

CITIZENS ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of February 22, 2021

The SCTA/RCPA Business Office is closed, and this meeting was conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act

ITEM

1. Introductions

Meeting called to order at 4:00 p.m. by Chair Dennis Harter.

Committee Members: Dennis Harter, Chair, Sonoma County Alliance; Eris Weaver, Sonoma County Bicycle Coalition; Steve Birdleough, Sierra Club; Tom Bahning, Third District; Alan Soule, North Bay Chapter of the Electric Auto Association; Tom Conlon, Sonoma County Conservation Council; Willard Richards, Sonoma County Transportation and Land Use Coalition; Curt Nichols, Building Industry Association; John Bly, Engineering Contractors Association; David Oster, First District; Brian Ling, Fourth District; Rick Luttmann, League of Women Voters of Sonoma County.

Guests: Janice Thompson, Sonoma County Transportation & Public Works.

Staff: Brant Arthur; Drew Nichols; Seana Gause; James Cameron; Chris Barney; Dana Turrey; Tanya Narath.

2. Public Comment

N/A

3. Administrative –

- a. Approval of Notes January 25, 2021* - ACTION**

Eris Weaver moved for approval of the January 25, 2021; David Oster seconded.

Approved as submitted.

4. Measure M – DISCUSSION/ACTION

- a. Measure M Project Presentation – Sonoma County Transportation & Public Works, Airport Blvd. Landscape Improvements & Arnold Drive Bike Lanes**

Janice Thompson, Sonoma County Transportation & Public Works, presented on the Airport Blvd. Landscape Improvements and Arnold Drive Bike Lanes. This is a Measure M funded project.

The presentation can be found here:

https://scta.ca.gov/wp-content/uploads/2021/02/Measure-M-SCTA-CAC-2_21.pdf

Steve Birdleough asked about the decision to select a Class 2 pathway.

Ms. Thompson responded there are tree impacts and/or right of way challenges that lead to a Class 2 pathway. With a separated pathway, more right of way is needed to accommodate the space needed and project costs increase substantially.

Ms. Thompson responded there are tree impacts and/or right of way challenges that lead to a Class 2 pathway. With a separated pathway, more right of way is needed to accommodate the space needed and project costs increase substantially.

However, when members inquired about the cost estimates for a Class 1 pathway versus a

Class 2 pathway, Ms Thompson said that staff was estimating about \$4 M for a Class 2 pathway and about \$5 million for a Class 1 pathway. Members expressed surprise that the cost of a Class 1 pathway would be only 25% more than a Class 2 pathway. That seemed to some members a rather modest cost for the significantly increased safety and peace-of-mind for cyclists.

- Ms Thompson clarified that besides the larger costs of right-of-way acquisition, and also of tree removal, there were intangible concerns: Right-of-way acquisition would be a time-consuming and contentious process, and tree-clearing tends to upset citizens.

Tom Conlon asked about the feasibility study for this project, noting concern of this corridor, particularly around the Sonoma Developmental Center. The feasibility study was not provided prior to the meeting. The study will be sent to the committee on the following day.

Mr. Conlon asked if SDC was part of the decision making.

Ms. Thompson responded that that direct link has not been made.

Mr. Conlon further clarified that an additional million of dollars would be needed for to additional right of way acquisition.

Ms. Thompson confirmed.

Eris Weaver commented speed limit, traffic volume, and asked how the safety of users were calculated

Ms. Thompson responded this is a preliminary study and the project is getting started. The feasibility study will be shared with the committee and can go over the various impacts of the two options.

Rick Luttmann commented on the bicycle classifications and supported the construction of a Class ~~1~~ pathway.

Suzanne Smith asked about the tradeoffs, i.e., willing seller issues and/or the challenges for additional right of way.

Ms. Thompson responded there will be an extensive right of way acquisition to construct a Class 2 pathway and it could severely impact the success of the project if it moves forward.

Mr. Conlon further commented on a different elevation type of design to address the dueling objections and asked about the estimated cost for the additional right-of-way: Is that estimate not so accurate, or does TPW feel good about the million dollar cost estimate.

Ms. Thompson responded this is an estimate at this time; it is a ball park figure. There are no exact plans at this moment and there is room for this project to increase.

Willard Richards expressed the interest in a Class 4 pathway, whether it be a widening a Class 2 to accommodate a Class 4.

David Oster asked to clarify the “right of way take” and the time delay if eminent domain is necessary.

Ms. Thompson responded that is a very contentious process if approval is given, and brings a lot of challenges that is concerning to the county.

Mr. Oster supported the pathway that is the safest for bicyclist/pedestrians, and expressed that these challenges is not just about money.

Seana Gause added the support cost to the right-of-way acquisition may be higher versus the capital cost.

Ms. Gause asked to speak about engagement or outreach that was done as part of the feasibility study.

Ms. Thompson was not part of the outreach team, but will follow up on the question.

Alan Soule expressed the preference over the Class 4 pathway over the Class 2.

Mr. Conlon further commented on the importance to check in with the SDC group and make sure they are ready to sign off on this project.

Additionally, Mr. Conlon asked about the pedestrian crosswalk on Airport Boulevard, wondering if the county is installing touchless/automatic crosswalk signals for pedestrians.

Ms. Thompson responded the signal will require the pedestrian to touch a button to activate the signal.

Ms. Gause added the touchless activation signal system tend to need more maintenance required, whereas the pedestrians touch is more on-demand.

Ms. Weaver asked if there is differentiation at the crosswalk for bicycles coming off the train versus pedestrian.

Ms. Thompson responded that bicycles and pedestrians are treated the same and the crosswalk is parallel to the tracks on the east side. A new bus pullout was recently built on Airport Boulevard.

A concrete median was also constructed.

b. Measure M Financial Statements

James Cameron outlined the financial reports and bond statements included in the agenda packet.

Mr. Cameron further described this item for the new CAC members.

John Bly asked when we might see refinancing savings.

Mr. Cameron responded this depends on what mechanism is decided.

The committee continued to discuss the bonds issued and on sale tax revenue projection.

c. Measure M Bond Disclosure Report – Series 2011 & 2015

Item discussed concurrently with Item 4B

5. Sonoma Climate Mobilization Strategy

Tanya Narath provided an update on the Sonoma Climate Mobilization Strategy.

The strategy was updated upon feedback and input from members of the public and from the RCPA Board of Directors. Staff are preparing to present the final version of document to the Board of Directors in March for review and adoption.

It is not feasible to do a detailed cost estimate, but the strategy outlines the next steps related to costs.

6. 2050, Comprehensive Transportation plan update

Chris Barney announced the Admin Draft of the CTP update is almost ready for review.

7. Highway Updates

James Cameron announced the State Route 37 Policy Committee will meet on March 4th.

In regards to Highway 101, the demolition of the northbound structure over the SMART tracks was conducted. A new northbound bridge will be constructed during this construction season.

John Bly asked about any material shortages that could affect ongoing projects.

Mr. Cameron responded the Highway 101 widening through Petaluma has had a concern of the ready-mix concrete for a while; there has been no issues vocalized, or issues impacting the schedule as of now.

Dennis Harter asked about the projects in the RM3 funding.

Mr. Cameron responded that RM3 set aside \$100 million for Highway 37. There is a desire to start

preliminary engineering work between Sears Point and Mare Island.

As of right now, the reports are that the end of the calendar year for the CA Supreme Court to give a ruling on the dollars.

8. Announcements

Seana Gause announced the Measure M Annual Report was approved by the Board of Directors and is posted on the SCTA website.

Printed copies will be available to those who are interested.

Rick Luttmann, joining the committee under the League of Women Voters of Sonoma County, introduced himself to the committee.

Eris Weaver announced a soft launch of “Bike 2 It” campaign to focus on the trips that are less than two miles.

Ms. Weaver also announced the Sonoma County Bicycle Coalition will be advertising for a bilingual Outreach/Education Coordinator.

9. Adjourn

The committee adjourned at 4:50 p.m.