



CITY OF ROHNERT PARK
Development Services

Bicycle and Pedestrian Advisory Committee Meeting Agenda

5:30 PM, Monday, December 19, 2016
Rohnert Park City Hall, Conference Room 2A
130 Avram Avenue
Rohnert Park, California

Voting Members: Tim Hensel (Chair)___ Terry Gault (Vice-Chair)___
Stephen Gold___ Katie Musick___ Carson Williams___

Non-Voting Participants:

___ Jerry Griffin, Parks & Recreation Commission Liaison
___ Eydie Tacata, Staff

1. Call to Order
2. Introductions
3. Public Comment
4. Consideration of Approval of Minutes of September 26, 2016 Meeting (Action)
5. Consideration of Approval of Minutes of November 28, 2016 Meeting (Action)
6. Crosswalk at Snyder Lane and Rosana Way/Capri Way (Discussion)
7. Upcoming Pavement Project on Commerce Boulevard between State Farm Drive and Hinebaugh Creek: Bicycle Facility Considerations (Discussion)
8. Upcoming Pavement Project on Redwood Drive between Rohnert Park Expressway and Copeland Creek: Bicycle Facility Considerations (Discussion)
9. Staff and Committee Member Updates on Previous Matters
10. New Matters for Future Consideration
11. Adjournment



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, September 26, 2016
Rohnert Park City Hall
130 Avram Avenue
Rohnert Park, CA 94928

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

Non-Voting Participants: Eydie Tacata, Management Analyst; Art da Rosa, Deputy City Engineer;
Jerry Griffin, Rohnert Park Parks and Recreation Commission Liaison,
Creighton Bell

1. Call to Order

Chair Tim Hensel called the meeting to order at 5:37 PM.

2. Introductions

Chair Hensel commenced self-introductions. Committee Members present were Tim Hensel, Stephen Gold, Carson Williams, and Katie Musick. City staff present were Eydie Tacata, Management Analyst; Art da Rosa, Deputy City Engineer; Jerry Griffin, Parks and Recreation Commission Liaison, and Creighton Bell, member of the public.

3. Public Comments

There were no public comments for items not on the agenda.

4. Approval of Minutes of June 20, 2016 Meeting

Committee Member Gold moved to approve minutes of the meeting of June 20, 2016; the motion was seconded by Committee Member Musick and was approved by a vote count of 4 ayes (Gold, Musick, Hensel, Williams) – 0 nays – 1 absence (Gault) – and 0 abstentions.

5. Approval of Minutes of July 18, 2016 Meeting

Committee Member Musick moved to approve minutes of the meeting of July 18, 2016; the motion was seconded by Committee Member Gold and was approved by a vote count of 4 ayes (Musick, Gold, Hensel, Williams) – 0 nays – 1 absence (Gault) – and 0 abstentions.

6. Deputy City Engineer Discussion/Update on June 20, 2016 Items, Snyder Lane

Snyder Lane vicinity of Medical Center Drive, pedestrian safety response

Deputy City Engineer Art da Rosa reported the actions taken to increase safety on Snyder Lane after a minor collision involving a car and 2 pedestrians (students) occurred in the vicinity of the crosswalk at the intersection of Snyder Lane and Medical Center Drive. Since the incident, the contractor has placed a full-time flagman at this location to function as a crossing-guard.

Mr. da Rosa also reported that the safety enhancements at the 3 crosswalks in the Snyder Lane project are being expedited as much as possible. The Santa Rosa-based manufacturer of the in-ground lights is currently backlogged on orders. Mr. Creighton Bell asked if there are alternative suppliers of

the in-ground pavement lighting. Mr. da Rosa explained that the supplier is obligated to provide the materials within the contract period, which does not end until the 3rd week of October, so the supplier is technically still operating within the contract and cannot be replaced during that time.

Mr. da Rosa reported on the striping and signage to be installed at the end of the week. It was clarified that the signs are pedestrian-activated LED-flashing signs.

Curb parking at intersection of Camino Colegio and Casa Way

There was discussion among the group that the bike lane as currently striped, with a single dashed line through the Camino Colegio/Casa Way T-intersection, is ambiguous. It is unclear that it is a bike lane, and this may be why cars park there. The group discussed alternative ways to more clearly delineate the bike lane, such as green paint or an asphalt dike. There was also discussion about colored-concrete for the curb instead of red paint.

Sharrow positioning at westbound Southwest Boulevard, vicinity of Seed Farm Drive

Mr. da Rosa offered his thoughts about the amount of pavement marking and striping that are appropriate in an intersection, and that sometimes it is better to have less. There was discussion about how to position bicyclists through the Southwest Boulevard intersection at Seed Farm Drive.

Parks and Recreation Commissioner Jerry Griffin suggested a road diet on westbound Southwest between Country Club Drive and Seed Farm Drive. With a merge from two lanes down to one lane before the railroad tracks, there would be room for a bike lane, and cars and bicycles would already be positioned to travel straight through the Seed Farm Drive intersection. There could also be a wider right-turn pocket onto Seed Farm. Committee Member Musick liked the idea of wider travel and turn lanes, but she was concerned about vehicle stacking. Committee Member Carson Williams said that a road diet would make the Southwest crossing of the SMART Multi-Use Path (MUP) safer by eliminating the “multiple-threat” condition where the current two westbound lanes meet the MUP crossing. Mr. da Rosa said that the road diet might work, but we would need to understand the SMART traffic signal timing on the Rohnert Park Expressway and Southwest Boulevard crossings, which are on the same controller. We would also need to understand what effect a reduction of two lanes to one lane would be on the number of vehicles allowed through the crossing, and how to adjust signal timing for this flow.

Committee Member Gold asked if the sharrow on Southwest Boulevard would be moved or removed, and if the Committee meeting is the proper channel for such a request. Staff responded it is. Mr. da Rosa said that the sharrow could be removed with the upcoming paving project on Seed Farm Drive nearby. He also described the pavement technique (full-depth reclamation with asphalt emulsion) to be used on the Seed Farm Drive / Enterprise Drive project, and the effect on the road’s traffic index.

7. Debrief of Joint Workshop with Cotati Planning Commission

Committee Member Gold noted the sound issues during the workshop: Audience members could not hear what was being said. There was discussion about arranging the participants differently to so that everyone could be heard, using the microphone system, or holding the workshop in a location with better acoustics.

Commissioner Griffin noted that there were several instances of not knowing which jurisdiction had ownership or maintenance responsibilities of some facilities. It would help to be prepared having this information beforehand.

There was discussion about the differences between the between the two oversight bodies (i.e. Planning Commission vs. Advisory Committee). Committee Member Gold noted that the Cotati Planning Commission's main charge is land use and development, thus their concerns with context and aesthetics. Committee Member Musick said she thought the exercise was worthwhile to find out from both cities who uses what facilities, how much they are used, and where activities overlap – information we would not necessarily know without talking to the Cotati Planning Commission and staff.

Committee Member Musick expressed that she would like to see consistent interaction between the two bodies. Committee Member Gold asked if meetings with Cotati could be scheduled to occur at regular intervals, say every 1 or 2 years. Committee Member Gold further suggested that communication could continue as the two cities update their respective Bike/Pedestrian Master Plans. Staff member Tacata added that the development of the current Bike/Ped Master Plans included joint public workshops to cover Cotati and Rohnert Park together, and such workshops would also be likely to occur again as part of the update.

Committee Member Gold also suggested that the development of the SMART corridor bike share program could also drive continued interaction.

8. Staff and Committee Member Updates on Previous Matters

There were no updates from staff or Committee members on previous matters.

9. New Matters for Future Consideration

Committee Member Williams shared a concern about increased car speeds on the newly-widened section of Snyder Lane. He was also concerned that car drivers would get used to the enhanced crossings and begin once again to drive through, even with pedestrians in the crosswalks. He also noted that the trees planted in the new Snyder medians obstruct the visibility of pedestrians.

10. Meeting Calendar for Remainder of 2016 and Committee Application Reminder

Staff member Tacata announced the next BPAC meeting dates of October 24, 2016 if she is able to find another staff member to attend in her place; November 28, 2016 and December 19, 2016. She also reminded the Committee members to fill out a City Commissions/Committees Appointment Form if they wished to be reappointed, and to also talk to their appointing Council Member so they know of the Committee members continued interest.

11. Adjournment

Committee Member Musick moved to adjourn the meeting; the motion was seconded by Chair Hensel, with committee concurrence to adjourn the meeting. The meeting was adjourned at approximately 7:25 PM.

Eydie Tacata, Recording Secretary
Rohnert Park Bicycle Advisory Committee

Tim Hensel, Committee Chair
Rohnert Park Bicycle Advisory Committee



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

5:30 PM, Monday, November 28, 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, Management Analyst; Jerry Griffin, Parks and Recreation Commission Liaison; Vin Hoagland, Sonoma County Bicycle and Pedestrian Committee, 3rd District Representative

1. Call to Order

Chair Tim Hensel called the meeting to order at 5:30 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 included Eydie Tacata, Management Analyst. Also present were Jerry Griffin, Parks and Recreation Commission Liaison, and Vin Hoagland, Sonoma County Bicycle and Pedestrian Committee.

3. Public Comments

Mr. Hoagland called attention to two issues:

- Gravel in the gutter on Rohnert Park Expressway southbound at a location just northeast of the railroad. The gravel is also encroaching into the bike lane, posing a hazard. It appears the gravel pile might have been put there by a contractor using it as a ramp from the road.
- The bike lanes disappear before the intersections at East Cotati Avenue westbound at Snyder Lane and East Cotati eastbound at Maurice Avenue. The next paving project could install through bike lanes and vehicle right-turn pockets.

4. Approval of Minutes of August 22, 2016 Meeting

Committee Member Gold moved to approve minutes of the meeting of August 22, 2016; the motion was seconded by Vice Chair Gault and was approved by a vote count of 5 ayes (Gold, Gault, Hensel, Musick, Williams) – 0 nays – 0 absences – 0 abstentions.

5. Bicycle Facilities on Camino Colegio segment north of East Cotati Avenue

Staff member Tacata explained that at their November 10, 2016 meeting, the Rohnert Park Planning Commission reviewed a Site Plan and Architectural Review / Conditional Use Permit application for a proposed mixed-use (multi-family and commercial) project at the northeast corner of East Cotati Avenue and Camino Colegio. City planning staff recommended approval of the application as the project met all requirements, and in the case of parking, more spaces were proposed than the Zoning Code required. The public comments at the meeting however revealed neighborhood residents' strong concern about the project's future occupants taking up existing street parking. There was a

suggestion from a Planning Commissioner to remove the existing bicycle lane on the south side of Camino Colegio to provide more street parking. Staff at the meeting advised the Planning Commission to refer the matter of the bicycle facility to the Bicycle and Pedestrian Advisory Committee.

Staff member Tacata said that the Rohnert Park Bicycle and Pedestrian Master Plan (“Bike/Ped Master Plan”) designates this section of Camino Colegio as a Class II bicycle facility. She said that the matter before the Committee is to consider the bicycle facilities on this segment of Camino Colegio, whether still appropriate as a Class II and should remain in the Bike/Ped Master Plan, or if a different class of bicycle facility is needed, like a Class III bike route instead. Ms. Tacata further explained that this was not an issue that needed a decision at the meeting, rather, the item is on the agenda to bring up any ideas, thoughts, concerns about bicycle facility provision on this section of Camino Colegio, which could be taken up more fully with the Bike/Ped Master Plan update and General Plan update.

Committee Member Gold posed the question as “devil’s advocate” whether the north/south bicycle facility provided on Camino Colegio is needed, now that the SMART Multi-Use Path (“MUP”) provides north/south access. Committee Member Williams felt that while the MUP provides access between East Cotati Avenue, Southwest and Rohnert Park Expressway, this section of Camino Colegio provides access that helps cyclists travel north/south and avoid busy parts of Snyder Lane.

Committee Member Musick said that she understood the striping on Camino Colegio to also be part of the traffic calming strategy on the street. She wondered whether it was wise to undo this work. Staff member Tacata pointed out that at a BPAC meeting this year, Commander Aaron Johnson from the Department of Public Safety noted that the traffic calming project on Camino Colegio has proven to slow down traffic on this segment. Committee Member Williams gave an account of the stakeholder process in 2011 that came up with the eventual bike facilities on Camino Colegio.

Chair Hensel noted that there is a school on Southwest Boulevard, at north end of Camino Colegio, and this would present a need to provide bicycle facilities. Staff member Tacata added that the school district is planning to open a year-round elementary school at that school site.

Staff member Tacata offered that the Committee could do a site visit to the area to observe how the current bicycle facilities and traffic calming devices are working on Camino Colegio. Bike counts can also be taken as the Sonoma County Transportation Authority has bike and pedestrian counting equipment to lend.

6. Bollards at SMART Multi-Use Path at Street Crossing locations

Staff member Tacata explained that at their November 22, 2016 meeting, the Rohnert Park City Council directed staff to look into Sonoma County’s effort to work coordinate a multi-jurisdictional effort to create a Quiet Zone, which would limit the train horn use through some intersections. Among the requirements to establish a Quiet Zone are certain safety improvements at road crossings. One of the improvements are potentially the installation of bollards at locations where the Multi-Use Path crosses the roadway. Staff working on the issue wanted to find out if the Committee had any particular thoughts about the use of bollards.

Committee Member Gold said that his concern would be about the placement of bollards, particularly how far apart. While bicycles could easily pass between them, wider vehicles like bike trailers, strollers and possibly motorized wheelchairs that might not fit through if spaced too closely. He said he would also be concerned about emergency vehicles and equipment needing to access the MUP; bollards might slow response times.

There was discussion about removable bollards and bollards that are engineered to drop with a card access system. There was also discussion about the purpose of the bollards to prevent cars from entering the path in order to get around the gates at the track.

Committee Member Musick suggested warnings on the path before the bollards, to help prevent collisions. Detectable warnings such as raised dots, center lines, indications of changed conditions ahead, or other techniques could be used to not only warn bicyclists approaching the bollards, but also to position them to the right of the bollards for two-way travel.

Committee Member Gold noted that the use of bollards at the multi-use path entrances conflicts with the Highway Design Manual. There was discussion about finding out how this situation is handled elsewhere in the state.

7. Staff and Committee Member Updates on Previous Matters

Regarding the pedestrian crossing behavior between Sonoma State University (“SSU”) and Wolf Den Plaza, Chair Hensel reported that the response so far from the interim SSU Police Chief is that there will may be “Yield to Pedestrians” sign used to alert motorists. He would continue to monitor the progress of the parking and safety study that is not yet available.

Ms. Tacata reported that the sharrow on Southwest Boulevard has been removed.

8. New Matters for Future Consideration

Chair Hensel said he would like to discuss MUP maintenance, specifically the provision of garbage cans and bags at the ends of the MUP entrances and pickup. Committee Member Gold also said he would like a MUP discussion, including traffic safety issues at crossings, especially Rohnert Park Expressway and Southwest; garbage on the MUP; pedestrians walking on tracks; wayfinding; and vandalism. Committee Member Musick added that she wanted to find out about tree planting and landscaping on the MUP.

Mr. Griffin said he wanted the issues of green bike lanes and roundabouts brought up, as well as to keep the road diet between Country Club Drive and Southwest Boulevard for consideration.

9. Adjournment

Committee Member Gold moved to adjourn the meeting; the motion was seconded by Chair Hensel, with committee concurrence to adjourn the meeting. The meeting was adjourned at approximately 6:44 PM.

Eydie Tacata, Recording Secretary
Rohnert Park Bicycle Advisory Committee

Tim Hensel, Committee Chair
Rohnert Park Bicycle Advisory Committee



Bicycle and Pedestrian Advisory Committee Staff Memorandum

FROM: Eydie Tacata, Management Analyst

MEETING DATE: December 19, 2016

AGENDA ITEM: #6: Crosswalk at Snyder Lane and Rosana Way/Capri Way

SUBJECT: Federal Highway Administration Research on Marked vs. Unmarked Crosswalks at Uncontrolled Locations

Given recent incidents in crosswalks on Snyder Lane and also considering requests that the City has received over time from the community for crosswalks at various locations, City staff are looking at how to approach safety at uncontrolled intersections and mid-block locations. The Federal Highway Administration has conducted research relevant to these issues, including:

- **Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines**

<http://www.fhwa.dot.gov/publications/research/safety/04100/04.cfm>

- **Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks**

<http://www.fhwa.dot.gov/publications/research/safety/pedbike/10043/008.cfm>

We are looking at this background research and wanted to share it with the BPAC so that the Committee members also have additional background to help inform the discussion about the Snyder Lane and Rosana Way/Capri Way location specifically, as well as to a general City approach to crosswalks.