



# City of Santa Clara

## Informational Reports for the Bicycle & Pedestrian Advisory Committee

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Monday, June 22, 2020

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### REPORTS FOR COMMITTEE INFORMATION

- A. **20-654** Santa Clara Police Department Update (Cusimano)Cusimano)
- B. **20-65** Central Expressway Bikeway Study (VTA Staff)
- C. **20-289** El Camino Real Specific Plan Update (Community Development)
- D. **20-290** Creek Trail Network Expansion Master Plan Update (Consultant: Jana Sokale Environmental Planning)
- E. **20-656** VTA BPAC Update (Megas)A BPAC Updates (Megas)
- F. **20-291** Grant Activity (Shariat)
- G. **20-292** Bike Trail Signage (Shariat)
- H. **20-293** Measure B Funding Recommendations Follow-up (Shariat)
- I. **20-294** Standards (Shariat)
- J. **20-295** Pruneridge Complete Streets Plan Update (Shariat)
- K. **20-336** Way Finding Follow-up (Liw)



# City of Santa Clara

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

## Informational Report

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20-654

Date: 6/22/2020

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Santa Clara Police Department Update (Cusimano)

#### BACKGROUND

The Police Department has provided the following information. In the first quarter of 2020 the City of Santa Clara had two fatal collisions that involved pedestrians.

##### 2/8/2020 1646 Hours

A fatal collision occurred on Cabrillo Avenue and Calabazas Boulevard. A vehicle traveling Westbound on Cabrillo Avenue collided with a female pedestrian who was walking Northbound in the West crosswalk. The female was transported to the hospital and later succumbed to her injuries. The driver failed to yield to a pedestrian in the crosswalk. No other information can be provided at this time, investigation is ongoing.

##### 2/16/2020 2123 Hours

Officers responded to the intersection of Lafayette Street and Agnew Road for a report of a collision involving a pedestrian. A male juvenile was crossing West across Lafayette Street on the South side of the intersection. The juvenile was struck by a vehicle traveling south on Lafayette Street. The juvenile suffered traumatic injuries and succumbed to his injuries at the scene. Initial reports indicate that the juvenile crossed the street against a red light. No other information can be provided at this time, investigation is ongoing.

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

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



## Informational Report

20-65

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Central Expressway Bikeway Study (VTA Staff)

#### **BACKGROUND**

The Central Bikeway corridor was first identified in Santa Clara Valley Transportation Authority's (VTA) 2018 Countywide Bicycle Plan (<https://www.vta.org/projects/santa-clara-countywide-bike-plan-update-2018>) as one of a dozen candidate bicycle superhighways in Santa Clara County. Bicycle superhighways are connected, continuous bikeways with minimal delay at major roadways and barriers. The Central Bikeway will connect three major trails: the San Tomas Aquino/Saratoga Creek Trail, the Guadalupe River Trail, and the Coyote Creek Trail (under development).

The Central Bikeway Feasibility Study (Study) takes the first steps to implement the bicycle superhighway network. The Central Bikeway project will connect the three heavily used trails, as well as Lawrence, College Park, and Santa Clara Caltrain Stations, VTA Light Rail, and Berryessa BART. The County lacks high quality east-west travel corridors, therefore, this Study will review new routes to improve access and create one long high-quality corridor, making current and future investments more valuable. It will provide a low-stress east-west corridor served by rail lines, waterways, the San Jose Mineta International Airport, Highway 101, I-880, State Route 87, and San Tomas Expressway.

VTA has hired Alta Planning and Design to lead the Study, the same firm used for the recently adopted Santa Clara Bicycle Plan 2018. This Study's outreach will be co-led by a Community Based Organization to assist with engagement efforts with the community. Outreach will include online meetings, mailers, interactive websites, and social media. The first six to nine months of outreach will be completely virtual and include online town-halls and web mapping tools. Engagement with groups will occur in three phases throughout the life of the study. In addition, engagement will also involve "pop-ups" and strategies to connect with people where they are already active. City staff will be actively involved in this VTA project and the project will return to the Santa Clara BPAC periodically to provide updates as well as solicit feedback.

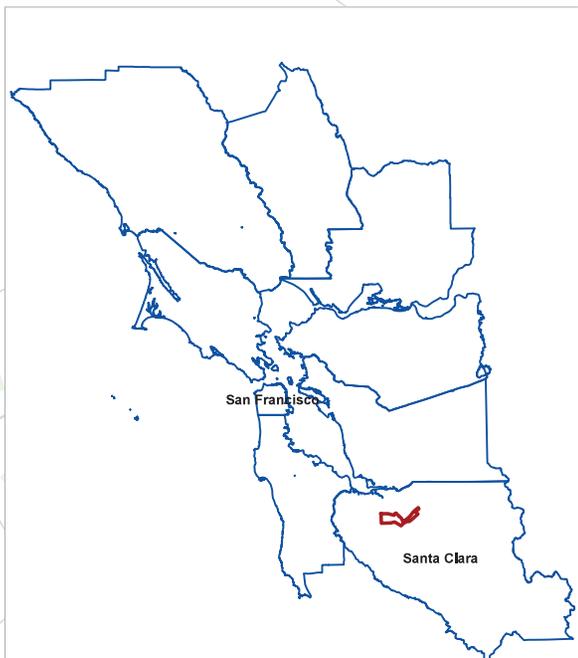
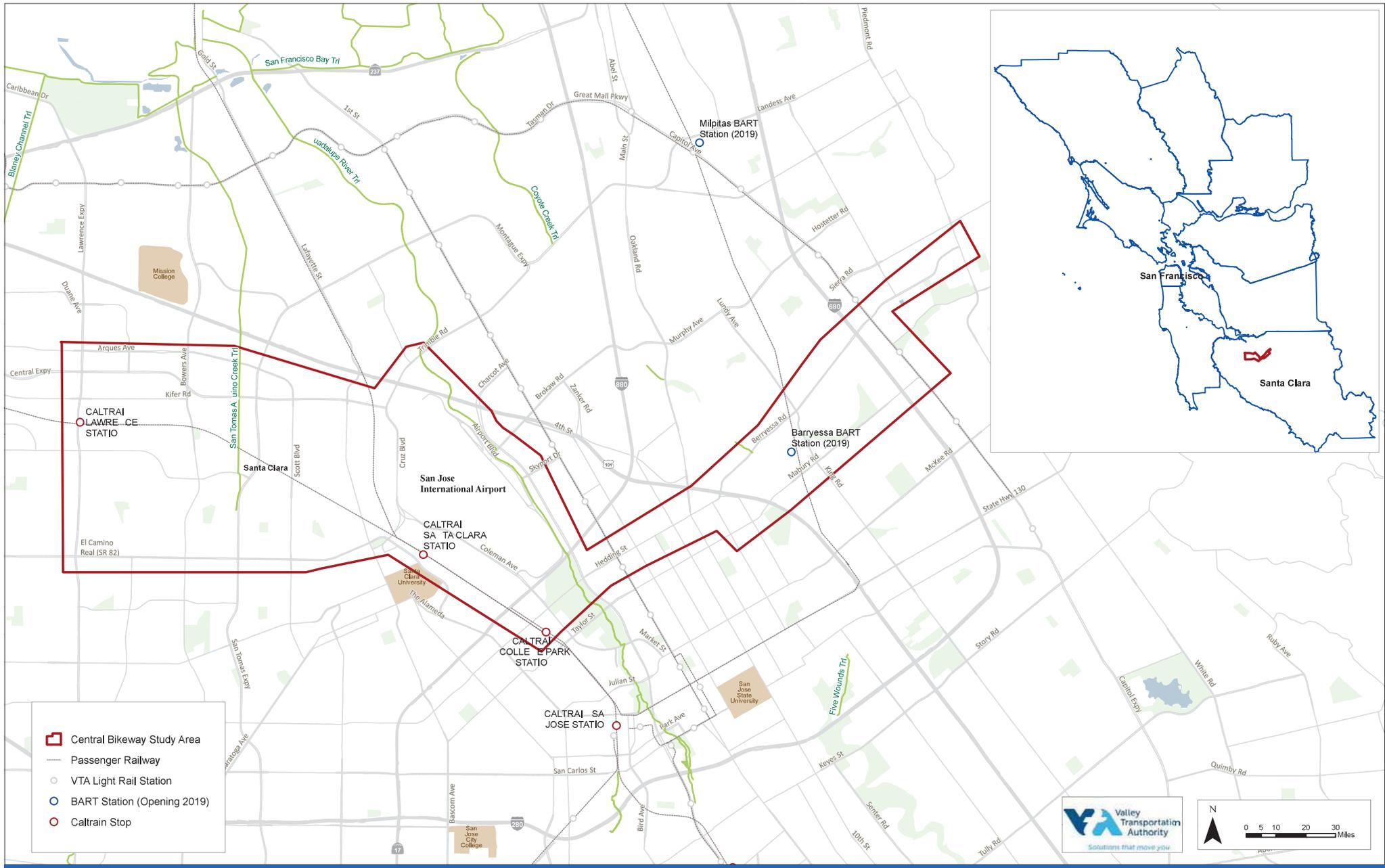
Ultimately, the Study will review multiple corridors and select a preferred alternative to further study and ultimately fund and implement. The Study is expected to be completed in late 2021.

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

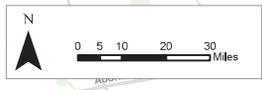
Approved by: Michael Liw, Assistant Public Works Director/City Engineer, Public Works

#### **ATTACHMENTS**

1. Central Bikeway Study Area Map



- Central Bikeway Study Area
- Passenger Railway
- VTA Light Rail Station
- BART Station (Opening 2019)
- Caltrain Stop





## Informational Report

20-289

Date: 6/22/2020

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## REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

### SUBJECT

El Camino Real Specific Plan Update (Community Development)

### BACKGROUND

El Camino Real (ECR) is the City's most visible and identifiable commercial corridor. Redevelopment of the existing low-intensity, auto-oriented commercial uses along the corridor into higher density, residential/commercial mixed use is identified as a key land use strategy in the City's 2010 General Plan.

While the General Plan established ECR as a Focus Area for new residential growth, specified land uses and densities for new development, and provided policy guidance, it also identified the preparation of a Specific Plan as an implementation tool for the Focus Area. The City Council initiated preparation of a Specific Plan for the ECR Focus Area in 2017 to provide a more detailed level of policy and design guidance to support the successful transformation of the corridor.

A collaborative and broad-based community involvement process has been implemented to engage community members in the planning of the corridor's future. The City has been working with a consultant, Raimi and Associates, to ensure that community residents and stakeholders have many opportunities to participate in decision making and inform the contents of the ECR Specific Plan throughout the process.

### DISCUSSION

The objectives for preparation of the Specific Plan are to establish a land use plan, a circulation plan, urban design standards, and a policy framework that will guide future development and provide developers and the community with clear direction regarding form, massing, density and streetscape for new development. The key objectives for redevelopment within the ECR Specific Plan would be guided by the following land use and transportation strategies.

#### *Land Use*

The Plan will establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including: an increase in housing density to help meet the City's state-mandated Regional Housing Needs Assessment (RHNA) numbers; new development that appropriately transitions to existing adjacent residential neighborhoods; and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas. A map of the proposed land use plan is attached to this report (Attachment 1).

As required under the California Environmental Quality Act (CEQA), the ECR Specific Plan Environmental Impact Report (EIR) will analyze the maximum potential new development through

build-out of the draft Land Use Plan, and account for development applications (General Plan and Zoning amendments) in order to identify the full potential of environmental impacts that could occur with the contemplated development. Accordingly, the EIR would analyze the following growth capacity for the Plan area (Table 1). It is important to note that this is the maximum capacity, and that after the EIR is completed the City Council could select a different project as long as it does not exceed the maximum capacity.

**Table 1: Development Capacity for El Camino Real**

	Residential Units	Commercial Square Feet
Draft Land Use Plan Capacity*	6,677	425,229
Pending Development Applications	327	32,306
Total	7,004	457,535

\* The General Plan currently identifies capacity to build 2,274 units within the ECR Focus Area, of which 1,142 units have been approved and/or built. A maximum of 4,403 units would be added through the draft Land Use Plan.

### *Transportation*

The ECR Specific Plan will improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances ECR's many functions while improving mobility and safety for people of all ages, means, and abilities. The ECR Specific Plan's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections. The right-of-way alternative selected for study includes the removal of on-street parking to accommodate a buffered bicycle lane with bus boarding islands. This alternative would retain the same number of travel lanes for vehicles. A Right-of-Way alternative diagram is attached to this report for your reference (Attachment 2).

### *Planning Process Status*

The ECR Specific Plan has been drafted and the EIR is currently undergoing technical analysis. The public draft of the ECR Specific Plan is posted on the City's website for public review at the following link: [https://www.opentownhall.com/portals/98/Issue\\_8882](https://www.opentownhall.com/portals/98/Issue_8882). The EIR will be posted on the project webpage for review in the coming months. Planning Commission and City Council hearings to consider the ECR Specific Plan are expected to occur in the Fall of 2020.

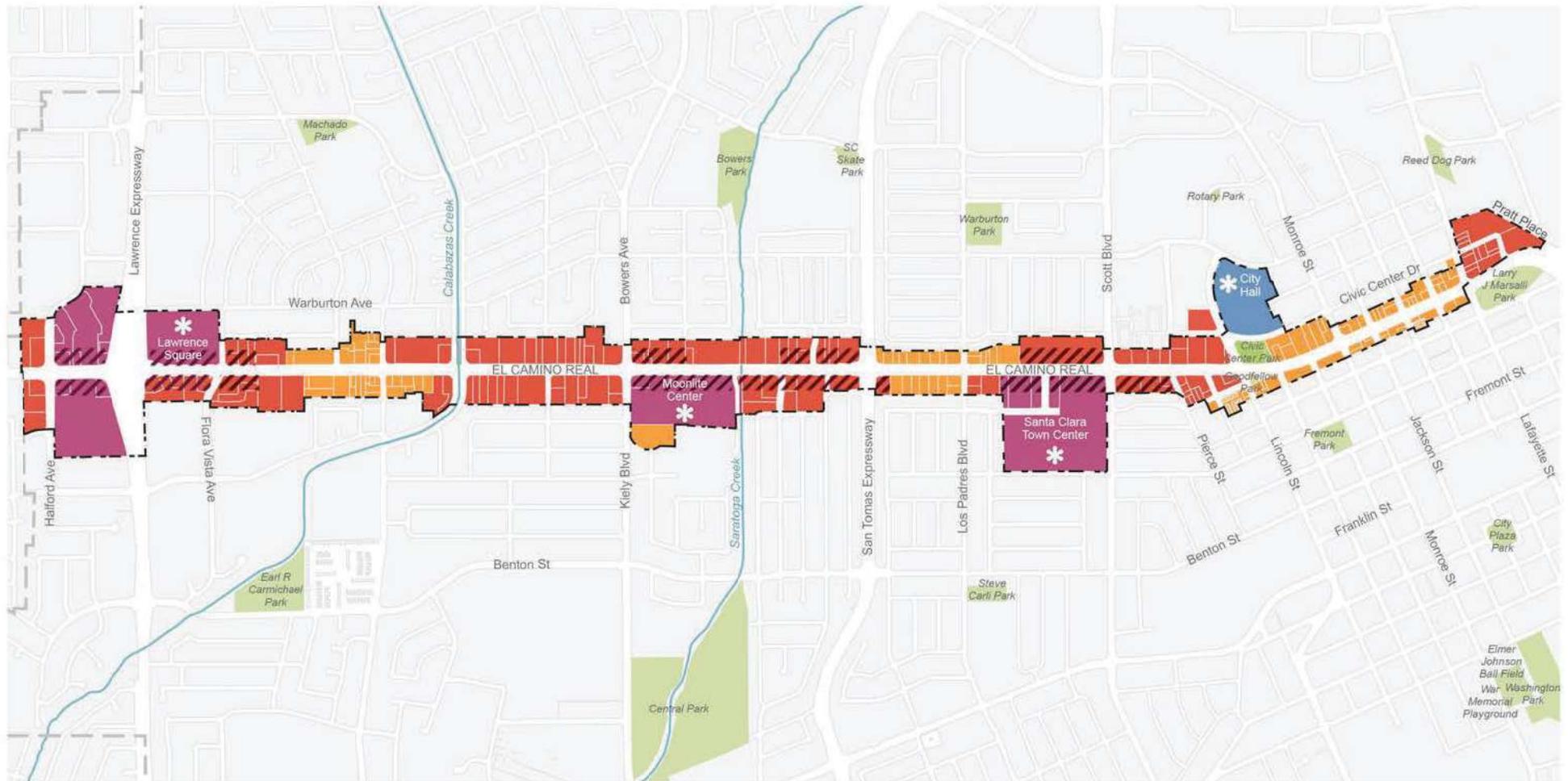
Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

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

## **ATTACHMENTS**

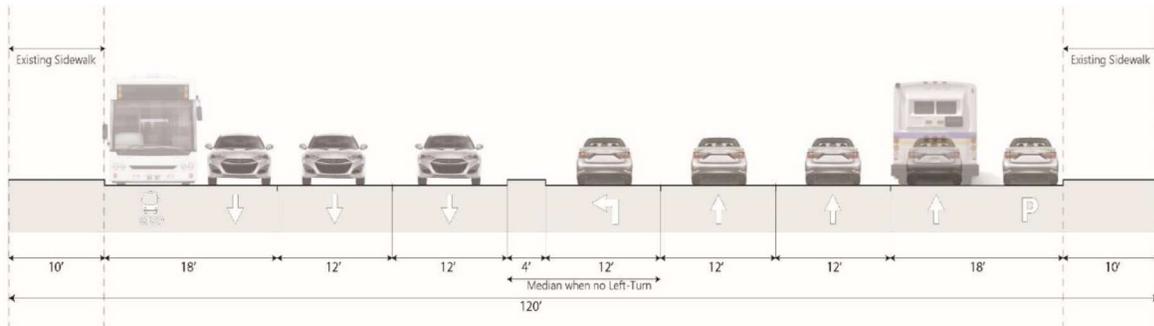
1. ECR Specific Plan Draft Land Use Map
2. Draft Right-of-Way Alternative for ECR Specific Plan

Figure 3-1. Land Use Plan



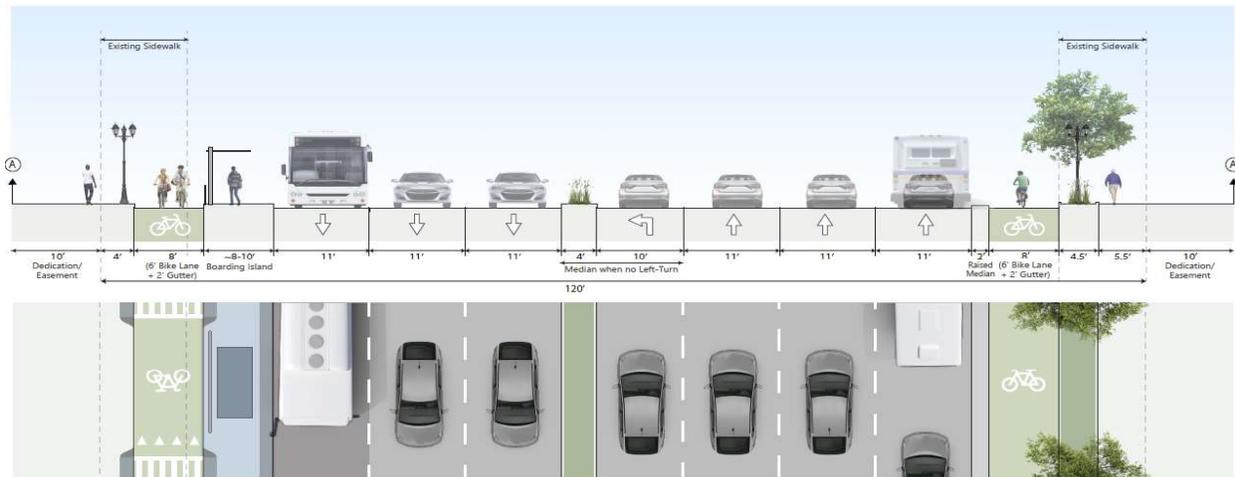
# El Camino Real Specific Plan Right-of-Way Alternative

## Existing Condition on El Camino Real

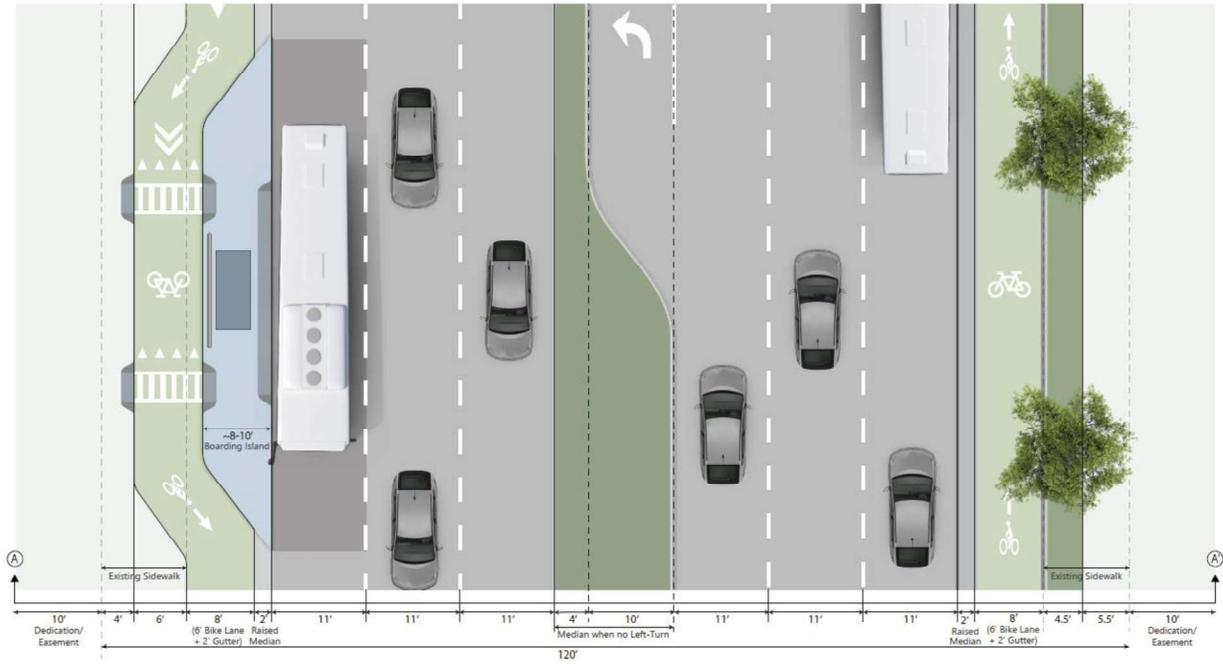


## Right-of-Way Alternative

El Camino Real Specific Plan Project Area : Proposed El Camino Real Re-Design Concept



# Top View of Right-of-Way Alternative





## Informational Report

20-290

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Creek Trail Network Expansion Master Plan Update (Consultant: Jana Sokale Environmental Planning)

#### **BACKGROUND**

The City's Creek Trail Network Expansion Master Plan (Master Plan) was initiated in the fall of 2017. The Master Plan builds upon the City's 2013 Creek Trail Network Expansion Feasibility Study, which provides an overview of three corridors under investigation and serves as a background and precursor to the Master Plan. The study can be accessed on the City's website at: <https://www.santaclaraca.gov/our-city/departments-g-z/public-works/engineering/traffic-engineering>

The Master Plan includes the following three corridors:

- Calabazas Creek: Benton Street to the Bay Trail just north of Highway 237
- Hetch Hetchy Right-of-Way: Calabazas Creek to the Guadalupe River
- Saratoga Creek: Forbes Avenue to Homeridge Park, and Central Park to Monroe Street

Over the past two years, the consultant team has reviewed background materials, conducted fieldwork, undertaken survey work, prepared base maps, identified preliminary trail alignments and developed preliminary engineering solutions for trail underpasses, overcrossings, bridges and at-grade crossings. The preliminary trail alignments were brought to the Bicycle and Pedestrian Advisory Committee (BPAC) for review and comment in September 2017 (Attachment 1). These preliminary designs have been further refined through hydraulic studies and traffic analyses. Currently, the team is finalizing the first round of coordination meetings with numerous agencies with jurisdiction over the three trail corridors to gather input on the trail layout and crossing solutions relative to the operations of these agencies. Meetings have been held with:

- Valley Water (formerly Santa Clara Valley Water District)
- San Francisco Public Utilities Commission (SFPUC)
- Caltrans, District 4
- Caltrain/Joint Powers Board
- High-Speed Rail Authority
- Santa Clara County Roads and Airports Department
- Santa Clara County Parks and Recreation Department
- City of Sunnyvale (two meetings)
- Mission College (two meetings)
- Ulistac Natural Area Restoration and Education Project

The City has additional meetings scheduled in the coming weeks with representatives for the Levi's

Stadium Authority and Great America. Based on the conversations with these agencies, the trail alignments and crossing solutions will be refined to address the feedback received during the first round of outreach meetings. Upon completion of these changes, staff will return to the BPAC to present the draft trail alignment plans. The City will then initiate follow up discussions with all relevant agencies to ensure the Master Plan addresses the feedback received from agencies that own land, have regulatory jurisdiction, and/or operate facilities along the three proposed trail corridors.

In addition, City staff has requested input on specific plans, park master plans and development proposals that have the potential to impact the three trail corridors. This coordination has been intended to preserve land for the trails, acquire land or easements for the trails and secure funding through development agreements when an appropriate nexus exists between development projects and pedestrian and bicycle circulation. The consultant team has provided input on the following projects and plans:

- Homestead Park Renovation Plan
- Bowers Park Rehabilitation Plan
- Central Park Master Plan
- City of Sunnyvale Lawrence Station Area Plan Update, Sense of Place Plan and Housing Study Update
- West Valley Mission Community College District Master Plan Update
- 3005 Democracy Way Rezoning Application
- Patrick Henry Specific Plan

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

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

### **ATTACHMENTS**

1. September 20, 2017 Presentation to BPAC

# **City of Santa Clara**

## **Creek Trail Network Expansion Master Plan**

**Bicycle and Pedestrian  
Advisory Committee (BPAC)**

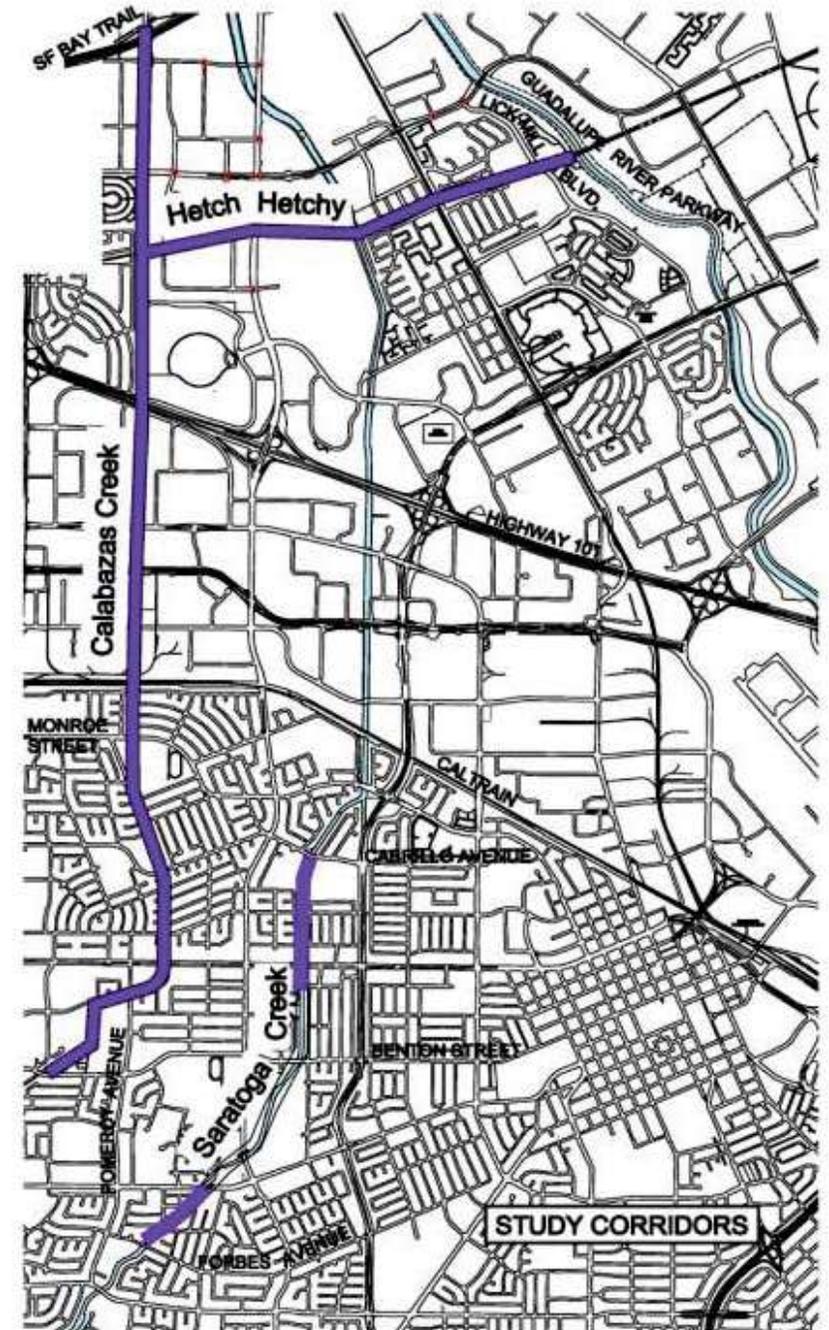
September 20, 2017



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# Master Plan Study Areas

- Calabazas Creek from Benton Street to the Bay Trail just north of Highway 237
- Hetch Hetchy from Calabazas Creek to the Guadalupe River
- Saratoga Creek from Forbes Avenue to Homeridge Park and from Central Park to Monroe Street



# Master Plan Scope of Work

## **Undertaking:**

- **Engineering Evaluation**
- **Stakeholder Coordination**
- **Public Outreach**

## **Preparing:**

A Trail Master Plan that identifies trail alignments and crossing solutions and includes design guidelines and budget estimates.

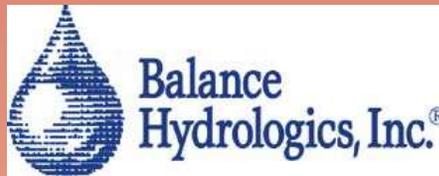
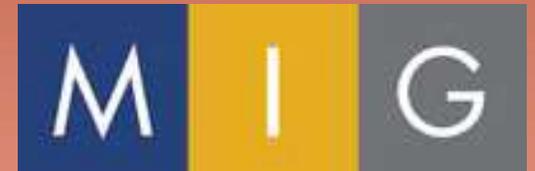
## **Evaluating:**

The Trail Master Plan under the California Environmental Quality Act (CEQA) to assess impacts.

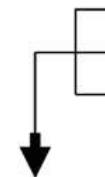
# Creek Trail Network Expansion Master Plan and CEQA Review

## Consultant Team

**Jana Sokale**  
ENVIRONMENTAL PLANNING



**COTTON, SHIRES & ASSOCIATES, INC.**  
CONSULTING ENGINEERS AND GEOLOGISTS



PLS Surveys, Inc.  
2220 Livingston St. Suite 202  
Oakland, CA 94606

# Saratoga Creek



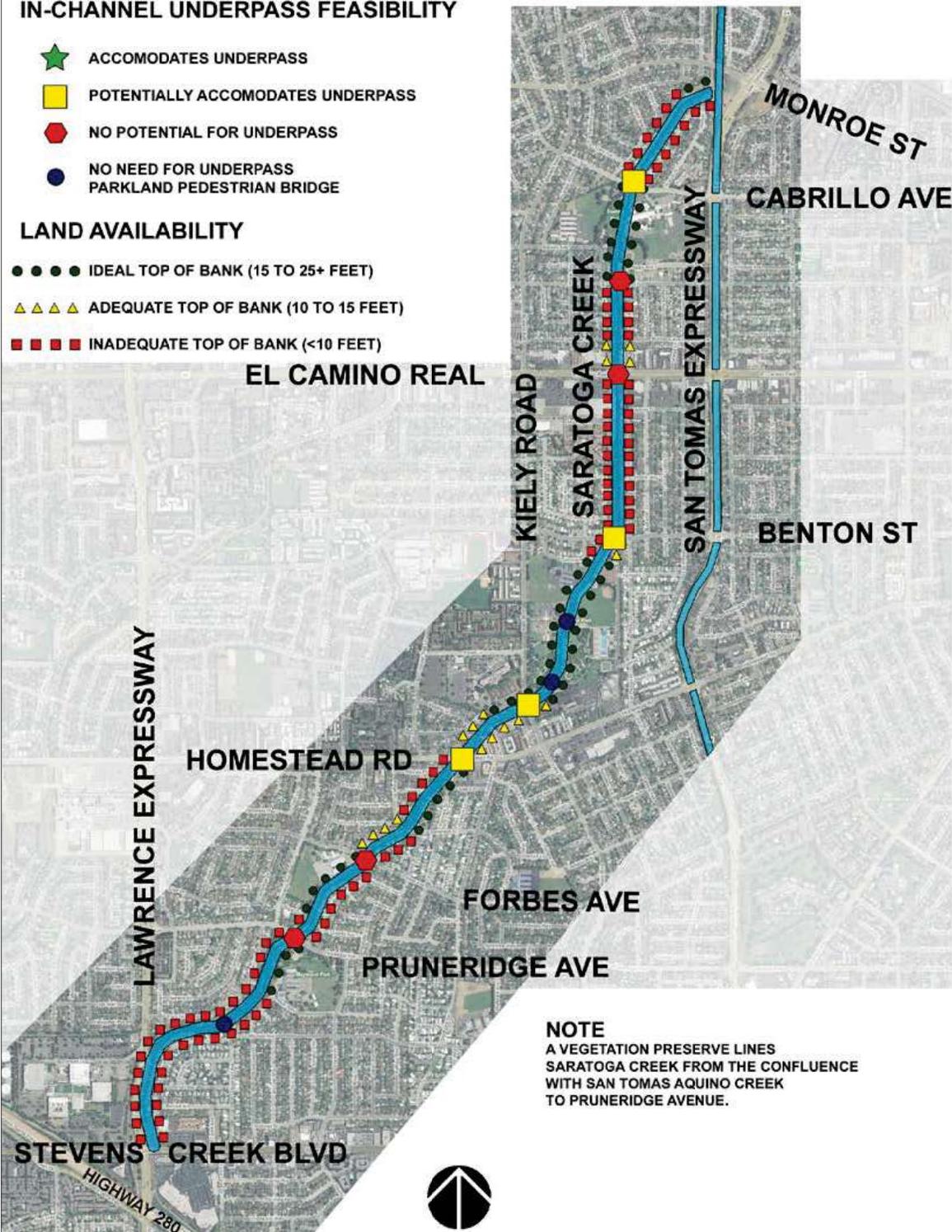
# LEGEND

## IN-CHANNEL UNDERPASS FEASIBILITY

- ★ ACCOMODATES UNDERPASS
- POTENTIALLY ACCOMODATES UNDERPASS
- NO POTENTIAL FOR UNDERPASS
- NO NEED FOR UNDERPASS  
PARKLAND PEDESTRIAN BRIDGE

## LAND AVAILABILITY

- IDEAL TOP OF BANK (15 TO 25+ FEET)
- ▲▲▲▲ ADEQUATE TOP OF BANK (10 TO 15 FEET)
- ■ ■ ■ INADEQUATE TOP OF BANK (<10 FEET)



**NOTE**  
A VEGETATION PRESERVE LINES  
SARATOGA CREEK FROM THE CONFLUENCE  
WITH SAN TOMAS AQUINO CREEK  
TO PRUNERIDGE AVENUE.

# Saratoga Creek Land Availability Map

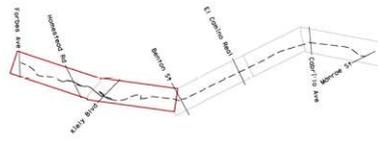


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Santa Clara**  
The Center of What's Possible

# SARATOGA CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



- LEGEND:**
- PROPOSED BIKE TRAIL
  - TUNNELS
  - UNDERPASSES AND RAMP
  - OVERPASSES
  - PEDESTRIAN BRIDGES
  - EXIST. PEDESTRIAN BRIDGES
  - PHOTO LOCATION
  - RETAINING WALL
  - ALTERNATE TRAIL ALIGNMENT
  - Right of Way Limit
  - Creek



# Saratoga Creek Homeridge Park to Forbes Avenue



Pathway through Homeridge Park.



Creekside connection to Forbes Avenue via pedestrian bridge at Stevenson Street.



# SARATOGA CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



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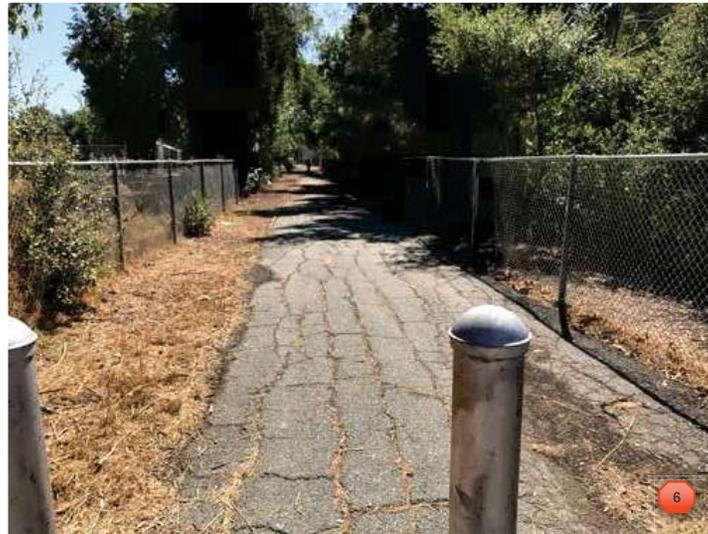
- RETAINING WALL
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# Saratoga Creek Cabrillo to El Camino Real



School drop off and pick up at traffic at Cabrillo Middle School.



Fire Road access and pathway adjacent to Saratoga Creek and Cabrillo Middle School.



# SARATOGA CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



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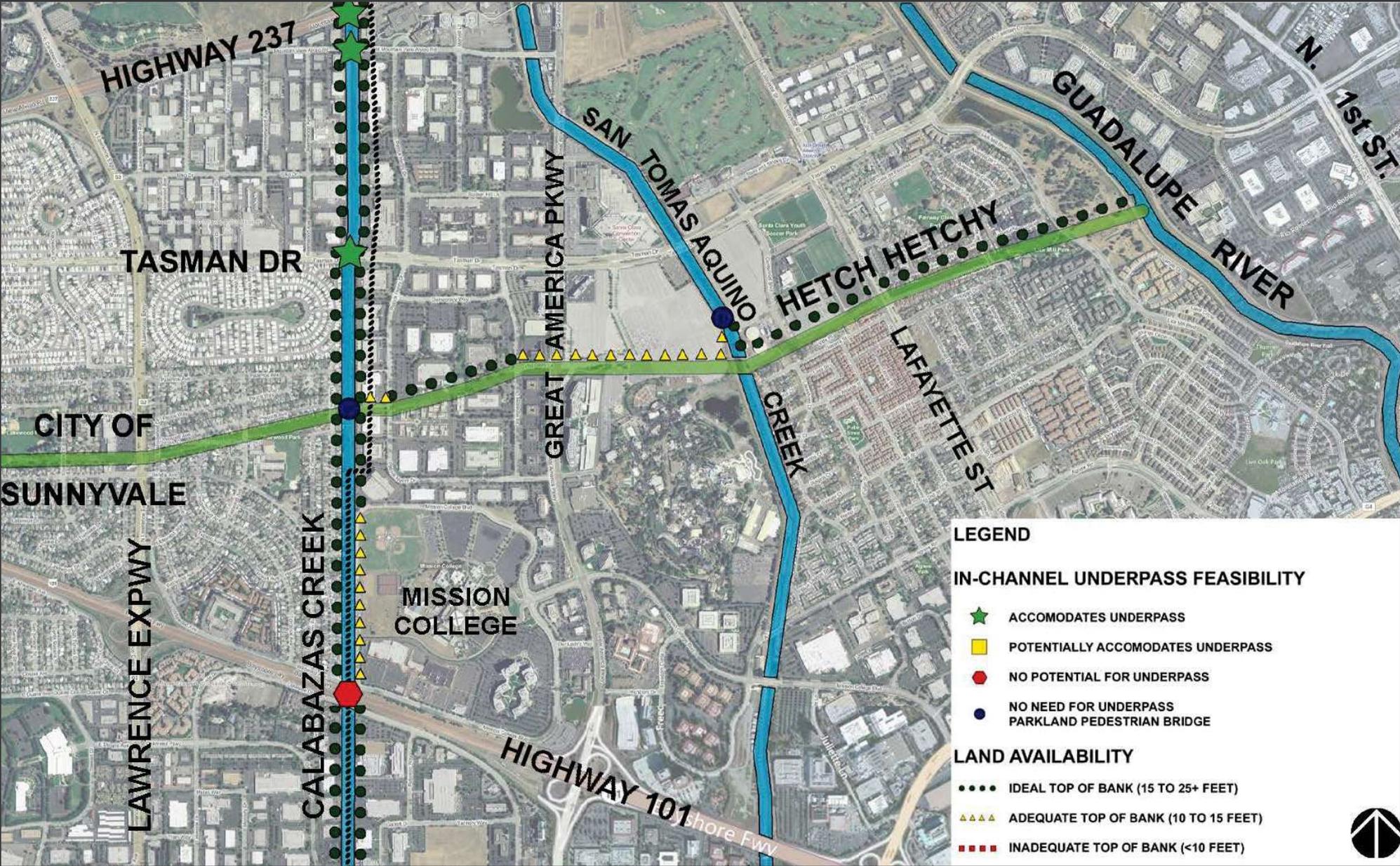
- RETAINING WALL
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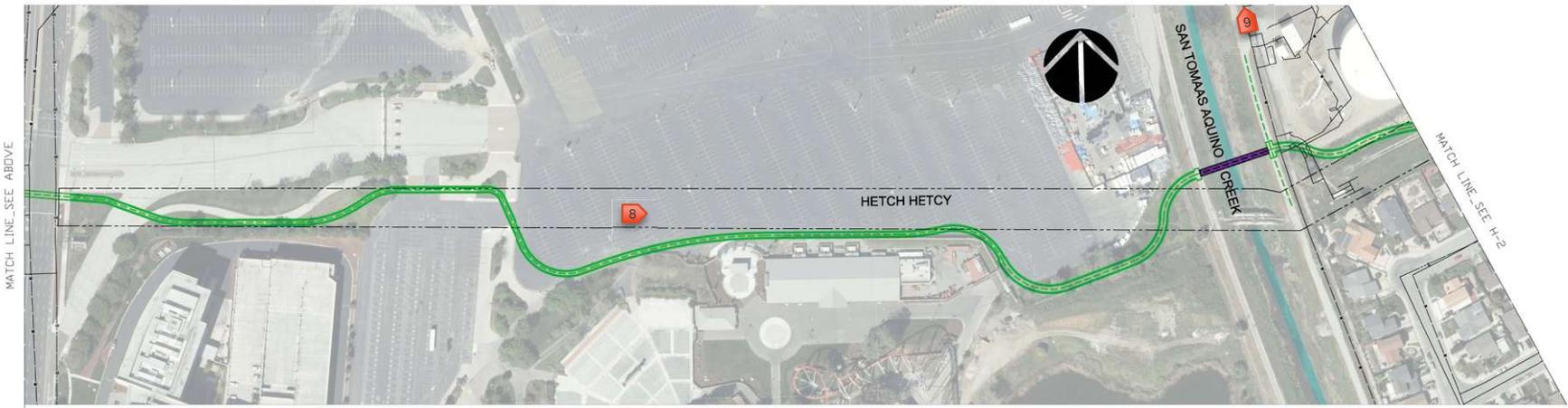
# Hetch Hetchy Right of Way



