



FINAL

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

5:30 PM, Monday, November 27, 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 X
Steve Keith X Shirley Johnson X

Non-Voting Participants: Eydie Tacata (Senior Public Works Analyst, City of Rohnert Park);
Emily Shartin (Advocacy and Communications Coordinator, 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

Shirley Johnson, BPAC Member, read the Land Acknowledgement as shown on the BPAC Meeting Agenda.

4. Consideration of Approval of Minutes for 10/23/2023 meeting

Vice Chair Jan Ogren noted the absence of the use of “tey/tem” pronouns, but did not request correction to minutes. Ms. Johnson moved to approve the meeting minutes; Vice Chair Ogren seconded. Meeting minutes were approved with corrections: 4 ayes, 1 abstention (Hensel).

5. Adrian Drive Bike Lanes

Jason Sampietro, Associate Engineer, explained that the proposed project would address residents’ concerns about speeding on Adrian Drive between Southwest Boulevard and Arlen Avenue. He noted that car drivers’ perception of a wide street, as well as the absence of stop signs, make drivers feel overly comfortable driving at higher speeds. He said that in addition to wanting to slow cars down, Adrian Drive residents wanted a safe street for students biking to and from the elementary school at the end of the street.

Mr. Sampietro said he consulted with transportation firm Fehr & Peers to develop traffic calming solutions. He then came up with options for narrowing the car travel lanes to both achieve traffic calming and install bike facilities. He showed the community outreach materials with diagrams of three options: (1) “No change” to the street, (2) removing vehicle parking on one side of the street and adding buffered bike lanes on both sides of street, and (3) adding a multi-directional bikeway on one side of street and retaining narrower vehicle parking on both sides. He said that the narrow 7’ parking strip is not the City standard of 8’, but he personally favors the third option providing the parking-protected bike facility, which believes bicyclists would like because it separates them from fast-moving cars. Vice-Chair Ogren agreed, commenting that a very wide bike lane and shoulder that provides a lot of separation such as on

Petaluma Hill Road, is also okay. Mr. Sampietro said that the parking-protected bike lane option also provides a place for garbage cans to be placed outside of the bike lane on pickup day.

Mr. Sampietro described the outreach conducted so far, including consulting with John Reed Elementary School principal who supports the proposed bike lanes, and sharing the proposed project with the Sonoma County Bicycle Coalition (SCBC). Mr. Sampietro showed the BPAC a survey to collect neighborhood demographics and gather feedback about the traffic calming / bike facility options. Written in both English and Spanish, the survey was distributed 3 weeks ago directly to homes, to the elementary school parents, and through social media. Chair Gutierrez asked if there was any feedback; Mr. Sampietro said he received none. There was brief discussion about the lack of survey responses and “survey fatigue” in the community overall. Mr. Sampietro said there would be a public meeting on December 11. Ms. Johnson said there might be better attendance if it was at the nearby elementary school. Mr. Sampietro noted that the Rohnert Park City Hall is close by.

Chair Gutierrez asked whether staff, City Manager or City Council ultimately decides which project option is built. Mr. Sampietro said that depending on the community input, staff would seek a discussion and direction from the City Council.

Vice Chair Ogren asked for clarification on where residents would put their trash cans. Mr. Sampietro said that residents would place their cans outside of the bike lane and in the parking strip. Vice Chair Ogren asked if there will be bollards or other vertical element along the bike lane; as a biker, they prefer something not solid like the asphalt-concrete (AC) berm. Mr. Sampietro confirmed that there would be a vertical element delineating the bike facility.

Steve Keith, BPAC Member, said he was concerned that parking-protected bike lanes would fill up with debris and not be cleaned, like the existing AC curb-separated bike lanes. Mr. Sampietro said that the waste disposal company Recology has sweepers that can fit in the bike lanes. There was general discussion about Recology’s street sweeping responsibility and responsiveness.

Mr. Keith asked about vehicle travel lane widths and how these are determined. Mr. Sampietro explained that the type of roadway (i.e. arterial, collector, local), planned volumes and traffic density, and other factors determine lane widths. Mr. Keith asked if California regulations allow municipalities to create their own standards. Mr. Sampietro answered yes.

Emily Shartin, SCBC Advocacy and Communications Coordinator, asked if there is another plan for slowing down traffic on Adrian Drive if the bike facility options are not implemented. There was general discussion about narrower streets in newer neighborhoods, the effect of narrow streets on travel speeds, and the possibility of setting lower speed limits.

Ms. Shartin said that the SCBC is cautious about two-way cycle tracks on short segments. While they make sense for longer stretches, cycle tracks on short segments – especially those in between other street segments with Class 2 lanes on both sides of street – are confusing at the transitions. This results in inconsistent bike facilities that discourage bicycle riding. Mr. Sampietro and Ms. Shartin discussed cyclists’ behaviors on leaving the cycle track at the intersections of Adrian and Arlen Drive (a T-intersection and three-way stop) and at Southwest Boulevard (a four-way stop); whether bikers would walk bikes on a crosswalk or cut across.

Ms. Shartin asked about additional safety improvements for the elementary school students, such as rapid rectangular flashing beacons (RRFBs). Ms. Sampietro said that these were not considered as part of the project, nor desired so close to the existing stop signs.

Ms. Shartin asked if there are plans to extend the cycle track southward on Adrian Drive. Mr. Sampietro said that Adrian Drive south of Southwest Boulevard is only 40' wide, so parking would have to be removed. Ms. Shartin said that parking elimination will always be an issue, and the SCBC hopes that the City would stand behind a solution that fulfills its commitment to provide bike infrastructure.

Vice Chair Ogren said that it appears that this application of a cycle track on a short segment would not be problematic, since one end is a T-intersection and the other is a 4-way stop. With good signage – perhaps with diagrams to show bicyclists how to negotiate the intersections to enter and exit the cycle track – the project could work. On Camino Colegio where the bike facilities change mid-stream, there is no signage. Mr. Keith agreed that the bike facilities that change block-by-block on Camino Colegio is confusing and discourages bicyclists.

Vice Chair Ogren asked whether there is enough distance between the parking strip and the bike lane to avoid car door swings into bikes. Mr. Sampietro said that he proposed a 2.5' buffer, which should be sufficient.

There was additional discussion about the project survey vs. the Rohnert Park community-wide survey; planned and recently implemented stretches of two-way cycle track in Santa Rosa; and a reiteration of the date, time and location of the project community meeting. Mr. Sampietro requested that the BPAC members fill out the survey.

6. Project Updates

Mr. Sampietro gave an update on the Hinebaugh Creek Path Rehabilitation, that it is in preliminary design, including determining whether trees need to be removed to provide a 10' path width. He said that the crossing of Snyder Lane is also in design. Mr. Keith asked if a Spring or Summer 2024 construction is expected; Mr. Sampietro said that he is planning construction in the summer when students are on vacation.

Ms. Tacata gave an update on the Sunrise Park Improvements Project, which the BPAC wanted to discuss for adding bike parking. The pickleball court rehabilitation is expected to need all of the project budget, leaving little to no funding for anything else, including bike parking.

Chair Gutierrez asked about the Trail to Crane Creek Regional Park. Ms. Tacata said that the bids were recently rejected by the City Council, as they came in higher than the amount of funding for the project. The plans will be reworked to attract more bids. Mr. Keith asked if the work is something that could be done by the California Conservation Corps (CCC). Ms. Tacata said that some State and Federal funding sources require public agencies to offer work to the CCC on projects. This project does not have such funding, and therefore is not compelled to offer the work, although the CCC might be included as subcontractors under a general contractor bidding the project. Also, the type of trail surface that is desired by the Sonoma County Regional Parks for this project (as they will be the eventual owner and operator of the trail), is a specialized material with limited vendors and installers.

Chair Gutierrez asked about the signalized crossing at Petaluma Hill Road for the Trail. Mr. Sampietro said that this project received bids within the project budget, but the signal installation would wait for the main Trail construction to be certain. He said that the City was also still waiting for an encroachment permit from Sonoma County to build the signal. Additionally, Sonoma State University was considering changes at the Laurel Drive intersection which might impact the signal and intersection improvements.

Ms. Tacata reported that the City received a small technical assistance grant to help develop community outreach on the Hwy. 101 Bike/Ped Overcrossing project. She said that successful grant funding through the Active Transportation Program requires that applicants demonstrate and document significant community need and support of projects; the technical assistance could help with this. Vice Chair Ogren asked how much funding the project has already. Mr. Sampietro explained that the project is in the Project Initiation Document phase, which is about \$400,000 which are all City funds. The next phases are Project Approval and Environmental, then Design, for which the City has over \$3 million in Federal funds. Construction is expected to be about \$26 million, which the City does not have, but will work in future years to obtain.

Chair Gutierrez asked if the Bike Path Audits project is now complete with the five path segments audits having been done. He would like to continue discussing the Bike Path Audits at the December meeting. Mr. Keith asked if path segments that lead to dead ends or locked gates would continue to be included. Ms. Tacata said these could be discussed in an agenda item in December.

7. Public Comments

There were no comments from the members of the public on items not on the agenda.

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

Ms. Johnson asked if it would be possible to add a designation of pronouns on the BPAC agenda, perhaps in the Call to Order section.

Ms. Tacata asked if the BPAC would be interested in changing the “Rohnert Park Bicycle and Pedestrian Master Plan” into an “Active Transportation Plan”. Mr. Hensel supported this item.

Chair Gutierrez brought up an issue about the RRFBs at Snyder Lane and Copeland Creek, that sometimes even when activated, car drivers don’t seem to slow down or stop. There was discussion about whether the angle of the sun affects the ability for drivers to see the flashing light; whether there are different colors of RRFB lights that might work better.

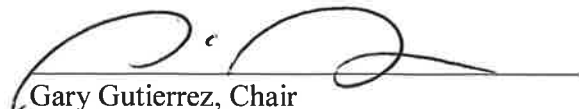
Ms. Tacata said that the December meeting would need to include an Election of Officers on the agenda, as the BPAC Handbook calls for such election during the last meeting of the year or as soon as possible afterwards.

9. Adjournment

Ms. Johnson moved to adjourn the meeting, Mr. Hensel seconded. The meeting was adjourned at 6:42 PM.



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



Gary Gutierrez, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee