Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Agenda

5:30 PM, Monday, October 23, 2017
Rohnert Park City Hall, Conference Room 2A
130 Avram Avenue, Rohnert Park, California 94928

Voting Members:  Stephen Gold, Chair___ Terry Gault, Vice-Chair___
Gary Gutierrez___ Tim Hensel ___ Katie Musick___

Non-Voting Participants:
_____ Jerry Griffin, Parks & Recreation Commission Liaison
_____ Eydie Tacata, Management Analyst

1.  Call to Order
2.  Introductions
3.  Public Comment
4.  Consideration of Approval of Minutes of Regular Meeting of August 28, 2017 (Action)
5.  Circle Drive Repaving Project – Proposed Changes to Existing Traffic Control Devices
   and Pavement Markings (Information/Discussion)
6.  Age Friendly Sonoma County Initiative (Presentation/Discussion)
   Renee Tolliver, Community Coordinator from the Council on Aging will give a 15-20
   minute presentation on the Age Friendly Sonoma County initiative. For additional
   information, see Age Friendly Sonoma County website:
   https://www.agefriendlysonomacounty.org/
7.  Staff and Committee Member Updates on Previous Matters
8.  New Matters for Future Consideration / Staff Announcements
   • Central Rohnert Park Priority Development Area Charette, November 6-9
9.  Adjournment
Bicycle and Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
5:30 PM, Monday, August 28, 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 ___  Katie Musick X

Non-Voting Participants:  Art da Rosa, Deputy City Engineer; Jeff Beiswenger, Planning Manager;  
Eydie Tacata, Management Analyst; Sue Parker, resident; Andy Wilson, resident; Ramon Tawasha, resident

1. Call to Order  
Chair Stephen Gold called the meeting to order at 5:36 PM.

2. Introductions  
Chair Gold commenced 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 of July 24, 2017 Meeting  
Committee Member Gary Gutierrez moved to approve minutes of the meeting of July 24, 2017; the  
motion was seconded by Committee Member Katie Musick and was approved by a vote count of 3 ayes  
(Gold, Gutierrez, Musick) – 0 nays – 2 absences (Gault, Hensel) – 0 abstentions.

5. Parking Lot Design and Pedestrian Considerations  
Chair Gold introduced the item, a University of Albany graduate student paper about parking lot  
design considerations, which was referred to the Committee by Ms. Sue Parker, resident. Chair Gold  
noted one of the concepts from one of the paper’s sources, which described pedestrians’ perceptions of  
risk, that pedestrians who feel safe actually behave less safely. Committee Member Musick expressed  
her appreciation to Ms. Sue Parker for referring the article. Ms. Parker replied that she would also send  
along information about a Pedestrian Facility Guidebook to City staff.

Chair Gold asked City staff about opportunities for the Committee to have input into parking lot  
design, whether for specific projects or on policies. Planning Manager Jeff Beiswenger explained that in  
reviewing specific projects, staff follow the City of Rohnert Park Design Guidelines (adopted by the  
City Council in 2012), or the design guidelines for the particular specific plan or planned development  
area. Mr. Beiswenger mentioned that the Committee most recently provided input on pedestrian and  
bike safety for the Central Rohnert Park Priority Development Area (PDA) Design Guidelines.

Mr. Beiswenger explained that when a development already exists, the City cannot compel a  
property owner or developer to make changes to a parking lot, that is, until they come in for a permit.  
That is when the City can work with the property owner/developer to improve their project for  
pedestrian safety in accordance with the Design Guidelines. Mr. Beiswenger described how the City  
worked the Raley’s Town Center owners to improve pedestrian connections in the parking lot when  
they applied for permits for exterior façade improvements. Mr. Beiswenger showed a plan drawing of
the new Raley’s parking lot pedestrian connections that came of that process. He said that while site plan approval lies with the Planning Commission, it seems reasonable for the Committee to be routed project plans for review, to ensure that pedestrian and bicycle access is supported by Design Guidelines.

