



AGENDA
Monday, June 25, 2018, 4:00 p.m.

1. Call to Order and Roll Call
2. Public Presentations
This portion of the meeting is reserved for persons to address the Bicycle and Pedestrian Advisory Committee on any matter not on the agenda. The law does not permit Bicycle and Pedestrian Advisory Committee action on, or extended discussion of, any item not on the agenda except under special circumstances. Commissioners or the staff liaison may briefly respond to statements made or questions posed and may request staff to report back at a subsequent meeting. Please limit your remarks to 3 minutes.
3. Approval of Minutes from March 26, 2018 meeting
4. Reports for Committee Information
 - A. Santa Clara P.D. Update (TBD)
 - B. Follow-up Items from Previous Meetings (Johnson)
 - C. VTA BPAC Update (Granvold)
 - D. BPAC Subcommittee – Operations (Chair O'Neill)
 - E. 2018 Annual Work Plan (Johnson)
 - F. Grant Activity (Johnson)
 - G. Driveway Cut Standard (Shariat)
5. Reports for Committee Action
 - A. VTA BPAC Santa Clara Representative (Chair O'Neill)
 - B. Complete Streets Resolution (Johnson)
 - C. City Place Multimodal Plan (Bhatia)
6. Bike Plan Review (Alta)
7. Agenda Items for Future Meetings
8. Announcements
9. Adjournment
Next meeting: August 27, 2018, 4:00 p.m.
(In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations for this meeting should notify the City Clerk at (408) 615-2220 at least 24 hours prior to the meeting.)



**City of
Santa Clara**
The Center of What's Possible

**MINUTES OF THE BICYCLE AND
PEDESTRIAN ADVISORY COMMITTEE**

City Hall Council Chambers
1500 Warburton Avenue
Santa Clara, CA 95050

**DRAFT MEETING MINUTES
March 26, 2018**

Committee Members

Present:

Teresa O'Neill– Chair
Thanh Do
Thomas Granvold
Diane Harrison
Ken Kratz
Craig Larsen
Jim Parissenti
Rafael Rius
Don Sterk

Not Present:

Staff:

Craig Mobeck (Director of Public Works)
Dennis Ng (Traffic Engineer)
Carol Shariat (Principal Transportation Planner)
Pratyush Bhatia (Senior Civil Engineer)
Marshall Johnson (Associate Engineer)

Guests:

Jeff Knowles (Alta Planning and Design)
Lola Torney (Alta Planning and Design)
Clysta Seney
Ben Pacho
Jude Barry
Tom Freitas

Matters for Council Action:

None

1. Call to Order/Roll Call

The meeting was called to order by Chair O'Neill at 4:10 p.m. A quorum was present. Member Sterk took his seat at 4:11 p.m.

2. Public Presentations - None

3. Approval of January 25, 2018 Minutes

Member Granvold motioned with a 2nd by member Larsen to approve January 25, 2018 meeting minutes with recommended changes. Members unanimously approved the motion.

4. Reports for Committee Information

A. Santa Clara Police Department Update – None

B. City Place Multimodal Plan – Mr. Bhatia gave a presentation on the draft City Place Multimodal Plan to the Committee. After the presentation, members were given the opportunity for questions or comments. Member Harrison cautioned against reducing space for bicyclists when constructing bus duck outs and pedestrian pad for Scott Boulevard at Central Expressway, intersection improvements for San Tomas Expressway at Monroe Street, and all intersection improvements listed in Part B. She also suggested delaying larger and more expensive intersection projects to see if they are actually needed. Member Kratz expressed concern for the loss of shoulder space at the intersection improvement locations. Member Granvold requested a longer lead time for reviewing such extensive proposals. Chair O'Neill indicated that if members had additional comments they could forward them to staff in the next few days. Member Parissenti mentioned the need to protect and keep open existing facilities during construction of improvements and inquired whether or not maintenance cost of proposed new facilities were factored into the estimated cost of projects. Member Rius mentioned connectivity issues such as better connections to Bay Trail at Great America Parkway and at Lafayette Street. He also suggested a separated bike facility along Stars & Stripes through the Valley Transportation Authority parking lot for Great America Train Station. Ms. Seney inquired if this plan could include a possible trail crossing under the San Tomas Expressway railroad overpass, just north of Monroe Street, to allow pedestrians and bicyclists the option of avoiding crossing the expressway to access the soon to be built Community Gardens. Mr. Ng recommended that this project be considered as part of the Pedestrian Master Plan which is currently under development.

C. Bike Plan Update – Mr. Knowles gave an introductory presentation to the Committee on the Bike Plan Update. The timeline for the development of the Plan was outlined and members were asked for their input in developing goals and vision statement for the plan. Two public outreach events planned were announced which will take place in Central Park. The first event will be on Earth Day on April 13th and the second event on September 15th. Also, members were informed about an on-line survey/interactive map which is on the City's website and available to the Committee and the public for their input.

D. Follow-up Items from Previous Meetings – None

E. Santa Clara Valley Transportation Authority (VTA) Bicycle Advisory Committee Update – Member Granvold noted that the Santa Clara Caltrain Station pedestrian underpass received the American Council of Engineering Companies (ACEC) Golden Award, questions were raised concerning the lack of shoulder on portions of San Tomas Expressway, and San Jose is exploring additional protect bike lanes.

F. BPAC Subcommittee/Operations - Chair O'Neill had no update at this time.

G. 2018 Work Plan – Mr. Johnson presented the current Work Plan to the Committee.

H. Grant Activity – Mr. Johnson noted that staff submitted an application in March for a project to install bike lanes on Benton Street from Monroe Street to El Camino Real for

Transportation Funds for Clean Air (TFCA) funding. This project was previously recommended for grant funding by the Committee in January. It is anticipated that VTA will announce funded projects in April.

5. Reports for Committee Action

- A. Meeting Dates and Time Discussion – Chair O’Neill led a discussion concerning future Committee meeting dates. Members Harrison and Kratz suggested having monthly meetings. Member Parissenti called attention to the additional staff time required to support the additional meetings. Chair O’Neill also raised staffing and budgeting concerns associated with more frequent meetings while member Larsen noted concerns regarding ability to discuss bicycle related issues such as developer projects with the current frequency of meetings. Staff indicated that changes to the By-Laws would not be necessary at this time. Chair O’Neill will broach the topic of additional meetings with the City Manager and bring this item back for further discussion in June. After additional discussion, member Sterk motioned with 2nd by member Rius to schedule meets on June 25th, August 27th, and October 22nd of this year. Majority of members (8-1) approved the motion with member Kratz dissenting.
- B. TDA Funding Recommendations – Mr. Johnson presented staff’s recommendations concerning the annual Transportation Development Act (TDA) funds. The first recommendation was to bank the City’s \$303,457 guaranteed portion again this year so that these funds would be available for funding projects in the new Bicycle Plan Update which is scheduled to be completed early next year. The second recommendation was to submit the Lafayette Street (Agnew Road to Central Expressway) bike lane project for funding from the Countywide Bicycle Expenditure Program (BEP) set-aside funds. Member Parissenti motioned with a 2nd by member Granvold to approve staff’s recommendations concerning TDA funds. Members unanimously approved the motion.
- C. BPAC Subcommittee – Bronze to Silver – Member Kratz led discussion to prioritize where the City should focus its attention in its effort to achieve a silver bicycle friendly city rating from the League of American Bicyclists. After much discussion, staff indicated that it will resubmit a renewal application this spring. Member Harrison motioned along with Chair O’Neill’s friendly amendment and a 2nd by member Granvold for members to submit their top priorities to the subcommittee to determine recommended areas for the City to focus on improving in the future. These items will then be brought back to the Committee for consideration at the next meeting. Members unanimously approved the motion.

6. Added Agenda Items for Future Meetings

- A. Review detached sidewalk standard at bus stops (Kratz)
- B. Public Message board for BPAC web page (Kratz)
- C. 15 mph school zones (Kratz)
- D. Bike Route/Lane designation signage
- E. Bike Share (Granvold)

7. Announcements

Mr. Johnson announced that Bike To Work Day is on Thursday, May 10th this year. Members Larsen and Granvold volunteered to help out with the City’s energizer station.

8. Adjournment: 7:30 p.m.

Next meeting date is June 25, 2018.

2018 BPAC Annual Work Plan

MEETING DATE	AGENDA ITEM/ISSUE
January	<ul style="list-style-type: none"> • Brown Act Training Discussion • Bay Trail Phase IV – Lafayette Street • P.D. Report on Bicycle and Pedestrian Collisions
March	<ul style="list-style-type: none"> • BPAC Meeting Time and Date • Discussion of TDA Funding Recommendations • Bike Plan Review • Bronze to Silver • City Place Multimodal Plan
June	<ul style="list-style-type: none"> • Driveway Cut Standard • Bike Plan Review • Complete Streets Policy • VTA BPAC Representative • City Place Multimodal Plan
August	<ul style="list-style-type: none"> • Climate Action Plan • 2019 Street Maintenance List • Bike Plan Review • SRTS Program Update • Bike Parking on Private Property
October	<ul style="list-style-type: none"> • Bike Plan Review • Pedestrian Master Plan • Membership Voting • 2019 Master Work Plan • Discussion of TFCA Funding Recommendations

Additional items yet to be scheduled:

- 1. STACT Enhancements (Kratz-6/17)**
- 2. BRT Project (O'Neill-3/16)**
- 3. Creek Trail Master Plan**
- 4. STACT During Stadium Events (O'Neill)**
- 5. Intel Bridge Follow-up (O'Neill)**
- 6. Developer fee for Trails**

GRANT ACTIVITY

Grant	Purpose	Award Yr	Awarding Agency	Grant Type	Project	Project Summary	Grant Amount	City Match	Status
VERBS (CMAQ)	Education/Air Quality	2013	FHWA/VTA	Federal	Competitive	Santa Clara Non-Infrastructure SR2S Phase 2	\$500,000	\$65,000	Active
TDA (15/16)	Bicycle and Pedestrian	2015	State of California	State	Non-Competitive	Bike Plan Update 2018	\$75,000	\$25,000	Active
TDA (15/16)	Bicycle and Pedestrian	2015	State of California	State	Non-Competitive	Tasman Drive Bike Lanes	\$298,012	\$0	Active
TDA (17/18)	Bicycle and Pedestrian	2018	State of California	State	BEP-Competitive	Lafayette Street Bike Lanes	\$600,000	\$0	Awaiting Award
TFCA (15/16)	Transportation Air Quality	2015	BAAQMD/VTA	Regional	Competitive	Tasman Drive Bike Lanes	\$95,000	\$471,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	Lafayette Street Signal Timing Project	\$210,000	\$540,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	Bowers Signal Timing Project	\$590,000	\$260,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	SRTS Pedestrian Infrastructure Improvements	\$290,000	\$75,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Mission College Bike Lanes	\$109,500	\$265,500	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Agnew/De La Cruz Signal Timing Project	\$220,000	\$475,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Homestead Signal Timing Project	\$300,000	\$300,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Lick Mill Signal Timing Project	\$166,000	\$314,000	Active
TFCA (18/19)	Transportation Air Quality	Pending	BAAQMD/VTA	Regional	Competitive	Scott Blvd Signal Timing Project	\$200,000	\$510,000	Awaiting Award List
TFCA (18/19)	Transportation Air Quality	Pending	BAAQMD/VTA	Regional	Competitive	Benton Street Bike Lanes	\$77,000	\$73,000	Awaiting Award List
VRF-RITSMS (15/16)	ITS	2016	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project I	\$500,000	\$0	Active
VRF-RITSMS (15/16)	ITS	2016	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project II	\$500,000	\$0	Active
VRF-RTOPS (15/16)	ITS Operations	2016	VTA	Local	Competitive	Citywide Communication Network Repair and Troubleshooting	\$20,000	\$0	Active
OBAG (STP)	Roadway Maintenance	2017	FHWA/MTC/VTA	Federal	Non-Competitive	Santa Clara Streets and Roads Preservation	\$2,356,000	\$1,057,000	2019
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Saratoga Creek Trail Phase 1	\$3,735,200	\$1,591,200	2020
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Santa Clara School Access Improvements	\$1,145,500	\$504,500	2020
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Hetch-Hetchy Trail Phase 1	\$790,000	\$460,000	2021
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	San Tomas Aquino Creek Trail Underpass	\$2,449,000	\$1,271,000	2022
CSTPG	Sustainable Communities	2018	State of California	State	Competitive	Pedestrian Master Plan	\$279,214	\$54,536	Active
StreetSaver	Roadway Maintenance	2017	MTC	Regional	Competitive	Annual Pavement Management PCI Update			Active
Cal-Recycle Grant	Cal-Recycle	2017	State of California	State	Competitive	Annual Surface Treatment	\$350,000	\$0	Active
CPUC Section 130	Transportation	2017	State of California	State	Competitive	Agnew/UPRR Crossing Improvements	\$573,750	\$0	Active
Total:							\$16,429,176	\$8,311,736	
Future Grant Opportunities:									
TFCA (19/20)									

ATP - Active Transportation Program
 BAAQMD - Bay Area Air Quality Management District
 Caltrans - California Department of Transportation
 CMAQ - Congestion Mitigation and Air Quality
 CPUC - California Public Utilities Commission
 CSTPG - Caltrans Sustainable Transportation Planning Grant
 FHWA - Federal Highway Association
 HSIP - Highway Safety Improvement Program
 IDEA - Innovative Deployments to Enhance Arterials
 ITS - Intelligent Transportation Systems
 MTC - Metropolitan Transportation Commission
 OBAG - One Bay Area Grant
 SCTPG - Sustainable Communities Transportation Planning Grant
 STP - Surface Transportation Program
 TDA - Transportation Development Act
 TFCA - Transportation Fund for Clean Air
 VERBS - Vehicle Emissions Reductions Based at Schools
 VRF-RITSMS - Vehicle Registration Fee Regional Intelligent Transportation Systems Maintenance Services
 VRF-RTOPS - Vehicle Registration Fee Regional Traffic Operations Personnel Staff
 VTA - Valley Transportation Authority



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Public Works/Engineering
Memorandum

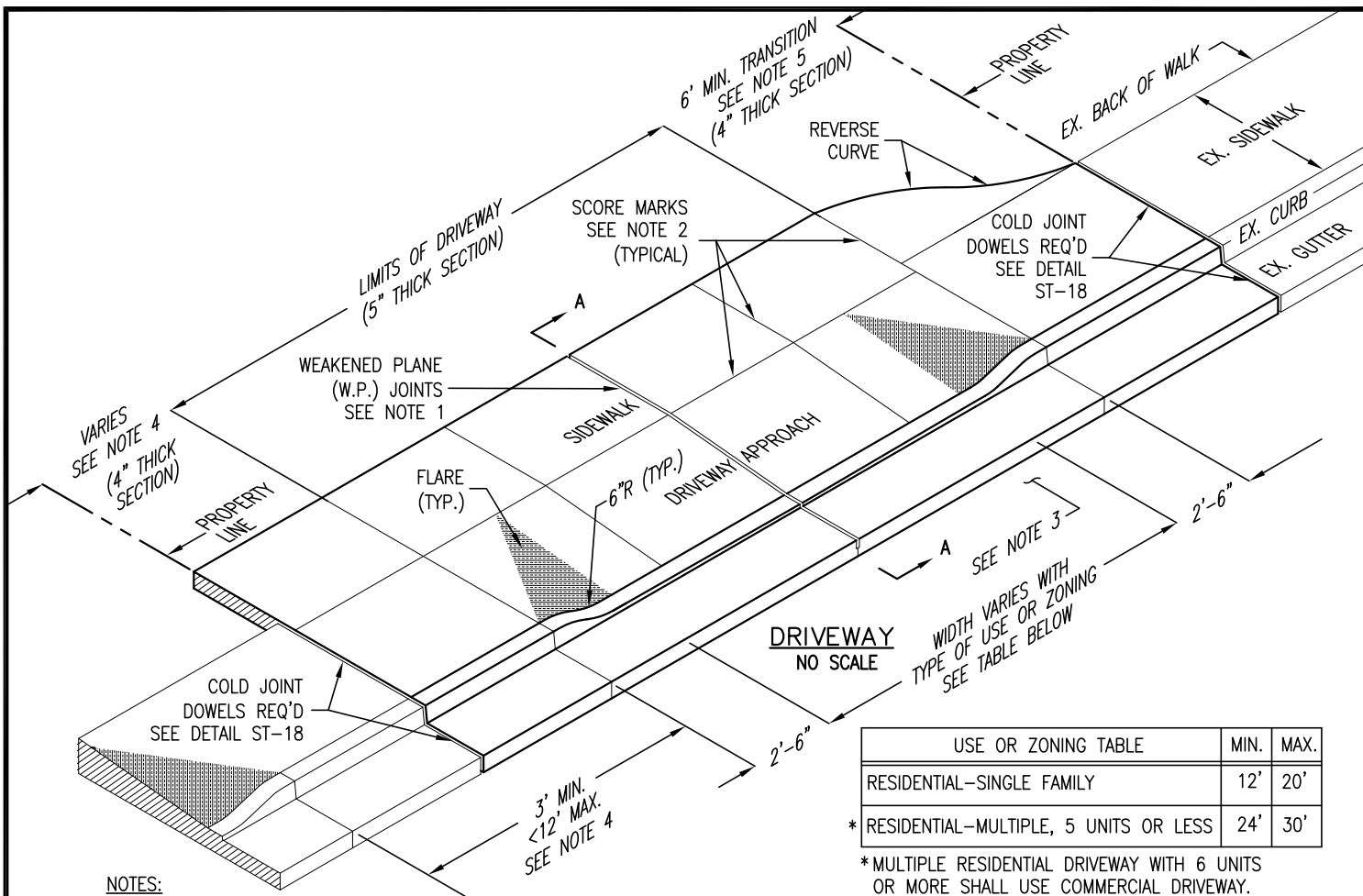
Date: June 15, 2018

To: Bicycle and Pedestrian Advisory Committee Members

From: Marshall Johnson, Associate Engineer (Civil), City of Santa Clara

Subject: Modified Driveway Cut Standard

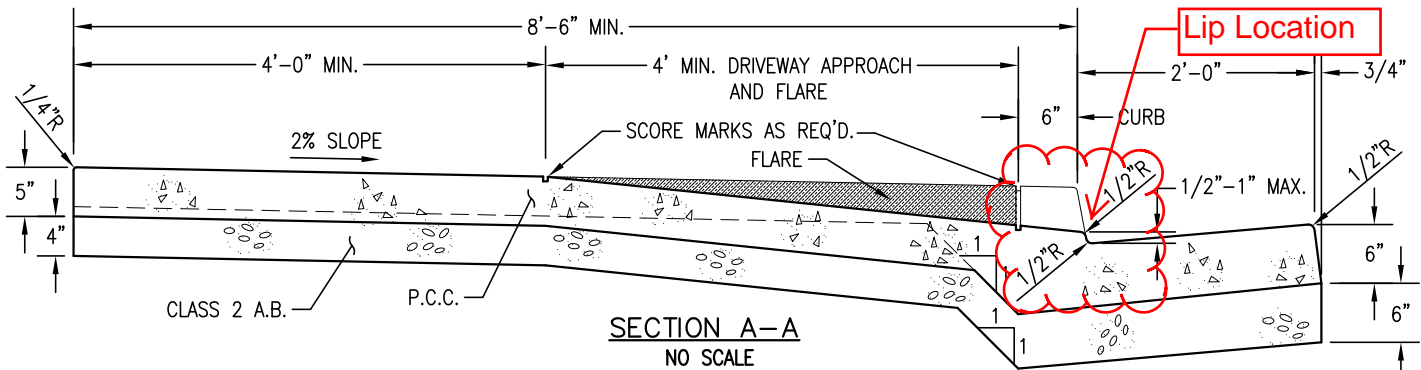
Member Kratz is proposing changes to the *Santa Clara Standard Specifications for Public Works Construction* document related to Standard ST-4, residential driveway with attached sidewalk. His concern is the lip that exists between the driveway cut and street presents a potential tripping hazard to bicyclists. He is proposing changing the standard driveway cut to match the City of Sunnyvale's standard, see attached, which has a flush transition instead of a lip. Staff will provide an update on the research that has taken place to date regarding this proposed change.




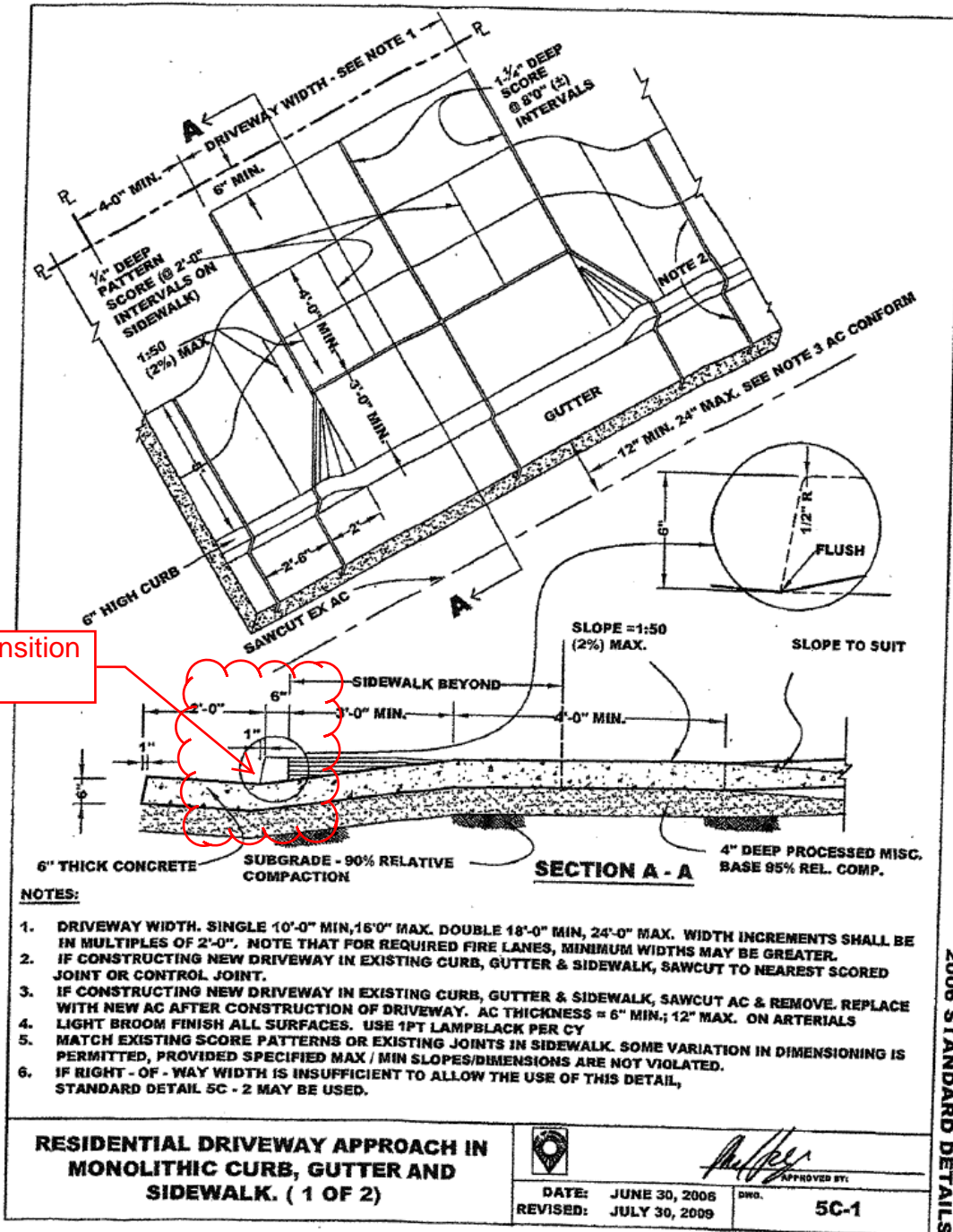
USE OR ZONING TABLE	MIN.	MAX.
RESIDENTIAL-SINGLE FAMILY	12'	20'
* RESIDENTIAL-MULTIPLE, 5 UNITS OR LESS	24'	30'

NOTES:

1. W.P. JOINTS REQUIRED ON CENTERLINE FOR DRIVEWAYS 12' TO 20' WIDE. DRIVEWAYS 24' TO 30' WIDE SHALL HAVE 2 W.P. JOINTS EVENLY SPACED (AT 1/3 AND 2/3 POINTS).
2. PLACE SCORE MARKS AT 1/4 POINTS ON DRIVEWAYS 12' TO 20' WIDE AND AT 1/6 POINTS ON DRIVEWAYS 24' TO 30' WIDE. SCORE MARK REQUIRED AT DRIVEWAY SLOPE BREAK PARALLEL TO EXISTING FACE OF CURB.
3. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
4. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS LESS THAN 6 FEET AT THE BACK OF DRIVEWAY AND THERE IS AN ADJACENT DRIVEWAY LESS THAN 12 FEET DISTANCE AWAY, THE SIDEWALK SHALL NOT TRANSITION. NEW SIDEWALK SHALL TERMINATE AT PROPERTY LINE OR ADJACENT DRIVEWAY TO MAINTAIN ADA PATHWAY.
5. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS EQUAL TO OR GREATER THAN 6 FEET AT THE BACK OF DRIVEWAY AND THERE IS NO ADJACENT DRIVEWAY WITHIN 12 FEET DISTANCE OF NEW DRIVEWAY, THE SIDEWALK SHALL TRANSITION FROM BACK OF DRIVEWAY TO EXISTING SIDEWALK.
6. IF THE EXISTING ON-SITE IMPROVEMENTS DO NOT MATCH THE GRADE OF THE REAR OF THE NEW DRIVEWAY, SUFFICIENT EXISTING IMPROVEMENTS SHALL BE RECONSTRUCTED TO PRODUCE A SMOOTH, USABLE SURFACE WITH A CHANGE IN GRADE NOT EXCEEDING 10%.



	DRAWN BY: K. TRAN	RESIDENTIAL DRIVEWAY WITH ATTACHED SIDEWALK	ST-4
	CHECKED BY: F. AMIN		
	APPROVED BY: G. GOMEZ	CITY OF SANTA CLARA	PAGE: 4
	DATE: MAY 2015		





**City of
Santa Clara**
The Center of What's Possible

Public Works/Engineering
Memorandum

Date: June 15, 2018

To: Bicycle and Pedestrian Advisory Committee Members

From: Marshall Johnson, Associate Engineer (Civil), City of Santa Clara

Subject: VTA BPAC Santa Clara Representative

The Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) is comprised of one representative from each 16-member agency, including the City of Santa Clara. Each member agency shall appoint one member and that member shall be a representative of the local agencies bicycle or pedestrian advisory committee. The VTA BPAC advises the VTA Board on funding and planning issues related to countywide bicycling and pedestrian projects. It also serves as the Countywide Bicycle Advisory Committee for Santa Clara County. The City's current VTA BPAC representative, Thomas Granvold, will not be available to renew his membership which expires on June 30, 2018. Members will be voting to recommend to City Council that one nominated BPAC member serve as the City of Santa Clara's VTA BPAC representative for a two-year term.



**City of
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The Center of What's Possible

Public Works/Engineering
Memorandum

Date: June 15, 2018

To: Bicycle and Pedestrian Advisory Committee Members

From: Marshall Johnson, Associate Engineer (Civil), City of Santa Clara

Subject: Complete Streets Resolution

Staff will be proposing that the Council consider a Resolution to adopt a Complete Streets Policy, see attachment, containing nine complete streets elements as outlined by the Metropolitan Transportation Commission (MTC). Complete Streets are generally defined as streets that are built for the safe travel of all roadway users including bicyclists, pedestrians, transit riders, children, senior citizens, disabled people, and motorists. By adopting this Complete Streets Policy, the City will be eligible to receive Measure B funds. In addition, the City also applies for MTC OBAG federal funds every cycle. Adopting a Complete Streets Policy will also strengthen the City's ability to receive grant funding and solidify the City's current efforts to meet these requirements through its updated General Plan Circulation Elements. Members will be voting that BPAC recommends to City Council to consider a resolution to adopt a Complete Streets Policy containing nine complete streets elements as outlined by MTC.

EXHIBIT A

COMPLETE STREETS POLICY OF THE CITY OF SANTA CLARA

A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** The City of Santa Clara (“City”), through its Circulation Element within the 2010-2035 General Plan and reaffirmed by this resolution is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
- 2. Context Sensitivity.** In planning and implementing street projects, departments of the City of Santa Clara shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, businesses, and other stakeholders to ensure that a strong sense of place ensues. Improvements that may be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users as identified in an adopted local plan.
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City of Santa Clara shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.
- 4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be assessed and may be incorporated into all planning, funding, design, approval, and implementation processes for applicable construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets, roads, highways, bridges, and other portions of the transportation system, except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation.
- 2. Street Network/Connectivity.** Consistent with the City's General Plan and other adopted plans, the City of Santa Clara shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
- 3. Bicycle Pedestrian Advisory Commission Consultation.** Relevant transportation projects shall be coordinated with the Santa Clara Bicycle and Pedestrian Advisory Committee to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
- 4. Evaluation.** All relevant departments shall perform evaluations of how well the streets and transportation network of Santa Clara are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

- 1. Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide a written finding of why accommodations for all modes were not to be included in the project. The memorandum should be signed off by the Public Works Director, City Engineer or equivalent high level staff person. Projects that are granted exceptions may be made publically available for review.



City of Santa Clara

The Center of What's Possible

Memorandum

Date: June 17, 2018

To: Bicycle and Pedestrian Advisory Committee (BPAC) members, City of Santa Clara

From: Pratyush Bhatia, Senior Civil Engineer, City of Santa Clara

Subject: Santa Clara Multimodal Improvement Plan

At the March 2018, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, City staff provided an update on a proposed Multimodal Improvement Plan (MIP) that is being prepared to address the seven Congestion Management Program (CMP) intersections that are impacted as identified in the City Place project (Project) Environmental Impact Report (EIR).

In situations where projects within the City limits cause CMP facilities to operate at levels below CMP minimum standards, California's Congestion Management Program statute (California Government Code Section 65089.4) requires that a Deficiency Plan or MIP be prepared, adopted by the City, and approved by the local CMP administrator. The VTA serves as the CMP administrator for the Santa Clara County. The purpose of an MIP is to identify a set of improvements, programs, and actions that a City will implement to improve the overall performance of the entire multimodal transportation network, with a focus on improving air quality, as a "trade off" to the specific impacts to vehicular traffic operations. As the multimodal transportation network includes vehicular, bicycle, pedestrian, and transit facilities, a MIP will typically focus on improvements to the bicycle, pedestrian, and transit networks in lieu of the standard vehicular transportation capacity improvement such as widening of intersections and roadways.

These 7 impacted locations are listed below:

- Great America Parkway and Tasman Drive
- Great America Parkway and Mission College Boulevard
- Agnew Road/De La Cruz Boulevard and Montague Expressway
- San Tomas Expressway and Monroe Street
- Lafayette Street and El Camino Real
- De La Cruz Boulevard and Central Expressway
- Scott Boulevard and Central Expressway

At the March 2018 BPAC meeting, City staff presented a MIP Action List which includes the improvements, programs, and actions within the MIP. Members of the BPAC provided feedback on the Action List including considering better connections to bay trails and suggested a project to install a separated bike lane along Stars and Stripes Drive through the VTA parking lot to the Great America Station. Although the MIP does not include funding towards better connections to bay trails as that work would occur outside of the City limits (i.e. San Jose), a proposed Class 1 Bicycle and Pedestrian facility was included through the VTA parking lot.

The estimated total cost of the Action List is \$23,414,000 with City Place providing approximately \$16,000,000 in funding with the funding of \$7,414,000 to be generated by a proposed MIP Traffic Impact Fee (TIF) to be assessed to future developments that add PM peak hour trips to one of more of the seven impacted intersections identified in the MIP. The number of PM Peak hour trips projected to be added to one or more MIP intersections would be determined by the Traffic Impact Analysis prepared for development projects and would be collected prior to issuance of building permits.

At the BPAC meeting on Monday, June 25, 2018, City staff will present the revised Action List (attached), discuss other sections within the MIP (i.e. Action Plan, Monitoring Program). The Action Plan describes how the Action List will be implemented and includes information regarding who is responsible for implementing each action, how the action will be paid for, and when each action will be implemented. City staff seeks action by BPAC members to recommend the approval of the MIP and the proposed MIP TIF to the City Council.

**Table 3
The Action Plan: Proposed Multimodal Improvements**

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
TRANSIT SERVICE					
Great America Parkway and Tasman Drive	Great America Station Study	Fund master plan for Santa Clara Great America Train Station. VTA to lead project with support of City of Santa Clara, ACE and Capitol Corridor.	VTA	\$ 750,000	Phase 2
	Regional rail enhancements	Capitol Corridor Vision Plan plans for increased service and reduced travel times between Oakland and San Jose. ACE also plans to increase service to San Jose. City of Santa Clara is supportive of Capitol Corridor and ACE enhancements, including double tracking.	Capitol Corridor, ACE	NA	NA
	Transit integrated with land use project	City Place includes an on-site non-motorized network oriented toward nearby transit stations, including Great America Capitol Corridor and ACE Train Station, and the Lick Mill LRT Station.	City Place	NA	Phases 1 - 8
	Shuttle Program Study	Planning study to develop and evaluate shuttle program.	City	\$ 500,000	Phase 6
	Local shuttle service	City Place may provide local shuttles connecting to transit stations and local destinations. Shuttle schedules will be coordinated with train schedules.	City Place	NA	NA
	Regional shuttle service	City Place employers may provide shuttle service for long-distance commutes when office population warrants.	City Place	NA	NA
	Enhanced transit stops	City Place includes transit stops conveniently located at building entrances, and including amenities such as shelters and loading zones.	City Place	NA	Phases 1 - 8
	Discounted transit fares	City Place is required to develop a TDM Plan, which may include pre-tax commuter incentives or subsidized transit passes for office employees, retail employees, and residents.	City Place	NA	NA
	Install Transit Signal Priority for bus transit	Install transit signal priority at 16 signalized intersections along Great America Parkway and Bowers Ave Ave from Tasman Drive to El Camino Real: 1)GAP/Tasman, 2)GAP/Old Glory Lane, 3)GAP/Patrick Henry Dr, 4)GAP/Mission College, 5) GAP/US 101 North Ramps, 6)Bowers Ave/US 101 South Ramps, 7)Bowers Ave/Augustine, 8)Bowers Ave/Scott Blvd, 9) Bowers Ave/Kifer Rd, 10)Bowers Ave/Mead Ave, 11) Bowers Ave/Chromite Dr, 12) Bowers Ave/Monroe St, 13) Bowers Ave/Cabrillo Ave, 14) Bowers Ave/Barkley Ave, 15) Bowers Ave/Warburton Ave,16)Bowers Ave/El Camino Real	City	\$ 80,000	Phase 4
Great America Parkway and Mission College Boulevard	Install Transit Signal Priority for bus transit	Install transit signal priority at 6 signalized intersections along Mission College Boulevard from Mission College Blvd to Montague Expy: 1) Mission College Blvd/Mission College Blvd, 2) Mission College Blvd/Santa Clara Marriot, 3)Mission College Blvd/Freedom Circle, 4)Mission College Blvd/Agnew Rd, 5) Mission College Blvd/Juliette Ln, 6)Mission College Blvd/Burton Dr.	City	\$ 35,000	Phase 4
Scott Blvd Boulevard and Central Expressway	Construct bus duckouts and pedestrian pads	Construct bus duckout and pedestrian pads at westbound Scott Blvd east of San Tomas Expy, eastbound Scott Blvd Boulevard at Jay Street, and eastbound and westbound Scott Blvd at Space Park Drive.	City	\$ 1,200,000	Phase 6
San Tomas Expressway and Monroe Street	Install transit Signal Priority for bus transit	Install transit signal priority at 8 signalized intersections along Scott Blvd from Bowers Ave to Monroe St: 1) Scott Blvd/Bowers Ave, 2)Scott Blvd/Octavius St, 3) Scott Blvd/Olcott St, 4) Scott Blvd/Jay St, 5)Scott Blvd/Space Park Dr, 6) Scott Blvd/Walsh Ave, 7) Scott Blvd/Martin Ave, 8) Scott Blvd/Monroe St.	City	\$ 40,000	Phase 6
Lafayette Street and El Camino Real	Regional rail enhancements	Caltrain is planning electrification and expansion of service. VTA is planning a BART extension to Santa Clara. City of Santa Clara is supportive of Caltrain and BART enhancements.	Caltrain, VTA	NA	NA
	California High Speed Rail	Actively participate with the California High Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues	CaHSRA	NA	NA
	Airport People Mover	Airport Automated People Mover connecting the Santa Clara Caltrain and future BART station to San Jose International airport.	City/VTA	NA	NA

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES					
Great America Parkway and Tasman Drive	Bicycling integrated with land use project	City Place is designed as a bicycle-friendly community, with bike paths, bike lanes, and shared bike routes connecting all areas of the site. Bike parking facilities are included throughout the site. Connections to nearby bike trails and bike lanes will encourage biking by residents and employees.	City Place	NA	Phases 1 - 8
	Install bike lockers and racks	At Convention Center, Youth Soccer Park, Old Ironsides LRT station, Great America LRT station, Lick Mill LRT station	City	\$ 275,000	Phase 1
	Implement bike sharing	Great America Parkway Light Rail Station /Lick Mill Light Rail station, City Place, Great America Theme Park	City	NA	Phase 4
	Bike and pedestrian trail improvements	Calabazas Creek Trail improvements (share of trail)	City	\$ 2,400,000	Phase 4
	Implement complete bicycle network	City Place includes an on-site bicycle network with connections to the Bay Trail, San Tomas Aquino Creek Trail, Guadalupe River Trail, and other existing and planned bike facilities.	City Place	NA	Phases 1 - 8
	Install Standard Bicycle Lane	Lick Mill Blvd from Tasman Drive to Montague Expy	City	\$ 150,000	Phase 6
	Separated bicycle facility	Install separated bicycle facility along Stars and Stripes Drive through the VTA parking lot to Great America Station.	City	\$ 1,500,000	Phase 4
	Pedestrian Overcrossing Study	Conduct study of grade-separated pedestrian crossing over Tasman Drive.	City	\$ 500,000	Phase 4
	Walking integrated with land use project	City Place is a pedestrian-oriented project, including an on-site pedestrian network that connects all land uses. This will facilitate walking for the daily trips of residents, commuters and visitors.	City Place	NA	Phases 1 - 8
	Install pedestrian signals	City Place includes pedestrian signals within project at new signalized access points.	City Place	NA	Phases 1 - 8
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at the following 10 signalized intersections: 1) Tasman Drive/Patrick Henry Drive, 2) Tasman Drive/Old Ironsides Dr, 3) Tasman Drive/Great America Parkway, 4)Tasman Drive/Convention Center Dr, 5)Tasman Drive/Centennial Blvd, 6) Tasman Drive/Calle De Sol, 7) Tasman Drive/Lick Mill Blvd; 8)Great America Parkway/Old Mountain View-Alviso Rd, 9) Great America Parkway/Bunker Hill Lane and 10) Great America Parkway/Old Glory Lane	City	\$ 200,000	Phase 1
	Upgrade safety lighting with Light Emitting Diode (LED) luminaires at signalized intersections	Install safety lighting with LED luminaires at 5 signalized intersections along GAP: 1)GAP/Old Mountain View-Alviso, 2)GAP/Bunker Hill Ln, 3)GAP/Tasman Dr., 4)GAP/Old Glory Ln, 5) GAP/Patrick Henry Dr. Install safety lighting with LED luminaires at 4 signalized intersections along Tasman Dr. 1) Tasman Dr/Patrick Henry Dr, 2) Tasman Dr/Old Ironsides Dr, 3)Tasman Dr/Convention Center, 4)Tasman Dr/Centennial Blvd .	City	\$ 80,000	Phase 2
	Install sidewalk	North side of Tasman Drive between Centennial Blvd and Calle del Sol including Lafayette St overcrossing	City Place	NA	Phase 1
	Install pedestrian lighting	City Place will include pedestrian-scaled lighting within the City Place pedestrian network	City Place	NA	Phases 1 - 8
Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 3 locations: 1) Patrick Henry Dr. between Democracy Way and Patrick Henry Dr.(access to Calabazas Creek trail), 2) Old Ironsides Dr. north of Old Glory Ln.,3) Patrick Henry Dr. north of Bunker Hill Ln.	City	\$ 250,000	Phase 5	
Financial incentives	City Place will prepare a TDM Plan. Among the measures that may be included are pre-tax benefits for employees for bicycle expenses and financial subsidies for City Place residents who commute by walking or biking.	City Place	NA	NA	

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)					
Great America Parkway and Mission College Boulevard	Implement bike sharing	Mission Community College, Mercado	City	NA	Phases 1 - 8
	Bike and pedestrian trail improvements	Redesign and reconstruct San Tomas Aquino Creek Trail crossing at Agnew Rd	City	\$ 300,000	Phase 6
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 7 signalized intersections: 1)Mission College Blvd/Mission College Blvd, 2)Mission College Blvd/GAP, 3) Mission College Blvd/Santa Clara Marriot, 4)Mission College Blvd/Freedom Circle, 5)Mission College Blvd/Agnew Rd, 6) Mission College Blvd/Juliette Ln, 7)Mission College Blvd/Burton Dr	City	\$ 125,000	Phase 4
	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 7 signalized intersections: 1)Mission College Blvd/Mission College Blvd, 2)Mission College Blvd/GAP, 3) Mission College Blvd/Santa Clara Marriot, 4)Mission College Blvd/Freedom Circle, 5)Mission College Blvd/Agnew Rd, 6) Mission College Blvd/Juliette Ln, 7)Mission College Blvd/Burton Dr	City	\$ 112,000	Phase 4
	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1) Mission College Blvd near Our Lady's Way, and 2) Freedom Circle south of Hichborn	City	\$ 120,000	Phase 4
Agnew Road - De La Cruz Boulevard and Montague Expressway	Install bike lockers and racks	At Northside Library, Thamien Park, Live Oak Park, Montague Park, and Agnew Park	City	\$ 100,000	Phase 1
	Implement bike sharing	City library at Rivermark Plaza	City	NA	Phases 1 - 8
	Install standard bicycle lanes	De La Cruz bicycle lanes from Montague Expressway to Trimble Road	City	\$ 150,000	Phase 5
	Install bicycle detectors	Install bicycle sensors at 3 locations on Montague Expy: 1)Montague Expy/Lick Mill Rd, 2)Montague Expy/De La Cruz Blvd, 3)Montague Expy/Mission College Blvd	County	\$ 90,000	Phase 7
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crosswalks crossing major streets and accessible pedestrian signals at 7 signalized intersections: 1)Lafayette St/Agnew Rd, 2) Agnew Rd/Sun Fire Way, 3) Agnew Rd/Harrigan Dr, 4) De La Cruz Blvd/Greenwood Dr, 5) De La Cruz Blvd/Aldo Av, 6) De La Cruz Blvd/Laurelwood Rd, 7) Lick Mill Blvd/Moreland Way	City	\$ 120,000	Phase 2
	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Upgrade safety lighting with Light Emitting Diode (LED) luminaires at 7 signalized intersections : 1) Lafayette St/Agnew Rd, 2) Agnew Rd/Sun Fire Wy, 3) Agnew Rd/Harrigan Dr, 4) De La Cruz/Greenwood Dr, 5)De La Cruz/Aldo, 6) De La Cruz Blvd/Laurelwood Rd, 7)Lick Mill Blvd/Moreland Way	City	\$ 112,000	Phase 6
	New Sidewalk	Montague Expy between Agnew Rd and Lafayette St	County	\$ 1,000,000	Phase 8
Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 6 locations: 1) crossing Lick Mill Blvd at E. River Parkway/Park View Dr, 2)crossing Lick Mill Blvd at Fitzpatrick Way, 3) crossing Agnew Rd at Avina Circle, 4) crossing Agnew Rd at Garrity Way, 5) crossing Moreland Way at Fitzpatrick Way, 6)crossing Laurie Avenue south of Kevin Way	City	\$ 600,000	Phase 5	
San Tomas Expressway and Monroe Street	Install bike lockers and racks	At Walter E. Schmidt Youth Activity Center, Skate Park and Teen Center, Bowers Ave Park, Warburton Swim Center, Bracher Park, southwest corner of San Tomas Expy/Monroe St at San Tomas Aquino Creek trailhead.	City	\$ 120,000	Phase 4
	Bike and pedestrian trail improvements	1) San Tomas Aquino Creek Trail at Monroe St limit line delineation system 2) Saratoga Creek Trail (share of trail)	City	\$ 300,000	Phase 3
	Install standard bicycle lane	Monroe Street between San Tomas Aquino Creek Trail and Lawrence Expressway	City	\$ 450,000	Phase 6
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 8 signalized locations: 1)Monroe St at San Tomas Expy, 2) Monroe St/San Tomas Aquino Creek Trail, 3) San Tomas Expy/Scott Blvd, 4)Scott Blvd/Martin Ave., 5)Scott Blvd/Monroe Ave., 6)Monroe St/Bowers Ave, 7)Monroe St/Los Padres Blvd, 8) Monroe St/Scott Blvd.	City/County	\$ 130,000	Phase 7
	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 4 locations: 1)crossing Monroe St at Quinn Avenue, 2) crossing Monroe St at Cabrillo Ave, 3)crossing Chromite Dr east of Alhambra Dr, 4)crossing Chromite Dr west of Cortez Dr.	City	\$ 150,000	Phase 8

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
BICYCLE AND PEDESTRIAN ACCESS AND FACILITIES (continued)					
Scott Blvd Boulevard and Central Expressway	Implement bike sharing	Santa Clara Square	City	NA	Phases 1 - 8
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors for crossings across major streets and accessible pedestrian signals at 8 signalized intersections: 1)Central Expy/Scott Blvd, 2)Central Expy/Bowers Ave, 3) San Tomas Expy/Walsh Ave, 4)Scott Blvd/Jay St, 5)Scott Blvd/Space Park Dr, 6)Scott Blvd/Walsh Ave, 7)Scott Blvd/Olcott St, 8)Scott Blvd/Octavius Dr	City/County	\$ 160,000	Phase 6
	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 10 intersections: 1) Scott Blvd/Central, 2)Scott Blvd/Jay, 3)Scott Blvd/Space Park, 4)Scott Blvd/Walsh Ave, 5)Scott Blvd/Octavius St, 6)Scott Blvd/Olcott St, 7)Scott Blvd/Bowers Ave, 8)Scott Blvd/Lakeside Dr, 9)Scott Blvd/Oakmead Village Dr, 10)Scott Blvd/Garrett Dr.	City/County	\$ 100,000	Phase 6
	Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 1)Space Park Drive at Kenneth St and Alfred St; 2) Lawson Lane near San Tomas Expy	City	\$ 100,000	Phase 8
De La Cruz Boulevard and Central Expressway	Install standard bike lane	Install standard bicycle lane on Lafayette Street from Central Expressway to Laurelwood Road. The bicycle lane continues north on Basset Street, just parallel to Lafayette Street from Laurelwood Road to Agnew Road.	City	\$ 350,000	Phase 6
	Enhance bicycle crossing markings	De La Cruz Blvd at Ewert Road	City/County	\$ 20,000	Phase 4
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors crossing the major street and accessible pedestrian signals at 6 signalized intersections: 1)De La Cruz Blvd/Central Expy, 2)De La Cruz Blvd/Martin Ave, 3)De La Cruz Blvd/Airport Technology Park, 4)Lafayette St/Walsh Ave, 5)De La Cruz Blvd/Reed St, and 6)Coleman Ave/Brokaw Rd	City/County	\$ 160,000	Phase 5
	Upgrade street lighting with Light Emitting Diode (LED) luminaires	Upgrade safety lighting with LED luminaires at 5 intersections: 1)De La Cruz Blvd/Martin Ave, 2)De La Cruz Blvd/Airport Technology Park, 3)Lafayette St/Walsh Ave, 4)De La Cruz Blvd/Reed St, and 5)Coleman Ave/Brokaw Rd	City/County	\$ 50,000	Phase 4
Lafayette Street and El Camino Real	Install bike lockers and racks	At City Hall, Police Headquarters, Senior Center, Fremont Park, Larry Marsalli Park, Mission Library, Triton Museum	City	\$ 140,000	Phase 3
	Implement bike sharing	At Santa Clara Station, Franklin Square, Santa Clara University, City Hall, Santa Clara Town Center, El Camino Center	City	NA	Phases 1 - 8
	Install standard bicycle lanes	1) Lafayette St bicycle lane from Reed to Central Expy, 2)Coleman Ave from San Jose City Limit to De La Cruz Blvd and Reed St	City	\$ 500,000	Phase 6
	Enable bike access on regional transit	Bikes are permitted on Caltrain, Capitol Corridor and ACE trains, and will be permitted on future BART trains serving Santa Clara	Caltrain, Capitol, ACE, BART	NA	NA
	Install pedestrian wayfinding	To Santa Clara Train Station within 1/4 mile	City	\$ 50,000	Phase 7
	Install crosswalk motion sensors and accessible pedestrian signals	Install crosswalk motion sensors crossing the major street and accessible pedestrian signals at 10 intersections: 1)El Camino Real/Scott Blvd, 2)El Camino Real/Lincoln St, 3)El Camino Real/Monroe St, 4) El Camino Real/Lafayette St, 5)El Camino Real/McCormick Dr, 6)El Camino Real/Los Padres Blvd, 7)Lafayette St/Lewis St, 8)Lafayette St/Benton St, 9)Lafayette St/Homestead St, 10)Lafayette St/Market St	City	\$ 190,000	Phase 4
	Upgrade safety lighting with Light Emitting Diode (LED) luminaires	Install safety lighting with LED luminaires at 10 intersections: 1)ECR/Scott Blvd, 2)ECR/Lincoln St, 3)ECR/Monroe St, 4)ECR/Lafayette St, 5)ECR/McCormick Dr, 6)ECR/Los Padres Blvd, 7) Lafayette St/Lewis St, 8)Lafayette St/Benton St, 9)Lafayette St/Homestead Rd, 10)Lafayette St/Santa Clara St.	City	\$ 160,000	Phase 6
Enhance uncontrolled crosswalks	Provide enhanced crosswalks at 5 locations: 1)Benton St at Washington St, 2)The Alameda south of Fremont St, 3)Monroe St south of Harrison (near Senior Center), 4) Monroe St north of Fremont (near Senior Center), 5) Monroe St south of Warburton	City	\$ 150,000	Phase 6	

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation	
FREEWAY AND ARTERIAL OPERATIONS						
Great America Parkway and Tasman Drive	Install Travel Time data collection systems	Install travel time data collection systems at 3 locations along Great America Parkway (GAP), at the intersections of 1)Great America Parkway/Tasman Dr., 2)GAP/Old Mountain View-Alviso Road, and 3)GAP/Great America Way. Also, 2 additional locations along Tasman Drive at 1)Tasman Drive/Patrick Henry Drive and 2)Tasman Drive/Lick Mill Blvd.	City	\$ 55,000	Phase 1	
	Install traffic monitoring cameras	Old Mountain View-Alviso Rd at Betsy Ross Dr	City	\$ 25,000	Phase 3	
	Install Changeable Message Signs(CMS)	Install 2 CMS's on Lafayette St: one north of Tasman Drive and one south of Tasman Dr.	City	\$ 2,000,000	Phase 5	
	Install Adaptive Traffic Signals	Install adaptive traffic signals along Great America Parkway (GAP) between US 101 and SR 237 at 5 intersections: 1)GAP/Great America Way, 2)GAP/Old Mountain View-Alviso Road, 3)GAP/Tasman Drive, 4)GAP/Old Glory Lane, and 5)GAP/Bunker Hill Ln. Also, 4 additional intersections under the GAP and Mission College MIP intersection area plan actions.	City	\$ 1,200,000	Phase 3	
	Retime signal coordination at 5-year intervals up to 2035		1) Great America Parkway, from GAP/Great America Way to US 101 Southbound Ramps/Bowers Ave.	City	\$ 180,000	Phases 1 - 8
			2) Tasman Drive, from Patrick Henry Drive to Lick Mill Blvd	City	\$ 150,000	Phases 1 - 8
			3) Lafayette St., from Great America Way to El Camino Real	City	\$ 180,000	Phases 1 - 8
New traffic signals	City Place includes signalization of new access points along Lafayette Street, and also at the intersection of Calle del Sol / Calle de Luna	City Place	NA	Phases 1 - 8		
Carpool incentives	City Place will include priority parking for carpools and vanpools	City Place	NA	NA		
Great America Parkway and Mission College Boulevard	Install Travel Time data collection systems	Install travel time data collection systems at 8 intersections: 1)GAP/Old Glory Ln, 2) GAP/Patrick Henry Dr, 3)GAP/Mission College Blvd, 4)GAP/US 101 northbound ramps, 5) Bowers Ave/US 101 southbound ramps, 6)Mission College Blvd/Mission College Blvd, 7)Mission College Blvd/Agnew Rd, and 8)Mission College Blvd/Burton Dr.	City	\$ 85,000	Phase 3	
	Install Adaptive Traffic Signals	Install adaptive traffic signals along Great America Parkway (GAP) at 4 intersections: 1)GAP/Patrick Henry Drive, 2)GAP/Mission College Blvd, 3)GAP/US 101 northbound ramps, 4)Bowers Ave./US 101 southbound ramps	City	\$ 1,400,000	Phase 3	
	Retime signal coordination at 5-year intervals up to 2035	Retime 8 traffic signals along Mission College Blvd from Great America Parkway to Montague Expressway at five year intervals up to year 2035	City	\$ 180,000	Phases 1 - 8	
Agnew Road/De La Cruz Boulevard and Montague Expressway	Install Travel Time data collection systems	Install travel time data collection systems at 5 signalized intersections: 1) Agnew Rd/Sun Fire Wy, 2) Agnew Rd/Harrigan Dr, 3) De La Cruz Blvd/Laurelwood Rd, 4)Lick Mill Blvd/Moreland Way, 5)Lick Mill Blvd/Hope Dr	City	\$ 55,000	Phase 4	
	Install traffic monitoring cameras	At 4 Intersections: 1) Lafayette St./Hope Dr.,2) Lafayette/Norman, 3)De La Cruz/Aldo Ave, 4)De La Cruz/Laurelwood Rd.	City	\$ 80,000	Phase 6	
	Retime traffic signals at 5 year intervals up to 2035	Retime traffic signals along Agnew Rd/De La Cruz Blvd from Lafayette St to Laurelwood Rd	City	\$ 180,000	Phases 1 - 8	

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation	
FREEWAY AND ARTERIAL OPERATIONS (continued)						
Scott Blvd Boulevard and Central Expressway	Install Travel Time data collection systems	Install travel time data collection systems at 5 intersections: 1)Scott Blvd/Garrett, 2)Scott Blvd/Bowers Ave, 3)Scott Blvd/Octavius, 4)Scott Blvd/Space Park Dr, and 5)Scott Blvd/Walsh Ave.	City	\$ 55,000	Phase 7	
	Install traffic monitoring cameras	At 2 intersections: 1)Scott Blvd /Space Park Dr and 2)Scott Blvd/Walsh Ave	City	\$ 50,000	Phase 2	
	Improve corridor coordination	At Scott Blvd/Jay St and Scott Blvd/Space Park Dr with county expressway intersections	City	\$ 30,000	Phase 4	
	Retime signal coordination at 5-year intervals up to 2035	Retime traffic signals along Scott Blvd. from Garrett Drive to Space Park Dr.	City	\$ 180,000	Phases 1 - 8	
	Install traffic responsive system	Install traffic responsive system on Scott Blvd from Garrett Drive to Space Park Dr.	City	\$ 60,000	Phase 6	
De La Cruz Boulevard and Central Expressway	Install Travel Time data collection systems	Install travel time data collection systems at 3 locations: 1)De La Cruz Blvd/Martin Ave, 2)De La Cruz Blvd/Reed St, 3)Brokaw Rd./Coleman Av.	City	\$ 90,000	Phase 2	
	Install traffic monitoring cameras	At 3 intersections: 1)De La Cruz Blvd Blvd/Airport Technology Park, 2)De La Cruz Blvd/Martin Ave, and 3)De La Cruz Blvd/Reed St	City	\$ 60,000	Phase 1	
	Retime signal coordination at 5-year intervals up to 2035	At 4 intersections: 1)De La Cruz Blvd/Airport Technology Park, 2)De La Cruz Blvd/Martin Ave, 3) De La Cruz Blvd/Reed St. and 4)Coleman Ave/Brokaw Rd	City	\$ 150,000	Phases 1 - 8	
San Tomas Expressway and Monroe Street	Install traffic monitoring cameras	At 2 intersections: 1)Monroe Street/Los Padres Blvd and 2)Monroe St/Scott Blvd	City	\$ 50,000	Phase 1	
	Install Travel Time data collection systems	Install travel time data collection systems at 6 intersections: 1)Monroe/Nobili, 2) Monroe/Bowers Ave, 3)Monroe/Scott Blvd, 4)Benton/Scott Blvd, 5)Scott Blvd/Martin Ave, and 6)Scott Blvd/Warburton Ave.	City	\$ 65,000	Phase 7	
	Retime signal coordination at 5-year intervals up to 2035	Retime traffic signals along Scott Blvd. from Martin Ave to El Camino Real every 5 years up to 2035	City	\$ 180,000	Phases 1 - 8	
	Install Traffic responsive system	Install traffic responsive system on Scott Blvd from Martin Ave to El Camino Real	City	\$ 65,000	Phase 6	
	Intersection modifications		San Tomas Expy & Monroe St: Provide additional right-turn lane from westbound Monroe to northbound San Tomas Expy	City	\$ 350,000	Phase 8
			Monroe St & Los Padres Blvd: Install protected left-turn signals for eastbound and westbound Monroe St	City	\$ 300,000	Phase 4
			Bowers Ave & Cabrillo Ave: Install protected left-turn signals and lanes for northbound and southbound Bowers Ave	City	\$ 300,000	Phase 4
Traffic Signal Cabinet Upgrade			Monroe Street at Los Padres Blvd	City	\$ 50,000	Phase 4
Lafayette Street and El Camino Real	Install Travel Time data collection systems	Install travel time data collection systems at 5 intersections along ECR: 1)ECR/Scott Blvd, 2)ECR/Monroe, 3)ECR/Lafayette, 4)ECR/McCormick Dr, 5)ECR/Los Padres Blvd	City	\$ 125,000	Phase 6	
		Install travel time data collection systems at 7 intersections along Lafayette St: 1)Lafayette/Great America Way, 2)Lafayette/Agnew, 3)Lafayette/Montague West, 4)Lafayette/The Alameda, 5)Lafayette/Lewis, 6)Lafayette St/Benton St, 7)Lafayette St/Homestead Rd				
	Install traffic monitoring cameras	At 4 locations: 1)ECR/Lincoln, 2)ECR/Monroe, 3)ECR/Lafayette, 4)Lafayette/Benton	City	\$ 100,000	Phase 7	
	Retime signal coordination at 5-year intervals up to 2035	1) El Camino Real from Los Padres to Lafayette 2) Lafayette St from Reed St to Homestead Rd.	City	\$ 165,000	Phases 1 - 8	
			City	\$ 150,000	Phases 1 - 8	

