

**CITY OF SANTA ROSA
BICYCLE AND PEDESTRIAN ADVISORY BOARD
REGULAR MEETING
October 21, 2010
Minutes**

1. CALL TO ORDER AND ROLL CALL

Chair Klassen called the meeting to order at 4:17 pm.

Present: Chair Klassen, Vice Chair Frye, Members Brown, Dadko, Jones, Moulton, Stanley

Absent: Members Adams, Rhodes

2. APPROVAL OF MINUTES

Member Dadko motioned to approve the September minutes. The motion was not seconded. September minutes were not approved due to attendance.

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 Review Draft 2010 Bicycle and Pedestrian Master Plan (BPMP) Update

Transit Department staff Fabian Favila gave a project overview of and asked for Board comments on the Bicycle and Pedestrian Master Plan (BPMP). Favila stated that he brought the plan to the Planning Commission, but was asked to return to their December 9, 2010 Planning Commission meeting to present at that time. The plan will then go to the City Council for review in late January, early February. The Board comments will need to be completed today in order to stay on schedule.

PUBLIC COMMENT:

Michael Eunice inquired as to whether Jennings Avenue was planned as a bike boulevard. It is on the priority list as a Class 3. Chair Klassen stated the Board did not make the change to Jennings Avenue.

Joe LaVigna, President of the Villages at Wild Oak HOA distributed a letter of protest written by their attorney, and another letter written by Dan Galvin supporting the Lily of the Valley Church which is on an adjacent property. Mr. LaVigna also distributed a letter written by him, protesting

the easement which gives the right to the public to access a pedestrian pathway at Wild Oak. As a resident of the City of Santa Rosa, doesn't feel that the public is aware of the transportation "mode shift" that the Bicycle & Pedestrian Master Plan represent.

Gil Lukhbir - Hotel La Rose. Comments regarding parking issues on Wilson Street, particularly near Railroad Square. Supports bicycling in Santa Rosa.

Roger Praplan – LaGare Restaurant. The restaurant suffers when their patrons have parking issues when there are special events downtown. Would like a bike rack in front of their restaurant. The traffic coming from Sebastopol Road onto Wilson Street travels too fast, and would like to see something done.

Mike Montague stated the Class 3 on Wilson Street is a win-win situation for pedestrian, bicycles, and property owners.

Pablo Maciel – Inquired about a plan where Wilson Street is a one-way street to 7th Street with parking on both sides. Wilson Street doesn't have any calming measure for 6 or 7 blocks. Cars speed, and stop signs would be more helpful than taking parking away.

Cheryl Itamura – Sixth Street Playhouse. Ms. Itamura spoke for herself and on behalf of the owner of the Rialto Theater, Ky Boyd. Removal of parking on West 6th street would have a severe impact on their patrons, especially the elderly or handicapped. Is unclear why the Wilson Street bike paths are necessary when there will be a path along the railroad tracks.

Alan Thomas – The current plan does not show a Class 2 designation on West 6th Street. The General Plan classifies it as a feeder street. Believes moving parking would be a misstep.

Jim McCalligan of Hotel La Rose. The hotel would lose its loading area and parking in front of the hotel with the bike lanes being added to Wilson Street. Feels cars and bicyclists are able to co-exist now, without change.

Lynda Angell is concerned with the loss of parking proposed for Railroad Square and Wilson Street.

Christine Culver believes the bike lanes will bring more business to the Railroad Square area. Ms. Culver is not in agreement that the bicycles and cars successfully co-existing on Wilson Street. Ms. Culver supports

the City in their endeavors with letting the public access the Wild Oak path. Does not support the current Bicycle & Pedestrian Master Plan.

Karen Macken – the future may not include a lot of cars, so that should be taken into consideration.

BOARD COMMENTS:

The Board agreed they would like to keep the designation through Wild Oak on the map. They also stated that in the future, they would like to be involved in the ranking criteria reevaluation process; a sharrow policy; the prioritization and best practices for the next plan.

Member Stanley is hopeful the Board can agree upon something that can be implemented soon. Mr. Stanley does not like the ranking criteria because it lacks a focus on safety. Mr. Favila agreed the ranking criteria criticism was a valid point and stated in his comments that the criteria does need to be reevaluated in the future. Member Stanley stated the 101 overcrossing was not properly represented on the priority list and how that translated to the master plan. Wilson Street needs to be looked at from a safety standpoint. Mr. Stanley reminded that the Design guidelines state that situations that change modes should be avoided for safety issues. Mr. Stanley questioned why the description of the Board states their purpose is to advise on projects for *commuting*. Mr. Favila said that the designation of projects as *commuting* can be struck from the document.

Chair Klassen clarified and the Board agreed with the following:

1. 4th Street Connection through Santa Rosa Downtown Plaza consistent with DSASP.
2. Keep Wilson Street as a Class III.
3. Leave W.6th as proposed in N. Downtown Pedestrian Linkages Study.
4. Add Alderbrook to the map as a Class III.
5. Add a Class III route (Southwest connection) in Roseland through various streets to Cook Middle School.
6. Add the Class III Network to project listing and map.

Member Frye would like to see the plan without the strikeouts. Mr. Frye believes the Best Practices chapter gives meaning and direction to the plan, and needs to be included. He believes Jennings Avenue should be a bike boulevard; the Class III networks, and the pedestrian connection through the mall should also be in the plan. Sharrows on the Wilson Street corridor plan need to be included as well as a sharrow policy. Mr. Favila stated the sharrows are included in the plan in Appendices V and W. Mr. Favila also stated that there is a sharrow policy at the state level. Mr. Favila further clarified that the Class III network is on the Top 15 list as number 15, not in the appendix.

Chair Klassen motioned, and Member Stanley seconded supporting the Draft 2010 Bicycle and Pedestrian Master Plan, advising the City Council to adopt the plan. The motion carried 6-0 (Member Brown was no longer in attendance at the time of the vote).

5.2 DRAFT Santa Rosa Avenue Corridor Plan

Advanced Planning Staff Lisa Kranz Meuser presented the Draft Santa Rosa Avenue Corridor Plan (DSRACP), which addresses the public right-of-way from Sonoma Avenue to Highway 12. The City received a grant from Caltrans to perform this study. The draft plan is proposed to provide multimodal enhancements, strengthen pedestrian, bicycle and transit connections to downtown and the future Sonoma Marin Area Rail Transit (SMART) station. There are currently no bike lanes in the corridor. The plan proposes 2 northbound travel lanes, and 1 southbound travel lane, with bike lanes and intermittent parking. The plan will go before the Planning Commission in November and the City Council in January for approval.

BOARD COMMENTS:

Mr. Frye suggested embedded beacons in the crosswalks.

The Board asked clarifying questions regarding where the plan has come from its original idea.

6. PUBLIC COMMENTS ON NON-AGENDA MATTERS

7. CHAIR/BOARD MEMBERS' ANNOUNCEMENTS

Chair Klassen stated that new appointments to Boards and Commissions will be seated in February of 2011, and encouraged the board members to speak to the City Council member who appointed them.

8. STAFF ANNOUNCEMENTS

Public Works Staff Nancy Adams announced the receipt of Safe Routes to School grant for various pedestrian improvements in the City.

9. ADJOURNMENT OF REGULAR MEETING

Hearing no further business, Chair Klassen adjourned the meeting at 7:15 p.m.