



AGENDA

Monday, October 22, 2018, 4:00 p.m.

1. Call to Order and Roll Call
2. Public Presentations (10 min)
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. Committee members 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 per person.
3. Approval of Minutes from August 27, 2018 meeting (5 min)
4. Reports for Committee Information
 - A. Santa Clara P.D. Update (Sergeant Saunders - 5 min)
 - B. Follow-up Items from Previous Meetings -None
 - C. VTA BPAC Update – (Rius – 5 min)
 - D. BPAC Subcommittee – Operations (Chair O'Neill - 5 min)
 - E. Grant Activity (Shariat - 2 min)
 - F. Driveway Cut Standard Follow-up (Shariat - 5 min)
 - G. Bike Plan Review (Alta Planning - 80 min)
 - H. Pedestrian Master Plan (Shariat - 20 min)
 - I. Pruneridge/Lawrence Bike Lane Update (Ng – 10 min)
5. Reports for Committee Action
 - A. BPAC Membership Voting (O'Neill – 15 min)
 - B. TFCA (2019/20) Grant Application Recommendations (Johnson – 15 min)
 - C. 2019 Annual Work Plan (Johnson – 20 min)
6. Agenda Items for Future Meetings (5 min)
7. Announcements (2 min)
8. Adjournment
Next meeting: January 28, 2019, 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.)



**DRAFT MEETING MINUTES
August 27, 2018**

Committee Members

Present:

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

Not Present:

Ken Kratz

Staff:

Michael Liw (Assistant Director of Public Works)
Carol Shariat (Principal Transportation Planner)
Marshall Johnson (Associate Engineer)
John Davidson (Principal Planner)
Lesley Xavier (Principal Planner)
Sgt. Frank Saunders (SCPD)

Guests:

Ben Pacho (SVBC)
Suds Jain

Matters for Council Action: None

1. Call to Order/Roll Call

The meeting was called to order by Chair O'Neill at 4:15 p.m. A quorum was present. Member Sterk arrived at 4:17 p.m.

2. Public Presentations

- A. Mr. Pacho discussed "Infrastructure Ride" held in other jurisdictions and benefits for Santa Clara. He offered to assist staff in setting one up for Santa Clara.
- B. Mr. Jain requested that he be notified when meeting dates have changed.

3. Approval of June 25, 2018 Minutes

Member Granvold motioned with a 2nd by Chair O'Neill to approve June 25, 2018 meeting minutes with recommended changes. Members unanimously approved the motion.

4. Reports for Committee Information

- A. Santa Clara Police Department Update – Sergeant Saunders introduced himself to the Committee and said he would be available to attend more than just one meeting a year. He mentioned that the Police Department has a grant that has provided them with helmets to give to children seen riding without helmets. That grant is set to expire in September of this year. He also noted that his officers are now responsible for patrolling San Tomas Expressway. Members requested that he provide statistical information regarding bicycle collisions within the City.
- B. Follow-up Items from Previous Meetings – Mr. Johnson provided follow-up information for the following items:
 - 1. City staff submitted a Bicycle Friendly Community application on August 9, 2018 with the assistance from members Kratz and Harrison in finalizing responses to the application questions.
 - 2. The City Council approved the nomination of member Rius as the City's Santa Clara Valley Transportation Authority Bicycle and Pedestrian Advisory Committee representative on August 21, 2018.
 - 3. The City Council approved the Complete Streets Resolution/Policy on August 21, 2018.
 - 4. An update concerning revising the Standard Driveway Cut will be provided to the Committee at the October meeting.
- C. VTA BPAC Update – No Update
- D. BPAC Subcommittee/Operations – No Update
- E. 2018 Annual Work Plan – Mr. Johnson called attention to what the current 2018 Work Plan had scheduled for the October meeting including a discussion concerning the development of the 2019 Work Plan.
- F. Grant Activity – Ms. Shariat informed the Committee that the City was waiting for final approval for two TFCA grant applications and one TDA grant application.
- G. Climate Action Plan – Mr. Davidson noted that the City's Climate Action Plan (CAP) laid out a roadmap for reducing greenhouse gases (GHGs) through 19 actionable measures the City could implement to meet targets as required by California's Global Warming Solutions Act 2006 (Assembly Bill 32). Under this bill, a reduction of GHG emissions to 1990 levels is required by the year 2020. He went on to provide an overview of the 2013 CAP, the 2018 CAP Annual Report, and the current process for developing the CAP update to meet future 2030 goals. Members were given an opportunity to ask questions and provided Mr. Davidson with comments. These comments included installing more bike lanes, sidewalks and bus stops near developments, eliminating leaf blowers, economy of combined trips, hydrogen vehicles, locating business within walking distance of residents, coordination with surrounding agencies on banning the use of gas powered landscaping equipment, addressing encouragement, evaluation, education, and enforcement, updating building codes, more aggressive targets for developers in terms of TDM and more bicycle parking spaces per residential unit, charging stations for electric bicycles, bicycle and scooter sharing, Transportation Management Agency (TMA) for northern Santa Clara, and aligning this plan with the Bicycle Master Plan. An RFP will go out in the next couple of months for a consultant to assist in the development of the CAP update with an expected completion date before 2020.

- H. El Camino Real Specific Plan – Ms. Xavier gave a brief overview why there is a need for this plan and went over the proposed alternatives. She also presented a summary of comments from previous Community Outreach meetings which included the need for wider sidewalks, installation of bike lanes, improved pedestrian connectivity and bike connectivity, and improved intersection crossings. BPAC members were given an opportunity to provide comments and feedback on these alternatives. Committee member's comments included support and opposition to protected bike lanes, support for the removal of "pork chop islands", removal of on-street parking, possible removal of 2 foot gutter adjacent to bike lanes to provide additional usable width, and concern about possible obstacles being placed in sidewalks.
- I. SRTS Program Update – Mr. Johnson updated the Committee on current activities taking place as part of the SRTS program in Santa Clara. One of the highlighted activities was "Walking Audits". This spring semester in 2018 Bracher, Hughes, Bowers, and Westwood schools participated in "Walking Audits" where parents give feedback on infrastructure needs identified in the vicinity of each school. As a result, staff was able to make some minor improvements over the summer to address identified deficiencies. The remaining schools will participate in these audits this fall. These audits may lend support for future grant applications for infrastructure improvements. The program will start off this fall with encouragement events coinciding with Walk to School week in October.
- J. Bike Parking on Private Property – Mr. Johnson informed the Committee about San Jose's current bike parking program which includes providing bike racks and maintaining these racks on private property for businesses. There is an online application process for selecting locations that meet the requirements of the program. Member Granvold cautioned against putting too many obstacles in sidewalk area and member Harrison suggested the possibility of a cost sharing program. Staff is waiting for more information from San Jose about how the program is funded and what type of agreement process is required for the maintenance aspect of the program before Santa Clara would consider adopting a similar program.
- K. VTA Bus Stop – Ms. Shariat gave an overview of the Santa Clara Valley Transportation Authority's (VTA) proposed guidelines for accommodating bike lanes and cycle tracks at bus stops which included multiple variations. Once approved, these guidelines will be incorporated into VTA's Technical Guidelines. Ms. Shariat shared staff's comments with the committee. There was mixed feelings about placing a "sharrow" symbol within a class II bike lane by Committee members. Member Rius expressed support for detail 25 and 26 and opposed detail 27. The Committee's comments will be passed on to VTA along with City staff's comments.
- L. Bike Plan Goals, Vision, Objectives, & Policies – Ms. Shariat provided the Committee members with the current draft version of the goals, visions, objectives, and policies for the bike plan update under development and ask them to provide any comments they may have. Member's comments included a suggestion for educating bicyclists of all ages on how to be safe, aiming higher than just 1% mode share increase by 2040, and the need for more specific measurable goals.

5. Reports for Committee Action

- A. 2019 & 2020 Street Maintenance List – Ms. Shariat presented the list of streets staff recommended as candidates for installing bicycle facilities as part of the 2019 & 2020 Street Maintenance projects. These recommendations include a class III facility on Market Street from Monroe Street to The Alameda, a class II facility on Lick Mill

Boulevard from Tasman Drive to Hope Drive, and a class III facility on Lick Mill Boulevard from Hope Drive to Montague Expressway. These facilities were listed in the current Bicycle Plan.

Member Parissenti motioned with a 2nd by member Larsen to recommend the inclusion of the bicycle facilities described above as part of the 2019 & 2020 Street Maintenance projects. Committee members unanimously approved the motion.

6. Added Agenda Items for Future Meetings

None

7. Announcements

None

8. Adjournment: 8:07 p.m.

Next meeting date is October 22, 2018.