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
TRANSPORTATION DEMAND MANAGEMENT STRATEGIES					
Great America Parkway and Tasman Drive	Transportation Management Agency	City Place may include the formation of a Transportation Management Agency (TMA). Among the activities under consideration for the TMA are the following: Creation of a website and marketing program and coordination with employers and tenants for distribution; Transportation info packets for all new City Place employees and residents; Links to all transit schedules and route maps, as well as the bicycle network, through a City Place "online kiosk;" Information on nearby transit services attractively displayed in retail area; Carpool and vanpool matching services; Guaranteed ride home services; and a Bicycle encouragement program.	City Place	NA	Phases 1 - 8
	Car share services	As part of required TDM Plan, City Place may include car share services on site, for residents, commuters and visitors.	City Place	NA	NA
	Multi-passenger demand responsive ride services	As part of required TDM Plan, City Place may accommodate demand responsive ridehail and crowd-source transportation services on site.	City Place	NA	NA
	Parking management	As part of required TDM Plan, City Place may include parking management strategies such as paid parking and unbundled parking to restrict the parking supply. These strategies would be paired with a residential permit parking program to ensure that City Place residents do not park in nearby neighborhoods.	City Place	NA	NA
	Telecommuting	City Place may be equipped with high-speed communications infrastructure to facilitate telecommuting for both employees and residents.	City Place	NA	NA
	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the North of Caltrain Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8
Great America Parkway and Mission College Blvd	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the North of Caltrain Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8
Montague Expwy and Agnew-De La Cruz	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the North of Caltrain Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8
Central Expwy and Scott Blvd	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the North of Caltrain Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8
Central Expwy and De La Cruz Blvd	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the North of Caltrain Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8
Lafayette Street and El Camino Real	TDM Requirement	Proposed projects (> 25 DU or 10 KSF non-residential space) in this mini-plan area must prepare TDM Plan to meet VMT reduction requirements for the El Camino Corridor or the Downtown Area, per City's Climate Action Plan.	Project applicants	NA	Phases 1 - 8

MIP Intersection	Action Name and Description	Location and Description	Responsibility	Cost Estimate	Implementation
LAND USE STRATEGIES					
Great America Parkway and Tasman Drive	City Place Project	City Place will be a high-density, mixed-use, transit-oriented project located adjacent to major train stations. A complete commercial district will be located on site, at or close to employment and residential sites. The project is oriented around internal pedestrian and bicycle networks to facilitate walking and biking within City Place.	City Place	NA	Phases 1 - 8
	Tasman East Focus Area	Focus Area Specific Plan in progress (includes up to 4,500 dwelling units (DU) and 106,000 s.f. of retail)	City	NA	Phase 3
	Kylli Mixed-Use Project (former Yahoo site)	Proposed General Plan Amendment and rezoning to allow 6,000 DU in addition to the 3 million s.f. of office space allowed under the Yahoo rezoning.	City	NA	Phase 3
	Patrick Henry Specific Plan	Specific Plan to begin in mid-2018. The General Plan Phase III land use designation would allow up to 3,800 DU on 76 acres.	City	NA	Phase 3
Great America Parkway and Mission College Boulevard	Great America Parkway Focus Area	Specific Plan to begin in mid-2018.	City	NA	Phase 4
	Freedom Circle Specific Plan	Specific Plan to begin in mid-2018. In addition to the High-Intensity Office currently indicated in the GP (FARs up to 2.0), the plan is expected to allow residential uses. As a starting point, staff is using the GP densities applied to Tasman East and Patrick Henry Drive (50 DU/AC over 136 acres = 6,800 DU).	City	NA	Phase 3
Lafayette Street and El Camino Real	El Camino Real Focus Area	Priority development area. Specific Plan underway. General Plan housing element calls out 2,300 DU as development potential.	City	NA	Phase 4
	Downtown Focus Area	Planning requirements included in General Plan (130,000 s.f. of retail and 400 DU).	City	NA	Phase 4
Scott Blvd Boulevard and Central Expressway	Lawrence Station Focus Area	Specific Plan completed. Includes 3,500 DU, up to 104,000 s.f. of retail.	City	NA	Phase 1
	Central Expressway Focus Area	Santa Clara Square including 1,800 housing units, 2.1 MSF office and 500 KSF retail under development; Planning for the remainder to commence in 2023.	City	NA	Phase 1
De La Cruz Boulevard and Central Expressway	Santa Clara Station Focus Area	Priority development area. VTA-sponsored Plan completed. 1,650 DU anticipated, along with 2 million s.f. of non-residential uses.	City	NA	Phase 1
	De La Cruz Focus Area	Planning to commence in 2023. General Plan anticipates 36 DU per acre over the 111 acre focus area.	City	NA	Phase 5
			TOTAL	\$ 23,414,000	



Date: June 15, 2018

To: Bicycle and Pedestrian Advisory Committee

From: Marshall Johnson, Associate Engineer (Civil), City of Santa Clara

Subject: Bike Plan Review

The City of Santa Clara is required to have a Bicycle Plan in order to receive grant funds managed by the Metropolitan Transportation Commission (MTC) and the State of California. MTC recommends that bicycle plans be updated every five years. In December of 2017, the City selected consultant Alta Planning & Design to assist in the development of an update to the bicycle plan.

The consultant will lead a discussion related to the bicycle plan update. To kick-off this discussion, the consultant will give a short presentation which will include a recap of "goals and objectives" discussed at the March meeting, existing data trends, and summarize the community input received via on-line survey mapping tool. This will be followed by a breakout session for members to discuss destinations, barriers/crossings, network gaps, upgrades, and bike parking.

BPAC Meeting Agenda

Santa Clara Bicycle Master Plan Update 2018

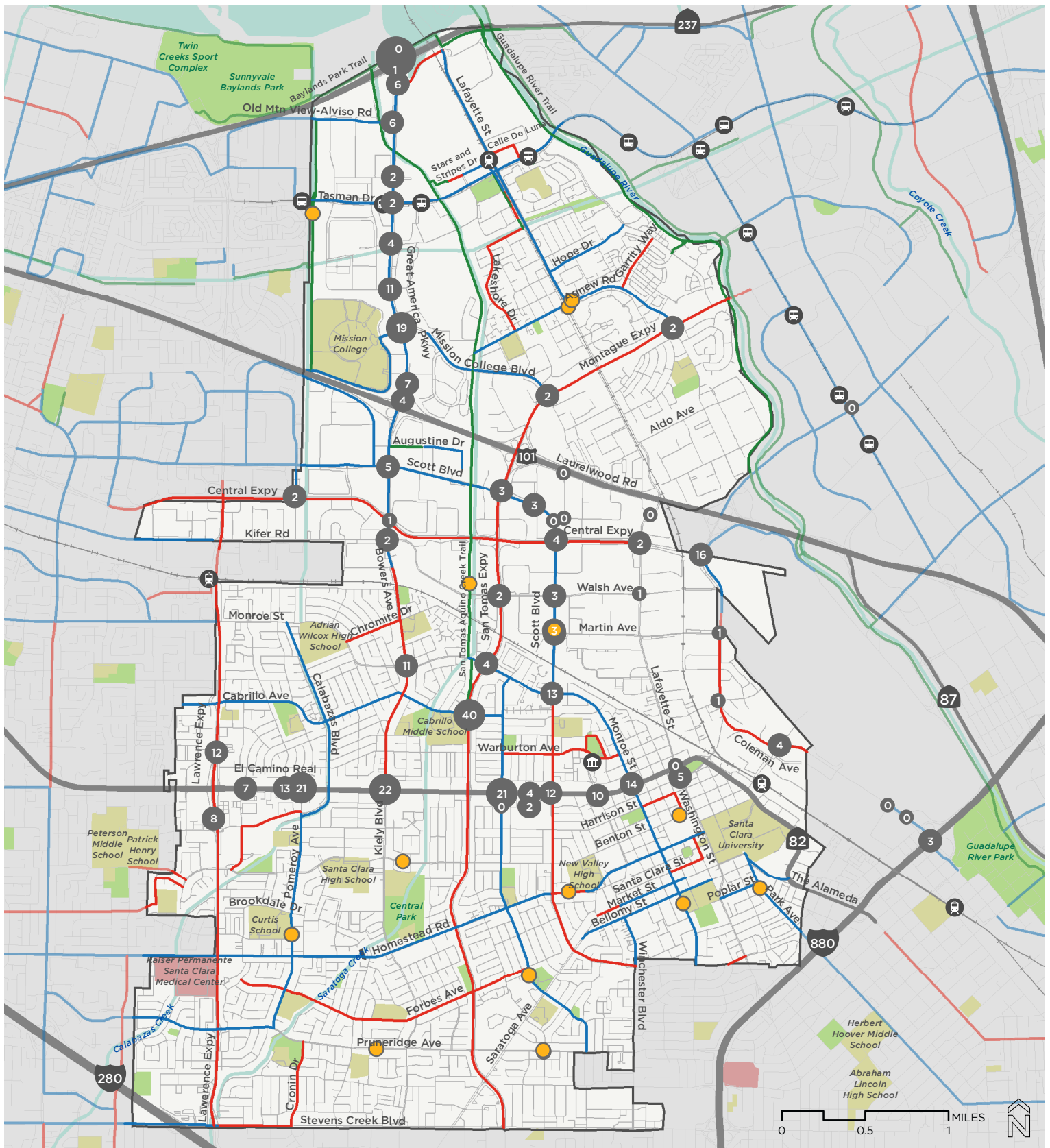
Santa Clara City Hall - June 25, 2018 4:00 PM

1. Presentation (10 minutes total)

- a. Introductions (2 minutes)
 - i. Recap since last time (goals and objectives, online survey)
 - ii. Reminder that we are in existing conditions and needs analysis phases
- b. Data Trends (5 minutes)
 - i. Existing bikeways
 - ii. Ridership numbers (mode share and count)
 - iii. Safety – Collision locations
 - iv. Comfort - LTS
 - v. How Santa Clara fits in to larger region
- c. Community Input (3 minutes)
 - i. Top comments/issues noted on map

2. Breakout Session (60 minutes total)

- a. Lola and Hugh divide BPAC members into two groups. Facilitate discussion around four topics:
 - i. **DESTINATIONS** – 5 minutes
 - 1. What are the major destinations in Santa Clara that should be reachable by bicycle?
 - ii. **BARRIERS/CROSSINGS** - 15 minutes
 - 1. Where are the major barriers that bicyclists face in Santa Clara?
 - iii. **NETWORK GAPS** – 15 minutes
 - 1. Where are gaps in the bicycle network and which are a priority to complete?
 - 2. What recommended routes would you change from the 2009 Bicycle Plan?
 - iv. **UPGRADES** – 10 minutes
 - 1. Which existing bikeways need to be upgraded and why?
 - v. **BIKE PARKING** – 5 minutes
 - 1. Where does the city need more bike parking?
 - vi. **WHAT WE HEARD TONIGHT** – 10 minutes
 - 1. Recap per table (5 minutes each)



BICYCLE COUNTS

SANTA CLARA BICYCLE
PLAN UPDATE 2018



Source: City of Santa Clara, Caltrans, US Census, ESRI, VTA.
Map produced June 2018.

Bicycle Counts Underway

Total Bicycle Counts

EXISTING BIKEWAYS

Class I Shared-Use Path

Class II Bicycle Lane

Class III Bicycle Route

DESTINATIONS + BOUNDARIES

City Hall

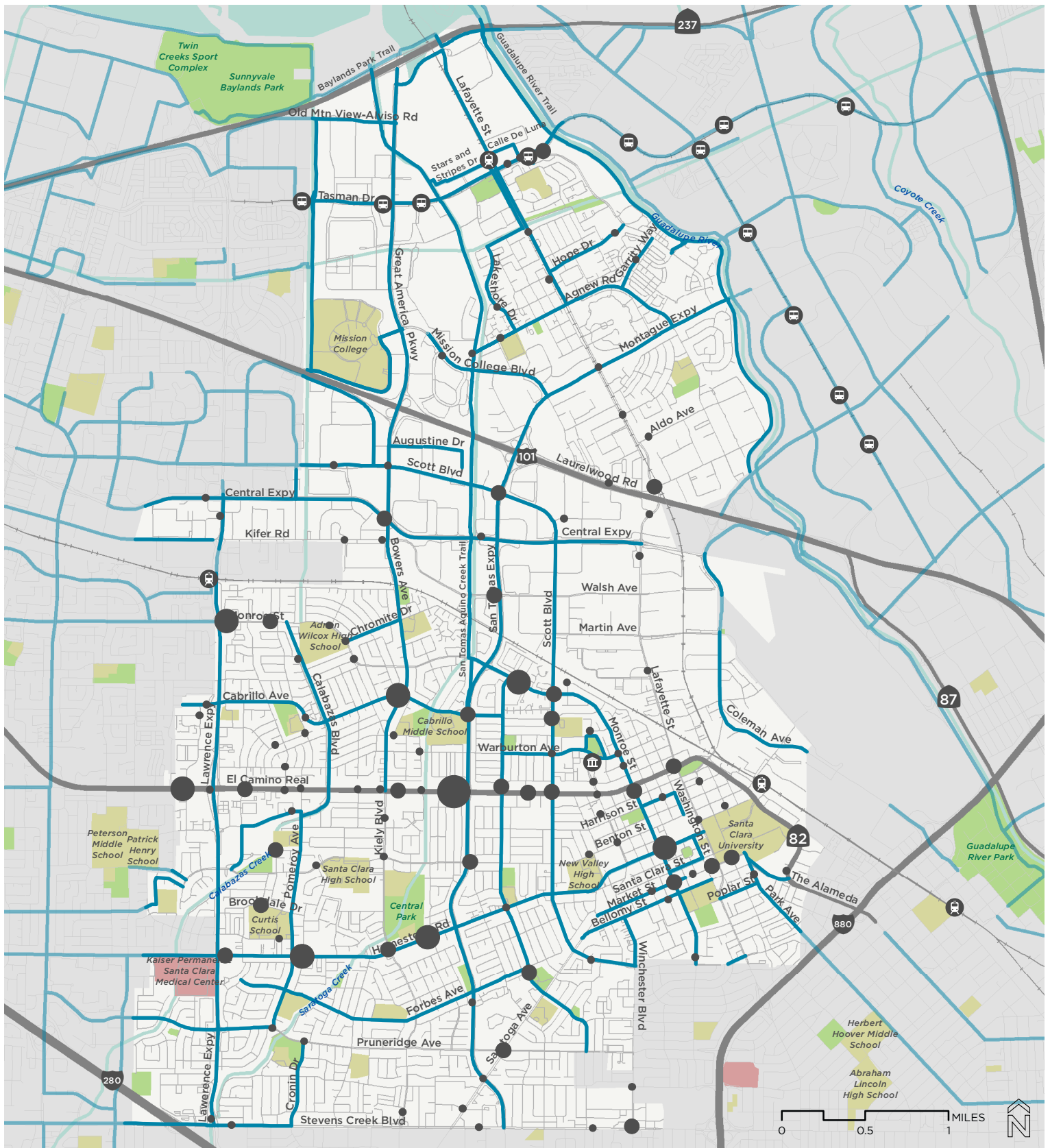
Train Station

Light Rail Station

School

Hospital

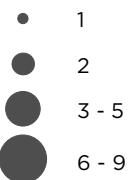
Park



BICYCLE SAFETY

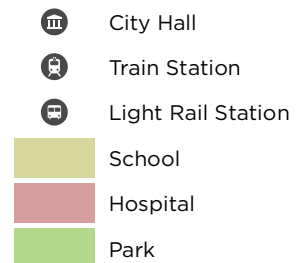
SANTA CLARA BICYCLE
PLAN UPDATE 2018

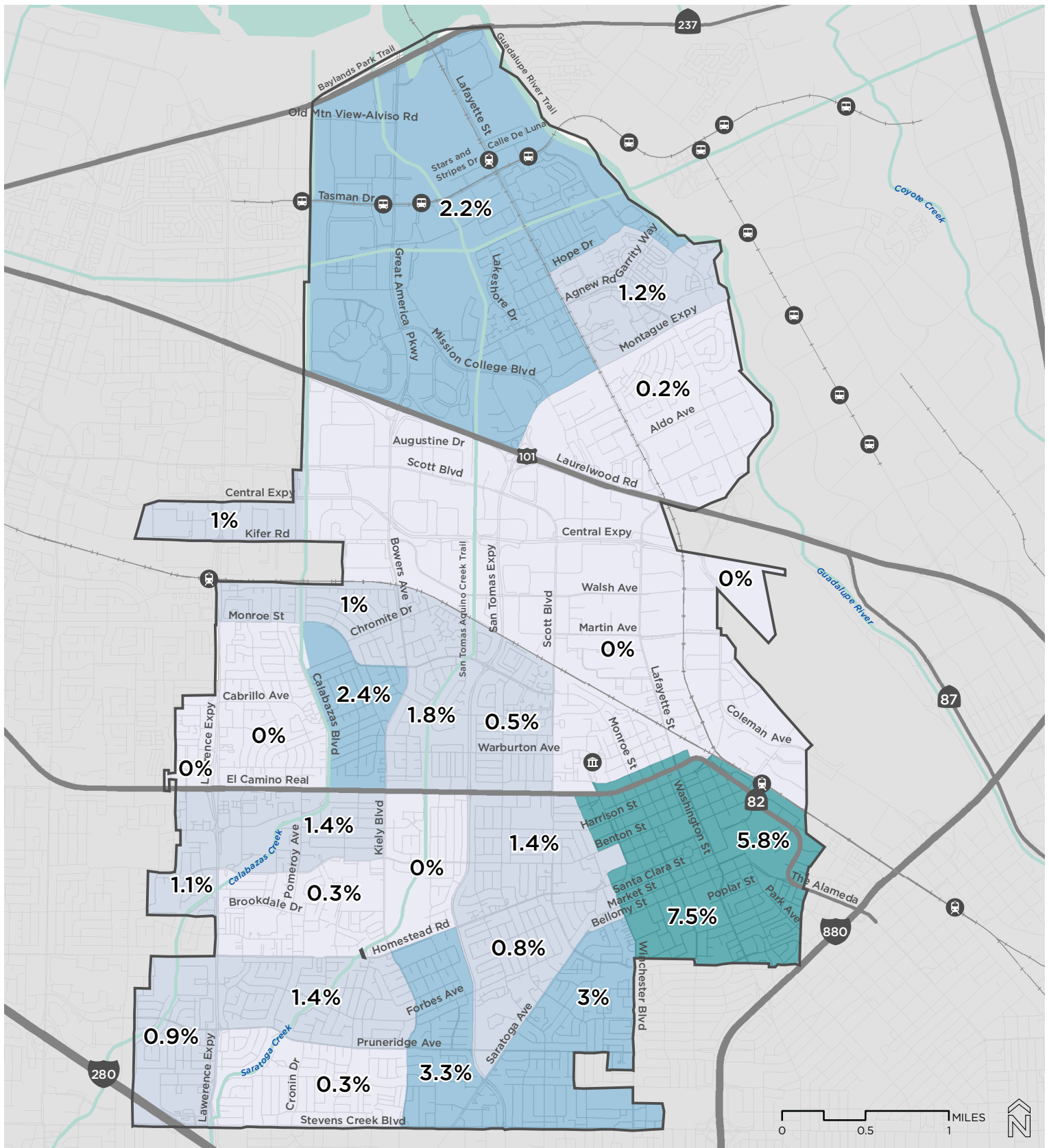
NUMBER OF COLLISIONS from January 2013 to December 2017



— Existing Bikeway

DESTINATIONS + BOUNDARIES





BIKE MODE SHARE

SANTA CLARA BICYCLE
PLAN UPDATE 2018



Source: City of Santa Clara, Caltrans, US Census, ESRI, VTA, ACS 2015. Map produced March 2018.