

1 want to discuss with the Committee, understanding that the
2 Committee cannot take any decision on that issue but this is
3 the opportunity. If you are here for any item that is on
4 the agenda please wait until that item come up. Any members
5 of the public that has any issues to share?

6 No? Seeing none we move on. Well, this is going
7 to be a short meeting.

8 We go to Public Hearing. Okay, I'm going to --
9 When we get to discussion items I will play around with the
10 order a little bit, colleagues, because of the number of the
11 people that are here for the item 09-10. But for Public
12 Hearing we just follow the agenda. Let's go with the Item
13 07-17, Proposal for Road Work Plaque. Mr. Henley.

14 COMMITTEE MEMBER HENLEY: Okay. We are asking to
15 defer that until the next meeting because we need to get
16 some feedback from our construction division and we haven't
17 gotten that yet.

18 COMMITTEE CHAIRMAN BAHADORI: Okay, the item is
19 delayed for the next meeting.

20 We go to the next item, it's coming back to us,
21 it's Item 08-8, bicycle and motorcycle detection. This is
22 follow-up to Assembly Bill 1581 that was passed requiring
23 bicycle detection at traffic signals, new and modifications.
24 Subject to Caltrans approval, adoption and approval of the
25 standards. So who will be representing -- who will be

1 presenting this, Mr. Henley?

2 MR. GAMBOA: Today I will be representing the
3 Subcommittee Chair, which was Ahmad Rastegarpour. He had a
4 family emergency so I have been asked to pinch hit for him
5 today. I have a technical assistant, Bob Shanteau, who will
6 chime in when there's some questions from the Committee.

7 COMMITTEE CHAIRMAN BAHADORI: Thank you. And by
8 the way, colleagues. I know that you introduced yourselves.
9 But when you get up to the podium please reintroduce
10 yourself because they are keeping the minutes and we need to
11 know who is speaking.

12 MR. GAMBOA: Sorry. My name is Dave Gamboa from
13 Caltrans headquarters, signal operations. And I am here
14 today to talk about AB 1581.

15 And going over the minutes from the last meeting.
16 The Committee asked if the subcommittee could address some
17 of these issues before we come to this meeting. And they
18 asked to tighten up the language on the document, which was
19 done. I think everybody has hopefully had a chance to read
20 the agenda item. So that was done. The subcommittee
21 members worked on that.

22 Also they were asked to come up with bicycle
23 timing. There was some question about the minimum eight
24 second green time for the bicycle time, the start-up time.
25 But there was a form that was developed by the subcommittee

1 and that was also in the agenda item.

2 What it describes is a basic six second start-up
3 time plus the width of the intersection divided by the
4 start-up time of the bicycle, which is considered 10 miles
5 an hour at 15 feet per second. And that would be the
6 minimum green time to get a bicycle through the
7 intersection. So that language is listed in the --

8 DR. SHANTEAU: Green plus yellow plus red.

9 MR. GAMBOA: Excuse me?

10 DR. SHANTEAU: Green plus yellow plus red.

11 MR. GAMBOA: Must be greater than the minimum
12 green --

13 DR. SHANTEAU: Plus yellow plus red.

14 MR. GAMBOA: -- plus red. So that language is now
15 part of the new bicycle timing.

16 Also, this is where we are going to use this
17 bicycle timing. And we also plan to have a path study. We
18 will start July 1, 2009 to make sure we are covering all
19 the, all the items regarding the bicycle timing.

20 Also there was also a bicycle/ped push button,
21 well actually it was a bicycle push button, in instances
22 where we had the need for supplemental detection.

23 Those items were all touched on the agenda.
24 Anyway, are there any questions?

25 COMMITTEE CHAIRMAN BAHADORI: Okay, members, we

1 have been through this a few times and we asked it to go
2 back to the Bicycle Advisory Committee, which it did. And I
3 was present in one of the Bicycle Advisory Committees that
4 this was discussed. I participated in another one I think,
5 conference call.

6 So let me ask you this. The Bicycle Advisory
7 Committee, Caltrans Bicycle Advisory Committee, they are all
8 okay with what you are presenting?

9 MR. GAMBOA: Yes they are.

10 COMMITTEE CHAIRMAN BAHADORI: Okay.

11 MR. GAMBOA: They are okay with that. So the next
12 thing is will the Committee, are they good with this.

13 COMMITTEE CHAIRMAN BAHADORI: Okay, now we get
14 into that. Okay colleagues, any questions for the speaker?
15 I am going to start here. Let's go to Mr. Fisher.

16 COMMITTEE VICE CHAIRMAN FISHER: There were a
17 number of technical issues that were brought to my
18 attention, probably five of them, so I'd like to go over
19 there.

20 MR. GAMBOA: Sure.

21 COMMITTEE VICE CHAIRMAN FISHER: But I don't want
22 to dominate the discussion on it. So if there are other
23 ones along the way then I'll go back to some of the other
24 ones.

25 My first one would be on page 11. Under the

1 definition at the bottom of page 11 of limit line detection
2 zone it says it's a six-by-six foot area. However, if you
3 have a wide curb lane you would want the detection zone to
4 extend across that wider lane. So six-by-six works well for
5 a 12 foot lane, a 10 foot lane.

6 So I would like to change the definition of the
7 limit line detection zone to add a sentence that would say:
8 For a lane width of 20 feet or greater, two six-foot-by-six-
9 foot areas shall constitute the limit line detection zone.
10 And so that would ensure if you have a wide lane you have
11 got the detection to identify motorcycles or bicycles. So I
12 would like to take that as a first action.

13 MR. GAMBOA: To include some language that would
14 include those instances where you have a wider lane, okay.

15 COMMITTEE CHAIRMAN BAHADORI: Okay. Mr. Fisher,
16 do you want to go over all your five items.

17 COMMITTEE VICE CHAIRMAN FISHER: Okay.

18 COMMITTEE CHAIRMAN BAHADORI: And then we'll do
19 one motion?

20 COMMITTEE VICE CHAIRMAN FISHER: That would be the
21 first one.

22 One page 12 about three-fourths of the way to the
23 bottom it indicates a bicyclist push button may be used to
24 supplement and then it lists the cases.

25 MR. GAMBOA: Yes.

1 COMMITTEE VICE CHAIRMAN FISHER: And the only one
2 I have a concern about is Item C where it says it may be
3 used where all of the conditions exist. And it says,
4 vehicular right turns are either prohibited or not
5 authorized. My reading of the Vehicle Code is that a
6 bicyclist is allowed to move to the left of a right turning
7 vehicle but is also allowed to stay near the curb. That's
8 my reading of the Vehicle Code. So I wouldn't think you
9 would have to require that right turns be prohibited to have
10 a push button.

11 MR. GAMBOA: Well I can't answer that right now.
12 I know that the thinking when they developed that part, they
13 just wanted to make sure that the bicyclists were not in
14 harms way by placing something like that so they were, they
15 were trying to allow a little degree of safety. So that
16 when there are places that supplement -- If you look at the
17 diagram on page 16 it kind of shows the instances where we
18 would prefer to have something like this.

19 COMMITTEE VICE CHAIRMAN FISHER: Well again, I
20 think bicyclists are allowed to be near the curb; they are
21 also allowed to move away. So that's maybe an item we would
22 want to consider.

23 MR. GAMBOA: Okay.

24 COMMITTEE VICE CHAIRMAN FISHER: On page 13, page
25 13 near the top is a support statement. Yet the, I think

1 the eighth line says a bicyclist push button is only allowed
2 as a supplement because, and then it lists the situations.
3 I think the situations that are listed, A, B, C, are indeed
4 support statements because they are educational, they
5 inform. However, when we have wording like, "is only
6 allowed' that takes on the meaning of a standard, a shall
7 condition. So on the prior page we said push button may be
8 used, which is an option. So what I would suggest is that
9 we delete -- let me see. That we change the sentence to
10 read like a support statement.

11 COMMITTEE CHAIRMAN BAHADORI: So instead of saying
12 "only allowed" say "may be used?"

13 COMMITTEE VICE CHAIRMAN FISHER: Well that would
14 make it an option. So yes, I would say --

15 MR. GAMBOA: So you want it to move from your
16 suggestion --

17 COMMITTEE VICE CHAIRMAN FISHER: Again, I would
18 say let's delete this sentence altogether because on a prior
19 page we say a push button may be used. So we don't need
20 another statement that conflicts with what that says, may
21 only be used where. So I would suggest we delete that
22 sentence.

23 MR. GAMBOA: Wait. The sentence that says, "A
24 bicycle push button is only allowed." Is that the one you
25 are referring to?

1 COMMITTEE VICE CHAIRMAN FISHER: Right.

2 MR. GAMBOA: What about the subsequent?

3 COMMITTEE VICE CHAIRMAN FISHER: Well you can
4 eliminate A, B -- I mean, you can eliminate the letters A,
5 B, C and just list those as educational content.

6 MR. GAMBOA: Okay.

7 COMMITTEE VICE CHAIRMAN FISHER: Which is the form
8 of a support statement.

9 Right above that, and I missed this. Right above
10 that the sentence: "Accordingly, the limit line detection
11 zone need not extend all the way to the curb or edge of
12 pavement." Let me see.

13 MR. GAMBOA: That was the idea that in instances
14 where vehicles are, when they go over the limit line.

15 COMMITTEE VICE CHAIRMAN FISHER: Yes. I think the
16 issue is -- Again, my reading of the Vehicle Code is that
17 bicyclists are allowed to be riding right next to the curb.
18 And therefore I would think you would want to have detection
19 there for those who elect to ride next to the curb. This
20 sentence says, "need not extend all the way to the curb."
21 Well, that's an opinion embedded in a support statement so I
22 was going to recommend that that be deleted as well.

23 And then as we get to the diagrams on the next few
24 pages. The diagram on page 14. I think we should show the
25 push button as option rather than it being deleted. Because

1 again, a bicyclist is allowed to ride next to the curb.

2 MR. GAMBOA: Again, I think the thinking was, the
3 reason why they wanted to do that, because they just felt
4 that it would put bicyclists -- I know they are allowed to
5 do it but, you know, should we be putting things where
6 people may be in conflict with a vehicle?

7 COMMITTEE VICE CHAIRMAN FISHER: Well if you do
8 that, okay.

9 MR. GAMBOA: That was the whole idea for that.

10 COMMITTEE VICE CHAIRMAN FISHER: Okay, all right.

11 MR. GAMBOA: I mean, it is a supplement. So, I
12 mean, you know, there might instances where you would do
13 that but I think the thinking is let's not try to put it
14 somewhere where they can, you know. That detection is
15 supposed to work.

16 COMMITTEE VICE CHAIRMAN FISHER: The what
17 detection is supposed to work?

18 MR. GAMBOA: The one that is supposed to be put in
19 there.

20 COMMITTEE VICE CHAIRMAN FISHER: You mean the
21 limit line?

22 MR. GAMBOA: Whatever detection, when the bicycle
23 detection gets put in it's supposed to --

24 COMMITTEE VICE CHAIRMAN FISHER: Okay. Well if
25 it's the sense that we don't want to allow the option of

1 putting in a push button then we need to show a detector
2 that extends to the curb, for those who drive next to the
3 curb. Otherwise we don't detect them.

4 MR. GAMBOA: So you're saying maybe show detection
5 all the way, all the way across.

6 COMMITTEE VICE CHAIRMAN FISHER: Right, if the
7 lane is 20 feet or more.

8 MR. GAMBOA: I could see where there is a merit to
9 that.

10 COMMITTEE VICE CHAIRMAN FISHER: Okay. And then
11 finally for the diagram on page 16. For those push buttons
12 we would say those are optional. Just to limit, to label it
13 as optional.

14 MR. GAMBOA: As optional, okay. Okay.

15 COMMITTEE VICE CHAIRMAN FISHER: So I guess if we
16 first decide kind of the issue which repeats itself on
17 several pages regarding riding next to the curb. If we can
18 resolve that issue then I think we can resolve several of
19 the points that I've raised.

20 MR. GAMBOA: Basically if you are allowing a wider
21 detection area. Is that what you are referring to?

22 MR. GAMBOA: Right.

23 COMMITTEE VICE CHAIRMAN FISHER: Okay.

24 MR. GAMBOA: And that a bicyclist is allowed to
25 ride next to the curb. Now maybe it's not always a good

1 thing to do if there are right turns but they are not
2 prohibited from doing so.

3 MR. GAMBOA: Okay, all right.

4 COMMITTEE CHAIRMAN BAHADORI: Okay. That's it?

5 COMMITTEE VICE CHAIRMAN FISHER: Oh, and I missed
6 one other one. Page 13, near the bottom on the formula.
7 That the green plus yellow plus --

8 MR. GAMBOA: Yes.

9 COMMITTEE VICE CHAIRMAN FISHER: -- red clearance
10 is greater than. Shouldn't that be greater than or equal
11 to?

12 MR. GAMBOA: Yes.

13 COMMITTEE VICE CHAIRMAN FISHER: Okay.

14 MR. GAMBOA: But I think it was equal to but maybe
15 it was the underlining.

16 COMMITTEE VICE CHAIRMAN FISHER: Oh, okay.

17 MR. GAMBOA: You didn't see that?

18 (Laughter.)

19 COMMITTEE VICE CHAIRMAN FISHER: I missed that.

20 MR. GAMBOA: It's a joke.

21 COMMITTEE VICE CHAIRMAN FISHER: All right.

22 COMMITTEE CHAIRMAN BAHADORI: Okay.

23 MR. GAMBOA: Any other questions? Yes sir.

24 COMMITTEE CHAIRMAN BAHADORI: Chief.

25 COMMITTEE MEMBER MAYNARD: Kind of along the lines

1 with some of the things that John brought up. The bicycle
2 is required to be as close as practical to the right hand
3 edge and there are exceptions when they can move over. But
4 then that doesn't mean that all bets are off and the bicycle
5 gets to go wherever they want on the entire road. So what
6 John was saying about extending those detection zones
7 farther on the right side for those wide lanes on the right,
8 shouldn't the detection zone cover more of the lane in the
9 next lane over so that the bike was riding on the right hand
10 edge of that lane. It could detect the bike as well.
11 Because if the bicyclist moves over to a lane to the left
12 like they are allowed to do in certain circumstances, they
13 have got to be able to trip that detector as well riding as
14 close as they can to the right side of that lane.

15 MR. GAMBOA: Well the hope is for bicyclists --
16 and Bob could help me. But when they ride they are going to
17 take command of the lane if they are in lanes one and two,
18 one or two. Let's say there's three lanes abreast, you
19 know, for arguments sake. So they are going to be -- They
20 are going to take over that lane and then try to be in the
21 middle of that lane, which will set off the detector.

22 COMMITTEE MEMBER MAYNARD: But not all of them
23 will, is what I'm saying.

24 MR. GAMBOA: No, not all of them will. But the
25 law, by going to the letter of the law that is what the

1 thinking is. But in instances where they are not riding
2 fast enough they will have to go more to the right hand side
3 or the third lane.

4 COMMITTEE MEMBER MAYNARD: So if we are defining
5 though what these detection zones should look like the
6 ultimate goal is that the bicycles are able to trip it and
7 not stuck at lights. Why not make that a wider detection
8 zone.