DRAFT

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	Education Program at Santa Clara schools	\$500,000	\$65,000	Active
TDA (15/16)	Bicycle and Pedestrian	2015	State of California	State	Non-Competitive	Bike Plan Update 2018	Update City's Bicycle Plan	\$75,000	\$25,000	Active
TDA (15/16)	Bicycle and Pedestrian	2015	State of California	State	Non-Competitive	Tasman Drive Bike Lanes	Bicycle Lanes from Sunnyvale to San Jose	\$298,012	\$0	Active
TDA (17/18)	Bicycle and Pedestrian	2018	State of California	State	BEP-Competitive	Lafayette Street Bike Lanes	Bicycle Lanes from Agnew Road to Central Expwy	\$600,000	\$0	Active
TFCA (15/16)	Transportation Air Quality	2015	BAAQMD/VTA	Regional	Competitive	Tasman Drive Bike Lanes	Bicycle Lanes from Sunnyvale to San Jose	\$95,000	\$471,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	Lafayette Street Signal Timing Project	Coordination and Communications of traffic signals from El Camino Real to Newhall	\$210,000	\$540,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	Bowers Signal Timing Project	Coordination and Communications of traffic signals from 101 to El Camino Real	\$590,000	\$260,000	Active
TFCA (16/17)	Transportation Air Quality	2016	BAAQMD/VTA	Regional	Competitive	SRTS Pedestrian Infrastructure Improvements	Pedestrian and Bicycle infrastructure to schools	\$290,000	\$75,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Mission College Bike Lanes	Bicycle Lanes from Wildwood to Great America Parkway	\$109,500	\$265,500	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Agnew/De La Cruz Signal Timing Project	Coordination and Communications of traffic signals from Lafayette to Trimble	\$220,000	\$475,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Homestead Signal Timing Project	Coordination and Communications of traffic signals from Lafayette to San Tomas Expressway	\$300,000	\$300,000	Active
TFCA (17/18)	Transportation Air Quality	2017	BAAQMD/VTA	Regional	Competitive	Lick Mill Signal Timing Project	Coordination and Communications of traffic signals from Tasman to Montague Expressway	\$166,000	\$314,000	Active
TFCA (18/19)	Transportation Air Quality	Pending	BAAQMD/VTA	Regional	Competitive	Scott Blvd Signal Timing Project	Coordination and Communications of traffic signals from Garrett Dr. to Central Expressway	\$200,000	\$510,000	Active
TFCA (18/19)	Transportation Air Quality	Pending	BAAQMD/VTA	Regional	Competitive	Benton Street Bike Lanes	Bicycle Lanes from Monroe St. to EL Camino Real	\$77,000	\$73,000	Active
VRF-RITSMS (15/16)	ITS	2016	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project I	Various ITS elements Citywide	\$500,000	\$0	Active
VRF-RITSMS (15/16)	ITS	2016	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project II	Various ITS elements Citywide	\$500,000	\$0	Active
VRF-RTOPS (15/16)	ITS Operations	2016	VTA	Local	Competitive	Citywide Communication Network Repair and Troubleshooting	Repair of traffic signal communications	\$20,000	\$0	Active
OBAG (STP)	Roadway Maintenance	2017	FHWA/MTC/VTA	Federal	Non-Competitive	Santa Clara Streets and Roads Preservation	Roadway Maintenance of Homestead (Lincoln to Kiely), Scott (Harrison to Saratoga) and Newhall (Saratoga to Winchester)	\$2,356,000	\$1,057,000	2019
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Saratoga Creek Trail Phase 1	Creek Trail connecting Central Park to Homeridge Park	\$3,735,200	\$1,591,200	2020
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Santa Clara School Access Improvements	Pedestrian and Bicycle infrastructure to schools	\$1,145,500	\$504,500	2020
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	Hetch-Hetchy Trail Phase 1	Trail on SFPUC Right of Way	\$790,000	\$460,000	2021
OBAG (CMAQ)	Bicycle and Pedestrian	2017	FHWA/MTC/VTA	Federal	Competitive	San Tomas Aquino Creek Trail Underpass	Grade separation of San Tomas Aquino Creek Trail in front of Levi's Stadium	\$2,449,000	\$1,271,000	2022
CSTPG	Sustainable Communities	2018	State of California	State	Competitive	Pedestrian Master Plan	Develop the first City of Santa Clara Pedestrian Master Plan	\$279,214	\$54,536	Active
StreetSaver	Roadway Maintenance	2017	MTC	Regional	Competitive	Annual Pavement Management PCI Update	PCI Update			Active
Cal-Recycle Grant	Cal-Recycle	2017	State of California	State	Competitive	Annual Surface Treatment	Use rubberized AC in roadway resurfacing	\$350,000	\$0	Active
CPUC Section 130	Transportation	2017	State of California	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	\$573,750	\$0	Active
Total:								\$16,429,176	\$8,311,736	
Future Grant Opportunities:										
TFCA (19/20)							Planning study for Pruneridge Bike Lanes from Pomeroy Ave to Winchester Blvd			
CSTPG	Bicycle and Pedestrian									

- 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



Date: October 22, 2018

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

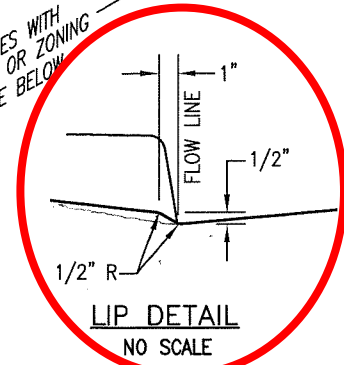
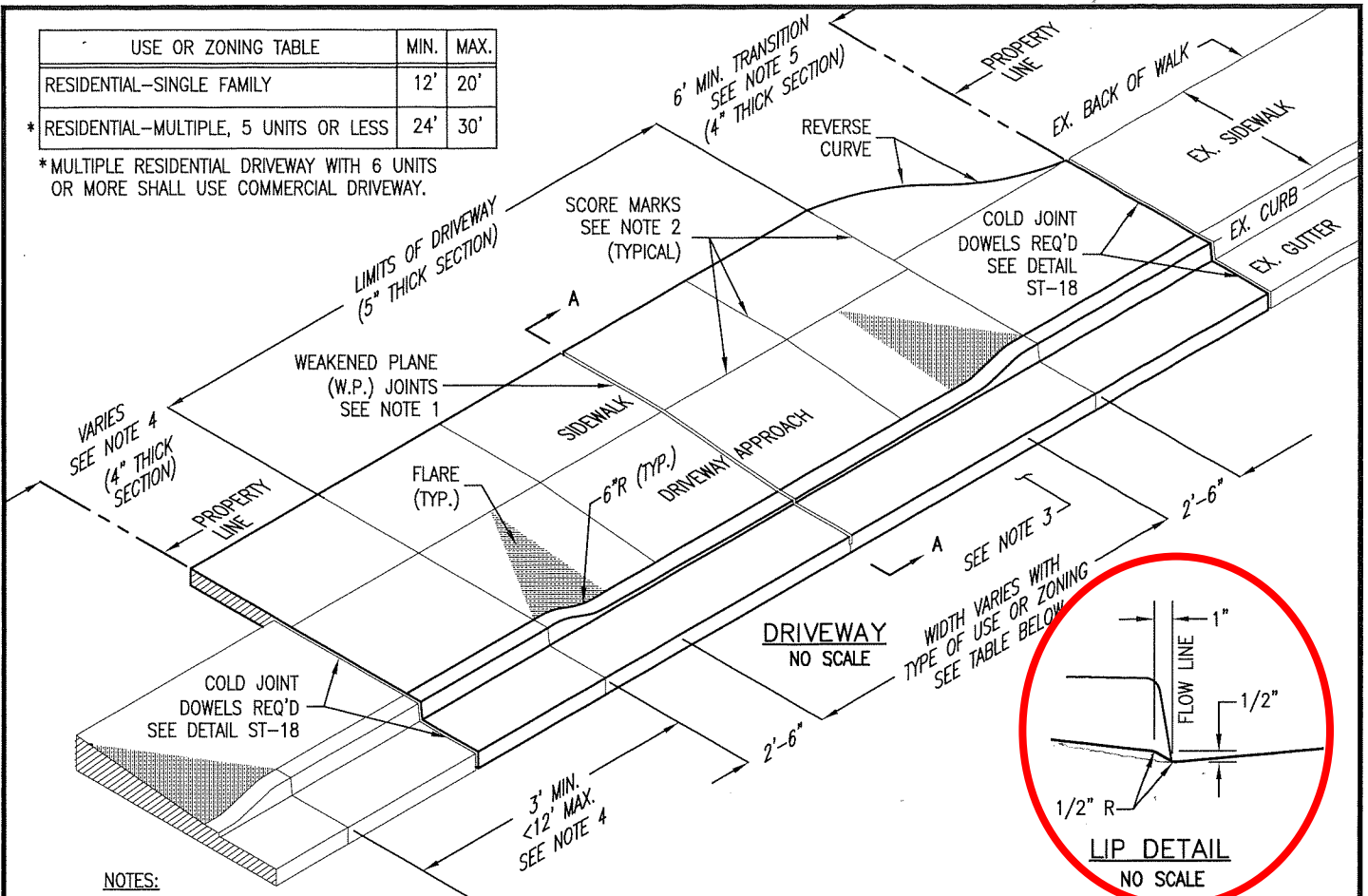
From: Carol Shariat, Principal Transportation Planner, Public Works

Subject: Modified Driveway Cut Standard Follow-up

At the BPAC June 24, 2018 meeting, members proposed changes to the *Santa Clara Standard Specifications for Public Works Construction* document related to Standard ST-4, residential driveway with attached sidewalk. The proposed changes would remove the existing lip between the driveway cut and the roadway gutter surface. This change would remove a potential tripping hazard for bicyclists. The Public Works Design Division reviewed this standard detail and has made modifications to address the concerns raised by the BPAC. The revised Standard ST-4 is attached for the BPAC's information.