Chair Gold added that the Bicycle and Pedestrian Master Plan is the other mechanism to address parking lot safety for pedestrians. Ms. Parker asked if there was a Pedestrian Master Plan. Mr. Beiswenger said that he has worked with jurisdictions that had Pedestrian Master Plans. Mr. Andy Wilson asked if the Rohnert Park Bicycle and Pedestrian Master Plan emphasized access to the SMART system. Mr. Beiswenger said that the PDA Plan contains a conceptual plan of the former State Farm insurance campus site with pedestrian connections to the SMART station; however, until there is a developer of the site, these improvements cannot be implemented. Chair Gold commented that the opportunity will come when the Raley’s Town Center is further upgraded. Mr. Beiswenger agreed.

Ms. Parker said that the Senior Center patrons want a safer connection to the Raley’s shopping center. She asked whether the City could create opportunities for that to happen. There was discussion about the confusing configuration and flow in the parking lot. Ms. Parker offered that the Senior Center patrons could draft parking lot improvements and submit them to Planning. Also, if the Senior Center wants a path, perhaps they could pay for it. Mr. Beiswenger explained that while Planning could review such plan for safety and adherence to Design Guidelines, the property owners of the parking lots are the ones who would have to initiate the changes to their properties.

There was additional discussion about raised sidewalks, such as in the Lowe’s parking lots; developers’ reluctance in general to lose parking lot area; and what kind of support, if any, the Committee could provide to encourage the creation of more pedestrian-friendly parking lots, balancing with developers’ need to provide parking for businesses. Mr. Beiswenger said that the Planning Commission meetings and the General Plan process would be the place for the Committee’s support.

Committee Member Gutierrez mentioned the Age Friendly Sonoma County Initiative, which among other things, works to advocate for spaces responsive to the needs of older adults. He suggested that a representative come to a future meeting to speak about the Initiative. Committee Member Musick requested that it be on a future agenda. She also wanted staff to note the Committee’s interest in reviewing pedestrian access and circulation in project applications.

6. Camino Colegio Restriping

Chair Gold introduced the item and referred to the August 21, 2017 meeting called by staff for residents on Camino Colegio between Southwest Boulevard and East Cotati Avenue, to inform them of the plans for restriping that segment. There was general discussion about the residents’ desire for adequate parking and also where they did not want parking, including on corners, where driveway visibility is blocked, and where inconvenient. Committee Member Musick said that in the future, the Committee might reconsider the Camino Colegio bike lanes, given that the SMART multi-use path now provides a north-south connection. Committee Member Gutierrez noted the attendees’ concerns that not some residents were not notified of the meeting, specifically the Circle Drive residents.

Committee Member Musick said that she hoped that the proposed restriping, addition of parking space ticks and red curb painting would keep cars from parking on corners and set them back from the intersections of the side roads. Deputy City Engineer Art da Rosa said that while the Streets and Highways Code has some regulations about how far away to park from corners or prohibiting parking at certain corners altogether, it is unclear on the issue of parking distance from driveways and other curb returns. He said that some cities use their local ordinances to solidify restrictions on parking where
visibility would be impeded, or for emergency or public safety access. Local ordinances could probably address the distance from driveways that cars can park. He said we would need to look at our own City’s ordinances and the authority the City has for regulating parking and striping beyond what is addressed by the Streets and Highways Code and the Manual of Uniform Traffic Control Standards.

Committee Member Musick asked if the Committee could request an ordinance to address parking distances from driveways or corners. Staff member Eydie Tacata replied that the process by which the Committee could request new City ordinances or changes through the City Council, in the Committee’s advisory role regarding bicycle and pedestrian issues, or through staff and the City Manager. Chair Gold expressed concern about creating or updating an ordinance that the City cannot commit to enforcing.

There was discussion about meeting attendees’ perceptions of the bike lane as being 6-feet wide and suggestions to reduce the bike lane width; determining bike lane usage on Camino Colegio with a counter; and consideration of the elementary school students’ use of bike facilities. Mr. da Rosa noted that one of the attendees, the principal of Richard Crane Elementary school, wanted to ensure that the bike lane would remain.

Chair Gold asked generally what the actions of the Committee should be in regarding the various issues and suggested that perhaps design guidelines and/or standards could be considered and recommendations made as to how close to driveways cars should be allowed to park.