9 MR. GAMBOA: For what lanes, one and two, left
10 turns? Or all three all the way across?

11 COMMITTEE MEMBER MAYNARD: For the lane, yes, that
12 the bikes would be in.

13 MR. GAMBOA: I'll let Bob answer that question
14 real quick.

15 DR. SHANTEAU: I'm Bob Shanteau. I'm
16 transportation engineering liaison for the California
17 Association of Bicycling Organizations and the bicycle
18 representative on the AB 1581 subcommittee.

19 The answer to your questions, Mr. Fisher's and
20 Chief Maynard's, is towards the bottom of page eight where
21 there's a figure.

22 In fact, Devinder, can you bring it up? It should
23 be, I should have one called Agenda. And then go to page
24 eight. You'll see that we have a diagram there showing a
25 right hook conflict. Yes, it is legal. It is strictly

1 legal.

2 You'll have to hit Alt-Tab to go, to go between
3 applications there, to go between windows. Alt-Tab.

4 It is strictly legal for a through bicyclist to go
5 through from the curb, yes. It is strictly legal for a car
6 to go through from the right curb, yes. It is strictly
7 legal for a motorcycle to go straight through from the right
8 curb, yes. But do you want them to?

9 If the lane is 20 feet wide or wider -- If the
10 lane is 20 feet wide or wider that's one lane. It's still
11 one lane, sirs. It's still one lane. One lane means one
12 line of traffic. It doesn't mean that bicyclists keep to
13 the right and next to the curb.

14 We don't want them there, that's where you get
15 right-hooked. We have lost bicyclists. We lost two in
16 Portland a couple of years ago. We lose bicyclists -- we
17 lost one in Santa Barbara. We lost one in Santa Cruz.
18 Killed, literally killed in right hook collisions. We don't
19 want bicyclists there. That's why we don't want to put the
20 push button there. We don't want to encourage bicyclists to
21 ride against the curb, where there's a wide right lane in
22 particular.

23 And to answer your question, if there are -- to
24 turn to the wide right lane example, Sheet 1-A on page 14.
25 That shows, that's the wide right lane that you were asking

1 about. And there it shows the limit line detection zone
2 starting three feet from the lane line, which is where that
3 loop would normally be.

4 I have been a signal engineer much of my life.
5 And that's where you would put the loop is about three feet
6 from the lane line because the loop is six feet wide. Right
7 turners would turn from the curb. After all, right turns
8 are required, the Vehicle Code requires that right turns be
9 made from as close to the curb as practical. So you
10 certainly don't want the bicyclist and the right turner both
11 against the right curb because then the right-turning car is
12 going to right hook that bicyclist. We have lost bicyclists
13 that way.

14 So part of what we bicyclists have committed to do
15 once this is passed, it's premature right now. But once
16 this is passed we will initiate an education program among
17 bicycle -- we will be distributing leaflets to bicycle shops
18 and to bicyclists in as many places as we can find them
19 about where this detection zone is, where they can be
20 detected.

21 An important thing we found out when we were in
22 our subcommittee deliberations was that the local traffic
23 engineers, and remember, we have traffic engineers
24 representing three cities on our subcommittee, the city of
25 San Francisco, the City of Long Beach and the City of LA.

1 And all three of them did not want to have to put down paint
2 markings on any of these new intersections. And to put them
3 down on existing intersections that would be a pain also,
4 but especially not on the new intersections.

5 So if you are not going to put paint down on the
6 new intersections to indicate to bicycles where to stop,
7 bicycles have to know where to stop. And that's the simple
8 rule. The simple rule is, if the lane is say 12 feet wide,
9 stop in the middle. If it's wider, stop about six feet from
10 the lane line. Simple, straightforward, nothing to think
11 about.

12 But if the rule is well gee, if it's wide then
13 push the button, or you may be detected if you are in the
14 lane somewhere. But a right-turning car. What are we going
15 to do about right-turning cars and bicyclists? We don't
16 want to detect right-turning cars but we do want to detect
17 bicyclists. The standard way of doing that, standard
18 operating procedure among signal engineers is to put one
19 loop out three feet from the lane line. And that's exactly
20 what we are proposing, that's how we came up with that
21 recommendation and that's why we are making the
22 recommendation.

23 COMMITTEE CHAIRMAN BAHADORI: Chief, do you have
24 any more questions on this?

25 COMMITTEE MEMBER MAYNARD: I'm just, I'm not clear

1 on why if we are proposing a change or a standard that we
2 would be spelling out where to put loops where we know that
3 they wouldn't detect some bicyclists. Why not, why not
4 extend them where bicycles will be riding. That's my
5 comment.

6 DR. SHANTEAU: Because, perhaps because we expect
7 bicyclists to ride in a different place. We don't expect
8 bicyclists to ride against a curb, they can be killed there.
9 We don't want people to be killed.

10 COMMITTEE CHAIRMAN BAHADORI: And I think both
11 sides have made their point, let's move on to the next
12 issue, Mr. Knowles.

13 COMMITTEE MEMBER KNOWLES: Just a quick follow-up
14 though on that point. Are you saying the standard as you
15 are proposing it would object to a very wide detection zone?
16 I mean, if I am using video I have no constraints on how
17 wide I make that detection zone. So this is a minimum
18 standard. There is nothing that keeps me from setting up
19 more detection.

20 DR. SHANTEAU: Yes, it's a minimum.

21 COMMITTEE MEMBER KNOWLES: Okay. Because there's
22 nothing in here that clearly states that. So I just wanted
23 to be --

24 DR. SHANTEAU: It says, a minimum six-by-six foot
25 detection zone.

1 COMMITTEE MEMBER KNOWLES: Approximate six-by-six.
2 And that's my concern. Especially for a controller with a
3 limited number of channel.

4 DR. SHANTEAU: Sorry, we should have added the
5 word minimum.

6 COMMITTEE MEMBER KNOWLES: Okay.

7 DR. SHANTEAU: We'll do that.

8 COMMITTEE MEMBER KNOWLES: Because I want that to
9 be clear. That if I am going to provide bicycle detection I
10 am going to use a fairly wide zone to blanket the street.

11 DR. SHANTEAU: Okay.

12 COMMITTEE MEMBER KNOWLES: I had some other
13 questions about your thinking when you were setting this up.
14 It appears to me that the legislation talks about using
15 normal, professional practices when setting this up. But
16 there's elements of this that look more like pedestrian
17 detection than vehicle detection, even though we have been
18 arguing that a bicycle is a vehicle and not a pedestrian.

19 Like your clearance interval. It's nothing like
20 what we would apply to any motorized vehicle.

21 MR. GAMBOA: Well.

22 COMMITTEE MEMBER KNOWLES: With a vehicle the only
23 clearance interval is our all-red clearance. A yellow is
24 just a warning that the red is coming, that the green is
25 terminating, yellow is not a clearance interval. And even

1 when we set our minimum greens we are trying to get the
2 vehicle past the limit line. And then you can't start even
3 though your light has turned green until all the vehicles
4 legally in the intersection have cleared the intersection.
5 So this seems like a very different practice than what we
6 use for any other vehicle in --

7 MR. GAMBOA: Well that's the tricky part. We
8 typically -- as you know, I guess your background, I could
9 tell, the way we do yellow intervals, on speed. But
10 bicycles they can't really do that. The type of yellow
11 interval we would do would be diametrically opposed to the
12 way we do it for vehicles. I mean, you were talking about
13 way longer yellow intervals to get a bicycle through the
14 intersection.

15 COMMITTEE MEMBER KNOWLES: And we couldn't do that
16 because of the motorized vehicles.

17 MR. GAMBOA: You can't do that. So we are making
18 an assumption that bicycles will stop, for the most part, if
19 they see a yellow. Before they hit the limit line they are
20 going to have enough, they will have enough reaction time to
21 stop before they get there. But if they are in the middle
22 of the intersection I don't -- I can't say where their
23 standing would be, if they could get through the
24 intersection or not.

25 COMMITTEE MEMBER KNOWLES: So if I understand this

1 correctly, we need to program a minimum green --

2 MR. GAMBOA: Yes.

3 COMMITTEE MEMBER KNOWLES: -- plus a yellow, plus
4 all-red clearance. Plus an additional six seconds because
5 of the start-up loss time for the bicycles?

6 MR. GAMBOA: Well, you would do the -- you would
7 have to come up with whatever the width of the intersection.
8 So let's make it easy on ourselves, let's say the width of
9 the intersection with the bike is 150 feet. That's a big
10 one. And then it's 15 feet per second so you're talking
11 about 10 seconds.

12 COMMITTEE MEMBER KNOWLES: Right.

13 MR. GAMBOA: Plus the start-up time is 16 seconds.
14 This is a real wide intersection, of course. On the other
15 side you need to have, if it's 45 miles an hour well let's
16 say it's 4.5 seconds yellow. Subtract that from the 16,
17 plus your all-red, maybe a second and a half, so it's 6
18 seconds. So you basically have to come up with 10 seconds
19 of minimum green.

20 COMMITTEE MEMBER KNOWLES: Which means every left
21 turn pocket has a ten second minimum green. Every minor
22 street has a ten second.

23 MR. GAMBOA: Well.

24 COMMITTEE MEMBER KNOWLES: Because quite often the
25 left or the minor streets, which have the biggest impact on

1 my capacity. My minor streets crossing the main street,
2 that's the longest crossing. I'm looking at generally ten
3 second minimum greens. So my five second minimum greens are
4 just doubling, you know. I typically use a five second
5 minimum green. Because clearly the formula is saying,
6 minimum green, plus yellow, plus red, and then it refers to
7 an additional six seconds.

8 MR. GAMBOA: Um-hmm.

9 COMMITTEE MEMBER KNOWLES: So I need to add that
10 on to the formula.

11 DR. SHANTEAU: Bob Shanteau again. The answer to
12 your question is on page 11. It's that little graph where
13 we are showing there's a horizontal distance of 6 seconds
14 and then a slanted line at 14.7, approximately 15 per
15 second.

16 COMMITTEE MEMBER KNOWLES: I understand the
17 theory.

18 DR. SHANTEAU: I addressed --

19 COMMITTEE MEMBER KNOWLES: I am trying to
20 understand the impact and make sure I understand your
21 proposal.

22 DR. SHANTEAU: We have to know what, we have to
23 know what your crossing distance is. The crossing distance
24 is on the vertical. If your crossing distance -- I just
25 answered this question from Sean Skehan who is the City of

1 LA representative on the AB 1581 subcommittee. He asked me
2 this. He said, supposing my left turn distance, left turn
3 crossing distance is 60 feet. What is the minimum green
4 time. I said, well you take 60, divide it 15, you get 4.
5 Add 6, you get 10. Subtract -- how long is your yellow,
6 Sean? He said, 3. How long is your all-red? One. So you
7 subtract 4 from 10 and you get 6. So his answer was 6
8 seconds. He said, we'll we're currently using 5 so we're
9 fine with that.

10 What is your crossing, left turn crossing time?
11 Or left turn crossing distance?

12 COMMITTEE MEMBER KNOWLES: As I mentioned the
13 biggest, the biggest impacting is at a minor street, a
14 residential collector crossing a side arterial, you know.
15 In a city like Pleasanton it was easy to have Hopyard Road,
16 you know, a 12 lane road. So it's an exceptionally wide
17 street, you know, maybe 130 feet. And I would literally
18 have to be increasing my minimum green time from the
19 existing five seconds to 12 seconds.

20 DR. SHANTEAU: Well if it's -- you say 130 feet?
21 You go to 130 feet on this drawing, we end up with about
22 approximately 15 seconds to cross for bicyclist crossing
23 time. Subtract, what's your yellow?

24 COMMITTEE MEMBER KNOWLES: Minor street, three
25 seconds. All-red clearance is two.

1 DR. SHANTEAU: Okay, that's five.

2 COMMITTEE MEMBER KNOWLES: That's five seconds.

3 So I've got a ten second minimum green every single time.

4 DR. SHANTEAU: Yes, unless you can discriminate.

5 COMMITTEE MEMBER KNOWLES: And 24/7.

6 DR. SHANTEAU: Unless you can discriminate between
7 bicyclists and motor vehicles the answer to your question is
8 yes. Every time that signal on the side street turns green
9 that will be your minimum green time.

10 COMMITTEE MEMBER KNOWLES: So every time I have a
11 single car a ten second minimum green.

12 DR. SHANTEAU: Yes.

13 COMMITTEE CHAIRMAN BAHADORI: And if you have a
14 bicycle --

15 COMMITTEE MEMBER KNOWLES: And so that's my
16 concern. No, because the detector doesn't know a bicycle
17 from a car.

18 MR. GAMBOA: No, they need to be smarter.

19 COMMITTEE MEMBER KNOWLES: So to me, that's the
20 difficulty with conformance with professional engineering
21 practices. This doesn't reflect our current practices.
22 Because we don't treat cars this way. The minimum green is
23 basically to deal with that start-up lost time. They see
24 the green, they go. Kind of like the walk signal. Time to
25 react to the signal and start walking. But our clearance

1 interval, the all-red is the only thing we use with regards
2 to a clearance interval for a vehicle, and a bicycle is a
3 vehicle. I just wanted to get that clarification.

4 COMMITTEE CHAIRMAN BAHADORI: Okay, let's --

5 COMMITTEE MEMBER KNOWLES: Let me get one other
6 point of clarification.

7 COMMITTEE CHAIRMAN BAHADORI: Yes, let's not spend
8 too much time on a single issue. I want to get all the
9 issues out and give some time for people to speak in the
10 audience and then we'll come back. Mr. Knowles, next issue.

11 COMMITTEE MEMBER KNOWLES: Yes. The only other
12 point I wanted to make with regards to what has been about
13 the detection area is that as a city traffic engineer and
14 having been one for several cities I am concerned not so
15 much with the adult riders as my kids going to school. And
16 that's where I have a problem with a six-year-old or even an
17 eight-year-old taking the lane versus being on the right
18 side of the road.

19 So I do take exception that there are some
20 individuals on bicycles that I would rather have on the
21 right side of the road than out in the middle or the far
22 left side of a 20 foot lane.

23 MR. GAMBOA: What do you encourage your six-year-
24 old when they come to a signalized intersection?

25 COMMITTEE MEMBER KNOWLES: Walk across in the

1 cross walk. But we are establishing a rule here. I'm just
2 saying I take exception to the idea that every cyclist needs
3 to be taking the lane. Some do need to be on the far right
4 side. And a lot of cyclists like to stand with one foot on
5 the curb. And that's why in Thousand Oaks we are putting
6 the push buttons on the outside of the poles because it was
7 right where they like to stop. But okay, that's the end of
8 my questions.

9 COMMITTEE CHAIRMAN BAHADORI: Okay, Mr. Babico.

10 COMMITTEE MEMBER BABICO: No, no comments.

11 COMMITTEE CHAIRMAN BAHADORI: Okay, just before I
12 go to opening for public hearing just one minor comment I
13 have. Whenever you use a formula I suggest you use a legend
14 right under the formula explaining each of the terms that
15 you have used. You have explained the terms in the
16 paragraph preceding the formula. I'm talking about page 13,
17 about signal timing guidance. You have a formula and you
18 have some parameters in there. It says, G minimum, Y, R
19 Clear, W. Be very specific what they are. Although they
20 are explained in the paragraph it always helps when you have
21 a formula in the manual to have a legend. Especially in
22 this case. And the W is always questionable. Okay, where
23 do I measure from, what to what. So that's one suggestion.

24 Colleagues, if you don't have any more questions I
25 am going to open it to the public, this is a public hearing

1 item.

2 Seeing none, thank you very much. We may ask you
3 later to come back when we hear from the rest of the folks
4 in the audience.

5 Anybody who wishes to address the committee on
6 this item please step up to the podium. Chad. Please
7 mention your name, your affiliation, and please try to be
8 very brief on your comments. I will give you three minutes
9 each and at the end of three minute I will rudely interrupt.
10 Go ahead.

11 MR. DORNSIFE: Chad Dornsife, Best Highway Safety
12 Practices Institute. I was recently at a security
13 conference for perimeter security and facility security.
14 With video analytics and some of the new controllers that
15 are really becoming quite inexpensive you could do every one
16 of these call cancels, pedestrians, ADA, everything for a
17 few cents on the dollar without traffic loops, without
18 stanchions, without call buttons. And do it all
19 electronically at very low expense with very high
20 efficiency.

21 So if you have a bicycle who clears early you call
22 cancel. If you have a pedestrian that doesn't go in that
23 direction you call cancel. If you have a person in a
24 wheelchair it sees them, tracks their speed when they clear,
25 they hold it until they clear. The point is that the

1 technology is advancing way beyond the language of this bill
2 and this bill should facilitate new solutions that solve all
3 these call problems. And ten seconds every time a light
4 changes is crazy.

5 So on that particular one if a bicycle approaches
6 it would hold the signal until the bicyclist cleared by
7 demand. If he's slower it would hold it longer and if he
8 wasn't it would clear it sooner. But it would only activate
9 on a bicyclist or a pedestrian, the rest of the time it
10 would be cycling for the automotive.

11 Or if you had a tractor-trailer with double
12 trailers it would see that and it could hold it longer. The
13 point is it can discern a truck from a pedestrian, a child,
14 a bicyclist or a motorcycle and there is no infrastructure
15 to put in the ground other than a camera on the pole.

16 COMMITTEE CHAIRMAN BAHADORI: Thank you. The next
17 speaker, please.

18 MR. AMUNDSON: Hi, my name is Marty Amundson with
19 LA County Department of Public Works. We just had a couple
20 of concerns similar to John Fisher's about the bicycle push
21 button usage. We kind of feel like there are people that
22 would go out and go into the detection area but there are
23 some people that aren't, probably would be afraid to go out
24 towards there and still will hug the curb. Even though
25 through education you might be able to tell them you need to

1 move away from the curb, away to avoid the right hook, there
2 will still be people that will sit at the curb. And that
3 you might want to have a pedestrian push button or you might
4 need to have some more technology to have something.

5 So we have a concern that we would like to have
6 the push button be able to be used based off of engineering
7 judgment about watching people, what they do at an
8 intersection and not having this restricted, saying you
9 cannot use this at all unless you restrict right turns.
10 Which is almost impossible to do at every intersection.

11 But you should consider all bicyclists, not just
12 recreational bicyclists or this person that is just riding
13 to work that doesn't even know all the rules but they just
14 like to hang out by the thing.

15 The other thing we have concerns with is the
16 minimum green. We do have some very, very large
17 intersections in the county that we have. And if we are
18 doing stuff with the left turns. And we did -- if we are
19 measuring distances of up to 200 feet across you are going
20 to have minimum greens for left turns that will average
21 about 15 seconds and even up to 18 or 19 seconds just for a
22 left turn. And so that is a concern with us with the
23 distance.

24 I mean, I think there should be a minimum time but
25 there should also be a limit. Hey, you should not exceed

1 this amount for certain time limits on this. Because it's
2 like, we're going to get complaints at these large
3 intersections when you just have one car at the intersection
4 and they pull away and then we still have to time out
5 another 15 seconds just to make sure, just in case there is
6 a bicyclist out in the intersection. That we are going to
7 get complaints from citizens saying, hey, why isn't this
8 left turn, why is it stuck on. Nobody is there. One car
9 goes and we are sitting there for 15 -- If you have got an
10 eight phase intersection you start wasting gas and time for
11 everybody at these intersections.

12 And that's pretty much our two concerns.

13 COMMITTEE CHAIRMAN BAHADORI: Thank you.

14 MR. AMUNDSON: Thank you.

15 COMMITTEE CHAIRMAN BAHADORI: Next speaker.

16 MR. SHAO: Hi, my name is Bill Shao with City of
17 Los Angeles Department of Transportation. My only comment
18 to this was I wished to see instead of a formula, I would
19 like to see a table like Caltrans table 4D-101. Or at a
20 minimum yellow, the table which -- it's a table which it
21 makes it like non-ambiguous. It's totally straightforward.
22 The reason for that is the legality, legal inquiries.

23 I would hate to see some -- one subject matter
24 expert, you know, in a court of law, presenting this as this
25 is my computation, here is the city staff presenting this

1 computation, and leave up to juries to decide whose
2 computation is, quote, correct versus non-correct. So I
3 would rather have it as a table, thank you.

4 COMMITTEE CHAIRMAN BAHADORI: Anybody else who
5 wishes to speak?

6 MR. BAROSS: Good morning. My name is Jim Baross.
7 I am the vice chair of the California Bicycle Advisory
8 Committee. I also represent two statewide bicycling
9 organizations and the League of American Bicyclists, which
10 has been training cyclists since 1976 to operate properly on
11 the roadway. And I have a couple of comments.

12 First, I don't care, especially where you put the
13 ped button. If it's a deal breaker to get a ped button
14 where it's going to be dangerous for people but you think
15 it's appropriate, it's better to get the detection in place.
16 Right now we have bicyclists who are at risk at
17 intersections that will not change for them. Will not
18 change for them. And many enforcement personnel are giving
19 them tickets for treating that signal as inoperative when
20 they go through when it's red. So we are in a tough
21 situation here. The Legislature agreed with us a year and a
22 half ago. We are pushing two years since the legislation.
23 It's time to get off the ball boys and get our cyclists safe
24 on the roadway.

25 On the issue of timing and phasing. If you cannot

1 provide actuation which is distinguishing slower and faster
2 crossers you need to provide for the slower crosser.
3 Bicyclists are going to get killed, hurt. What is the
4 alternative if you are not going to provide 15 seconds for
5 the bicyclists? Somebody gets delayed, that's unfortunate,
6 but it also means bicyclists are less at risk and more
7 likely they will make it through.

8 As for riding next to the right hand side of the
9 road. Motorists are not supposed to be next to the right
10 hand side of the road when they are going straight through,
11 neither are bicyclists. Your children don't belong in
12 traffic if they don't know how to handle traffic. They
13 belong on the sidewalk crossing as a pedestrian.

14 Same with bicyclists who don't know how to handle
15 traffic. If they don't know how to handle traffic they need
16 to take the pedestrian choice you are providing. If there
17 is a pedestrian crossing there is probably a push button for
18 the pedestrian or some kind of way to be actuated and that
19 is the appropriate accommodation.

20 Not to encourage or allow or certainly putting the
21 bike detection logo next to the curb invites right hook
22 conflicts and opportunities for bicyclists to get hurt.

23 As far as the gentleman, I think you're from the
24 California Highway Patrol. If we can make detection areas
25 wider. In other words, this should be referring to a

1 minimum six-by-six. If we can provide more opportunities
2 for the bicyclist who for some reason needs to be or chooses
3 to be where it's legal to be in the other lanes, left turn,
4 second or third lane, fine. I don't think this precludes
5 that, it just hits at a minimum.

6 And lastly, at least for my points. It's time,
7 it's past time. Bicyclists are legitimate road users. They
8 haven't been accommodated. The Legislature has decided they
9 should be accommodated. It's up to us to come with some
10 minimum standards to get this in place. If it needs to be
11 or can be modified in the future when technology becomes
12 available let's do it then but let's get this on the road
13 now. Thanks.

14 COMMITTEE VICE CHAIRMAN FISHER: Can I ask him a
15 question?

16 COMMITTEE CHAIRMAN BAHADORI: Sure.

17 COMMITTEE VICE CHAIRMAN FISHER: Sir.

18 COMMITTEE CHAIRMAN BAHADORI: Jim, could you come
19 back.

20 COMMITTEE VICE CHAIRMAN FISHER: Yes, I just
21 wanted to make sure I understood what you were saying. For
22 a wide curb lane.

23 MR. BAROSS: Yes.

24 COMMITTEE VICE CHAIRMAN FISHER: Would you prefer
25 that the detection extend across the width of the wide curb

1 lane? Or are you satisfied just to have a six-foot-by-six-
2 foot area for the wide curb lane?

3 MR. BAROSS: I think it's fine to have more area
4 for detection than less. I wouldn't want, for instance, if
5 you did have a wide area, to have any indication to the
6 bicyclists that they are most appropriate next to the curb
7 when they are going straight through. But if the detection
8 area could cover the whole space, fine. My problem, of
9 course, was with the push button, which encourages them to
10 be to the right.

11 Or because there is the option of applying the
12 bicycle logo detection, the paint marking on the pavement
13 for the sweet spot when the detection area is only quite
14 small. I certainly wouldn't want it where it is going to
15 encourage cyclists to do what we have been teaching for 30-
16 plus years not to do.

17 COMMITTEE VICE CHAIRMAN FISHER: So you would want
18 the in-roadway detection but not the push button detection
19 because it encourages bicyclists to stay to the right.

20 MR. BAROSS: Well I think for your level of
21 service, your concern for level of service of an
22 intersection, I don't think you want detection off to the
23 right. You are going to cause a green light to be triggered
24 when the bicyclist or the motorist is turning right, which
25 is legal in a right turn. If you are concerned with level

1 of service and throughput I don't think you want detection
2 where people are turning right, not where they are going
3 straight. But if that is what it takes to get bicyclists
4 detected, please. I am trying to get bicycles detected.

5 COMMITTEE VICE CHAIRMAN FISHER: Thank you.

6 COMMITTEE CHAIRMAN BAHADORI: Any other members of
7 the public?

8 Okay, seeing none I close the public hearing on
9 the item. There are a couple of individuals in the audience
10 that have helped also. I see Maggie hiding there from
11 Caltrans. She has been contributing. And Dave Roseman back
12 there from City of Long Beach, on this issue. But Jim and
13 Bob Shanteau have been very critical in developing this,
14 working with the Bicycle Advisory Committee, and we
15 appreciate all your effort.

16 Okay, well let's bring it back to the Committee.
17 Colleagues, I think this is like the second or third issue
18 that we sent to the subcommittee. And then we have
19 subcommittees and they meet and they come with language and
20 then they come back here and then again we have more issues
21 with it but maybe that's the nature of the beast.

22 So where do we go from here? I think if I
23 captured everything clearly there are three primary issues.
24 There's some minor ones here and there. But one is the
25 definition of the detection area. How do you define that.

1 Second is how we treat the push button. I think
2 the counties and the cities would like to have the option of
3 placing the push button and not being restricted. But then
4 I understand the bicycle group concerns.

5 And probably bigger than those two is the issue of
6 timing. On the issue of timing. My two cents on the issue
7 of timing is that it's like any other new state law. It is
8 going to inconvenience the cities and the counties. You
9 have to go and redo your minimum greens if this passes, if
10 the language passes.

11 But apparently the state legislators felt that the
12 way that we are treating bicycle traffic on our highways is
13 not adequately safe so that's why they passed 1581. So I'll
14 be the last one to say this but next time, if we adopt this
15 the next time somebody calls and says, hey, why am I waiting
16 here? Why is the green on the side street so long? Call
17 your state legislators.

18 Anyway, so Mr. Fisher had the most comments and I
19 think Chief Maynard and Mr. Knowles also captured some of
20 them. So where do we go from here? Do we want to make, is
21 there anyone ready to make a motion? I think if you want to
22 have a motion there are probably seven issues that need to
23 be modified according to what I heard.

24 COMMITTEE MEMBER MANSOURIAN: Mr. Chairman.

25 COMMITTEE CHAIRMAN BAHADORI: Yes, Mr. Mansourian.

1 COMMITTEE MEMBER MANSOURIAN: I have one question
2 from John on timing. And the reason I am picking John is
3 because of the impact to large cities, I want to learn.

4 And then I want to ask Robert about the law
5 enforcement and the bike, whether they belong on the right
6 or not.

7 So on the issue of timing, John, just look at it
8 from a big city point of view. So we have got to get the
9 bicyclists across in a safe manner, right. They can't rush
10 it. So the math comes out to whatever it is, 15 seconds.
11 It's no different than when we had to accommodate for
12 wheelchairs crossing on the pedestrian crosswalk and that
13 created congestion. But we couldn't come up with any way to
14 get them to go faster.

15 So if I am correct on what I just said then that's
16 a given and it will create congestion. I don't know what
17 else we can do. Other than then maybe we can come up with a
18 way of detecting bicycles. So then when there is -- in the
19 examples like Marty of LA County gave, you have a long
20 timing for only one car because the current detectors cannot
21 pick the difference between a bicyclist and a car. So if we
22 would install --

23 So what I am saying is, does it make sense for
24 large jurisdictions, or rural counties like us, have a
25 choice of either you live with the long timing or detect the

1 bicycles. Am I understanding that issue correctly or is it
2 much bigger than that?

3 COMMITTEE VICE CHAIRMAN FISHER: Well I think as
4 has been pointed out, for many of our conventional
5 intersections the minimum time would be close to the range
6 of what we are using now. But I think when you get to the
7 skewed intersection or the very wide intersection you are
8 going to have some minimum times which sometimes far exceeds
9 the demand that is there. And I think ultimately the answer
10 is to have some sort of discriminating detectors which can
11 distinguish between a bicycle and a vehicle and somehow
12 provide the time associated with what it is detecting.

13 Now I've got people on my staff, Sean and Bill,
14 who may know the feasibility of that. But I think
15 ultimately technology is going to have to find a way to
16 ensure that we don't have a lot of wasted signal timing out
17 there. I am not sure that technology is there quite yet.
18 However, we will be experimenting with a detector that
19 supposedly can distinguish the mode of vehicle that is over
20 it. But I think the jury will be out on that for awhile.

21 But the bottom line is is this the law. And, you
22 know, it is going to create some inefficiencies at some
23 locations. So I think we need to pursue technology to make
24 sure that we don't have a lot of wasted time at some of
25 these unique type of intersections.

1 COMMITTEE CHAIRMAN BAHADORI: Deborah.

2 COMMITTEE MEMBER WONG: I had a comment related to
3 that. Does it make sense then to add some language that
4 allows for that technology when it is available to be used.
5 In lieu or in there. Where does it state that?

6 COMMITTEE VICE CHAIRMAN FISHER: Yes. "The limit
7 line detection system that can discriminate between
8 bicyclists and vehicles may be used to extend the length of
9 the minimum green." I'm not sure we have all seen it yet.
10 I'm not sure to what degree it's developed yet. But you
11 know where there is a need there's a clever inventor out
12 there.

13 COMMITTEE CHAIRMAN BAHADORI: If there's bucks to
14 be made somebody will make it.

15 COMMITTEE MEMBER MANSOURIAN: Can I then go on my
16 second question?

17 COMMITTEE CHAIRMAN BAHADORI: Sure.

18 COMMITTEE MEMBER MANSOURIAN: Robert, last time we
19 also talked about whether the bicyclist, this issue of
20 whether they can be on the right side or they can't.
21 Remember, we had all of that discussion. And that appears
22 to be the issue. I would appreciate hearing your point of
23 view on the law, the law enforcement side. Not the
24 philosophy part that people say you belong there or you
25 don't. But are we creating a conflict with the existing

1 vehicle code by doing what is being proposed? Or this is
2 not a conflict, it's just a philosophical difference.

3 COMMITTEE MEMBER MAYNARD: As far as which
4 proposal?

5 COMMITTEE MEMBER MANSOURIAN: The part about
6 bicyclists being on the right lane and the push button and
7 whether, you know. That's where I need your, your advice.

8 COMMITTEE MEMBER MAYNARD: Well the Vehicle Code
9 says that the bicyclists shall travel as close as practical
10 to the right hand edge and then there are exceptions for
11 when the bicycle is allowed to move away from location. And
12 at the case of an intersection where right turns are
13 permitted the bicyclist is permitted to move over to the
14 left to allow sufficient room for a car to turn right
15 without creating that right hook conflict. It doesn't say
16 they have to move over to the left.

17 And I think when you get to the discussion or
18 comments like, well we don't want bicycles there, that's
19 when you get into the philosophical discussion. The Vehicle
20 Code says they shall be to the right except in these
21 circumstances. Then they can move over to a safer location.

22 But if we are talking about minimum greens and
23 those kinds of things that have to be in effect 24/7 to
24 account for bicyclists to allow safe passage, what about the
25 times when you are on a road where there is no traffic?

1 Since the bicyclist is allowed and is supposed to be as far
2 to the right as possible, if they are the only ones out
3 there and there is nobody else there is no reason for a
4 bicycle to move over to the left and take the center of an
5 adjacent lane.

6 So if in that circumstance they can't be detected
7 by a loop detector that goes far enough across the lane to
8 detect them then I don't know why there is a problem with
9 having the option of having the push button so that they can
10 get across in a safe manner at some point in time without
11 having to run the red or, you know, whatever else they are
12 having to do. Did I answer your question?

13 COMMITTEE MEMBER MANSOURIAN: Yes, thank you.

14 COMMITTEE CHAIRMAN BAHADORI: Okay, anybody else?
15 Mr. Knowles.

16 COMMITTEE MEMBER KNOWLES: I would recommend that
17 in the interest of getting something out there that
18 standardizes the installation of bicycle detection, that I
19 would recommend voting on this section by section so that we
20 can take the issue of the detection separately from the
21 timing. There are so many issues as we go through this word
22 by word that --

23 COMMITTEE CHAIRMAN BAHADORI: Okay.

24 COMMITTEE MEMBER KNOWLES: It's more important to
25 me to get the detection out there than to specify right now

1 exactly what the timing should be.

2 COMMITTEE CHAIRMAN BAHADORI: Again just to remind
3 everybody. Whatever we do today here, ultimately this thing
4 is not in effect until Caltrans issues the policy directive.
5 So the idea -- so let's move and I don't know how long that
6 is going to take.

7 But there is a suggestion that you look at the
8 issue of detection and timing separately. Colleagues, what
9 is your pleasure on that? Do you think it's productive?

10 COMMITTEE MEMBER BABICO: Mr. Chairman?

11 COMMITTEE MEMBER KNOWLES: Mr. Knowles, if I --
12 sorry, Mr. Babico. Mr. Knowles, if I understand you
13 correctly, you may feel comfortable with the detection issue
14 but you may have some reservations on the timing part.

15 COMMITTEE MEMBER KNOWLES: Strongly, yes.

16 COMMITTEE CHAIRMAN BAHADORI: But if you do that
17 then Caltrans has to issue two policy directives. One
18 policy directive is going to amend MUTCD only on the
19 detection. And then whenever the issue of timing is
20 resolved then that is another policy directive.

21 Mr. Babico.

22 COMMITTEE MEMBER BABICO: Yes. Well, we do have a
23 committee that they prepared these findings, whether they
24 are private or within Caltrans. And they hear all the
25 comments and recommendations. Why don't we have them to

1 take this and bring them back next CTCDC meeting with the
2 resolution.

3 COMMITTEE CHAIRMAN BAHADORI: That was the idea,
4 that there was a subcommittee that was formed that was
5 chaired by Mr. Shanteau and we had representation.

6 DR. SHANTEAU: By Ahmad.

7 COMMITTEE CHAIRMAN BAHADORI: Pardon.

8 DR. SHANTEAU: Ahmad, Ahmad.

9 COMMITTEE VICE CHAIRMAN FISHER: It was chaired by
10 Caltrans.

11 COMMITTEE CHAIRMAN BAHADORI: By Mr. Rastegarpour
12 from Caltrans. And it was -- we had participation from Long
13 Beach, LA and other cities and Caltrans of course. And they
14 worked on this. And then they took this to the Bicycle
15 Advisory Committee, which is a Caltrans committee. So this
16 is the result of their work.

17 Now if you are suggesting that they take these
18 comments that they heard today back to the subcommittee and
19 to the committee that's, that's an approach and you are
20 welcome to make a motion if that's what you want.

21 COMMITTEE MEMBER BABICO: I am making that motion.

22 COMMITTEE CHAIRMAN BAHADORI: So what is your
23 motion?

24 COMMITTEE MEMBER BABICO: To bring this subject to
25 the next meeting after considering and resolving these

1 comments and issues raised by the CTCDC panel.

2 COMMITTEE CHAIRMAN BAHADORI: All the issues that
3 were raised by all the parties?

4 COMMITTEE MEMBER BABICO: Right.

5 COMMITTEE CHAIRMAN BAHADORI: I have a motion on
6 the floor. Is there a second?

7 COMMITTEE MEMBER HENLEY: Can I --

8 COMMITTEE CHAIRMAN BAHADORI: Hold on. If motions
9 don't get seconded they don't go. I have a motion. Is
10 there a second on the motion?

11 Seeing none the motion dies.

12 COMMITTEE MEMBER BABICO: I tried.

13 COMMITTEE MEMBER MANSOURIAN: May I?

14 COMMITTEE CHAIRMAN BAHADORI: Yes sir.

15 COMMITTEE MEMBER MANSOURIAN: I think, I think we
16 owe it to the committee members who put a lot of hours, and
17 ourselves, to get rolling on this. The subcommittee is
18 making a recommendation to us. It's in front of us. We in
19 turn are going to make a recommendation to Caltrans. Let's
20 do that. Let's do whatever part of the subcommittee
21 recommendation that we don't like. We don't need to agree
22 with them, just like Caltrans doesn't need to agree with us.
23 But let's go on.

24 My suggestion is, let's start with a motion of
25 adopting what they have recommended. And then any part we

1 don't like go ahead and change it. And then at the end see
2 if we have it or not. I think we need to resolve this
3 issue. Construction season is upon us and I think we need
4 to be out there, not wait another whole year.

5 COMMITTEE CHAIRMAN BAHADORI: Thank you.

6 COMMITTEE MEMBER MANSOURIAN: That's my
7 recommendation.

8 COMMITTEE CHAIRMAN BAHADORI: Mr. Henley.

9 COMMITTEE MEMBER HENLEY: Yes, there are a couple
10 of things I think we can all agree on in that these are the
11 minimum standards. And I think we talked about changing a
12 word so that it would make it clear that there is a minimum
13 detection area and if you have got a wide lane you could
14 have more detectors or a wider detector. And I think we can
15 all pretty well agree on that.

16 And then there was the issue about whether we
17 should show a formula or a table. There was a preference to
18 the table. But if we don't have the table we at least have
19 to have clarification on the formula.

20 COMMITTEE CHAIRMAN BAHADORI: On the legend, on
21 the legend. I think it's a good idea. Because it was my
22 idea it's a good idea --

23 (Laughter.)

24 COMMITTEE CHAIRMAN BAHADORI: -- to add, to add
25 the legend on the table. I would like to caution you,

1 except if you can calculate on maybe five feet increments
2 and go all the way to 300 feet it's going to be a pretty
3 long table. Because you really, it's going to be pretty
4 difficult to foresee what is the widest possible W. But
5 anyway, that is an option to look at.

6 But I agree with the gentleman who made the
7 mention. I mean, the defense attorneys, they love this
8 stuff. When they see a formula and there is room, you know.
9 I have been to a few of those. Jim Hudson and I used to
10 work in City of Orange together. We have had a few traffic
11 accident investigations.

12 Okay. So Mr. Mansourian, if I hear you correctly
13 -- by the way, the standards for the construction part, when
14 the policy directive is issues, will apply only to the new
15 signals or when you modify the signal. The timing part is
16 going to go into effect for all the signals. So there is a
17 distinction there also. So is that your suggestion,
18 Mr. Mansourian, that we just go through these comments maybe
19 one more time in a summary form and have Caltrans work the
20 language?

21 COMMITTEE MEMBER MANSOURIAN: I would suggest, I
22 would Jeff and John point out the clarifications, and Robert
23 if he has any, to specific, you know. And then if we all
24 agree then that's our motion. But, you know, beginning page
25 11, I believe, is where the subcommittee's proposal begins.

1 COMMITTEE CHAIRMAN BAHADORI: Okay, so let's have
2 it in the form of a motion so we can move this thing.
3 Mr. Fisher, do you want to take the lead on making a motion
4 outlining the recommendations and changes that you
5 suggested.

6 COMMITTEE VICE CHAIRMAN FISHER: I would like to
7 move that the committee first give direction on whether we
8 want the detection for a wide curb lane, across the width of
9 the wide curb lane. And I think then if we can resolve
10 that, then we can move on the other items. Would that be
11 okay to do it that way?

12 COMMITTEE CHAIRMAN BAHADORI: Absolutely.

13 COMMITTEE VICE CHAIRMAN FISHER: So I move that we
14 resolve that we want detection across the full width of a
15 wide lane. And I will then suggest wording to that effect.

16 COMMITTEE CHAIRMAN BAHADORI: So there is a motion
17 to define the detection area as wide as the lane may be.

18 COMMITTEE MEMBER MANSOURIAN: Second.

19 COMMITTEE CHAIRMAN BAHADORI: There is a motion
20 and a second. Discussion?

21 COMMITTEE VICE CHAIRMAN FISHER: I mean, just to
22 get philosophical concurrence.

23 COMMITTEE CHAIRMAN BAHADORI: Yes.

24 COMMITTEE VICE CHAIRMAN FISHER: We can work on
25 the words. But I think we need to resolve this

1 philosophical discussion, this philosophical issue first. I
2 think as the --

3 COMMITTEE CHAIRMAN BAHADORI: God help us, a bunch
4 of engineers discussing philosophy.

5 COMMITTEE VICE CHAIRMAN FISHER: Right. But I
6 respect what Mr. Shanteau has come up with indicating that
7 we don't necessarily want them to ride next to the curb
8 because they are going to get hooked by a right turn that
9 turns not next to the curb but a little bit far from the
10 curb. And I think I respect that. And I think education
11 should help teach the more seasoned bicyclist to ride in
12 that fashion.

13 But I think also because the vehicle code allows
14 you to be next to the curb there are going to be some
15 bicyclists who will exercise that right. And therefore I
16 think the prudent thing to do is to make sure we detect all
17 bicyclists if we have a curb lane of a certain width.

18 COMMITTEE CHAIRMAN BAHADORI: Okay, there is a
19 motion and second on the floor. Discussion? Mr. Knowles.

20 COMMITTEE MEMBER KNOWLES: I was wondering if
21 there is an alternative. The sticking point seems to be the
22 six-by-six. What if we were just talking about the six foot
23 area immediately behind the limit line? Because that is
24 really where we are putting the detection and that way we
25 are not mandating the detection go all the way across the

1 wide lane.

2 Because I may separate that into two separate
3 detections. Using my video I may have the left section and
4 the right section. Because the right section I want to
5 apply some detection delay to, to allow for that right turn
6 on red. It will detect the cyclist but there may be a 10 or
7 20 second delay before it goes in. But the left section of
8 the lane there would be no delay whatsoever.

9 So I wouldn't want to do a blanket statement I
10 have to provide detection all the way across the lane. You
11 know, what we are dealing with really is that six foot area
12 immediately behind the limit line is where we need to
13 provide this bicycle and motorcycle detection.

14 COMMITTEE VICE CHAIRMAN FISHER: But as a
15 practical matter, loops come in six foot increments.

16 COMMITTEE MEMBER KNOWLES: Not videos. It's
17 whatever you draw.

18 COMMITTEE VICE CHAIRMAN FISHER: Okay. For video
19 you're correct, you can do it. If you are using conductive
20 loop detectors they come in six foot increments.

21 COMMITTEE MEMBER KNOWLES: Not if you do it
22 lengthwise across the lane instead of depth.

23 COMMITTEE VICE CHAIRMAN FISHER: Well, with the
24 quadrapole design that we have there?

25 COMMITTEE MEMBER KNOWLES: I just didn't want to

1 limit my ability in saying that I had to provide detection
2 across the entire lane. Because I would treat a 20 or 22
3 foot lane separately. I would probably do two separate --

4 COMMITTEE CHAIRMAN BAHADORI: Okay. Mr. Henley.

5 COMMITTEE MEMBER HENLEY: My question on it. If
6 we go all the way across that wide lane do we, you know,
7 start sacrificing capacity for the right turners?

8 COMMITTEE MEMBER KNOWLES: Yes.

9 COMMITTEE MEMBER HENLEY: I think every time you
10 have somebody making a right turn you are going to wind up
11 going through a green cycle and it's probably not necessary.

12 COMMITTEE VICE CHAIRMAN FISHER: Well, but it can
13 cancel out. It can cancel out.

14 COMMITTEE MEMBER HENLEY: Oh, it can.

15 COMMITTEE VICE CHAIRMAN FISHER: If the right turn
16 leaves then the call is dropped.

17 COMMITTEE MEMBER HENLEY: Okay.

18 COMMITTEE CHAIRMAN BAHADORI: Okay, there is a
19 motion and a second on the floor.

20 COMMITTEE MEMBER MANSOURIAN: Sorry, I have a
21 quick question.

22 COMMITTEE CHAIRMAN BAHADORI: Sure.

23 COMMITTEE MEMBER MANSOURIAN: What Jeff says and
24 what John is suggesting, why can't we have both? I mean, I
25 think if I read John's idea, the idea of being wide is so

1 everybody is detected. And Jeff is correct that I might not
2 want to detect but he still wants to pick them up. So why
3 can't be the language that either you pick them up or you
4 have to be putting loop. You see what I'm -- I mean, we
5 don't want -- the concept is to pick them up. How you do it
6 -- so let's give them that choice.

