



**AGENDA**  
**Monday, June 24, 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 March 25, 2019 meeting (5 min)
4. Reports for Committee Information
  - A. Santa Clara P.D. Update (Saunders/Cusimano – 5 min)
  - B. Follow-up Items from Previous Meetings – (Johnson – 5 min)
  - C. VTA BPAC Update – (Rius – 5 min)
  - D. 2019 Annual Work Plan – (Shariat – 5 min)
  - E. Grant Activity (Shariat – 5 min)
  - F. 2020 Pavement Preservation Project (Complete Streets Review) – (Shariat/Amin – 20 min)
  - G. Uncontrolled Crosswalk Improvements (Shariat/Bhatia – 20 min)
  - H. Pedestrian Master Plan (Alta – 60 min)
5. Reports for Committee Action
  - A. Bike and Scooter Share Program Regulations (Bhatia – 40 min)
  - B. Bicycle Master Plan Update 2018 (Alta – 60 min)
6. Agenda Items for Future Meetings (5 min)
7. Announcements (2 min)
8. Adjournment  
Next meeting: August 26, 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  
March 25, 2019**

**Committee Members**

**Present:**

Karen Hardy– Chair  
Thanh Do  
Bruce Donoghue  
Thomas Granvold  
Diane Harrison  
Ken Kratz  
Craig Larsen  
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)  
Nick Cusimano (Detective)  
Falguni Amin (Principal Engineer - Design)  
Praytush Bhatia (Senior Civil Engineer)

**Guests:**

Jeff Knowles (Alta Planning & Design)  
Lola Torney (Alta Planning & Design)  
Sandhya Laddh  
Suds Jain  
Betsy Megas  
John Cordes (SVBC)

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**Matters for Council Action:**

City Council to consider writing letter to the Santa Clara Valley Water District related to Intel Bridge.

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**1. Call to Order/Roll Call (0:10:30)**

The meeting was called to order by Chair Hardy at 4:00 p.m. A quorum was present. Rafael Ruis arrived at 4:30.

**2. Public Presentations (0:11:30)**

A. Ms. Laddh stated that she recently joined the Silicon Bicycle Coalition and is attending this meeting to better understand how the BPAC functions.

**3. Approval of January 25, 2019 Minutes (0:12:30)**

Member Harrison motioned with a 2<sup>nd</sup> by member Granvold to approve January 25, 2019 meeting minutes with recommended changes. Members unanimously approved the motion with Chair abstaining.

**4. Reports for Committee Information (0:16:30)**

- A. Santa Clara Police Department Update – Detective Cusimano informed the committee that when comparing 2017 to 2018, automobile/pedestrian related collision had risen 20%. Los Padres @ Monroe and Warburton @ Scott were intersections showing the highest number of this type of collision. Bicycle related collisions for this same period of time had increased from 23 to 40 where 8 out of 10 collisions was the fault of the bicyclist. In 2 of these cases it was the vehicles fault resulting in one fatality.
- B. Follow-up items from previous meeting (0:29:00) – None
- C. VTA BPAC Update (0:44:00) - Member Rius reported on the February and March meetings. He noted that the Board of Directors approved the measure B program projects and allocations. The committee also discussed the Measure B bicycle and pedestrian capital project criteria for competitive grants and Measure B Education and Encouragement 5 year programs. The County staff met with City of Santa Clara staff to review the draft Santa Clara's Bike Plan update with focus on recommended expressway intersection improvements.
- D. 2019 Annual Work Plan (0:29:30) – Ms. Shariat noted that the Creek Trail Master Plan update was moved to the June BPAC meeting due to delay in completion of the hydraulic analysis report.
- E. Grant Activity (0:32:00) – Ms. Shariat noted that staff will be applying for additional funding for the Lafayette/Basset Street bicycle lane project through Transportation Development Act grant which was previously discussed at the January 25, 2019 meeting. The grant deadline for this application is April 5, 2019. Staff submitted two Transportation For Clean Air applications on March 15, 2019. The two applications included funding for the planning and design phases for Pruneridge Avenue Bicycle Lanes project (Pomeroy Avenue to Winchester Boulevard) and the design and construction phases of the Saratoga Bike Lane project (San Tomas Expressway to Los Padres Boulevard) as discussed at the October 2018 meeting.
- F. 2018/19 Pavement Maintenance Project (Complete Streets Review) (0:54:00) – Ms. Shariat reminded committee members that the list of roadways scheduled for resurfacing for both the 2018/19 and 2019/20 pavement maintenance projects were reviewed by the committee at the August 2018 meeting. From this list, the committee selected Market Street (Monroe Street to The Alameda) and Lick Mill Boulevard (Tasman Drive to Hope Drive) for new bicycle facilities. The segment of Market Street, however, needed to be deferred to the 19/20 project list due to a reduction in funding as a result of the delay in the availability of Measure B funds. The plans for the 2018/19 pavement maintenance were reviewed by the committee for consideration of incorporating complete streets elements. Member Sterk noted that Los Padres Avenue at Homestead Road needs bicycle detection for the northbound direction. Member Kratz suggested rounding of curbs that come to a 90 degree corner on pork-chop islands and commented on the need to warn bicyclists when silt bags are placed in bike lanes. Member Donoghue commented on the handicap ramps in the Franklin Square area and inquired about details relating to the coefficient of friction for the materials used for striping the bike lanes and other specification details.
- G. Bike Share Update (1:30:00) – Mr. Bhatia gave a presentation on the City's bicycle and scooter share program. He noted that the current moratorium on bike and scooter share programs mandated by City Council in December 2018 provides time for the City to develop

rules and regulations for future operators. In the meantime the City is looking at what other cities are doing and the rules and regulations they have adopted. The aspects to be considered as part of the program include establishing priority parking areas, geo fencing, educational outreach, fleet size, customer service, data sharing, permit fees, enforcement, liability and insurance, and fines and penalties. Stakeholder meetings will be held in April which will be followed by a City Council study session in June, a second round of draft regulations to be presented to BPAC in June, and City Council approval sometime in August. Members comments included: the need to coordinate with neighboring cities that have existing programs, consideration for improving pavement quality in bike lanes to accommodate the smaller wheels of a scooter, recognize regulations need to be different between bikes and scooters, the need for designated parking in residential areas, consideration for electric bikes and docked bikes with one program, consideration for vendors used by adjacent cities, consideration for the use of Clipper card instead of credit cards as means of payment, the inclusion of "Activity Centers" along El Camino Real for consideration when designating docking areas.

- H. Pedestrian Master Plan (2:21:00) – Ms. Shariat informed the Committee that the draft vision, goals, objectives, and policies were developed as a result of input from the Committee at the October 2018 meeting. Mr. Knowles presented an overview of the development process of the plan. Members comments included; the need to define adequate sidewalk width to meet the needs of all users and a method for measuring the percentage of City sidewalks that meet this criteria, a means of measuring percentage of accessible crosswalks, consider educational component, adoption of a lighting standard as a goal, review of City standard details and maintenance practices, and add policy related to providing connectivity across barriers.
- I. Developer Fee for Trails (2:46:00) – Ms. Shariat highlighted the multiple ways that development projects are paying a fee for the implementation of trails. Currently there are three ways that developers are paying their fair share for the construction of public trails. The first is through the City's Traffic Impact Fee which is a one-time fee charged to new developments to finance capital facilities and infrastructure costs needed to offset new transportation users generated by developments. The second is through the environmental mitigation process. And the third is through a negotiated Development Agreement. Members Kratz and Donoghue commented that they would like the City to be charging higher developer fees.
- J. 15 MPH School Zones Follow-up (3:09:30) – Mr. Ng led follow-up discussion from the January 2019 committee meeting regarding the proposed reduction of school speed zones from the current 25 mph to 15 mph. This discussion was in response to a member of the public's assertion that a California Assembly Bill was passed that allowed the City of Sunnyvale to enact changes to their school zone speed limits without performing an engineering study. After researching the matter and conferring with Sunnyvale staff, it was determined that Sunnyvale had followed the process outlined by Santa Clara City staff at the January 2019 committee meeting which complies with AB321, the California Vehicle Code, and the California Manual on Uniform Traffic Control Devices requirements. Staff recommends proceeding with the required process of evaluating the speed limit of school zones as the speed limit of the streets adjacent to each school comes up for renewal. Staff will coordinate with the police department, the school districts, and the individual schools to determine if the reduced speed limit is desired. Member Donoghue asked if anyone actively observes the schools in Santa Clara for traffic safety related issues. Mr. Ng noted that the Police Department has school resource officers assigned to the schools and that Officer Nick Cusimano would be able to provide additional information related to this question.

## 5. Reports for Committee Action

- A. Bicycle Master Plan Update (3:18:30) – Ms. Shariat noted that the Plan is in the final stage of development and is ready for the Committee to consider making a recommendation to City Council to consider adoption of the Plan. Ms. Torney gave a presentation outlining the process involved in developing the Draft Final Plan and facilitated a follow-up discussion regarding the Plan. Member Harrison would like to delay action on the Plan so she could have more time to review it. Member Donoghue would like to see dimensions and any pinch-points called out for the various future bicycle facilities recommended by this Plan. He also had concerns with the installation of bicycle lanes on Mission College Boulevard. Member Donoghue would like the Plan to provide policy guidelines that address non-slip surface treatment for items such as man-whole covers, utility vaults, and for preventing slick conditions with the use of thermoplastic material for striping. Member Harrison would like Libraries shown on the maps in the Plan. Member Donoghue motioned with a 2<sup>nd</sup> by member Kratz to postpone vote on approval of the Plan. The motion passed six to three with members Hardy, Sterk, and Ruis dissenting.
  - B. Intel Bridge Letter to Water District (4:08:30) – Mr. Liw recapped the history and the issues related to the bridge and outlined the process approved by the City Manager for advancing a Committee sponsored letter in support of preserving the bridge. Member Donoghue commented that he had not seen any structural deficiency report that included existing ADA deficiencies surrounding the bridge and asked if City staff could perform such a study. Chair Hardy noted that the bridge was on private property and not under the jurisdiction of the City. Member Kratz would like a letter from the City Council to the Santa Clara Valley Water District to express support for preserving the bridge and to ask the Water District for a specific list of what would be needed to reconcile their concerns regarding the existing bridge. He noted that the bridge is actively used by the public and he would also like to explore possible support from local businesses for preserving the bridge. Member Kratz motioned with 2<sup>nd</sup> by member Donoghue for City Council to consider writing letter to the Santa Clara Valley Water District as previously outlined. Members approved the motion eight to one with member Hardy dissenting.
6. **Added Agenda Items for Future Meetings (4:29:00)**
    - A. Bicycle/Pedestrian coordinator staff position - Kratz
  7. **Announcements**
    - A. Free public transit ride on April 25<sup>th</sup> - Hardy
    - B. Bike To Work Day on May 9<sup>th</sup> .Volunteers are needed for the Energizer Station - Johnson
    - C. Bike to Shop Day on May 25<sup>th</sup>. Volunteers are needed - Harrison
    - D. Joint City Council/BPAC dinner on March 26<sup>th</sup>- Liw
  8. **Adjournment:** 8:35 p.m.

Member Larsen motioned with 2<sup>nd</sup> by Granvold to adjourn the meeting. Members unanimously approved the motion. Next meeting date is June 24, 2019.

## 2019 BPAC Annual Work Plan

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

### Additional items yet to be scheduled:

1. **STACT Enhancements (Kratz, 6/17)**
2. **STACT During Stadium Events (O'Neill)**
3. **Bike Parking Location Standard & Ordinance for Existing Businesses (Harrison - 12/18)**
4. **Pedestrian Improvements & Standards (Kratz, 12/18)**
5. **BPAC Development Review Threshold (Kratz, 12/18)**
6. **Additional Funding Sources for Bike & Pedestrian Projects (Kratz, 12/18)**
7. **Standards (Kratz/Donoghue, 1/19)**
8. **Bicycle/Pedestrian Coordinator staff position (Kratz, 3/19)**

**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 (18/19)	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
TDA (19/20)	Bicycle and Pedestrian	Pending	State of California	State	Non-Competitive	Lafayette Street Bike Lanes	Bicycle Lanes from Agnew Road to Central Expwy	\$203,433	\$0	Pending
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	2018	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	2018	BAAQMD/VTA	Regional	Competitive	Benton Street Bike Lanes	Bicycle Lanes from Monroe St. to EL Camino Real	\$77,000	\$73,000	Active
TFCA (19/20)	Transportation Air Quality	Pending	BAAQMD/VTA	Regional	Competitive	Saratoga Avenue Bike Lanes	Bicycle Lanes from San Tomas Expwy to Los Padres	\$38,500	\$32,500	Pending
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
CSTPG	Sustainable Communities	2018	State of California	State	Competitive	Pruneridge Complete Streets Plan	Plan to develop complete streets alternatives for Pruneridge from Pomeroy to Winchester Blvd.	\$351,077	\$45,486	Active
CPUC Section 130	Transportation	2017	State of California	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	\$573,750	\$0	Active
<b>Total:</b>							<b>\$16,629,174</b>	<b>\$7,918,722</b>		
<b>Future Grant Opportunities:</b>										
TDA (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



**Date:** June 24, 2019

**To:** Bicycle and Pedestrian Advisory Committee members, City of Santa Clara

**From:** Carol Shariat, Principal Transportation Planner, Public Works

**Subject:** 2020 Pavement Preservation Project

In 2017, the City was awarded \$2,356,000 in One Bay Area Grant (OBAG) funding under the Local Streets and Roadway Preservation program for improvements on Homestead Road (Lincoln Street to Kiely Boulevard), Scott Boulevard (Harrison Street to Saratoga Avenue), and Newhall Street (Saratoga Avenue to North Winchester Boulevard) (see attachment). This project is identified as the 2020 Pavement Preservation Project (Project) with the current design plans at the 65% level. The plans are currently being reviewed by the Traffic Engineering Division for striping, bicycle detection and geometrics. The project is scheduled for to be advertised for bidding in the Fall of 2019.

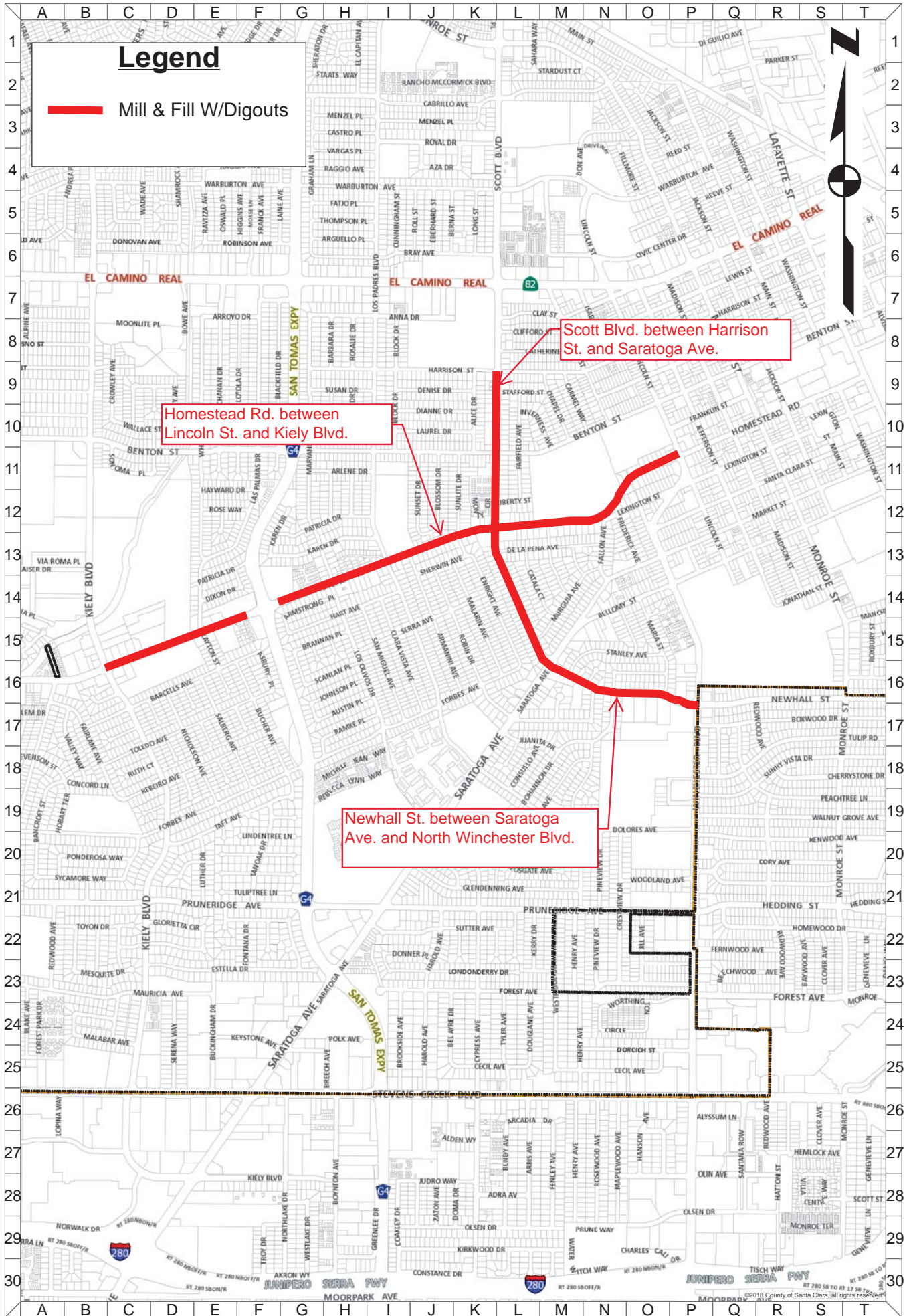
As set forth by the City of Santa Clara's recently adopted Complete Streets Policy, relevant transportation projects shall be taken to BPAC to provide comments and recommendations to ensure Complete Streets features are contemplated or incorporated into a project. Relevant transportation projects include significant development, bicycle or pedestrian, or resurfacing projects. In compliance with the Complete Streets Policy, the Project plans are attached for your review and comment. It should be noted that the BPAC reviewed these three streets which were included as part of their annual review of the City's annual pavement surface treatment projects at their August 2018 meeting. At the August 2018 meeting, staff recommended and the BPAC concurred with a class III facility on Market Street (Monroe Street to The Alameda), a class II facility on Lick Mill Boulevard (Tasman Drive to Hope Drive), and a class III facility on Lick Mill Boulevard (Hope Drive to Montague Expressway) would be prioritized as part of the 2019 and 2020 Street Maintenance Project. Homestead Road currently has an existing bike lane facility except for a portion between Scott Boulevard and 400 feet east of Viader Court, which currently has a bike route facility with sharrow markings. In the draft Bike Plan Update 2018, this segment is proposed as a class II facility. However, this upgrade would require the removal of on-street parking on the north side of Homestead Road. The existing 2009 Bike Plan did not include the recommendation to include a class II bike facility on this segment of Homestead Road. The segment on Scott Boulevard is proposed as a Class II facility in the draft Bike Plan Update 2018. However, this upgrade would require either removal of on-street parking or a road reallocation which would require further study.

At the BPAC meeting on Tuesday, June 24, 2019, staff will provide an overview of the Project. BPAC members will be given the opportunity to provide feedback on the proposed improvements.



CITY OF SANTA CLARA, CALIFORNIA  
SANTA CLARA VARIOUS STREETS AND ROADS PRESERVATION PROJECT

Date: 2/12/2019



**Legend**

— Mill & Fill W/Digouts

Homestead Rd. between  
Lincoln St. and Kiely Blvd.

Scott Blvd. between Harrison  
St. and Saratoga Ave.

Newhall St. between Saratoga  
Ave. and North Winchester Blvd.



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**Date:** June 24, 2019

**To:** Bicycle and Pedestrian Advisory Committee members, City of Santa Clara

**From:** Pratyush Bhatia, Senior Civil Engineer Public Works

**Subject:** Uncontrolled Crosswalk Improvements Project

The City currently has a funded project to improve uncontrolled pedestrian crosswalks at various locations around the City. An uncontrolled crosswalk is a striped pedestrian crossing where motorists do not have a traffic control device (i.e. stop sign, traffic signal) controlling their movement across the crosswalk. In 2016 at the direction of City Council, staff identified approximately 200 uncontrolled crosswalks throughout the City at the direction of City Council. The study and improvements of specific uncontrolled crosswalk locations have been prioritized based on several criteria including adjacent land use (i.e. proximity to schools, senior centers, or other major pedestrian generators) and roadway characteristics (i.e. posted speed limit, traffic volumes, and number of lanes in the roadway that the pedestrians have to cross). Some of the locations that have been addressed previously include uncontrolled crosswalks along El Camino Real, Lafayette Street, and in the Santa Clara and Wilcox High School areas.