7. Staff and Committee Member Updates on Previous Matters

Select Crosswalks at Mid-Blocks and Uncontrolled Intersections

Chair Gold asked about the timeframe for staff’s feedback on the Committee’s crosswalk recommendations. Mr. da Rosa said that he has started the crosswalk policy evaluation, and he would try to report back in a couple of months.

Chair Gold recognized Mr. Ramon Tawasha, resident, who came to address the Committee about the Snyder Lane and Rosana Way/Capri Way crosswalk. Mr. Tawasha said that it is a dangerous intersection, with accidents and near-accidents happening, even if they are not reported to Public Safety. He said that the residents of the neighborhood to the east cross the street all the time to access the shopping center. If the crosswalk were to be removed, there would be jaywalkers anyway. Mr. Tawasha said that he believes that if flashing lights were installed at this intersection as there are on other crosswalks further north on Snyder Lane, cars would stop for pedestrians.

Chair Gold commented to the Committee that one of their primary goals is safety. He recalled some of the points made during previous discussions about this intersection, including: high school students mostly cross at the Southwest Boulevard intersection rather than this one; the users of this intersection are likely residents of the neighborhood to the east; if there was no crosswalk striped, there is a question as to whether pedestrians would actually use the crosswalk at controlled intersections further down in order to cross safely. He emphasized that he agrees that this intersection is dangerous.

Mr. Tawasha said that drivers making the right turn from westbound East Coati Avenue onto Snyder Lane regularly travel at speeds of 45-50 mph. He asked if the speed limit could be reduced. Committee Member Musick observed that the crosswalk is outside of the 25 mph school zone. Mr. da Rosa said that speed limits are extensively governed. He explained how speed limits are set by speed surveys, which determine the 85th percentile speed, that is, the speed at which 85% of the cars travel. The law allows the speed limit to be set 5 mph slower than that 85th percentile speed. It is not legal to set the speed limit more than 5 mph under what was determined by a speed survey.
There was additional discussion on the possibility of installing solar-powered flashing lights; signs or other devices like a barrier directing pedestrians to cross at controlled intersections; and additional crosswalk enhancement such as sharks-teeth markings. Committee Member Musick asked if a flashing light could be placed in the median, in addition to the ones on both sides of the road. Mr. da Rosa said that he would look into whether a light in the median is possible. He cautioned however on creating a false sense of security for pedestrians at this location, when they would be much safer crossing at the controlled intersection instead.

Chair Gold pointed out that it looks like the Committee might be reconsidering the recommendation for this intersection. He suggested that it might be helpful to have a site visit to this location, and to consider having an item on a future agenda to amend the crosswalk proposal.

8. Scheduling of Field Visits in 2017 for Committee (Discussion)

The Committee members concurred to schedule the following site visits as Special Meetings:

- Monday, September 11, 2017 at 5:30 PM – (1) SMART path between Southwest Boulevard to Copeland Creek Path and Snyder Lane, and (2) Snyder Lane intersection at Rosana Way/Capri Way
- Monday, October 16, 2017 at 5:30 PM – Camino Colegio between Southwest Boulevard and East Cotati Avenue

9. New Matters for Future Consideration

There were no additional new matters brought up for future consideration.

10. Adjournment

The Committee concurred to adjourn the meeting at approximately 7:20 PM.
What’s your Vision for Downtown Rohnert Park?
Join us for a Public Charrette

November 6th - 9th, 2017
November 14th, 2017

Location: 6250 State Farm Drive, Rohnert Park
Final Presentation to City Council at City Hall

The Charrette is a multi-day opportunity for downtown property and business owners and the Rohnert Park community at large to collaborate with a multidisciplinary team to craft a Form-Based Code (FBC) for Rohnert Park’s emerging downtown. The FBC will build upon the vision established in the Rohnert Park PDA plan in order to paint a clear picture of the area’s future form and character.

Contact Information
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For additional information, please visit:
www.rpcity.org/city_hall/departments/development_services/planning_/downtown_form_based_code/