



FINAL

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

5:30 PM, Monday, April 25, 2022

START/END LOCATION: Rohnert Park Senior Center,
6800 Hunter Drive, Rohnert Park, California

Members Present: Tim Hensel X Kimberly Finale X
Creighton Bell 0 Gary Gutierrez X Jan Ogren X

Non-Voting Participants:

- *City of Rohnert Park staff:* Vanessa Garrett (Public Works Director), Terrie Zwillinger (CIP Program Manager), Eydie Tacata (Sr. Public Works Analyst)
- *GHD Consulting Engineers:* Frank Penry (Sr. Traffic Project Manager)
- *WRT:* Jacob Tobias (Sr. Associate / Landscape Architect)

1. Call to Order

Chair Tim Hensel called the meeting to order at approximately 5:30 PM.

2. Introductions

Chair Hensel commenced self-introductions.

3. Oath of Office

Sr. Public Works Analyst, Eydie Tacata, administered the Oath of Office to Jan Ogren, newest member of the Rohnert Park Bicycle and Pedestrian Advisory Committee.

4. Public Comments

There were no members of the public present.

5. Central Rohnert Park Priority Development Area (PDA) Complete Streets

Frank Penry (GHD Consulting Engineers) provided a brief background of the Central Rohnert Park Priority Development Area (PDA) Complete Streets Project, introduced Jake Tobias of landscape architectural firm WRT. Mr. Penry explained that during the walk, complete streets concepts and their applications at specific locations would be discussed, but the BPAC can consider how these concepts can be used at other locations within the PDA.

BPAC Member Jan Ogren asked if the group was just going to look at intersections, or would parking and access to private property (i.e. driveways) also be looked at. Public Works Director Vanessa Garrett explained that the complete streets project itself would include only the improvements that could be built in the public right-of-way.

Mr. Tobias said that a complete streets project covering the entire PDA would be ambitious, and that the first step is to outline a project that fits within the funding and eligibility constraints of the One Bay Area Grant – Cycle 3 (OBAG3). The idea is to get an idea of priority issues in the area that could be addressed by complete streets implementation, at a project cost of about \$5 million. For scale, this would be about ½ mile of improvements on a street like Enterprise Drive. It also depends on type of improvements – for example, striping vs. modifying streets and sidewalks to accommodate planters and green infrastructure. Furthermore, it also depends on whether adjacent development could be leveraged for contributions or to build the improvements.

Ms. Garrett said that the City is in the process of purchasing the former State Farm Insurance site from the current developer. It may take 5-10 years to actually develop the downtown envisioned to be on the site, but the opportunity exists now for the BPAC to have input on future bicycle and pedestrian improvements around the site. Mr. Tobias added that the PDA Plan and the Form-Based Code also have outlined complete streets approaches that can be applied, although they differ a little between the two plans.

The group proceeded to the intersection of Enterprise Drive and Hunter Drive, and the following observations and comments were made:

- **Connector Path from Copeland Creek to Intersection of Enterprise Drive and Hunter Drive:** BPAC Member Gary Gutierrez noted that the path is narrow, dark and uninviting. Ms. Ogren noted the awkward transition from the path end where it meets the sidewalk, and where the ramp and crosswalk are.
- **Enterprise Drive between Hunter Drive and State Farm Drive:** There was discussion about a proposed street section shown in the PDA Plan for both a parking lane and a bike lane on the eastbound side, and a bike lane only on the westbound side. Mr. Tobias said that 1 travel lane in each direction would have to be eliminated to accommodate this.

Ms. Ogren and Chair Hensel asked if widening the sidewalks is considered. Vice Chair Kimberly Finale added that she consistently observes bicyclists riding on the sidewalk. She said that she is an avid pedestrian, and she ends up walking in the street to make way for bicyclists on the sidewalk, so why not widen the sidewalks. Ms. Ogren asked if the bicyclists on the sidewalk tend to be kids and youth; Ms. Finale replied that it's both, as well as adults. There was discussion about wider sidewalks on this segment needed to accommodate senior residents in the area and wheelchair and walker users.

Chair Hensel said that bicyclists don't actually use Enterprise Drive right now, and they use the parallel Copeland Creek Trail instead. Ms. Ogren agreed. Ms. Finale said that she would not recommend using the Copeland Creek Trail outside of daylight hours. Mr. Gutierrez observed that there doesn't appear to be a lot of car traffic on Enterprise Drive.

There was discussion about the bus stop that is mid-block on Enterprise Drive being a flag stop as opposed to a time-table stop, and thus it does not have a full shelter, benches and garbage cans. Mr. Tobias mentioned a possibility of requesting a full bus stop at the intersection, where a bulbout could also be constructed to accommodate waiting bus patrons and affect car turn radiuses, slowing cars down going around the intersections.

