

## Meeting Minutes—CSC BPAC Subcommittee on Data Collection and Analysis

---

Location: Zoom meeting  
Date: May 18, 2026  
Time: 7:00 pm to 8pm

---

### Attendance:

Ken Kratz  
Guillermo Rabadan

### Agenda Items:

This was an organizing meeting to create a mission statement, establish core objectives, explore key questions and to develop a scope of work to answer those questions and accomplish those objectives.

### Actions::

Identified existing known data-sets. Ken to contact City staff to confirm existing collision data sets (e.g., Police Department, VTA and Vision Zero data sets).

Ken will research the City of Marin's efforts to regulate scooters on their streets.

Propose City's reporting tool (e.g. MySantaClara) provide an input for bicycle and pedestrian specific reports.

**Other Notes:** See attached BPAC Subcommittee-Working Session #1 held on May 18, 2026

**Next Meeting:** To be determined.

# Summary of Comments on 5f051b69-804e-4ce4-a19f-1a0cb67f5b91.pdf

---

Page: 1

---

 Number: 1    Author: RGarcia1    Subject: Typewritten Text    Date: 6/5/2026 12:20:47 PM  
Attachment 2

1. Core Objectives

The subcommittee will focus on:

- Identifying existing datasets and data gaps
- Improving data-driven prioritization of infrastructure investments
- Supporting safer multimodal transportation planning
- Benchmarking Santa Clara against peer cities
- Defining actionable KPIs and measurement frameworks
- Improving data transparency and accessibility of mobility-related information

Ken:

- Did analysis of existing data sets (VTA has already collected data) → **ACTION** to explore this
- City / Police also collected data for Vision Zero - we have collision data → **ACTION** look at the report
- Proposal of a name change for the Subcommittee:

**BPAC Subcommittee on Data collection and analysis for Bicycles and Pedestrians**

**Short name: Data Collection and Analysis Subcommittee**

Mission statement:

Ensure the BPAC and City Council and citizens/general public are able to see the performance indicators of the decisions of the BPAC and City Council improve cycling and pedestrian use in the city.



*Alternative: Advance safer and more effective bicycle and pedestrian mobility in Santa Clara through transparent data, measurable outcomes, and evidence-based infrastructure and policy recommendations.*

Existing Datasets Identified

- Santa Clara Valley Transportation Authority (VTA) collision and transportation datasets
- Police collision reports with approximately 10 years of bicycle/pedestrian history
- Existing Vision Zero analyses conducted by city staff and consultants



## 2. Key questions requiring Data Support

Key questions we need answers to to support BPAC advisory and support process:

### A. **SAFETY and RISK Assessment**

- Historical bicycle and pedestrian accident data
- Heatmaps of crashes, injuries, and fatalities
- Identification of high-risk intersections and corridors
- Near-miss reporting and unsafe-condition reports
  - Example of Ken: a homeowner reporting issues of an intersection. This should be added to unsafe and risk assessments.
  - Maybe a survey on safety specific issues
- Speed-related incidents
- Police and public safety request/reports
  - **ACTION:** propose that in the reporting tool of the city there is an input for Bike or pedestrian specific report.
  
- Conflict points between:
  - Cars
  - Pedestrians
  - Cyclists
  - **E-bikes**
  - **Scooters**
    - Ken: Marin has identified issues (get the reference).
      - What is the current legal regulations
      - What can be proposed to the city for consideration
      - Higher levels of gov for directions on this topic
  - School zones

Context/environmental enhancements:

- Time-of-day patterns
- School commute patterns
- Lighting conditions
- Weather conditions
- Traffic speed correlations
- Visibility limitations
- Construction-related safety impacts

Key Questions we want to address with this data

- Which areas have the highest safety risk
- Where do near misses occur even if no formal accident was reported
- Are there corridors with repeated complaints but limited official data?
- Are current reporting systems capturing the real safety picture?

B. **Usage:** is the general public increasingly using the B/P infrastructure that is build built

- Bike counts
- Lightspeed data
- xxxx

---

Post meeting:

Actions

Action	Owner	Deadline
Follow up with city staff regarding: <ul style="list-style-type: none"> <li><input type="radio"/> Available datasets</li> <li><input type="radio"/> Vision Zero analysis</li> <li><input type="radio"/> Reporting system capabilities</li> </ul>	Ken	TBC
Research examples from Marin County and other peer cities	Ken	TBC
Share working session document and action items	Guillermo	May 19

=====

From [Ken Kratzon](#) April 19th email

1. Reviewing the various data driven methods, those proposed and those currently in use, that City staff described at the BPAC meeting.
2. Writing an expanded description of the methods, if needed, for our and BPAC's benefit.
3. Creating a spreadsheet on those methods that includes the costs to apply those methods.
4. Including alternative methods to collect and evaluate data other than those suggested by City staff. I have some ideas to contribute regarding low cost methods to acquire data that are used by other cities.
5. Prioritizing the methods for consideration by BPAC (most important step).

From [Guillermo Jenaroon](#) April 21

1. Find a benchmark city (maybe SF) and identify their data approach, sources, strategy, and costs (should ask the city engineering team for a contact, I'll send an email to inquire this, will CC you).
  2. Identify key questions we (BPAC) /need to address with the data (linked to 5).
- Shall we pic May 5 for a meeting at 12 pm via Gmeet?