



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, November 20, 2017
2nd Floor Conference Room, Rohnert Park City Hall
130 Avram Avenue, Rohnert Park, California 94928

Members Present: Stephen Gold (Chair) X Terry Gault (Vice-Chair) ___
Gary Gutierrez X Tim Hensel X Katie Musick X

Non-Voting Participants: Eydie Tacata, Management Analyst

1. Call to Order

Chair Stephen Gold called the meeting to order at 5:30 PM.

2. Introductions

Chair Gold commenced self-introductions.

3. Public Comment

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

4. Consideration of Approval of Minutes

Committee Member Katie Musick moved to approve minutes of the meeting of September 11, 2017; the motion was seconded by Committee Member Gary Gutierrez and was approved by a vote count of 4 ayes (Gold, Gutierrez, Hensel Musick) – 0 nays – 1 absence (Gault) – 0 abstentions.

Committee Member Katie Musick moved to approve minutes of the meeting of September 25, 2017; the motion was seconded by Committee Member Gary Gutierrez and was approved by a vote count of 3 ayes (Gold, Gutierrez, Musick) – 0 nays – 1 absence (Gault) – 1 abstention (Hensel).

Committee Member Gary Gutierrez moved to approve minutes of the meeting of October 16, 2017; the motion was seconded by Chair Stephen Gold and was approved by a vote count of 3 ayes (Gold, Gutierrez, Hensel) – 0 nays – 1 absence (Gault) – 1 abstention (Musick).

5. Reconsideration of Recommendation for Snyder Lane and Rosana/Capri Way Crosswalk

Chair Gold introduced the item. Ms. Eydie Tacata, staff member, distributed copies of the September 25 notes taken by Deputy City Engineer Art da Rosa on Snyder Lane at Rosana Way/Capri Way potential crosswalk solutions, which included: (1) installation of a new traffic signal, and (2) moving the crosswalk slightly north of current location. Committee Hensel said he initially liked the idea of moving of the crosswalk but started to wonder if it would interfere with left turn pocket vehicle stacking and left turn movements. There was discussion about lengthening the median southward and moving the crosswalk northward. Committee Member Musick suggested that the recommendation be broad to express the intent of moving the crosswalk, but leaving the design for engineering expertise.

There was discussion about the crosswalk spanning 5 lanes of car lanes. Committee Member Musick said that she likes a pedestrian refuge because it helps pedestrians to pay attention to only 2 lanes of traffic at a time. She also likes the idea of a refuge with yellow detectable warning surfaces (i.e. "truncated domes"), as these add more visual cues for drivers about pedestrians potentially on the street. Committee Member Gutierrez added that the refuge would also be age-friendly. Chair Gold confirmed that the Committee wanted pedestrian-activated flashing lights/signs and crosswalk in-ground flashing lighting added to the revised recommendation.

Committee Member Musick moved for the recommendation for the crosswalk at Snyder Lane and Rosana Way/Capri way be amended to (1) add the installation of rapid rectangular flashing beacon sign (“flashing sign”) as a short- or medium-term solution, and (2) add in-ground flashing crosswalk and/or traffic signal at this location as a long-term solution for this location. The motion was seconded by Committee Member Gutierrez and was approved by a vote count of 4 ayes (Gold, Gutierrez, Hensel Musick) – 0 nays – 1 absence (Gault) – 0 abstentions.

Committee Member Musick thanked Chair Gold for his work on the crosswalks issue and recommendations. Committee Member Gutierrez also thanked him for his patience with the process.

6. Charrette for Central Rohnert Park Priority Development Area / Downtown District Form-Based Code (Information/Discussion)

Chair Gold briefly described the 4-day charrette process. One idea floated at the charrette and of potential interest to the Committee was adding “slip streets” parallel to Rohnert Park Expressway (RPX) while preserving the existing 4 lanes. Buildings and parking would front on the slip streets. The slip street would be a Class III shared facility for bicycles. Chair Gold also mentioned other bike- and pedestrian-specific topics at the charrette, including: a street or other crossing of RPX in the vicinity of the Library, and the evolution over time in how people use curbs (e.g. drop-off zones for ride-sharing).

Chair Gold said he was not sure how he felt about relegating bicycles to a shared facility in “slip-street” concept. He commented that it is already difficult making left turns on a bicycle on RPX. There was discussion about whether the Class II bike lanes would be preserved on RPX. Committee Member Musick wondered if the slip streets were for buses to get from RPX to the SMART station.

Chair Gold said that at the charrette, he discussed bicycling with a senior participant, which got him thinking about a day to promote bicycling for everyone, similar to Bike to Work Day. He later discussed this with a Sonoma County Bicycle Coalition (SCBC) member, who explained the commuter focus of Bike to Work Day and also SCBC’s strategy of increasing the number of bicyclists on the roads so that they are perceived as equal users. Chair Gold expressed that he feels the need to promote bicycling as a regular means of transportation beyond commuting; perhaps, there could be one focused event or day to promote biking in general. There was also mention of International Walk and Roll to School Day and iWalk as similar efforts to promote non-motorized travel to specific target constituents.

There was general discussion about an overcrossing of Rohnert Park Expressway and examples of other crossings like in Davis, California; the potential to lower Rohnert Park Expressway below grade to accommodate an at-grade crossing to connect the former State Farm property and City-owned property north of RPX; and transit stops needing to be closer together to better serve users.

There was general discussion about whether there would be additional opportunities for input into the form-based code that will guide the development of Downtown. Ms. Tacata answered that City Council requested workshops at the Council meetings to review and discuss form-based code. Ms. Tacata said that she could alert the Committee members as to when the topic comes up at the Council.

7. Meeting Schedule

Chair Gold reminded the Committee that the next meeting would be December 18, 2017, instead of the 4th Monday of the month, which is December 25th. Staff Member Tacata handed out a list of the anticipated meeting dates for 2018.

8. Staff and Committee Member Updates on Previous Matters

Committee Member Hensel reported on the Caltrans District 4 Bicycle Master Plan workshop that he attended on November 9th, and noted the interest in crossings of Highway 101. Committee Member Gutierrez also reported on the Bicycle Master Plan process, in which Caltrans is getting input on routes

of interest to the public. He described how Caltrans also sought input on different methods and traffic control in areas where cars and bicycles cross each other, which solutions the participants preferred, the use of green paint, and how to share roads. Committee Member Hensel added that Caltrans shared how they were trying to implement in the bicycle facilities parallel to State highways in the North Bay Area.

Ms. Tacata reported that the Bike Share grant was awarded \$826,000 in funding by the Metropolitan Transportation Commission (MTC). The original grant funding request submitted by the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA) for a SMART Corridor Bike Share Program was \$1,024,000. MTC staff are presently refining implementation requirements prior to moving forward on funding agreements. It is expected in the meantime that the staff of the agencies which applied jointly for the SMART Bike Share Program will assemble and discuss what the reduced funding means for the proposed program.

Ms. Tacata mentioned that she is preparing a request for appropriating \$250,000 in Measure M funds for the Highway 101 bicycle/pedestrian crossing feasibility study. She briefly explained that Measure M specifically sets aside a total of \$1 million for jurisdictions along Highway 101 to use specifically for this purpose.

Chair Gold reported that he was pleased to travel the entire SMART Multi-Use Path from Golf Course Drive all the way to East Railroad Avenue.

9. New Matters for Future Consideration / Staff Announcements

Committee Member Musick said that she would like to look at what exists to help SMART users make connections to the local bike system, whether a map at the station, or signs, or other methods. Chair Gold noted that directional signage keeps coming up as an issue. He added that this speaks to: (1) the need for a field trip to the Rohnert Park station, and (2) wayfinding signage as an agenda topic.

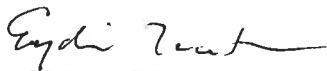
There was brief discussion about how the Rohnert Park SMART site ended up as a platform more than a station, whereas Cotati, for example, has a station. Committee Member Musick gave a brief history of this. Ms. Tacata added that the new owner of the former State Farm Insurance site wants to create a SMART station building as part of the development there.

Committee Member Gutierrez said that he would like another discussion with Deputy City Engineer Art da Rosa about red curb painting, as well as continued discussion about cataloging locations of red curb painting throughout the city.

Chair Gold reminded the Committee that they can relay agenda items to him, or directly to staff.

10. Adjournment

The Committee concurred to adjourn the meeting at approximately 7:04 PM.



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



Stephen Gold, Chair
Rohnert Park Bicycle and
Pedestrian Advisory Committee