

**CITY OF SANTA CLARA**  
**Department of Public Works**

**Bicycle and Pedestrian Advisory Committee (BPAC)**  
**Annual Work Plan Topic Request Form**

Requester Name:  Date:

Proposed Work Plan Topic:

**Background and Discussion:** Please provide background information and a description of the proposed work plan topic. Please also include information as to how this topic pertains to the BPAC's roles and responsibilities. *(150 words maximum)*

When striped crosswalk lines are installed there needs to be a design for the levels of horizontal and vertical illumination of those

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Contractors and city crews employ steel plates to cover holes in the pavement within city streets when traffic needs to use the roadways. The plates need to be coated with a friction material per City detail#27 in order to stop tire slippage in all weather conditions. Field inspection of the plates has revealed most friction coatings are well worn or missing entirely on those that were found. A bicycle would face a dangerous condition, but in wet conditions would face an extreme hazard. The recent inspection of City

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Requester Name: Diane Harrison

Date: October 18, 2019

Proposed Work Plan Topic: Traffic Control Blockage of Bike Lanes

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As Betsy's photos show, and as I've experienced many times, contractors seem to consider bike lanes & parking lanes as a good location for traffic control signs, some of which stay there for months for a long project. If they exist, we should look into narrower signs that won't blow over. Or, affix to each such sign a clamp that can be affixed to a pole or a tree so that the sign is higher than pedestrians & motor vehicles, but still visible.

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It would be good to have an annual review of changes enacted over the past year to improve bicycle and pedestrian access in Santa Clara. Every 3 years we should track our progress towards the goals in the bicycle and pedestrian master plans.

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Where the STAMPT crosses streets, such as at Benton, El Camino Real, Cabrillo, cars making right turns do not naturally look for bikes coming from the right; they look left for cross traffic. Some bicyclists speed through the interesections without appropriate caution. It would be good to post signs on the streets alerting them to the bike trail crossings with arrows showing which way to look. Likewise post warning signs on the bike trail urging caution for cross traffic.

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When El Camino was resealed, the traffic lane width was reduce to make room for bike lanes. Ultimately, it would be best to have protected bike lanes on El Camino when the special plan is enacted. But in the mean time, can we get bike lanes marked? Can we get most of El Camino with the bike lanes marked as No Parking. I recognize that there are a few businesses that do not have adequate off-street parking and so we may not be able to get it all designated No Parking.

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I request staff do periodic surveys, at least once a year, in the field to determine cycling activity at key locations throughout the city. Surveys shall include but not be limited to rough estimates of age groups witnessed cycling (e.g., youths and adults). Bicycle counts in the bike racks of the schools as well as commuter cyclists exiting trains, light rail and busses shall be conducted yearly. All results to be reported to the BPAC for discussion and recommendations to improve conditions as necessary for those cycling populations under review.

Communities of Concern, as identified in the CSC Bicycle Plan Update 2018, shall be included in these surveys.

Helps BPAC identify and recommend improvements to bicycle facilities and programs that may help those groups under review.

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Request periodic updates by staff on progress the progress the city is making in fulfilling the recommendations of the 2018 CSC Bicycle Plan Update. Update to be presented at every meeting as an item in the "Reports for Committee Information."

Allows BPAC to monitor progress on those subjects in the bike plan and allows the BPAC members to review, discuss make further advisory recommendations to staff and the city council.

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I request staff report to the BPAC what the City is doing to help Communities of Concern identified in the CSC 2018 CSC Bicycle Plan Update. What steps are needed to help that community in regard to pedestrian and bicycling facilities and programs?

What are other cities doing to help those communities in regard to pedestrian and bicycling facilities and programs?

This topic pertains to BPAC's role in evaluating local bicycle and pedestrian related projects for this community.

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I request that staff report to the BPAC the impacts, if any, to the bicycling infrastructure and funding due to the recently passed Senate Bill 743 (level of service to vehicle miles traveled motor-vehicle traffic planning).

Report to include the City's efforts or policies that have or will be undertaken to mitigate the effects, if any, of the change in traffic planning to the cycling community.

