

# Sonoma County Bicycle & Pedestrian Advisory Committee

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## Meeting Announcement

**Date:** Wednesday, September 16, 2020

**Time:** 6:00 p.m. – 7:30 p.m.

**Place:** Zoom Mtg.

Link: <https://zoom.us/j/95325389561>

Phone: (669) 900-9128, ID # 953 2538 9561



**Staff:** Steven Schmitz  
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## Agenda:

- I. Introductions & Public Comments\*** (10 Minutes)
- II. Approval of Agenda & Minutes**
- III. Staff Reports** (15 Minutes)
  - Status of Improvements on Petaluma Blvd. South at Kastania Road.
  - Overview of County's Roadway & Shoulder Sweeping Program.
  - Review of Bodega Bay Trail - Coastal North Harbor Project.
- IV. General Meeting:**
  - A. Presentation on Proposed Arnold Drive Bicycle Lane Project. (30 Minutes)
  - B. Process for Submitting Comments on Development Referrals. (30 Minutes)
- V. Other Business & Announcements** (5 Minutes)
- VI. Next Meeting & Adjournment**

The next meeting of the Sonoma County BPAC is scheduled for Wednesday, Nov. 18, 2020.

\*Public Comment on Issues Not on the Agenda. Please limit comments to 3 minutes each. The Committee will hear public comments on non-agenda issues within the Committee's scope of authority. The Committee will hear public comments on non-agenda issues for up to 10 minutes, at which time they will hear scheduled agenda items. Any additional public comments will be heard at the conclusion of the items that are already on the agenda.

# Sonoma County Bicycle & Pedestrian Advisory Committee

**May 20, 2020 Minutes**

**Page 2**

Members in Attendance		Other Participants	
Chris Woodcock	1 <sup>st</sup> District (Chair)	Jake Bayless	5 <sup>th</sup> District Resident
Brad McCarty	1 <sup>st</sup> District Alt.	Eris Weaver	SC Bicycle Coalition
Joe Morgan	2 <sup>nd</sup> District	Nancy Adams	City of Santa Rosa
Matt Frazier	2 <sup>nd</sup> District Alt.	Hunter McLaughlin	Public Works
Vin Hoagland	3 <sup>rd</sup> District	Ken Tam	Regional Parks
Amy Loukonen	4 <sup>th</sup> District	Deborah Waller	Permit Sonoma
Jennifer Neeley	5 <sup>th</sup> District	Chris Seppeler	Permit Sonoma
Brian Bauer	5 <sup>th</sup> District Alt.	Gary Helfrich	Permit Sonoma
		Steven Schmitz	SCBPAC Staff

## **Meeting Summary**

### **I. Introductions and Public Comments**

Chair Chris Woodcock brought the meeting to order. Self-introductions were made. Eris Weaver made several announcements on behalf of the Sonoma County Bicycle Coalition.

### **II. Approval of Agenda and Minutes**

The agenda for the May 20, 2020 meeting was approved with Ken Tam's request to add an update under Staff Reports regarding the proposed Manzana Products processing facility expansion project on Green Valley Road near the West County Trail.

The minutes from the February 19, 2020 meeting were approved with the following corrections; Ken Tam said that the words 'utilizing Clyde Avenue' should be deleted in the first paragraph on page 4; Chris Woodcock said that the second sentence in the fourth paragraph on page 3 should be replaced with the following sentence, 'He would still be willing to participate in the meetings as a resident of Sonoma County.'

### **III. Staff Reports**

**Status of Petaluma Blvd. South at Kastania Road Intersection Improvements.** Hunter McLaughlin of Transportation and Public Works reported that the green Class II bicycle lane striping proposed for the Kastania Road intersection has been delayed until next Spring. Caltrans is in the process of striping new bicycle lanes to the south of the intersection.

**Comments Prepared for County's Proposed Bridge Maintenance Projects.** Staff said that comments were prepared on behalf of the committee regarding the Transportation and Public Works Department's Bridge Preventative Maintenance Program. Comments included that "Pass Bicycle 3 Ft Min" signs should be installed at the approaches to the bridge in both directions where minimum 5-foot wide shoulders do not exist. Also, if there are any existing

# Sonoma County Bicycle & Pedestrian Advisory Committee

---

**May 20, 2020 Minutes**

**Page 3**

Class II bicycle lanes along roadways connecting to the bridge maintenance projects on the list, then shoulder areas on the bridge should be restriped with new Class II bicycle lane markings. In addition, for any bridge maintenance projects that will modify or replace metal railings, the railings should be installed at least 42-inches above the deck of the bridge. Brad McCarty asked if the prioritization of the list meant that some of the bridges might not be completed due to lack of funding. Staff said that this would be clarified by Transportation and Public Works staff and their response relayed back to the committee.

**Update on Bodega Bay BPAC Meeting Regarding Bodega Bay Trail – Coastal North Harbor Segment.** Ken Tam said that this next 0.6-mile segment of the trail begins at the Nicholas Green Bell Tower, meanders adjacent to the Bodega Dunes campground and ends near Porto Bodega. The Sonoma County Board of Supervisors adopted the environmental document for the project on March 17. The next steps include securing various permits so that the project is shovel-ready and seeking grant funding for construction.

**Other Staff Reports.** Ken Tam summarized a proposed project that was referred by Permit Sonoma for review to expand the Manzana Products processing facility located on Green Valley Road in Graton. Green Valley Road currently serves as a Class II bicycle lane connector for the West County Trail. Regional Parks would like to request that the Manzana project dedicate right-of-way along Green Valley Road for a future Class I multi-use trail as a mitigation measure for increased traffic anticipated with the project.

Jake Bayless and Brian Bauer said that parking along Green Valley Road by Manzana Products employees has become a safety issue for bicyclists using the existing Class II bicycle lanes. There's also a very serious site-distance issue for bicyclist traveling in the bicycle lanes on Green Valley Road next to the Manzana Products building located on the north side of Green Valley Road. Trucks and forklifts traveling south across Green Valley Road for Manzana Products cannot adequately see bicyclists traveling west in the bicycle lanes. Such bicycle safety issues absolutely need to be addressed during the review of this proposed processing facility expansion project.

## **IV. General Meeting**

**A. Review County's Prioritized List of Proposed Bicycle and Pedestrian Projects for Reauthorization of Measure M (Traffic) Sales Tax.** Staff said that the Sonoma County Transportation Authority (SCTA) is anticipating placement of the 'Go Sonoma Act' on the November ballot that will seek approval from the voters of Sonoma County to extend the current Measure M ¼ cent local sales tax for transportation for an additional 20 years. According to the SCTA's draft expenditure plan for the Go Sonoma Act, 12% of the funding will be dedicated to building bikeways and pathways, which is a significant increase in what was made available for bicycle and pedestrian projects in Measure M. Staff asked the committee to review the draft expenditure plan for the measure, especially the proposed list of bikeway and pathway projects proposed for the County's unincorporated areas.

# Sonoma County Bicycle & Pedestrian Advisory Committee

---

**May 20, 2020 Minutes**

**Page 4**

Ken Tam explained the process for developing the list of projects that was included in the Go Sonoma Act draft expenditure plan. Through a call for road and bike/pedestrian projects by the SCTA last summer, each jurisdiction in the County was asked to submit up to a maximum of ten projects. The County's Transportation and Public Works Department and Regional Parks Department could only submit a combined total of ten projects that included both road and bike/pedestrian projects. Staff from the two departments worked together to identify ten projects that could combine both road and bike/pedestrian improvements in the same corridor and included at least one project in each of the five supervisorial districts.

Ken said they were able to combine road and bike/pedestrian projects in the 8<sup>th</sup> Street East corridor improvements (including the Sonoma-Schellville Trail) and the Mirabel Road corridor improvements (including the West County Trail). However, unable to identify any other combined projects, they also recommended separate road projects and separate bike/pedestrian projects for the list. The projects on the list that were able to combine both road and bike/pedestrian improvements received a higher priority ranking.

Staff said that, after speaking with the SCTA, it is now understood that the prioritized list of projects recommended in the draft expenditure plan will not be included in the actual ballot measure. Instead, the prioritized list of projects was used to inform the SCTA and other stakeholders on what percentages should be dedicated toward each mode in the measure. Another competitive call for projects will be made by the SCTA if the measure passes.

After further discussion among committee about how the list of projects was developed and prioritized for the draft expenditure plan, staff recommended that the committee not focus on the list of projects but rather on the percentage of funding being dedicated in the measure to bike/pedestrian improvements. Assuming the measure passes, the committee should work more proactively with Transportation and Public Works and Regional Parks staff on which projects could be submitted in the SCTA's competitive call for projects. Ken said that Regional Parks staff would work with the committee on what their highest priority projects are and which ones might best be able to utilize Go Sonoma Act funding.

**B. Presentation by Permit Sonoma Staff on Development of New 'Vehicle Miles Traveled' (VMT) Traffic Standards.** Gary Helfrich of Permit Sonoma said SB 743 that was passed by the State legislature mandates that Level of Service (LOS) traffic congestion standards can no longer be used in environmental documents beginning on July 1, 2020. Through the LOS standards, traffic congestion was mitigated by either adding road capacity or locating a project in an area that already has little traffic congestion. While these methods helped to minimize traffic congestion, they did not reduce greenhouse gas emissions, the vast majority of which is produced by transportation. Unlike LOS standards, Vehicles Miles Traveled (VMT) determines how many miles a vehicle travels per capita. Currently, the generation of VMT is best determined through computer modeling using cell phone tracking data that is aggregated with land use.

# Sonoma County Bicycle & Pedestrian Advisory Committee

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**May 20, 2020 Minutes**

**Page 5**

After determining that the VMT generated by a project exceeds a specified threshold, the biggest challenge will be how to mitigate the impacts. In-lieu fees will be collected and provided to public transit agencies and/or to assist with the implementation of bicycle and pedestrian improvements. Mitigations for a project related to VMT do not need to be spatially or jurisdictionally located if it can be shown that they will reduce regional VMT per capita. To show that mitigations will actually reduce VMT, a bicycle and/or pedestrian project that receive in-lieu fees will need to be more transportation-oriented, such as a gap closure for Class II bicycle lanes. Gary said it would be very helpful if the committee could identify several potential bicycle and pedestrian improvement projects in the unincorporated areas that would be good candidates to receive in-lieu fees for VMT mitigations.

## **V. Other Business & Announcements**

Chris Woodcock mentioned that the City of Sonoma recently decided not to implement a 'road diet' project proposed by Caltrans along Highway 12/Broadway within the city limits. Caltrans will soon be redesigning all of Highway 12 through the City of Sonoma and he'd like to know how they will be involving bicyclists in their redesign.

Brad McCarty said that, with the current Shelter-in-Place orders related to COVID-19, there are many more bicyclists using the roadways and he's observed some unsafe bicycle riding. This would be a great opportunity to implement more bicycle safety education.

## **VI. Next Meeting & Adjournment**

The committee's next meeting was tentatively scheduled to take place on July 22, 2020. Joe Morgan made a motion and Amy Loukonen seconded with no objections to adjourn the meeting at approximately 8:00 p.m.