



# City of Santa Clara

## Meeting Agenda

### Bicycle & Pedestrian Advisory Committee

Monday, March 24, 2025

4:00 PM

Hybrid Meeting  
City Hall Council Chambers  
1500 Warburton Avenue  
Santa Clara, CA 95051

The City of Santa Clara is conducting the Bicycle and Pedestrian Committee meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

• Via Zoom:

<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

#### 1 CALL TO ORDER AND ROLL CALL

#### 2 PUBLIC PRESENTATIONS

*[This item is reserved for persons to address the body on any matter not on the agenda that is within the subject matter jurisdiction of the body. The law does not permit action on, or extended discussion of, any item not on the agenda except under special circumstances. The governing body, or staff, may briefly respond to statements made or questions posed, and appropriate body may request staff to report back at a subsequent meeting.]*

#### 3 CONSENT CALENDAR

- A. 25-225 [Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 27, 2025 \(Chair Hardy\)](#)

**Recommendation:** Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 27, 2025.

#### 4 REPORTS FOR COMMITTEE INFORMATION

- A. 25-230 [Police Verbal Update \(Wilson\)](#)

#### 5 REPORTS OF SPECIAL COMMITTEES

- A. 25-231 [Subcommittee on Police Collision History \(Donoghue, Kratz, Penvenne, Granvold\)](#)

#### 6 ACTION ITEMS / GENERAL BUSINESS

- A. 25-243 [Fiscal Year 2025-26 BPAC Work Plan Approval \(Liw\)](#)  
**Recommendation:** Review and approve staff's recommended Fiscal Year 2025-26 Work Plan and discuss the BPAC's Accomplishments and Priorities.

- B. 25-257 [2026 Annual Paving Project - List of Streets \(Shariat\)](#)  
**Recommendation:** Approve the staff recommended bicycle facilities for the 2026 Annual Maintenance and Rehabilitation Project.

7 **REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**

- A. 25-232 [Santa Clara Vision Zero: Collision Profiles, Countermeasure Toolbox, Actions and Strategies \(He\)](#)
- B. 25-235 [Public Works Verbal Update \(Liw/Chan\)](#)
- C. 25-233 [Daylighting Law AB 413 \(Chan\)](#)
- D. 25-234 [City Lane Width Standard, Review & Implementation \(Chan\)](#)
- E. 25-238 [Grant Activity Verbal Update \(Shariat\)](#)
- F. 25-236 [Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update \(Megas\)](#)
- G. 25-237 [Santa Clara Station Area Task Force Update \(Ganesh\)](#)

8 **REPORTS OF SPECIAL COMMITTEES (CONTINUED)**

- A. 25-240 [Subcommittee on Bicycle Story Maps \(Megas and Penvenne\)](#)
- B. 25-241 [Subcommittee on Bike to Shop Day \(Megas, Kratz, and Harrison\)](#)
- C. 25-242 [Subcommittee on Roundabouts \(Megas, Ganesh, Kratz, and Harrison\)](#)

9 **ANNOUNCEMENTS**

10 **ADJOURNMENT**

*The next meeting will be on Monday, June 23, 2025.*

**MEETING DISCLOSURES**

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

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Individuals who require an auxiliary aid or service for effective communication, or any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.



# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
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## Agenda Report

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25-225

Agenda Date: 3/24/2025

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

#### **SUBJECT**

Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 27, 2025 (Chair Hardy)

#### **RECOMMENDATION**

Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 27, 2025.

Written by: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

#### **ATTACHMENT**

1. BPAC Meeting Minutes, January 27, 2025





# City of Santa Clara

## Meeting Minutes

### Bicycle & Pedestrian Advisory Committee

01/27/2025

4:00 PM

Hybrid Meeting  
City Hall Council Chambers  
1500 Warburton Avenue  
Santa Clara, CA 95051

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• Via Zoom:

<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

#### 1 CALL TO ORDER AND ROLL CALL

**Chair Hardy** called the meeting to order at 4:00 PM.

**Member Ganesh** arrived at 4:04 PM.

**Present** 7 - Chair Karen Hardy, Member Perry Penvenne, Member Betsy Megas, Member Sukrit Ganesh, Member Ken Kratz, Member Guillermo Jenaro, and Member Hung Duong

**Excused** 1 - Member Bruce Donoghue

**Absent** 1 - Vice Chair Sudhanshu Jain

## 2 PUBLIC PRESENTATIONS

Video: [00:02:00]

**Gavin Achteimer** commented that the intersection of Agnew Road and Davis Street needs lighting and red curbing at corners, as well as daylighting at the intersection of Agnew Road and Garrity Way. He requested an update on the enforcement of daylighting law.

**Edmund Drozek** commented on the speeding of electric bikes on San Tomas Aquino Creek Trail and suggested more police enforcement. He also pointed out two safety issues: rough pavement surface and signage detour on bike paths was minimal around the Levis Stadium during event days.

## 3 CONSENT CALENDAR

- A. [24-1146](#) Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 28, 2024 (Chair Hardy)

**Recommendation:** Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 28, 2024.

**A motion was made by Member Kratz and seconded by Member Penvenne to Approve the October 28, 2024 Meeting Minutes with the amendment on the comments related to the Subcommittee on Police Collision History.**

**Aye:** 7 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, Member Jenaro, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

## 4 REPORTS FOR COMMITTEE INFORMATION

- A. [24-1147](#) Police Verbal Update (Wilson)

**Video:** [00:09:30]

**Officer Wilson** provided a verbal update on a recent pedestrian-involved collision at Bowers Avenue and Chromite Drive.

**Committee** comments and questions followed.

**Officer Wilson** addressed Committee questions.

## **5 REPORTS OF SPECIAL COMMITTEES**

- A. [24-1148](#) Subcommittee on Police Collision History (Donoghue, Kratz, Penvenne, Granvold)

**Video:** [00:32:40]

**Member Kratz** and **Member Penvenne** provided a brief update on the traffic collision data received from Vision Zero project, and **Member Kratz** requested the subcommittee to continue monitoring the progress after Vision Zero study concludes.

**Public Speaker:** Diane Harrison

## **6 REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**

- A. [24-1149](#) Brown Act Training (Haro)

**Video:** [00:36:00]

**Deputy City Attorney Haro** provided a training on Brown Act.

**Committee** questions followed.

**Deputy City Attorney Haro** addressed **Committee** questions.

## **7 ACTION ITEMS / GENERAL BUSINESS**

- A. [24-1180](#) De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bicycle Improvements Project (Garcia)

- Recommendation:**
1. Adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study; and
  2. Select one of the following for each project roadway/segment:

De La Cruz Boulevard  
Alternative 3, 4, 5, 6, or 7

Lick Mill Boulevard  
Alternative 8, 9, 10, or 11

Scott Boulevard Between Arques Avenue and Martin Avenue  
Alternative 12 or 13

Scott Boulevard Between Martin Avenue and Monroe Street  
Alternative 14 or 15

Scott Boulevard Between Monroe Street and Saratoga Avenue  
Alternative 16, 17, 18, 19, or 20

**Video: [01:08:00]**

**Senior Civil Engineer Garcia, Mr. Dankberg and Mr. Esquivel from Kimley-Horn Associates** presented the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study.

**Committee** questions and comments followed regarding the impact of traffic and parking.

**Senior Civil Engineer Garcia, Mr. Dankberg and Mr. Esquivel** addressed **Committee** questions.

**Public Speakers:** Edmund Drozek, Gavin Achteimer, Diane Harrison, Ken Gilbert

**A motion was made by Member Ganesh and seconded by Member Perry to Recommend the City Council to adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study. The motion carried with the following vote:**

**Aye:** 6 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Jenaro, and Member Duong

**Nay:** 1 - Member Kratz

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**Committee** discussed the proposed bikeway concepts of De La Cruz Boulevard.

**Public Speakers:** James Kuszmaul, Gavin Achteimer, Diane Harrison

**A motion was moved by Member Megas and seconded by Member Kratz to select Alternative 5: Recommend City Council approve Concept B (Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides) as the preferred alternative for De La Cruz Boulevard. The motion carried with the following vote:**

**Aye:** 5 - Member Megas, Member Ganesh, Member Kratz, Member Jenaro, and Member Duong

**Nay:** 2 - Chair Hardy, and Member Penvenne

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**Committee** discussed the proposed bikeway concepts of Lick Mill Boulevard.

**Public Speakers:** Gavin Achteimer, Diane Harrison, James Kuszmaul

**A motion was moved by Member Kratz and seconded by Member Duong to select Alternative 10: Recommend City Council approve Concept F (Two Lanes, Parking Protected Bike Lanes) as the preferred alternative for Lick Mill Boulevard. The motion failed with the following vote:**

**Aye:** 3 - Member Megas, Member Kratz, and Member Duong

**Nay:** 4 - Chair Hardy, Member Penvenne, Member Ganesh, and Member Jenaro

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**A motion was moved by Member Ganesh to select Alternative 11: Recommend City Council approve Concept G (Remove Parking, Remove NB Travel Lane between Montague Expwy and Laird Cir (S), Add Separated Bike Lanes) and failed due to lack of second.**

**A motion was moved by Member Guillermo and seconded by Member Penvenne to select Alternative 9: Recommend City Council approve Concept E (Two Lanes, Buffered Bike Lanes, Parking on Both Sides) as the preferred alternative for Lick Mill Boulevard. The motion carried with the following vote:**

**Aye:** 5 - Chair Hardy, Member Penvenne, Member Megas, Member Kratz, and Member Jenaro

**Nay:** 2 - Member Ganesh, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**Committee** discussed the proposed bikeway concepts of Scott Boulevard between Arques Avenue and Martin Avenue.

**Public Speaker:** James Kuszmaul

**A motion was moved by Member Ganesh and seconded by Member Kratz to select Alternative 13: Recommend City Council approve Concept H (Four/Five Lanes, Buffered Bike Lanes) as the preferred alternative for Scott Boulevard between Arques Avenue and Martin Avenue. The motion carried with the following vote:**

**Aye:** 7 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, Member Jenaro, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**Committee** discussed the proposed bikeway concepts of Scott Boulevard between Martin Avenue and Monroe Street.

**Public Speaker:** Edmund Drozek

**A motion was moved by Member Ganesh and seconded by Member Penvenne to select Alternative 15: Recommend City Council approve Concept I (Four Lanes, Buffered Bike Lanes) as the preferred alternative for Scott Boulevard between Martin Avenue and Monroe Street. The motion carried with the following vote:**

**Aye:** 7 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, Member Jenaro, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

**Committee** discussed the proposed bikeway concepts of Scott Boulevard between Monroe Street and Saratoga Avenue.

**Public Speakers:** Chris Sharpe, James Kuszmaul, Gavin Achteimer, Diane Harrison

**A motion was moved by Member Ganesh and seconded by Member Megas to select Alternative 18: Recommend City Council approve Concept K (Two Lanes, Buffered Bike Lanes, Parking on Both Sides) as the preferred alternative for Scott Boulevard between Monroe Street and Saratoga Avenue. The motion carried with the following vote:**

**Aye:** 6 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, and Member Duong

**Nay:** 1 - Member Jenaro

**Excused:** 1 - Member Donoghue

**Absent:** 1 - Vice Chair Jain

B. [24-1152](#) Stevens Creek Boulevard Corridor Vision Study Approval (Liw)

**Recommendation:** Recommend to City Council to approve the Stevens Creek Boulevard Corridor Vision Study.

**Member Jenaro** left the meeting at 7:31pm.

**Video:** [03:44:00]

**Assistant Director Liw** presented the Stevens Creek Boulevard Corridor Vision Study.

**Committee** comments and questions followed.

**Assistant Director Liw** addressed **Committee** questions.

**Public Speakers:** Edmund Drozek, James Kusmaul, Gavin Achteimer, Diane Harrison

**A motion was moved by Member Kratz and seconded by Member Megas to Recommend City Council approve the Stevens Creek Boulevard Corridor Vision Study incorporating comments from BPAC and Diane Harrison. The motion carried with the following vote:**

**Aye:** 6 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 2 - Vice Chair Jain, and Member Jenaro



- C. [24-1155](#) Transportation Development Act/Transportation Fund for Clean Air Funding Recommendations (Chan)

**Recommendation:** 1. Approve staff recommendation to “bank” the guaranteed fund in FY 2025/26 TDA funding cycle.  
2. Approve staff recommendation to apply for the FY 2025/26 TFCA funding cycle for the construction of the Benton Street Bikeway Project.

**Video: [04:42:00]**

**Transportation Manager Chan** presented staff recommendations for Transportation Development Act/Transportation Fund for Clean Air Funding.

**Committee** comments and questions followed.

**Transportation Manager Chan** addressed **Committee** questions.

**Public Speakers:** Diane Harrison, Gavin Achteimer.

**A motion was moved by Member Kratz and seconded by Member Megas to Approve Staff Recommendations. The motion carried with the following vote:**

**Aye:** 6 - Chair Hardy, Member Penvenne, Member Megas, Member Ganesh, Member Kratz, and Member Duong

**Excused:** 1 - Member Donoghue

**Absent:** 2 - Vice Chair Jain, and Member Jenaro

## **8 REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**

- A. [24-1179](#) Santa Clara Vision Zero: Collision Analysis and High-Injury Network (He)

**Video: [04:54:00]**

**Associate Engineer He and Mr. Paderna from Kimley-Horn Associates** provided an update on Vision Zero Plan.

**Committee** comments and questions followed.

**Associate Engineer He and Mr. Paderna** addressed **Committee** questions.

**Public Speakers:** Edmund Drozek, Gavin Achteimer, Diane Harrison.

- B. [24-1177](#) Speed Surveys & Slower Streets - Assembly Bill 43 (Chan)

**Video:** [05:50:00]

**Transportation Manager Chan** provided a report on speed surveys and slower streets - Assembly Bill 43.

**Committee** comments and questions followed.

**Transportation Manager Chan** addressed **Committee** questions.

**Public Speaker:** Diane Harrison.

- C. [24-1239](#) Metropolitan Transportation Commission Complete Streets Checklists for Housing Incentive Pool Grant (Shariat)

**Item F: Santa Clara Station Area Task Force Update was moved before Item C.**

**Video:** [06:10:00]

**Principal Transportation Planner** provided an overview of MTC Housing Incentive Pool Grant and the Complete Streets Checklists for two applications submitted.

There were no **Committee** comments on either checklist.

**Public Speaker:** Diane Harrison.

- D. [24-1150](#) Public Works Verbal Update (Liw/Chan)

**Video:** [06:16:30]

**Transportation Manager Chan** provided a report on speed surveys and slower streets - Assembly Bill 43.

**Committee** comments and questions followed.

**Transportation Manager Chan** addressed **Committee** questions.

**Public Speaker:** Diane Harrison.

- E. [24-1151](#) Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

**Video: [06:29:00]**

**Member Megas** provided a report on recent VTA BPAC meetings.

**Committee** comments and questions followed.

**Member Megas** addressed **Committee questions**.

**Public Speaker:** Diane Harrison.

- F. [24-1175](#) Santa Clara Station Area Task Force Update (Ganesh)

**Video: [06:05:00]**

**Member Ganesh** provided a report on Santa Clara Station Area Task Force.

**Member Ganesh** left the meeting at 10:10 PM.

- G. [24-1153](#) Grant Activity Verbal Update (Shariat)

**Video: [06:38:32]**

**Principal Transportation Planner Shariat** provided a report on recent grant activities.

**Committee** comments and questions followed.

**Principal Transportation Planner Shariat** addressed **Committee questions**.

**Public Speaker:** Diane Harrison.

## **9 REPORTS OF SPECIAL COMMITTEES (CONTINUED)**

- A. [24-1157](#) Subcommittee on Bicycle Story Maps (Megas and Penvenne)

**Subcommittee** had no update.

- B. [24-1158](#) Subcommittee on Bike to Shop Day (Megas, Kratz, and Harrison)

**Video: [06:46:00]**

**Diane Harrison** provided an update that the Bike to Shop Day will be May 24.

- C. [24-1176](#) Subcommittee on Roundabouts (Megas, Ganesh, Kratz, and Harrison)

**Video: [06:51:00]**

**Member Kratz** provided a brief update and commented that he will share Vision Zero ideas through this Subcommittee.

## **10 ANNOUNCEMENTS**

**Video: [06:52:05]**

**Member Megas** stated a test bike ride along El Camino Real will take place on Saturday, February 1. The actual bike ride event will take place on Saturday, May 17 and will start in Santa Clara and end in Redwood City. This event is being sponsored by Silicon Valley Bicycle Coalition.

**Resident Harrison** stated that a Bike to Wherever Day will be held at the Santa Clara Senior Center on Friday, May 16 and they need volunteers for this event. Resident Harrison is in coordination with the Senior Center for this event.

## **11 ADJOURNMENT**

The meeting was adjourned at 10:55 PM.

The next scheduled meeting will be on Monday, March 24, 2025 at 4:00 PM.

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

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# City of Santa Clara

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## Agenda Report

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25-230

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Police Verbal Update (Wilson)

#### DISCUSSION

Police Department staff will provide a verbal update on bicycle and pedestrian related items.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



## Agenda Report

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25-231

Agenda Date: 3/24/2025

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

#### **SUBJECT**

Subcommittee on Police Collision History (Donoghue, Kratz, Penvenne, Granvold)

#### **BACKGROUND**

At the January 25, 2021 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, Police staff presented an update on bicycle and pedestrian collisions. In response, a subcommittee was created at the same meeting to review collision history to identify locations of bicycle and pedestrian collisions and obtain any other relevant information. Member Donoghue, and former members Cha and Cox volunteered to serve on this subcommittee. Member Kratz volunteered to serve on the subcommittee in October 2023. Member Penvenne and former member Thomas Granvold volunteered to serve on the subcommittee in October 2024.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

Written by: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



## Agenda Report

25-243

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Fiscal Year 2025-26 BPAC Work Plan Approval (Liw)

#### BACKGROUND

Each calendar year, the Bicycle and Pedestrian Advisory Committee (BPAC) prepares an Annual Work Plan to summarize for the public, topics that will be discussed at BPAC meetings. The work plan consists of staff topics (i.e. grant funding opportunities, project and program updates, and complete streets review) and requested topics. Staff develops the overall work plan by taking into consideration available staff resources and other priorities for the Department of Public Works (DPW).

The current calendar year 2025 BPAC Annual Work Plan was approved by the BPAC on October 28, 2024 (Attachment 1).

**Updates to Work Plan Development/Approval/Timelines:** As discussed at the January 27, 2025 BPAC meeting, the City is updating the process for work plan development for City Boards, Commissions, and Committees. The updates are as follows:

- Work plans to be developed for a fiscal year (July through June of the following year)
- Final work plans to be approved by the City Council
- Work plans to also include a list of accomplishments and priorities

To accomplish this, the following target timelines should be considered:

- **January - March:** Staff works with Boards, Commissions, and Committees to coordinate and develop work plans, which should be completed by end of March
- **April - May:** Boards, Commissions, and Committees review and approve draft work plan and develop council presentations (to be completed by end of May)
- **June - July:**
  - The City Clerk's Office will schedule two evening City Council sessions.
  - The Chair and/or Vice Chair and staff liaison of each Board, Commission, and Committee will present the draft work plan items and solicit feedback from the City Council. Approximately 45 minutes will be allotted for presentation and Q&A with the City Council.

#### DISCUSSION

**Fiscal Year (FY) 2025-26 Work Plan:** Also discussed at the January 27, 2025 BPAC Meeting was the immediate goal of creating a FY 2025-26 Work Plan by spring of 2025. Due to the short



timeframe given, staff prepared a draft FY 2025-26 Work Plan based on the calendar year 2025 work plan process, whereby the BPAC prioritized the requested items by topic (Attachment 2). As a result, the draft FY 2025-26 Work Plan (Attachment 3) includes priorities and items identified in the second half of calendar year 2025 work plan (August and October 2025 BPAC meetings) and adds workplan items for the January, March, and June 2026 BPAC meetings. As noted above, BPAC workplan topics for the January, March, and June 2026 BPAC meetings were developed based on the BPAC voting that occurred between August - October 2024.

**Accomplishments and Priorities:** At the March 2025 BPAC meeting, staff will solicit items to showcase the BPAC accomplishments and highlight BPAC's priorities. BPAC members are encouraged to provide one item for each topic. Staff will provide suggestions to facilitate the conversation.

**Future Work Plans:** Although the overall City process and timelines for work plan development for Boards, Commissions, and Committees is being updated, staff recommends that the development of the BPAC work plan remain the same as far as the existing three-step process as outlined and updated below.

**Step 1 (New BPAC Suggested Workplan Topics Submissions):** Prior to the January meeting, staff will email BPAC members the Agenda Topic Request Form. Members will complete the form and return to staff to request new topics to be considered in the upcoming work plan.

**Step 2 (Work Plan Topics Discussion and Prioritization):** At the January BPAC meeting, staff will present the topics requested by the BPAC. These will consist of new topics requested by members in Step 1, as well as remaining agenda topics from the previous work plan prioritization matrix that were not discussed.

BPAC members can discuss topics as needed. After the meeting, staff will transmit the list of all topics to BPAC members via email. BPAC members will then rank choice vote the topics and submit their votes to staff via email. Upon calculation of the rank choice voting, staff will inform the entire BPAC of the results.

**Step 3: (BPAC Approval of the FY BPAC Work Plan):** At the March BPAC meeting, staff will present a proposed work plan for the following fiscal year. The work plan will consist of staff topics and BPAC requested topics prioritized based on the BPAC rank choice voting from Step 2 (above), available staff resources, other staff priorities, and the number of BPAC meetings in a fiscal year. Staff topics will include grant funding opportunities, project and program updates, and a Complete Streets review of projects such as the City's annual pavement maintenance project. Staff will then request BPAC to review and approve the proposed work plan.

### **RECOMMENDATION**

Review and approve staff's recommended Fiscal Year 2025-26 Work Plan and discuss the BPAC's Accomplishments and Priorities.

Reviewed by: Steve Chan, Transportation Manager, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

**ATTACHMENTS**

1. 2025 BPAC Annual Work Plan
2. BPAC Rank Choice Voting of 2025 Work Plan Topics
3. Recommended BPAC Fiscal Year 2025/26 Work Plan

Meeting	Item#	Agenda Item	Requestor	Score
January	1	Public Presentations	Staff	
	2	Consent Calendar - Minutes	Staff	
	3	Police Verbal Update	Staff	
	4	Public Works Verbal Update	Staff	
	5	VTA BPAC Verbal Update	Staff	
	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Brown Act Training	Staff	
	10	FY25/26 TDA & TFCA Funding Recommendations	Staff	
	11	2026 Annual Paving Project - List of Streets	Staff	
	12	De La Cruz, Lick Mill, & Scott Bike Project (Selection of preferred concepts)	Staff	
	13	Stevens Creek Boulevard Vision Study Approval	Staff	
	14	Vision Zero (Collision Data and High-Injury Network)	Staff	
	15	City Lane Width Standard, Review & Implementation	K. Kratz (7/24)	347
	16	Slower Streets - AB 43	B. Megas (7/24)	317
	17	Subcommittee on Bicycle Story Map	BPAC	
	18	Subcommittee on Police Collision Reports	BPAC	
	19	Subcommittee on Bike to Shop Day	BPAC	
	20	Subcommittee on Roundabouts	BPAC	
March	1	Public Presentations	Staff	
	2	Consent Calendar - Minutes	Staff	
	3	Police Verbal Update	Staff	
	4	Public Works Verbal Update	Staff	
	5	VTA BPAC Verbal Update	Staff	
	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Vision Zero (Programs, Policies, and Countermeasure Toolbox)	Staff	
	10	Central Santa Clara Bike and Ped Project (Introduction)	Staff	
	11	Daylighting Law AB 413	B. Megas (7/24)	292
	12	Annual Speed Limit Survey & Report	K. Kratz (7/24)	273
	13	Subcommittee on Bicycle Story Map	BPAC	
	14	Subcommittee on Police Collision Reports	BPAC	
	15	Subcommittee on Bike to Shop Day	BPAC	
	16	Subcommittee on Roundabouts	BPAC	
June	1	Public Presentations	Staff	
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	5	VTA BPAC Verbal Update	Staff	
	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Creek Trail Master Plan	Staff	
	10	Vision Zero (Project Priority List and Draft Plan)	Staff	
	11	Bowers Avenue Class IV Bikeway Study (Introduction)	Staff	
	12	De La Cruz, Lick Mill, & Scott Bike Project (Complete Streets Review)	Staff	
	13	Perennial: Bicycle Parking and Security	B. Megas (7/24)	284
	14	Create Criteria for Project Selection	K. Kratz (7/24)	278
	15	Subcommittee on Bicycle Story Maps	BPAC	
	16	Subcommittee on Police Collision Reports	BPAC	
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	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	BPAC Election of Chair and Vice Chair	Staff	
	10	2026 Annual Work Plan Topics and Additional Items	Staff	
	11	Complete Streets Review for 2026 Annual Paving Project	Staff	
	12	Vision Zero (Final Plan for Review and Approval Recommendation)	Staff	
	13	Wayfinding	K. Kratz (8/23)	284
	14	BPAC Projects Data Collection and Analysis	G. Jenaro (7/24)	270
	15	Subcommittee on Bicycle Story Maps	BPAC	
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	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Consent Calendar - Approve 2026 BPAC Meeting Dates	Staff	
	10	2026 Annual Work Plan Voting	Staff	
	11	Bicycle Plan Update Status of Projects & Programs	Staff	
	12	Pedestrian Plan Status of Projects & Programs	Staff	
	13	Bowers Avenue Class IV Bikeway Study (Draft Concepts)	Staff	
	14	Uncontrolled Crosswalk Design Phase II (Complete Streets Review)	Staff	
	15	Benton Street Bikeway Project (Complete Streets Review)	Staff	
	16	Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program	J. Casamajor (8/23); K. Kratz (7/24)	292; 260
	17	Report on Funding Opportunities	K. Kratz (7/24)	260
	18	Subcommittee on Bicycle Story Maps	BPAC	
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**City of Santa Clara, Department of Public Works  
Bicycle and Pedestrian Advisory Committee (BPAC)  
Requested Agenda Topics Considered for Workplan**

Item**	Requested Agenda Topic	Dated Requested	Requester Name	B. Donoghue	H. G. Duong	S. Ganesh	K. Hardy	G. Jenaro	K. Kraiz	B. Megas	Points	Ranked Priority
4	City lane width standard, review, and implementation	Jul-24	Kratz	44	39	59	54	52	50	49	347	1
25	Slower streets - AB 43	Jul-24	Megas	43	47	58	56		56	57	317	2
26	Daylighting Law AB 413	Jul-24	Megas	36	48		57	49	46	56	292	3
47	Revise traffic calming policy from 1999	Jul-23	Casmajor	22	52	48	59		53	58	292	4
27	Perennial: bicycle parking and security	Jul-24	Megas	38	35	42	44	45	25	55	284	5
40	Wayfinding	Aug-23	Kratz	56	54	36	42	48	48		284	6
1	Create criteria for project selection	Jul-24	Kratz	59	41	43	28	55	52		278	7
3	Annual speed limit survey & report	Jul-24	Kratz	16	24	44	35	53	57	44	273	8
24	BPAC projects data collection and analysis	Jul-24	Jenaro	5	56	45	40	59	42	23	270	9
2	Report on funding opportunities	Jul-24	Kratz	53	40	56	27	54	30		260	10
15	Review, revise, and update City's Neighborhood Traffic Calming Program	Jul-24	Kratz		44		46	57	54	59	260	11
29	Closing bike lanes, trails, and sidewalks	Jul-24	Megas	50	18	24	48	50	15	54	259	12
7	Improvements to Safe Routes to School Program: Community service volunteers, bike inspection and repair	Jul-24	Kratz	54	22	31	53	58	31		249	13
14	Roundabouts: Proposed process for selection of locations	Jul-24	Kratz	9	58	54	38	41	45		245	14
16	Provide bicycle safety tips on BPAC website, posters, and bicycle map with feature for contacting City	Jul-24	Kratz	30	45		51	46	40	25	237	15
48	Trial runs of new bike and pedestrian infrastructure	Jul-23	Casmajor	40	10	33	50		51	47	231	16
33	Reduce width of lane number one on multi-lane Reduce width of lanes	Aug-23	Kratz	42	16	50	25		38	53	224	17
44	Installing bike service stations in the city	Aug-23	Joshi	51	31	49	19		20	46	216	18
22	Update BPAC on new laws and efforts to reduce speed limits and advocate for local control to lower speed limits	Jul-24	Kratz	52	46	27	34		55		214	19
30	Bicycle racks	Aug-23	Kratz	47	17	51	26		24	48	213	20
41	Bicyclist demographic survey	Aug-23	Kratz	41	53	20	43	47	3		207	21
28	Plastic posts and little orange flags	Jul-24	Megas	39	4	25	41		37	52	198	22
21	Right-of-way on City creek trails	Jul-24	Kratz	57	5	26	45	38	18		189	23
35	STACT Improvements and restoration	Aug-23	Kratz	58	15	40	55		21		189	24
18	BPAC to lead the review and the creation of new City standards for new development	Jul-24	Kratz	49	20	29	11	40	35		184	25
13	Proposal for raised sidewalk installations to cross city streets	Jul-24	Kratz	33	6		2	42	47	51	181	26
50	Bicycle repair clinics	Aug-22	Harrison & Kratz	21	30		36	56	29		172	27
5	Bicycle safety and bike citation diversion classes	Jul-24	Kratz	34	23	37	47		2	24	167	28
34	Revise agenda topic form	Aug-23	Kratz	37	25		7	39	58		166	29
38	Neighborhood walkways	Aug-23	Kratz	14	49	57	32		14		166	30
20	Proposed zoning and development requirements to enhance walking and cycling	Jul-24	Kratz	35	36	52	9		33		165	31
51	Bicycle repair and wash stations	Aug-22	Harrison & Kratz	11	29	46	17		16	45	164	32
31	Install way-finding signs	Aug-23	Kratz	48	34		30		49		161	33
36	Street environment enhancements	Aug-23	Kratz	7	55	41	24		11	22	160	34
46	Steel Trench Plate Installation	Jul-23	Parissenti	19	11	23	58		7	42	160	35
10	Install street trees and provide city tree maintenance	Jul-24	Kratz	4	42	55	14		44		159	36
12	Instll tree wells in city streets	Jul-24	Kratz	20	43	39	13		43		158	37
49	Bus passes and cycling subsidies	Aug-22	Harrison & Kratz	24	51	32	16		13	21	157	38
17	Install parking meters and adopt a parking lot tax	Jul-24	Kratz	3	57	53	10		26		149	39
6	Development review process: Review and implement impact fees for vehicle trip generation	Jul-24	Kratz	25	38		4	51	28		146	40
53	Missing Pavement Markings	Jul-22	Donoghue	55	59		22		9		145	41
59	Slip Resistant Facilities	Jun-19	Donoghue	46	1	34	21	37	5		144	42
42	Public/Private partnerships	Aug-23	Kratz	32	14	35	37		23		141	43
19	Proposal to standardize City sidewalk widths, building setbacks and building materials	Jul-24	Kratz	26	37	28	12		34		137	44
23	Report on emergency response times	Jul-24	Kratz	8	19		29	44	36		136	45
8	Coordination of volunteer efforts to improved cycling	Jul-24	Kratz	12	8		39	43	32		134	46
9	Establish right-of-way rules for city sidewalks	Jul-24	Kratz	10	21	30	52		19		132	47
37	Subsidies for cycling and walking to work	Aug-23	Kratz	29	33		15		27	20	124	48
39	Luminaire and sign standards for locking bikes	Aug-23	Kratz	15	32	47	23		4		121	49
45	Name smaller bike/pedestrian bridges, paths, passages, and gates	Jul-23	Megas	17	12		20		22	50	121	50
55	Upgrade the Topic Request form	Jan-21	Harrison	28	26		6		59		119	51
56	Impact of Related Project on Bicyclists & Pedestrians	Jan-21	Harrison & Kratz	18	50		31		12		111	52
32	Public access to private property	Aug-23	Kratz	13	3	21	18		39		94	53
11	City to require trees on private property	Jul-24	Kratz	27	7	38	3		10		85	54
43	Creating virtual/digital challenges/goals for the community	Aug-23	Joshi	6	13		49		1	14	83	55
57	Outreach to Community of Concern	Jan-21	Harrison & Kratz	31	27		8		17		83	56
58	Steel Trench Plate Friction Surface	Oct-19	Donoghue	45	2	22	5		6		80	57
54	Street Closures	Aug-21	Granvold	23	9		33		8		73	58
52	Increase taxes to pay for pedestrian and bicycling improvements and programs	Aug-22	Harrison & Kratz	2	28		1		41		72	59

\*\* Items are listed in order of Date Requested and then Requestor last name

Topic requested by members of the public.

Work plan topics proposed to be covered through end of FY 25/26 BPAC meetings.

Meeting	Item#	Agenda Item	Requestor	Score
August	1	Public Presentations	Staff	
	2	Consent Calendar - Minutes	Staff	
	3	Police Verbal Update	Staff	
	4	Public Works Verbal Update	Staff	
	5	VTA BPAC Verbal Update	Staff	
	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Consent Calendar - Approve 2026 BPAC Meeting Dates	Staff	
	10	Complete Streets Review for 2026 Annual Paving Project	Staff	
	11	Vision Zero (Final Plan for Review and Approval Recommendation)	Staff	
	12	Bowers Avenue Class IV Bikeway Study (Introduction)	Staff	
	13	Wayfinding; Install way-finding signs	K. Kratz (8/23); K. Kratz (8/23)	284; 161
	14	BPAC Projects Data Collection and Analysis	G. Jenaro (7/24)	270
	15	Subcommittee on Bicycle Story Maps	BPAC	
	16	Subcommittee on Police Collision Reports	BPAC	
	17	Subcommittee on Bike to Shop Day	BPAC	
	18	Subcommittee on Roundabouts	BPAC	
October	1	Public Presentations	Staff	
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	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Annual Work Plan Topic Recommendations	Staff	
	10	Bicycle Plan Update Status of Projects & Programs	Staff	
	11	Pedestrian Plan Status of Projects & Programs	Staff	
	12	Uncontrolled Crosswalk Design Phase II (Complete Streets Review)	Staff	
	13	Benton Street Bikeway Project (Complete Streets Review)	Staff	
	14	Creek Trail Master Plan (Final Plan for Review and Approval Recommendation)	Staff	
	15	Santa Clara Station Area Plan	Staff	
16	Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program	J. Casamajor (8/23); K. Kratz (7/24)	292; 260	
17	Report on Funding Opportunities	K. Kratz (7/24)	260	
18	Subcommittee on Bicycle Story Maps	BPAC		
19	Subcommittee on Police Collision Reports	BPAC		
20	Subcommittee on Bike to Shop Day	BPAC		
21	Subcommittee on Roundabouts	BPAC		
January	1	Public Presentations	Staff	
	2	Consent Calendar - Minutes	Staff	
	3	Police Verbal Update	Staff	
	4	Public Works Verbal Update	Staff	
	5	VTA BPAC Verbal Update	Staff	
	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Brown Act Training	Staff	
	10	FY26/27 TDA & TFCA Funding Recommendations	Staff	
	11	Ranking of Work Plan Topics	Staff	
	12	2027 Annual Paving Project - List of Streets	Staff	
	13	Bowers Avenue Class IV Bikeway Study (Draft Concepts)	Staff	
	14	Improvements to Safe Routes to School Program: Community service volunteers, bike inspection and repair	K. Kratz (7/24)	249
	15	Provide bicycle safety tips on BPAC website, posters, and bicycle map with feature for contacting City	K. Kratz (7/24)	237
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	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Annual FY Work Plan Approval	Staff	
	10	Closing bike lanes, trails, and sidewalks	B. Megias (7/24)	259
	11	Trial runs of new bike and pedestrian infrastructure	J. Casamajor (7/23)	231
	12	Subcommittee on Bicycle Story Map	BPAC	
	13	Subcommittee on Police Collision Reports	BPAC	
	14	Subcommittee on Bike to Shop Day	BPAC	
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June	1	Public Presentations	Staff	
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	6	Santa Clara Vision Zero Working Group Update	Staff	
	7	Santa Clara Station Area Task Force Update	Staff	
	8	Grant Activity Update	Staff	
	9	Bowers Avenue Class IV Bikeway Study (Select Concept)	Staff	
	10	BPAC Election of Chair and Vice Chair	Staff	
	11	Roundabouts: Proposed process for selection of locations	K. Kratz (7/24)	245
	12	Reduce width of lane number one on multi-lane Reduce width of lanes	K. Kratz (8/23)	224
	13	Subcommittee on Bicycle Story Maps	BPAC	
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## Agenda Report

25-257

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

2026 Annual Paving Project - List of Streets (Shariat)

#### BACKGROUND

The Department of Public Works (DPW) completes an Annual Maintenance and Rehabilitation Project (Project) to maximize pavement life for various streets in the City. The project applies pavement treatments such as slurry seal, cape seal, or asphalt overlay. Once streets are identified to be included in the project, staff coordinates with the Bicycle and Pedestrian Advisory Committee (BPAC) to review if the streets have the potential for adding bicycle facilities as identified in the City's Bicycle Plan. It is important to note that if streets require removal of parking or travel lanes due to limited right-of-way widths or the construction of traffic calming measures, the recommendations in the Bicycle Plan cannot be implemented without extensive public outreach and traffic analyses/studies. These streets typically require more upfront work and time than can be accommodated in the Project timeline. Therefore, staff will create specific projects to complete outreach, analyses, and implementation activities for these streets, separately from the Project.

#### DISCUSSION

A map of the streets to be included in the 2026 Annual Maintenance and Rehabilitation Project are identified and shown in Attachment 1. Staff has reviewed the list of streets and recommends installing new or upgraded bicycle facilities on the following streets (Attachment 2):

1. Cabrillo Avenue (Calabazas Blvd. to Francis Ave.) - Class IIB Bicycle Lane
2. Camino Drive (Washington St. to Park Ave.) - Class III Bicycle Route
3. Garrity Way (Agnew Rd. to Lick Mill Blvd.) - Class III Bicycle Route
4. East River Parkway (Garrity Wy. to Lick Mill Blvd.) - Class III Bicycle Route

Cabrillo Avenue: On Cabrillo Avenue, staff recommends installing upgraded bicycle facilities compared to what is listed in the Bicycle Plan:

- Cabrillo Avenue (Calabazas Blvd. to Francis Ave.) - **upgrade** from Class II Bicycle Lane to Class II Buffered Bicycle Lane.

Adding a Class II buffered bicycle lane on Cabrillo Avenue would connect to the existing bicycle facility on this roadway and serves Briarwood Elementary School.

Camino Drive: On Camino Drive from Washington Street to Park Avenue, staff recommends installing a **new** Class III Bike Route consistent with the Class IIIB Bike Boulevard identified in the Bicycle Plan with the specific traffic calming improvements (to qualify as a Class IIIB Bicycle Boulevard) to be determined based on future community outreach and analyses.



*Garrity Way:* On Garrity Way from Agnew Road to Lick Mill Boulevard, staff recommends **reinstalling** a Class III Bike Route consistent with the Class IIIB Bike Boulevard identified in the Bicycle Plan with the specific traffic calming improvements (to qualify as a Class IIIB Bicycle Boulevard) to be determined based on future community outreach and analyses.

*East River Parkway:* On East River Parkway from Garrity Way to Lick Mill Boulevard, staff recommends installing a **new** Class III Bike Route. Although the City's Bicycle Plan recommends a Class III Bike Route, staff recommends that at a future date (after community outreach and analysis), the City upgrade this section of East River Parkway with appropriate traffic calming so that this portion of East River Parkway will have a Class IIIB Bicycle Boulevard.

Finally, Attachment 3 provides a list of existing roadways where existing bicycle facilities will be reinstalled with no substantial change in the type of bicycle facility that exists today.

### **RECOMMENDATION**

Approve the staff recommended bicycle facilities for the 2026 Annual Maintenance and Rehabilitation Project.

Written by: Carol Shariat, Principal Transportation Planner, Public Works

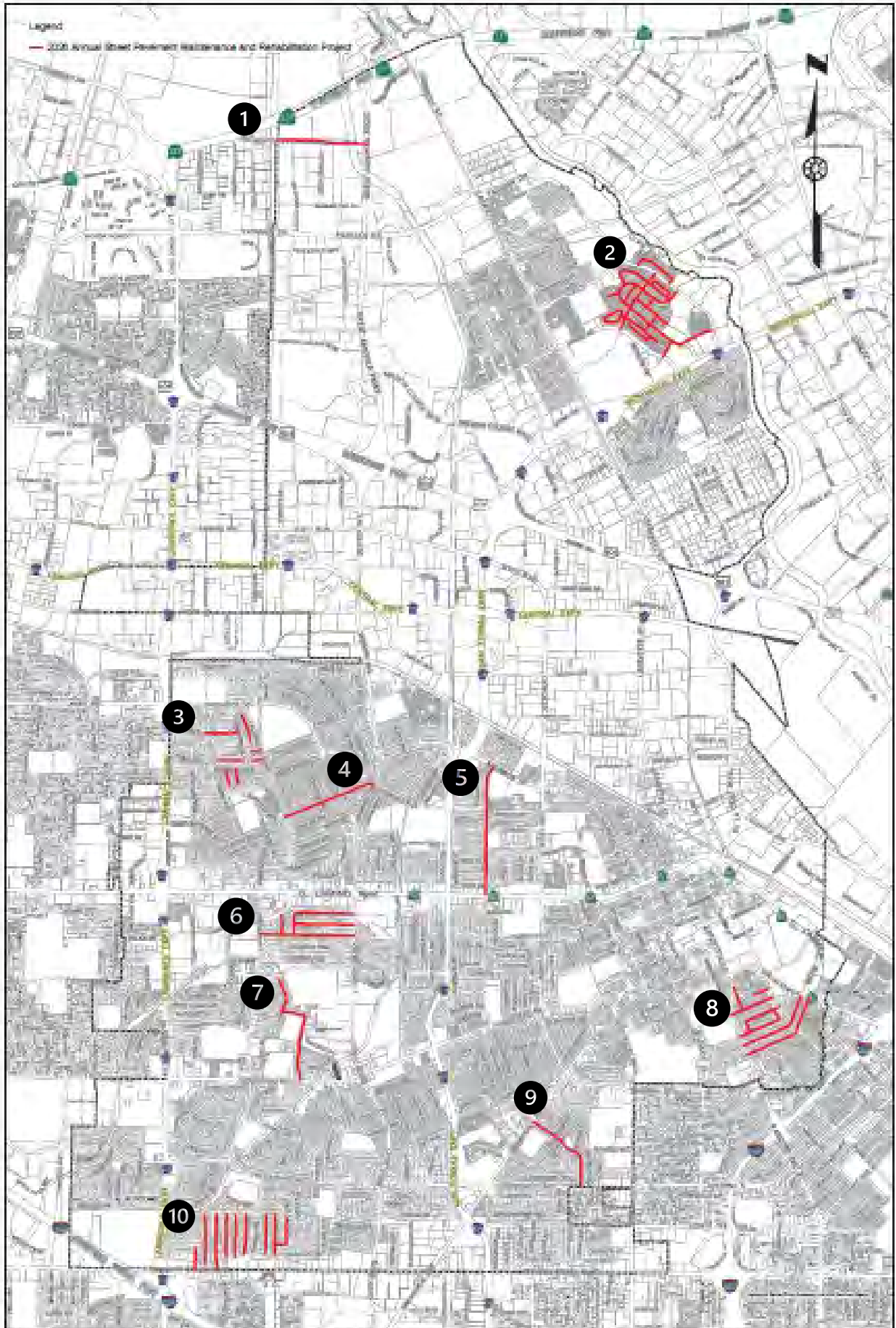
Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

### **ATTACHMENTS**

1. Map of streets in the 2026 Annual Maintenance and Rehabilitation Project
2. Table of bicycle facility recommendations for streets within 2026 Annual Maintenance and Rehabilitation Project
3. Table of streets in the 2026 Annual Maintenance and Rehabilitation Project

CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

Last Update Date: 2/25/2025



Note: This map is provided for coordination purposes only. This map is subject to change.

CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

1



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

2



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

3





CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

4



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

5



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

6





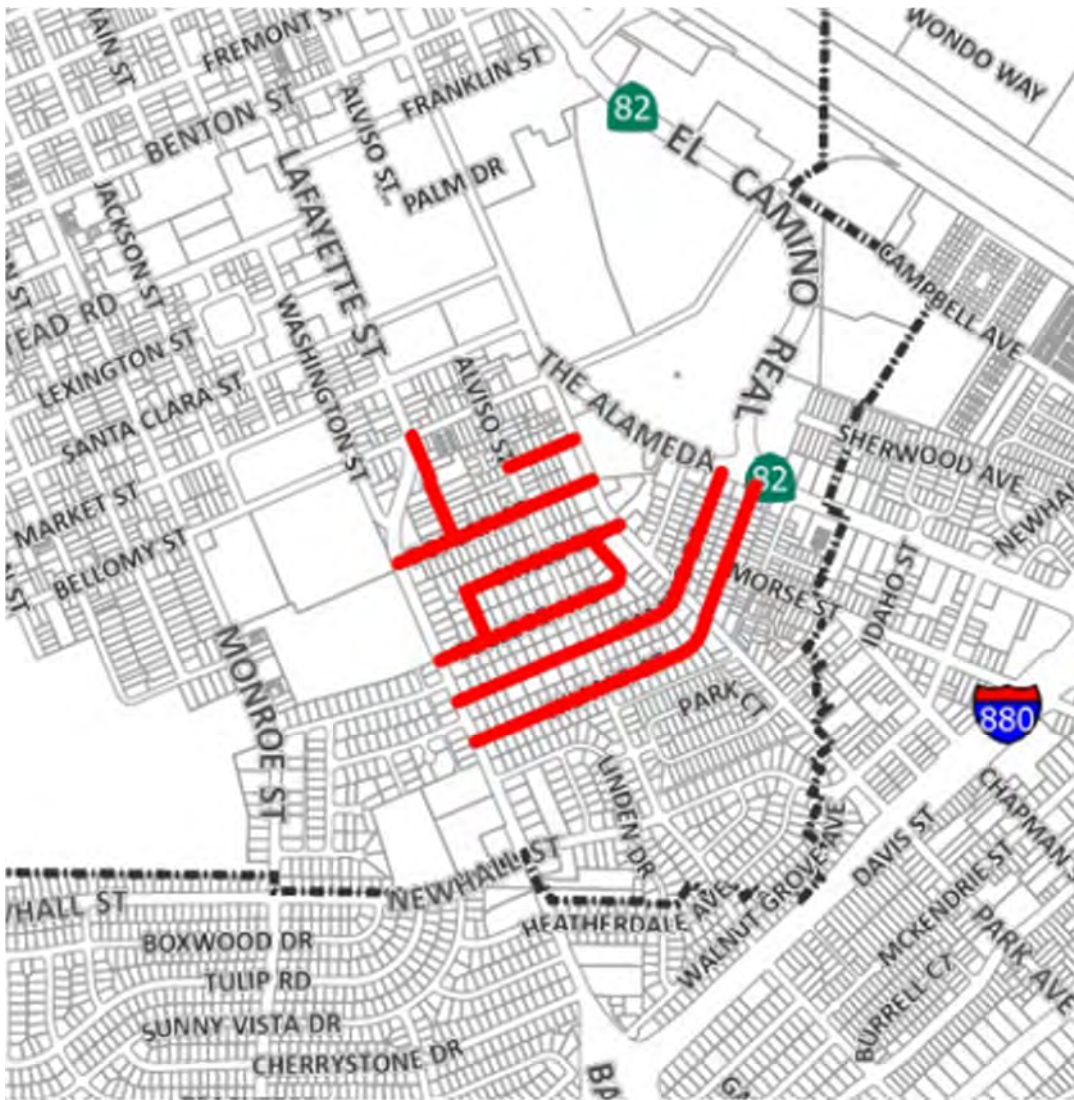
CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

7



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

8



CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

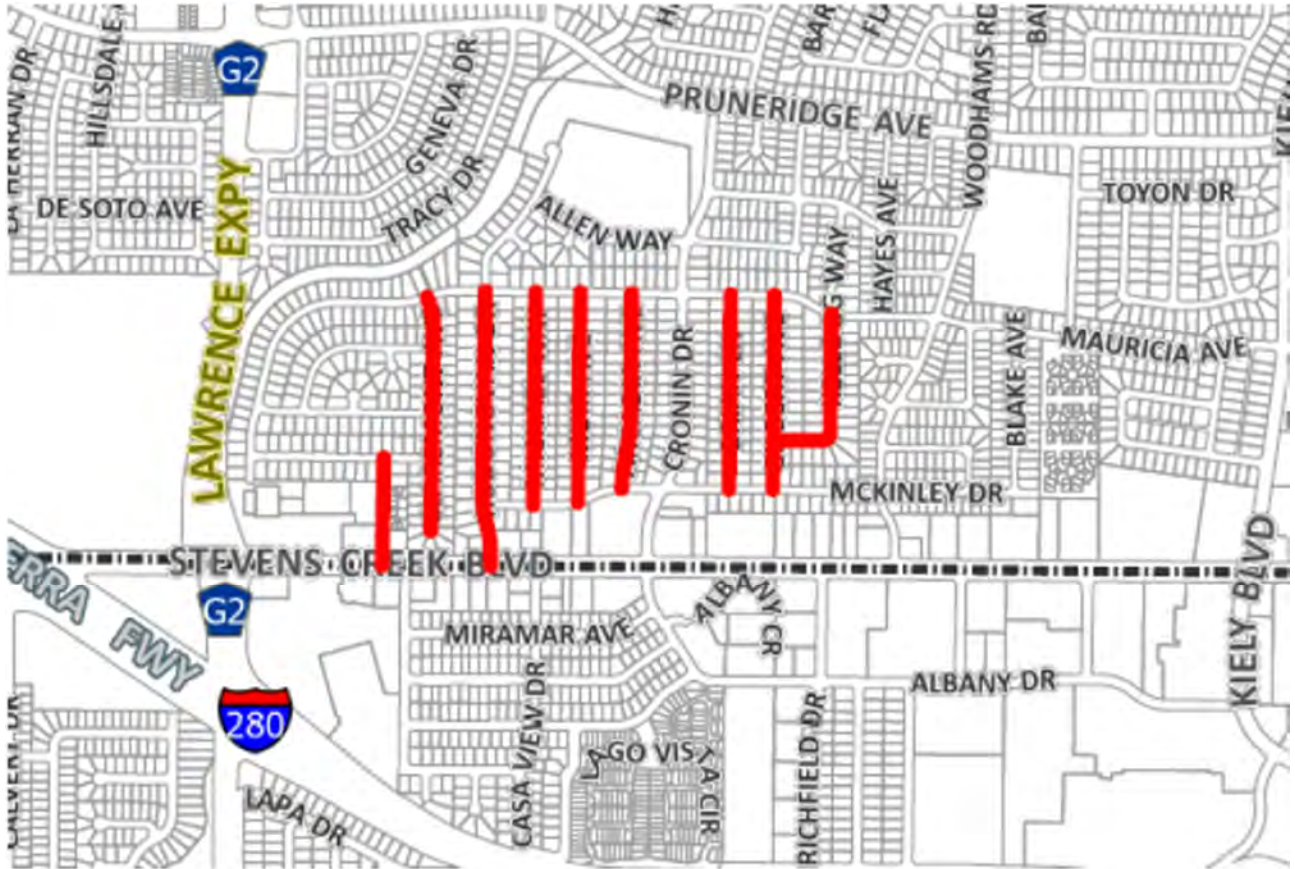
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CITY OF SANTA CLARA, CALIFORNIA  
2026 STREET TREATMENT MAP  
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION

10



**2026 Annual Street Maintenance and Rehabilitation Project**

RoadName	Begin Location	End Location	Existing Facility	Bicycle Plan Recommendation	2025 Proposal	Notes
CABRILLO AVENUE	CALABAZAS BLVD.	SANTA CRUZ AVE.	Class II	Class II	Class IIB	Wide enough to accommodate
CABRILLO AVENUE	SANTA CRUZ AVE.	FRANCIS AVE.	Class II	Class II	Class IIB	Wide enough to accommodate
CABRILLO AVENUE	FRANCIS AVE.	BOWERS AVE.	Class II	Class II	Class II	No change
CAMINO DRIVE	WASHINGTON ST.	PARK AVE.	none	Class IIIB	Class III	Need to do traffic study for Class IIIB
EAST RIVER PARKWAY	KELLEY WAY	LICK MILL BLVD	none	Class III (Garrity to Lick Mill)	Class III (Garrity to Lick Mill)	Need to do traffic study for Class IIIB
GARRITY WAY	AGNEW RD	LICK MILL BLVD	Class III	Class IIIB	Class III	Need to do traffic study for Class IIIB
LOS PADRES BOULEVARD	MONROE ST.	CABRILLO AVE.	Class II	Class II	Class II	No change
LOS PADRES BOULEVARD	CABRILLO AVE.	WARBURTON AVE.	Class II	Class II	Class II	No change
LOS PADRES BOULEVARD	WARBURTON AVE.	EL CAMINO REAL	Class II	Class II	Class II	No change
LOS PADRES BOULEVARD	SARATOGA AVE.	PRUNERIDGE AVE.	Class II	Class II	Class II	No change
OLD MTN. VIEW-ALVISO RD	BETSY ROSS DR.	SUNNYVALE BOUNDARY	Class II	Class II	Class II	No change
OLD MTN. VIEW-AVLISO RD	BETSY ROSS DR.	GREAT AMERICA PKWY.	Class II	Class II	Class II	No change
POPLAR STREET	WASHINGTON ST.	PARK AVE.	Class II	Class II	Class II	No change

**LEGEND**

	Upgraded facility over Bicycle Plan Update 2018
	Complies with Bicycle Plan Update 2018
	Partially complies with Bicycle Plan Update 2018; Needs additional analyses and outreach for traffic calming

ProjectPeriod	RoadName	BegLocation	EndLocation	Treatment
2026	ARCADIA AVENUE	MCKINLEY DR.	MAURICIA AVE.	SLURRY SEAL
2026	BILLINGS CIRCLE	EAST RIVER PARKWAY	GARRITY WAY	SLURRY SEAL
2026	BRACKETT WAY	RIVERMARK PARKWAY	EAST RIVER PARKWAY	SLURRY SEAL
2026	BRIAN LANE	MAURICIA AVE.	MCKINLEY DR.	SLURRY SEAL
2026	BURDICK LANE	GARRITY WAY	EAST RIVER PARKWAY	SLURRY SEAL
2026	BUTTE STREET	PACHECO ST.	KIELY BLVD.	2 IN OVERLAY W/DIGOUTS
2026	CABOT AVENUE	STEVENS CREEK BLVD.	BENNETT AVE.	2 IN OVERLAY W/DIGOUTS
2026	CABRILLO AVENUE	CALABAZAS BLVD.	SANTA CRUZ AVE.	RECONSTRUCT SURFACE (AC)
2026	CABRILLO AVENUE	SANTA CRUZ AVE.	FRANCIS AVE.	RECONSTRUCT SURFACE (AC)
2026	CABRILLO AVENUE	FRANCIS AVE.	BOWERS AVE.	RECONSTRUCT SURFACE (AC)
2026	CAMINO DRIVE	WASHINGTON ST.	PARK AVE.	RECONSTRUCT SURFACE (AC)
2026	CAMINO DRIVE	PARK AVE.	ALAMEDA, THE	RECONSTRUCT STRUCTURE (AC)
2026	CIRCLE DRIVE	PARK AVE.	CORNER	CAPE SEAL W/DIGOUTS
2026	CIRCLE DRIVE	CORNER	COLLEGE AVE.	RECONSTRUCT STRUCTURE (AC)
2026	CLAREMONT AVENUE	MAURICIA AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
2026	COLLEGE AVENUE	WASHINGTON ST.	CIRCLE DR.(W)	RECONSTRUCT SURFACE (AC)
2026	COLLEGE AVENUE	CIRCLE DR.(W)	ALVISO ST.	RECONSTRUCT STRUCTURE (AC)
2026	COLLEGE AVENUE	ALVISO ST.	CIRCLE DR.(E)	RECONSTRUCT STRUCTURE (AC)
2026	CREIGHTON PLACE	DE PAUL PL.	FORDHAM DR.	SLURRY SEAL
2026	DONEGAN WAY	STEWART LANE	MARSTON LANE	SLURRY SEAL
2026	DOYLE CIRCLE	GARRITY WAY	GARRITY WAY	SLURRY SEAL
2026	EL SOBRANTE STREET	POMEROY AVE.	KIELY BLVD.	2 IN OVERLAY W/DIGOUTS
2026	EAST RIVER PARKWAY	KELLEY WAY	LICK MILL BLVD	SLURRY SEAL
2026	FRESNO STREET	PACHECO ST.	KIELY BLVD.	2 IN OVERLAY W/DIGOUTS
2026	GARRITY WAY	AGNEW RD	LICK MILL BLVD	SLURRY SEAL
2026	GILBERT AVENUE	MAURICIA AVE.	MCKINLEY DR.	SLURRY SEAL
2026	HARGIS WAY	MARSTON WAY	EAST RIVER PARKWAY	SLURRY SEAL
2026	HARRIGAN DRIVE	RIVERMARK PARKWAY	AGNEW RD	SLURRY SEAL
2026	HILMAR STREET	WASHINGTON ST.	PARK AVE.	2 IN OVERLAY (RESTORATION)
2026	HILMAR STREET	PARK AVE.	ALAMEDA, THE	RECONSTRUCT STRUCTURE (AC)
2026	KELLEY WAY	REVIREMARK PARKWAY	CUL-DE-SAC	SLURRY SEAL
2026	KELLOGG WAY	GILBERT AVE.	MAURICIA AVE.	SLURRY SEAL
2026	LAFAYETTE WAY	POPLAR ST.	DEAD END S OF BELLOMY ST.	RECONSTRUCT SURFACE (AC)
2026	LAIRD CIRCLE	LICK MILL BLVD	LICK MILL BLVD	SLURRY SEAL
2026	LIVE OAK DRIVE	BENTON ST	ST LUCIA DR	RECONSTRUCT SURFACE (AC)
2026	LOCUST STREET	ALVISO ST.	PARK AVE.	RECONSTRUCT SURFACE (AC)
2026	LOS PADRES BOULEVARD	MONROE ST.	CABRILLO AVE.	RECONSTRUCT SURFACE (AC)
2026	LOS PADRES BOULEVARD	CABRILLO AVE.	WARBURTON AVE.	2 IN OVERLAY W/DIGOUTS
2026	LOS PADRES BOULEVARD	WARBURTON AVE.	EL CAMINO REAL	RECONSTRUCT SURFACE (AC)
2026	LOS PADRES BOULEVARD	SARATOGA AVE.	PRUNERIDGE AVE.	2 IN OVERLAY W/DIGOUTS
2026	MARSTON LANE	GARRITY WAY	CUL-DE-SAC	SLURRY SEAL
2026	MICHAEL WAY	MCKINLEY DR.	MAURICIA AVE.	SLURRY SEAL
2026	MORELAND WAY	LICK MILL BLVD	RIVERMARK PARKWAY	SLURRY SEAL
2026	OLD MTN. VIEW-ALVISO RD	BETSY ROSS DR.	SUNNYVALE BOUNDARY	RECONSTRUCT SURFACE (AC)
2026	OLD MTN. VIEW-AVLISO RD	BETSY ROSS DR.	GREAT AMERICA PKWY.	RECONSTRUCT STRUCTURE (AC)
2026	MUIR AVENUE	MCKINLEY DR.	MAURICIA AVE.	SLURRY SEAL
2026	NOTRE DAME DRIVE	NOBILI AVE.	FORDHAM DR.	SLURRY SEAL
2026	PACHECO STREET	EL SOBRANTE ST.	BUTTE ST.	CAPE SEAL W/DIGOUTS
2026	POPLAR STREET	WASHINGTON ST.	PARK AVE.	RECONSTRUCT SURFACE (AC)
2026	PEPPER TREE LANE	SANTA LUCIA DR.	PEPPER TREE CT	RECONSTRUCT SURFACE (AC)
2026	PEPPER TREE LANE	PEPPER TREE CT	HOMESTEAD RD	2 IN OVERLAY W/DIGOUTS
2026	RODONOVAN DRIVE	STEVENS CREEK BLVD.	MAURICIA AVE.	2 IN OVERLAY W/DIGOUTS
2026	REGIS COURT	CALABAZAS BLVD.	CUL-DE-SAC	SLURRY SEAL
2026	RIVERMARK PARKWAY	KELLEY WAY	MORELAND WAY	SLURRY SEAL
2026	ROCKHURST COURT	MACHADO AVE.	CUL-DE-SAC	RECONSTRUCT SURFACE (AC)
2026	SANTA LUCIA DRIVE	LIVE OAK DR.	PEPPER TREE LANE	RECONSTRUCT SURFACE (AC)
2026	STEWART LANE	GARRITY WAY	TRANSILL CIR	SLURRY SEAL
2026	STANFORD PLACE	ST. MARY'S PL.	GEORGETOWN PL.	RECONSTRUCT SURFACE (AC)
2026	TOBIN CIRCLE	STEWART LANE	STEWART LANE	SLURRY SEAL
2026	VIA DONDERA	CALABAZAS BLVD.	EL SOBRANTE ST.	RECONSTRUCT STRUCTURE (AC)
2026	VILLA NOVA COURT	CALABAZAS BLVD.	CUL-DE-SAC	SLURRY SEAL
2026	WATSON CIRCLE	BURDICK LANE	BURDICK LANE	SLURRY SEAL
2026	XAVIER COURT	MACHADO AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS



## Agenda Report

25-232

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Santa Clara Vision Zero: Collision Profiles, Countermeasure Toolbox, Actions and Strategies (He)

#### BACKGROUND

Vision Zero is a strategy aimed at helping to eliminate all traffic fatalities and severe injuries, while also promoting safe, healthy, and equitable mobility for everyone. The objective of developing and implementing a Vision Zero Plan is listed in both the City's Bicycle Plan and Pedestrian Master Plan. In December 2023, the City Council received Safe Streets and Roads for All (SS4A) grant funding from the Federal Highway Administration to establish a Santa Clara Vision Zero Plan. The City Council approved an agreement with Kimley-Horn and Associates, Inc. for professional services for the Santa Clara Vision Zero Plan on May 28, 2024.

The Santa Clara Vision Zero Plan (Plan) kicked off in July 2024. This effort involves extensive community engagement and a thorough citywide safety analysis to identify the most frequent types, locations, severity, and demographics of collisions in the city. The Plan will develop a collision countermeasure toolbox, which will include programmatic measures and roadway improvements to address traffic safety issues. Additionally, the Plan will identify a priority list of potential traffic safety improvements and implementable actions to guide the City's efforts in achieving Vision Zero.

The project has been presented to the Bicycle and Pedestrian Advisory Committee (BPAC) at two previous meetings:

- In August 2024, staff provided a project overview and the BPAC selected Member Kratz as the BPAC representative to serve on the Vision Zero Working Group, which guides the development of the Vision Zero Plan.
- In January 2025, staff provided a summary of collision analysis findings and the draft High-Injury Network (HIN). The HIN reflects the locations where the highest number of traffic fatalities and severe injuries occurred, and staff can use this HIN as a tool to prioritize future roadway improvement projects and update the City's policies and guidelines.

#### DISCUSSION

Since January 2025, the project team completed a collision data analysis, revised the draft High Injury Network, identified top collision profiles, developed a draft countermeasure toolbox, outlined preliminary Vision Zero actions and strategies, and launched the next round of community outreach. The High-Injury Network is a map that identifies specific corridors and intersections where the highest concentration of fatal and serious injury crashes occurred.

#### High-Injury Network

The High Injury Network (HIN) represents the corridors and intersections which comprise the highest concentration of collisions, with an emphasis on collisions resulting in fatalities and severe injuries

(also commonly referred as Killed or Seriously Injured, KSIs) in the city based on the historical collision data from 2016 to 2023. The HIN serves as a tool for the City to prioritize locations for safety interventions as part of its Vision Zero initiative and it will be the basis of Safety Corridors to potentially reduce speed limits as defined by state Assembly Bill (AB) 43. In Santa Clara, approximately 60 percent of all collisions occurred on 15 percent of the road network (including County-maintained expressways and State Route 82/El Camino Real). The draft HIN corridors and intersections are shown in Attachment 1.

### Collision Profiles

Collision profiles were established by analyzing collision data from 2016 to 2023 to identify patterns and factors related to fatal and severe injury collisions in Santa Clara. These profiles were based on the types of collisions, locations, primary collision factors, travel modes, and demographics of victims. By understanding these profiles, the City can develop targeted safety interventions to address specific safety concerns related to fatal and severe injury collisions as part of its Vision Zero initiative.

The top collision profiles identified are listed below. Furthermore, collision profile sheets with a summary of collision data statistics, potential key safety countermeasures that address the collision profile, and a citywide map presenting the KSI collisions pertaining to the collision profile are shown in Attachment 2. It should be noted that individual collisions could be correlated with multiple profiles. For example, a collision might simultaneously fall under both a speed-related incident and involve a driver under the influence of drugs or alcohol. Table 1 summarizes the number of KSIs corresponding to each collision profile.

- Bicyclists and pedestrian collisions
- Driving under the influence of alcohol or drugs
- Speeding drivers
- Nighttime collisions
- Collisions involving persons under the age of 18 or over 60 years of age
- Turning vehicle conflicts at intersections
- Vehicles running a red light or stop sign
- Pedestrian code violations such as improper crossing or not yielding right-of-way
- Off-street collisions

**Table 1: Summary of Collision Profiles**

Collision Profile	% of All KSIs*	% of Ped KSIs	% of Bike KSIs	% of Auto KSIs
Bicycle and pedestrian collisions	38%	25%	13%	N/A
Driving under influence of alcohol or drugs	19%	2%	0%	16%
Speeding drivers	12%	1%	1%	10%
Night-time collisions	49%	12%	4%	32%
Collisions involving persons under the age of 18 or over 60 years of age	18%	5%	4%	8%
Turning vehicle conflicts at intersections	15%	1%	2%	12%



Vehicles running a red light or stop sign	9%	0.5%	2%	7%
Pedestrian code violations such as improper crossing or not yielding right-of-way	39%**	39%	N/A	N/A
Off-street collisions	17%**	17%	N/A	N/A

Notes:

\*The total % of KSIs in the top collision profiles does not sum to 100% because one KSI may be categorized into multiple profiles. There have been 165 KSIs between 2016 and 2023.

\*\*The % calculation of pedestrian-related collision profiles is based on a denominator of 41 pedestrian-involved KSIs.

Countermeasure Toolbox

A draft toolbox of safety countermeasures has been developed as a collection of potential safety interventions designed to enhance multi-modal safety and reduce KSIs. This “Countermeasure Toolbox” includes a variety of engineering improvements that can be implemented as needed at high collision locations after specific evaluation. The countermeasures are categorized as follows:

- Intersection Design Improvements
- Roadway Design Improvements
- Traffic Signal Modifications
- Signs and Markings
- Speed Management
- Bicycle and Pedestrian Improvements

Attachment 3 includes exhibits illustrating the various potential safety countermeasures.

Vision Zero Actions and Strategies

The Santa Clara Vision Zero Plan will include implementable actions and strategies involving City staff, Vision Zero Working Group (VZWG) members, and other key stakeholders. These are intended to provide a set of specific actions in alignment with achieving the City’s Vision Zero goal while also identifying lead agency partner(s), implementation timeline, and measurable outcomes to track progress.

Attachment 4 presents a preliminary list of draft actions and strategies.

Stakeholder and Community Engagement

The initial phase of community engagement was conducted through a combination of virtual and in-person activities. Online efforts included an interactive survey and the first community workshop, while in-person outreach activities involved community tabling at three events in which the project team engaged with approximately 700 people to solicit feedback on traffic safety concerns throughout the city.

As part of the second phase of community engagement, the project team launched another online survey in February soliciting input on the HIN locations and facilitated the second VZWG meeting on February 10, 2025. The Working Group provided input on their top general safety challenges, safety improvement opportunities at HIN locations, draft safety countermeasures, and draft Vision Zero

actions and strategies. The VZWG will meet again in May to resume discussions regarding the Vision Zero actions and strategies for incorporation into the Draft Vision Zero Plan.

Additionally, on March 5, 2025, the City hosted a second community workshop which had 24 community participants. At this workshop, the project team shared a summary of the first round of community engagement, reviewed collision data analysis results, and solicited input on the draft Countermeasure Toolbox and HIN locations identified. Through interactive activities and small group discussions, community members learned about the potential safety countermeasures in the Draft Countermeasure Toolbox and provide input on potential HIN locations where they may be beneficial for future implementation. To promote pedestrian and bicycle safety, community members also received free safety items including bike lights, clip-on safety lights, and reflective armbands.

To stay up to date on the project and provide input, the community can participate in various ways:

- Web: Subscribe for project updates at [SantaClaraCA.gov/VisionZero](https://www.santaclaraca.gov/VisionZero)  
<<https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic->
- Voicemail: 408-915-6566
- Email: [SantaClaraVisionZero@kimley-horn.com](mailto:SantaClaraVisionZero@kimley-horn.com) <<mailto:SantaClaraVisionZero@kimley-horn.com>>

At the March 24, 2025 BPAC meeting, the project team will:

1. Present collision profiles and key findings from collision analysis including HIN corridors.
2. Present and solicit input on Draft Countermeasures Toolbox and potential application at HIN locations.
3. Present and solicit input on potential Vision Zero actions and strategies, including those in which the BPAC can participate with future implementation efforts.
4. Outline future outreach activities and next steps for the project.

Written by: Nicole He, Associate Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

## **ATTACHMENTS**

1. Draft High-Injury Network (HIN) Map
2. Draft Collision Profiles
3. Draft Countermeasure Toolbox
4. Draft Vision Zero Actions and Strategies

# HIGH INJURY NETWORK DRAFT 2016 - 2023

- Roadway Network
- High Injury Network Roadways
- High Injury Network Intersections
- Santa Clara City Limits

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San José  
Mineta  
International  
Airport

SAN JOSE



Source: City of Santa Clara Collision Records Database, 2016-2023



# Bicycle and Pedestrian Collisions

## Statistics

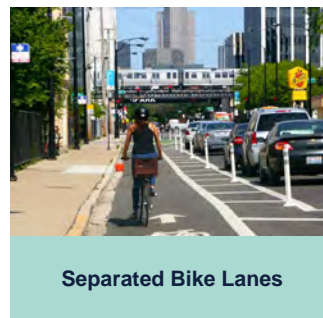
**38%** of fatal and severe injury crashes involved a bicyclist or pedestrian. This is compared to 6% of bicycle and pedestrian crashes across all severities.



## Key Countermeasures



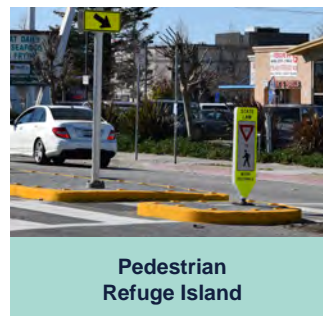
Rectangular Rapid Flashing Beacons (RRFBs) increase driver awareness of a pedestrian crossing the road in a marked crosswalk. The pedestrian-activated LED flashing beacons accompany a pedestrian crossing warning sign.



Separating vehicular traffic from bicycles with a physical barrier provides cyclists with additional safety and comfort.



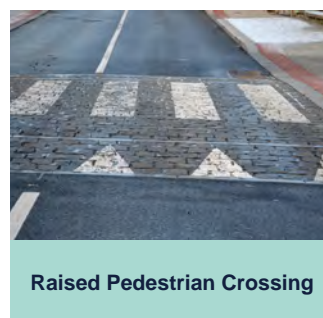
This signal timing strategy provides pedestrians with a 3-5 second head start to cross the road, since drivers are more likely to see and yield to pedestrians already in the crosswalk than pedestrians that are looking to begin crossing.



Pedestrian refuge islands provide a designated space for pedestrians to wait as they cross multi-lane roads in a two-stage crossing. Pedestrians have time to judge conflicts separately or wait for an adequate gap in traffic before crossing.



Median fencing provides a raised barrier to discourage jaywalking at undesirable and unsafe locations and to encourage pedestrians to cross at the designated marked crossings.



Raised crossings clearly mark the limits and location of the crossing. They allow pedestrians to cross the road at a constant grade and appear higher above the road surface, enhancing their visibility to drivers. They also act as speed humps, encouraging drivers to reduce their speed as they approach the crosswalk.

**Potential Non-Engineering Strategies:**

- Outreach and education programs to encourage safer driving behaviors near bicyclists
- Enforce speed limits and the responsibility of drivers to yield to pedestrians
- Work with local schools to employ crossing guards, or create walking school buses or bike trains



For additional information, visit the project website: [SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)

# Bicycle and Pedestrian Collisions

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING PEDESTRIANS OR CYCLISTS (2016 - 2023)

- Roadway Network
- Class I Bike Facility
- Class II Bike Facility
- Santa Clara City Limits

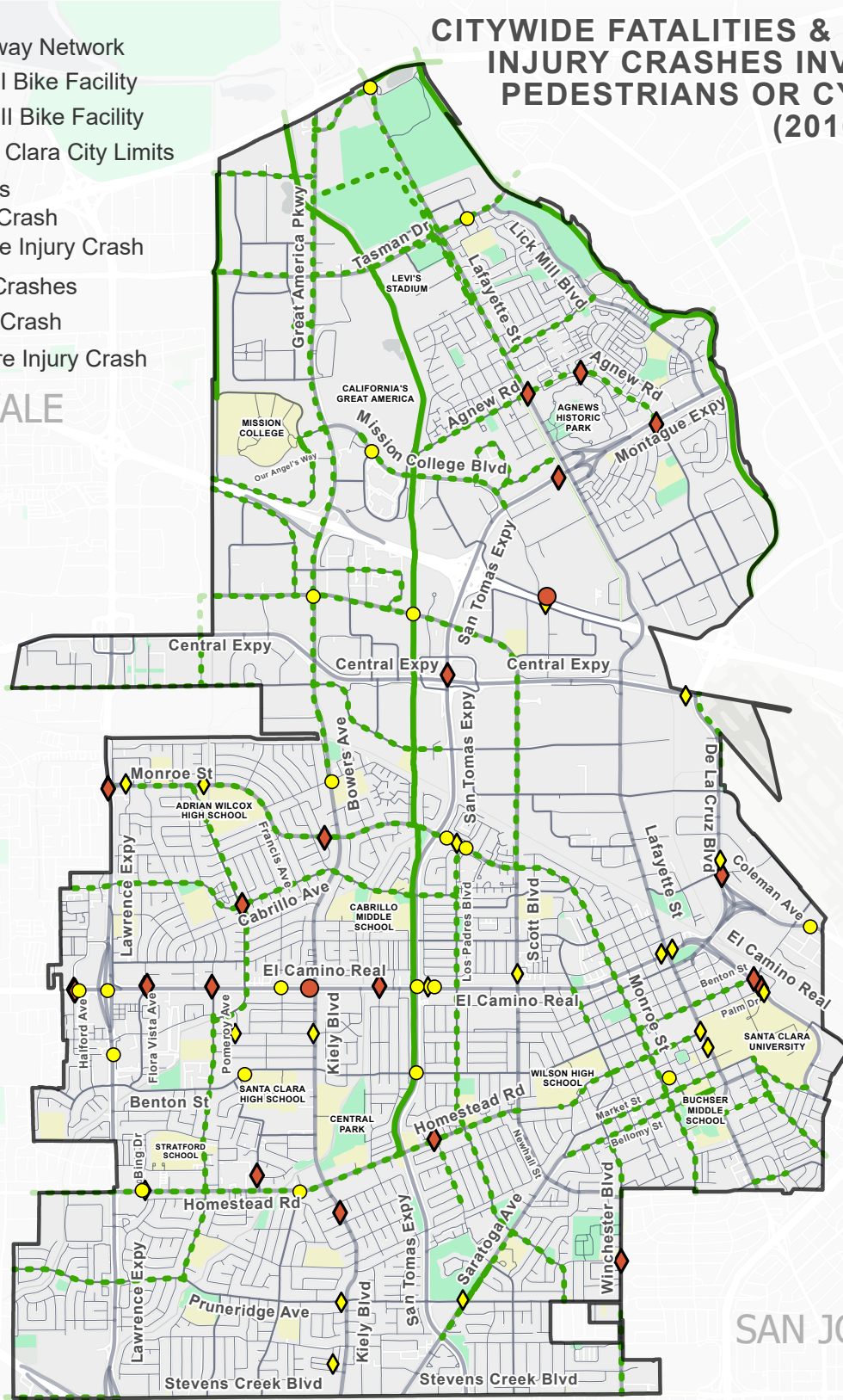
Bike Crashes

- Fatal Crash
- Severe Injury Crash

Pedestrian Crashes

- ◆ Fatal Crash
- ◆ Severe Injury Crash

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# Driving Under the Influence of Alcohol or Drugs

## Statistics

**19%** of fatal and severe injury crashes involved a driver **under the influence of drugs or alcohol**. This is compared to 6% of under the influence crashes across all severities.



## Key Countermeasures



Upgraded Lighting

Lighting provides more comfort, a higher perception of safety, and a greater awareness of surroundings for drivers, pedestrians, and cyclists.



Flashing Warning Beacons

Flashing beacons installed in tandem with warning signage are proven to raise driver awareness that they are approaching a traffic signal. They are especially effective in situations where direct line of sight is limited, such as at horizontal curves or when a fixed object obscures view of the intersection.



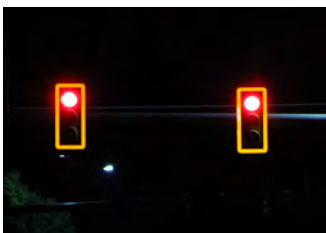
Raised Pavement Markers

Raised pavement markers increase lane visibility and create an audible rumble when driven over by vehicle tires to alert drivers. Enhanced striping can guide drivers through intersections and are effective at intersections with dual left-turn lanes or offset lanes.



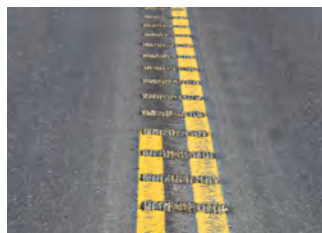
Median Barrier

Median barriers provide enhanced safety by providing a raised physical barrier between opposing lanes of traffic, reducing the likelihood of head-on crashes from vehicles leaving their lane.



Retroreflective Backplates

Installation of traffic signal head backplates with yellow retroreflective borders provides enhanced signal head visibility, which can especially help prevent crashes involving aging drivers, impaired drivers, or crashes occurring at night.



Centerline and Edgeline Rumble Strips

Centerline and edgelines rumble strips provide drivers with an auditory indication and tactile rumble when driven on, alerting drivers when they drift out of their travel lane.

### Potential Non-Engineering Strategies:

- High-Visibility Saturation Patrols
- Publicized Sobriety Checkpoints
- Educational campaigns to raise awareness on the dangers of driving under the influence
- Expand free or discounted transit fares for holidays and special events to reduce impaired driving



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)

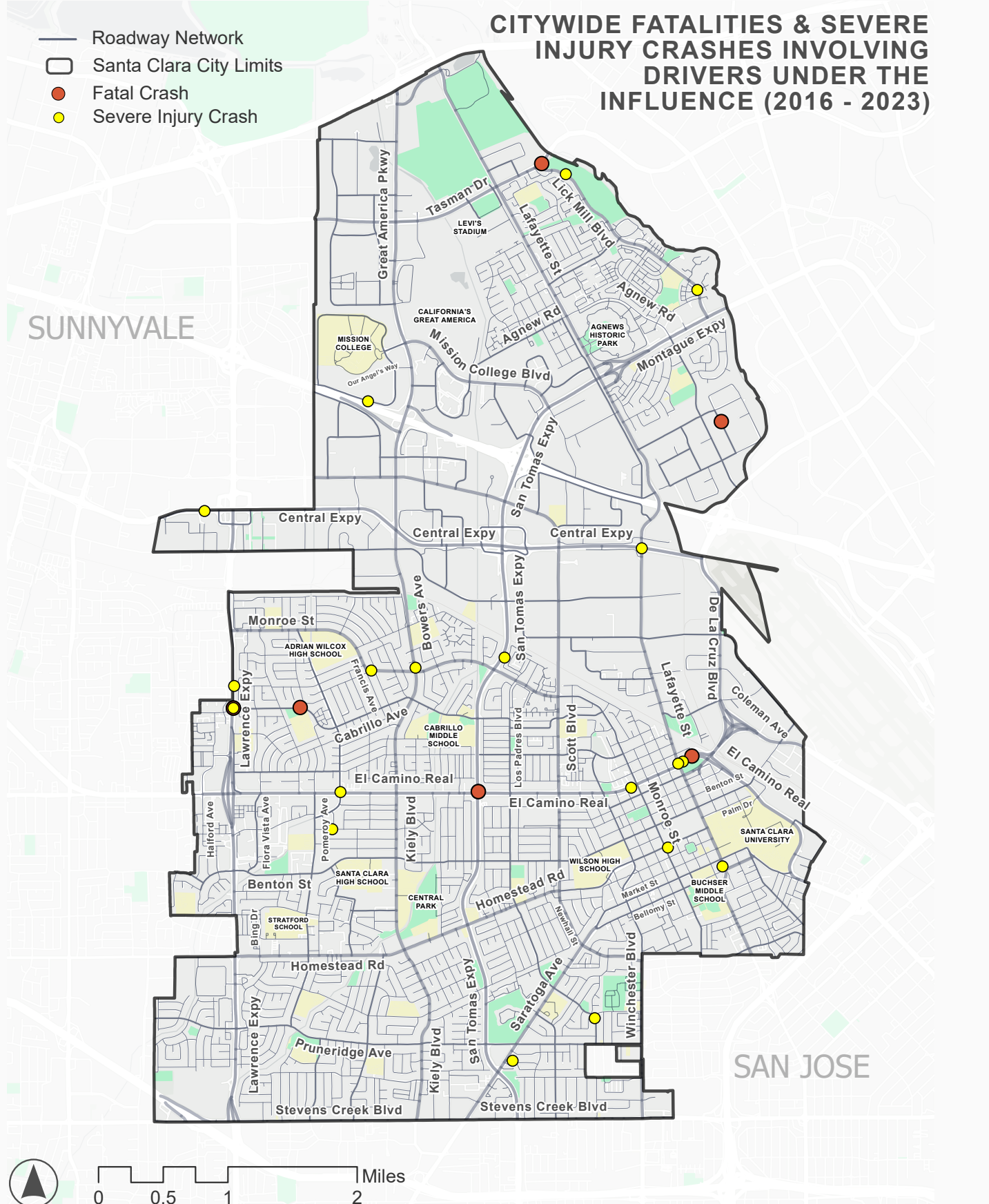


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# Driving Under the Influence of Alcohol or Drugs

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING DRIVERS UNDER THE INFLUENCE (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



# Speeding Drivers

## Statistics

**12%** of fatal and severe injury crashes are the result of speeding, compared to 22% across all severities.



## Key Countermeasures



Speed Feedback Sign

These signs provide drivers with a visual display of their travel speeds and provides warning when traveling faster than the recommended speed for an approaching curve.



Traffic Circles

Mini circles use paint and soft hit posts to replace stop-controlled intersections with a circular design that slows traffic and eliminates left turns, also reducing conflict points with pedestrians.



Roundabout

A roundabout is an intersection where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to vehicles, bicyclists, and pedestrians.



Chokers, Chicanes, & Bulb-Outs

A choker is a horizontal extension of the curb at a midblock on a street resulting in a narrower roadbed section. Chicanes are a series of narrowing or curb extensions that alternate from one side of the street to the other, forming an S-shaped, curvilinear roadway alignment.



Speed Humps, Speed Cushions, & Speed Tables

A speed hump is an elongated mound in the roadway pavement surface extending across the traveled way at a right angle to the traffic flow. A speed cushion consists of two or more raised mounds placed laterally across a roadbed. A speed table is a vertical traffic calming device, similar to a speed hump that runs transverse to the direction of traffic. The speed table is typically longer than a speed hump.

### Potential Non-Engineering Strategies:

- Enhanced speed enforcement (greater police presence, higher fines)
- Education campaigns via social media, advertisements, or eye-catching graphics



For additional information, visit the project website: [SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



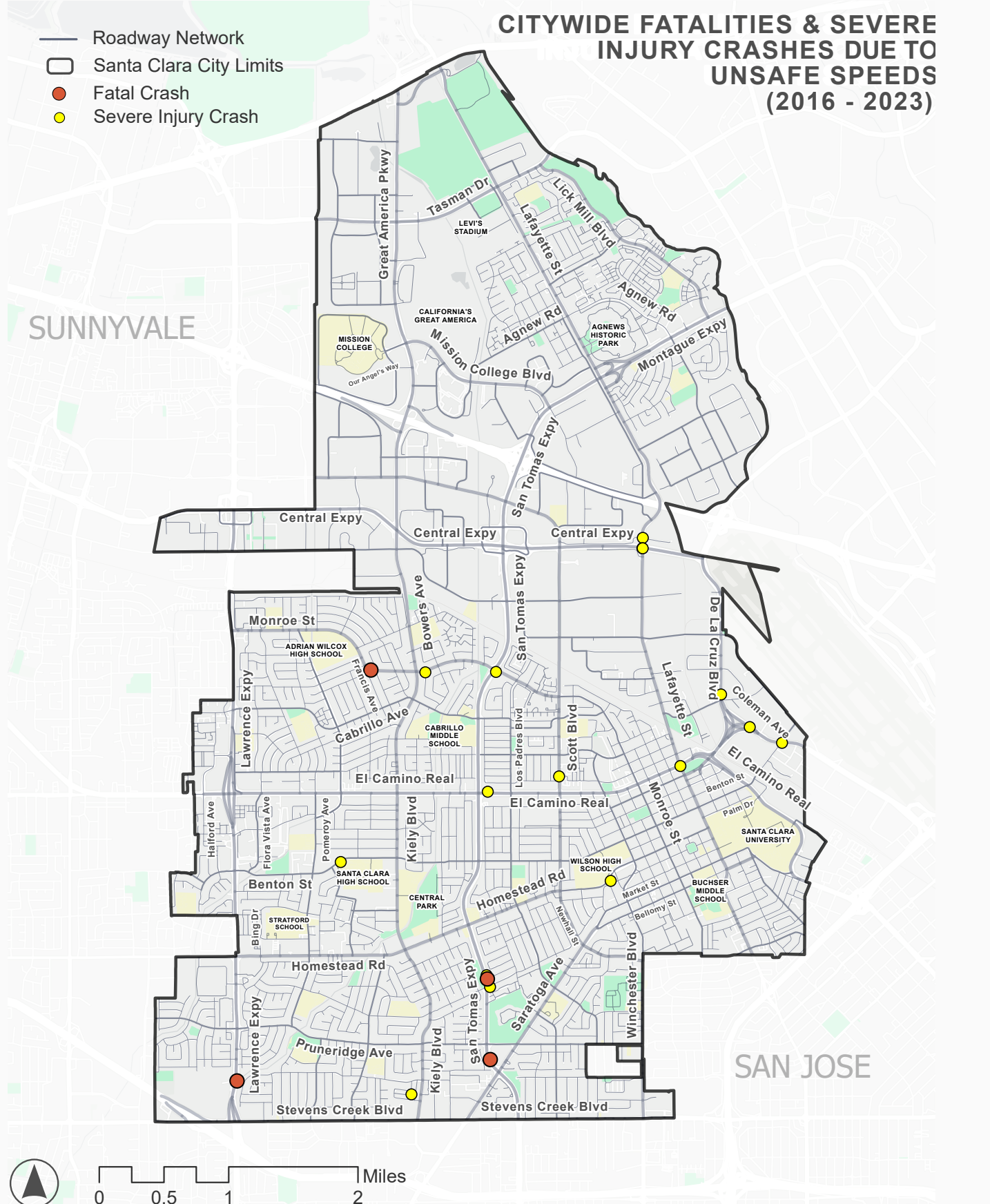
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# Speeding Drivers

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES DUE TO UNSAFE SPEEDS (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



# Nighttime Collisions

## Statistics

**49%** of fatal and severe injury crashes occurred **at night**, compared to 31% across all severities.



## Key Countermeasures



Upgraded Lighting

Lighting provides more comfort, a higher perception of safety, and a greater awareness of surroundings for drivers, pedestrians, and cyclists.



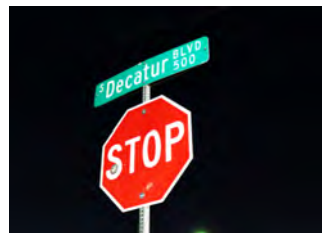
Flashing Warning Beacons

Flashing beacons installed in tandem with warning signage are proven to raise driver awareness that they are approaching a traffic signal. They are especially effective in situations where direct line of sight is limited, such as at horizontal curves or when a fixed object obscures view of the intersection.



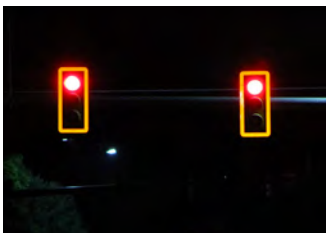
Raised Pavement Markers

Raised pavement markers increase lane visibility and create an audible rumble when driven over by vehicle tires to alert drivers. Enhanced striping can guide drivers through intersections and are effective at intersections with dual left-turn lanes or offset lanes.



Upgraded Signs with Fluorescent Sheeting

Signs, including object markers, with fluorescent retroreflective sheeting provide enhanced visibility and driver awareness. This countermeasure is best applied at a systemic level.



Retroreflective Backplates

Installation of traffic signal head backplates with yellow retroreflective borders provides enhanced signal head visibility, which can especially help prevent crashes involving aging drivers, impaired drivers, or crashes occurring at night.



Stop Signs with Flashing LEDs

Stop signs with flashing LED beacons provide enhanced visibility and can improve driver compliance, particularly at night.

### Potential Non-Engineering Strategies:

- Outreach and education programs to encourage safer vehicle speeds and more defensive pedestrian and cyclist behavior at night
- Integrated nighttime seat belt enforcement
- Dynamic speed limits along segments of concern that are lowered at nighttime
- Create “Fatigue Areas” in underutilized parking lots where drivers are allowed to rest in their vehicles if they feel drowsy



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



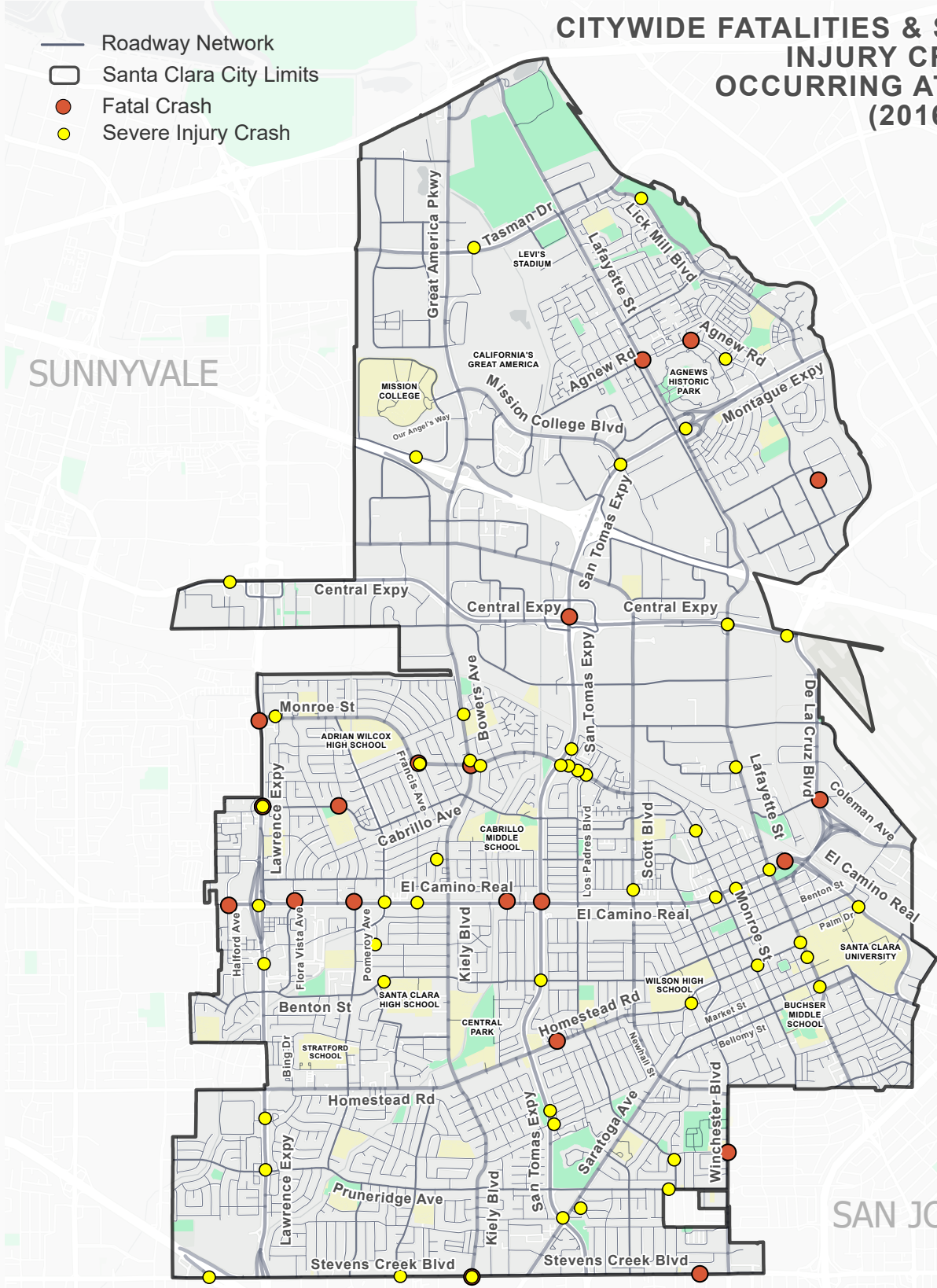
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# Nighttime Collisions

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES OCCURRING AT NIGHT (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



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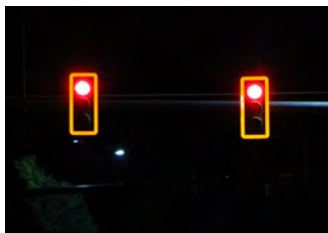
# Collisions Involving Persons Under the Age of 18 or Over 60 Years of Age

## Statistics

**18%** of fatal or serious injury crashes involved **seniors 60+ or children under 18.**



## Key Countermeasures



**Retroreflective Backplates**

Installation of traffic signal head backplates with yellow retroreflective borders provides enhanced signal head visibility, which can especially help prevent crashes involving aging drivers, impaired drivers, or crashes occurring at night.



**ADA Ramps & Audible Push Button Upgrades**

Upgrade curb ramps and push buttons that comply with Americans with Disability Act (ADA) standards for accessibility. Accessible pedestrian signals, including audible push buttons, improve access for pedestrians who are blind or have low vision.



**Upgraded Lighting**

Lighting provides more comfort, a higher perception of safety, and a greater awareness of surroundings for drivers, pedestrians, and cyclists.



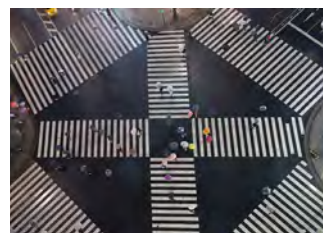
**Flashing Warning Beacons**

Flashing beacons installed in tandem with warning signage are proven to raise driver awareness that they are approaching a traffic signal. They are especially effective in situations where direct line of sight is limited, such as at horizontal curves or when a fixed object obscures view of the intersection.



**Curb Extensions/Bulb-outs, Curb Radius Reduction**

Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance



**Pedestrian Scramble Phase**

Creates a traffic signal phase that halts all vehicle movements, and allows pedestrians to freely cross the intersection in any direction, including diagonally. This is supplemented with diagonal crosswalk markings and signage indicating the scramble posted adjacent to countdown heads or push buttons.

### Potential Non-Engineering Strategies:

- Outreach and education programs to encourage safe driving behavior from seniors
- Complete a safe routes for seniors plan and a safe routes to school plan
- Work with local schools to develop education campaigns for children
- Work with local schools to employ crossing guards, walking school buses, and bike trains
- Provide alternative transportation options for aging drivers, such as demand response vans



**For additional information, visit the project website:**  
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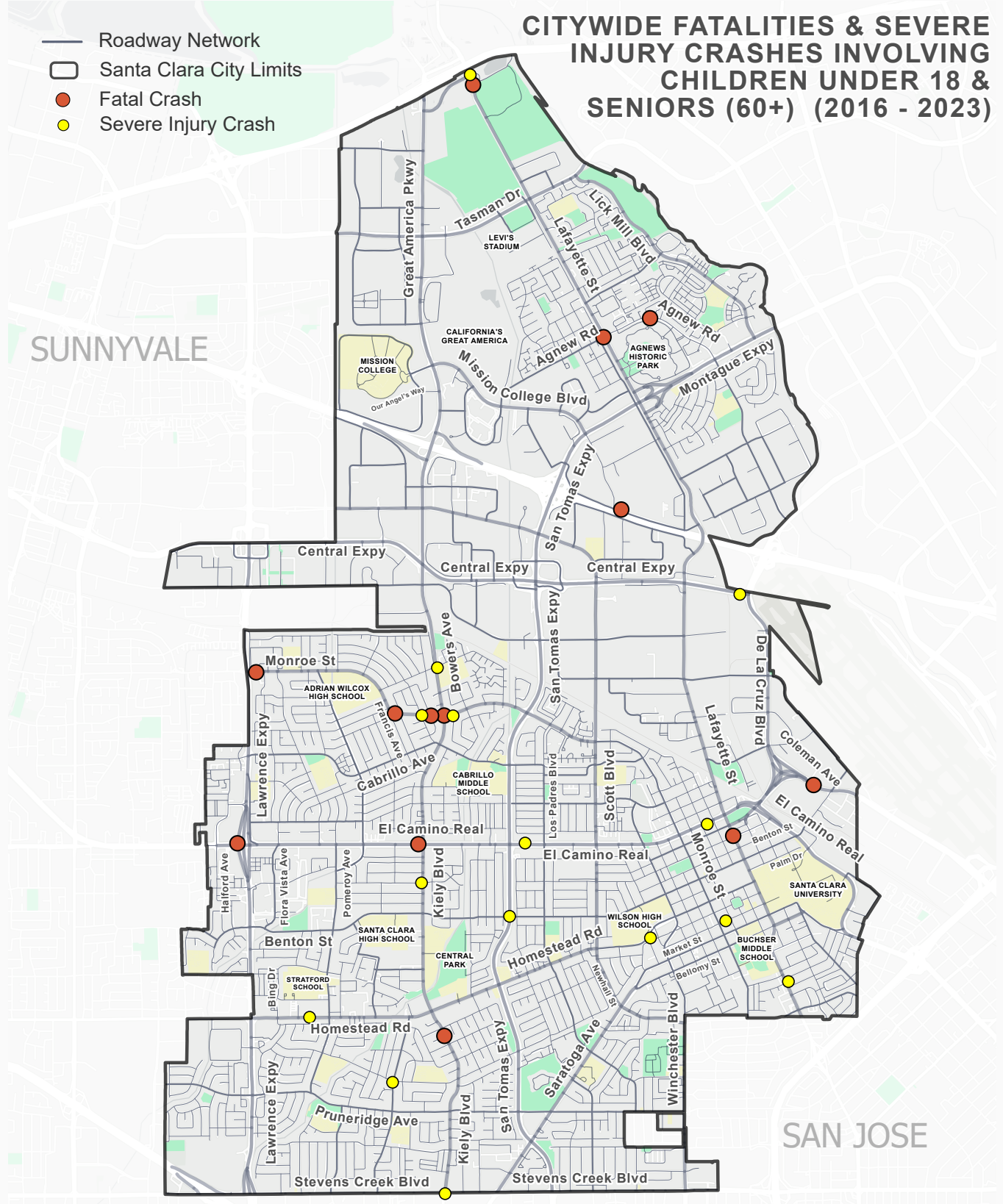
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# Collisions Involving Persons Under the Age of 18 or Over 60 Years of Age

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING CHILDREN UNDER 18 & SENIORS (60+) (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



# Turning Vehicle Conflicts at Intersections

## Statistics

**15%** of fatal and severe injury crashes occurred when **turning**. This is compared to 22% of crashes across all severities.

## Key Countermeasures



Left-Turn or Right-Turn Lane

Providing a dedicated turn lane can improve traffic flow and reduce the potential for rear-end crashes by providing a dedicated space for turning vehicles to decelerate and wait to turn while outside of the through lane.



Restrict Right-turn on Red

Restricts right turns during the pedestrian crossing phase at locations where a turning vehicle may conflict with pedestrians in the crosswalk.



Directional Median Openings to Allow (and restrict) Left-Turns and U-Turns

Directional median openings allow left-turns from major street while restricting left and through movements from minor street onto the major street, reducing conflicts between vehicles.



Roundabout

A roundabout is an intersection where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to vehicles, bicyclists, and pedestrians.



Protected Left-Turn Phase

Adding a protected left-turn phase allows drivers to turn left without navigating through conflicting traffic, reducing the safety risk of making a left turn as well as potential broadside collisions.



Splitter Island on Minor Road Approaches

Splitter islands separate entering from exiting traffic, deflect and guide traffic into the intersection, and improve the visibility of signage on the intersection approach. Splitter islands are best suited for side street stop-controlled intersections.



For additional information, visit the project website: [SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



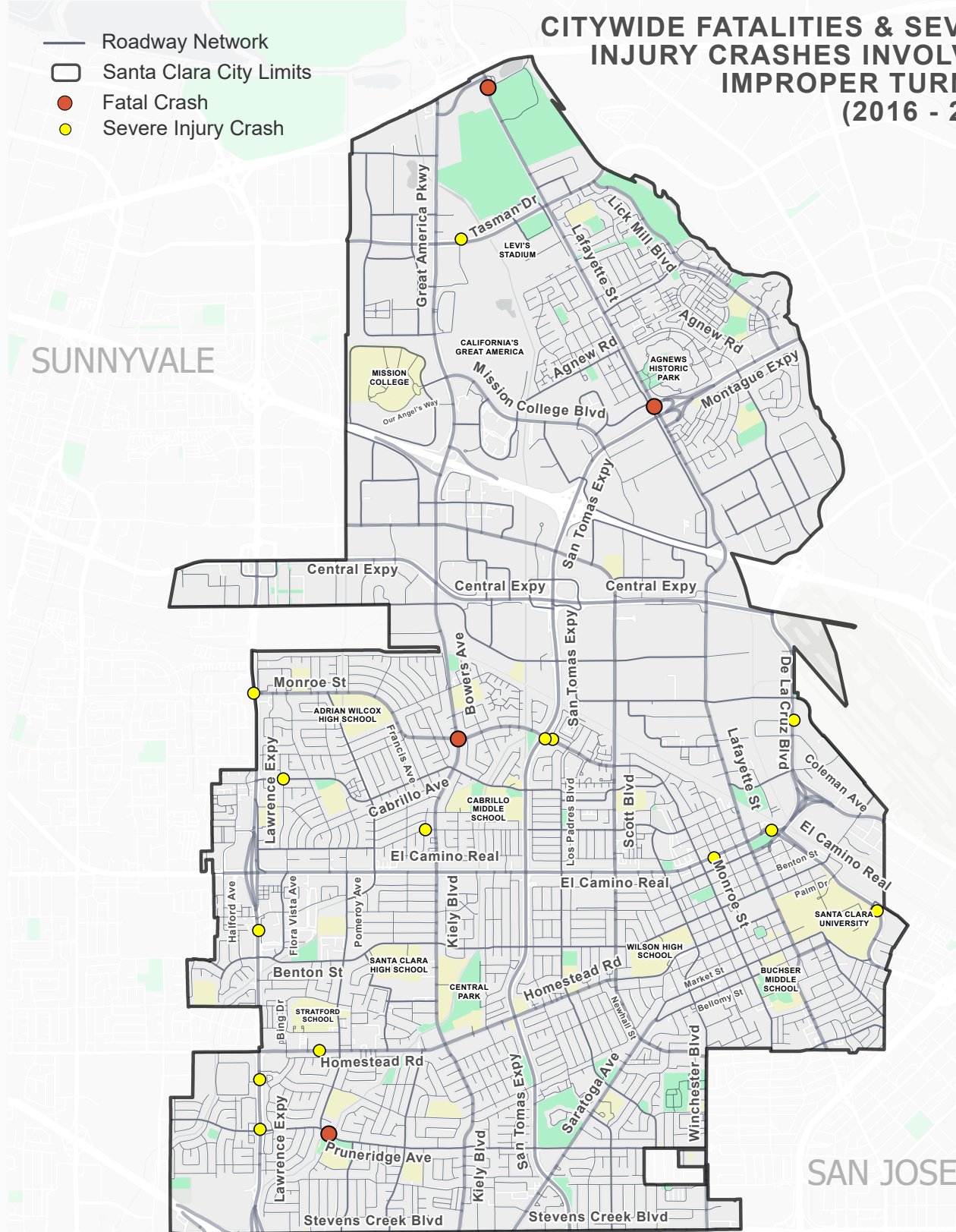
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# Turning Vehicle Conflicts at Intersections

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING IMPROPER TURNING (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



SAN JOSE

# Vehicles Running a Red Light or Stop Sign

## Statistics

**9%**

of fatal and severe injury crashes involved vehicles **running a red light or stop sign**, compared to 10% across all severities. This often resulted in broadside crashes.

## Key Countermeasures



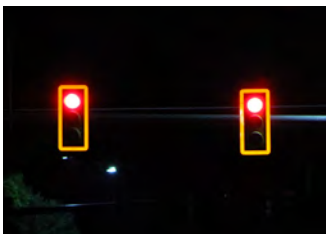
Flashing Warning Beacons

Flashing beacons installed in tandem with warning signage are proven to raise driver awareness that they are approaching a traffic signal. They are especially effective in situations where direct line of sight is limited, such as at horizontal curves or when a fixed object obscures view of the intersection.



Improved Signage and/or Reflective Strips

Additional warning signage or reflective strips can be applied to improve driver visibility of signage and increase compliance.



Retroreflective Backplates

Installation of traffic signal head backplates with yellow retroreflective borders provides enhanced signal head visibility, which can especially help prevent crashes involving aging drivers, impaired drivers, or crashes occurring at night.



Stop Signs with Flashing LEDs

Stop signs with flashing LED beacons provide enhanced visibility and can improve driver compliance, particularly at night.



Replace Roadside Pole Mounted Signal Heads with Overhead Signal Heads

Mast-arm mounted signal heads are more perceptible by approaching drivers and can reduce the frequency and severity of rear-end crashes related to poor visibility, as well as broadside crashes due to late entries into the intersection during the yellow interval and red interval violations.



Improve Signal Timing

Signal timing improvements can reduce the frequency of crashes at signalized intersections. Improvements include coordinating traffic signals, extending red and yellow clearance intervals, or adding phases. Signals can also be timed to accommodate vehicles travelling at the posted speed limit, which limits accelerating and braking while disincentivizing speeding.

### Potential Non-Engineering Strategies:

- Automated enforcement systems or targeted enforcement at known problem locations
- Outreach and education programs to build better compliance



For additional information, visit the project website: [SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



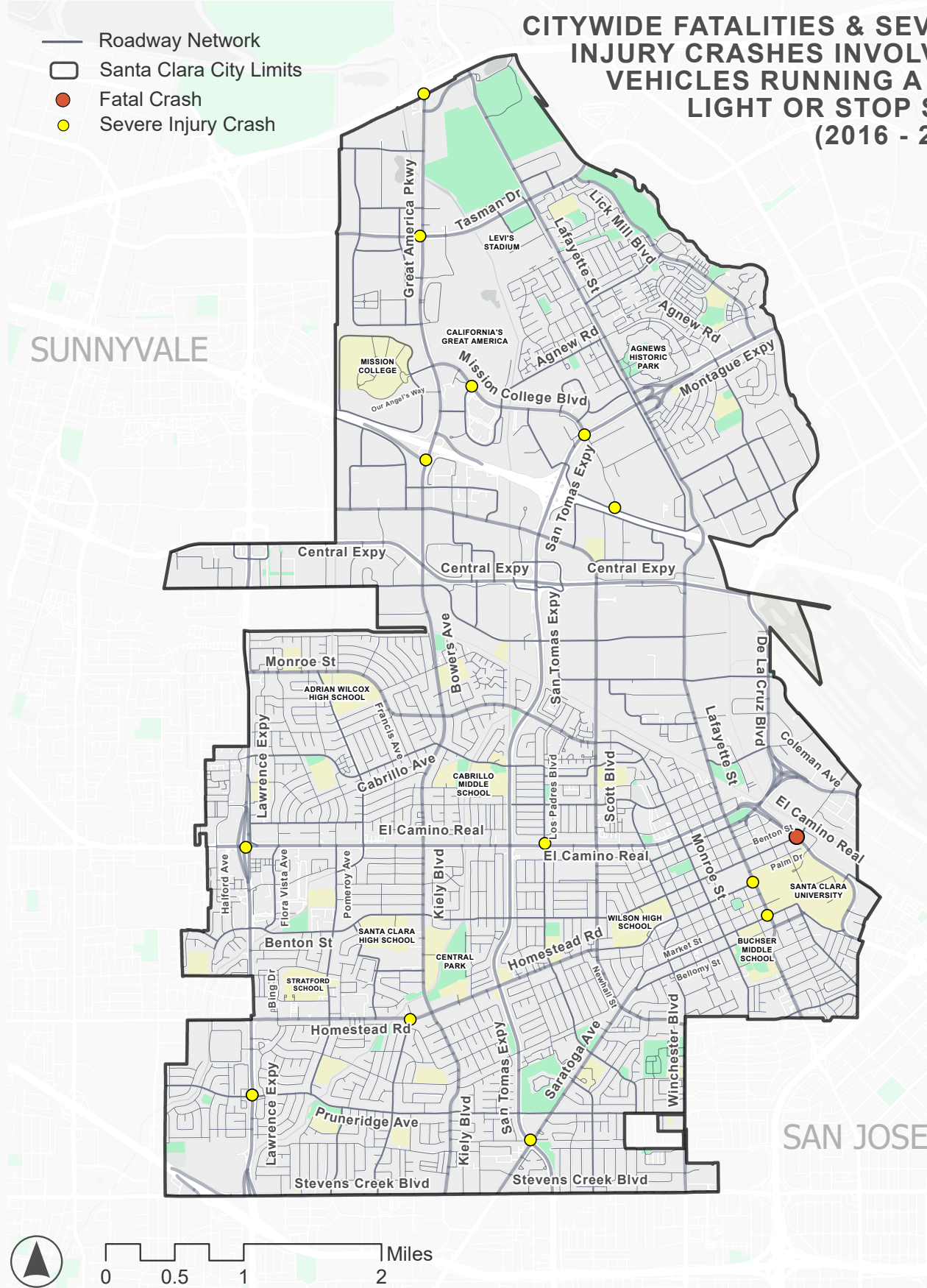
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# Vehicles Running a Red Light or Stop Sign

**CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING VEHICLES RUNNING A RED LIGHT OR STOP SIGN (2016 - 2023)**

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



# Pedestrian Code Violations such as Improper Crossing or not Yielding Right-of-Way

## Statistics

**39%** of pedestrian-involved fatal and serious injury were the result of **pedestrians violating a driver's right-of-way** or **from improper crossing of a roadway.**



## Key Countermeasures



**Marked Pedestrian Crossing at Uncontrolled Locations**

This countermeasure is applicable at non-signalized intersections without marked pedestrian crossings, where there are significant traffic volumes, high travel speeds, and where pedestrians are known to be crossing.



**New or Upgraded Sidewalk Along Roadway**

Provides a dedicated, grade separated space for pedestrians to walk.



**Median Fencing**

Median fencing provides a raised barrier to discourage jaywalking at undesirable and unsafe locations and to encourage pedestrians to cross at the designated marked crossings.



**Curb Extensions/Bulb-outs, Curb Radius Reduction**

Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance



**HAWK Beacon**

A HAWK (high intensity activated crosswalk beacon) allows protected pedestrian crossings at midblock locations, stops vehicle traffic only when activated by a pedestrian. Unlike traditional midblock traffic lights for crosswalks, the signal flashes red once the pedestrian countdown is activated. This allows vehicles to proceed after a full stop if no pedestrian is present.

### Potential Non-Engineering Strategies:

- Outreach and education programs to encourage pedestrians to exercise caution and only cross when and where it is safe etc.
- Stricter enforcement of pedestrian right-of-way violations



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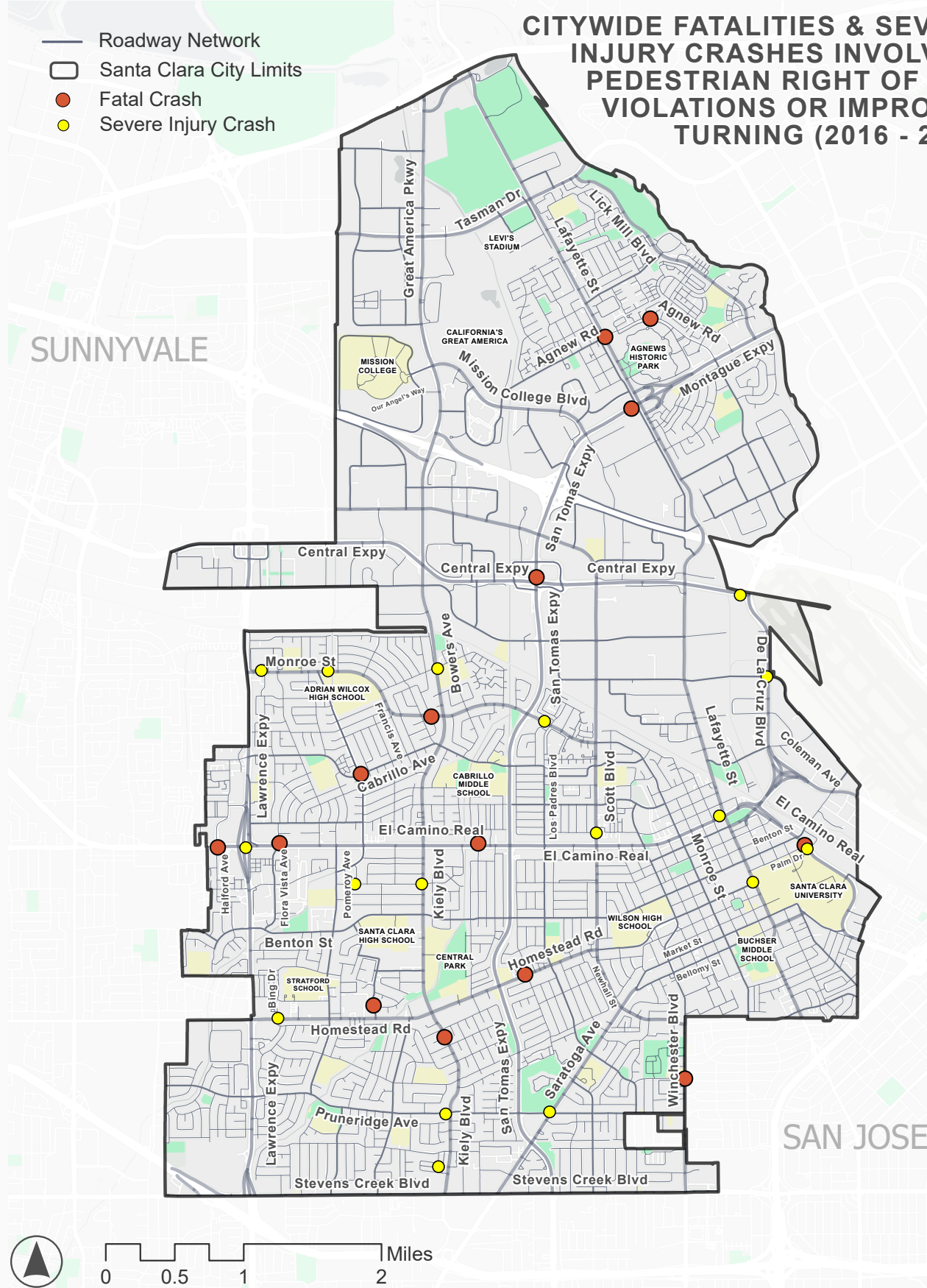
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# Pedestrian Code Violations such as Improper Crossing or not Yielding Right-of-Way

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING PEDESTRIAN RIGHT OF WAY VIOLATIONS OR IMPROPER TURNING (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash





# Off-Street Collisions

## Statistics

**17%** of pedestrian crash victims were **on the sidewalk or shoulder.**

## Key Countermeasures



Upgraded Lighting

Lighting provides more comfort, a higher perception of safety, and a greater awareness of surroundings for drivers, pedestrians, and cyclists.



Curb Extensions/Bulb-outs, Curb Radius Reduction

Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance



Road Diet

Implementation of a road diet reduces travel lanes by reallocating a portion of the street right of way to enhanced bike facilities, sidewalks, or other roadway features which improve multi-modal safety and access.



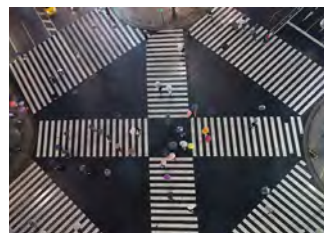
New or Upgraded Sidewalk Along Roadway

Provides a dedicated, grade separated space for pedestrians to walk.



Protected Intersection

A protected intersection provides separate paths for vehicles, bikes and pedestrians each to cross the intersection. Corner refuge island forces drivers to turn a full 90 degrees before intersecting a crosswalk and makes the intersection smaller overall, shrinking the distance pedestrians and cyclists, have to traverse.



Pedestrian Scramble Phase

Creates a traffic signal phase that halts all vehicle movements, and allows pedestrians to freely cross the intersection in any direction, including diagonally. This is supplemented with diagonal crosswalk markings and signage indicating the scramble posted adjacent to countdown heads or push buttons.