Report to include what other cities are doing to comply with the law. What efforts or policies have or will be undertaken by other cities to mitigate the effects, if any, of this change in traffic planning on the cycling community.

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I request staff report on on-going efforts to achieve Silver status in the Bicycle Friendly Community program of the League of American Bicyclists.

I would like staff to see where the recommendations of the 2018 CSC Bicycle Plan Update coincides with the recommendations of the League's program.

Helps staff, BPAC and the public focus on reaching goals to encourage recreational and commuter bicycling and walking by promoting safe, convenient, well-designed facilities and by evaluating local bicycle and pedestrian related projects..

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I request that staff provide information to the BPAC on public/private partnerships that may exist or can be developed to fund or provide services for bicycle and pedestrian related improvements and programs.

Benefits cyclists and pedestrians in our city. May accelerate the installation or development of bicycle and pedestrian improvements and programs.

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Staff to revise the bylaws of the BPAC as well as the City's description of the duties of the BPAC as described on the City's website to better reflect the wide scope of topics and concerns brought before the BPAC (e.g., scooter policies, helping the City's Community of Concern population, reviewing private development for impacts to walking and cycling in the city).

Facilitates communication between BPAC, staff and the public in regard to evaluating local bicycle and pedestrian related projects.

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Develop a Women Bike program at the City of Santa Clara modeled on the program goals promulgated by the League of American Bicyclists.

Supports goal to encourage recreational and commuter bicycling and walking by promoting safe, convenient, well-designed facilities and by evaluating local bicycle and pedestrian related projects.

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VTA is planning a Bike and Ped improvements on De La Cruz between the Guadalupe River Trail to Central Expressway (connection to SJC, etc.).

CSC (and maybe County R&A) should consider improved connection to Lafayette (near Central) when Lafayette is identified for future bike lane improvements. Potentially other connection improvements to Santa Clara Caltrain Station, SCU, etc.]

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Probably already part of BPAC workplan, but continue and incorporate increased discussion and input for walking and biking routes, parking, etc. to schools (SCUSD, Mission College, SCU, etc.), particularly with trail connectors, etc.

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Signalized trail crossings - Current design can/should be improved. A standard that includes bicycle signal heads should be incorporated and striping standards should be improved and not just be dependent on traditional pedestrian crosswalk (2x 12" white lines), which encourage violation of riding in crosswalk.

Example Locations: STACT Trail crossing Monroe, Lafayette at Gold Street Connector

Signalized intersection detection confirmation hardware

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STACT Class I trail closure during stadium events. Detour is not feasible for pedestrians, and significant impact to cyclist. In violation of EIR.

A more reasonable detour should be provided such as a trail connection on Hetch Hetchy corridor to Amtrak lot.

Separate but related: Hetch Hetchy Trail across rail, Lafayette, Lick Mill, connection to Ulistac and Guadalupe River Trail.

(Note: this is a previous item from former Chair O'Neill that would like continued)

Also related - Temporary traffic control signs and CMS signs are placed in bike lanes with inadequate warning/closure of bike lanes.

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Recommend an increase in bike parking standards and lower car parking standards at all public and private commercial spaces.

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Close down various streets throughout Santa Clara on Sundays before noon for everyone to walk/bike/scooter/wagon/wheel chair/roller blade/skate on the street.

If we could improve or develop an engagement strategy, to build the culture for bicycling and walking in Santa Clara, sustain our Safe Routes to School efforts, highlight the bicycle and pedestrian planning and policy decisions that have taken place over the years, we could activate the 5Es of SRTS beyond the school boundaries.

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Recommend loading our bicycle facilities onto a story map and add to Santa Clara's collection of story maps: <http://santaclaraca.gov/residents/maps>

Outcomes:  
-Show number of miles of existing bicycle lanes.  
-shows the community what bicycle facilities are available.  
-Do another story on suggested safe routes to schools  
-Do another story on the future of bicycle lanes  
-Do another story on bicycle and pedestrian wayfinding  
-Do another story on the future of bicycle parking for shared bicycles and scooters

Roles and responsibilities of BPAC: we can communicate and highlight routes that should be in these stories.  
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