



FINAL

**Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Minutes**

5:30 PM, Monday, May 9, 2022
City of Rohnert Park Annex Building,
6250 State Farm Drive, Rohnert Park, California

Members Present: Tim Hensel X Kimberly Finale X
Creighton Bell X Gary Gutierrez X Jan Ogren O

Non-Voting Participants: Terrie Zwillinger (CIP Program Manager, City of Rohnert Park); Eydie Tacata (Sr. PW Analyst, City of Rohnert Park); Jason Sampietro (Assistant Engineer, City of Rohnert Park); Kathryn Kleinschmidt (Sr. Traffic Project Manager, GHD); Leo Tacata (member of the public)

1. Call to Order

Chair Tim Hensel called the meeting to order at 5:31 PM.

2. Introductions

Chair Hensel commenced self-introductions.

3. Public Comments

There were no members of the public present to comment on items not on the agenda.

4. Local Road Safety Plan

Kathy Kleinschmidt began the slide presentation on the Local Road Safety Plan (LRSP) with a background on the reasons that local agencies are developing LRSPs, including Federal grant funding eligibility. The LRSPs are to be updated every 5 years.

Ms. Kleinschmidt reviewed the Mission, Vision and Goals of the draft LRSP and asked if the BPAC members had any thoughts about or comments on about the Mission, Vision and Goals. Vice Chair Kimberly Finale called attention to Goals #6 and #7 and said that in relation to these, a condition exists on the north side of Seed Farm Drive where the ramp and crosswalk meet that creates a sudden entrance of users entering the roadway. BPAC Member Creighton Bell asked if the angle of entry could be changed to create visibility or slow down the entry of users coming off the ramp. There was discussion about the ramp being built by SMART; the viability of traffic devices such as a High-Intensity Activated Crosswalk Beacons (HAWK) at this location versus the existing Rectangular Rapid Flashing Beacons (RRFBs); and whether a sidewalk could be built on this segment of Seed Farm Drive on the east side.

Chair Hensel called attention to Goal #4 and asked if “reduce rear-end collisions” might be too specific for a goal, and asked whether there should be more generalization. Ms. Kleinschmidt explained that the reason for the specificity is that the data for Rohnert Park pointed to rear-end collisions as a frequent occurrence. Management of speed differential is a typical LRSP safety countermeasure to consider.

BPAC Member Gary Gutierrez called attention to Goal #1, and asked for clarification of whether this goal envisioned the creation of a new database or better use of existing databases. He said that “maintain” existing databases might be more effective. Ms. Kleinschmidt said that she agreed this goal could be reworked.

There was discussion about the completeness and accuracy of data collected by public safety officers responding to collisions and traffic violations, that training and adequate forms might be warranted to so that collisions are correctly categorized. Ms. Kleinschmidt said there was a propensity to choose the “Other” category. There was general agreement that data capture and categorization could be improved. Mr. Gutierrez also mentions cross-referencing of databases could also be applied.

Ms. Finale asked about ways to access the knowledge of residents – in particular those who live near areas of concern – in order to improve data. She described how she lives near two schools and observes unsafe driving, cars not stopping, and various traffic violations. She said that enforcement seems to be “driven by residents,” who need to complain to get enforcement where its needed. Mr. Bell mentioned the behavior of parents stopping in the middle of the street in front of Evergreen Elementary School to let their students out, causing unsafe conditions. He believes this occurs because there is no enforcement there.

Mr. Gutierrez asked if the goals and data-gathering included scooters and other means of mobility: Should the Mission Statement be revised to use the term “ride”? Ms. Kleinschmidt noted this suggestion for the Mission Statement.

Mr. Bell asked whether off-street trails are considered in the LRSP. Ms. Kleinschmidt said that the LRSP evaluates crossings of such trails at roads, but not the trail system itself outside of their interaction with the road system.

Ms. Kleinschmidt reviewed the previous and existing safety efforts of the City. Mr. Gutierrez asked what “improving pathways” meant in this context, whether it referred to maintenance. CIP Program Manager Terrie Zwillinger explained the Pathway Replacement Program, which replaces segments of pathway as funding allows. Sr. Public Works Analyst Eydie Tacata added that the pathways were evaluated for pavement condition, and that the City generally plans on following the assessment, to tackle the worst first and to replace them to the newer standard of concrete instead of asphalt. Ms. Finale asked whether the ramps at Seed Farm could be done. Ms. Zwillinger offered to get the pathway condition assessment to the BPAC.

Ms. Kleinschmidt explained how capital projects implement safety countermeasures. She cited the recent Highway Safety Improvement Program (HSIP) funded project to improve safety at 40 intersections, and which include audible pedestrian signals (APS) and other accessibility improvements. Assistant Engineer Jason Sampietro reported that the project was going out for design. The Southwest/Commerce Roundabout was also discussed, and that it is expected to reduce the severity of collisions.

Ms. Kleinschmidt review slides with maps and charts showing 6 years of data on collision locations, type (i.e. bicycle or pedestrian involved), and collision severity (i.e. severity of injury, death). She said that the data suggests that the most severe of collision outcomes appears to occur when a pedestrian is in the crosswalk. She explained that this type of data leads us to look at certain countermeasures for addressing this. There was discussion among BPAC members about Golf Course Drive in particular as a very wide street that encourages speeding, with curves that affects sightlines and visibility of pedestrians, and that the mid-block crossings are of great concern.

Ms. Kleinschmidt reviewed slides listing top locations for collisions. Ms. Finale asked about Adrian and Southwest intersection, which is not on the list. She said that it is sketchy to cross as a pedestrian, especially if crossing from Adrian Drive. Ms. Kleinschmidt asked if these are high-visibility crosswalks.

Mr. Bell noted the Commerce/Rohnert Park Expressway intersection on the list and said that the pedestrian refuge that is planned would help.

Chair Hensel said that Southwest Boulevard at Burton Avenue is an area of concern. Ms. Finale agreement and said that cars come really fast in that area. Ms. Finale mentioned the crosswalk in front of Technology Middle School/CRPUSD Administrative Offices as another area she's concerned about. She also mentioned that the sidewalks are too narrow for disabled persons and that the light poles are obstructions.

Chair Hensel asked if the Golf Course Drive/Commerce Boulevard intersection was on the list of top locations for collisions. Ms. Kleinschmidt confirmed that it was on the list.

Ms. Finale asked if there was a way to make driveways approaches more user-friendly. Ms. Kleinschmidt said that addressing these are usually part of a city's ADA Transition Plan for the Public Right-of-Way (PROW). Ms. Zwillinger confirmed that the ADA Transition Plan PROW will underway shortly. Mr. Bell agreed that because of some of the driveway and sidewalk conditions, he walks in the street instead of on the sidewalk.

Ms. Kleinschmidt asked the committee about countermeasures that the BPAC was interested in. There was discussion about Leading Pedestrian Intervals (LPI), which give pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Ms. Kleinschmidt said that pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. The pedestrians' visibility is increased, giving motorists a chance to yield to pedestrians and especially enhancing safety for pedestrians who may be slower to cross. The BPAC member expressed positive interest in LPIs.

There was discussion about (HAWKs). Ms. Tacata mentioned that during Highway 101 Bicycle/Pedestrian Overcrossing Feasibility Study discussions, there was a consideration of installing a HAWK on Commerce Boulevard where the Copeland Creek trail intersects Commerce Boulevard on the east side of the street.

Mr. Bell said that he likes the buffered bike lanes in Sebastopol. There was additional discussion on parking buffered bike lanes, and which side of a parking lane is better for buffering and to reduce the potential for bicyclist to get "doored".

Chair Hensel inquired about the use of raised crosswalks, and Ms. Kleinschmidt confirmed their use as a countermeasure and gave the example of the pedestrian crossing at the Highway 101 on-ramps in the Town of Windsor.

Leo Tacata, member of the public, asked what factors drive the Benefit-to-Cost Analysis that is used in the scoring for funding. Ms. Kleinschmidt answered that collision severity is a generally significant factor, as is cost of the project.

Mr. Tacata asked if placing a bike facility in a center median – for example on Country Club Drive – is a countermeasure. Ms. Kleinschmidt asked for clarification, if it functions like a Diverging Diamond Interchange (DDI). There was brief discussion about the idea of a bike path in the median on Country Club Drive.

Discussion returned to outreach for additional input on the LRSP: Media blasts, Mr. Gutierrez suggested collaboration with agencies for which as outreach is ingrained in what they do. Ms. Finale

asked if the City's digital freeway message board could be used, or whether information could be provided in packets for homebuyers. Ms. Kleinschmidt said she believes that more responses are needed, and the City website should direct more people to the LSRP project website. City staff confirmed that they would do this, and also do outreach on the City's social media channels.

Ms. Kleinschmidt relayed the schedule for completing and adopting the LRSP in time for eligibility for this current HSIP funding application cycle.

Mr. Gutierrez said he was interested in implementing emerging technologies. There was discussion about phone apps that show safer, lower stress bicycling routes, and how this could contribute to congestion reduction by diverting traffic.

Mr. Gutierrez asked whether comments on the LRSP should be directed to staff or the consultant. It was clarified that comments should be directed to staff.

5. New Matters for Future Consideration

Mr. Hensel brought up storm drain inlets conditions which he e-mailed to staff earlier in the week, Mr. Hensel also brought up bike racks, citing the existing bike rack at the Community Center, and also the facilities count and condition assessment.

6. Adjournment

The Committee adjourned the meeting at 6:58 PM.



Eydie Tacata, Recording Secretary
Rohnert Park Bicycle and
Pedestrian Advisory Committee



Tim Hensel, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee