



AGENDA

Monday, January 28, 2019, 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 October 22, 2018 and December 21, 2018 meeting (5 min)
4. Reports for Committee Information
 - A. Santa Clara P.D. Update (Detective Cusimano - 15 min)
 - B. Follow-up Intel Bridge (Liw – 5 min)
 - C. Follow-up Bike/Scooter Share Programs (Liw – 5 min)
 - D. VTA BPAC Update – (Rius – 5 min)
 - E. BPAC Subcommittee – Operations (Chair O'Neill - 5 min)
 - F. Grant Activity (Shariat - 2 min)
 - G. Brown Act Review – (Attorney – 30 min)
 - H. Membership Duties and Responsibility Review – (Shariat - 10 min)
 - I. 15 mph School Speed Zones – (Shariat - 20 min)
5. Reports for Committee Action
 - A. TDA Article 3 FY 2019/20 Funding Recommendations (Johnson – 10 min)
6. Agenda Items for Future Meetings (5 min)
7. Announcements (2 min)
8. Adjournment
Next meeting: March 25, 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
October 22, 2018**

Committee Members

Present:

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

Not Present:

Rafael Rius

Staff:

Michael Liw (Assistant Director of Public Works)
Dennis Ng (Traffic Engineer)
Carol Shariat (Principal Transportation Planner)
Marshall Johnson (Associate Engineer)
Sgt. Frank Saunders (SCPD)
Detective Nick Cusimano (SCPD)
Jeff Knowles (Alta Planning & Design)
Lola Torney (Alta Planning & Design)

Guests:

Kathryn Cuevas
Rg Cuevas
Bruce Donoghue
Suds Jain
Clysta Seney

Matters for Council Action:

Approve membership term renewals

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 Rius not present (excused absence).

2. Public Presentations

A. Mr. Donoghue noted that better crosswalk lighting is needed along El Camino Real.

B. Ms. Seney asked for improvements for the crosswalk on Pruneridge Avenue at Los Padres Boulevard. She asked if the installation of a High-Intensity Actuated Crosswalk (Hawk) system could possibly be considered at this location.

C. Mr. Jain would like additional green bike lanes and encouraged the BPAC to support the removal of parking along El Camino Real to make room for the addition of bicycle lanes.

D. Ms. Cuevas asked for improvements to the San Tomas Aquino Creek Trail crossing at Monroe Street.

E. Mr. Cuevas said that many bicyclists traveling eastbound on Monroe Street choose to use his driveway as a way to access the San Tomas Aquino Creek Trail north of Monroe Street. He believes that there should be a safer way for bicyclists to access the creek trail north of Monroe Street. He also would like in-road lighting for the creek trail crossing to make it safer for bicyclists.

3. **Approval of June 25, 2018 Minutes**

Member Granvold motioned with a 2nd by member Harrison to approve August 27, 2018 meeting minutes with recommended changes. Members unanimously approved the motion.

4. **Reports for Committee Information**

A. Santa Clara Police Department Update – Sergeant Saunders and Detective Cusimano gave a presentation on bicycle collision statistics for the City over the past five years. They also noted that officers have started patrolling the expressways in Santa Clara but currently do not patrol the creek trails. Member Kratz asked if they could also provide bicycle/pedestrian collision statistics in the future.

B. Follow-up Items from Previous Meetings – None

C. VTA BPAC Update – Mr. Johnson provided update for member Rius who could not attend meeting. Measure B appeal hearing was rescheduled for October 9th. The Santa Clara's City Place Multimodal Improvement Plan (MIP) was presented to the committee and subsequently passed. VTA's recommendations for bike lane treatments adjacent to bus stops were presented to the committee.

D. BPAC Subcommittee/Operations – No Update

E. Grant Activity – Ms. Shariat noted that the Lafayette Street Bike Lanes project, which is funded through Transportation Development Act funds, and the Benton Street Bike Lanes project, which is funded through Transportation Funds for Clean Air funds, received final approval from their respective boards. Member Parissenti expressed his opposition to the City spending money on the San Tomas Aquino Creek Trail underpass grant funded project, while member Kratz felt that the 49er organization should pay for this project.

F. Driveway Cut Standard Follow-up – Ms. Shariat presented the revised City Driveway Cut Standard to the Committee. The revised standard reduces the maximum lip down to ½ inch. Member Kratz would prefer a flush transition. Committee members would like to be notified when the first installation using the new standard takes place so they can test it out before it is used citywide.