7 COMMITTEE CHAIRMAN BAHADORI: It's up to the
8 maker. We are just moving the process forward. It is up to
9 the maker of the motion if he wants to amend his motion.

10 COMMITTEE VICE CHAIRMAN FISHER: Well, I think we
11 wanted to get general agreement on the concept.

12 COMMITTEE CHAIRMAN BAHADORI: So that's what I'm
13 trying to get.

14 COMMITTEE VICE CHAIRMAN FISHER: Before we got
15 into the details.

16 COMMITTEE CHAIRMAN BAHADORI: That's what I am
17 trying to get.

18 COMMITTEE VICE CHAIRMAN FISHER: So do we agree on
19 the concept?

20 COMMITTEE MEMBER MAYNARD: The concept that we are
21 trying to detect bicycles across the entire width of the
22 lane.

23 COMMITTEE VICE CHAIRMAN FISHER: Of a wide lane,
24 yes.

25 COMMITTEE CHAIRMAN BAHADORI: So there is a motion

1 that the Committee supports the concept of detecting
2 bicycles for the full width of the lane, on the curbside
3 lane, regardless of the width of the lane. And there is a
4 second on that. Do you want to work on that concept before
5 we can move forward? All those in favor?

6 (Ayes.)

7 Opposition? Okay.

8 COMMITTEE MEMBER KNOWLES: What is the specific
9 language?

10 COMMITTEE CHAIRMAN BAHADORI: No, no, no, it's a
11 concept.

12 COMMITTEE VICE CHAIRMAN FISHER: It's a vote on
13 the concept.

14 COMMITTEE CHAIRMAN BAHADORI: It's a concept, it's
15 a concept, before we can move to the specifics. So the
16 concept is approved, Mr. Fisher.

17 COMMITTEE VICE CHAIRMAN FISHER: Okay, all right.
18 So let me --

19 COMMITTEE MEMBER HENLEY: Did everybody say yes?

20 COMMITTEE CHAIRMAN BAHADORI: Yes, it was
21 unanimous.

22 COMMITTEE MEMBER MANSOURIAN: Now John has ten
23 seconds to come up with --

24 COMMITTEE VICE CHAIRMAN FISHER: Now using the
25 language --

1 COMMITTEE CHAIRMAN BAHADORI: We solved the
2 philosophy part.

3 COMMITTEE VICE CHAIRMAN FISHER: Okay.

4 COMMITTEE CHAIRMAN BAHADORI: Now let's get to the
5 engineering.

6 COMMITTEE VICE CHAIRMAN FISHER: All right. Now
7 at the bottom of page 11 under definition 29A. The language
8 that is there is that an approximate six-foot-by-six-foot
9 area for a normal lane, okay. So you've got the word
10 "approximate" and you've got the word "normal lane" okay.
11 We are talking about a normal lane is generally in the range
12 of 12 feet, 11 feet, whatever. And so what we are talking
13 about is for a wide curb lane. That's not a normal lane,
14 it's a wide curb lane.

15 So I would proposal that we keep the language that
16 is already there but add a sentence that would say: For a
17 lane width of 20 feet or greater, two six-foot-by-six-foot
18 areas shall constitute the limit line detection zone. The
19 reason for that is that these special loops come in six foot
20 increments. Twenty feet is about the minimum width where
21 you could fit another six foot loop in.

22 COMMITTEE CHAIRMAN BAHADORI: Okay, let's -- There
23 is no way we can get all this done in one motion. Let's
24 move one paragraph maybe at a time. So your, let's make it
25 in the form of a motion moving on. So you make a motion to

1 add that sentence to where, 29A, right?

2 COMMITTEE VICE CHAIRMAN FISHER: To the end of
3 29A.

4 COMMITTEE CHAIRMAN BAHADORI: To the end of 29A on
5 page 11.

6 COMMITTEE VICE CHAIRMAN FISHER: Right.

7 COMMITTEE CHAIRMAN BAHADORI: There is a motion,
8 is there a second.

9 COMMITTEE MEMBER MANSOURIAN: Second.

10 COMMITTEE CHAIRMAN BAHADORI: There is a motion
11 and second. Discussion on adding that sentence to the end.
12 Mr. Knowles.

13 COMMITTEE MEMBER KNOWLES: I guess because we are
14 dealing with different technology and we wanted to be
15 technology neutral. I still question the six-by-six simply
16 because when we are drawing in video everything is
17 approximate. We are not saying minimum, you know. I guess
18 I am not clear because my typical detection zones, what we
19 are drawing don't resemble anything six-by-six. We are
20 drawing them, you know, standing in the field on a screen.
21 They are not six-by-six.

22 COMMITTEE CHAIRMAN BAHADORI: But it says,
23 approximately six-by-six.

24 COMMITTEE MEMBER KNOWLES: But I mean, if it's a
25 minimum of it's something. But six-by-six. I have a hard

1 time with six -- what do I explain in court, you know. How
2 exact do we need to be when we are drawing, you know,
3 detection zones, the technician is drawing them in the
4 field? We are getting detection. We are going to verify
5 that we are getting detection. And we are going to
6 customize that field to get the detection, you know. You
7 know how with the variety that are out there. And for me,
8 two six-by-sixes doesn't cut it.

9 COMMITTEE MEMBER BABICO: What if you use about
10 six-by-six.

11 COMMITTEE CHAIRMAN BAHADORI: It already says,
12 approximately.

13 COMMITTEE MEMBER KNOWLES: A minimum of six-by-
14 six?

15 COMMITTEE MEMBER BABICO: I didn't say minimum, I
16 said about. It could be minimum, it could be approximate.

17 COMMITTEE MEMBER KNOWLES: Well ten-by-six is not
18 about six-by-six.

19 COMMITTEE VICE CHAIRMAN FISHER: Well Jeff, is
20 your issue resolved if we strike out the words "an
21 approximate" and use "a minimum?"

22 COMMITTEE MEMBER KNOWLES: Yes. Okay. I will
23 amend my motion for the first sentence to say, a minimum
24 six-foot-by-six-foot area, blah-blah-blah.

25 COMMITTEE MEMBER KNOWLES: Okay.

1 COMMITTEE VICE CHAIRMAN FISHER: And then for the
2 second sentence that I propose that we add --

3 COMMITTEE CHAIRMAN BAHADORI: You want to read it
4 one more time, please.

5 COMMITTEE VICE CHAIRMAN FISHER: Okay, so here is
6 my amended motion for 29A. A minimum six-foot-by-six-foot
7 area immediately behind the limit line, either centered in a
8 normal lane width or approximately three feet from the left
9 lane line if a right turn lane is more than 12 feet wide.
10 For a lane width of 20 feet or greater --

11 COMMITTEE CHAIRMAN BAHADORI: That's a new
12 sentence.

13 COMMITTEE VICE CHAIRMAN FISHER: Yes, the new
14 sentence. For a lane width of 20 feet or greater, two
15 minimum six-foot-by-six-foot areas shall constitute the
16 limit line detection zone.

17 COMMITTEE CHAIRMAN BAHADORI: Okay. Do you want
18 to second that?

19 COMMITTEE MEMBER MANSOURIAN: Yes, second.

20 COMMITTEE CHAIRMAN BAHADORI: Okay, there is a new
21 motion, second. Discussion on that one?

22 Seeing none do you want to vote? All those in
23 favor of the motion say aye.

24 (Ayes.)

25 COMMITTEE CHAIRMAN BAHADORI: Opposition?

1 Passes unanimously.

2 Second one. On page 12 we have Item C under where
3 it says vehicular right turns are either prohibited or not
4 authorized. And you were wondering about the California
5 Vehicle Code compliance. So does this resolve that issue
6 now?

7 COMMITTEE VICE CHAIRMAN FISHER: Okay, we have
8 already determined that we will put detection in a wide lane
9 to detect the bicycles. So I guess the issue is then do we
10 want to allow a bicycle push button where we already have
11 detection as an option? I heard from the guests in the room
12 that some thought it was a good idea because --

13 COMMITTEE CHAIRMAN BAHADORI: The reason I said,
14 Mr. Fisher, this may be a non-issue now is because that was
15 an issue when you were restricting the detection area to the
16 left side of the lane.

17 COMMITTEE VICE CHAIRMAN FISHER: Right.

18 COMMITTEE CHAIRMAN BAHADORI: Now that we are
19 defining and expanding the detection area, so it's the
20 matter of form of detection. It's either the loop or camera
21 for video detection. And why not with the push button as an
22 option. There is no harm in that one.

23 COMMITTEE VICE CHAIRMAN FISHER: It seems like
24 there is no harm but then I heard someone say that well, you
25 are encouraging them to always stay to the right if you put

1 the push button there. Because that will be highly visible
2 and then they will be inclined to stay to the right. So I
3 am a little conflicted on this one.

4 COMMITTEE CHAIRMAN BAHADORI: Yes. Because the
5 language the way it is now you have the option of putting
6 the push button if the right turn is prohibited.

7 COMMITTEE VICE CHAIRMAN FISHER: Right.

8 COMMITTEE CHAIRMAN BAHADORI: Otherwise you cannot
9 put the push button there. Which is like 99.9 percent of
10 intersections.

11 COMMITTEE VICE CHAIRMAN FISHER: Well I move then,
12 since we resolved the issue of extending the detection
13 across a wide lane, that we remove Item C.

14 COMMITTEE CHAIRMAN BAHADORI: You want to make a
15 motion.

16 COMMITTEE MEMBER MANSOURIAN: John, I'm sorry,
17 would you say which Item C.

18 COMMITTEE VICE CHAIRMAN FISHER: I'm sorry, near
19 the bottom of page 12.

20 COMMITTEE MEMBER MANSOURIAN: Are you under Option
21 or under Guidance?

22 COMMITTEE VICE CHAIRMAN FISHER: Under Option.

23 COMMITTEE MEMBER MANSOURIAN: Okay.

24 COMMITTEE VICE CHAIRMAN FISHER: Bicyclist push
25 button may be used. And it says, where vehicular right

1 turns are either prohibited or not authorized. I'd move
2 that we strike that language C.

3 COMMITTEE CHAIRMAN BAHADORI: There is a motion to
4 strike language C on page 12. Is there a second?

5 COMMITTEE MEMBER MANSOURIAN: I'll second that and
6 I want to ask Robert one more time to advise us. So I
7 second it for discussion.

8 COMMITTEE CHAIRMAN BAHADORI: Okay, for discussion
9 purposes the motion and second. Chief.

10 COMMITTEE MEMBER MAYNARD: Well, so what you are
11 saying is -- the language as written says that you can only
12 have a push button where right turns are prohibited or not
13 authorized.

14 COMMITTEE CHAIRMAN BAHADORI: That's the proposed
15 language, yes.

16 COMMITTEE MEMBER MAYNARD: So if we strike that
17 then we are saying that the push buttons can only be used
18 for the first two.

19 COMMITTEE CHAIRMAN BAHADORI: This is an option,
20 it's not only. It just gives an option to the locals.

21 COMMITTEE MEMBER MAYNARD: The option is only
22 where all the following apply.

23 COMMITTEE VICE CHAIRMAN FISHER: So in other words
24 you would be able to use it where right turns are allowed.

25 COMMITTEE MEMBER MAYNARD: Oh, I see what you are

1 saying, right.

2 COMMITTEE CHAIRMAN BAHADORI: In other words, when
3 there is an option language it's the local discretion based
4 on engineering judgment.

5 COMMITTEE MEMBER MAYNARD: Well then I guess I'm
6 confused, John, about -- I thought you were conflicted about
7 having those highly visible where a right turn is
8 authorized. I mean, technically, you know, technically they
9 are allowed to be there. So if we have detection outside
10 the push button then you probably wouldn't need the push
11 button. But should the local engineer have the option of
12 determining based on their best judgment that on a
13 particular intersection they need it there. There is no
14 conflict of the Vehicle Code having it there.

15 COMMITTEE VICE CHAIRMAN FISHER: Right. I would
16 argue that, now that I think about it, if you have a 16 foot
17 lane, not quite wide enough to put in the two six-foot-by-
18 six-foot detectors, you are going to have the right half of
19 your lane undetected. Now you could argue then you want
20 bicyclists then to take the lane. But some are not going to
21 take the lane.

22 COMMITTEE MEMBER MAYNARD: Right.

23 COMMITTEE VICE CHAIRMAN FISHER: So I think the
24 only option for them is to press the button. So that's why
25 I would suggest removing Item C.

1 COMMITTEE CHAIRMAN BAHADORI: Mr. Knowles, you had
2 your hand up. Do you have something to add?

3 COMMITTEE MEMBER KNOWLES: I guess first I would
4 question. Is this language at all reflecting anything in
5 the federal MUTCD. Because for me it works best if you put
6 a period after "detection." "A bicyclist push button may be
7 used to supplement the required limit line detection." And
8 strike everything else.

9 Because it puts certain jurisdictions in jeopardy
10 where based on engineering judgment they put that in. We
11 are saying it's supplementing what we just defined as limit
12 line detection. But we are saying you can only -- we are
13 already telling this engineer, you can only use it in these
14 cases. And exactly -- unless we are reflecting the federal
15 MUTCD, why exactly based on the legislation, are we telling
16 engineers they can only use it under these conditions. So I
17 would recommend that we put a period after "detection" and
18 strike the rest of it.

19 COMMITTEE CHAIRMAN BAHADORI: What was that you
20 were suggesting?

21 COMMITTEE MEMBER KNOWLES: That this section for
22 support. You know, when you get down to, a bicycle push
23 button may be used to supplement the required limit line
24 detection, period. And that you don't need the rest of the
25 language.

1 COMMITTEE CHAIRMAN BAHADORI: So you are, so you
2 are suggesting to get rid of that option altogether, right?

3 COMMITTEE MEMBER KNOWLES: You get rid of
4 everything starting with, only where all. Get rid of A, B
5 and C.

6 COMMITTEE MEMBER MANSOURIAN: I think that makes a
7 lot of sense.

8 COMMITTEE MEMBER WONG: Yes.

9 COMMITTEE MEMBER MANSOURIAN: Because it leaves us
10 room. And we don't need to start getting into specifics.

11 COMMITTEE VICE CHAIRMAN FISHER: I would agree
12 with that.

13 COMMITTEE CHAIRMAN BAHADORI: So you are
14 withdrawing your motion?

15 COMMITTEE VICE CHAIRMAN FISHER: I am withdrawing
16 my motion.

17 COMMITTEE CHAIRMAN BAHADORI: Or you are amending?
18 Okay, let's --

19 COMMITTEE VICE CHAIRMAN FISHER: I will amend it.

20 COMMITTEE MEMBER BABICO: We have spent over an
21 hour and a half on one item.

22 COMMITTEE MEMBER KNOWLES: But remember, we have
23 been discussing this for a long time. We are trying to get
24 it resolved.

