordination with the State of Nevada's Department of Transportation. There are bike maps for Districts 1,2 3 and four. Refer to Paul's handout on "Vision for Bike Route 66". If you have any additional information or would like to help coordinate this huge undertaking please contact:

Paul Moore: email: [moore\\_Paul\\_C@dot.ca.gov](mailto:moore_Paul_C@dot.ca.gov)  
or by phone at (916) 653-2750

Chad Riding: email: [chad\\_riding@dot.ca.gov](mailto:chad_riding@dot.ca.gov)  
or by phone at (530) 741-4543



Paul.Moore.Bike  
Route 66 concept plan

- b. A presentation was given on "Rumble Strip Warnings", by Keith Williams from Shasta Living Streets. Please refer to Keith's handouts. Bicyclists' Concerns with rumble strip is that they can force bicyclists to ride in debris. They are appearing on more roads that are open to bicycle traffic. Rumble strips often appear without warning and some are placed too close to an intersection.



Keith.Williams.Rumbl  
e Strip Warnings Pres

- c. David Snyder made a motion to invite Kevin Herritt, Division of Design, to add already available hazard signs for bicyclists to the HDM (Highway Design Manual). James Muldavin second the motion. Jim Baross motioned for this to also be added to

MUTCD. Dave Snyder second the motion. Most CBAC members voted yes, with two members abstaining.

- d. There is an unresolved issue with the CA MUTCD Guidance on “sharrows”. When the CA MUTCD was updated to allow sharrows when speeds are above 45 mph, Traffic Ops mistakenly incorporated some language that was suggested by someone external, without adequate vetting. It had to do with the conditions under which a sharrow could be used when speeds are over 45 mph. One of the conditions was when there isn’t a bike path adjacent to the road. CBAC attendees pointed out to Roberta McLaughlin that the language about adjacent bike paths wasn’t appropriate because bicyclists are not required to use side paths in lieu of using a traffic lane. Roberta agreed that this condition needed to be removed. CBAC also voted to endorse other revisions to this section, to allow sharrows under additional conditions, in order to maximize bicyclist safety. Deborah Lynch will get in touch with Don Howe in Traffic Operations to see if someone can attend the next meeting to discuss this issue.

## 6. New Business

- a. Devinder Singh, Caltrans Sr. Traffic Engineer and Executive Secretary for CTCDC (California Traffic Control Devices Committee) conducted a question and answer session on experimental projects review by CBAC. It was brought up that any experimental bicycle projects should be presented to CBAC first before CTCDC’s vote. It was suggested that applicants should appear before CBAC during their meeting before the CTCDC’s vote. Devinder explained the CTCDC meets three to four times a year and that CBAC can only make recommendations. Any comments can be sent to Devinder Singh on experimental projects by email: [Devinder\\_singh@dot.ca.gov](mailto:Devinder_singh@dot.ca.gov) or you can reach him by phone at: (916) 654-4715.
- b. An update was presented on Caltrans Complete Streets Implementation Plan by Emily Mraovich, Caltrans Office of Community Planning, Division of Transportation Planning. Please refer to Emily’s handouts. There are 73 action items. **Please note that all handouts will be added to the CBAC website online or may already be available online if you cannot access them from this word document.**



Emily.Mraovich.CSIAP  
2\_Action Items\_DRAI

- c. AASHTO Guidance on “Bicycle and Pedestrian Facility Design Flexibility, (FHWA) Federal Highway Administration and the Bicycle Regulatory Signs from NCUTCD (National Committee on Uniform Traffic Control Devices) was presented by David Kemp, Active Transportation Coordinator for the City of Davis. Please see David’s handout. There was discussion on some regulatory conditions such as Do Not Enter,

One Way, and Lane Assignment where it is appropriate to except bicyclists from restrictions applied to other traffic. For example, allowing bicyclists contraflow use of streets and alleys that are one-way for other traffic can reduce the need for lengthy and inconvenient out-of-direction travel. Additionally, there are some transit lanes and facilities where allowing bicyclists is compatible with other users. This plaque provides a simple and clear method for appropriately allowing these exceptions. The NCUTCD Regulatory & Warning Sign Technical Committee has reviewed and concurred with this proposal.



David.Kemp.BicyclePe  
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David.Kemp.exceptpla  
quefall09.doc

- d. A problem statement of what should be added to CA MUTCD and HDM and addressed by Caltrans was suggested by CBAC members. A committee was formed by CBAC to develop and submit a suggested list. The committee members are Jim Baross, Rye Baerg, Keith Williams, David Kemp, and Alan Wachtel. Also Paul Moore, BTA Manager volunteered to review these issues with the Caltrans Research and Innovation Department.