The Uncontrolled Crosswalks Capital Improvement Project (Project) for FY 2018/19 includes the design, and construction of improvements at seven uncontrolled crosswalk locations (Benton/Sonoma Place, Pruneridge Avenue/Redwood Avenue, Homestead Road/University Street, Homestead Road/Viader Court, Washington Street/Manchester Drive, Washington Street/Linden Drive, and Bellomy Street/Alviso Street) in the City. The goal of the Project is to improve pedestrian safety at these seven locations by: 1) performing a traffic study to determine if improvements are necessary and 2) design and construction of the necessary improvements.

The crosswalk locations were selected based on the prioritized list. The crosswalk at Benton Street east of Sonoma Place was studied as part of the Central Park Elementary School Expansion Transportation Impact Analysis performed by Hexagon Transportation Consultants, Inc., February 2018. This report recommended the installation of a Pedestrian Hybrid Beacon (HAWK) at this location. The remaining six locations were evaluated as part of the traffic study for the Project. Improvements that were considered in the evaluation included Rectangular Rapid Flashing Beacons (RRFBs), traffic signals, HAWKs, bulbouts, enhanced signing and striping. The list of crosswalks and recommended improvements is provided below.

1. Benton Street east of Sonoma Place: HAWK Beacon
2. Pruneridge Avenue east of Redwood Avenue: Bulbouts on the north and south sides of Pruneridge Avenue.
3. Homestead Avenue at University Street west of Monastery Way: Bulbouts on both sides of the crosswalk.
4. Homestead Road east of Viader Court: Bulbout at southeast corner.
5. Washington Street north of Manchester Drive: HAWK Beacon
6. Washington Street south of Linden Drive: HAWK Beacon
7. Bellomy Street west of Alviso Street: Signing and striping improvements

Uncontrolled Crosswalk Improvements Project

June 24, 2019

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The project will also construct ADA compliant curb ramps at all seven locations where needed.

As set forth by the City of Santa Clara's recently adopted Complete Streets Policy, relevant transportation projects shall be taken to BPAC to provide comments and recommendations to ensure Complete Streets features are contemplated or incorporated into a project. Relevant transportation projects include significant development, bicycle or pedestrian, or resurfacing projects. In compliance with the Complete Streets Policy, the Project plans are attached for your review and comment.

At the BPAC meeting on Tuesday, June 24, 2019, staff will provide an overview of the Project. BPAC members will be given the opportunity to provide feedback on the proposed improvements.



**Date:** June 24, 2019

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

**From:** Carol Shariat, Principal Transportation Planner, Public Works

**Subject:** Pedestrian Master Plan Review

### **Pedestrian Plan Goals, Visions, Objectives, and Policy**

Alta Planning & Design (Alta) is working for the City of Santa Clara to develop a Pedestrian Master Plan. As part of the March 2019 BPAC meeting, BPAC members were provided with the draft version of the Pedestrian Master Plan's vision statement, goals, objectives, and policies. BPAC provided comments on the draft vision statement, goals, objectives, and policies and upon review by the City staff and Alta, a revision is proposed to the vision statement, goals, objectives and policies document. The revised document can be viewed and downloaded from <http://santaclaraca.gov/government/pedestrian-master-plan>. The City along with Alta will present how this feedback was incorporated into the revised document which will be incorporated into the plan.

### **Pedestrian Plan Needs Analysis and Draft Project Recommendations**

At the BPAC meeting on Tuesday, June 24, 2019, City staff and Alta will also present the Pedestrian Needs Analysis, a process that evaluates pedestrian collisions, comfort, destination accessibility, and walkable land uses across Santa Clara to develop nine priority pedestrian zones. These zones will provide a focus for the City's pedestrian planning purposes. As part of this meeting, City staff and Alta will share draft project recommendations which includes recommendations that apply citywide and within the priority pedestrian zones. Recommendations within priority pedestrian zones were developed based on public input collected from the online survey, pop-up events, community meetings, and walking tours. The City will obtain feedback on these project recommendations not only from BPAC, but from the public as well, at two future pop-up events. These project recommendations will also be posted on the Pedestrian Master Plan's webpage for public viewing. The project recommendations along with the project recommendations "toolbox" can be viewed and downloaded at <http://santaclaraca.gov/government/pedestrian-master-plan> for your review and comment.





**Date:** June 24, 2019

**To:** Bicycle and Pedestrian Advisory Committee members, City of Santa Clara

**From:** Pratyush Bhatia, Senior Civil Engineer Public Works

**Subject:** Shared Mobility Permit Administrative Regulations

In December 2018 and January 2019, the City Council discussed and took actions on the operation of bicycle and scooter share devices in Santa Clara. The Council approved emergency and regular ordinances which prohibit the operation of bicycle and scooter share in Santa Clara from December 20, 2018 to December 19, 2019. The City Council also directed staff to quickly return to the Council with a bicycle and scooter share program to allow the City to properly regulate the use of this new mobility option within City limits.

In other cities, such as San Francisco, Oakland, Fremont, San Jose, and Santa Monica, where similar bicycle and scooter share programs have been implemented, significant concerns that have arisen include speeding, riding on and obstructing sidewalks and interfering with transit stops when improperly parked. Establishing regulations prior to allowing the use of these shared mobility devices on public streets, allows the City to alleviate the above outcomes and work collaboratively with bicycle and scooter share operators to establish best practices, permit conditions and assure successful implementation and operation. One of the key goals of the proposed bicycle and scooter share program is to provide innovative and sustainable mobility options while protecting public interest and safety.

As part of the process to create the regulatory and permitting program, staff completed the following tasks:

1. **Research and Coordination:** Completed research on what other cities have enacted in relation to bicycle and scooter share programs. Staff has also communicated with several cities regarding their programs to find out lessons learned.
2. **Community meetings:** Conducted community meetings to solicit feedback from residents, businesses, major commercial areas, private developers and other stakeholders.
3. **Operators:** Staff met with bicycle and scooter share operator companies to better understand the technology and capabilities of these devices.
4. **Bicycle and Pedestrian Advisory Committee:** Provided updates to the City's BPAC at the March 2019 meeting and solicited initial feedback.
5. **Draft Administrative Regulations:** Selected regulation areas and topics and developed draft administrative regulations.
6. **City Council Update:** The draft regulations were presented to the City Council on June 4, 2019 for input and feedback.

Staff revised the draft regulations to address the comments received from City Council, City staff, members of the public, developers, operators and other key stakeholders and prepared the administrative regulations. The administrative regulations are available on the City's Project website for review (<http://santaclaraca.gov/government/departments/public-works/engineering/traffic-engineering/bicycle-and-scooter-share>). At the BPAC meeting on Tuesday, June 24, 2019, City staff will present the topics covered by the administrative regulations and answer questions. City staff seeks action by BPAC to

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recommend the approval of the shared mobility permit administrative regulations to the City Council in August 2019.



**Date:** June 24, 2019

**To:** Bicycle and Pedestrian Advisory Committee members, City of Santa Clara

**From:** Carol Shariat, Principal Transportation Planner, Public Works

**Subject:** Draft Bicycle Master Plan Update 2018

Alta Planning & Design was retained by the City to assist staff in the preparation of City's Bicycle Master Plan Update 2018 (Plan). After a year of extensive research, outreach, and analysis, Alta has completed preparation of the Plan. This Plan will help shape future investment, planning, and other future City decisions in relation to bicycle infrastructure in the City. The Plan includes an existing conditions analysis, proposed vision, goals, objectives, and policies which were already reviewed and confirmed by BPAC members at previous meetings. The Plan also includes a list of project and programmatic recommendations, and design guidelines to be used by the City to design and install bicycle facilities citywide.

Comments and input received from the public during the draft Plan outreach period, which closed on March 15, 2019, and additional comments from the BPAC following the March 25, 2019 meeting were reviewed and incorporated into the Plan as appropriate. The Final Administrative Draft Bicycle Master Plan Update 2018 is available to view and download at <http://santaclaraca.gov/government/bicycle-plan-update> and it will be presented to the BPAC at their June 24, 2019 meeting. Staff recommends that the BPAC recommends to the City Council to consider adoption of the Plan. The Plan is scheduled to be considered for adoption by the City Council at their August 20, 2019 meeting.