G. Bike Plan Review – Mr. Knowles (Alta Planning & Design) presented the revised goals and policies to the Committee. In response to the Committee's comments, measurable goals were added where possible, the bicycle mode share goal was increased to 5%, Vision Zero language was added, Complete Streets Policy language was more fully incorporated into the goals, and a trail management plan was added. Alta then presented the draft project recommendations to the Committee. Committee members had comments on the draft project such as less class-4 lanes, longer routes for bike boulevards, include a spot improvement along Monroe for creek trail crossing, include bike parking requests, and include bike boulevard along Warburton Avenue. The overall draft plan will be presented to the BPAC at the January meeting.

H. Pedestrian Master Plan – Mr. Knowles (Alta Planning & Design) introduced the project to the Committee and outlined the outreach and engagement strategy, goals, priorities, vision, existing conditions, and next steps for the Pedestrian Master Plan. The Plan kicked off in September of 2018 and a draft plan is expected to be ready early next summer. The outreach

strategy process will include four BPAC meetings, four public workshops, and an on-line survey. Vision and goals input was collected from Committee members.

- I. Pruneridge/Lawrence Bike Lane Update – Mr. Ng noted that Mr. Donoghue brought this item before the BPAC and the City Council in 2017. The City Council then directed staff to look into the matter and develop conceptual plans and budget. Public meetings were also held to gather public input. After the City Council approved the conceptual plans and budget, staff hired a consultant to develop the plans. Mr. Ng presented the draft plans for improvements at Pruneridge Avenue in the vicinity of Lawrence Expressway. Member Granvold suggested warning signs to alert northbound expressway traffic exiting onto eastbound Pruneridge Avenue of bicycle traffic ahead. Member Parissenti suggested extending the green treatment further east through the pinch point. Member Kratz suggested adding more width for Pruneridge Avenue eastbound traffic in the transition zone by reducing westbound travel lanes on Pruneridge Avenue.

Mr. Donoghue commented that he felt it would be safer instead to have the merge take place to the east of Harvard Avenue instead of where it was shown on the current plans. He also asked for additional dimensions to clarify where the current pinch points occur on the plans. He then presented his own design for the study area to the Committee and staff. Chair O'Neill noted that these comments will be taken under advisement.

5. **Reports for Committee Action**

- A. BPAC Membership Voting – Chair O'Neill asked Committee members to vote on the membership term renewal for current members Larsen, Parissenti, and Sterk. These members' terms expire on December 31, 2018. Members voted to recommend to City Council to approve renewal of all three Committee memberships for an additional 3 year term.
- B. TFCA (2019/20) Grant Application Recommendations – Mr. Johnson presented list of bicycle projects staff recommends to apply for the Transportation Fund for Clean Air funds. Members ranked Pruneridge Avenue (Pomeroy to Winchester) as their first choice project and Saratoga Avenue (San Tomas Expressway to Los Padres) as their second choice project for staff to apply for grant funding. Members voted unanimously in favor of this recommendation.
- C. 2019 Annual Work Plan – Mr. Johnson presented the annual work plan for next year. Member Granvold motioned with a 2nd by member Sterk to approve the work plan. Members unanimously approved the motion.

6. **Added Agenda Items for Future Meetings**

- A. El Camino Real Bike Lanes – Member Harrison

7. **Announcements**

A. Mr. Johnson announced the tentative January 29, 2019 date for the City Council/BPAC Dinner. All members present indicated they would be available to attend.

8. **Adjournment:** 7:48 p.m.

Next meeting date is January 28, 2019.



**DRAFT MEETING MINUTES
December 21, 2018**

Committee Members

Present:

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

Staff:

Michael Liw (Assistant Director of Public Works)
Dennis Ng (Traffic Engineer)
Carol Shariat (Principal Transportation Planner)
Marshall Johnson (Associate Engineer)

Guests:

Robert Herrick (Intel employee)
Anthony Carnesecca
Bruce Donoghue
Raymond Mah

Matters for Council Action:

Approve Committee recommended memberships

1. Call to Order/Roll Call

The meeting was called to order by Chair O'Neill at 4:03 p.m. A quorum was present.

2. Public Presentations

A. Mr. Herrick called attention to the Santa Clara Water District's recent decision not to extend Intel's permit for the pedestrian bridge across the San Tomas Aquino Creek, with the deadline of September 2019 for removal of the structure. He requested the Committee's help to preserve the bridge. Mr. Liw indicated that staff will update the Committee at the January 2019 meeting on the outcome of the discussions with the Santa Clara Water District at this point in time.

3. Reports for Committee Information

A. None

4. Reports for Committee Action

A. Reconsideration of BPAC Membership Voting – Three Committee positions are vacant and need to be filled. Chair O'Neill gave Committee members Granvold, Parissenti, and Sterk an opportunity to share with the Committee why they would like to renew their membership and candidates Carnesecca, Mah, and Donoghue an opportunity to introduce themselves and share why they would like to become a member of the Committee. Committee members were also given an opportunity to ask additional questions of the candidates. Members cast their votes for the three open positions resulting in the highest ranked votes going to members Granvold, Sterk, and candidate Donoghue. This recommendation will be presented to City Council for their approval and formal appointment to the Committee at the January 15, 2019 Council Meeting.

5. Added Agenda Items for Future Meetings

- A. Presentation on pedestrian improvements & standards-Kratz
- B. Discussion related to setting threshold for BPAC participation in development review process-Kratz
- C. Discussion on ways to acquire additional funding for bicycle and pedestrian projects-Kratz
- D. Existing businesses bike parking location standards & ordinance -Harrison

6. Announcements

A. Mr. Johnson announced that, in December, Santa Clara had received a renewal of its Bronze level status as a Bicycle Friendly Community from the League of American Bicyclists.

7. Adjournment: 5:39 p.m.

Next meeting date is January 28, 2019.



Date: January 28, 2019

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

From: Carol Shariat, Principal Transportation Planner

Subject: Membership Roles and Responsibilities

This memorandum serves as a reminder to new and existing Bicycle and Pedestrian Advisory members as to their roles and responsibilities serving on this Committee. In May 1991, the City's Bicycle Advisory Committee was formed by Council to promote bicycle safety. Then in March 2014, Council approved that the Committee expand its responsibilities to include pedestrian concerns and to change the name from BAC to the Bicycle and Pedestrian Advisory Committee (BPAC). This approval in March 2014 also included modifications to the Committee's Policy Guidelines. The Guidelines state that the role of the BPAC is to serve as an advisory body to the City Council on matters relative to modifying or expanding the City's public recreational and commuter bikeway and pedestrian walkway system. The guidelines also state that the BPAC's intent shall be to encourage recreational and commuter bicycling and walking in the City by promoting safe, convenient, well-designed facilities, and by evaluating local bicycle and pedestrian related projects. According to previous staff reports, the responsibilities of the BPAC include the following:

- Advise staff about bicycle and pedestrian safety issues;
- Assist with the development of the City's Bicycle Map and Plan;
- Assist with the development of the City's Pedestrian Master Plan;
- Assist with bicycle and pedestrian related grants and project review; and
- Serve as representatives of the local bicycling and walking community.

Attached is a copy of the City of Santa Clara BPAC Policy Guidelines for your reference.

City of Santa Clara Bicycle and Pedestrian Advisory Committee Policy Guidelines

The Bicycle Advisory Committee (BAC) was established by the Santa Clara City Council on May 28, 1991. On March 25, 2014 the Bicycle Advisory Committee was changed to the Bicycle and Pedestrian Advisory Committee (BPAC) by the Santa Clara City Council.

Section 1. Purpose

The purpose of the BPAC is to serve as an advisory body to the City Council on matters relative to modifying or expanding the City's public recreational and commuter bikeway and pedestrian walkway system. Its intent shall be to encourage recreational and commuter bicycling and walking in the City by promoting safe, convenient, well-designed facilities, and by evaluating local bicycle and pedestrian related projects.

Section 2. Membership

The BPAC is comprised of nine (9) regular members as appointed by the City Council. The Chairperson or alternate will be the Mayor or Councilperson designated by City Council and shall be considered a member. The remaining eight (8) members shall be citizens at large with a representative from the following groups strongly encouraged to be members: Santa Clara Unified School District and the Silicon Valley Bicycle Coalition. BPAC members must either reside or work in the City of Santa Clara.

Section 3. Term of Office and Removal

The term of office for BPAC members will be three years.

Members may be re-appointed but will be considered along with all other new applicants.

To allow for staggered terms, 2 members appointed by City Council in November of 2011 will have a term of office expiring on December 31, 2014, 3 members appointed in November of 2012 will have a term of office expiring on December 31, 2015, and 3 members appointed on November of 2013 will have a term of office expiring on December 31, 2016.

Any members of the BPAC may be removed from office by a majority vote of the City Council at a regularly scheduled Council meeting.

Section 4. Vacancies

Vacancies will be filled for the unexpired portion of the term, of the member being replaced, in the same manner as the original appointment.

Section 5. Meetings

The BPAC shall hold meetings on the third Wednesday in January, March, June, August and October at 4:00 p.m. at City Hall. The actual date of meeting can be changed or additional meetings can be approved by a quorum of the committee. All meetings shall be open to the public and notices and agendas shall be posted at City Hall as required by law.

Section 6. Quorum

Any five members shall constitute a quorum for voting on action items.

Section 7. Voting

Only the appointed BPAC members have voting authority. The committee shall determine the voting procedure for items prior to voting.

Section 8. Duties of BPAC to be Advisory Only

It is intended that the BPAC shall be an advisory committee to the City Council. Nothing herein contained shall be construed as a limitation on the power of the City Council or the administrative staff of the City in their supervision or authority over property or personnel, which are under their jurisdictions.

Section 9. Assistance of Staff

The City Manager of the City of Santa Clara shall provide the BPAC with information and staff assistance but the BPAC's requests may from time to time be prioritized subject to staff limitations. The City Manager has appointed the Director of Public Works and the Chief of Police or their designees to staff the BPAC.

Section 10. Code of Ethics and Values

The City of Santa Clara adopted a Code of Ethics and Values to provide clear, positive statements of ethical behavior reflecting the core values of the community. The actions and words of members of City's boards, commissions and committees should represent the community's values: ethical, professional, service-oriented, fiscally responsible, organized, communicative, collaborative, and progressive.

Section 11. Amendments

These guidelines may be amended by a quorum of the BPAC membership at any legal BPAC meeting, subject to approval by City Council.

PASSED AND RECOMMENDED FOR ADOPTION by the Bicycle Advisory Committee this 29 day of January, 2014.

PASSED AND ADOPTED by the Santa Clara City Council this 25 day of March, 2014.



Date: January 28, 2019

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

From: Carol Shariat, Principal Transportation Planner

Subject: 15 mph School Speed Zones

At the March BPAC meeting, member Kratz requested that the Committee discuss the possibility of reducing the speed adjacent to schools in Santa Clara from the current speed limit of 25 miles per hour (mph) down to 15 mph. The *California Vehicle Code* and the *California Manual on Uniform Traffic Control Devices (CA MUTCD)* provide guidance on when this speed limit reduction can occur on local roadways. The CA MUTCD allows for the reduction after an engineering and traffic survey has been completed and the findings support the reduced school zone speed limit. However, **all** of the following criteria must be met before the reduced speed limit can be considered:

- Street is in a residential district,
- Street outside of a school zone has a posted speed limit no greater than 30 mph,
- Street has no more than a total of two through traffic lanes (one in each direction or two in one direction), and
- The reduced school zone speed limit of 20 or 15 mph is within 500 feet of school grounds.

After the engineering and traffic survey findings support the reduction down to 15 mph and the roadway meets all the above criteria, City Council must ultimately approve the reduced speed limit through adoption of an ordinance.


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DIVISION 11. RULES OF THE ROAD [21000 - 23336] (*Division 11 enacted by Stats. 1959, Ch. 3.*)

CHAPTER 7. Speed Laws [22348 - 22413] (*Chapter 7 enacted by Stats. 1959, Ch. 3.*)

ARTICLE 1. Generally [22348 - 22366] (*Heading of Article 1 amended by Stats. 1959, Ch. 11.*)

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

(Amended by Stats. 2016, Ch. 208, Sec. 15. (AB 2906) Effective January 1, 2017.)

22 Not using the "WHEN FLASHING" message also addresses the situation when children are present but the flashing beacons are inoperative for any reason.

23 Not using the "WHEN FLASHING" message does not alter the warrants or the use of a flashing yellow beacon or its effectiveness as an attention-getting device.

24 The specific time period message is misleading because it suggests that the speed limit is in force only during the time period specified. The prima facie speed limit of 25 mph is in effect based on the presence of children per CVC 22352, not on the time period specified.

EXTENDED 25 MPH AND/OR REDUCED SPEEDS IN SCHOOL ZONES

Option:

25 A local authority may declare a 20 or 15 mph prima facie speed limit within 500 feet of a school building or school grounds and an extended 25 mph prima facie speed limit within 500 to 1000 feet from a school or school grounds.

Support:

26 The extended 25 mph school speed zone can provide a progressive speed reduction.

Standard:

27 **If the local authority declares by ordinance or resolution the above prima facie speed limits, all of the following criteria shall be met:**

- A. Street (or highway) is in a residential district.
- B. Street (or highway) outside of a school zone has a posted speed limit no greater than 30 mph.
- C. Street (or highway) has no more than a total of two through traffic lanes (one in each direction or two in one direction).
- D. The reduced school zone speed limit of 20 or 15 mph is within 500 feet of school grounds.
- E. The extended school zone speed limit of 25 mph is within 500 to 1000 feet of school grounds.

28 When used, a local ordinance or resolution adopted to establish a 20 or 15 mph reduced school zone speed limit and/or an extended 25 mph school zone speed limit shall not be effective until School Speed Limit Assembly C (CA) giving notice of the speed limit(s) is erected upon the highway.

29 On a State highway, the ordinance or resolution shall not be effective until the ordinance or resolution has been approved by Caltrans and appropriate school zone speed signs are erected upon the State highway.

30 For purposes of a 20 or 15 mph reduced prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 20 or 15 mph shall be placed at a distance up to 500 feet away from school grounds. For purposes of an extended 25 mph prima facie speed limit, School Speed Limit Assembly C (CA) indicating a speed limit of 25 mph shall be placed at any distance between 500 to 1,000 feet away from school grounds. Refer to Figure 7B-103(CA).

31 The established school speed limits shall be effective when children are going to or leaving the school, either during school hours or during the noon recess hour. The school speed limits shall also apply when the school grounds are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children (this condition can apply at any time of day or any day of the week).

32 The determination to reduce a prima facie speed limit to 20 or 15 mph and/or extend a 25 mph school zone speed limit, as described above, shall be documented in writing, in an engineering study. The engineering study shall identify the provisions of Section 627 of the California Vehicle Code (CVC) that support the reduced and/or extended school zone speed limit(s).

Guidance:

33 *When preparing an engineering study pursuant to the Standard above, the local authority should cite all elements of an Engineering and Traffic Survey, as discussed in CVC Section 627, that support the need for a reduced speed limit of 20 or 15 mph and/or an extended 25 mph school zone speed limit.*

Support:

34 The documentation of prevailing speeds found in CVC Section 627 can be used to establish an existing speed profile for the school zone, but the 85th percentile speed is not used to set the reduced or extended school speed limit.

Standard:

35 **The local authority shall reimburse Caltrans for all costs incurred by Caltrans under this section.**



Date: January 28, 2019

To: Bicycle and Pedestrian Advisory Committee

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

Subject: Transportation Development Act Article 3 FY 2019/20 Funding Recommendations

It is anticipated that the Santa Clara Valley Transportation Authority (VTA) will issue a Call-for-Projects around the first week in March of this year for the Transportation Development Act Article 3 FY 2019/20 funding cycle which includes two components. One component consists of a dedicated 25% portion of the funds set aside for the countywide Bicycle Expenditure Program (BEP). VTA will announce the amount of funds available this year in February. These funds are for projects listed as Category 1 projects in the countywide BEP. There is also a guaranteed portion of the funds available to each city. Santa Clara's share of these funds will also be announced by VTA in February. The City has \$303,457 banked funds from the previous three years. It is anticipated that the Call-for-projects will come out the first week in March with applications for both funding categories due by the first week in April of this year.

Staff is recommending banking this year's guaranteed portion of TDA FY 2019/20 funds and using the previously banked \$94,054 (TDA FY 2016/17) funds and \$109,379 (TDA FY 2017/18) funds to supplement the Lafayette/Bassett (Agnew-Central Expressway) Bike Lane Project. Staff is also recommending applying for the set aside BEP funds for the planning and design phases for bike lanes on Pruneridge Avenue (Pomeroy Avenue – Winchester Blvd) and the design and construction phases for bike lanes on Saratoga Avenue (San Tomas Expressway – Los Padres Blvd). These projects are listed as BEP category 1 projects. The Bicycle and Pedestrian Advisory Committee (BPAC) previously identified these as a priority project for future funding. The BPAC will discuss this subject and provide staff with their recommendations if different.