



FINAL

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

5:30 PM, Monday, March 28, 2022
Rohnert Park Council Chambers
130 Avram Avenue, Rohnert Park, California 94928

Members Present: Tim Hensel X Kimberly Finale X Creighton Bell X Gary Gutierrez X
(Vacant)

Non-Voting Participants:

- *City of Rohnert Park staff:* Vanessa Garrett (Public Works Director), Terrie Zwillinger (CIP Program Manager), Eydie Tacata (Sr. Public Works Analyst), Jason Sampietro (Assistant Engineer)
- *BKF Engineering:* Vitina Mandella (Project Manager); Andrew DeZurik (Project Engineer)
- *AIM Consulting:* Gladys Cornell (Principal)

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. Public Comments

There were no members of the public to provide comment.

4. Southwest Boulevard Complete Streets (Presentation/Workshop)

Vitina Mandella (BKF Engineers) introduced the project team and stated the meeting item purpose to get feedback on Southwest Boulevard Complete Streets project concepts. Ms. Mandella's first slides included a project background, listed complete streets design elements, showed the project limits (Southwest/Commerce Roundabout to 300-foot east of Adrian Drive), and described existing conditions. She prefaced the next slides as showing complete streets options and examples that are not set in stone for the project's final design, but are shown for discussion and feedback only.

Ms. Mandella showed slides with three potential complete streets approaches for the project: Option A, with protected bike and new/improved sidewalks on both sides; Option B, with protected two-way bike facility on one side; and Option C, restriping to create new/improved bike lanes. The slides showed street cross-sections and photos of installations in other cities. Also on the slides were descriptions of how users would interact with each of the complete streets solutions.

Ms. Mandella reviewed Option A (2 bike lanes), which would require eliminating at least 1 car lane, but would provide opportunities for planters, low-impact development features, buffers and separation of pedestrians from bicyclists. She noted that bike lanes would be continuous with bike facilities at either end of the project segment. However, in order to reduce the number of bicycle/car conflict zones, the City would have to work with private property owners on the south side of the street to eliminate some driveways.

Ms. Mandella asked if anyone thought that users would divert onto neighboring streets to avoid this segment, if complete streets features were installed. Vice Chair Kimberly Finale said she believed

users would use Adrian Drive to get to Commerce Boulevard, instead of using this segment of Southwest.

Ms. Mandella reviewed Option B (1 protected two-way bike lane) and pointed out that one disadvantage is that users of the protected bike lane could cross the street only at intersections. Also, depending on the direction they were travelling, some would have to transition from one side to the other, potentially causing longer travel times. She discussed the advantages of having the protected two-way bike lane on the north: Bicyclists traveling west would cross no driveways, could travel uninterrupted on the segment, and would generally have a better experience. BPAC Member Gary Gutierrez asked how this option would connect to the Commerce Boulevard Bike Path on the west side of Commerce Boulevard, north of the roundabout. Ms. Mandella said that a transition would have to be designed. Mr. Gutierrez called attention to the bicycle and pedestrian activity of students who attend schools east of Adrian Drive, that they use both bike paths and sidewalks. Chair Hensel noted that bicycles riding on sidewalks is allowed in Rohnert Park. There was more discussion about a protected two-way bicycle facility on the south-side, businesses benefitting from bike/ped activity on the adjacent bike path, and the need to minimize the crossings/conflict zones. BPAC Member Creighton Bell said that breaks are needed in barrier used for the protected bike lane.

Ms. Finale said that new sidewalks would be important to have on the north side of Southwest between Commerce and Adrian, as Rohnert Park is a family-oriented city.

Ms. Finale said that if a bike facility is added, it should be kept away from the driveways; it is the safest way to go. She said she is concerned about taking away car travel lanes, given the growth of the city. Chair Hensel asked about traffic counts are on Southwest. Assistant Engineer Jason Sampietro replied that Southwest Boulevard is 10,000 ADT, and for comparison, Golf Course Drive is 20,000 ADT. There was additional discussion about narrowing vehicle travel lanes to install bike facilities, the traffic-calming effect of narrower lanes; driveways and parcels needing driveway access; and that the corner parcels appear to have redundant driveways.

Ms. Mandella clarified that all of the options have sidewalk on both sides of the street.

Ms. Mandella showed Option C, comprised mostly of restriping. She pointed out that if it is desired that 4 car travel lanes are retained, the lanes could be narrowed in order to create a buffer for 2 bike lanes. Chair Hensel asked if a median with left turn pockets could be added. Ms. Mandella said that a median could achieve some slowing down of traffic. She added that Option C was the easiest and least expensive of the options. Ms. Finale commented that it would also be the lowest cost option to maintain and replace. Mr. Bell commented that not going from 2 car lanes to 1 would be inconsistent with what the BPAC has been trying to do to build bike lanes and reduce reliance on car travel.

There was discussion about a potential roundabout at the No Name Street and Southwest Boulevard intersection.

Mr. Gutierrez asked if complete streets projects with separated bike facilities are the general direction that the City is going. Public Works Director Vanessa Garrett answered that 2 of the 5 transportation projects indicated by the City Council as priority are complete streets projects and that this Southwest project would lay the framework for future for complete streets standards for the City.

Chair Hensel said that he would like to see something attractive on Southwest Boulevard, especially to help the businesses there. He added that better lighting would be crucial. Ms. Finale agreed, and said that trees, benches and garbage receptacles would help. There was discussion about the vacant dirt lot at the southwest corner of Southwest and Adrian Drive.

Mr. Gutierrez noted that there is opportunity to connect park areas with bike facilities, so that people could bike to where they recreate. He noted however, the heavy use of the car parking along the middle school track and field. Ms. Mandella agreed that parking is very well used on that segment.

Ms. Finale commented that solid barriers on a bike lane are a problem, as people will ride on the sidewalk instead. There was discussion about asphalt-bermed bike facilities on Southwest east of Country Club Drive, where debris collects and garbage cans are left out, creating hazards.

Chair Hensel asked if directional signs are included in the project. Ms. Mandella confirmed that there would be.

Gladys Cornell (AIM Consulting) commented that it was great to hear the BPAC feedback on the design concepts. She explained her role in the project to get the community involved in the process of choosing complete streets solutions that make the area better and a place that people want to come to. She also cited her firm's role in engaging broad set of stakeholders, including businesses and local underrepresented and underserved communities.

Ms. Cornell described the two engagement opportunities planned for the project: a virtual community meeting and an online community survey. She explained how her firm saw that during the pandemic, public participation in projects increased because of the use of virtual formats. The community meeting would be held first, followed by the survey.

Ms. Cornell invited the BPAC members to review and comment on the survey. Mr. Gutierrez asked if there was an educational level or age-group that the survey is written for. Ms. Cornell replied that these surveys are generally written so that teenagers can understand them. Mr. Gutierrez noted that the use of the term "corridor" might lose people; Ms. Cornell said that this could be revised.

Ms. Finale asked that on Question #5, the wording of "recreation" could be revised to "recreation/exercise", citing her observation that the users of the middle-school track on Southwest travel there specifically for exercise. Ms. Finale added that the Southwest and Adrian intersection is problematic for pedestrians to cross, especially from the northeast corner: There seems to be a visibility or sightline issue. Ms. Mandella said that the project would address this issue.

Mr. Bell commented that even though Question #5 asks about users' destinations, perhaps there is a way to capture whether users are "just passing through".

Ms. Cornell said that the ideal period between notifying the community and interested parties and holding the workshop is 3 weeks. The City and her firm are creating flyers, a QR code for workshop registration, text and images for social media. She asked the Committee to think about formal and informal community leaders to invite, and invited them to submit contact information to City staff to include in the distribution.

5. New Matters for Future Consideration

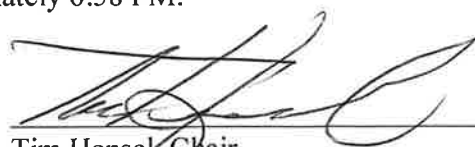
No new matters were brought up for future consideration on a BPAC meeting agenda.

6. Adjournment

The Committee adjourned the meeting at approximately 6:58 PM.



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



Tim Hensel, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee