



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, June 20, 2016
Rohnert Park City Hall
130 Avram Avenue
Rohnert Park, CA 94928

Members Present: Tim Hensel (Chair) X Terry Gault (Vice-Chair) X
Stephen Gold X Katie Musick X Carson Williams X

Non-Voting Participants: Eydie Tacata, Staff X Vanessa Marin, Staff X
Jerry Griffin, Parks and Recreation Commission Liaison X

1. Call to Order

Chair Tim Hensel called the meeting to order at 5:32 PM

2. Introductions

Chair Hensel commenced self-introductions. Committee Members present were Tim Hensel, Terry Gault, Stephen Gold, Carson Williams, and Katie Musick. City staff present were Eydie Tacata, Management Analyst; Vanessa Marin, Sr. Engineering Technician; Jerry Griffin, Parks and Recreation Commission Liaison.

3. Public Comments

There were no members of the public present.

4. Approval of Minutes of Meeting of May 23, 2016

Committee Member Musick moved to approve the May 23, 2016 meeting minutes; the motion was seconded by Committee Member Gold and was approved by vote count of 5 ayes (Musick, Gold, Williams, Hensel, Gault) - 0 nays - 0 absences - 0 abstentions.

5. SMART Multi-Use Path (MUP) Construction Update

Vanessa Marin, City of Rohnert Park Sr. Engineering Technician and City liaison to SMART Technical Advisory Committee, provided a brief overview and answered questions about the construction of the SMART Multi-Use Path ("MUP") section through Rohnert Park.

Committee Member Musick asked about the height of the fencing separating the MUP from the adjacent Valley Village Mobile Home Park that a member of the public asked about at the May 23rd BPAC meeting. Staff member Marin answered that the fence separating the MUP from the adjacent properties is typically 6' tall along most of the MUP. At this location there is the standard 6' tall fence, and also a second barrier consisting of 2' retaining wall with a 2' fence on top of the wall. Committee Member Gold asked who maintains the fencing, and staff answered that SMART is. There was additional discussion on people potentially cutting the fence to cross the tracks.

Chair Hensel asked whether SMART will plant trees along the MUP, commenting that the path feels very open, but being unshaded, it feels hot. Staff member Marin said that she did not see trees in the landscaping plans on her review, but she could check further. There was discussion about how trees could create a pleasant path experience, but could also impede visibility onto the path, hinder public safety staff from seeing the path, and potentially make it feel less safe for some travelers.

Committee Member Musick asked what the bicycle or pedestrian features were at the Southwest Boulevard crossing of the MUP. Staff member Marin reported that even though the City had requested MUP user-activated signals, at this time, the crossing is a “passive” crossing with a small median refuge. Committee Member Gold commented that the refuge was too small for bicycles. There was discussion on controls on the MUP to help users approach the Southwest Boulevard crossing with caution, perhaps a stop sign and bar on the MUP. There was concern that motorists on Southwest Boulevard would not see MUP users crossing. There was also discussion about signage (e.g. “Ped Crossing Ahead”) on Southwest, or flashing beacons. Staff member Marin noted that the Public Utilities Commission discourages the use of additional flashing beacons in the immediate vicinity of the railroad flashing beacons, because of confusion of whether the alerts are for approaching trains or not.

There was additional discussion about the SMART MUP and SMART Stations, including:

- Path width, generally 8’ with 2’ shoulders each side at 2% slope, and obstruction clearances of 2’
- Lighting along the MUP, of which there is generally none
- Access to Rohnert Park SMART Station from Enterprise/Seed Farm Drive, with none from Rohnert Park Expressway
- Lack of access to MUP from Hinebaugh Creek Path
- Rohnert Park Expressway crossing features, including ped-activated signals and ped refuge
- MUP segment between East Cotati Ave. and the water tank northwest of Sonoma Mountain Village
- SMART’s long-term maintenance responsibility of the MUP, except for the crossing at Rohnert Park Expressway
- Signage directing people to MUP, which at this time only is planned at the SMART Stations
- Bike parking at the Rohnert Park SMART Station of 3 inverted-U racks to hold 6 bicycles
- Concern about the long segment between Rohnert Park Expressway and Golf Course Drive, lack of lighting, how emergency vehicles would access the path if there was a need

Committee Member Gold asked staff for information on the pavement or surface treatment of the area adjacent to the path, and a plan detail of the MUP crossing of Hinebaugh Creek.

6. MTC Bike Share Capital Grant Program

Staff member Tacata described the Bike Share Capital Grant Program and the Call for Projects released by the Metropolitan Transportation Commission. She reported that the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM) jointly developed a Letter of Interest for a SMART corridor-based bike share program. SCTA asked whether the City of Rohnert Park wanted to be included in the Letter due on June 17th. At their June 14, 2016 meeting, the Rohnert Park City Council authorized the inclusion of Rohnert Park in the Letter of Interest.

Staff member Tacata provided general descriptions of bike share programs, and indicated that a study being conducted by SCTA indicated that the Sonoma County region would be more suited for a “smart bike” system, as opposed to a “smart dock” system.

Committee Member Musick said that the City of Arcata tried to manage a bike share program using City staff, instead of a company or organization focused on and experienced in bike share programs. The program was not successful. Committee Member Gold also recalled a bad experience trying to use bike share in San Diego, which was probably a smart dock system. There was further discussion among the Committee members about whether commuters would prefer to use their own

bikes; bike share systems as more suitable for tourists; whether Rohnert Park commuters are coming into Rohnert Park or commuting out; Sonoma State University as a site for a hub; and the effect of the region's housing crunch on bicycle commuting.

7. Curb parking at intersection of Camino Colegio and Casa Way

Committee Member Gold cited continuing problems of cars parking in the red curb painted zone and beginning of bike lane on the east side of the intersection of Camino Colegio and Casa Way. He provided handouts with a diagram and photos, illustrating the problem. He noted that the cars parking in the bike lane north of stop sign is more of an issue. He asked if the City can extend the red paint on the curb and add a "No Parking Beyond this Point" signs to further denote where there should be no parked cars. He said that has contacted Commander Johnson about the issue.

Committee Member Williams concurred, saying that he has seen the parked cars as described. There was more discussion among the Committee about the stop sign not being visible, especially if trucks park in the red zone next to the sign.

8. Sharrow positioning on Southwest Boulevard, vicinity of Seed Farm Drive

Committee Member Gold called attention to the sharrows on Southwest Boulevard and passed out handouts with a diagram and photos. He noted that the sharrow just west of the intersection guides bicyclists to position themselves in an awkward place in the travel lane, causing confusion to motorists as to where bicyclists will be as they try to move to the formal bike lane west of the intersection. He said that there needs to be some kind of solution, offering that if the solution is to continue the use of sharrows, then to move sharrows to the left, or, to remove the sharrows entirely.

Chair Hensel agreed that it would better for cyclists to be farther out to the left, where they would be more visible to motorists, especially those turning right onto Southwest from Seed Farm. There was more discussion among the Committee about sharing the road and communicating to both motorists and bicyclists where the various types of users should be in the road.

9. Staff and Committee Member Updates on Previous Matters

Committee Member Musick noted that a hole on Southwest Boulevard was fixed after she reported it, and she was pleased.

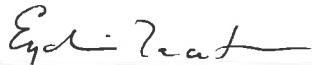
Staff Member Tacata reported on the Bike to Work Day Energizer Station, that there were fewer cyclists counted travelling through the intersection this year, compared to previous years.

10. New Matters for Future Consideration

There were none brought up by the Committee.

11. Adjournment

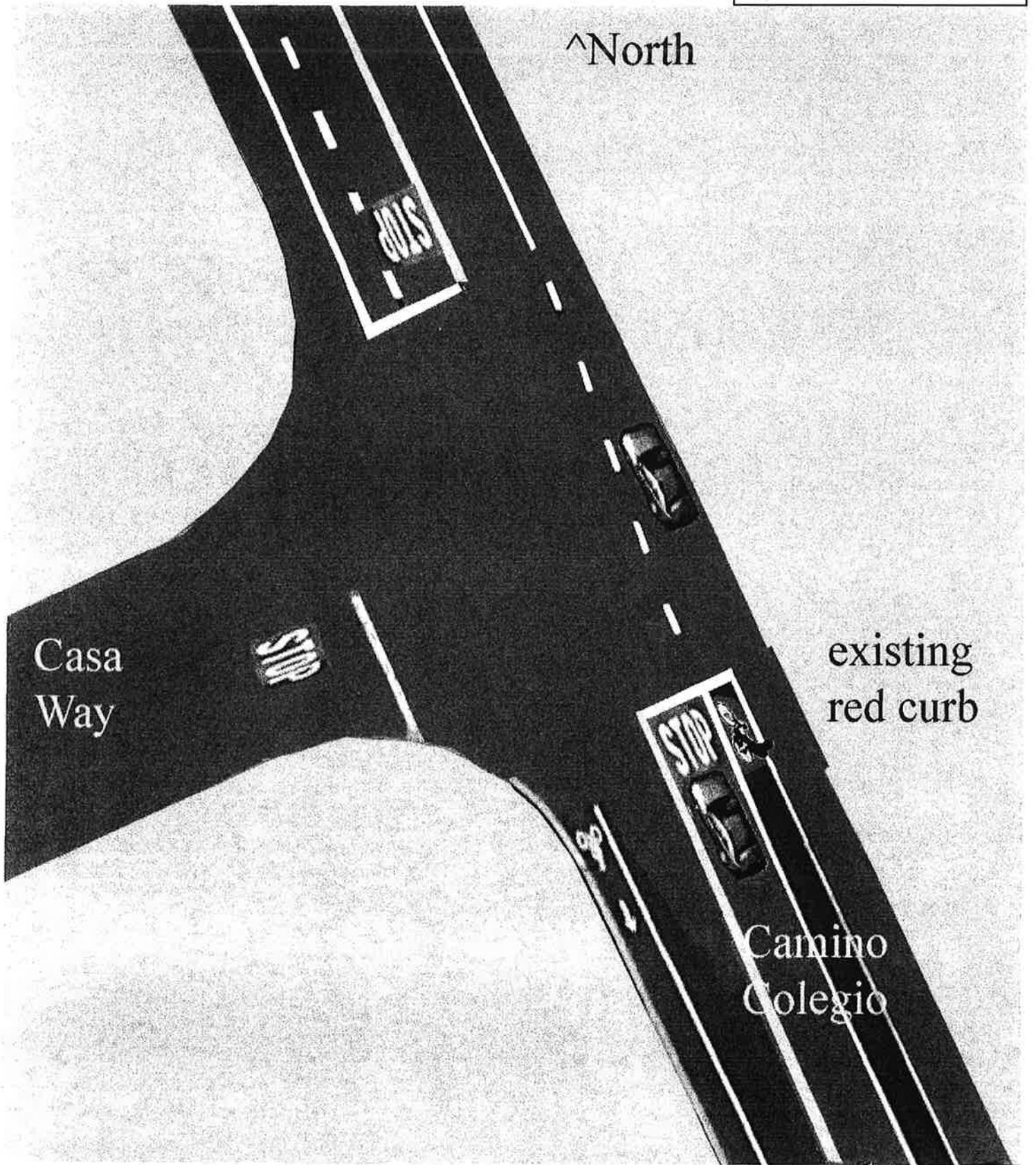
Chair Hensel moved to adjourn the meeting; the motion was seconded by Vice Chair Gault and carried unanimously approved by vote count of 5 ayes (Hensel, Gault, Musick, Gold, Williams) - 0 nays - 0 absences - 0 abstentions. The meeting adjourned at approximately 6:51 PM.



Eydie Tacata, Recording Secretary
Rohnert Park Bicycle Advisory Committee



Tim Hensel, Committee Chair
Rohnert Park Bicycle Advisory Committee



^North

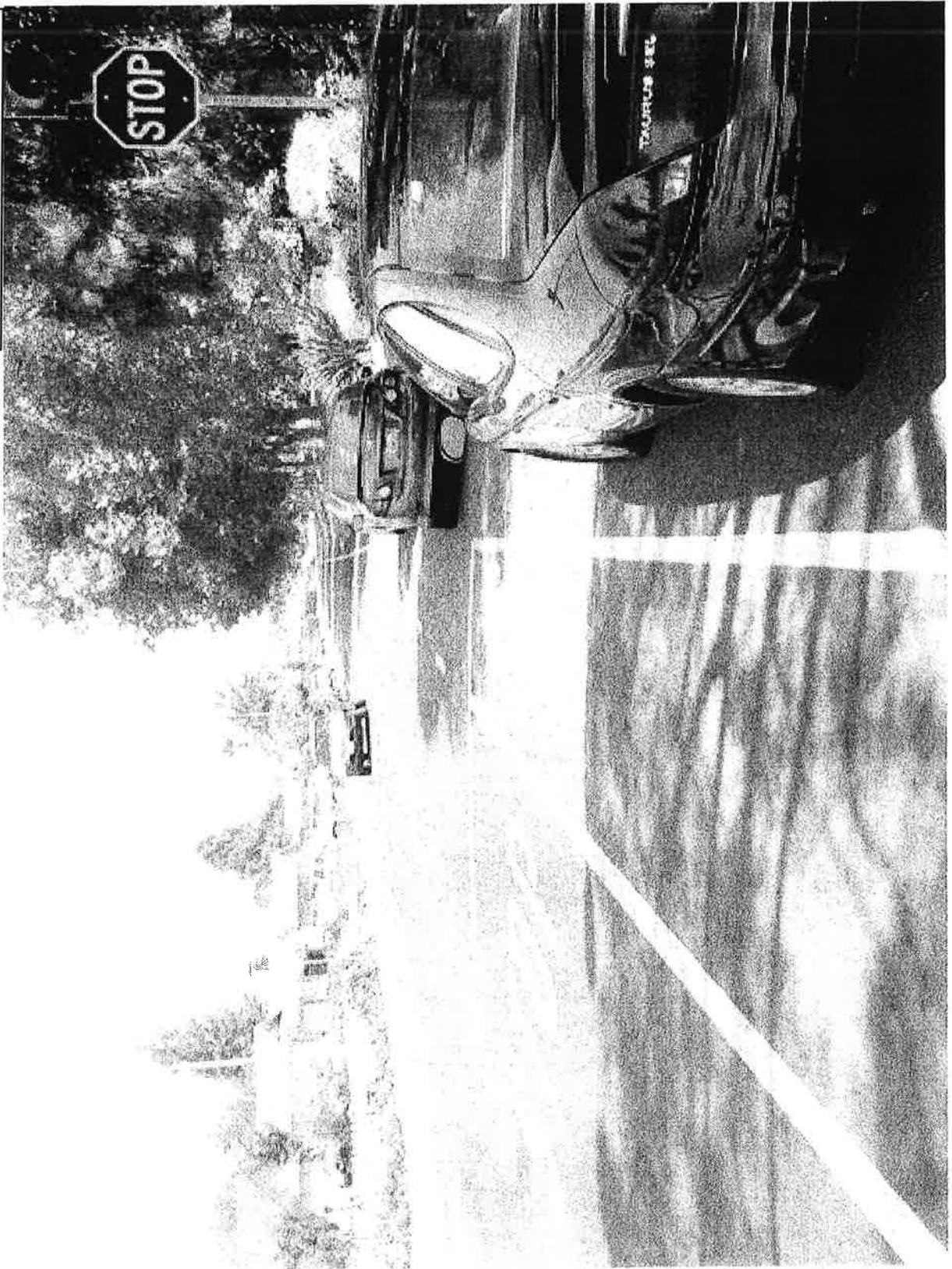
Casa
Way

existing
red curb

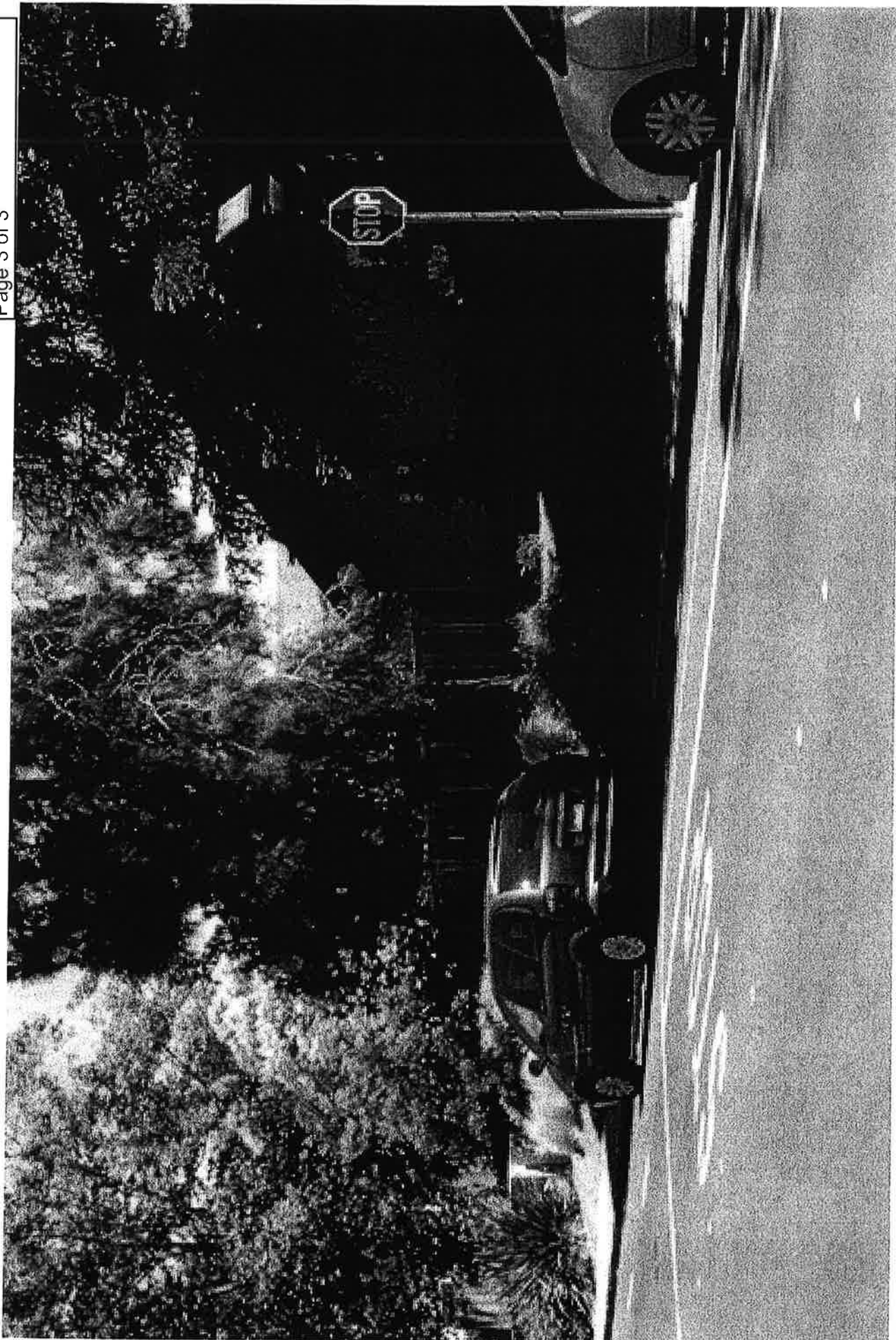
Camino
Colegio

Casa 2

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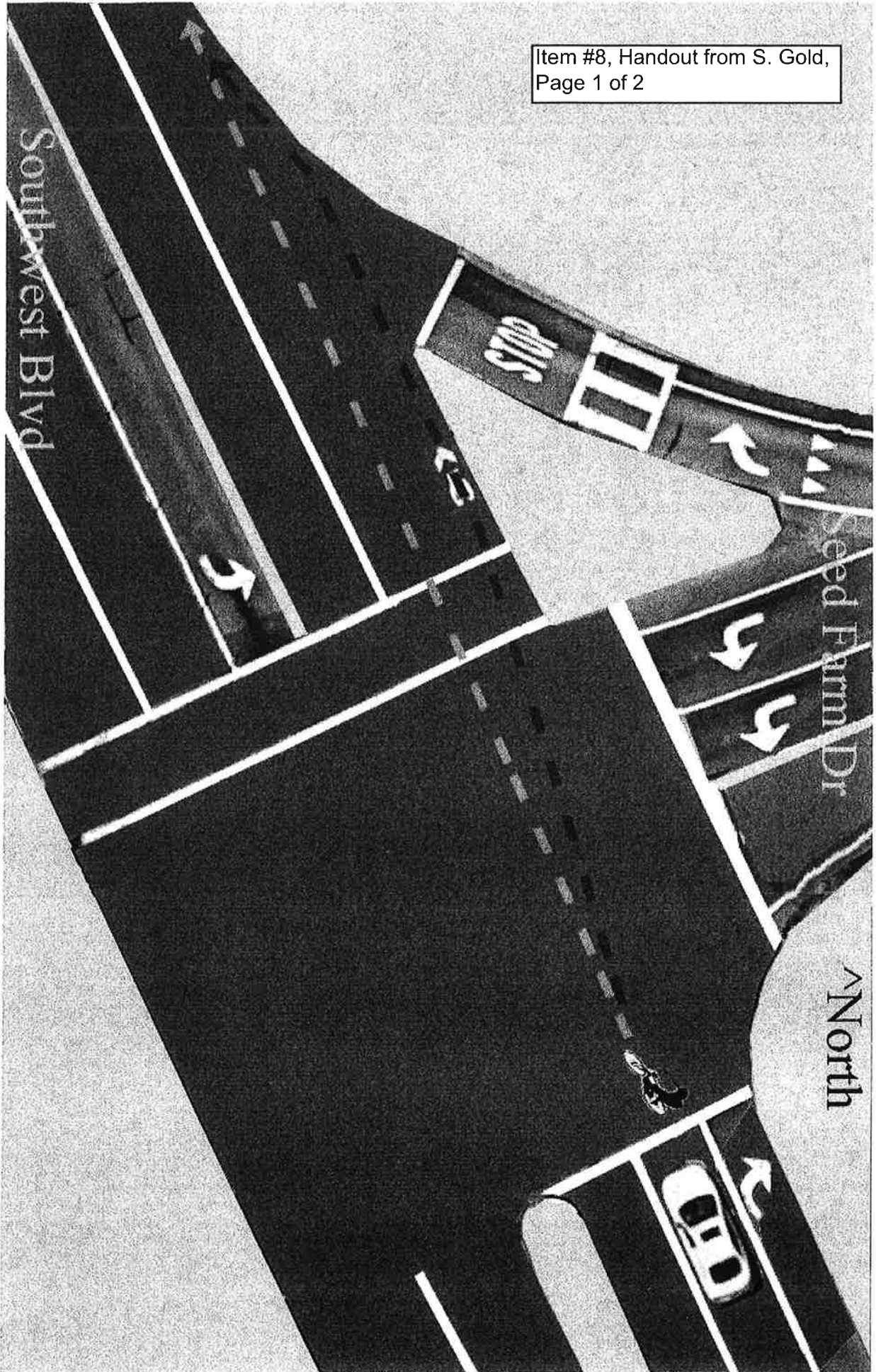


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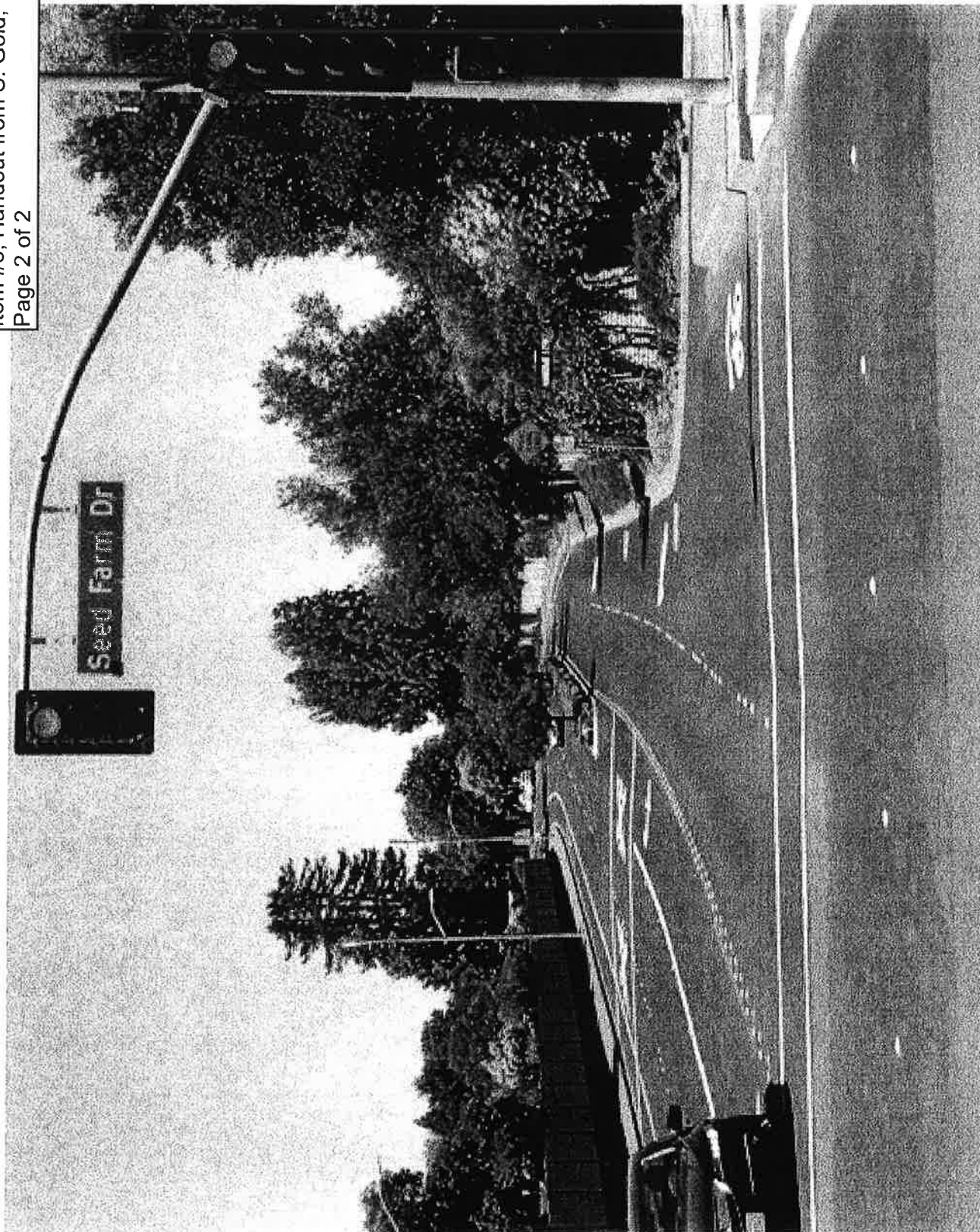
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