### Potential Non-Engineering Strategies:

- Outreach and education programs to encourage safer driving behaviors near pedestrians
- Create branded flashlights and reflective clothing as part of a safety campaign and distribute to individuals (especially from vulnerable groups) to increase nighttime visibility of pedestrians
- Strict enforcement of headlight laws for drivers



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



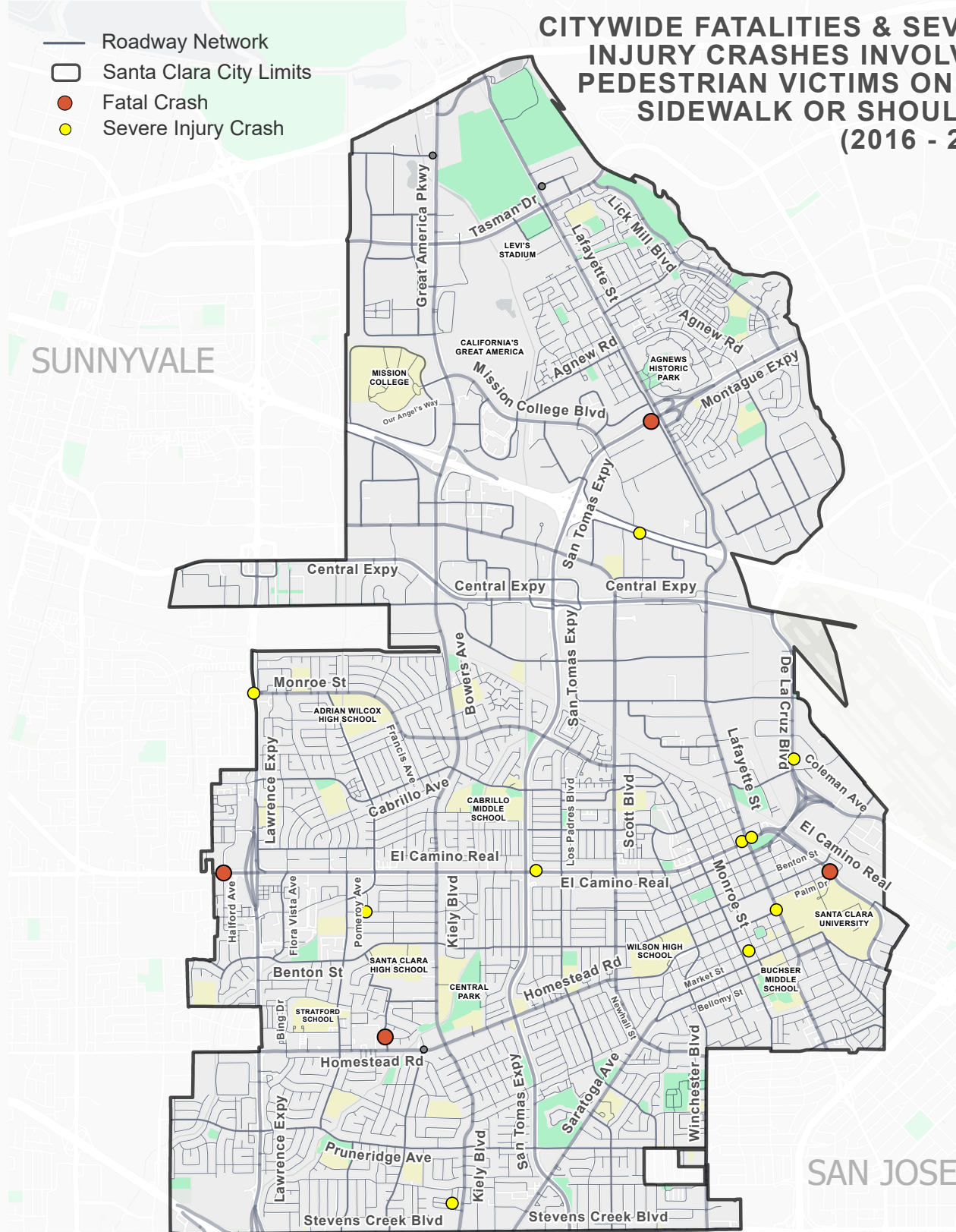
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# Off-Street Collisions

## CITYWIDE FATALITIES & SEVERE INJURY CRASHES INVOLVING PEDESTRIAN VICTIMS ON THE SIDEWALK OR SHOULDER (2016 - 2023)

- Roadway Network
- Santa Clara City Limits
- Fatal Crash
- Severe Injury Crash



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## Roadway Segment Improvements



Enhanced Lighting



Raised Pavement Markers



Rumble Strips



Flashing Warning Beacons



Raised Median



Delineators, Reflectors or Object Markers



Two-Way Left-Turn Lane



Left-Turn or Right-Turn Lane



Convert 2-way Stop or Yield Control to All Way Stop



Road Diet



For additional information, visit the project website:  
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## Intersection Design Improvements



Mast Arm Mounted Signals



  Close Slip Lane



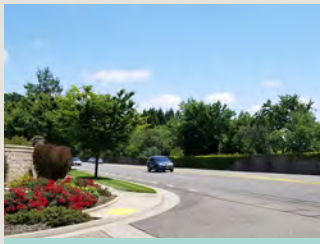
Transverse Rumble Strips on Approaches





Splitter Island on Minor Road Approaches



Directional Median Openings




  Remove Sightline Obstructions



Acceleration/Deceleration Lanes



 High Visibility Crosswalk



For additional information, visit the project website:  
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## Signal Modifications



Traffic Signal



Protected Left Turn Phase



Signal Timing



Leading Pedestrian Interval (LPI)



Emergency and/or Transit Vehicle Preemption



Pedestrian Countdown Heads



Restrict Right-turn on Red



Bike Detection



Bike Signal



Pedestrian Scramble Phase



ADA Ramps & Audible Push Button Upgrades



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](https://SantaClaraCA.gov/VisionZero)



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## Signs & Markings



Retroreflective  
Backplates



Upgrade Intersection  
Pavement Markings



 Advanced Stop Bar



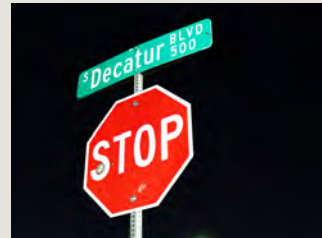
Improved Signage and/or  
Reflective Strips



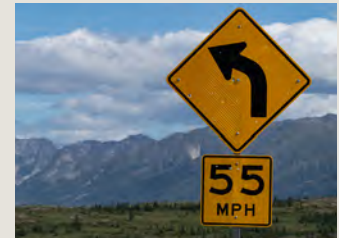
Stop Signs with Flashing  
LEDs



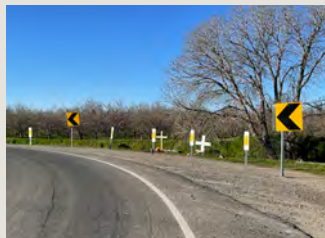
Edgelines and Centerlines  
(install or modify)



Upgraded Signs with  
Fluorescent Sheeting



Advanced Curve  
Warning Signs



Chevrons Along  
Horizontal Curves



 Bike Box



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](https://SantaClaraCA.gov/VisionZero)



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## Speed Management



Speed Feedback Sign



Roundabouts



Speed Humps, Speed  
Cushions & Speed Tables



Traffic Circles



Chokers, Chicanes,  
& Bulb-outs



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](https://SantaClaraCA.gov/VisionZero)



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## Bicycle & Pedestrian Improvements



**Bike Lanes & Buffered Bike Lanes**



**Separated Bike Lanes**



**Marked Pedestrian Crossing at Uncontrolled Location**



**Pedestrian Refuge Island**



**Pedestrian Median Fencing**



**Additional Signage to Pedestrian Crossing**



**Raised Pedestrian Crossing**



**Curb Extensions/ Bulb-outs, Curb Radius Reduction**



**Bicycle Crossings and Refuge Corners**



**HAWK Signal**



**Rectangular Rapid Flashing Beacon (RRFB)**



For additional information, visit the project website:  
[SantaClaraCA.gov/VisionZero](http://SantaClaraCA.gov/VisionZero)



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## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
<b>Vision Zero Program</b>			
Vision Zero Working Group / Task Force	Form a multi-agency working group to coordinate Vision Zero Action Plan implementation and initiatives. Consider identification of a Vision Zero Program Coordinator.	Short-Term	City Departments incl. Police and Fire, Santa Clara County, VTA, SCUSD, SCU, Mission College, Caltrans, neighboring cities
Vision Zero Implementation Funding Program	Establish funding strategies and secure funding to support Vision Zero implementation including programs, improvements, education, and outreach efforts.	Immediate planning after VZ Plan adoption	Various City Departments
Progress Report	Publish annual report on collision trends to measure progress towards achieving Vision Zero.	Medium-Term	City Department of Public Works
<b>Safer People</b>			
Stakeholder Engagement	Convene local stakeholder group and conduct workshops or walk audits along High-Injury Network (HIN) corridors.	Short-Term	City Departments incl. Police and Fire, Santa Clara County, VTA, SCUSD, SCU, Mission College, Caltrans, neighboring cities
Traffic Education for Safe Routes to School	Continue providing and expanding traffic safety education (i.e. walking school bus) for students and parents.	Short-Term	City Departments incl. Police and Fire, Santa Clara County, VTA, SCUSD

SCUSD: Santa Clara Unified School District  
VTA: Santa Clara Valley Transportation Authority  
SCU: Santa Clara University  
SVBC: Silicon Valley Bicycle Coalition

## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
Traffic Education for Seniors	Provide traffic safety education for pedestrians over 60.	Medium-Term	City Departments, Santa Clara County, VTA, SVBC
Media Professionals Training	Conduct training for City’s communications department staff on effective roadway safety and traffic collisions messaging.	Short-Term	City Departments incl. Public Works and Communications, Police
Online Safety Dashboard & Data Sharing	<p>Develop online interactive dashboard as a tool to present traffic safety information including HIN, collision data/statistics, planned/ongoing safety improvement projects, enforcement data (i.e. frequent speeding and red-light running violations).</p> <p>Collaborate for collision data sharing: collision reports, data from hospitals, near transit stations, and neighboring jurisdictions.</p>	Medium-Term	City Department of Public Works, Police, Santa Clara County, VTA, and neighboring cities
Education Campaigns	Conduct and collaborate on education campaigns on speeding, distracted driving, impaired driving, and other high-risk behaviors. Campaign may focus on HIN corridors.	Medium-Term	City Departments incl. Police and Fire, Santa Clara County, VTA, SCUSD, SCU, Mission College, Caltrans, neighboring cities

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## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
<b>Safer Speeds</b>			
Speed Management	Continue to manage speed limits on streets throughout the city. Define up to 20% of the city’s street network as Safety Corridor to reduce posted speed limits by 5 miles per hour.  Implement speed limit reductions in accordance with AB 43.	Short-Term	City Department of Public Works, Police
Speed & DUI Enforcement	Conduct high-visibility traffic enforcement on speed and driving under influence (DUI) along the HIN.	Short-Term	Police Department
Collision data focused enforcement	Establish training program for enforcement and public safety to improve collision reporting practices for enhanced use in collision data analysis and planning. Focus area includes improved data on speeding, impairment, distracted driving.	Medium-Term	City Department of Public Works, Police
Police Academy	Integrate Vision Zero principles into police training and academy curriculum.	Long-Term	City Department of Public Works, Police
<b>Safer Streets</b>			
Vision Zero Priority Corridors	Update HIN priority corridors as needed and identify funding for design and implementation of complete streets safety improvements along top 5 priority HIN corridors.	Short-Term	City Department of Public Works

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## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
Design Review	Create an internal procedure for evaluating and, where possible, implementing safety countermeasures on projects located within HIN.	Medium-Term	City Department of Public Works, Community Development
Traffic Calming Program	Update existing traffic calming program and policies and use best practices of traffic calming measures to discourage speeding along HIN and priority local streets.	Short-Term	City Department of Public Works, Police
School Safety Zones	Establish reduced speed limits of 15 mph in school zones.	Short-Term	City Department of Public Works, Police
Vision Zero Design Standards	Develop and apply Street Design Standards (within City Design Standards) specifically for HIN network. Incorporate best practices such as VTA's Community Design and Transportation Manual and update City design standards as needed for HIN corridors.	Medium-Term	City Department of Public Works, VTA
Design Review Training & Resources	Provide focused training for City engineers and planners responsible for designing and reviewing street design and safety planning activities. Develop resources (i.e. checklist) to incorporate safety countermeasures along HIN.	Medium-Term	City Department of Public Works, Community Development
Bicycle and Pedestrian Count Data	Develop reoccurring schedule to track pedestrian and cyclist activity at key locations.	Medium-Term	City Department of Public Works

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## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
Expand Santa Clara’s Bicycle and Pedestrian Network	Continue expanding the existing bicycle and pedestrian network per City’s Bicycle and Pedestrian Master Plans. Upgrade existing bike lane and intersection and driveway treatments with the goal of improving safety, reducing stress, and visibility for people biking.	Long-Term	City Department of Public Works, Santa Clara County, VTA
Intelligent Transportation Systems	Implement technologies including speed monitoring, adaptive pedestrian signal systems, adaptive traffic signal systems, and traffic management systems.	Long-Term	City Department of Public Works, Santa Clara County, VTA
Improve Data Collection and Analysis	Use citywide, newer “big data” sources as a proactive strategy to monitor conditions (e.g., to identify locations with frequent "near misses").	Long-Term	City Department of Public Works, Police
<b>Safer Vehicles</b>			
Subsidized Transit	Expand free or discounted transit fares for holidays and special events to reduce impaired driving.	Medium-Term	City Department of Public Works, Santa Clara County, VTA

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## Santa Clara Vision Zero Actions and Strategies - DRAFT

Action	Description	Timeline	Potential Key Partners
Rideshare Program for Impaired Driving Prevention	Investigate the possibility of creating a subsidized rideshare program aimed to reduce impaired driving with partnership from rideshare provider(s). Consider pilot targeted at alcohol serving establishments.	Medium-Term	City Department of Public Works, Santa Clara County, VTA, and neighboring cities
Future transportation innovation and mitigate future risks	<p>Explore opportunities and prepare for new forms of transportation and enforcement of standards.</p> <p>Track AB 645 Speed Safety System pilot and support state legislation to expand the permanent program to all California cities.</p> <p>Support state legislation for vehicle technology that addresses key crash factors</p>	Long-Term	City Department of Public Works, Police, and neighboring cities
<b>Post-Crash Care</b>			
Emergency Response	Continue monitoring traffic signal operations with emergency response pre-emption and implement signal and roadway improvements that enhance emergency vehicle response times. This strategy will include monitoring of emergency response time performance data.	Medium-Term	City Department of Public Works, Police, Fire and neighboring cities

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# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
santaclaraca.gov  
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## Agenda Report

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25-235

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Public Works Verbal Update (Liw/Chan)

#### DISCUSSION

Staff will provide a verbal update on the following items:

1. De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Planning Study
2. Stevens Creek Boulevard Vision Study
3. Bronze Rating (Bicycle Friendly Community) from the League of American Bicyclists Update
4. Mission College Boulevard Class IV Bikeway
5. May 15<sup>th</sup> Bike to Work Day
6. Federal Grant Funding

Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



## Agenda Report

25-233

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Daylighting Law AB 413 (Chan)

#### **BACKGROUND**

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Megas requested City staff to provide a report on the new Daylighting Law also known as Assembly Bill 413 (Attachment 1).

Below is the full text of bill which can also be found online at the following web address:

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB413](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413)

This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. The bill would, prior to January 1, 2025, authorize jurisdictions to only issue a warning for a violation, and would prohibit them from issuing a citation for a violation, unless the violation occurs in an area marked using paint or a sign.

#### **DISCUSSION**

According to this new law, the Santa Clara Police Department (SCPD) can begin enforcement on January 1, 2025. However, SCPD had designated January 2025 as a grace period, during which SCPD focused-on education rather than enforcement. It is important to note that, since this is a state law, parking is not permitted within 20 feet of a marked or unmarked crosswalk or 15 feet of any crosswalk where a curb extension is present, regardless of whether there are red curbs or no parking signs present.

To support the Daylighting Law, Public Works will install new red curb markings and no parking signs in certain high-priority pedestrian areas. This installation will occur in phases, prioritizing marked crosswalks with heavy pedestrian traffic and uncontrolled crosswalks (i.e., striped pedestrian crossings without a traffic control device, such as a stop sign, traffic signal, or flashing beacon regulating vehicle movement through the crosswalk). Additionally, a city webpage has been created to provide the public with information about the Daylighting Law:

<https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic-engineering/statewide-daylighting-law-ab-413>

Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

#### **ATTACHMENTS**

1. Topic Request Form - Member Megas



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Betsy Megas

Date:

7/26/24

Proposed Topic Title:

Daylighting Law AB 413

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

Assembly Bill 413 now makes it illegal for drivers in California to park within 20 feet of any marked or unmarked crosswalk. This essentially adds what's known as 'daylighting' to all intersections, improving safety by improving sight lines for drivers to see oncoming traffic as well as people walking and biking.

Especially where on-street parking is in high demand, this law has yet to have any visible effect. Corners and even ramps are still crowded with parked cars, and it is likely that some drivers are unaware of the law, or of the existence of unmarked crosswalks. Drivers may have little sense of what 20 feet looks like, especially on a corner with a large curb radius.

I would like to know how and whether the city is planning to enforce this new law, and whether there is a plan to paint red curbs or add other markings where they're needed to communicate the new no parking zones.



## Agenda Report

25-234

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

City Lane Width Standard, Review & Implementation (Chan)

#### BACKGROUND

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested a discussion related to creating a City lane width standard of 10 feet wide on City streets (Attachment 1).

#### DISCUSSION

The city roadway network enables the movement of people and goods. These roadways accommodate a mix of industrial, office, commercial, retail, and residential land uses, facilitating both local and regional auto, transit, truck, and emergency vehicle traffic, as well as pedestrian and bicyclist travel.

The City has over 590 lane miles of roadways, which are classified as principal arterials, minor arterials, collector streets, and local streets. The roadway functional classification system categorizes roads into different classes based on the type of service they provide. Each class of roadway follows specific guidelines established by federal and state regulations regarding aspects such as lane widths, shoulder widths, curve radii, and other design features. There is no one-size-fits-all lane width standard for all roadways. While the City does not have lane width standards, existing lane widths typically range from 10 to 12 feet, with some exceeding 12 feet.

The City evaluates vehicle lane widths primarily on a case-by-case basis, considering the dimensions that best support mobility, circulation, and the needs of the surrounding land uses. Below are examples of the City's practices for establishing new lane widths or modifying existing ones.

With the city's annual pavement rehabilitation projects, staff investigates opportunities to reallocate existing roadway space to create new bike facilities and/or implement narrower travel lanes for traffic calming purposes without negatively impacting roadway access, circulation, or capacity.

Additionally, various bikeway planning studies are conducted to support the city's bicycle master plan. These studies explore narrower travel lanes and reductions in travel or parking lanes to facilitate the implementation of proposed bike facilities.

In the development of new specific plans for the city, the transportation and circulation components typically include the establishment of multimodal goals. These goals may involve setting standards that include narrower travel lanes and the addition of new bicycle facilities on future public streets.



Written by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

**ATTACHMENTS**

1. Topic Request Form - Member Kratz



## **Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form**

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

City lane width standard, review & implementation

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

City staff to create a city standard lane width of 10' wide lanes on City streets with the exception of the shoulder lane and conduct a survey to see which existing streets comply with the proposal. There are many streets in the City of Santa Clara that could tolerate motor vehicle lane width reductions in order to provide room for cyclists.

Under this lane reduction proposal, minimum shoulder lanes widths to be provided or maintained:

Adjacent to on-street parking: fifteen feet (15') wide to accommodate a ten foot (10') wide motor vehicle lane and a five foot (5') bicycle lane.

No on-street parking: fourteen feet (14') wide to accommodate a ten foot (10') wide motor vehicle lane and a four (4) foot bicycle lane.

Exception to this proposed standard shall include review by the BPAC.

All resurfacing projects to be reviewed by City staff and the BPAC.

Helps to promote cycling safety by surveying, listing and improving streets that may be improved by reducing motor vehicle lane widths.



# City of Santa Clara

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## Agenda Report

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25-238

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Grant Activity Verbal Update (Shariat)

#### **BACKGROUND**

The 2018 Bicycle Plan Update Policy 2.A.3 and 2019 Pedestrian Master Plan Policy 5.A.3 state “*the City shall present a grant funding spreadsheet at every Bicycle and Pedestrian Advisory Committee (BPAC) meeting.*”

#### **DISCUSSION**

Staff will provide a verbal update on existing and future grant opportunities (Attachment 1).

Written by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

#### **ATTACHMENT**

1. Grant Activity Table

**GRANT ACTIVITY**

#	Grant	Purpose	Award Yr	Proj Deadline	Awarding Agency	Grant Type		Project	Project Summary	Plans	Amount	City Match	Status
1	Measure B	Bicycle	2020	Dec-24	VTA	Regional	Competitive	Lafayette St. Class IV Bikeway	Class IV Bikeway (Laurelwood - Reed)	Bike Plan Update 2018	\$1,170,000	\$130,000	Working with VTA on funding agreement for construction. Target construction mid-2025
2	CPUC Section 130	Transportation	2017	Jun-25	Caltrans	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	Pedestrian Master Plan 2019	\$573,750	\$0	Project being re-scoped based on regulatory requirements.
3	TDA (21/22)	Bicycle and Pedestrian	2021	Jun-25	State/MTC/VTA	State	Non-Competitive	LED Lighting for signalized crosswalks	Replace all light fixtures at signalized intersections with LED type	Pedestrian Master Plan 2019	\$485,907	\$0	Project complete.
4	TFCA (21/22)	Transportation Air Quaility	FY21/22	Jun-25	BAAQMD/VTA	Regional	Competitive	Mission College Blvd Class IV	County Bike Plan facilities	Bike Plan Update 2018	\$11,123	\$0	Project complete.
5	Measure B	Bike & Ped-Planning grant	FY21/22	Dec-24	VTA	County	Competitive	Walsh Corridor (Bowers to Lafayette)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$175,000	\$75,000	Project complete.
6	Measure B	Bike & Ped-Planning grant	FY21/22	Dec-24	VTA	County	Competitive	Monroe Corridor (Lawrence to San Tomas)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$140,000	\$60,000	Project complete.
7	Measure B	Bike & Ped-Planning grant	FY21/22	Dec-24	VTA	County	Competitive	De La Cruz/Coleman Corridor (Central to Brokaw)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$140,000	\$60,000	Project complete.
8	Measure B	Bicycle and Pedestrian	2022	Jul-27	VTA	County	Non-Competitive	Safe Routes to School Program	Education and encouragement only	Bike Plan Update 2018	\$408,183	\$0	Program In-progress
9	Measure B	Bike & Ped Planning grant	FY23/24	TBD	VTA	County	Competitive	Bowers Corridor (Walsh to El Camino Real)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$154,000	\$146,000	Grant agreement approved by Council on 06/04/24. Begin project in 2025.
10	Federal Earmark	Bicycle	2022	Sep-30	Federal	Federal	Competitive	De La Cruz Blvd, Lick Mill Blvd, Scott Blvd Corridors	Outreach, analyses, design, and construction for bicycle lanes	Bike Plan Update 2018	\$2,725,000	\$0	Council Approval of Study in March.
11	TDA (23/24)	Bicycle and Pedestrian	FY 23/24	Jun-26	State/MTC/VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$104,938	\$0	In construction.
12	TIRCP	Rail and Transit	2022	Jun-27	State	State	Competitive	On-Demand Microtransit	Rail, Transit, Microtransit	None	\$4,007,230	\$4,007,230	SV Hopper Shuttle program launched in southern Santa Clara on 11/20/23.

**GRANT ACTIVITY**

#	Grant	Purpose	Award Yr	Proj Deadline	Awarding Agency	Grant Type		Project	Project Summary	Plans	Amount	City Match	Status
13	OBAG (STP and CMAQ)	Bicycle and Pedestrian	2023	TBD	FHWA/MTC/VTA	Federal	Competitive	Central Santa Clara Bike/Ped Improvement Project	Safety, Bike/Pedestrian improvements	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$9,029,000	\$2,280,000	Project to begin in 2025
14	Safe Streets for All	Safety	2022	Jan-26	FHWA	Federal	Competitive	Santa Clara Vision Zero Plan	Safety Action Plans and Safety countermeasures within an Action Plan	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$450,000	\$120,000	Project in-progress
15	OTS	Safety	2024	Sep-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$69,050	\$0	Program in-progress
16	OTS	Safety	2024	Sep-25	State	State	Competitive	Vision Zero	Safety Campaign and Data Analysis	Bike Plan Update 2018	\$77,800	\$0	Project in-progress
										<b>Total:</b>	<b>\$19,720,981</b>	<b>\$6,878,230</b>	



**GRANT ACTIVITY**

**Future Grant Opportunities:**

#	Grant	Purpose	Award Yr	Application Deadline	Awarding Agency	Grant Type		Project	Eligible Uses	Plans	Amount	City Match	Status
17	TFCA (24/25)	Transportation Air Quaility	FY 24/25	Mar-24	BAAQMD/ VTA	Regional	Competitive	Shuttle Program	Shuttle Service	Shuttle Program	\$500,000	TBD	City of Cupertino applied for \$500K grant with support from Santa Clara (\$210K funding for Santa Clara based on Cost Share Agreement)
18	TDA (24/25)	Bicycle and Pedestrian	FY 24/25	May-24	State/MTC/ VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$191,822	\$0	Awarded
19	MTC Transit Oriented Communities Planning Grant	Transit Oriented Communities	2025	Nov-24	State	State	Competitive	Brokaw/Benton Multi-modal Undercrossing Feasibility Study	Station Access and Circulation	City's General Plan	\$400,000	\$100,000	Submitted in Nov. 2024. Results expected in March
20	MTC Housing Incentives Pool	Bicycle and Pedestrian	2025	Dec-24	State	State	Competitive	Pruneridge Avenue Bicycle & Pedestrian Improvements	Bike/Pedestrian and Safety	Prune-ridge CS Plan	\$1,754,000	\$1,446,000	Submitted in Dec. 2024.
21	MTC Housing Incentives Pool	Bicycle and Pedestrian	2025	Dec-24	State	State	Competitive	Uncontrolled Crosswalks Phase 2	Bike/Pedestrian and Safety	City's General Plan	\$1,754,000	\$624,274	Submitted in Dec. 2024.
22	OTS	Safety	2025	Jan-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$120,000	\$0	Submitted in Jan. 2025.
23	Measure B Innovative Transit	First/Last Mile Connection	2026	Feb-25	Local	Local	Competitive	Shuttle Program	Shuttle Service	Shuttle Program	\$2,905,305	\$2,905,305	Submitted application with City of Cupertino as the lead applicant.
24	TFCA (25/26)	Bicycle and Pedestrian	2026	Mar-25	BAAQMD/ VTA	Regional	Competitive	Benton Street Bikeway	Bicycle and Pedestrian	Bike Plan Update 2018	\$150,000	\$1,223,521	Planning to submit by March 28.
<b>Total:</b>											<b>\$7,775,127</b>	<b>\$6,299,100</b>	

ATP - Active Transportation Program  
 BAAQMD - Bay Area Air Quality Management District  
 Caltrans - California Department of Transportation  
 CMAQ - Congestion Mitigation and Air Quality  
 CSTPG - Caltrans Sustainable Transportation Planning Grant  
 FHWA - Federal Highway Association  
 FTIP- Federal Transportation Improvement Program  
 HSIP - Highway Safety Improvement Program  
 MTC - Metropolitan Transportation Commission

OBAG - One Bay Area Grant  
 OTS - California Office of Traffic Safety  
 SCTPG - Sustainable Communities Transportation Planning Grant  
 STP - Surface Transportation Program  
 TDA - Transportation Development Act  
 TFCA - Transportation Fund for Clean Air  
 TIRCP-Transit and Intercity Rail Capital Program  
 VTA - Valley Transportation Authority  
 UPRR - Union Pacific Rail Road  
 RAISE - Rebuilding American Infrastructure with Sustainability and Equity



# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
santaclaraca.gov  
@SantaClaraCity

## Agenda Report

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25-236

Agenda Date: 3/24/2025

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

#### **SUBJECT**

Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

#### **DISCUSSION**

Bicycle and Pedestrian Advisory Committee (BPAC) Member Megas will provide a verbal update regarding recent Valley Transportation Authority Bicycle and Pedestrian Advisory Committee (VTA BPAC) meetings.

Written by: Nicole He, Associate Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

#### **ATTACHMENTS**

1. Email from Member Megas dated February 19, 2025

**From:** [Betsy Megas](#)  
**To:** [Nicole He](#); [Carol Shariat](#); [Steve Chan](#); [Michael Liw](#); [Ralph Garcia](#); [Karen Hardy](#)  
**Subject:** VTA BPAC notes for February 2025  
**Date:** Wednesday, February 19, 2025 2:16:45 PM

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The February 12, 2025 VTA BPAC meeting was a short one. As usual, the full packet is available on the portal: <https://santaclaravta.iqm2.com/Citizens/default.aspx>

We recommended the Equitable VMT Mitigation Program final report.

We got an update on VTA's Transit-Oriented Development (TOD) station access studies. Santa Clara isn't one of the stations they're studying, but we may want to consider whether any of the lessons apply to our own station area.

In the staff report, we got an update about the paving ongoing at San Tomas. You may have seen the construction zones where Cabrillo and Monroe cross the expressway. This is part of pavement rehabilitation from 101 to El Camino Real. In the process, they're adding new ADA ramps and utility poles. They expect the job to take a couple of months, depending on weather conditions.



# City of Santa Clara

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## Agenda Report

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25-237

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Santa Clara Station Area Task Force Update (Ganesh)

#### DISCUSSION

Bicycle and Pedestrian Advisory Committee (BPAC) Member Ganesh will provide an update regarding recent Santa Clara Station Area Task Force meeting.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



# City of Santa Clara

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## Agenda Report

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25-240

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Subcommittee on Bicycle Story Maps (Megas and Penvenne)

#### **BACKGROUND**

At the January 25, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-1334 "Santa Clara Bicycle Story Map (Shariat)." In response, a BPAC subcommittee was formed to review existing Santa Clara Story Maps to provide recommendations on a potential Bicycle Story Map. Members Megas and Penvenne, and former Members Cha and Cox volunteered to serve on this subcommittee.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

Written by: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works





## Agenda Report

25-241

Agenda Date: 3/24/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Subcommittee on Bike to Shop Day (Megas, Kratz, and Harrison)

#### BACKGROUND

At the June 28, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-689, "Women Bike Program (Shariat)." In response, Chair Hardy asked members of the BPAC if they would like to join a subcommittee for a future "Bike to Shop Day." Member Megas and former Member Harrison volunteered to be on the subcommittee. In addition, Ken Kratz, a community member interested in BPAC-related items, also volunteered to be on the subcommittee.

At the August 23, 2021, meeting, the BPAC voted to approve Ken Kratz to be on the subcommittee. At the October 2023 meeting, former Member Harrison once again volunteered to be back on the subcommittee.

#### DISCUSSION

The subcommittee will provide an update to the BPAC.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

#### ATTACHMENTS

1. Email from Resident Harrison dated February 28, 2025
2. Bike To Shop Day Flyer 2025
3. Bike To Shop Day Donation Request Letter

**From:** [dianeliz1@yahoo.com](mailto:dianeliz1@yahoo.com)  
**To:** [Nicole He](#); [Carol Shariat](#)  
**Subject:** Re: Stevens Creek Vision Study & Bike to Shop Day  
**Date:** Friday, February 28, 2025 11:47:33 PM  
**Attachments:** [BikeToShopDayFlier2025.doc](#)  
[BTSD Donation Request Letter.doc](#)

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Hi **Nicole!** Cutting & pasting...

**From staff report:**

Page 70 - please define "Future Focus Area"  
Page 71, Phase 1 - Barriers to what? To whom?

**From report itself:**

Thanks for changes/improvements since last time. However, found typos in multiple places, so a good proof-reader needs to clean up the draft before it becomes final.

Page 2 (83 of pdf): Photo of 20th century Stevens Creek has caption regarding high-capacity separated transit. This caption belongs with figure 19 or 20.

Page 5 (86 of pdf): It seems that your mid-term intersection & crossing improvements belong under your near-term enhanced corridor walking & biking infrastructure. If not, please explain the difference.

Page 8 (89 of pdf): Why can't the car haulers drive onto the car lots?

Page 13 (94 of pdf): The text above figure 13 should say segment "F", not "G".

Page 14 (95 of pdf): This may belong in the design phase, but I would like to specifics regarding the top paragraph on working around constraints.

Page 15 (96 of pdf): Bike routes are no longer considered terribly useful bike infrastructure. But your plan adds 11.3 miles of them. Unbuffered bike lanes would be better where possible.

Page 16 (97 of pdf): An enhancement I don't see (but BPAC has discussed) would be cameras that would keep the ped signal on as long as someone is in the crosswalk. This is critical for the elderly who walk slowly.

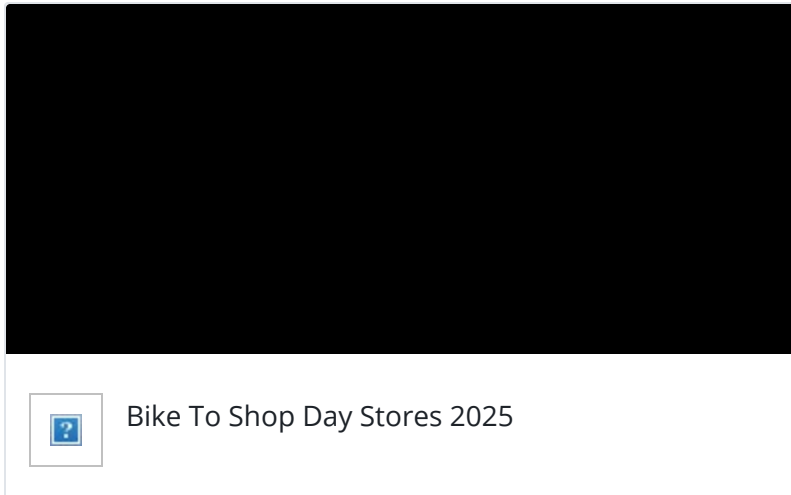
Page 24 (105 of pdf): The last cost estimate is wrong. It should be \$2 million - \$4 million.

Hi **Carol!** First my report & notes:

Bike to Shop Day will be May 24th. I believe the consensus was, after the dismal showing in 2024, that we need to do better on both donations & publicity. So, I need both members and non-members who shop by bike even occasionally to "adopt" their favorite store. We need donations for participants the day of the event. We also need others to spread the word, fliers, social media, office bulletin boards, word of mouth, etc.

Volunteers (donations):  
Karen - Nob Hill & Choco Cookies  
Diane - Grocery Outlet

Sign-up link: [Bike To Shop Day Stores 2025](#)



Volunteers (publicity):

Diane - Put on SVBC calendar

Obviously, we need more volunteers. Two documents are attached, and please include the link above. Thanks!

Sincerely,  
Diane Harrison  
3283 Benton St.  
Santa Clara, CA 95051  
(land of the Ohlone and Muwekma Ohlone people)  
408-246-8149  
dianeliz1@yahoo.com  
Member: Santa Clara County Green Party County Council

P.S. I suppose I should have sent 2 separate emails, but oh well...

On Thursday, February 27, 2025 at 11:40:52 AM PST, Nicole He <nhe@santaclaraca.gov> wrote:

Hi Diane, can you please send me your comments from January BPAC meeting about the Stevens Creek Blvd Vision Study? I am checking through my notes and think you have noted some corrections on the draft study report.

Thanks!

Nicole

**Nicole He** | Associate Engineer

Public Works Department | Traffic Engineering Division  
1500 Warburton Avenue | Santa Clara, CA 95050

D: 408.615.3023

From Carol! Hi Diane,

I sent the BPAC members an email asking them if they have any documents they would like to include as part of the BPAC Subcommittees agenda items and sorry I didn't include you when I sent it to the BPAC. If you have any documents you want me to attach to any of the BPAC Subcommittees you are a part of, can you please send it to me by end of day Monday. If you don't have any documents can you please let me know as well.

Thank you,

Join our mission to end traffic fatalities! Please visit: [SantaClaraCA.gov/VisionZero](https://SantaClaraCA.gov/VisionZero) for more info.

## Bike to Shop Day - Santa Clara

Date: Saturday, May 24th, 2025

Time: 11am (about 4 hours)

Start: Off-Ramp Bicycle Shop - 2639 El Camino (& San Tomas Expwy)

End: Fatima Bazaar - Homestead & Scott

Contact: Diane Harrison - 408-246-8149 - [dianeliz1@yahoo.com](mailto:dianeliz1@yahoo.com) (Please RSVP)

This Bike to Shop Day, as in 2019 & 2023 & 2024, will concentrate on what EVERYBODY shops for: groceries. We will visit or ride by up to 11 grocery stores in the city of Santa Clara on bike-friendly streets & trails. Those we stop at will be stores which have offered a treat or coupon for all riders or which a participant particularly wishes to visit. Stores that have currently offered something special:

- 

Please be sure to bring panniers, a backpack, baskets, or some other container to take home anything you acquire (Shopping for frozen/refrigerated items during this event is not recommended, but on a normal day when you ride straight home or pack along some ice, it's not a problem.)



Up to now, Santa Clara has been the only city with a Bike to Shop Day, though in 2019 we welcomed one couple all the way from Mountain View! This year or next, if you live in another city, and shop by bike there, we encourage you to organize your own event. Feel free to contact Diane Harrison for help with logistics.





Dear Community Partner,

On Saturday, May 24th, 2025, the Silicon Valley Bicycle Coalition and the Bicycle Pedestrian Advisory Committee of the city of Santa Clara will host Bike to Shop Day, a half-day event designed to highlight grocery stores in Santa Clara and encourage all participants to do their shopping by bicycle. Shopping by bicycle benefits the riders in terms of health, all stores in terms of parking spaces needed, and the community in terms of cleaner air and state-mandated greenhouse gas emission reductions.

I am giving you this letter to share information about Bike to Shop Day and to ask for your support by providing a donation in the form of a treat or a coupon or a gift card for each participant. It does not need to be of any significant value, and whatever it is, it will bring a group of potential new shoppers into your store.

The Silicon Valley Bicycle Coalition will gladly provide a donation receipt upon request so that you can report it as a donation on your tax form. The Silicon Valley Bicycle Coalition is a 501(c)(3) non-profit, Tax ID #77-0338658

All donors will be acknowledged on the route sheet given to each participant and on any publicity generated after you have confirmed your participation.

Please let me know in person, or call the organizer at 408-246-8149, or email her at dianeliz1@yahoo.com to let us know what you will be able to donate, or if you will be unable to do so at this time.

Thank you very much in advance for any support you can provide.

Sincerely,

Member,  
Bicycle Pedestrian Advisory Committee  
&  
Diane Harrison - Santa Clara Bike to Shop Day Organizer



## Agenda Report

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25-242

Agenda Date: 3/24/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Subcommittee on Roundabouts (Megas, Ganesh, Kratz, and Harrison)

#### BACKGROUND

At the June 28, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-690, "Roundabouts for Better Traffic Control in Santa Clara (Garcia)." In response, a BPAC subcommittee was formed to review and recommend potential locations to staff for roundabouts. Members Megas and Ganesh, and former Members Cha and Harrison volunteered to serve on this subcommittee. In addition, Ken Kratz, a community member interested in BPAC-related items, also volunteered to be on the subcommittee. At the August 23, 2021, meeting, the BPAC voted to approve Ken Kratz to be on the subcommittee. At the April 1, 2024 meeting, former Member Harrison volunteered to be on the subcommittee.

#### DISCUSSION

The subcommittee will provide an update to the BPAC.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works