The group proceeded to the intersection of Enterprise Drive and State Farm Drive and the following observations and comments were made:

- **Intersection of Enterprise Drive and State Farm Drive:** Mr. Penry noted that a roundabout was considered for this intersection. Ms. Finale expressed support for a roundabout here.
- **State Farm Drive between Enterprise Drive and Rohnert Park Expressway:** Mr. Tobias noted that the PDA Plan and Form-Based Code depicted buildings facing out toward State Farm Drive. There was discussion about parking-protected bike lanes vs. back-in diagonal parking with bike lanes in front.

Mr. Tobias asked the group whether there were any thoughts about whether complete streets implementation should respond to development of downtown, or precede it. Ms. Finale said that bicycle and pedestrian improvements should happen now. Mr. Penry commented that

implementing complete streets improvements sooner rather than later would be a way to get people used to complete streets infrastructure that is new and different, and new development would have to build around it.

There was discussion about curb ramps and tactile dome surfaces, storm drain inlet maintenance and repair. Ms. Ogren also asked for the increased use of green paint to indicate bike lanes and conflict areas.

Ms. Finale and Ms. Ogren left the meeting at approximately this point.

The group observed a bicyclist who rode northbound on the west sidewalk on State Farm Drive, used the west crosswalk to cross Rohnert Park Expressway, and proceeded in the westbound bike lane on Rohnert Park Expressway. This spurred discussion about the choices that bicyclists make to feel safe making the left turn onto Rohnert Park Expressway (RPX) from northbound State Farm Drive. Mr. Penry said that he believes that a “J-Turn” two-stage movement for bicyclists could be facilitated with a bike box in the far right through lane of westbound RPX. Bicyclists would use the green light on State Farm Drive northbound to cross the RPX intersection and get to the bike box on the north side. Then at the green light on RPX, they would already be in the westbound bike lane. There was general agreement that this could work. Chair Hensel commented that there would need to be signage to help users understand what to do.

The group proceeded to the Rohnert Park Expressway segment between State Farm Drive and Commerce Boulevard, and the following observations and comments were made:

- **Rohnert Park Expressway east of intersection with State Farm Drive:** There was discussion about the use of the meandering wide sidewalk on both sides Rohnert Park Expressway, and whether it is a Class 1 bike facility or not. It was generally agreed that it is very well travelled by users of all mobility (e.g. pedestrians, bicyclists, wheelchair and walker users, and strollers). Mr. Gutierrez suggested that striping on the facility might help with bike/pedestrian conflict or travel direction.
- **Rohnert Park Expressway / State Farm Drive intersection:** There was discussion about using leading pedestrian intervals at this intersection, which was generally received positively. Mr. Gutierrez asked about the use of a scramble at this intersection. Mr. Penry noted that the intersection has a very long hypotenuse and this would require a pedestrian exclusive phase; these would impact traffic flow on RPX.

There was discussion about the eastbound approach to the RPX/State Farm Drive intersection, in particular the need, or not, for the right turn lane, its length, and placement of the through bike lane.

The group proceeded to the intersection of Commerce Boulevard and Rohnert Park Expressway, and then to the west side of Commerce Boulevard, and the following observations and comments were made:

- **Commerce Boulevard north of intersection with RPX:** There was discussion about the bike facilities north of the Commerce Boulevard/RPX intersection, and how the bike lane ends. Mr. Gutierrez noted that in a similar situation in Cotati, a transition of the bike facility from the street to the sidewalk is indicated; this might need to be considered.
- **Commerce Boulevard intersection with RPX:** Chair Hensel observed that this intersection might also be a candidate for the “J-Turn” and bike box installation. Mr. Penry added that there might be more opportunities at this location to use green paint effectively.

- **Commerce Boulevard mid-block, south of intersection with RPX:** There was discussion about the bus stops on both sides of mid-block Commerce Boulevard; pedestrians crossing mid-block to access the bus stops and potential for a median treatment to either protect pedestrians or discourage mid-block crossing.
- **Commerce Boulevard, south of intersection with Hunter Drive:** CIP Program Manager Terrie Zwillinger noted that improvements could be made to the southbound bike facilities on Commerce after Enterprise Drive. The bike facility changes from a Class 2 bike lane to Class 1 bike path, but the transitions could be improved.

The group returned to the Rohnert Park Senior Center parking lot to end the walk.

6. New Matters for Future Consideration

Chair Hensel noted his concern about storm drain inlets in disrepair, causing a potential hazard where they are in bike lanes, and also missing storm drain “Drains to Creek” labels.

7. Adjournment

The Committee adjourned the meeting at approximately 7:20 PM.



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



Tim Hensel, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee