



CITY OF ROHNERT PARK
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
REGULAR MEETING AGENDA

Monday, November 27, 2023, 5:30 p.m.

LOCATION: Rohnert Park City Council Chambers, Rohnert Park City Hall,
130 Avram Avenue, Rohnert Park, California

COVID-19 NOTICE

The City of Rohnert Park Bicycle and Pedestrian Advisory Committee (BPAC) welcomes your attendance, interest and participation at its regular meetings, scheduled on the fourth Monday of each month at 5:30 p.m., and its special meetings, which are scheduled as needed. **The use of a mask or facial covering when attending the BPAC meeting is strongly recommended, regardless of vaccination status.**

Public Comments during the Meeting: Members of the Public can provide public comment at the meeting. Comments are limited to three minutes per appearance with a maximum allowance of 30 minutes allotted per comment period. Members of the public may also provide advanced public comment by sending comments to the Management Analyst by email at acotter@rpcity.org. Comments are requested by 3:00 p.m. on the day of the meeting.

American Disability Act Accommodations: Any member of the public who needs accommodations should email the ADA Coordinator at jcannon@rpcity.org or by calling 707- 588- 2221. The ADA Coordinator will use their best efforts to provide reasonable accommodations to provide as much accessibility as possible while also maintaining public safety in accordance with the City procedure for resolving reasonable accommodation requests. Reasonable accommodations information is on the City website at: https://www.rpcity.org/city_hall/departments/human_resources/a_d_a_and_accessibility_resources

Bicycle and Pedestrian Advisory Committee agendas and minutes may be viewed on the City's website: www.rpcity.org.

MEETING ITEMS

1. Call To Order/Roll-Call

Gary Gutierrez (Chair) __ Jan Ogren (Vice Chair) __ Shirley Johnson __ Steve Keith__ Tim Hensel__

2. Introductions

3. Reading of the Land Acknowledgement

"The City of Rohnert Park acknowledges Indigenous Peoples as the traditional stewards of the land. Let it be acknowledged that the City of Rohnert Park is located within the traditional homelands of the Federated Indians of Graton Rancheria, comprised of Coast Miwok and Southern Pomo peoples."

4. Public Comments (on items not on the Agenda)

5. Consideration of Approval of Minutes for 10/23/2023 Regular Meeting

6. Adrian Drive Bike Lanes (Discussion)

7. Project Updates (Information)

8. New Matters for Future Consideration (Discussion)

9. Adjournment (Action)

CERTIFICATION OF POSTING OF AGENDA:

I, Eydie Tacata, Sr. Public Works Analyst for the City of Rohnert Park, declare that the foregoing agenda for the November 27, 2023, Regular Meeting of the Rohnert Park Bicycle and Pedestrian Advisory Committee was posted and available for review on Wednesday, November 22, 2023, at Rohnert Park City Hall, Community and Senior Centers, Public Safety Main Building. The agenda is also available on the City web site at www.rpcity.org.

Executed this 22nd day of November, 2023, at Rohnert Park, California.
Eydie Tacata, Sr. Public Works Analyst



DRAFT

Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, October 23, 2023
Rohnert Park City Hall, City Council Chambers
130 Avram Avenue, Rohnert Park, California

Members Present: Gary Gutierrez (Chair) X Jan Ogren (Vice Chair) X Tim Hensel O
Steve Keith X Shirley Johnson X

Non-Voting Participants: Eydie Tacata (Senior Public Works Analyst, City of Rohnert Park); Jim Barrios (Parks and Recreation Commission Liaison); Eris Weaver (Executive Director, Sonoma County Bicycle Coalition);

1. Call to Order

Chair Gary Gutierrez called the meeting to order at 5:30 PM.

2. Introductions

Chair Gutierrez commenced self-introductions.

3. Reading of the Land Acknowledgement

Mr. Gutierrez read the Land Acknowledgement as shown on the BPAC Meeting Agenda.

4. Conversation with Public Safety Representative (Discussion)

Sgt. Jon Kempf and Jill Kempf, Crime Analyst, addressed the questions listed on the memorandum of agenda item topic, "Questions for Public Safety Representative."

Accidents: *How many reported accidents have involved bicyclists and or/ pedestrians within the last year?*

Ms. Kempf explained that she pulled data from the City's public safety systems for a period between October 22, 2022 – October 21, 2023. There were 18 reported accidents. Jan Ogren, BPAC Vice Chair asked what kinds of accidents, and Ms. Kempf said 10 bicycle v. vehicles (i.e. cars), 6 pedestrians v. vehicles. Steven Keith, BPAC member, asked about the remaining 2; Ms. Kempf said these were undetermined because no report was taken. Sgt. Kempf explained that when there is no report, it is because the person(s) involved do not want to cooperate, or they leave the scene before a report can be taken.

Jim Barrios, Parks and Recreation Liaison, asked whether the collisions involved e-bikes or scooters. Sgt. Kempf said the reports do not specify the types of bikes. Mr. Keith asked about recent legislation regarding electric bikes might warrant additional data collection. Ms. Kempf said that bike type information if collected would be in the reports' narrative section. Sgt. Kempf said that the vehicle collision report is not a crime report. It is possible that such information specifying bike type is included in a CHP standard report.

Complaints: How many and what type of complaints have been received within the last year? How have the complaints been received (social media, call ins, etc)?

Sgt. Kempf said that in the past year the majority of complaints have been about disturbances and destruction by packs of teenagers on e-scooters. Complaints about bicyclists are infrequent. On his evening/night patrol, regarding bicyclists, he is most concerned about their safety. He actively looks for bikes without rear tail lights or without lights at all.

There was discussion about Public Safety's community outreach on safety and enforcement of laws around motorized scooters, e-bikes, and pocket bikes. Ms. Kempf said that at present she does not have a number for scooter complaints. However, the Chief of Public Safety has been hearing more from citizens about e-scooter problems, and he wants public education before citations are issued. Eris Weaver, Executive Director of the Sonoma County Bicycle Coalition (SCBC) said she's heard from constituents who wonder why Public Safety is focused on kids on scooters instead of other priorities. Sgt. Kempf emphasized that Public Safety responding to increasing numbers of concerned Rohnert Park citizens observing riders flying off stairs and riding across lawns, and they are very concerned about safety of kids on scooters.

Bike Theft: How frequently are bike thefts reported, and of those reported, roughly what % of bikes have been returned to their owners? What is Public Safety's policy for identifying and returning bicycles? Are there databases of reported thefts, bicycles recovered, or other data about bicycle theft?

Ms. Kempf said that in the past year, there were a total of 32 bike thefts, 11 of which were Grand Theft (\$950 value and higher) and 21 were Petty Theft (less than \$950 in value). The theft locations generally all over Rohnert Park, but mostly retail. Ms. Weaver asked if the bikes were unlocked or locks cut off. Ms. Kempf said that they were both. Sgt. Kempf said that not a lot were returned to their owners, partly because the bikes were not registered. He described the department's Automated Property System which is used to track stolen property. Property can be given serial numbers and descriptions, which are loaded into a database and researched by Dispatch to aid in their recovery. Ms. Weaver suggested the use of "Bike Index", a nationwide online bike registry that SCBC recommends to their members. She described the QR code that is given to the bike which can be scanned, assisting in getting the bike returned to its owner.

Sgt. Kempf described how bikes that are stolen are quickly painted and their serial numbers ground off. He said that it is still worth registering bikes. Mr. Keith asked if citizens need to go to a Public Safety building to register. Sgt. Kempf said that Community Service Officers (CSO) can bring forms to residents' home or a form can be picked up. Mr. Gutierrez asked if the bike registration information is brought to schools. Sgt. Kempf said it's not been common to bring the information to the schools, as the bikes that are registered tend to be very high-value bikes. Ms. Kempf said photos showing both owner and bike or unique bike markings help; the photos help to document the bike and would be used on Public Safety's social media outlets.

Ms. Weaver asked if Public Safety knew about the Facebook group "Sonoma Bike Watch" which gets the word out about stolen bikes and helps owners to find them. Sgt. Kempf answered no, but they do use social media and a "critical reach flyer" system that goes out to all law enforcement agencies. Sgt. Kempf added that over his 16 year career, he himself has only been involved in 10-15 cases of the bikes being returned to their owners. Public Safety ends up collecting a lot of bikes, and mostly they sit unclaimed. After a while, the bikes are donated: There are maybe 130 per year that are donated after not being claimed.

Citations/Incidents:

Have there been any reported incidents of cars driving on designated bike paths?

Sgt. Kempf said that there have not been reports of cars on bike paths recently, although there have been reports of pocket bikes. Shirley Johnson, BPAC Member, asked if golf carts are allowed on the bike paths. Sgt. Kempf said that golf carts are allowed to be operated on paths and streets only within a certain radius of the golf course. Mr. Gutierrez said that the reason the topic is raised is because of the question of whether cars being on bike paths is a problem and the reason why bollards exist at some path entries in Sonoma County. Sgt. Kempf said he thought the bollards signaled that an intersection of a streets was coming up.

Do citizens report trash receptacles in the road blocking the bike lane and/or bike path entrances, and if so, is this a consistent issue? Are these handled as a citation or through public outreach and education?

Sgt. Kempf answered “No” to this question. Ms. Weaver said that the trash receptacles in the bike path are a hazard, citing an incident in which a student was injured hitting one. There was discussion among the group about where the trash receptables are supposed to be on pickup days, and where bicyclists should be travelling in relation to the trash receptacles being set out, whether on bike lanes, the sidewalk or in the car lane.

Ms. Kempf mentioned as a side note, that there were 5 citations issued in the past year for motorcycles traveling in the bike lane.

Is there a general frequency for public safety officers to be out enforcing laws regarding bicycles and pedestrians?

Sgt. Kempf explained that the Rohnert Park Public Safety Department is extremely short staffed, with not enough officers to staff a regular Traffic Division. Instead, Patrol officers on their regular beats perform traffic duties when they can, when there is a slow moment or if they are in the vicinity of known hot spots. Vice Chair Ogren asked for clarification: Are there no officers dedicated to traffic enforcement? Sgt. Kempf said that there are not, although the officers try their best to address safety concerns, e.g. bikes without lights, wrong way riding. Ms. Johnson asked if there are officers on bikes. Sgt. Kempf said that he wished there was; he is the trainer who certifies bicycle officers. The department has 2 bikes, but again, not enough staff for a Traffic Division and bike cops. Ms. Johnson said that it was on the school board wish list.

How does Public Safety determine when to give a citation to a vehicle parked in a bike lane that may or may not be marked?

Sgt. Kempf said that officers are allowed discretion on how to deal with this issue. More often, they try to contact the owner to move the vehicle. The department’s CSOs also deal with vehicle abatement and parking issues. Sgt. Kempf suggested that the CSOs could speak to those issues. Mr. Gutierrez said that he’d like to bring this back to the BPAC as a discussion item.

How does Public Safety handle children riding bikes without helmets? Is it citation-driven or community outreach? Does Public Safety still have a program to provide children helmets?

Sgt. Kempf said that the department prefers community outreach as opposed to scaring kids with citations. When they can, the department holds bike rodeos to teach bike riding safety and to give out helmets. This has happened at National Night Out events also. Ms. Kempf said there were 5 citations given for “no helmet/not strapped properly” in the past year. Ms. Weaver said

SCBC staff could be contacted to help with school outreach. Vice Chair Ogren mentioned that the SCBC also conducts bike rodeos; Sgt. Kempf said that the department could make it happen.

Ms. Johnson said that citations will still help. Sgt. Kempf said that the threat of getting citations acts as a warning system. He gave the example of “zero tolerance days” for drunk driving which are high-visibility enforcement events that communicate to potential offenders to not break laws. Zero tolerance days and locations are usually announced in advance and have a deterrent effect. Something like that could be done to encourage bike safety on the streets and on the bike paths.

Mr. Gutierrez asked about how community outreach is done by the department. Sgt. Kempf said the department has a full-time communications specialist who handles social media. Ms. Kempf gave an example of the outreach on the scooter program, in which they sent on flyers, posted to PeachJar (a resource information online distribution system used by the schools), addressed the issue during Chat with the Chief, and blasted messages on many social media channels.

Sgt. Kempf said that if the BPAC had anything of interest that could be posted to social media, Ms. Weaver said that the SCBC has a 30 sec. video, a public service announcement, “If you wouldn’t put it in the car lane...don’t put it in the bike lane!” that she would like posted.

Vice Chair Ogren said that she would like to get a stack of registration forms for the property database and she could give them to friends.

Potential Concerns/Hazards: *What kinds of hazards/issues to bicyclists and pedestrians is Public Safety currently aware of, and how are they addressing them? Is Public Safety aware of concerns regarding e-bikes and e-bikes and e-scooters?*

Vice Chair Ogren asked if there are bicyclist and pedestrian hazards that the BPAC should be aware of. Sgt. Kempf said that nighttime riding safety and e-scooters are the prevalent concerns recently. Bikes need white lights visible from 300’ from the front and side of the bicycle.

Ms. Weaver asked if the department engages volunteers, for example, for bike patrols. Sgt. Kempf said that volunteers wouldn’t be able to do enforcement. Ms. Weaver explained that in Sebastopol, a former mayor has been wearing a bright yellow vest with “Public Bicycle Patrol” printed on it and riding the paths. The “patrol” is not official, but people seem to act better.

Chair Gutierrez asked if there were final questions. Sgt. Kempf gave his e-mail to the committee (jkempf@rpcity.org) and his work schedule (Monday-Thursday, 4 PM-2 AM). Ms. Kempf said that she could send the statistics she collected to the BPAC.

5. Public Comments

Jim Barrios invited the BPAC to address the idea of the Parks and Paths Map. Chair Gutierrez said that he would like to have an agenda item on this topic at the next BPAC meeting.

6. Consideration of Approval of Minutes for 9/25/2023 meeting

Chair Guterrez requested two corrections on Page 3. Ms. Johnson moved to approve the meeting minutes; Mr. Keith seconded. Meeting minutes were approved with corrections: 4 ayes, 1 absence (Hensel).

7. Bike Path Audits

Eydie Tacata, staff to the BPAC, provided a background on the Bike Path Audits, which were developed by the BPAC in 2022 over several meetings and then conducted in Fall 2022. She

explained the origins of the project, that the City had a consultant develop pavement conditions ratings for the off-street bike paths so that segments could be prioritized for path rehabilitation. The BPAC at the time gave feedback on this approach, suggesting that factors such as path usage, destinations (e.g. schools, shopping) and type of users be considered when prioritizing paths to be fixed. Ms. Tacata further explained that there were 5 segments that were not audited last fall. Addressing these missing audits was a topic the BPAC wanted to have on the agenda.

Mr. Keith brought up concerns about methodology. He suggested that the audits might be more meaningful if conducted at times when path users were likely to be present, such as when school is in session, and also at consistent times for comparisons. Mr. Keith also suggested that volunteers could conduct the audits with just a minimum of incentives from the City. Vice Chair Ogren said that she also raised the issue about methodology, but she can see that that audits at this point are definitely just to get a general feel of the paths. Along with taking data and observations, she also tried to capture aspects of path usage by talking with people on the paths.

Chair Gutierrez noted that the BPAC definitely had discussions about the methodology, but we are still early in the process of its development and use. He wanted to focus at this time on completing audits of the remaining 5 path segments. Mr. Keith said that he wants to continue the development of the audits in the future. Mr. Barrios said that it is great to have an audit at all, and there will be opportunity to make it even better later.

There was discussion among the BPAC members for volunteers to audit the remaining segments. November 17 was chosen as the due date to submit completed audits to staff.

8. Project Updates

Ms. Tacata gave an update on the Hinebaugh Creek Path Rehabilitation, that it is presently in design and that the funding has been budgeted for the work.

Ms. Tacata gave an update on the Countywide Active Transportation Plan Update. Ms. Weaver asked about the consultant team lead for Rohnert Park; Ms. Tacata said that Taylor McAdam of Fehr & Peers is who she has been coordinating with. Ms. Weaver encouraged taking the consultants for a bike ride; this has been done with Cotati and Sebastopol. Vice Chair Ogren said that she could be available to take them on a bike ride.

9. New Matters for Future Consideration and Review of Future Agenda Items List

Mr. Keith asked to add an item for the continued development of the Bike Path Audits.

Chair Gutierrez said that he wanted an update and perhaps input on the Sunrise Park Improvements project.

10. Adjournment

Chair Gutierrez moved to adjourn the meeting, Ms. Johnson seconded. The meeting was adjourned at 7:01 PM.

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

Gary Gutierrez, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee



Bicycle and Pedestrian Advisory Committee Memorandum

FROM: Eydie Tacata, Senior Public Works Analyst
MEETING DATE: October 23, 2023
AGENDA ITEM: #6
SUBJECT: Adrian Drive Bike Lanes

ISSUE:

The Rohnert Park General Plan and Rohnert Park Bicycle and Pedestrian Master Plan designates a proposed Class III bike facility on Adrian Drive between Southwest Boulevard and Arlen Drive. In response to resident concerns about speeding and bicycle safety, City staff are preparing to instead implement a Class II facility (i.e. on-street bike lanes) and seeks input from the BPAC.

DISCUSSION:

The segment of Adrian Drive between Southwest Boulevard and Arlen Drive is presently designated as a Class III bikeway. According to the Caltrans Highway Design Manual, a Class III bikeway (also referred to as a “bike route”) is a “shared” facility, meaning that cars and bikes use the same travel lanes. Class III bikeways are usually lower-traffic streets that provide connections between higher-demand streets, and presumably would be preferred by bicyclists. In this case, this designated Class III bikeway on Adrian Drive was likely thought at the time of its establishment as an alternate route to connect Commerce Boulevard with Southwest Boulevard through the neighborhood, instead of taking Southwest Boulevard all the way around.

In the past years and more recently, residents who live on the this block of Adrian Drive have complained about cars travelling fast and therefore posing a danger to bicyclists, especially kids on bikes traveling to the nearby elementary school, parks or other nearby destinations.

City staff have looked at the issue from an engineering standpoint and are considering the installation of Class II bike lanes as a way provide traffic calming as well as a safer bicycle facility. Bike lanes would clearly delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. Separated bike lanes – whether by buffering with pavement markings or physical separation by parked cars in a parking lane – would provide not only additional safety for bicyclists, but also would visually narrow the car travel lanes which generally causes motorists to reduce their speed. City staff have prepared several configurations for BPAC discussion and also to present to the community. Community outreach to the neighborhood is being prepared in the form of flyers and a community meeting scheduled for December 11th.

STAFF RECOMMENDATION:

Staff recommends that the BPAC members review the information attached to this memorandum and at the meeting, and provide input to City staff about the proposed project.



CITY OF ROHNERT PARK ADRIAN DRIVE COMMUNITY SURVEY

In an effort to increase the safety of our community, the City of Rohnert Park Public Works Department is reviewing Adrian Drive between Arlen Drive and Southwest Boulevard. The City would like the community's input on potential solutions regarding roadway modifications such as addition of bike lanes and/or parking strip modifications.

*When Adrian Drive is referenced, it is specifically referring to Adrian Drive between Southwest Boulevard and Arlen Drive.

	Yes	No
Do you live on Adrian Drive?	___	___
Do you have a child that attends John Reed Elementary School?	___	___
Do you regularly drive on Adrian Drive?	___	___
Do you ride a bicycle on Adrian Drive?	___	___
Do you park along Adrian Drive?	___	___

	1	2	3
Which of the following improvements would you prefer for Adrian Drive?	___	___	___

Option 1: Keep everything the same. (Figure 1)

Option 2: Remove parking on one side of the road and add buffered bike lanes on both sides of the road. (Figure 2)

Option 3: Add a buffered multi-directional bike way on one side of the road and narrow the parking road and parking to be closer together. (Figure 3)

Please describe any observations that you've seen along this street corridor.



CITY OF ROHNERT PARK

PUBLIC MEETING

December 11, 2023

6pm - 7pm

City Hall – Rohnert Park

REUNIÓN PÚBLICA

11 de diciembre de 2023

6pm – 7pm

Palacio Municipal- Ciudad de Rohnert Park

In an effort to increase the safety of our community, the City of Rohnert Park Public Works Department is reviewing Adrian Drive between Arlen Drive and Southwest Boulevard. As our City is dedicated to communicating with our community about changes made in our neighborhoods, we will be hosting a public meeting on **December 11th from 6pm to 7pm**, in the City Council Chamber at 130 Avram Avenue, Rohnert Park, CA 94928. The purpose of this meeting is to address community concerns revolving around speeding along Adrian Drive and discuss potential solutions to this issue. Potential solutions involving roadway modification include the potential addition of bicycle lanes and parking strip modifications. Please come to discuss and learn about these potential modifications.

Par mejorar la seguridad de nuestra comunidad, el departamento de obras públicas de la ciudad está revisando la calle “Adrian Drive” entre las calles “Arlen Drive” y “Southwest Boulevard”. Nuestra ciudad está dedicada a comunicarse con la comunidad sobre cambios en nuestras vecindades. Habrá una junta publica el **11 de diciembre de 6pm-7pm** in el palacio municipal de la Ciudad, en la dirección 130 Avram Avenue, Rohnert Park, CA 94928. El propósito de la junta es para responder a sus preguntas sobre el exceso de velocidad en la calle “Adrian Drive” y dialogar sobre posibles soluciones. Posibles soluciones incluyen modificaciones a la calle, que podrían incluir carriles para bicicletas y modificaciones al estacionamiento en la calle. Por favor atienda para aprender sobre las posibles soluciones y modificaciones.

**Please scan the QR code below to fill out the community survey! /
¡Escanee el código QR a continuación para completar la encuesta
comunitaria!**

See reverse for Figures 1, 2, and 3 refernced in survey. / Véase el
reverso de las Figuras 1, 2 y 3 a las que se hace referencia en la
encuesta.



ADRIAN DRIVE FROM ARLEN DRIVE TO SOUTHWEST BOULEVARD / CALLE "ADRIAN DRIVE" ENTRE "ARLEN DRIVE" Y "SOUTHWEST BOULEVARD"

FIGURE #1 : EXISTING CONDITIONS / CONDICIONES EXISTENTES

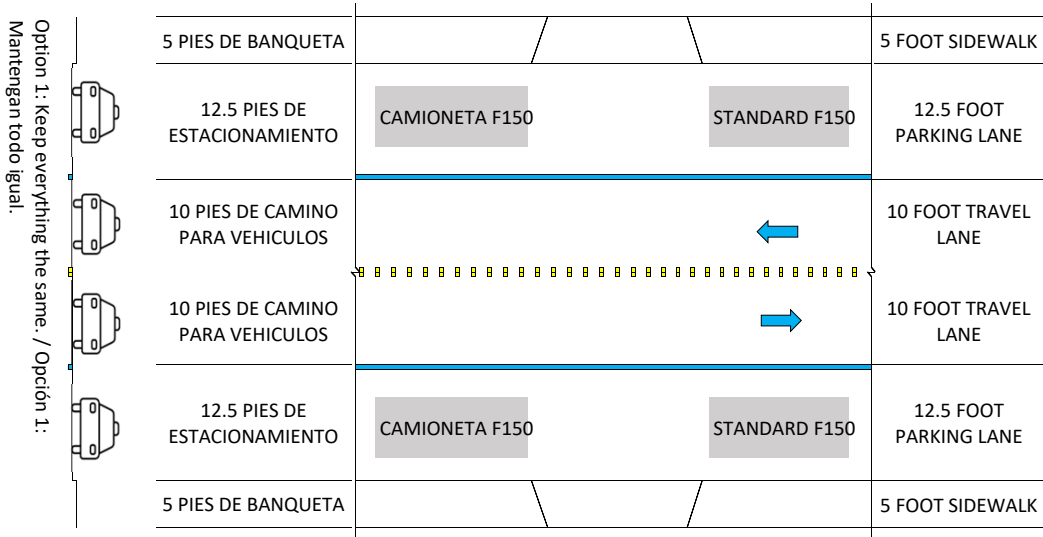


FIGURE #2 / FIGURA #2

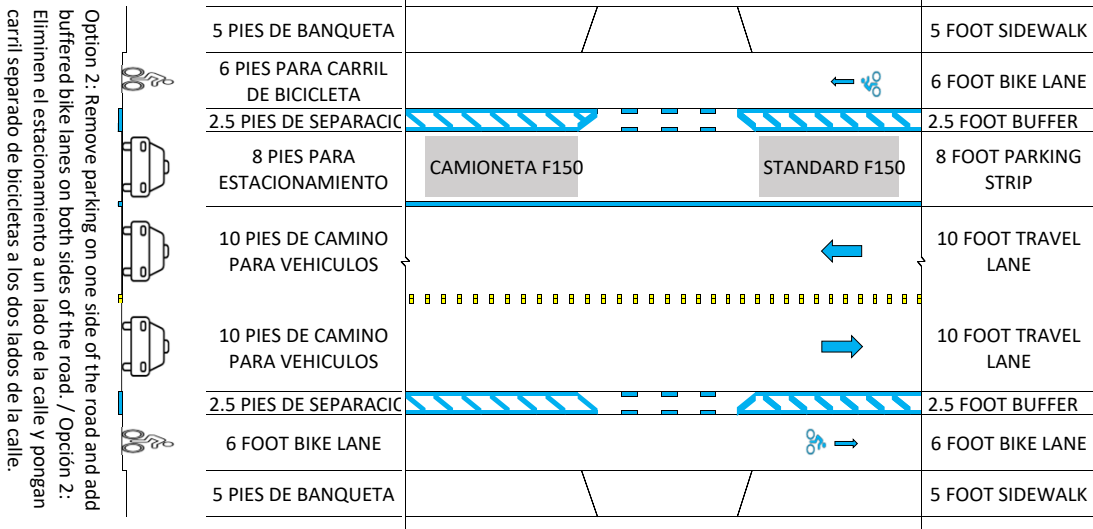


FIGURE #3 / FIGURA #3