# Hetch Hetchy Right of Way Land Availability Map

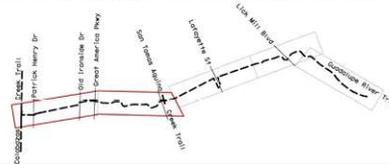


# HETCH HETCHY - PRELIMINARY TRAIL ALIGNMENT PLAN

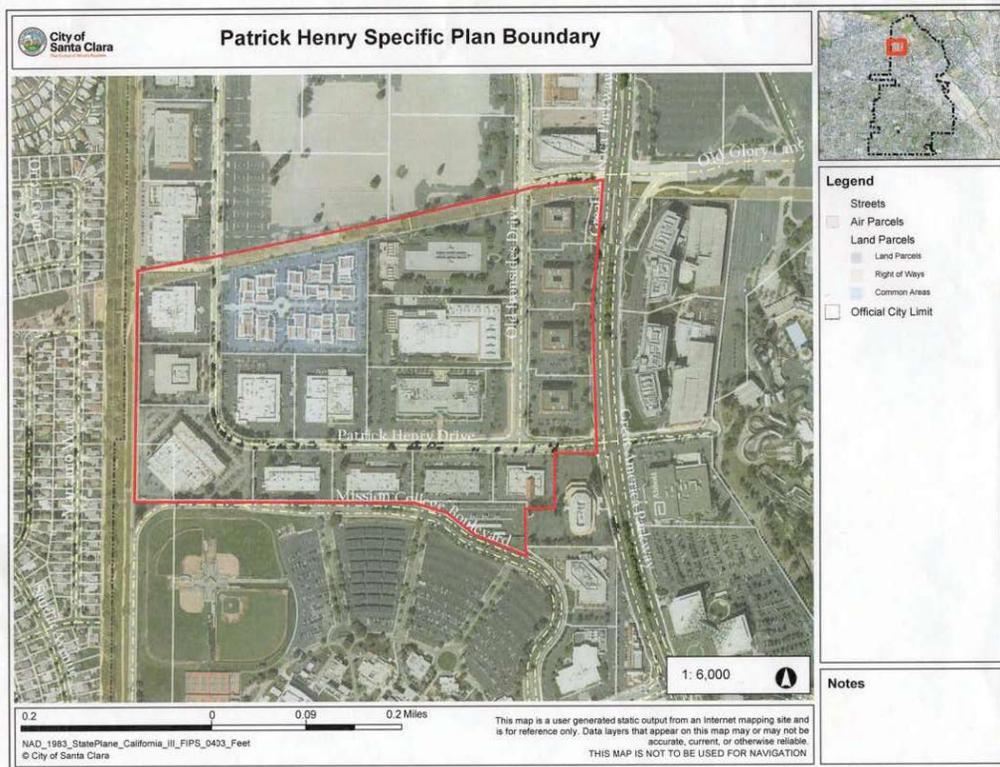


**LEGEND:**

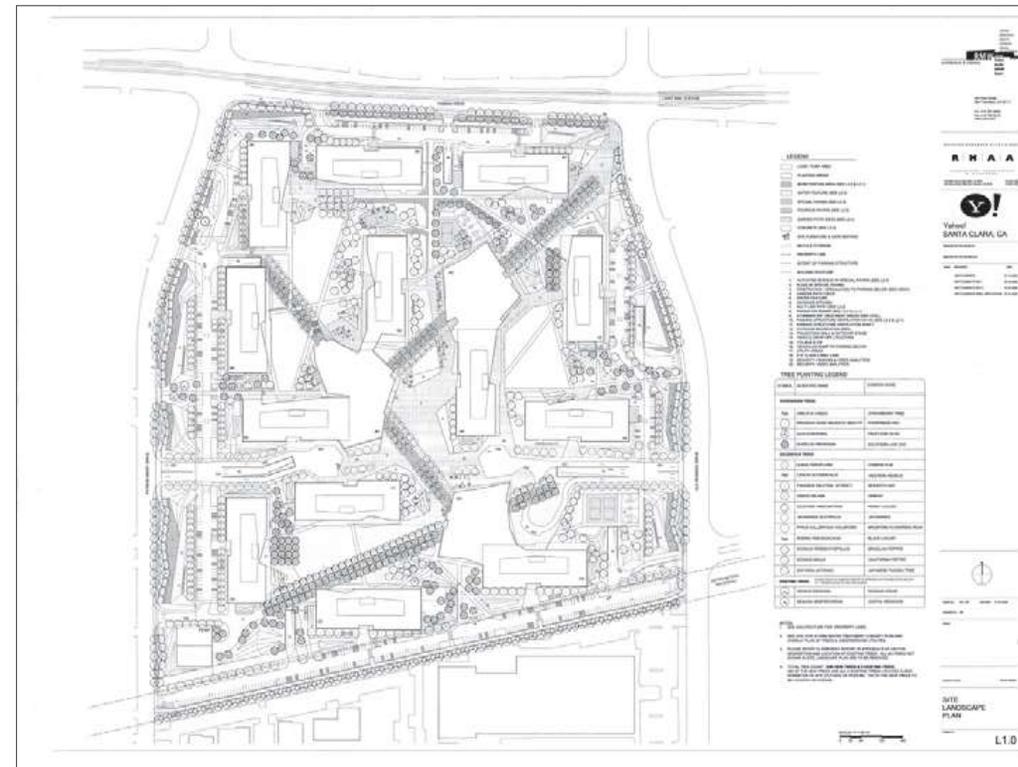
-  PROPOSED BIKE TRAIL
-  TUNNELS
-  UNDERPASSES AND RAMP
-  OVERPASSES
-  PEDESTRIAN BRIDGES
-  EXIST. PEDESTRIAN BRIDGES
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# Opportunities to create a linear park/trail on Hetch Hetchy ROW between the Calabazas Creek Trail and Great America Parkway



Upcoming Patrick Henry Specific Plan.



The LeEco site (former Yahoo! property).

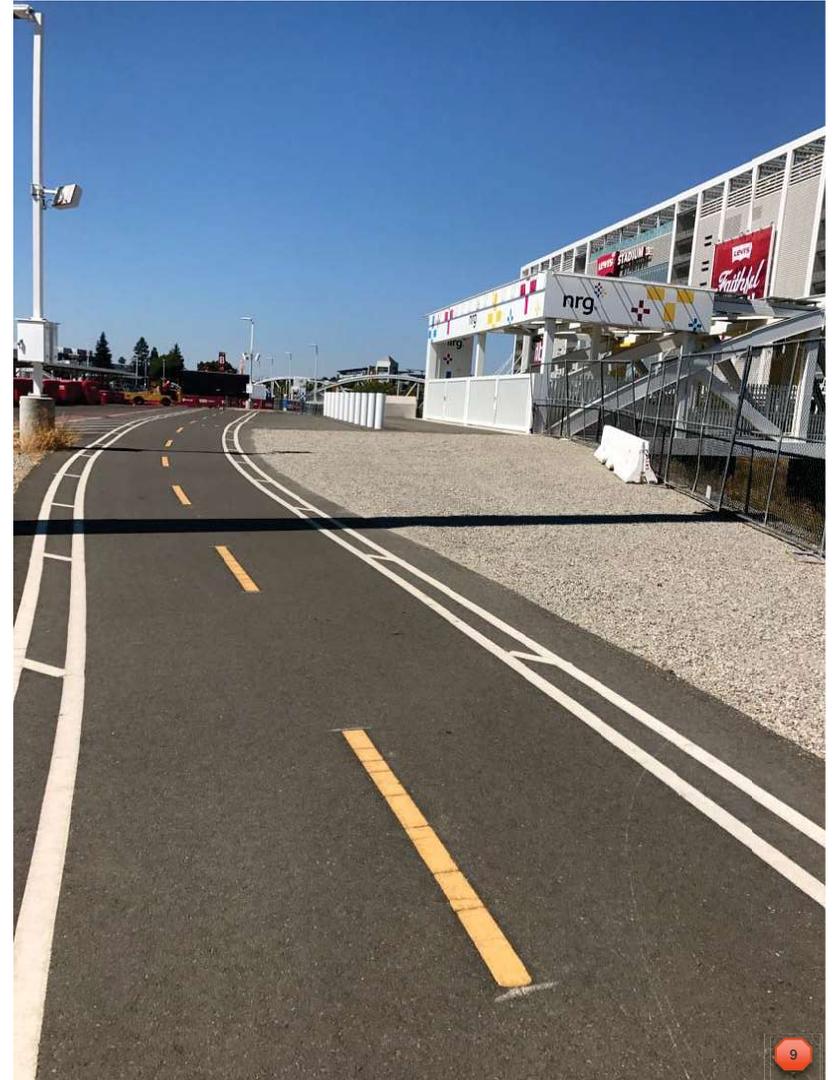


# Hetch Hetchy ROW between Great America Parkway and San Tomas Aquino Creek Trail



ROW through Great America/Stadium parking area.

Connection to San Tomas Aquino Creek Trail.



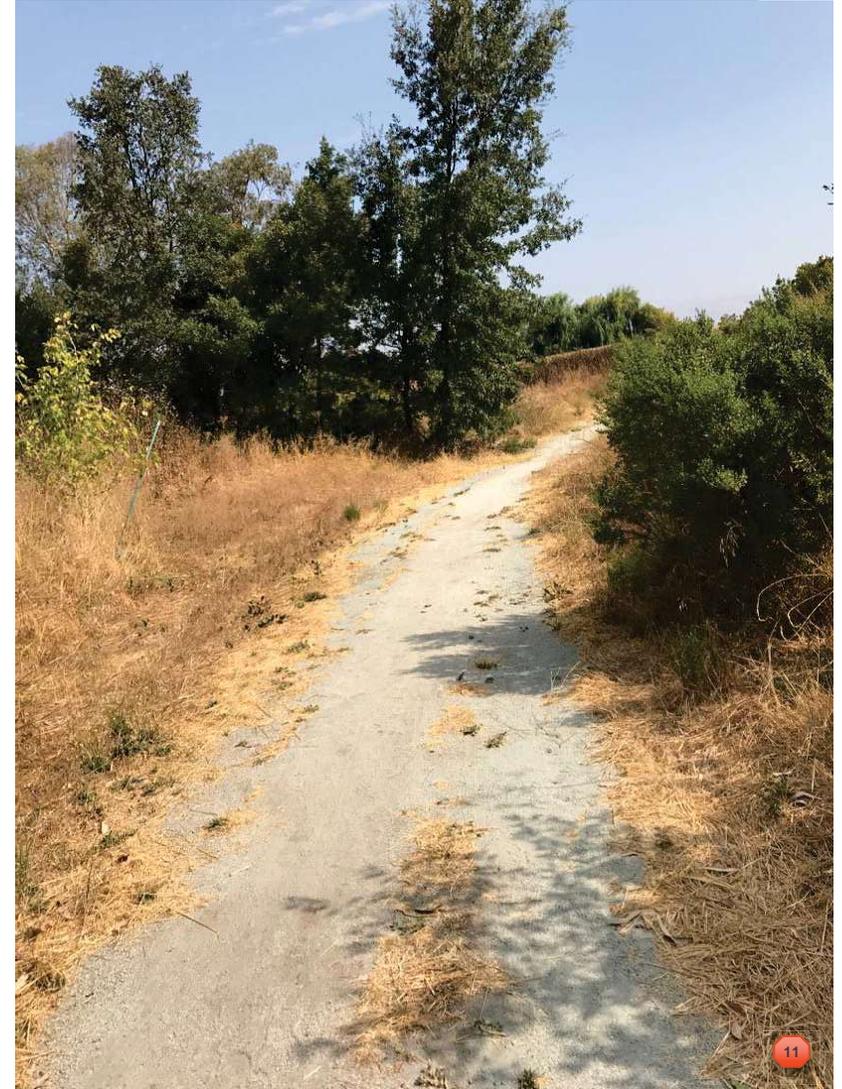


# Existing linear park between Lafayette Street and Lick Mill Blvd.



Hetch Hetchy adjacent to Fairway Glen Drive, looking south.

Pathway within Ulistac Natural Area.





# Hetch Hetchy connection to Guadalupe River Parkway



Ramp connecting Ulistac Natural Area to Guadalupe River Parkway.

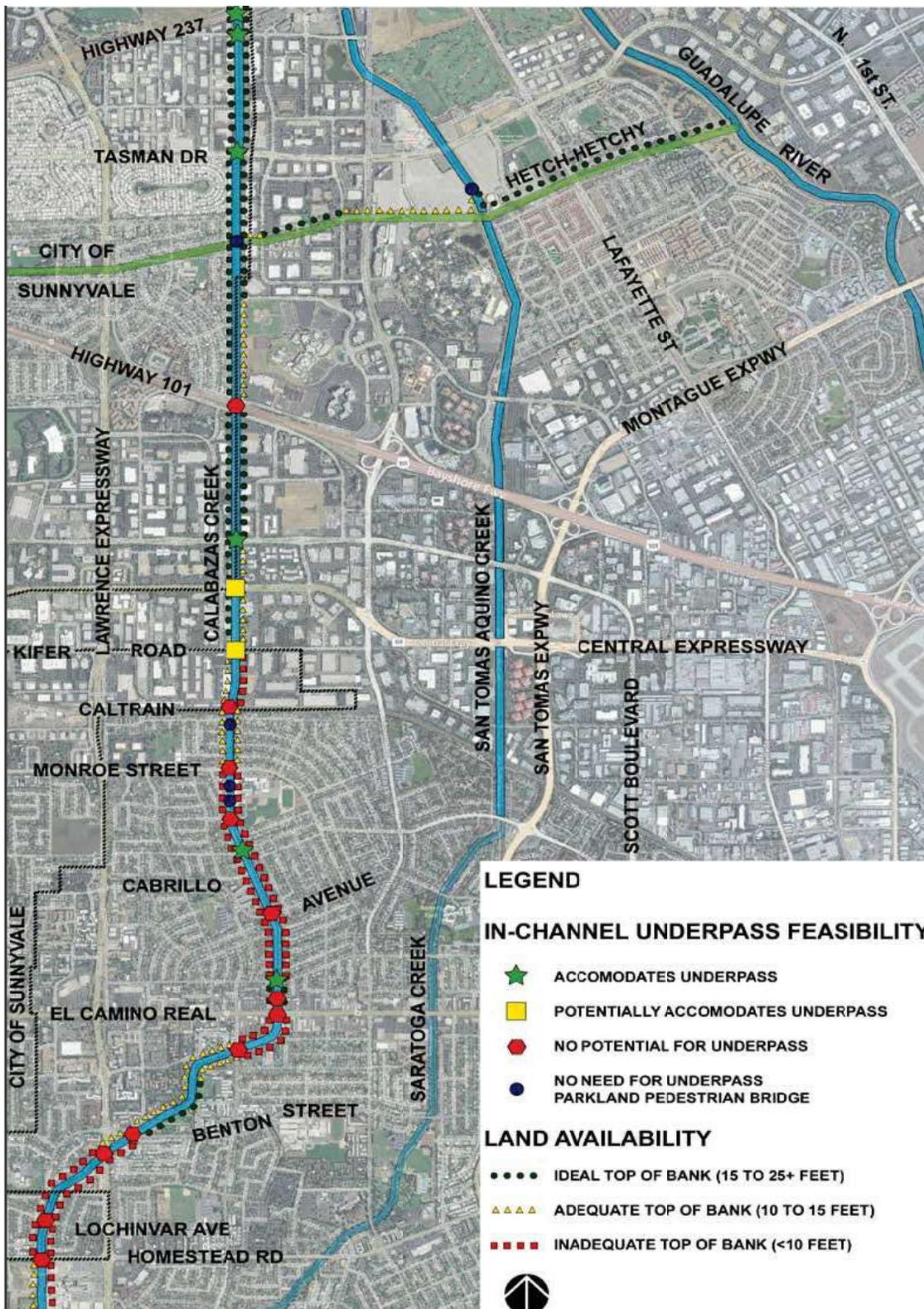


Trail paving would be extended to Thamien Park to link to the River Oaks ped/bike bridge.



# Calabazas Creek





# Calabazas Creek Land Availability Map





# Calabazas Creek - Pomeroy to Benton with Connection to Carmichael Park



Looking upstream (south) opposite Carmichael Park.

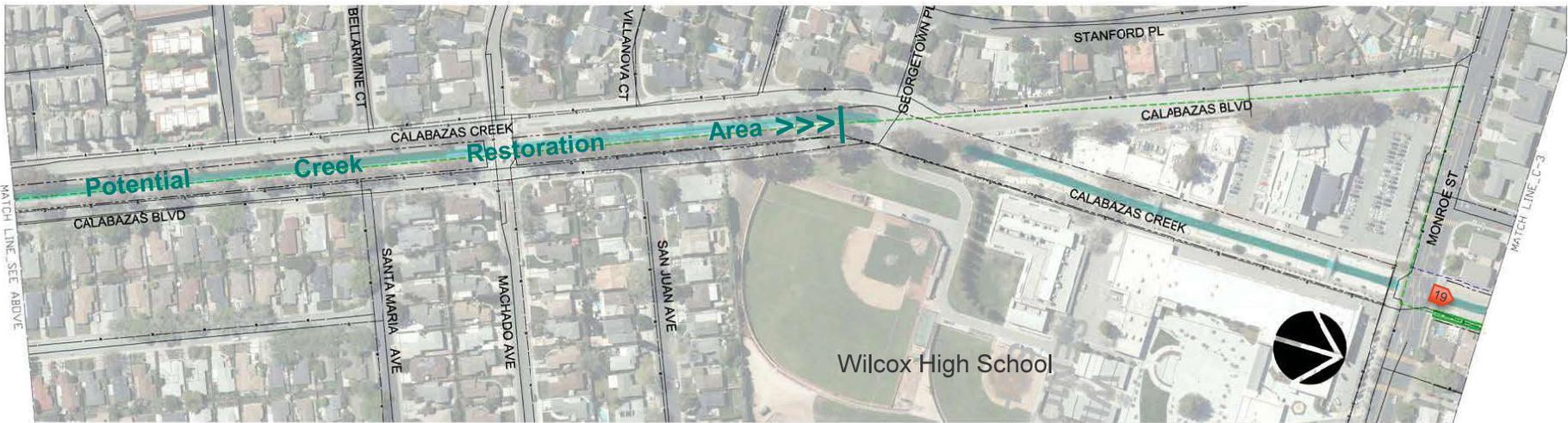


Possible ped/bike bridge location (above).

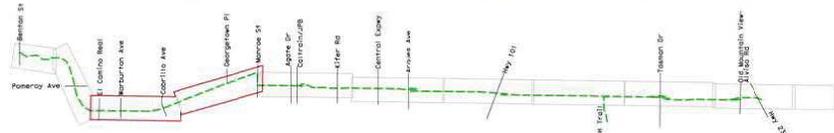
Connection to Benton at Curtis (right).



# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



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# Potential opportunity for restoration of Calabazas Creek and development of a trail from Pomeroy to Georgetown

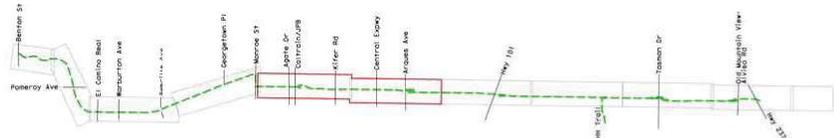


Warburton looking north toward Cabrillo.

# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



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# Caltrain/JPB/UPRR Crossing Location



Looking downstream at Monroe toward Agate ped/bike bridge and Caltrain/JPB/UPRR corridor.

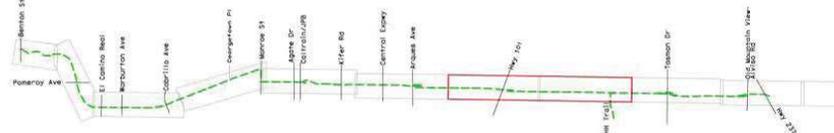
Box culvert, Caltrain tracks and spur line tracks all pose engineering challenges.



# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



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Possible Pedestrian Overcrossing (POC) to span Lakeside Drive, Highway 101 and Wildwood Avenue (Sunnyvale).

# Right of Way (ROW) needed to integrate Calabazas Creek Trail with Mission College Blvd.



Trail descending levee at Mission College Blvd.



ROW is needed along the SCVWD flood wall to extend the trail to the Hwy 101 POC.





# Highway 237 connection to San Francisco Bay Trail



Looking upstream (south) from the Bay Trail toward Highway 237.



Existing informal path beneath Highway 237 bridge.

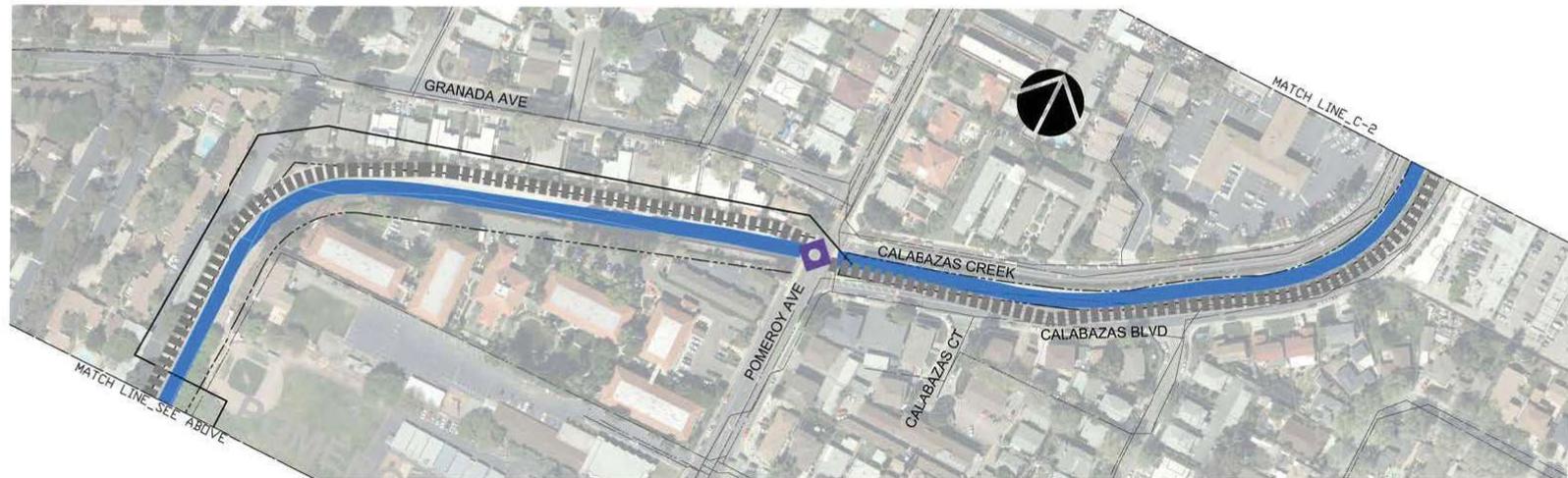
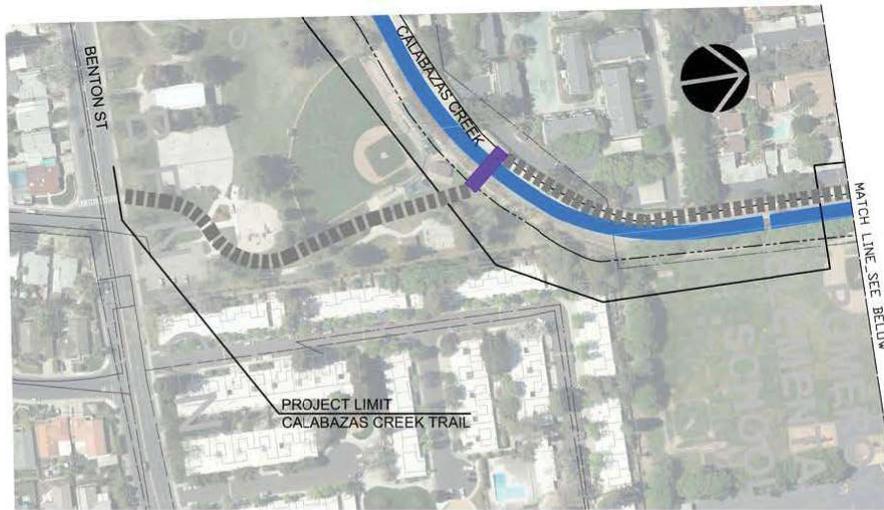


# Questions/Comments

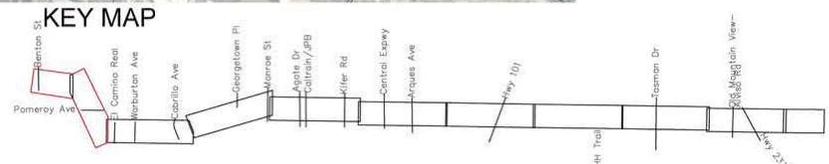




# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



- LEGEND**
- BIKE / PEDESTRIAN TRAIL
  - TUNNEL
  - UNDERPASS AND RAMP
  - OVERPASS
  - PEDESTRIAN BRIDGE
  - EXIST. PEDESTRIAN BRIDGE
  - AT GRADE CROSSING
  - RETAINING WALL
  - ALTERNATE TRAIL ALIGNMENT
  - RIGHT OF WAY LIMIT
  - CREEK



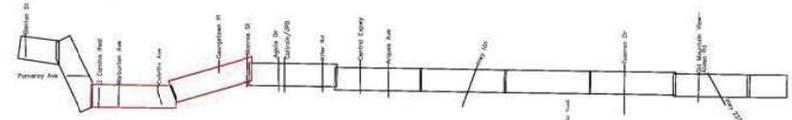
# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



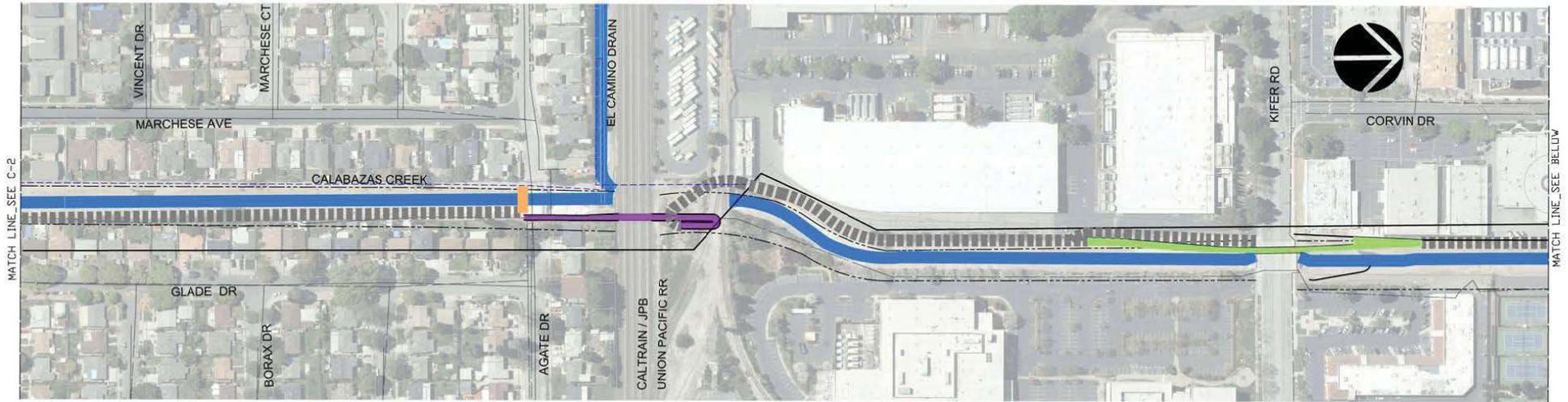
## LEGEND

-  BIKE / PEDESTRIAN TRAIL
-  TUNNELS
-  UNDERPASSES AND RAMP
-  OVERPASSES
-  PEDESTRIAN BRIDGES
-  EXIST. PEDESTRIAN BRIDGES
-  RETAINING WALL
-  ALTERNATE TRAIL ALIGNMENT
-  RIGHT OF WAY LIMIT
-  CREEK

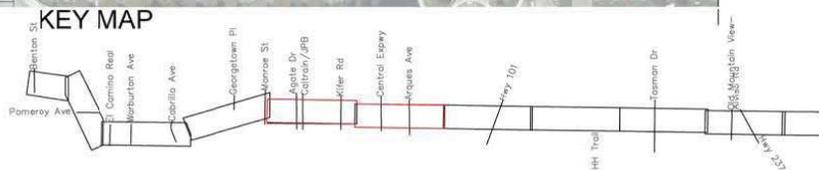
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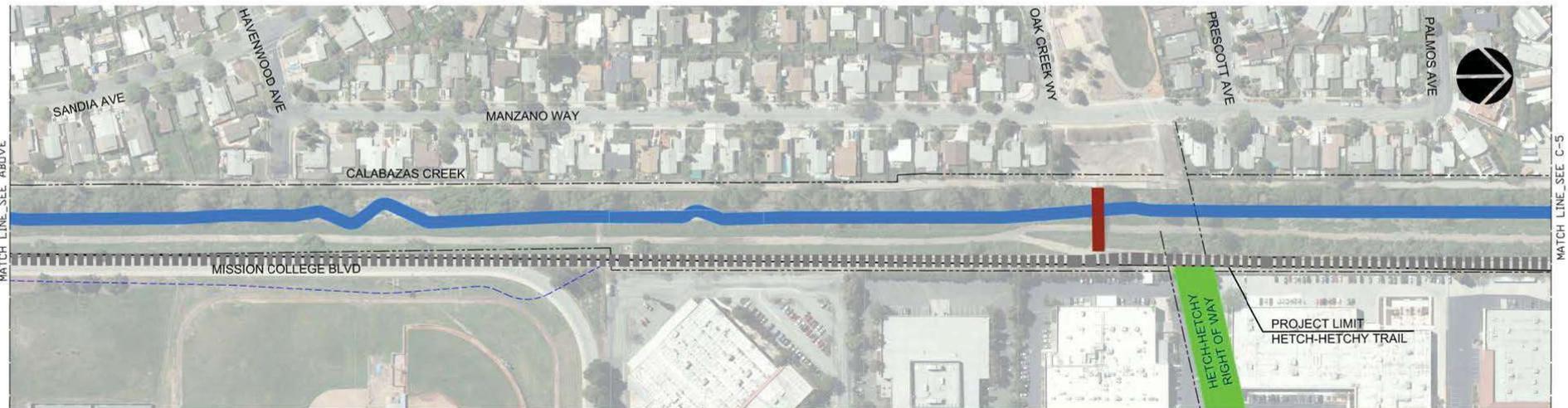
# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN

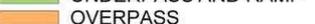


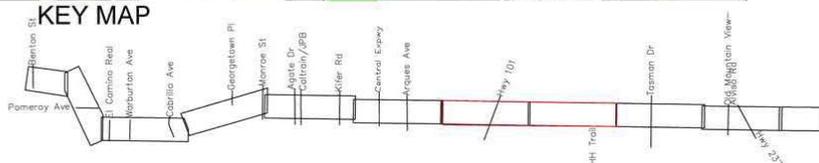
- LEGEND**
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  - RIGHT OF WAY LIMIT
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# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



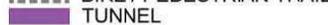
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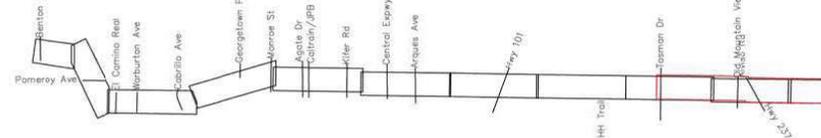
# CALABAZAS CREEK - PRELIMINARY TRAIL ALIGNMENT PLAN



## LEGEND

-  BIKE / PEDESTRIAN TRAIL
-  TUNNEL
-  UNDERPASS AND RAMP
-  OVERPASS
-  PEDESTRIAN BRIDGE
-  EXIST. PEDESTRIAN BRIDGE
-  AT GRADE CROSSING
-  RETAINING WALL
-  ALTERNATE TRAIL ALIGNMENT
-  RIGHT OF WAY LIMIT
-  CREEK

## KEY MAP





## Informational Report

20-656

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

VTA BPAC Update (Megas)

#### BACKGROUND

BPAC Member Megas provided the following updates regarding her role as the VTA BPAC member representing the City of Santa Clara.

1. Santa Clara County is evaluating a button add-on that would let a pedestrian button be activated by waving at it. This approach makes more sense than timers for big streets like expressways. They're also monitoring the reduced traffic, adjusting signal timing to discourage speeding, and removing some vehicle parking where they're seeing pedestrian bottlenecks on the adjacent sidewalk.

2. We reviewed and recommended the 10-year priority project list for the 2016 Measure B Bicycle & Pedestrian Capital Projects Competitive Grant Program.

- In Santa Clara, funds are being recommended for a Lafayette Street Class IV bikeway.
- Fund requests for the Homeridge Park segment of the Saratoga Creek Trail and a Kifer/Walsh Class IV bikeway are further down the priority list with no funds recommended at this time (see page 53 of <https://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=3010&Inline=True> <<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2F>

3. Caltrans District 4 is repaving and adding complete streets elements to El Camino Real in several nearby cities.

The Caltrans District 4 Pedestrian Advisory Committee was held on Tuesday, April 7. Caltrans provided an update on the draft Pedestrian Plan for District 4. The committee reviewed proposed upcoming Caltrans rehab and maintenance projects (SHOPP). Of note, Caltrans plans to upgrade to audible pedestrian signals with countdown timers and refresh crosswalk markings at various state highway locations in the county. Caltrans also plans to repave El Camino Real in Palo Alto, Mountain View, and Los Altos. Mountain View staff is coordinating with Caltrans to take advantage of repaving to add complete street elements.

4. The deadline for the state and regional Active Transportation Program grant applications has been extended to Monday, July 15 for Quick Build applications and Tuesday, September 15 for other applications. Bike/Ped staff are reviewing guidelines to determine if any VTA projects would be competitive.

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

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



# City of Santa Clara

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

## Informational Report

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20-291

Date: 6/22/2020

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Grant Activity (Shariat)

#### **BACKGROUND**

At each Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff provides a status update on grant funded bicycle and pedestrian related transportation projects that the City has pursued (Attachment 1). As clarification to the BPAC, a project listed on Attachment 1 with a status of "Pending Approval" indicates that the City's grant application is being reviewed by the funding agency or is in the approval process. Additionally, a project that is listed on the attachment as "Ongoing" indicates that the City has been awarded the grant funds and will be or is currently working on the project.

In response to Committee members' request, staff added reference to applicable bicycle plans for funded projects.

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

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

#### **ATTACHMENTS**

1. Grant Activity

**GRANT ACTIVITY**

Grant	Purpose	Award Yr	Deadline	Awarding Agency	Grant Type		Project	Project Summary	Plans	Grant Amount	City Match	Status
					Federal	Competitive						
VERBS (CMAQ)	Education/Air Quality	2013	Apr-21	FHWA/VTA	Federal	Competitive	Santa Clara Non-Infrastructure SR2S Phase 2	Education Program at Santa Clara schools	N/A	\$500,000	\$65,000	Ongoing
TDA (18/19)	Bicycle and Pedestrian	2018	Jun-22	State of California	State	BEP-Competitive	Lafayette Street Bike Lanes	Bicycle Lanes from Agnew Road to Central Expwy	Bike Plan Update 2009	\$600,000	\$0	Ongoing
TDA (19/20)	Bicycle and Pedestrian	2019	Jun-22	State of California	State	Non-Competitive	Lafayette Street Bike Lanes	Bicycle Lanes from Agnew Road to Central Expwy	Bike Plan Update 2009	\$203,433	\$0	Ongoing
TDA (20/21)	Bicycle and Pedestrian	Pending		State of California	State	Non-Competitive	Multiple bicycle facility improvements	Using FY16/17 banked funds for improvements to existing bicycle facilities	Bike Plan Update 2018	\$94,054	\$0	Pending Approval
TFCA (16/17)	Transportation Air Quality	2016	Jun-20	BAAQMD/VTA	Regional	Competitive	SRTS Pedestrian Infrastructure Improvements	Pedestrian and Bicycle infrastructure to schools	N/A	\$290,000	\$75,000	Completed
TFCA (18/19)	Transportation Air Quality	2018	Jun-21	BAAQMD/VTA	Regional	Competitive	Benton Street Bike Lanes	Bicycle Lanes from Monroe St. to EL Camino Real	Bike Plan Update 2009	\$77,000	\$73,000	Ongoing
TFCA (19/20)	Transportation Air Quality	2019	Jun-21	BAAQMD/VTA	Regional	Competitive	Saratoga Avenue Bike Lanes	Bicycle Lanes from San Tomas Expwy to Los Padres (Bike Plan update 2009)	Bike Plan Update 2009	\$38,500	\$32,500	Ongoing
VRF-RITSMS (15/16)	ITS	2016	Jun-23	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project I	Various ITS elements Citywide	N/A	\$500,000	\$0	Ongoing
VRF-RITSMS (15/16)	ITS	2016	Jun-23	VTA	Local	Competitive	Santa Clara Citywide VRF-ITS Project II	Various ITS elements Citywide	N/A	\$500,000	\$0	Ongoing
VRF-RTOPS (15/16)	ITS Operations	2016	Jun-23	VTA	Local	Competitive	Citywide Communication Network Repair and Troubleshooting	Repair of traffic signal communications	N/A	\$20,000	\$0	Ongoing
OBAG (STP)	Roadway Maintenance	2017	2025	FHWA/MTC/VTA	Federal	Non-Competitive	Santa Clara Streets and Roads Preservation	Roadway Maintenance of Homestead (Lincoln to Kiehl), Scott (Harrison to Saratoga) and Newhall (Saratoga to Winchester)	N/A	\$2,356,000	\$1,057,000	Ongoing
OBAG (CMAQ)	Bicycle and Pedestrian	2017	2027	FHWA/MTC/VTA	Federal	Competitive	Saratoga Creek Trail Phase 1	Creek Trail connecting Central Park to Homeridge Park	City Council Priorities	\$3,735,200	\$1,591,200	Funds available in 2022
OBAG (CMAQ)	Bicycle and Pedestrian	2017	2027	FHWA/MTC/VTA	Federal	Competitive	Santa Clara School Access Improvements	Pedestrian and Bicycle infrastructure to schools	N/A	\$1,145,500	\$504,500	Funds available in 2022
OBAG (CMAQ)	Bicycle and Pedestrian	2017	2027	FHWA/MTC/VTA	Federal	Competitive	Hetch-Hetchy Trail Phase 1	Trail on SFPUC Right of Way	City Council Priorities	\$790,000	\$460,000	Funds available in 2022
OBAG (CMAQ)	Bicycle and Pedestrian	2017	2027	FHWA/MTC/VTA	Federal	Competitive	San Tomas Aquino Creek Trail Underpass	Grade separation of San Tomas Aquino Creek Trail in front of Levi's Stadium	City Council Priorities	\$2,449,000	\$1,271,000	Funds available in 2022
MEASURE B	Bicycle and Pedestrian	Pending		VTA	Regional	Competitive	Lafayette St Class IV Bikeway	Class IV Bikeway (Laurelwood - Reed)	Bike Plan Update 2018	\$1,197,000	\$130,000	Pending Approval
CSTPG	Sustainable Communities	2018	Feb-20	State of California	State	Competitive	Pedestrian Master Plan	Develop the first City of Santa Clara Pedestrian Master Plan	Ped Master Plan	\$279,214	\$54,536	Completed
CSTPG	Sustainable Communities	2018	Feb-22	State of California	State	Competitive	Pruneridge Complete Streets Plan	Plan to develop complete streets alternatives for Pruneridge from Pomeroy to Winchester Blvd.	Bike Plan Update 2018	\$351,077	\$45,486	Ongoing
CPUC Section 130	Transportation	2017		State of California	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	N/A	\$573,750	\$0	Ongoing
<b>Total:</b>										<b>\$15,699,728</b>	<b>\$5,359,222</b>	
TDA Banked Funds (FY17/18 - FY20/21)		N/A	N/A	State of California	State	Guaranteed	N/A	N/A		\$485,907	N/A	Banked
<b>Future Grant Opportunities:</b>												
Measure B Bike & Pedestrian Planning Grant												

ATP - Active Transportation Program  
 BAAQMD - Bay Area Air Quality Management District  
 Caltrans - California Department of Transportation  
 CMAQ - Congestion Mitigation and Air Quality  
 CPUC - California Public Utilities Commission  
 CSTPG - Caltrans Sustainable Transportation Planning Grant  
 FHWA - Federal Highway Association  
 HSIP - Highway Safety Improvement Program  
 IDEA - Innovative Deployments to Enhance Arterials  
 ITS - Intelligent Transportation Systems  
 MTC - Metropolitan Transportation Commission  
 OBAG - One Bay Area Grant  
 SCTPG - Sustainable Communities Transportation Planning Grant  
 STP - Surface Transportation Program  
 TDA - Transportation Development Act  
 TFCA - Transportation Fund for Clean Air  
 VERBS - Vehicle Emissions Reductions Based at Schools  
 VRF-RITSMS - Vehicle Registration Fee Regional Intelligent Transportation Systems Maintenance Services  
 VRF-RTOPS - Vehicle Registration Fee Regional Traffic Operations Personnel Staff  
 VTA - Valley Transportation Authority



## Informational Report

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20-292

Date: 6/22/2020

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Bike Trail Signage (Shariat)

#### **BACKGROUND**

Bicycle and Pedestrian Advisory Committee (BPAC) Member Sterk requested to have the BPAC discuss "Bike Trail Signage" as part of the list of 25 agenda items submitted at the October 28, 2019 BPAC meeting. As described by BPAC Member Sterk, this item involves locations where the San Tomas Aquino Creek Spur Trail crosses Cabrillo Avenue, El Camino Real, and Benton Street. Member Sterk has voiced his concern that vehicles approaching the intersection to make a right-hand turn from the side street may not see and yield in time to fast moving bicyclists approaching the intersection from the San Tomas Expressway trail (Attachment 1). Staff has reviewed this situation and proposes to install additional signage to address this situation. As shown in Attachment 2, additional signage informing motorists that bicyclists may be traveling in either the same or opposite direction as vehicle would provide advance notice that right turns should yield to bicyclists.

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

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

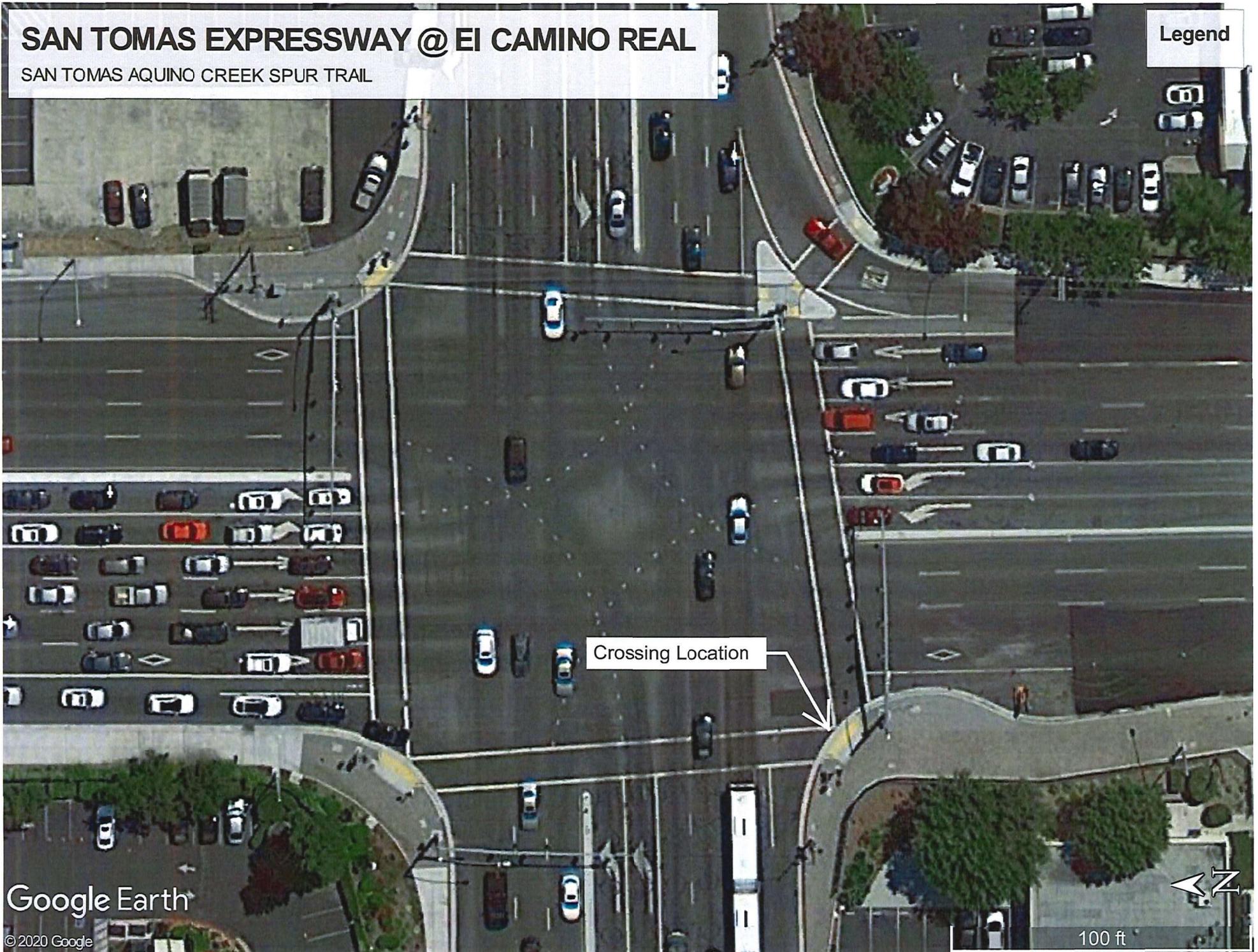
#### **ATTACHMENTS**

1. Aerial and Streetview of southwest corner of El Camino Real and San Tomas Expressway trail.
2. Sample - Additional Signage

# SAN TOMAS EXPRESSWAY @ EI CAMINO REAL

SAN TOMAS AQUINO CREEK SPUR TRAIL

Legend



Google Earth

© 2020 Google

100 ft

# SAN TOMAS EXPRESSWAY @ EI CAMINO REAL

SAN TOMAS AQUINO CREEK SPUR TRAIL

Legend



Google Earth

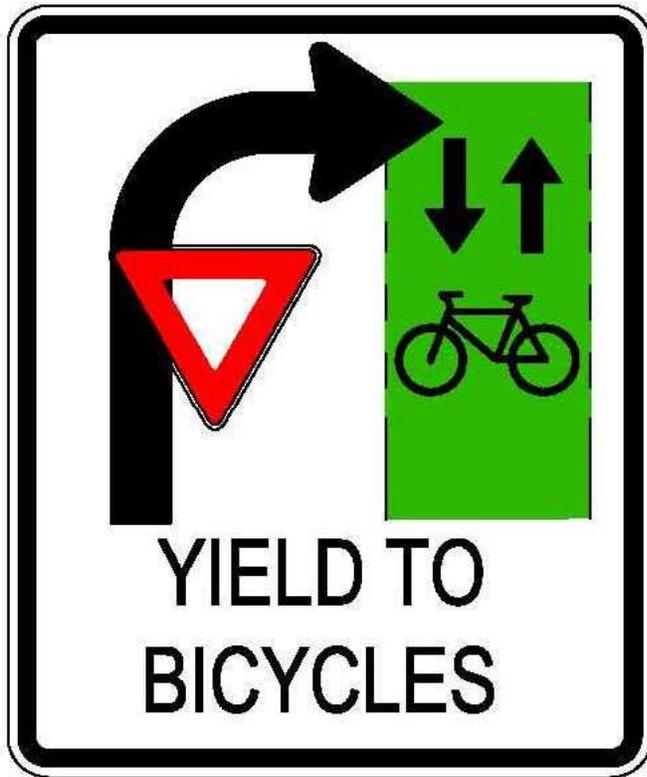
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5.41 ft

Sample – Additional Signage





## Informational Report

20-293

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Measure B Funding Recommendations Follow-up (Shariat)

#### BACKGROUND

The Santa Clara Valley Transportation Authority (VTA) 2016 Measure B Bicycle and Pedestrian Capital Projects competitive grant program has approximately \$80 million available for FY2020 - FY2030. The minimum application request is \$50,000 and the maximum grant award per sponsoring agency can be no more than 50 percent of the total available funds per call for the project cycle. This program funds bicycle and pedestrian projects of countywide significance and supports activities related to the Environmental Clearance, Design, Right-of-Way Acquisition, and/or Construction phases of a project. Priority will be given to those projects that connect to schools, transit, and employment centers; fill gaps in the existing bike and pedestrian network; safely cross barriers to mobility; and make walking or biking a safer and more convenient means of transportation for all county residents and visitors.

VTA issued a call for projects on December 3, 2019 with an application deadline of April 20, 2020. Staff selected projects listed in the adopted Santa Clara Bicycle Plan Update 2018 (Bicycle Plan) and the Pedestrian Master Plan that meet the criteria of the program. Priority was given to those bicycle projects listed as the top 40 priority projects in the Bicycle Plan and to the high priority projects in the draft Pedestrian Master Plan. Staff submitted seven applications (Attachment 1). A total of 39 applications from all agencies were submitted during this call for projects.

The applications were ranked by a VTA and member agency scoring committee to determine which projects would receive funding. 18 applications will be fully funded with one being partially funded. Santa Clara received funding for the Lafayette Street Class IV Bikeway project which was ranked second overall. See attached project ranking list which is valid for ten years (Attachment 2).

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

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

#### ATTACHMENTS

1. Measure B Bike and Pedestrian Applications Submitted
2. VTA Measure B Bicycle and Pedestrian Capital Projects List

## Measure B Bike and Pedestrian Applications Submitted

1. El Camino Real Class IV Bikeway & Pedestrian Improvements
  - \$10.35 M funds requested
  - El Camino Real from Halford Avenue to The Alameda
2. Lafayette Street Class IV Bikeway
  - \$1.2 M funds requested
  - Lafayette Street from Laurelwood Road to Reed Street
3. Saratoga Creek Trail
  - \$2.65 M funds requested
  - Homeridge Park to Central Park
4. Kifer/Walsh Class IV Bikeway
  - \$2.7 M funds requested
  - Kifer Road from Uranium Road to Lafayette Street
5. Monroe Street Class II Buffered Bikeway
  - \$0.81 M funds requested
  - Monroe Street from Lawrence Expressway to San Tomas Expressway
6. Benton Street Class II Buffered Bikeway
  - \$1.02 M funds requested
  - Benton Street from Dunford Way to San Tomas Expressway
7. Pruneridge Avenue Class II Buffered Bikeway & Pedestrian Improvements
  - \$2.86 M funds requested
  - Pruneridge Avenue from Meadow Avenue to Winchester Boulevard

**ATTACHMENT C: 10-Year Priority Project List**

**FISCALLY CONSTRAINED LIST**

Rank	Score	Primary Project Sponsor	Project Name	Fund Request (\$ M)	Fund Recommended (\$M)	Cumulative Fund Recommended (\$M)	Remaining Funds Available (\$M)	
1	104.7	Mountain View	El Camino Real Pedestrian & Bicycle Improvements in City of Mountain View	\$ 4.00	\$ 4.00	\$ 4.0	\$ 76.0	Fully Funded
2	103.1	Santa Clara	Lafayette Street Class IV Bikeway	\$ 1.20	\$ 1.20	\$ 5.2	\$ 74.8	Fully Funded
3	102.5	San Jose	Guadalupe River Trail Extension to Almaden	\$ 5.40	\$ 5.40	\$ 10.6	\$ 69.4	Fully Funded
4	99.7	San Jose	Thompson Creek Trail	\$ 2.41	\$ 2.41	\$ 13.0	\$ 67.0	Fully Funded
5	98.6	VTA	Bernardo Avenue Undercrossing	\$ 18.00	\$ 18.00	\$ 31.0	\$ 49.0	Fully Funded
6	98.4	Los Gatos	Bicycle and Pedestrian Overcrossing over Highway 17	\$ 2.75	\$ 2.75	\$ 33.8	\$ 46.2	Fully Funded
7	98.0	San Jose	Five Wounds Trail from Story Road to Mabury Road	\$ 4.14	\$ 4.14	\$ 37.9	\$ 42.1	Fully Funded
8	95.9	Cupertino	Junipero Serra Trail, Central Segment	\$ 4.19	\$ 4.19	\$ 42.1	\$ 37.9	Fully Funded
9	94.7	San Jose	Coyote Creek Trail Completion	\$ 6.88	\$ 6.88	\$ 49.0	\$ 31.0	Fully Funded
10	94.5	San Jose	Willow-Keyes (Lelong St - 3rd St) Complete Streets Project	\$ 7.05	\$ 7.05	\$ 56.0	\$ 24.0	Fully Funded
11	94.4	Cupertino	Junipero Serra Trail, East Segment	\$ 1.94	\$ 1.94	\$ 57.9	\$ 22.0	Fully Funded
12	93.7	Los Gatos	Winchester Boulevard Complete Streets Final Design	\$ 1.74	\$ 1.74	\$ 59.7	\$ 20.3	Fully Funded
13	93.4	Mountain View	Stevens Creek Trail Extension to W. Remington Drive and MVHS	\$ 4.80	\$ 4.80	\$ 64.5	\$ 15.5	Fully Funded
14	91.5	San Jose	Los Gatos Creek Trail Gap Closure	\$ 2.59	\$ 2.59	\$ 67.1	\$ 12.9	Fully Funded
15	91.3	Sunnyvale	Stevens Creek Trail Extension (W Remington Dr to W Fremont Ave) <sup>(1)</sup>	\$ 24.10	\$ 3.50	\$ 70.6	\$ 9.4	Partially Funded
16	90.7	Los Gatos	Kennedy Road Sidewalk and Class II Bike Lanes	\$ 0.83	\$ 0.83	\$ 71.4	\$ 8.6	Fully Funded
17	90.3	VTA	Bascom Complete Street Improvements (Hamilton to I-880)	\$ 6.84	\$ 6.84	\$ 78.3	\$ 1.7	Fully Funded
18	89.1	Los Gatos	Los Gatos Creek Trail Connector to Highway 9 <sup>(2)</sup>	\$ 2.99	\$ -	\$ 78.3		
19	88.4	Santa Clara	Saratoga Creek Trail (Homeridge Park to Central Park) Project <sup>(2)</sup>	\$ 2.65	\$ -	\$ 78.3		
20	88.3	Cupertino	Carmen Road Pedestrian/Bicycle Bridge <sup>(2)</sup>	\$ 2.84	\$ -	\$ 78.3		
21	87.8	San Jose	King Road Complete Streets Project <sup>(2)</sup>	\$ 3.30	\$ -	\$ 78.3		
22	86.7	Santa Clara	Kifer/Walsh Class IV Bikeway <sup>(2)</sup>	\$ 2.70	\$ -	\$ 78.3		
23	85.7	Morgan Hill	Madrone Channel Trail Improvements - Phase 2	\$ 0.34	\$ 0.34	\$ 78.6	\$ 1.4	Fully Funded
24	85.3	San Jose	Lower Guadalupe River Access Ramps <sup>(2)</sup>	\$ 2.47	\$ -	\$ 78.6		
25	85.1	Cupertino	Stevens Creek Blvd Class IV Separated Bikeway <sup>(2)</sup>	\$ 3.16	\$ -	\$ 78.6		
26	84.5	VTA	Homestead Road Safe Routes to School Improvements	\$ 1.17	\$ 1.17	\$ 79.8	\$ 0.2	Fully Funded
<b>Fiscally Constrained List - Total Funds Recommended</b>					<b>\$ 79.8</b>			

Notes:

1. Project will be partially funded for Environmental Clearance and Design phases.
2. Projects cannot be fully funded due to limited available funds.

**ATTACHMENT C: 10-Year Priority Project List**

**UNCONSTRAINED LIST**

Rank	Score	Primary Project Sponsor	Project Name	Fund Request (\$ M)	Fund Recommended (\$M)	Cumulative Fund Recommended (\$M)	Remaining Funds Available (\$M)
27	83.3	Saratoga	Blue Hills Elementary Pedestrian Safety Crossing at UPRR	\$ 1.11			
28	82.7	San Jose	Keyes/Story Complete Streets Project	\$ 5.64			
29	82.0	Santa Clara	Monroe Street Class II Buffered Bikeway	\$ 0.81			
30	78.7	Santa Clara County	Alum Rock Avenue Trail Improvement Project	\$ 5.68			
31	78.2	Saratoga	Saratoga Village to Quarry Park Walkway - Phase I	\$ 1.00			
32	77.7	Santa Clara	El Camino Real Class IV Bikeway & Pedestrian Improvements	\$ 10.35			
33	75.3	Mountain View	Evelyn Avenue Bikeway	\$ 1.16			
34	73.6	VTA	Tasman Drive Complete Streets Improvements (Milpitas BART to Guadalupe River Trail)	\$ 7.40			
35	71.0	Gilroy	Lions Creek Trail West (Day Road to Kern Avenue)	\$ 2.72			
36	70.4	Santa Clara	Benton Street Class II Buffered Bikeway	\$ 1.02			
37	65.0	Santa Clara	Pruneridge Avenue Class II Buffered Bikeway & Pedestrian Improvements	\$ 2.86			
38	63.3	Los Altos	Homestead Road Safe Routes to School and Community Connector Project: Grant Road and Vineyard Drive	\$ 2.32			
39	59.9	Los Gatos	Highway 9/ Massol Avenue Intersection Safety Improvements	\$ 0.36			
<b>All Eligible Projects - Total Funds Request</b>				<b>\$ 162.88</b>			



## Informational Report

20-294

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Standards (Shariat)

#### BACKGROUND

At the January 28, 2019 Bicycle and Pedestrian Advisory Committee (BPAC) meeting members Kratz and Donoghue requested to add "Standards" as an agenda item for a future meeting discussion. This agenda item is included in the current year Work Plan. In February 2020, staff coordinated with member Kratz to obtain additional clarification on this specific topic for discussion. Member Kratz provided feedback that he would like to discuss the following items:

1. Lip of driveway standard
2. Illumination standards for non-signalized crosswalks
3. Slurry seal standard to prevent periodic bumps
4. Abrasive material for manhole covers
5. Flush pavement standard for trench back filling and steel plates
6. Attached sidewalks at all bus stops for the length of the bus
7. Provide tolerances for setting pull boxes to sidewalk grade
8. Create a safety standard for leaving construction equipment and material overnight in the City right-of-way
9. Equip all city vehicles with emergency lighting, train all city employees in its use and provide cell phones to employees during vehicular trips with emergency phone numbers

The first item has already been discussed with the BPAC at a previous meeting and the second item will be discussed at a future meeting. Upon review of this list, staff is asking the BPAC for clarification on the last seven items on this list. In particular, staff requests that the BPAC provide clarification on these items at a future BPAC meeting in terms of the intent for their inclusion within the BPAC annual workplan and their priority and how these items pertain to the role of BPAC as an advisory body to the City Council. Based on initial review of the list, staff has determined that the last seven items will require extensive staff time to research and bring back to the BPAC for discussion.

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

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



## Informational Report

20-295

Date: 6/22/2020

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## REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

### SUBJECT

Pruneridge Complete Streets Plan Update (Shariat)

### BACKGROUND

In May 2019, the City was notified by Caltrans that the Pruneridge Complete Streets Plan (Plan) from Pomeroy Avenue to Winchester Boulevard was selected for award of grant funding. The Plan would identify bicycle and pedestrian improvements necessary to expand the existing network, complete network gaps, provide greater connectivity to public transportation, increase mobility, and encourage the public to choose more sustainable modes of transportation. The City will receive state grant funds in the amount of \$351,077. The FY 2019/2020 grant funds are to be expended prior to February 28, 2022.

A Request for Proposals (RFP) for professional services was issued in December 2019 to solicit proposals from private consultants. The scope of services included project management, extensive public outreach, review of existing conditions, roadway corridor analysis, development of conceptual design options and associated cost estimates, multi-modal simulation modeling, and developing the Plan.

On April 7, 2020, staff provided a Report to Council and recommendation to approve a service agreement with Alta Planning + Design to assist the City with the creation of the Plan. At the meeting, Council did not approve the service agreement with Alta Planning + Design due to concerns regarding how public outreach would be conducted for the project, as well as data collection due to the COVID-19 pandemic. Council requested staff to evaluate options for outreach and data collection and to return to Council to provide information related to both of those items along with a revised schedule. City staff is currently in the process of providing this information back to Council. Upon Council approval, the City can then begin work on this project.

It is important to note that if approved, the creation of the Plan will include conducting extensive public outreach, which will be coordinated with the Bicycle and Pedestrian Advisory Committee (BPAC) throughout the duration of the project for feedback. Additionally, the Plan will not include final design and construction of a Council preferred option. If Council decides to move forward with an option, then staff will look for opportunities to fund the design, bid, award, and construction of the project.

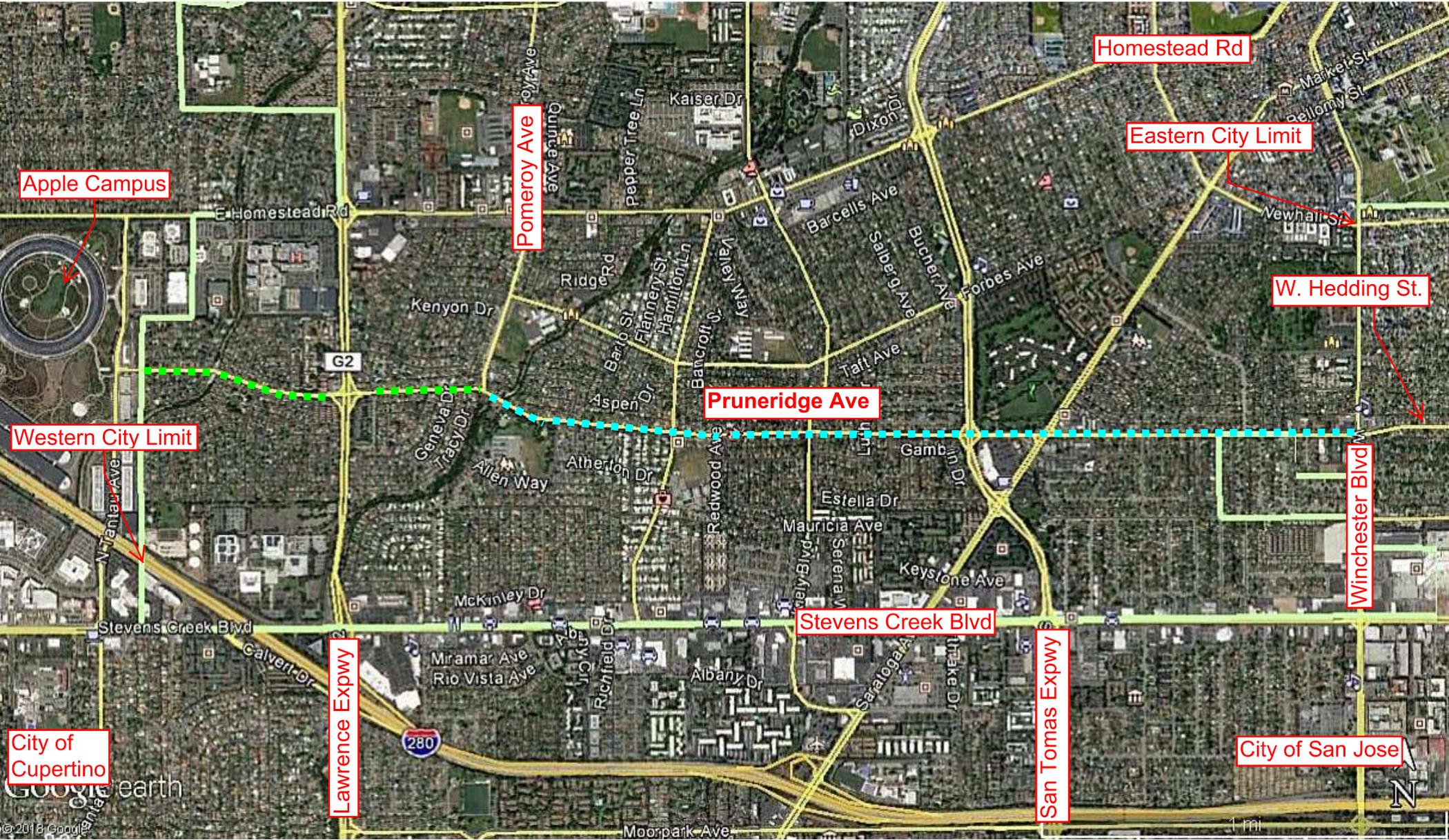
Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

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

### ATTACHMENTS

1. Location Map

# Location Map



■■■■■ 2012 Roadway Reallocation Project

■■■■■ Pruneridge Avenue Complete Streets Plan Area



## Informational Report

20-336

Date: 6/22/2020

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Way Finding Follow-up (Liw)

#### BACKGROUND

Following a discussion on wayfinding signage at the September 5, 2019 Bicycle and Pedestrian Advisory Committee meeting, BPAC Chair Hardy elected to create a BPAC subcommittee to explore potential routes and destinations for inclusion in a potential wayfinding system for Santa Clara and to report those findings back to the BPAC. Members Kratz, Harrison, Donoghue, and Do volunteered to be on the subcommittee. Member Kratz presented the subcommittee's findings to the Committee during the Committee's January 27, 2020 meeting. Included with the draft FY2020-21 and FY

2021-22 Proposed Biennial Capital Improvement Program (CIP) Budget is a project titled, "Bicycle Route Wayfinding - Phase 1." The project is listed with an estimated cost of \$300,000 but is unfunded with this proposed budget. The project description is as follows: "The City's Bicycle Plan Update 2018 (Plan) was approved by City Council in September 2019 and includes six objectives supported by 22 proposed policies. One of these goals is to increase bicycle mode share to five percent by 2026. To support this goal, the Plan includes Policy 3.A.2, which is to develop a city-wide bicycle way-finding system providing access to various City destinations such as schools, commercial centers, libraries, government facilities, and parks."

Although the project is listed as unfunded in the proposed CIP, inclusion of this project with the proposed budget provides the City Council with an opportunity to understand the scope of the project, the estimated cost, and discuss this project amongst all of the other projects in the proposed CIP. Staff is researching if alternate funding sources (i.e. grants) are available to fund this work and at the next BPAC meeting, staff will provide a detailed response to the proposal provided by the BPAC subcommittee.

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

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