25 COMMITTEE VICE CHAIRMAN FISHER: On what Jeff has

1 said --

2 COMMITTEE MEMBER HENLEY: We don't want to do it
3 again.

4 COMMITTEE MEMBER BABICO: That's what I'm saying.
5 It's better to give it to the committee and let them come
6 back.

7 COMMITTEE CHAIRMAN BAHADORI: Mr. Babico, I really
8 don't want to bring this issue back for a couple of reasons.
9 we have spent a lot of time. And the second reason is that
10 1581 is not going to kick in, it is not going to become
11 effective until Caltrans issues a policy directive. And as
12 Mr. Mansourian said, the construction season is starting and
13 we want to have something out there.

14 Go ahead.

15 COMMITTEE VICE CHAIRMAN FISHER: I would amend my
16 motion just for the option to say a bicyclist push button
17 may be used to supplement the required limit line detection,
18 period. And eliminate the rest of that option.

19 COMMITTEE CHAIRMAN BAHADORI: Eliminate the rest
20 of the sentence and A, B, C.

21 COMMITTEE VICE CHAIRMAN FISHER: Right.

22 COMMITTEE CHAIRMAN BAHADORI: All of it, that's
23 the motion.

24 COMMITTEE MEMBER HENLEY: Second.

25 COMMITTEE CHAIRMAN BAHADORI: And a second.

1 Discussion? Hopefully not.

2 Okay, seeing none. All those voting yes, aye.

3 (Ayes.)

4 COMMITTEE CHAIRMAN BAHADORI: Opposition?

5 The second one passes also.

6 The third one. Mr. Fisher, you had a comment
7 also, on top of page 13.

8 COMMITTEE VICE CHAIRMAN FISHER: Right.

9 COMMITTEE CHAIRMAN BAHADORI: Where it says, "the
10 limit line detection not extend all the way to the edge." I
11 think that issue is now resolved because we defined the
12 detection zone.

13 COMMITTEE MEMBER KNOWLES: What about the bottom
14 part of the guidance on 12? For example, we had that letter
15 from the City of San Jose where they had this issue of using
16 the phrase in the top line, have been. Exactly what do we
17 mean when we say, if more than 50 percent of the limit line
18 detectors have been, past tense. They are very concerned,
19 and I think legitimately, that if it has -- It's almost like
20 you are required to update the detection even though you
21 updated it in the past. And I think that is a legitimate
22 concern.

23 COMMITTEE CHAIRMAN BAHADORI: Okay, didn't bring
24 it up in the first round of discussion. So Mr. Knowles,
25 would you please explain what you mean.

1 COMMITTEE MEMBER KNOWLES: Well basically if you
2 strike "have been or" so that the sentence reads: If more
3 than 50 percent of limit line detectors need to be replaced
4 at a signalized intersection then the entire blah-blah-blah.
5 It's just strike the words "have been or." That way it's
6 all present tense.

7 COMMITTEE CHAIRMAN BAHADORI: Okay, make it a
8 motion, get a second and let's move on.

9 COMMITTEE MEMBER KNOWLES: I'm too new to make a
10 motion.

11 (Laughter.)

12 COMMITTEE CHAIRMAN BAHADORI: This is going to be
13 your first motion, we've got to celebrate. Go ahead.

14 (Laughter.)

15 COMMITTEE MEMBER HENLEY: Drinks for everybody.

16 COMMITTEE CHAIRMAN BAHADORI: So is that in the
17 form of a motion, Mr. Knowles?

18 COMMITTEE MEMBER KNOWLES: Well, I make the motion
19 to approve the guidance as stated on page 12, absent the
20 words "have been or", as stated in the first sentence.

21 COMMITTEE CHAIRMAN BAHADORI: Okay, there's a
22 motion. A second?

23 COMMITTEE MEMBER MAYNARD: Second.

24 COMMITTEE CHAIRMAN BAHADORI: Okay, I have a
25 second from the Chief. All those in favor?

1 (Ayes.)

2 COMMITTEE CHAIRMAN BAHADORI: Opposition?

3 It passes with the language as recommended for
4 deletion. Okay, now we go to 13.

5 COMMITTEE VICE CHAIRMAN FISHER: Okay 13. The top
6 of page 13 is support statements.

7 We already resolved that we want to extend the
8 detection across a wide lane. So that would suggest that we
9 delete the sentence that says -- Figure 40, 111-CA

10 COMMITTEE CHAIRMAN BAHADORI: Accordingly.

11 COMMITTEE VICE CHAIRMAN FISHER: "Accordingly, the
12 limit line detection zone need not extend all the way to the
13 curb or edge of pavement."

14 COMMITTEE CHAIRMAN BAHADORI: Okay, you know the
15 drill, make a motion.

16 COMMITTEE VICE CHAIRMAN FISHER: I move that we
17 delete that sentence.

18 COMMITTEE CHAIRMAN BAHADORI: There is a motion to
19 delete on top of page 13 the sentence that starts with
20 "Accordingly the limit line" all the way through. Second?

21 COMMITTEE MEMBER MAYNARD: Second.

22 COMMITTEE CHAIRMAN BAHADORI: I have a motion and
23 second. Anybody opposing?

24 Seeing none the motion passes unanimously.

25 Okay, what was your next one?

1 COMMITTEE VICE CHAIRMAN FISHER: The very next
2 sentence, sentence of the next paragraph. Again keep in
3 mind this is a support statement. It says: "A bicyclist
4 push button is only allowed as a supplement" because we have
5 already determined that it will be an option.

6 COMMITTEE CHAIRMAN BAHADORI: Yes.

7 COMMITTEE VICE CHAIRMAN FISHER: So I move that we
8 eliminate, that we delete this sentence and we editorially
9 restructure A, B and C below so that it is just a continuous
10 paragraph. In other words, delete the letters A, B and C
11 and just keep that as a paragraph in that it is a support
12 statement.

13 COMMITTEE CHAIRMAN BAHADORI: So your motion is to
14 delete the heading sentence and then do not numerate A, B,
15 C.

16 COMMITTEE VICE CHAIRMAN FISHER: Right.

17 COMMITTEE CHAIRMAN BAHADORI: Just put it in a
18 paragraph format.

19 COMMITTEE VICE CHAIRMAN FISHER: Yes.

20 COMMITTEE CHAIRMAN BAHADORI: There is a motion.
21 A second? We have no second. There is a motion, is there a
22 second?

23 COMMITTEE MEMBER HENLEY: I'll second it.

24 COMMITTEE CHAIRMAN BAHADORI: There is a motion
25 and a second. Discussion?

1 You want to vote? All those in favor say --

2 COMMITTEE MEMBER KNOWLES: Discussion.

3 COMMITTEE CHAIRMAN BAHADORI: Oh, delayed.

4 Mr. Knowles, discussion.

5 COMMITTEE MEMBER KNOWLES: I guess in light of the
6 fact that we allowed the traffic engineer to supplement
7 detection with a button. When I read this push button, when
8 I read this new paragraph then it seems -- you know, the
9 substitution for A, B and C. It only includes all the
10 reasons not to put in a button and seems like it creates a
11 tremendous liability for the individual that just installed
12 the button.

13 COMMITTEE MEMBER MANSOURIAN: I think you need to
14 -- because of our previous motion I think we need to
15 eliminate this whole thing.

16 COMMITTEE MEMBER KNOWLES: I would agree.

17 COMMITTEE MEMBER MANSOURIAN: The sentence and A,
18 B, C.

19 COMMITTEE MEMBER KNOWLES: Yes.

20 COMMITTEE MEMBER MANSOURIAN: We already dealt
21 with that. It's up to the local to decide if they want to
22 do it, period.

23 COMMITTEE CHAIRMAN BAHADORI: Okay, this time I am
24 not going to give you the benefit.

25 COMMITTEE MEMBER MANSOURIAN: So I'll make the

1 motion that --

2 COMMITTEE CHAIRMAN BAHADORI: Your motion failed,
3 let's make another motion.

4 COMMITTEE MEMBER KNOWLES: Wait, no.
5 (Laughter.)

6 COMMITTEE MEMBER KNOWLES: I second the motion.
7 We're making the argument against the previous action in
8 this.

9 COMMITTEE VICE CHAIRMAN FISHER: I'm sorry, did I,
10 was it my motion.

11 COMMITTEE CHAIRMAN BAHADORI: You win some, lose
12 some, okay. Go ahead.

13 COMMITTEE VICE CHAIRMAN FISHER: I will, I move to
14 amend my motion.

15 COMMITTEE CHAIRMAN BAHADORI: Okay.

16 COMMITTEE VICE CHAIRMAN FISHER: That would
17 eliminate the lead section.

18 COMMITTEE CHAIRMAN BAHADORI: The whole section.

19 COMMITTEE VICE CHAIRMAN FISHER: I guess the whole
20 section, right. One of the problems is it's hard to edit
21 all this on the fly like we're doing but I recognize that we
22 need to do so to get something out.

23 COMMITTEE CHAIRMAN BAHADORI: We have to keep this
24 thing moving.

25 COMMITTEE VICE CHAIRMAN FISHER: Right.

1 COMMITTEE CHAIRMAN BAHADORI: We don't want to
2 send it back to subcommittee.

3 COMMITTEE MEMBER MANSOURIAN: So is your motion
4 from the "bicyclist push button" all the way to where it
5 says "guidance?" Is that what you are recommending? We are
6 deleting that whole thing, right?

7 COMMITTEE VICE CHAIRMAN FISHER: Yes.

8 COMMITTEE MEMBER MANSOURIAN: The sentence, A, B,
9 C.

10 COMMITTEE VICE CHAIRMAN FISHER: Yes, the whole
11 paragraph.

12 COMMITTEE MEMBER KNOWLES: The last sentence is
13 still applicable.

14 COMMITTEE MEMBER MANSOURIAN: No, no, he means A,
15 B, C.

16 COMMITTEE CHAIRMAN BAHADORI: Only A, B, C.

17 COMMITTEE MEMBER KNOWLES: Okay.

18 COMMITTEE CHAIRMAN BAHADORI: Not the last line.

19 COMMITTEE VICE CHAIRMAN FISHER: Did anybody
20 second the motion?

21 COMMITTEE MEMBER MANSOURIAN: Second.

22 COMMITTEE CHAIRMAN BAHADORI: There is a motion
23 and second. Discussion?

24 COMMITTEE MEMBER MANSOURIAN: I'm charging you for
25 all these seconds.

1 COMMITTEE CHAIRMAN BAHADORI: Seeing none, all
2 those in favor say aye.

3 (Ayes.)

4 COMMITTEE CHAIRMAN BAHADORI: Opposition?

5 Okay, the motion passes unanimously.

6 I am not going to make my suggestion for the
7 legend, you guys do that editorially. Just add the legend
8 under the formula so we know the parameters. Okay.

9 COMMITTEE VICE CHAIRMAN FISHER: And editorially
10 change "greater" to be "greater than or equal to."

11 COMMITTEE CHAIRMAN BAHADORI: At the end we will
12 have a uniform, comprehensive motion.

13 Okay, moving on, on page 14.

14 COMMITTEE MEMBER KNOWLES: So I guess I don't
15 understand the way you are dividing up the discussions
16 because guidance seemed like there are major issues on page
17 13 with regards to signal timing. What we just approved
18 was --

19 COMMITTEE CHAIRMAN BAHADORI: Okay so let's stop,
20 let's go back to page 13. Okay, page 13 we go under
21 Guidance. Is the issue of timing. And I think Mr. Knowles
22 led the discussion on that one. Jeff, you want to --

23 COMMITTEE MEMBER KNOWLES: My big concern here is
24 -- remember, this isn't just convenience. This is air
25 quality management, this is automotive emissions, fuel

1 usage, all those kinds of things when we increase congestion
2 at these intersections because of lengthening basically the
3 green time for minor movements at the expense of green time
4 for the main street. That's typically what the impact will
5 be. Because the main street crossing a minor street, the
6 existing signal timing handles these clearance intervals.
7 But a minor side street crossing a main street, the effect
8 would be reducing the green time and less congestion on the
9 main street. Because the minor street has a long distance
10 to traverse.

11 So number one. In most cases, although the
12 existing MUTCD has text, we almost always have tables in
13 these types of instances. And number two, when I read the
14 legislation it's very vague. It emphasizes detection,
15 detection, detection, detection. It makes reference to "and
16 related signal timing." But isn't that with regards to
17 detection, detection, detection. So I oppose the language
18 in Guidance.

19 COMMITTEE CHAIRMAN BAHADORI: Are you opposing the
20 whole concept of introducing a section for timing associated
21 with bicycles at signals or are you opposing this specific
22 language?

23 COMMITTEE MEMBER KNOWLES: I strongly recommend
24 that we approve language for putting in detection and that
25 the issue of timing needs to come back at a later time with

1 a table and with some discussion about the impact on traffic
2 operations in general. Because with the large suburban
3 communities I work for with huge arterial roadways, the
4 impact this would have on maintaining levels of service, of
5 traffic progression down the street, we're talking signal
6 coordination, is just huge. If all of a sudden --

7 I mean, I already have trouble with pedestrians
8 crossing these wide streets and the way I dealt with signal
9 timing. But if now for every signal I have got to increase
10 my minimum green times to acceptable levels, that makes
11 progression on two way arterials very difficult.

12 COMMITTEE CHAIRMAN BAHADORI: You made your point
13 and now you have experience, you are ready for your second
14 motion. So is that your motion, to delete that language
15 related to guidance altogether?

16 COMMITTEE MEMBER KNOWLES: Yes. Yes. At this
17 time.

18 COMMITTEE CHAIRMAN BAHADORI: I have a motion to
19 delete the language related to timing at this time and come
20 back with additional information later under Guidance. Is
21 there a second to the motion?

22 Seeing no second the motion dies. Okay, let's
23 move on.

24 So how do you want to approach this? The issue is
25 just not to make it overly complicated. It has

1 consequences, I mean, let's not fool ourselves. Regardless
2 of whatever happens to the formula, and you do a table, you
3 don't do a table. You do 14.7, you do 14.5. Whatever you
4 do in terms of speed and all that. The consequences is that
5 the signalized intersections, now you have to adjust your
6 minimum greens. Otherwise the next bicyclist that has an
7 accident, you have a lawsuit on your hands. And that is the
8 intent of the state Legislature. So now we can play around
9 with the language.

10 COMMITTEE MEMBER BABICO: Mr. Chairman?

11 COMMITTEE CHAIRMAN BAHADORI: Yes, Mr. Babico.

12 COMMITTEE MEMBER BABICO: I recall that Jeff
13 expressed his concerns about this and there were some
14 comments in response to his comments from the floor by the
15 committee members as well as the guest members. So I wonder
16 if we can just open it to the public, to those whom they
17 concern, those members of the committee and the visitors,
18 especially from the City of LA, how do they feel about the
19 motion that Jeff made or how they are going to approach
20 this, his comments regarding the signal timing. Rather than
21 just closing because it didn't have a second motion.

22 COMMITTEE CHAIRMAN BAHADORI: Okay. I have closed
23 to public comments, I am not going to open to the public.
24 But Caltrans staff and consultants to the Bicycle Committee,
25 they are welcome to address the issue. As for the City of

1 LA, we have Mr. Fisher here and he can speak for the City of
2 Los Angeles. But the point is what are we asking them.
3 What is the question?

4 COMMITTEE MEMBER BABICO: Well whatever the motion
5 was.

6 COMMITTEE CHAIRMAN BAHADORI: The motion, the
7 concern is that this language would force municipalities to
8 increase the minimum green on all their signals. And that
9 fact is unavoidable. I mean, you can go and prepare new
10 language and you can put in a new table and do calculations
11 and do all kinds of things. But if you adopt a guidance in
12 the California MUTCD that says that your signals must
13 accommodate safe movement of a bicycle, when you don't have
14 a bicycle detection, whether there is bicycle traffic on
15 that road or not, then it is going to affect all your
16 signals.

17 And there was a suggestion by Mr. Mansourian that
18 there may be an exception made there, you know, for rural
19 counties and things like --

20 COMMITTEE MEMBER MANSOURIAN: No, no, no, I wasn't
21 saying that. I was saying because that creates a
22 congestion.

23 COMMITTEE CHAIRMAN BAHADORI: Because it creates
24 congestion.

25 COMMITTEE MEMBER MANSOURIAN: Then that encourages

1 us to detect the bicyclists.

2 COMMITTEE CHAIRMAN BAHADORI: Yes.

3 COMMITTEE MEMBER MANSOURIAN: Which is the intent
4 of the legislators.

5 COMMITTEE CHAIRMAN BAHADORI: Okay, go ahead,
6 Mr. Fisher.

7 COMMITTEE VICE CHAIRMAN FISHER: I was just going
8 to say I think we all feel a little bit of discomfort in
9 providing green times that are not efficient in the absence
10 of a bicyclist. But I think this is going to occur over a
11 long period of time. It only applies when we are modifying
12 our intersection anyway.

13 COMMITTEE CHAIRMAN BAHADORI: Not the timing.

14 COMMITTEE MEMBER KNOWLES: This is instant.

15 COMMITTEE VICE CHAIRMAN FISHER: Well, you've got
16 to have the detector there to detect the bicyclist.

17 COMMITTEE CHAIRMAN BAHADORI: If you don't have a
18 detector you have to have a minimum green to provide safe
19 movement for the bicycle because the bicycle was not
20 detected.

21 COMMITTEE MEMBER KNOWLES: There is nothing in
22 this saying at new intersections or upgraded intersections.

23 COMMITTEE CHAIRMAN BAHADORI: It just says, signal
24 timing.

25 COMMITTEE MEMBER KNOWLES: This is just saying

1 signal timing, period. This is, all my coordination goes
2 out the window.

3 COMMITTEE CHAIRMAN BAHADORI: That's why the
4 implications of timing are more far-reaching the implication
5 of detection.

6 COMMITTEE MEMBER MANSOURIAN: Excuse me, I'm
7 having a hard time hearing us. Would you guys, if you need
8 to talk please go outside.

9 COMMITTEE CHAIRMAN BAHADORI: LA City folks, they
10 always looking to make noise.

11 Okay, if we are not going anywhere on this thing
12 let's move on, I'll come back to this issue. I want to get
13 all the detection issues resolved so we come back to the
14 timing later.

15 Let's go back to page 14 again. Is there any
16 comment on the diagrams, page 14 and 15 and 16?

17 COMMITTEE VICE CHAIRMAN FISHER: Okay, I propose
18 some changes on the diagram on page 14. It would be on the
19 left display. That's labeled: "A intersection with a wide
20 ride-through lane." I propose that it be modified to show
21 the bicycle push button as labeled "optional" rather than
22 crossed out. I propose that the curb lane width be labeled
23 as "greater than or equal to 20 feet." And therefore
24 propose that we show another six foot detector there.

25 COMMITTEE CHAIRMAN BAHADORI: Okay, so three. So

1 the cross out on the bicycle option sign is going to be
2 deleted, we put "optional" on the top.

3 We are going to show the lane width of 20 feet.
4 The number, one, two, three -- the number three lane 20 feet
5 or wider and show a second detector there.

6 And what was the other one?

7 COMMITTEE VICE CHAIRMAN FISHER: Label it
8 "optional" for the push button.

9 COMMITTEE CHAIRMAN BAHADORI: Label it "optional."

10 COMMITTEE VICE CHAIRMAN FISHER: Right.

11 COMMITTEE CHAIRMAN BAHADORI: So that's your
12 motion.

13 COMMITTEE VICE CHAIRMAN FISHER: Yes.

14 COMMITTEE CHAIRMAN BAHADORI: Is there a second?

15 COMMITTEE MEMBER HENLEY: I'll second it.

16 COMMITTEE CHAIRMAN BAHADORI: A motion and second.
17 Discussion?

18 COMMITTEE MEMBER KNOWLES: I had one comment.

19 COMMITTEE CHAIRMAN BAHADORI: Mr. Knowles.

20 COMMITTEE MEMBER KNOWLES: I was wondering if we
21 could change the language a bit. In basically the old
22 number one strikeout -- I mean, does it work if we refer to
23 it as instead of to activate the traffic signal, referring
24 to it as supplementing the required detection. That way we
25 really don't show it as an option. We are consistent with

1 the rest of the language where this is not an option for
2 detection but it is an option to supplement the other
3 required detection.

4 COMMITTEE CHAIRMAN BAHADORI: I see Jim is
5 nodding, it's good enough for me. Okay, you want to add it
6 to your motion?

7 COMMITTEE VICE CHAIRMAN FISHER: I didn't
8 understand what you said, I'm sorry.

9 COMMITTEE CHAIRMAN BAHADORI: Jeff, you want to
10 explain.

11 COMMITTEE VICE CHAIRMAN FISHER: You're talking
12 about the footnotes?

13 COMMITTEE MEMBER KNOWLES: The old comment number
14 one, the old footnote to that push button.

15 COMMITTEE VICE CHAIRMAN FISHER: Right.

16 COMMITTEE MEMBER KNOWLES: Used to refer to it as
17 you could use this as an option to activate the signal. And
18 we are not really saying that. We are saying all the
19 language that used to be in the old struck out sentence.
20 But instead of to activate it is to supplement the required
21 vehicle detection. A push button should be located, you
22 know, where it is convenient to the bicyclist, blah-blah-
23 blah. So all I am doing is striking out activate a traffic
24 signal to supplement the required detection.

25 COMMITTEE VICE CHAIRMAN FISHER: But that language

1 is struck out.

2 COMMITTEE MEMBER KNOWLES: I would restore that to
3 explain why that is an option.

4 COMMITTEE CHAIRMAN BAHADORI: He wants to
5 reinstate it.

6 COMMITTEE MEMBER KNOWLES: Because it is really an
7 option to supplement, it is not an optional form of
8 detection.

9 COMMITTEE VICE CHAIRMAN FISHER: But if we are
10 showing the additional detector and we are labeling the push
11 button as optional doesn't that accomplish the same thing?

12 COMMITTEE MEMBER KNOWLES: Well to me I guess an
13 option is not a supplement in my mind, it's an option. And
14 I'd rather -- it's supplementing. It's not taking the place
15 of any detection we're showing, it's supplementing the
16 detection. And to me that gets the distinction. Because
17 previously in the text we referred to it as supplementing
18 and we allowed the engineers discretion on its use. We have
19 never before really called that an option.

20 COMMITTEE VICE CHAIRMAN FISHER: I thought in the
21 text we said that -- where was it? Going back to page, in
22 page 12 we said a bicyclist push button may be used as an
23 option. Under the title, Option: "A bicyclist push button
24 may be used to supplement the required limit line
25 detection." That was under the Option section.

1 COMMITTEE MEMBER KNOWLES: Okay. I would have
2 just preferred it referred to as supplementing the required
3 detection.

4 Are you proposing any text to go with undeleting
5 it as an option? You're restoring -- You're proposing to
6 not delete it. Is there any text that goes with the
7 restored symbol?

8 COMMITTEE VICE CHAIRMAN FISHER: Yes, it would say
9 below it, optional.

10 COMMITTEE MEMBER KNOWLES: I would just recommend
11 using the word "supplement" within the sentence so that it's
12 very clear to, you know, engineers in small agencies that
13 it's only supplementing.

14 COMMITTEE CHAIRMAN BAHADORI: So your suggestion
15 is to delete the strike-through and reinstate that number
16 one sentence, right?

17 COMMITTEE MEMBER KNOWLES: Yes.

18 COMMITTEE CHAIRMAN BAHADORI: And then add
19 "supplement" okay. Do you want to include it in your motion
20 or do you disagree?

21 COMMITTEE VICE CHAIRMAN FISHER: I don't, I
22 personally don't see the need for it, therefore I won't
23 amend my motion. I respect the consensus of the group.

24 COMMITTEE CHAIRMAN BAHADORI: All right, so let
25 the motion fly and see how it goes.

1 There's a motion and a second and we have had some
2 discussion. All those in favor say aye.

3 (Ayes.)

4 COMMITTEE CHAIRMAN BAHADORI: Opposition?

5 Seeing none the motion passes unanimously.

6 COMMITTEE SECRETARY SINGH: Just adding "optional"
7 to the push button and adding second --

8 COMMITTEE CHAIRMAN BAHADORI: And adding second.
9 And putting greater than or equal to 20 feet to number
10 three, curbside length. Those three. This is for the
11 figure on page 14.

12 Do you have any comments on page 15 or 16,
13 anybody?

14 COMMITTEE MEMBER KNOWLES: I have a comment on
15 page 16.

16 COMMITTEE CHAIRMAN BAHADORI: Okay, let's --
17 before we go to 16. Anybody, comments on page 15?

18 Seeing none let's go to page 16. You wanted to
19 add "optional" there.

20 COMMITTEE VICE CHAIRMAN FISHER: Yes, optional to
21 the push buttons on the left diagram and the right diagram.
22 And then that we delete footnote four.

23 COMMITTEE CHAIRMAN BAHADORI: So there is a motion
24 to add "optional" to the two push buttons shown on the
25 right, the exclusive right turn lane, the protected right

1 turn lane. Add "optional" on those two islands. And then
2 delete footnote number four on page 16.

3 Is there a second for the motion?

4 COMMITTEE MEMBER WONG: Second.

5 COMMITTEE CHAIRMAN BAHADORI: There is a motion
6 and a second. Discussion? Mr. Knowles.

7 COMMITTEE MEMBER KNOWLES: Yes. I would suggest
8 instead of deleting number four that again we put a period
9 after "the required limit line detection" and then just
10 delete the rest of the text. That way we are making the
11 statement, "typical bicyclist push button locations, a
12 bicycle push button may be used to supplement" blah-blah-
13 blah. Limit line detection, period.

14 COMMITTEE CHAIRMAN BAHADORI: So you are saying
15 keep number four but put a period at the end of where it
16 says "the required limit line detection."

17 COMMITTEE MEMBER KNOWLES: Yes.

18 COMMITTEE CHAIRMAN BAHADORI: Second line.

19 COMMITTEE MEMBER KNOWLES: And then strike the
20 rest of it.

21 COMMITTEE CHAIRMAN BAHADORI: And delete the rest
22 of it. Is that okay with you, Mr. Fisher?

23 COMMITTEE MEMBER KNOWLES: If you want it that
24 would be okay with me as long as we then put that same
25 language on page 14.

1 COMMITTEE CHAIRMAN BAHADORI: Makes sense. Okay,
2 so make it -- you want to make a motion to do the optional
3 on page 14 for the two push buttons in the island. And
4 number four, put a period at the end of "limit line
5 deletion." Delete the rest of the paragraph. And take the
6 same language as footnote number four, add it to page 14.

7 COMMITTEE VICE CHAIRMAN FISHER: Yes.

8 COMMITTEE CHAIRMAN BAHADORI: Is that your motion?

9 COMMITTEE VICE CHAIRMAN FISHER: I amend my
10 motion.

11 COMMITTEE CHAIRMAN BAHADORI: Is there a second?
12 Deborah, Ms. Wong?

13 COMMITTEE MEMBER WONG: Yes.

14 COMMITTEE CHAIRMAN BAHADORI: There is a motion
15 and a second. Discussion?

16 Seeing none the motion passes unanimously.

17 Okay, so we are done with the detection side of it
18 altogether.

19 Let's go back to page 13, the issue of the
20 guidance, the issue of timing. That's back to philosophy
21 again, you know. So that's the issue. No matter what you
22 do with it, it's going to start affecting minimum green for
23 traffic signals in California. Now we may have our thousand
24 suggestions for doing things differently in terms of table
25 or whatever. But maybe taking the lead from Mr. Fisher's

1 suggestion for the detection side let's look at the
2 philosophy side of it.

3 Do you want to even go there? And maybe I should
4 ask Caltrans. your interpretation of 1581. Does 1581
5 definitely require standards for timing also or is it only
6 talking about detection?

7 COMMITTEE MEMBER HENLEY: My interpretation, it
8 requires timing also.

9 COMMITTEE CHAIRMAN BAHADORI: Timing also.

10 COMMITTEE MEMBER HENLEY: And the thing is that we
11 are talking about safety here essentially. We don't want to
12 catch some bicycle out there in the middle of the road and
13 getting whacked. I think we need to leave it there. And
14 then, let's face it, it's going to create a market for some
15 technology to, you know, get rid of the ambiguity of who is
16 trying to cross the road but I think that's downstream.
17 It's not something we are going to solve today or even next
18 week.

19 COMMITTEE VICE CHAIRMAN FISHER: Mr. Chairman?

20 COMMITTEE CHAIRMAN BAHADORI: Sure.

21 COMMITTEE VICE CHAIRMAN FISHER: My interpretation
22 of this, although I don't see all the words that say that.
23 But my interpretation of this is that the timing has to be
24 in place at such time that the detection is in place. How
25 can you provide a minimum -- I think you would have to

1 provide this timing when you have got the detection there to
2 know you have a bicyclist there. So I would think that
3 would be the activation for the timing is putting the
4 detection in place.

5 And actually the words don't say that, it just
6 says, the signal timing shall be this. But I think we need
7 to preface it by saying, when limit line detection zone has
8 been provided the signal timing blah-blah-blah for all
9 phases shall be as per the formula.

10 COMMITTEE CHAIRMAN BAHADORI: See, the problem on
11 reading the actual text. It says -- on D it says, upon the
12 first placement of a traffic actuated signal or replacement
13 of the loop detector of a traffic signal. The traffic
14 actuated shall to extend feasible blah-blah-blah detect for
15 motorcycle and bicycle. So on that one I'm clear.

16 But then you go to Item C. It says cities -- I'm
17 reading page six and seven on the agenda. It's the actual
18 text of 1581. It says cities and counties shall not be
19 required to comply with the provisions until the Department
20 has adopted this, okay. But then it says "related signal
21 timing." I'm not an attorney, you may be right. It might
22 be related signal timing to the signals that you modify.
23 You can go argue that in a court. But my read is that it
24 says "related signal timing." It means that the
25 intersections that you modify. But who knows. Some judge

1 will decide some day.

2 So you can put it in Guidance. You can add the
3 language that says that the guidance applies to the
4 intersections where the requirements of 1581 have been
5 applied. Is that going to address your concerns,
6 Mr. Knowles.

7 COMMITTEE MEMBER KNOWLES: I'm just thinking about
8 all my split phase intersections or the minor street. It
9 has a double-whammy. You know, this is only getting worse.

10 No. I mean, I think when you're dealing with
11 detection, detection has got to deal with gap timing, call
12 hold, call hold. But, you know, min green is really not a
13 detection function, you know. All-red, yellow is not a
14 detection function. I think the legislation really doesn't
15 refer to the kinds of things that we are monkeying with here
16 and it's a real problem.

17 COMMITTEE CHAIRMAN BAHADORI: Okay, let me ask.
18 Let me stop this and let me ask Mr. Shanteau back and the
19 gentleman from Caltrans.

20 MR. GAMBOA: Dave Gamboa.

21 COMMITTEE CHAIRMAN BAHADORI: Dave, sorry. Let's
22 move this thing around.

23 MR. GAMBOA: Yes.

24 COMMITTEE CHAIRMAN BAHADORI: And Mr. Shanteau
25 also has been very involved.

1 It seems that the committee has consensus to move
2 the detection part of it forward. It seems that the timing
3 issue may need a little bit more work.

4 Do you prefer to hold this one up or do you prefer
5 that we do a motion, recommend to Caltrans to adopt the
6 detection language, take the guidance section on page 13,
7 work with your group, work with whoever else in this
8 committee might be interested, and come back at a later
9 time. So that at least the detection part is not delayed
10 and makes it to the California MUTCD in time?

11 MR. GAMBOA: I would say the prevailing thought is
12 we would go forward. The language that we have for the
13 detection, it reflects what the law is asking for. I know
14 that Mr. Knowles has some concerns regarding the practices
15 portion of that. There is a, there is a technology lag. We
16 don't have smart detectors that can distinguish. And maybe
17 it would be incumbent on us to start work in that area.

18 COMMITTEE CHAIRMAN BAHADORI: Yes, understood. I
19 don't think we are going to have the votes to pass the
20 signal timing language part of it. But I don't want to hold
21 this, to say to -- let me finish my thought. We may make a
22 motion and move it. But before I want us to get their --

23 COMMITTEE MEMBER MANSOURIAN: But they are our
24 subcommittee.

25 COMMITTEE CHAIRMAN BAHADORI: Yes but they are the

1 people who are very much interested in implementing 1581,
2 the bicycle advocacy.

3 COMMITTEE MEMBER MANSOURIAN: The problem is, how
4 can -- I mean, we have already made that decision,
5 Mr. Chairman. That's why we put the timing in it.

6 COMMITTEE CHAIRMAN BAHADORI: Okay.

7 COMMITTEE MEMBER MANSOURIAN: We already had that
8 discussion. We said, without timing this is actually
9 endangering bicyclists. That we are now picking them up.

10 COMMITTEE CHAIRMAN BAHADORI: Okay.

11 COMMITTEE MEMBER MANSOURIAN: And then we are not
12 going to have any timing for them to safely get across.

13 COMMITTEE CHAIRMAN BAHADORI: Okay. Let me hear
14 from Mr. Shanteau a couple of words also.

15 DR. SHANTEAU: That's correct. That's why -- You
16 remember, I didn't show up in Lincoln, your last meeting.
17 Because I realized we made a huge mistake in that we did not
18 include signal timing in our recommendation for the Lincoln
19 meeting, your last meeting. And I realized without signal
20 timing we have nothing.

21 COMMITTEE CHAIRMAN BAHADORI: Okay, I have heard
22 enough, thank you. Okay.

23 COMMITTEE MEMBER MANSOURIAN: Mr. Chairman, here
24 is my --

25 COMMITTEE CHAIRMAN BAHADORI: Okay, so is that a

1 motion on the remaining part?

2 COMMITTEE MEMBER MANSOURIAN: I don't think we
3 have an issue with the timing and here is why. Every
4 comment that has been made, which is good comments, talks
5 about the difficulties and the congestion that this proposed
6 timing will propose -- will create. They're right, there is
7 absolutely no debate. The problem is the state legislators
8 have passed an Assembly Bill and are telling us to do this.
9 So this is one of the issues we have. So not doing it is
10 not an option.

11 COMMITTEE CHAIRMAN BAHADORI: So you are ready to
12 make a motion to adopt the rest of the language?

13 COMMITTEE MEMBER MANSOURIAN: Yes, I'm fine. I
14 think we have covered with everything. And we might not be
15 happy with this particular timing. The subcommittee can
16 come back with further recommendations in the future but I
17 think we need to move on.

18 COMMITTEE CHAIRMAN BAHADORI: Okay. I need a
19 final motion that somebody says adopt the language as
20 proposed with the amendments as moved through the different
21 motions that we had. Is there a motion to that effect?

22 COMMITTEE MEMBER MANSOURIAN: John, have we
23 covered all your issues yet?

24 COMMITTEE VICE CHAIRMAN FISHER: Since we are now
25 concentrating on timing, and I believe we do need to move

1 forward with that. I was just going to add a sentence to
2 that.

3 COMMITTEE MEMBER MANSOURIAN: What page, please.

4 COMMITTEE VICE CHAIRMAN FISHER: On page 13. That
5 would tie in the requirement for timing with the detection.

6 COMMITTEE CHAIRMAN BAHADORI: Okay, what's the
7 sentence.

8 COMMITTEE VICE CHAIRMAN FISHER: So it would be
9 under Guidance and it would precede the words that say
10 "signal timing:" And the words would be, "Where limit line
11 detection has been provided, signal timing should be
12 provided as follows." And then strike the words "signal
13 timing" and then proceed with the rest that says --

14 COMMITTEE CHAIRMAN BAHADORI: Okay.

15 COMMITTEE VICE CHAIRMAN FISHER: "For all phases
16 the sum of the minimum" blah-blah-blah.

17 COMMITTEE CHAIRMAN BAHADORI: Okay, so it will
18 restrict the timing requirement only to the signals that
19 have been modified for detection.

20 COMMITTEE MEMBER MANSOURIAN: Second.

21 COMMITTEE CHAIRMAN BAHADORI: That's your
22 suggestion.

23 COMMITTEE VICE CHAIRMAN FISHER: Yes.

24 COMMITTEE CHAIRMAN BAHADORI: So there is a
25 motion. With the adding of that sentence the timing will be

1 restricted only to the intersections that have been modified
2 for detection.

3 And there is a second. Is there discussion?

4 COMMITTEE MEMBER KNOWLES: Yes.

5 COMMITTEE CHAIRMAN BAHADORI: Mr. Knowles.

6 COMMITTEE MEMBER KNOWLES: I would say you would
7 need to be more specific that you are talking about signals
8 that have been modified to include the bicycle detection as
9 described in the section. Because many signals have limit
10 line detection right now that isn't compatible with
11 bicycles. And the language as proposed would affect those
12 too based on what I heard.

13 COMMITTEE CHAIRMAN BAHADORI: You can --

14 COMMITTEE MEMBER KNOWLES: Secondly, I would want
15 some -- is that the only part of the language proposed right
16 now? We are not getting into the specifics of the formula
17 or the values that we are talking about? Just that?

18 COMMITTEE CHAIRMAN BAHADORI: It's just that
19 sentence. Just a clarification.

20 COMMITTEE VICE CHAIRMAN FISHER: Right. It says:
21 "Where a limit line detection zone has been provided then
22 the signal timing shall be provided as follows."

23 COMMITTEE MEMBER KNOWLES: See, most of my signals
24 have limit line detection zones but we haven't
25 implemented --

1 COMMITTEE VICE CHAIRMAN FISHER: No, no, you don't
2 a have limit line detection zone as defined here.

3 COMMITTEE CHAIRMAN BAHADORI: You can add -- Just
4 say, you can say, for intersections that have limit line
5 detection as explained in Section 29A of this code.

6 COMMITTEE MEMBER KNOWLES: Yes, please. Because
7 all of my signals have limit line detection. Not this kind.

8 COMMITTEE CHAIRMAN BAHADORI: So that it says it
9 is only applying for this section. If you do that it is
10 going to take care of his concern. Are you willing to amend
11 your motion?

12 COMMITTEE VICE CHAIRMAN FISHER: Hold on a second.

13 COMMITTEE CHAIRMAN BAHADORI: If you say for the
14 intersections that have limit line detection as defined by
15 Section 29A of California MUTCD. Which means that only the
16 intersections that are modified per this section of the
17 Code. Then that restricts it only to those intersections.

18 DR. SHANTEAU: Can I suggest?

19 COMMITTEE VICE CHAIRMAN FISHER: Yes, I think we
20 may need --

21 DR. SHANTEAU: Just capitalize limit line
22 detection zone in your motion.

23 COMMITTEE VICE CHAIRMAN FISHER: Yes.

24 COMMITTEE CHAIRMAN BAHADORI: Yes, that solves it
25 also. For further clarity you can refer to the section of

1 the Code if you want, it's your motion.

2 COMMITTEE VICE CHAIRMAN FISHER: Well.

3 COMMITTEE CHAIRMAN BAHADORI: I want to finish
4 this item in the next few minutes.

5 COMMITTEE VICE CHAIRMAN FISHER: Right. And I
6 guess the only thing I'm struggling with, Jeff said his
7 limit line, limit line detection zone doesn't make reference
8 to the referenced bicycle rider.

9 COMMITTEE MEMBER KNOWLES: Right. See, I already
10 have 29A at all of my signals, you know. This is our basic
11 loop layout. But I won't be able to provide bicycle
12 detection.

13 COMMITTEE VICE CHAIRMAN FISHER: So if we consider
14 this, amending my motion to say, where limit line detection
15 zone that can detect the referenced bicycle rider has been
16 provided, signal timing should be provided as follows. Will
17 that do it?

18 COMMITTEE MEMBER KNOWLES: Yes.

19 COMMITTEE CHAIRMAN BAHADORI: There is a motion.
20 Is there a second?

21 COMMITTEE MEMBER MANSOURIAN: Second.

22 COMMITTEE CHAIRMAN BAHADORI: There is a motion
23 and a second. Is there discussion?

24 COMMITTEE MEMBER KNOWLES: On that phrase? We are
25 just talking about that. Not the whole sentence but that

1 phrase, right?

2 COMMITTEE VICE CHAIRMAN FISHER: Right, just
3 adding that.

4 COMMITTEE CHAIRMAN BAHADORI: That phrase.

5 Okay, all those in favor?

6 (Ayes.)

7 COMMITTEE CHAIRMAN BAHADORI: Opposition? That
8 phrase is added as crafted by Mr. Fisher, as suggested in
9 his motion.

10 Okay, is there any other discussion on the rest of
11 the Code? Or this is ready for -- Because I need a final
12 motion to approve the whole thing, including these motions
13 that we have been making.

14 COMMITTEE MEMBER KNOWLES: I --

15 COMMITTEE VICE CHAIRMAN FISHER: I move that we --
16 well go ahead, Jeff.

17 COMMITTEE MEMBER KNOWLES: If I could ask a
18 question of the Committee, though. In what cases have we
19 ever used green time as a clearance interval? Even yellow
20 is not a clearance interval. It is just advising people
21 that the green -- you know, yellow equals green. We use
22 this all the time in talking about pedestrian clearance when
23 they say the Walk isn't long enough. That even up to and
24 through the yellow cyclists can enter the intersection.

25 There is a basic flaw that says you can use yellow

1 and minimum green to try to clear any vehicle all the way
2 through the intersection. It just doesn't work. Legally
3 the bicycle can enter on yellow and all he's got is whatever
4 is left of the yellow and the all-red clearance. And they
5 are not going to clear a wide intersection. But the intent
6 is to use green as a clearance interval and it is not.

7 You know, for people who operate signals I just
8 don't understand the concept of designing minimum green so
9 they can clear the full intersection. We just don't do that
10 and California law doesn't require it. Any car on a green
11 has to yield to any vehicle already in the intersection
12 legally.

13 COMMITTEE VICE CHAIRMAN FISHER: Well it didn't
14 say it's a clearance interval. It just says to clear the
15 last conflicting light.

16 COMMITTEE MEMBER KNOWLES: But the formula uses
17 green as part of the clearance formula. I mean, it is being
18 calculated as a start-up and clearance.

19 COMMITTEE CHAIRMAN BAHADORI: Yes, it is adding
20 green plus yellow plus red clearance. They are treating
21 bicycles different than vehicles when it comes to --

22 COMMITTEE MEMBER KNOWLES: Right. The legislation
23 refers to conformance with professional engineering
24 practices. What we would be doing here is not consistent
25 with what we do with any other professional practice as it

1 reflects vehicles on the roadway.

2 COMMITTEE VICE CHAIRMAN FISHER: So what do you
3 recommend?

4 COMMITTEE MEMBER KNOWLES: It goes back to the
5 committee. I want a table that Caltrans really approves
6 that they are going to use on Hawthorne Boulevard, the
7 really wide state routes.

8 COMMITTEE CHAIRMAN BAHADORI: Okay, you know what.

9 COMMITTEE MEMBER KNOWLES: I want to see this.

10 COMMITTEE CHAIRMAN BAHADORI: I thought we don't,
11 I thought we don't have a vote on this but some members felt
12 we do. I have a motion and I have a second to approve the
13 language as presented with the amendments so far and I have
14 a second. Is there a discussion? And you made your point
15 and let's -- if anybody else has points. Mr. Babico?

16 COMMITTEE MEMBER BABICO: No.

17 COMMITTEE CHAIRMAN BAHADORI: Chief? Mr. Henley?
18 Anybody? Okay, let's vote on the motion. All those in
19 favor say aye.

20 (Ayes.)

21 COMMITTEE CHAIRMAN BAHADORI: Opposition?

22 COMMITTEE MEMBER KNOWLES: No.

23 COMMITTEE CHAIRMAN BAHADORI: The motion passes
24 one-seven. Seven-to-one, not one-seven. One-seven we fail.
25 Motion passes seven-to-one.

1 It's the end of 1581, thank you very much for your
2 patience. Thank you. I mentioned it before, Mr. Shanteau,
3 Jim, all the members of the subcommittee, the folks from LA,
4 from Long Beach back there. There was another city, who was
5 there?

6 DR. SHANTEAU: San Francisco.

7 COMMITTEE CHAIRMAN BAHADORI: San Francisco.

8 Since they are not here I am not going to thank them.

9 DR. SHANTEAU: The City and County.

10 COMMITTEE CHAIRMAN BAHADORI: I am not going to
11 thank them, they are not here. No, no, thanking everybody.
12 You guys did -- it took about a year to come up with this,
13 thank you very much.

14 And it is now in Caltrans' ball -- court to issue
15 the policy directive. As soon as the policy directive is
16 issued 1581 kicks in for the cities and the counties.
17 Congratulations.

18 Do you want to break for ten minutes or do you
19 want to keep going?

20 (Affirmative responses.)

21 COMMITTEE CHAIRMAN BAHADORI: Okay. But please,
22 we have a long agenda. Please be back in ten minutes. Ten
23 minutes maximum.

24 (Thereupon, a recess was taken off the
25 record.)