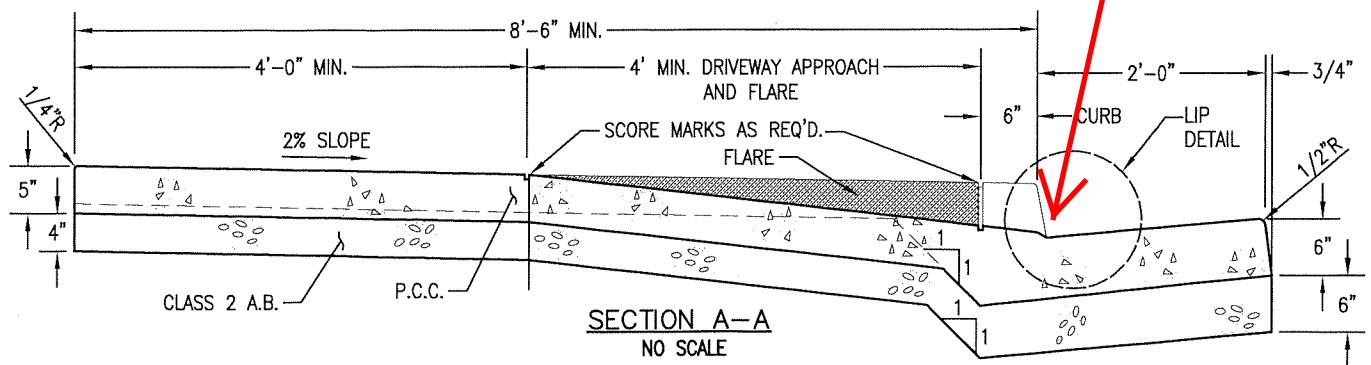
USE OR ZONING TABLE	MIN.	MAX.
RESIDENTIAL-SINGLE FAMILY	12'	20'
* RESIDENTIAL-MULTIPLE, 5 UNITS OR LESS	24'	30'

* MULTIPLE RESIDENTIAL DRIVEWAY WITH 6 UNITS OR MORE SHALL USE COMMERCIAL DRIVEWAY.



NOTES:

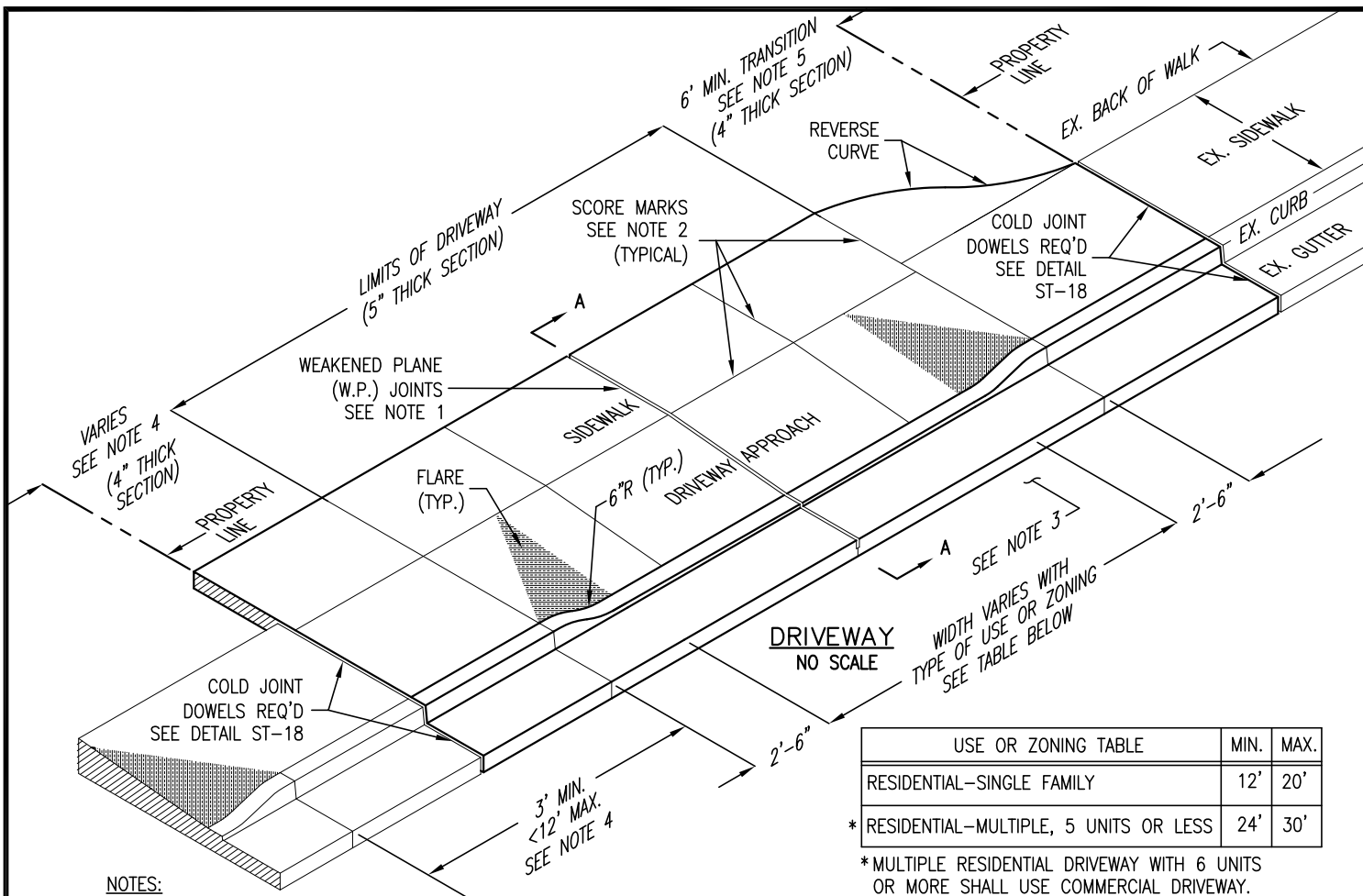
1. W.P. JOINTS REQUIRED ON CENTERLINE FOR DRIVEWAYS 12' TO 20' WIDE. DRIVEWAYS 24' TO 30' WIDE SHALL HAVE 2 W.P. JOINTS EVENLY SPACED (AT 1/3 AND 2/3 POINTS).
2. PLACE SCORE MARKS AT 1/4 POINTS ON DRIVEWAYS 12' TO 20' WIDE AND AT 1/6 POINTS ON DRIVEWAYS 24' TO 30' WIDE. SCORE MARK REQUIRED AT DRIVEWAY 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
 CHECKED BY: V. LUCHESSI
 APPROVED BY: F. AMIN
 DATE: AUGUST 2018

**RESIDENTIAL DRIVEWAY
 WITH ATTACHED SIDEWALK**
 CITY OF SANTA CLARA

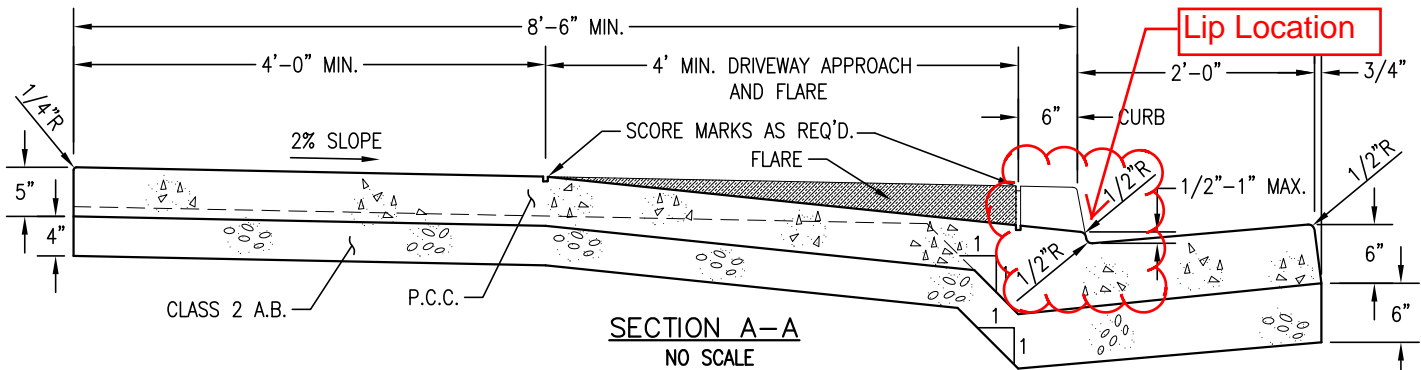
**DRAFT
 ST-4**
 PAGE: 4




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		



Date: October 22, 2018

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

From: Carol Shariat, Principal Transportation Planner

Subject: Bike Plan Review

Bike Plan Goals, Visions, Objectives, and Policy

The City shared with the Bicycle and Pedestrian Advisory Committee (BPAC) a draft version of the vision statement, goals, objectives and policies which will be included in the Bicycle Master Plan Update 2018 during the August 2018 BPAC meeting. BPAC provided comments and input on the draft document which was relayed back to Alta Planning & Design, the consultant assisting the City with the plan development. Some comments provided by BPAC included having measurable goals within the plan, including a policy related to Vision Zero, and incorporating Complete Streets language into some of the policies. Alta and the City took into consideration BPAC's comments and revised the vision statement, goals, objectives and policies document (see attachment). The City along with Alta will discuss the changes made to this document which will be incorporated into the plan.

Bike Plan Recommendations

Alta Planning & Design has prepared an initial set of draft project recommendations to be included in the Bicycle Master Plan Update 2018. The projects to be included in the plan were developed through a joint collaborative effort between the City and Alta Planning & Design. Projects were developed based on public input and the following three strategies:

- Identify Gaps in the Bicycle Network,
- Develop Recommendations Based on Safety & Comfort, and
- Recommend Intersection Treatments and End-of-Trip Facilities (Spot Improvements).

The City will obtain feedback on these project recommendations not only from BPAC, but from the public as well, at two mobile workshops. These project recommendations will also be posted on the Bike Plan's webpage for public viewing. The City will take both the BPAC and the public's comments and revise the project recommendations. These recommendations will then be included in the Public Draft Bicycle Plan Update. The Public Draft Bicycle Plan Update will be distributed to BPAC and the public for comments before a final draft plan is presented to City Council.

Attached you will find a memorandum written by Alta Planning & Design describing the process taken to develop the project recommendations along with the project recommendations and spot improvements for your review and comment.

Vision

The City of Santa Clara is a healthy, thriving, and safe city where people of all ages and abilities may easily and comfortably ride a bicycle as a part of their daily lives.

Goals

- Safety: Design bicycle facilities that are accessible and comfortable for people of all ages and abilities.
- Connectivity: Identify, develop, and maintain a complete and convenient bicycle network.
- Bicycle Friendliness: Increase bicycling as a comfortable and convenient transportation option through citywide programs and initiatives that **encourages and celebrates a strong bicycling culture, educates** all roadway users, **enforces** safe behaviors, and **evaluates** the City's progress in achieving its vision.

Objectives and Policies

1. Safety

Design bicycle facilities and roadways that are accessible and comfortable for people of all ages and abilities.

Objective 1.A: Study implementing a Vision Zero policy before 2024.

Policy 1.A.1: Annually review the number, locations, and contributing factors of bicycling related collisions to identify and implement ongoing improvements at key locations throughout the transportation network.

Policy 1.A.2: Identify opportunities to reduce exposure for people bicycling by reducing crossing distances or providing dedicated facilities.

Policy 1.A.3: Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2022.

Policy 1.A.4: Develop an online or printed brochure to educate people of all ages on how to bicycle safely and drive with an awareness of bicyclists. Share this information with driver education providers and high schools and post information on the City's website.

2. Connectivity

Identify, develop, and maintain a complete and convenient bicycle network.

Objective 2.A: Obtain funding for all high priority project recommendations from the Bicycle Master Plan Update 2018 by 2026.

Policy 2.A.1: Submit dedicated bicycle projects into the City's Capital Improvement Program Streets and Highways Fund during each budget cycle for future funding subject to City Council appropriation and adoption of the Bicycle Plan.

Policy 2.A.2: Actively pursue external grant funding to supplement City resources.

Policy 2.A.3: Every BPAC meeting, the City shall present a "grant funding spreadsheet" to the BPAC that will explain upcoming grant opportunities. In addition, prior to submitting a grant application, the City shall discuss with BPAC the bicycle projects that would be the most competitive for each respective grant source.

Objective 2.B: Plan, design, and construct a complete bicycle network that accommodates the needs of all mobility types, users, and ability levels.

Policy 2.B.1: Coordinate implementation of cross county corridor recommendations identified by the Santa Clara Countywide Bicycle Plan with neighboring jurisdictions and VTA.

Policy 2.B.2: Upgrade and improve the existing arterial bikeway network to increase bicyclist comfort and lower barriers for more risk-averse users.

Policy 2.B.3: Implement bicycle detection at signalized intersections within the City.

Policy 2.B.4: Incorporate green stormwater infrastructure to the greatest extent possible into bikeway projects considered for new City streets or reconstruction of existing City streets as part of the City's Complete Streets Policy.

Objective 2.C: Enhance standard operating practices for installing new bicycle facilities and for bicycle facility maintenance.

Policy 2.C.1: Develop a trail pavement management plan by 2020 and request funding through the capital budget process to perform necessary pavement maintenance.

Policy 2.C.2: Identify opportunities for parking removal or roadway reallocation where there is excess capacity now and in the future in order to provide new or improved bicycle facilities.

Policy 2.C.3: Review striping plans for all roadways prior to resurfacing projects to consider upgrading or installing new bicycle facilities. The City's Complete Streets Policy shall be used as guidance and followed related to roadway resurfacing projects.

Policy 2.C.4: Maintain bicycle lanes next to construction zones wherever feasible. The City's Complete Streets Policy shall be used as guidance and followed related to construction of projects.

Policy 2.C.5: Maintain bicycle facilities by street sweeping roadways with bike facilities twice a month and conducting pavement repair or filling pot holes in a timely manner.

Policy 2.C.6: Install green colored bicycle lanes at high conflict zones such as at significant weaving areas, freeway on/off-ramps, trap lanes, or any other unusual condition.

3. Bicycle Friendliness

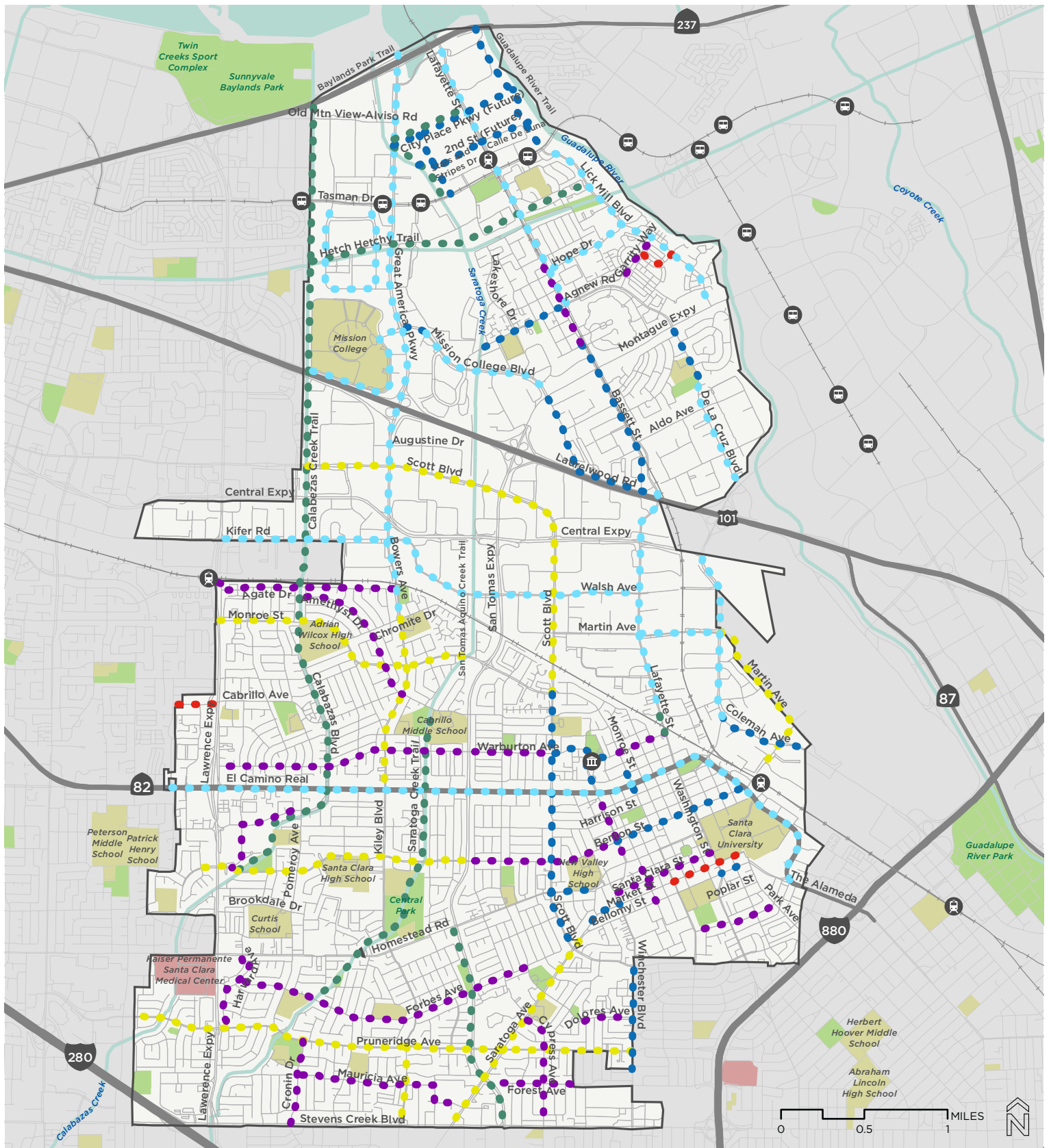
Increase bicycling as a comfortable and convenient transportation option through citywide programs and initiatives that encourages and celebrates a strong bicycling culture, educates all roadway users, enforces safe behaviors, and evaluates the City's progress in achieving its vision.

Objective 3.A: Increase bicycle mode share to 5% by 2026.

- Policy 3.A.1: Encourage large employers and retail establishments to pursue designation as part of the League of American Bicyclists Bicycle Friendly Business program. Annually recognize Bicycle Friendly Businesses through a press-release and City Council proclamation to encourage a more welcoming atmosphere for bicycling employees, customers and the community. Consider developing an award program to highlight private sector partners that are helping the City achieve its vision.*
- Policy 3.A.1: Develop a city-wide bicycle wayfinding system providing access to various City destinations.*
- Policy 3.A.2: Update the MySantaClara app and online service request website to permit requests for maintenance on bicycle facilities by 2020.*
- Policy 3.A.3: Prioritize the installation of bicycle parking in the public right-of-way at key commercial and retail destinations.*
- Policy 3.A.4: Support Safe Routes to School programs with City staff resources.*
- Policy 3.A.5: Work with the Santa Clara Police Department to host an annual bike light giveaway before/around Daylight Savings time each fall.*

Objective 3.B: Conduct ongoing planning and evaluation for bicycle facilities.

- Policy 3.B.1: Conduct before-and-after studies prior to implementing a new bicycle project in order to measure the efficacy of the facility.*
- Policy 3.B.2: Whenever vehicle Level of Service (LOS) studies are required, include measures that account for bicyclists and pedestrians as part of the overall throughput of the corridor.*
- Policy 3.B.3: Encourage local community input in the planning and implementation of bikeways and other bicycle-related improvements by holding public meetings and workshops within the neighborhood where the project will be implemented.*
- Policy 3.B.4: Explore opportunities for attracting multi-jurisdictional bicycle sharing systems to Santa Clara.*
- Policy 3.B.5: Work with the Santa Clara Police Department to improve the reporting and analysis of bicycle collisions.*
- Policy 3.B.6: Regularly monitor implementation of the Plan, and initiate the review and update of the recommended bike facilities and Plan every five years.*
- Policy 3.B.7: Strive to improve the city's Bicycle Friendly Community (BFC) status by 2026.*
- Policy 3.B.8: Annually evaluate progress in meeting mode share targets by reviewing results of the American Community Survey administered by the U.S. Census Bureau.*

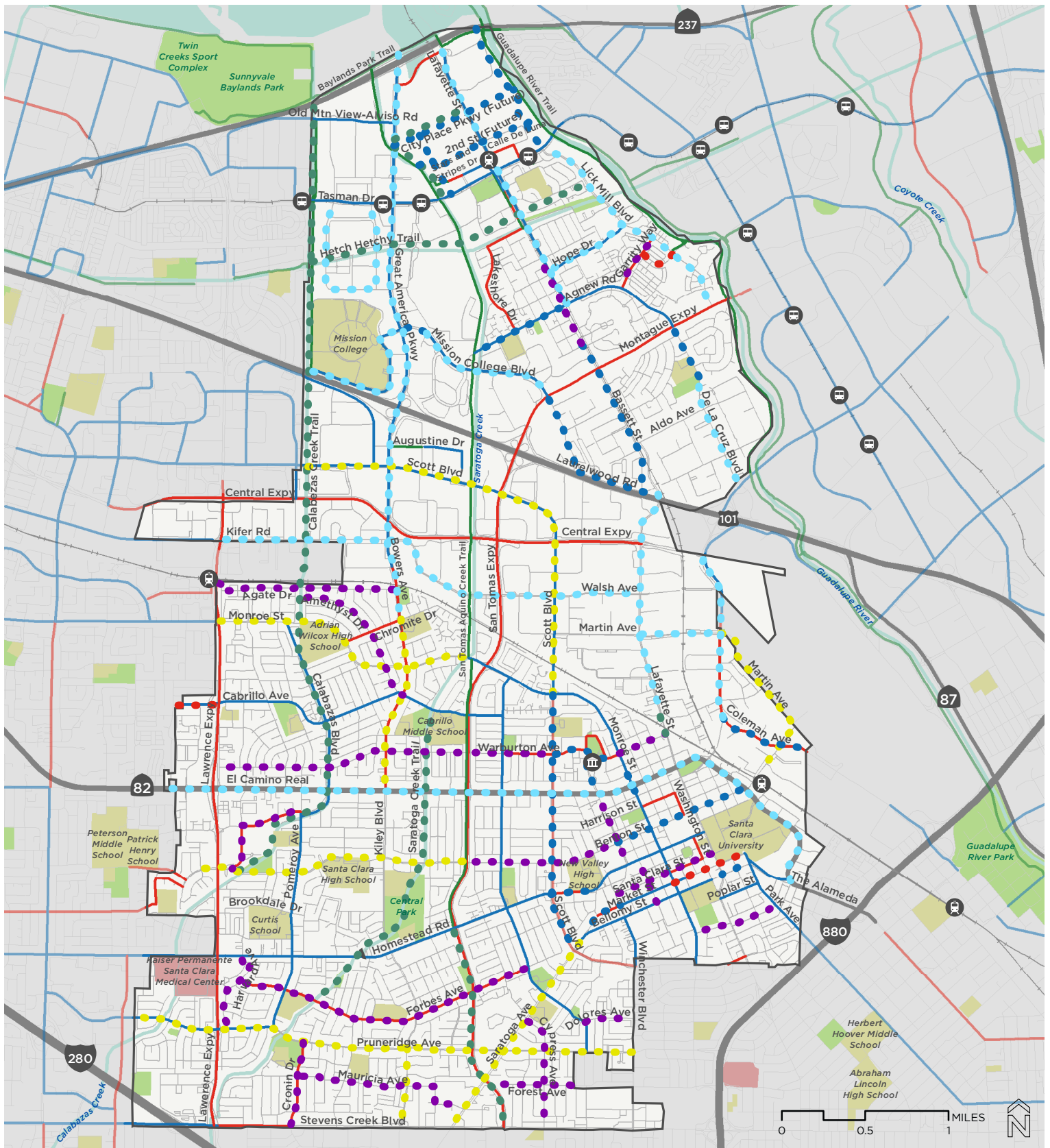


RECOMMENDATIONS

SANTA CLARA BICYCLE
PLAN UPDATE 2018

PROPOSED BIKEWAYS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway



RECOMMENDATIONS WITH EXISTING BIKEWAYS

SANTA CLARA BICYCLE PLAN UPDATE 2018



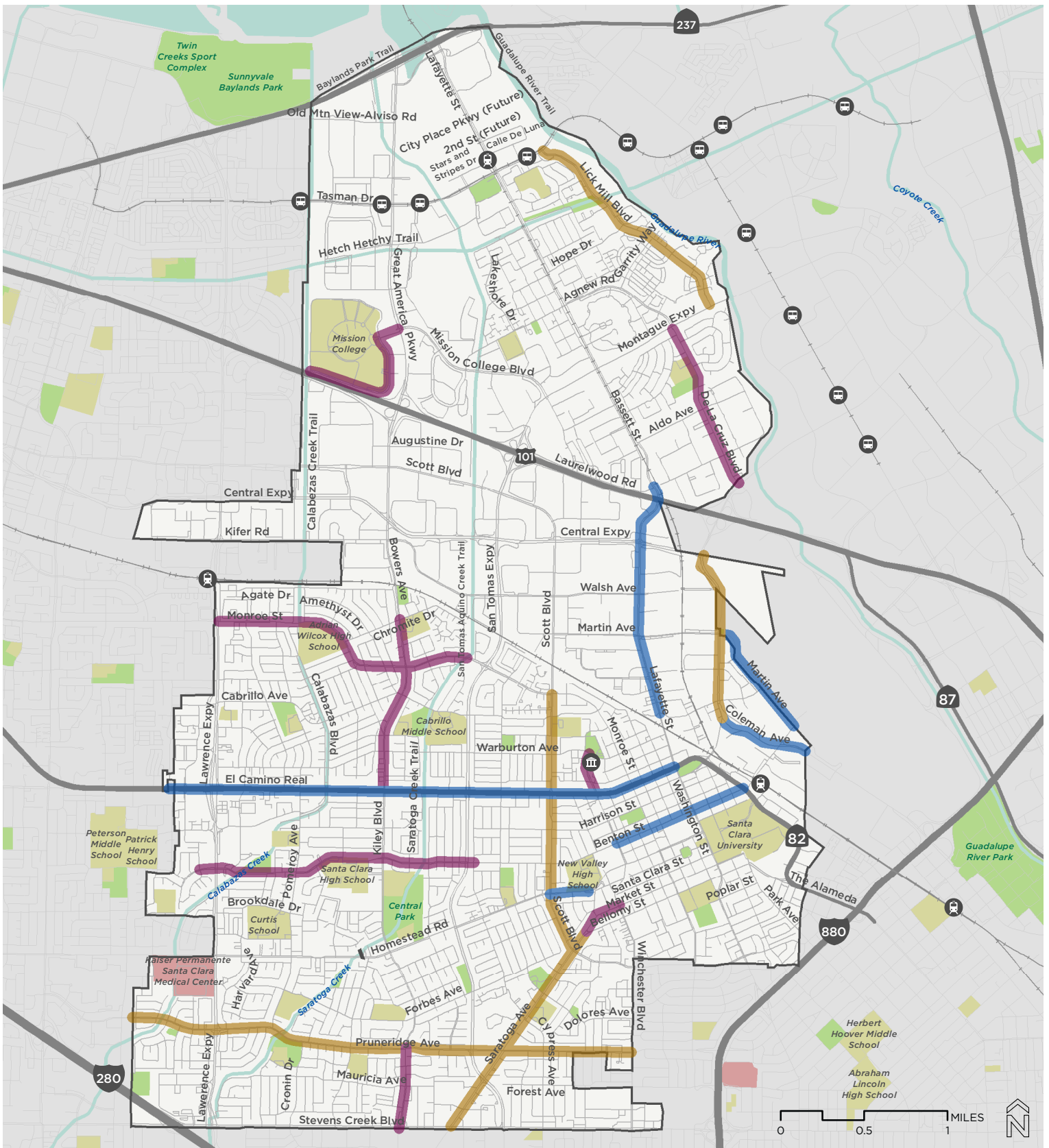
Source: City of Santa Clara, Caltrans, US Census, ESRI, VTA.
Map produced October 2018.

PROPOSED BIKEWAYS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway

EXISTING BIKEWAYS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route



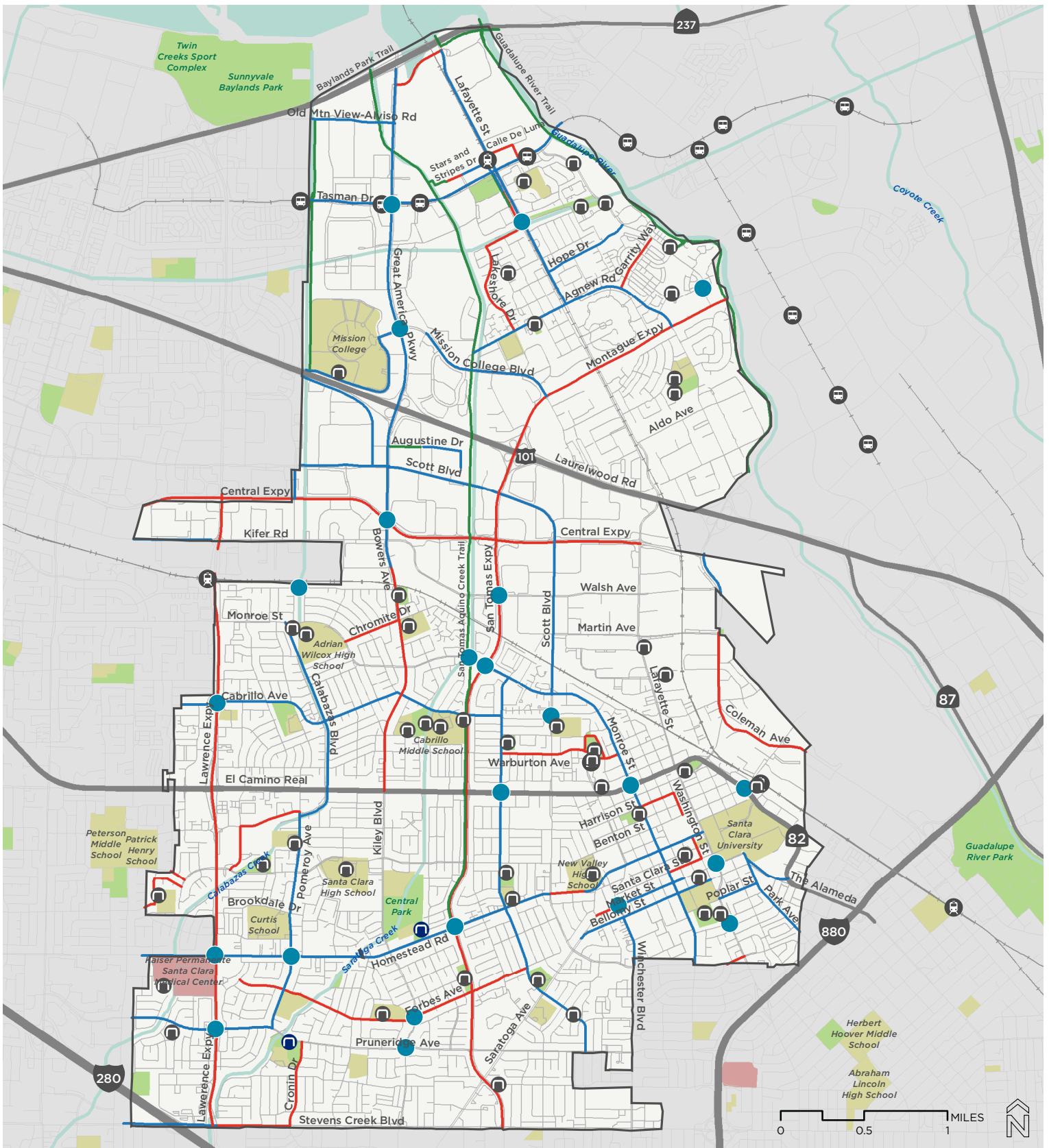
PARKING REMOVAL AND ROAD RECONFIGURATION

SANTA CLARA BICYCLE PLAN UPDATE 2018

ROADWAY NEEDS FOR BICYCLE RECOMMENDATIONS

- █ Remove Parking
- █ Road Reconfiguration
- █ Study (Remove Parking or Road Reconfiguration)

****Further study is required to determine final options for bicycle facility accommodation**



SPOT IMPROVEMENTS

SANTA CLARA BICYCLE
PLAN UPDATE 2018

PROPOSED IMPROVEMENTS

- Spot Improvement
- Bicycle Parking
- Additional Bicycle Parking

EXISTING BIKEWAYS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route



Date: October 22, 2018

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

From: Carol Shariat, Principal Transportation Planner

Subject: Pedestrian Master Plan

The City of Santa Clara received a Caltrans Sustainable Communities Transportation Planning Grant in December 2017 to develop the City's first Pedestrian Master Plan. In August 2018, the City selected the consultant Alta Planning & Design to assist in the development of the plan.

This kick-off meeting is the first of many meetings the consultant will have with the Bicycle and Pedestrian Advisory Committee (BPAC). BPAC's role in the project is to help guide the development of the plan. This initial discussion will outline the process and timeline for developing this plan, and will include an opportunity to begin to set goals, priorities, and a vision statement for the plan through various exercises with the consultant. To help facilitate this discussion, members are being provided with a goals worksheet, attached, to be filled out prior to the meeting for the purpose of ranking their goals for the plan. The goals should be ranked in priority order with the number "1" being your highest priority. Also attached is the base map that will be used for the plan, showing major destinations in Santa Clara. Please use these maps to mark any particular locations, corridors, or areas that the plan should focus on. Finally, we have also included a vision statement sheet which we would like you to start thinking about, begin writing out your vision for the Pedestrian Master Plan and bring with you to the meeting. There will also be more time at the meeting to finalize your vision statement as Alta Planning & Design staff will be facilitating a discussion to help refine a vision statement for the Pedestrian Master Plan.

Santa Clara Pedestrian Master Plan - Goals

The following are examples of Plan goals. Please rank these in order with 1 being the most important. Feel free to provide your own goal! We will tally these during the meeting.

_____ - Safety

Improve pedestrian safety through the design and maintenance of roadway improvements.

_____ - Connectivity

Expand the sidewalk network (more miles) and connect to common destinations.

_____ - Mobility

Improve the comfort of the pedestrian network to make walking a viable option for more people.

_____ - Sustainability

Protect the environment and practice environmental stewardship by supporting environmentally-friendly and healthy transportation options and utilizing "green infrastructure."

_____ - Convenience

Develop a pedestrian network that helps reduce vehicle trips and links residential neighborhoods with local and regional destinations.

_____ - Awareness

Raise awareness of walking options by developing a coordinated public outreach strategy to encourage walking.

_____ - Equity

Invest resources in underserved communities that are most dependent on active transportation options.

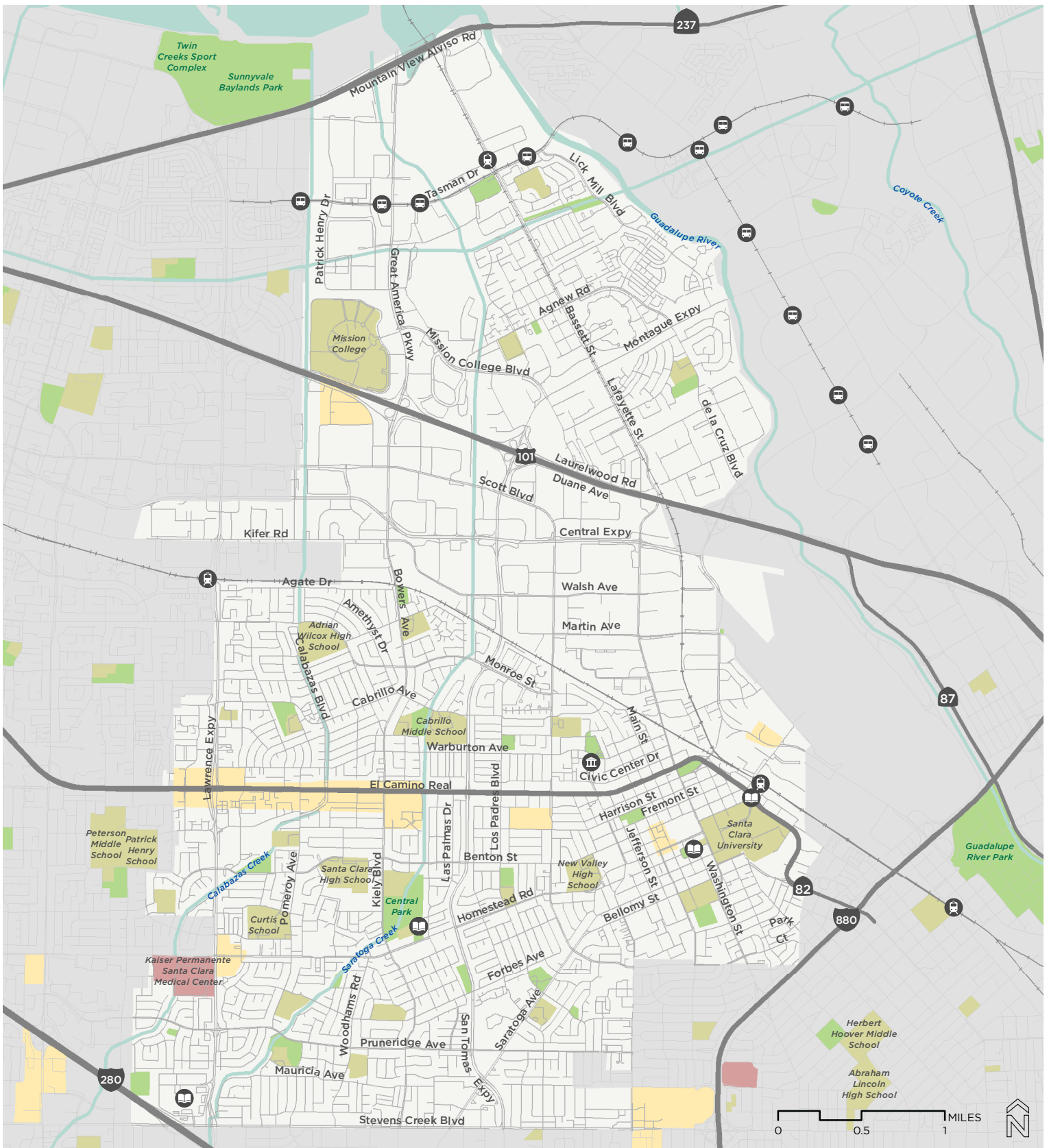
_____ - Economic Opportunity

Connect workers to job centers and consumers to local businesses with increased pedestrian connections to support a vibrant economy.

_____ - Transit Access

Increase pedestrian access to transit stations and bus stops.

_____ - *(Write your own)* _____



MAJOR DESTINATIONS

SANTA CLARA PEDESTRIAN MASTER PLAN



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

DESTINATIONS

- Shopping Center
- School
- Hospital
- Park

POINTS OF INTEREST

- ⚖️ City Hall
- 🚊 Train Station
- 🚊 Light Rail Station
- 📖 Library



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

Bicycle and Pedestrian Advisory Committee

October 22, 2018

Vision Statement



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

Bicycle and Pedestrian Advisory Committee

October 22, 2018

Vision Statement



Date: October 22, 2018

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

From: Dennis Ng, City Traffic Engineer – Public Works Dept.

Subject: Pruneridge-Lawrence Bicycle Lane Update

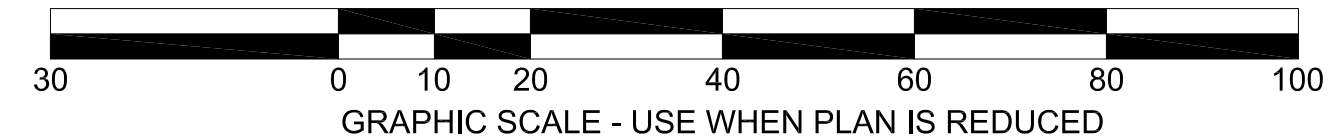
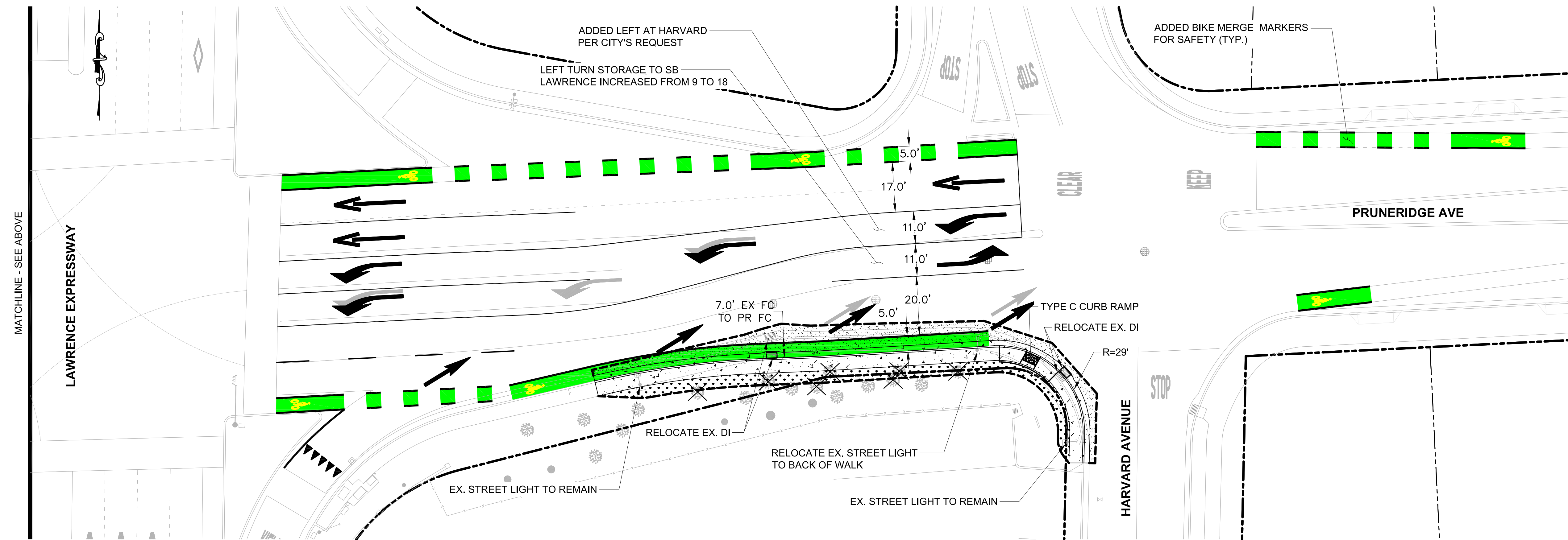
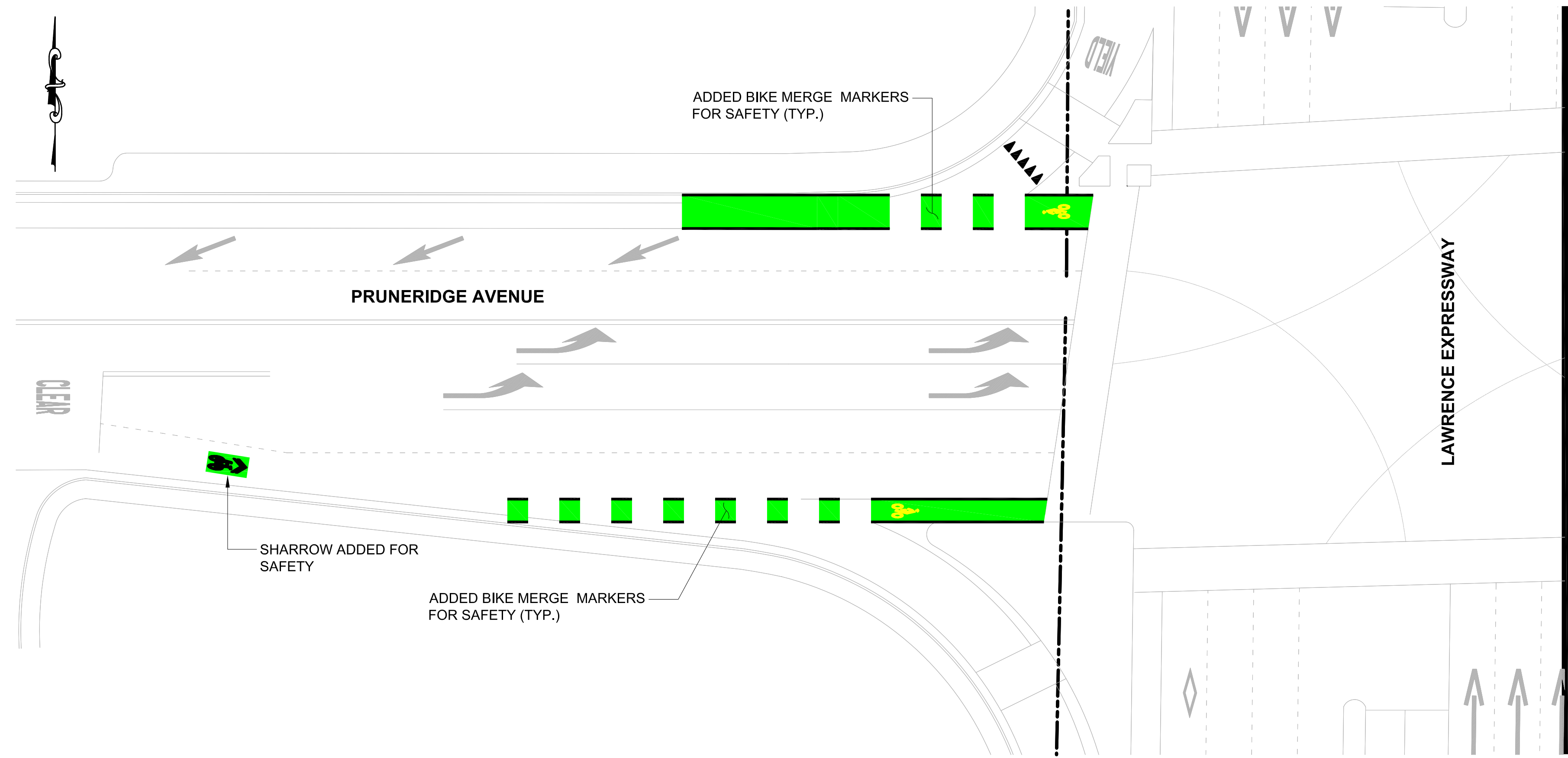
Mr. Donoghue identified concerns with merging traffic, the discontinuous bicycle lane, and other potential safety issues he had with the existing bicycle lanes on Pruneridge Avenue at Lawrence Expressway to the BPAC on March 15, 2017 and to City Council on April 4, 2017. City Council directed staff to look into the matter. Staff developed conceptual plans and budget which was approved by City Council on July 11, 2017. The City hired CSG Consultants, Inc. (CSG) to design the improvements based on the conceptual plan that Council approved for Pruneridge Avenue, between the intersection of Lawrence Expressway and Harvard Avenue.

Attached is preliminary plan for improvements for BPAC information and comments. The roadway is widened by six (6) feet at the choke point (south side of Pruneridge Avenue, just west of Harvard Avenue) to add five (5) feet wide high-visibility green bicycle lane on both sides of Pruneridge Avenue, a left-turn lane on eastbound Pruneridge Avenue at Harvard Avenue, and minor striping change for westbound through and left-turn lanes on Pruneridge Avenue at Lawrence Expressway to add more vehicles queuing capacity. This selected design does not require the additional roadway easement onto the private property and does not impact the existing on-street parking. BPAC is asked to provide comments on the design plans.

LEGEND

	EXISTING STRIPING
	EXISTING PAVEMENT MARKERS
	EXISTING DRIVEWAY
	REMOVE OR RELOCATE EXISTING TREE (7 TOTAL)
	PROPOSED STRIPING
	PROPOSED PAVEMENT MARKERS
	PROPOSED GUIDE MARKERS
	PROPOSED BIKE LANE
	PROPOSED SHARROW MARKING
	PROPOSED SIDEWALK CURB & GUTTER
	PROPOSED CASE C CURB RAMP
	LANDSCAPE CONFORM AREA
	CONFORM LINE

- WITH REVISED CURB RETURN, NO RIGHT OF WAY ACQUISITION IS REQUIRED.
- IMPROVED BIKE LANES AND ADDITION OF LEFT TURN POCKET TO EAST BOUND PRUNERIDGE AT HARVARD



**35% PLANS
NOT FOR CONSTRUCTION**

PROJECT No.	CE 17-18-09		
ACCOUNT No.	XXX-4443-80300-XXXX		
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT
**PRUNERIDGE-LAWRENCE BICYCLE
LANE IMPROVEMENTS**

HORIZONTAL SCALE: 1 = 20'

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY	ST	08/18	Survey No.
DRAWN BY	RH	08/18	TRACING No.
CHECKED BY	MF	08/18	12,221-D
AS BUILT BY	-	-	SHEET 1 OF 1



Date: October 22, 2018

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

From: Marshall Johnson, Associate Engineer (Civil), Public Works

Subject: Bicycle and Pedestrian Advisory Committee Membership Voting

The Bicycle and Pedestrian Advisory Committee (BPAC) membership is for a three year term and members can elect to serve additional terms if approved by current members of the Bicycle and Pedestrian Advisory Committee and the City Council.

The membership terms for members Thomas Granvold, James Parissenti, and Don Sterk expire on December 31, 2018. All three members have indicated that they would like to serve for another term. These three BPAC membership openings were advertised to the public via the City website, cable TV channel 15, and through the Silicon Valley Bicycle Coalition website so that any interested person who either works in or is a resident of Santa Clara may apply.



Date: October 22, 2018

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

From: Marshall Johnson, Associate Engineer (Civil), Public Works

Subject: Transportation Fund for Clean Air (2019/20) Grant Application Recommendations

The Santa Clara Valley Transportation Authority (VTA) will be issuing a Call-for-Projects in December for 2019/20 Transportation Fund for Clean Air (TFCA) 40% Program Manager grant. The TFCA grant program is administered by the Bay Area Air Quality Management District and is funded by a \$4 surcharge on motor vehicles registered in the Bay Area and typically has \$2.5M - \$3M funds available annually. The grant applications historically have been due in January.

Grant applications for bicycle projects can either receive funding from the Bicycle Expenditure Program (BEP) set-aside or compete against all other projects from the competitive funds. Bicycle projects must be listed in the City's or VTA's current Bicycle Plan to be considered eligible for funding from the BEP set-aside. Staff has identified a list of eligible bicycle facilities for the BPAC to rank as candidate projects to apply for funding from TFCA. The BPAC will be given an opportunity to add additional corridors to this list and prioritize the list of projects to apply for TFCA grant funding. Staff's recommended projects are listed below:

1. Pruneridge Avenue for bike lanes from Pomeroy Avenue to Winchester Boulevard
2. Saratoga Avenue for bike lanes from San Tomas Expressway to Los Padres Avenue
3. Cypress Avenue/Bohannon Drive for bike route (sharrows) from Stevens Creek Boulevard to Los Padres Boulevard
4. Winchester Boulevard bike route (sharrows) from Bellomy Street to Homestead Road



Date: October 22, 2018

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

From: Marshall Johnson, Associate Engineer (Civil), Public Works

Subject: 2019 Annual Work Plan

Annually in October staff develops a BPAC work plan to help the committee members and the public understand items that will be discussed at BPAC meetings in the upcoming year. The work plan consists of items drawn from a list of topics that the BPAC has previously requested at meetings for future discussion and shown on the current Work Plan as “Additional items yet to be scheduled” and items that staff has identified as needing input from the BPAC. Staff develops the annual work plan taking into consideration the time needed to research the topics for discussion and the projected BPAC meeting duration.

2019 BPAC Annual Work Plan

MEETING DATE	AGENDA ITEM/ISSUE
January	<ul style="list-style-type: none"> • Brown Act Training Discussion • Bike Plan – Improvement Priority Review • P.D. Report on Bicycle and Pedestrian Collisions • 15mph School Speed Zones (Kratz 3/18)
March	<ul style="list-style-type: none"> • Discussion of TDA Funding Recommendations • Draft Bike Plan Review • Pedestrian Master Plan • Creek Trail Master Plan • Developer Fee for Trails
June	<ul style="list-style-type: none"> • Pedestrian Master Plan • VTA BPAC Representative • Bike Share (Granvold 6/18) • Bike Route/Lane Designation Signage • Intel Bridge Follow-up (O'Neill)
August	<ul style="list-style-type: none"> • Pedestrian Master Plan • Review Detached Sidewalk Standard at Bus Stops (Kratz 3/18) • Public Message Board for BPAC Web Page (Kratz 3/18)
October	<ul style="list-style-type: none"> • Membership Voting • 2020 Master Work Plan • Discussion of TFCA Funding Recommendations

Additional items yet to be scheduled:

1. STACT Enhancements (Kratz, 6/17)
2. STACT During Stadium Events (O'Neill)