

**CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
REGULAR MEETING
June 17, 2010
Minutes**

1. CALL TO ORDER AND ROLL CALL

Chairman Klassen called the meeting to order at 4:02 pm.

Present: Chair Klassen, Vice Chair Frye, Members Adams, Dadko, Rhodes, Stanley

Absent: Members Brown, Jones, Moulton

2. APPROVAL OF MINUTES

No minutes were approved due to absenteeism, lack of majority in attendance. Member Frye requested one change to the May minutes.

3. COMMENT ON AGENDA ITEMS

Comments from the public are noted under each specific agenda item. Non-agenda items appear under item 6.

4. STATEMENTS OF ABSTENTION BY BOARD MEMBERS

None.

5. REPORT ITEMS

5.1 Humboldt Street Bike Boulevard - Survey Results and Permanent Design Proposal

Department of Public Works (DPW) staff Nancy Adams stated there was a survey performed in April regarding speed humps in the Humboldt Street neighborhood. 260 surveys went out to residents and property owners; 87 responses were received. The results are consistent with the project: approximately 50-50 supporting speed humps. Ms. Adams went over the survey results concluding there is not a majority with the property owners. DPW Staff Rob Sprinkle answered a previous suggestion that the existing traffic circles be reduced in size. He stated it is possible, but there may be an increase in car speed with the decrease in circle size. Ms. Adams stated that she wants to bring the permanent design proposal back to the City Council on July 27th.

1. Member Stanley motioned to support the Department of Public Works recommendation as follows:

- Retain circles at Silva Avenue, Carr Avenue and Spencer Avenue
- No stop controls at traffic circles as the Humboldt Street Boulevard standard; the exception being: east-west stops provided until ADA compliant crosswalks can be installed with safe setbacks from the intersections

- DO NOT remove the traffic circle at McConnell Avenue and Humboldt Street
- DO NOT re-instate all way stop control at McConnell Avenue and Humboldt Street
- Install speed hump on Humboldt Street between Lewis Road and Silva Avenue (pending concurrence of one remaining property owner)
- Install additional bike boulevard pavement legends
- Install colored stamped asphalt concrete crosswalks and bulb outs at the intersection of Humboldt Street and Benton Avenue to include College and Humboldt
- Install colored stamped asphalt concrete crosswalks at the intersections of Humboldt Street and Seventh Street; and, Humboldt Street and Cherry Street
- Install radar speed feedback sign on Humboldt Street between Pacific Avenue and Spencer Avenue for the southbound traffic
- With an ADDITION of bike boxes at College Avenue

The motion was seconded by Member Rhodes. The motion carried 5-1, with Chair Klassen voting against.

2. Member Adams motioned to recommend adding pilot diverters at Pacific and Humboldt Streets. Vice Chair Frye seconded. Motion carried 5-1, with Member Rhodes voting against.

BOARD COMMENTS:

Clarifying questions were asked about the crosswalks at roundabouts and if they will be setback or not.

Board Member Frye felt the survey letter that was sent to the residents did not mention that the speed humps were an *alternative* to a more radical plan with diversion of traffic. Feels the survey results did not reflect accurately. Member Frye commented that since there will be no speed humps installed, the stops on the side streets must remain, otherwise only the traffic circles are left as a traffic calming measure. Mr. Frye handed out a document from Alta Bicycle Boulevard Planning Manual defining a bicycle boulevard. Member Frye feels the 1991 resolution regarding speed hump placement is not up-to-date, and feels 67% is an un-realistic figure to try to get consensus from a neighborhood that doesn't understand what the boulevard is about. Mr. Frye suggests a new speed hump policy be established.

Member Stanley feels the crosswalks at the circles are not safe for blind and elderly. We need to do a bit at a time – a phased project – not everything at once. We need to consider diverters if the speed humps are out. We need to create something that is safe for cars, bikes, skateboarders, pedestrians.

Member Adams feels that people are getting used to the circles, and are courteous to each other – whether auto or bicycle. Believes a phased approach could be the safest way to complete the project. Solve pedestrian

safety issues first. Mr. Adams would consider diverters as well. If there were consistent traffic circles - all the same and worked the same, the public would be more educated.

Member Rhodes, as the senior citizen representative, is more interested in the pedestrian side of the situation. Mr. Rhodes appreciates that the residents were asked about the speed humps, and that they weren't just imposed. Feels the majority is supporting that bicyclists don't want to have to stop. Traffic circles are dangerous for pedestrians. Compromises need to be made and diverters will cause the same consent issues from the homeowners. Mr. Rhodes would like to see the speed limit reduced – a bill in the legislature – to make it 15 mph.

Chair Klassen feels it comes back to the diverters. A pilot diverter at Pacific is his recommendation. On pedestrian safety – if the circles are made smaller or if we put in the side street stop signs, that would increase the speed on Humboldt and therefore making it more dangerous for pedestrians.

PUBLIC COMMENTS:

Bill Halucek asked the following: what is the total project budget; where are the funds coming from; what will the installation look like; how many bids were put out; is the work performed by the city or private contractors. Response by the Board and staff included the following information: Estimated permanent project cost is \$809k; application will look similar to that on Spring Street; the money will come from Bicycle & Pedestrian grant funds; the CFF fee has paid for the pilot project to date.

Gary Adams lives on Humboldt between Silva and Lewis, and likes the bike boulevard and proposed speed humps. Suggested moving the speed humps to a location that the owners would approve. Traffic moving northbound from Silva to Lewis is going faster than 25 mph. A larger police presence would slow the traffic down.

Elizabeth Hegerty feels the traffic is still too fast on Humboldt Street. We need to do more. Should we consider the idea of diverters since the humps are not being agreed to by residents? Feels it is a situation that could be acclimated to. Pacific would be a good location for a diverter. People are getting used to that diverter.

Michael Eunice - concurs with Elizabeth Hegerty.

Chris Culver – concurs with Elizabeth. Believes the board said they wanted diverters if the speed humps didn't work out, and the SCBB will be pushing for the diverters at Pacific. Doesn't like stop signs where there are traffic circles. Ms. Culver strongly disagrees with removing the traffic circle at McConnell. Appreciates all the time the Board and staff have given to this project.

Ken Wells – supports the diverters.

5.2 Bicycle and Pedestrian Master Plan (BPMP) Update

This item has been moved to July 15, 2010.

6. PUBLIC COMMENTS ON NON-AGENDA MATTERS

Duane Dewitt: The idea of the Roseland Creek Bicycle plan goes back to 2004. Mr. Dewitt has seen documentation going back as far as 1991, but nothing has ever come forward. Please advocate for the southwest greenway and the Roseland Creek Bicycle plan – they both deserve attention.

7. CHAIR/BOARD MEMBERS' ANNOUNCEMENTS

Member Dadko announced that the SCTA is putting the \$10 Vehicle License Fee on the November ballot and part of the money will fund a Countywide Safe Routes to School Program (SRSP). There will be a Complete Streets program added to that program. 60% of the revenues will go to transit, 23% for roads (which would include bicycle and pedestrian projects), 12% to Countywide SRSP, and 5% for administration.

Board member Dadko will not be attending the July meeting.

8. STAFF ANNOUNCEMENTS

9. ADJOURNMENT OF REGULAR MEETING

Hearing no further business, Chair Klassen adjourned the meeting at 6:00 p.m.

Attachments:

Alta Vista Bicycle Manual handout (S. Frye)

Bicycle Boulevard Planning by Alta Summary-

**The link to the full 95 page document can be found @:
<http://www.altaplanning.com/bike+blvd+guidebook.aspx>
(note- it's a large document and may take some time to download)**

Bicycle boulevards take the shared roadway bike facility to a new level, creating an attractive, convenient, and comfortable cycling environment that is welcoming to cyclists of all ages and skill levels (Figure 1.2). In essence, **bicycle boulevards are low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments.** These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. Motor vehicle access to properties along the route is maintained.

Clearly marked routes lead cyclists to the multiple destinations they need and want to go while clearly indicating to motorists that the street is intended for bicycle travel. Due to these conditions, bicycle boulevards attract cyclists of all ages and abilities. Research indicates that there is a strong preference by cyclists for bicycle boulevards, and suggests that they may be a key tool for attracting new cyclists who are typically less comfortable riding in traffic.¹ In addition, these low-speed and low-volume facilities are also pleasant places for pedestrians and other non-motorized users.

They may encourage people to consider cycling for one or more of their trips, which in turn may reduce local traffic congestion and help local agencies meet overall sustainability goals.

Bicycle boulevard alignments are selected primarily based on the connectivity that can be provided to key destinations, the operational characteristics of the roadway corridor (or what may be achieved with the introduction of design elements), and how logical and direct the routing will ultimately be when completed.

Motor vehicle volumes on bicycle boulevards are usually less than 3000-4000 vehicles per day although volumes below 1500 vehicles per day are preferred. Roadways selected for bicycle boulevards ideally have maximum motor vehicle speeds of 25 mph and typically lack a centerline

However, a street with higher motor vehicle speeds and volumes may also be retrofitted with traffic calming and traffic reduction design elements that intentionally lower the speed and volume of motor vehicles using the roadway

While cyclists riding for recreation may favor a scenic route, cyclists commuting or running errands generally value an efficient and direct journey (perhaps even more so than motorists since cyclists have to propel themselves). For this reason bicycle boulevards frequently parallel nearby arterial roadways on which many destinations are frequently located

Because bicycle boulevards are not yet a common bikeway type, it is likely to be a new concept that needs to be explained to community members. As such, the planning and