## 7. Legislative Update – Alan Wachtel

- a. *AB 1371: The people of the State of California do enact as follows: Passed*

The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle subject to the limitations and exceptions set forth in this article. This section shall be known and may be cited as (a) the Three Feet for Safety Act. The driver of a motor vehicle (b) overtaking and passing a bicycle that is proceeding in the same direction on a highway shall pass in compliance with this requirement, applicable to overtaking and passing a vehicle, and shall do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, visibility, and the surface and width of the highway. A driver of a motor vehicle (c) shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. This section shall become (b) operative on September 16, 2014.

- b. **AB 417: SUMMARY:** Establishes a California Environmental Quality Act (CEQA) exemption for the approval of a bicycle transportation plan, as defined, until 2018. Specifically, this bill :

- 1) Establishes an exemption from CEQA for a bicycle transportation plan for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal

timing, and related signage.

- 2) Requires a lead agency, prior to determining a plan is exempt, to hold noticed public hearings, assess any traffic and safety impacts, and include measures to mitigate those impacts.
  - 3) Requires a lead agency to file a notice of any bicycle plan exemption with the Office of Planning and Research and the county clerk in the county in which the project is located.
  - 4) Sunsets the bill's provisions on January 1, 2018.
- c. **SB 99: Passed** This bill creates the "Active Transportation Program" which distributes funding for human-powered transportation projects and programs.

Assembly Amendments delete the Senate version of the bill, which expressed legislative intent to enact statutory changes relating to the Budget Act, and instead add the current language.

ANALYSIS :

This bill:

1. Defines the goals of the "Active Transportation Program" (Program) as:
  - A. Increasing the proportion of trips accomplished by biking and walking;
  - B. Increasing safety and mobility for non-motorized users;
  - C. Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals as established pursuant to SB 375 (Steinberg, Chapter 728, Statutes of 2008);
  - D. Enhancing Public Health, including the reduction of childhood obesity through the use of program funding, including the use of Safe Routes to Schools programs;
  - E. Ensuring that disadvantaged communities fully share in the benefit of the Program; and
  - F. Providing a broad spectrum of projects to benefit many types of active transportation users.

d. AB 743: **Passed** SUMMARY: Makes permanent provisions of law that allow local agency formation commissions (LAFCOs) to waive the protest hearing for the annexation of unincorporated islands. Specifically, this bill:

- 1) Deletes the January 1, 2014, sunset date that allows a LAFCO to waive the protest hearing for the annexation of unincorporated islands of 150 acres or less, subject to specific requirements, thereby making the provisions permanent.
- 2) Repeals a code section which specifies a process for island annexations after the existing sunset date.
- 3) Makes findings and declarations, and other conforming changes.

The Senate amendments make findings and declarations that the statutes requiring LAFCOs to annex the unincorporated island and waive protest proceedings, subject to criteria in existing law, are consistent with the intent of promoting orderly growth and development and facilitate the annexation of disadvantaged unincorporated communities, pursuant to existing law.

**8. Topics for Next Meeting/ Additional Items/ Adjourn**

- a. Overview of “Understanding Bicycle Transportation” training provided to Caltrans/local agency staff and other stakeholders by Maggie O’Mara, Caltrans Senior Transportation Engineer, Division of Design
- b. Update on ICE & Roundabouts by Jerry Champa, Office of Liaisons Traffic Engineering, District Liaison
- c. ATP (Active Transportation Program) Update by David Giongco, ATP Manager
- d. Continued discussion on Rumble Strips by Keith Williams, Shasta Living Streets
- e. Discussion on Hazard Signs and HDM Revisions by Kevin Herritt, Supervisory Transportation Engineer and Chief, Office of Geometric Design Standards
- f. Buffered Bike Lane Markings and Guidance to be followed up with CTCDC by Devinder Singh, CTCDC Executive Secretary
- g. Further discussion on Except Bicycle Plaque by David Kemp, Active Transportation Coordinator for City of Davis
- h. Update on the Use of Colored Bike Lanes Extending through Intersections and also the use of Yield to Bicycle signs experimentation by Dario Senior, Transportation Engineer for San Luis Obispo.

**Next Meeting February 6, 2014, Department of Transportation, 1227 O Street, Veterans Affairs Building Room 513, Sacramento, CA (), 10AM to 3PM.**