

BPAC MEETING on 1/25/21 @4PM

COMMENTS ON INDICATED AGENDA ITEMS

2. PUBLIC PRESENTATIONS:

a. Does the Public Works Department have an annual funded sidewalk restoration project. There are many lifted sidewalk joints (+1/2") within 1,000' of my home. Additionally, there are wide cracks and surface voids within the same area.

b. The California Vehicle Code requires bicycles to have lights and reflectors. These increase safety after dark. I would like to know what method the Committee could employ to recommend the Police enforce these provisions.

4A. REPORTS FOR COMMITTEE INFORMATION:

Crosswalk Illumination Photocell Turn-on/off Values

Mr. Yee's recommendation of 1.5 ftclds is too low. The IES recommended intersection's illumination average value is 2.0 ftclds. Using 1.5 ftclds would create dark zones at dusk and dawn. The minimum value should be 2.0 ftclds or higher (2.5 ftclds)

4F. STRIPING UNMARKED CROSSWALKS:

Questions:

1. Does the Public Works Department place these crosswalks adjacent to Transit stops.
2. Does the City follow the *ILLUMINATION RECOMMENDATIONS OF THE FHWA* Table #1- Applications of pedestrian crash countermeasures by roadway feature footnote No.1. requiring YIELD MARKINGS and ILLUMINATION.

4G. SANTA CLARA BICYCLE STORY MAP

The map is a solid effort and has the potential to enhance the use of all bicycle facilities. The inclusion of lane lengths, way points and general descriptions is valuable information. What is the cost of this effort?

4H. El Camino Real Temporary Bicycle Lanes:

In lieu of removing parking, the City should install a shoulder stripe 11' from the existing lane lines. The State striped the existing lane widths at 11' per the request of the City. The new shoulder stripe guides traffic away from parked vehicles allowing drivers to exit with additional room. Bicycles would also be benefitted by having 3' additional feet adjacent to the vehicle lanes.

The City's Exhibit shows the lanes as 12' wide where they have been striped at 11'. All of the striped lines are not in the proposed Master Plan future locations.

4I. Revisit Recommendations from the Bike Plan:

There are 4 entries that have a status "complete end 2020". Are these projects completed?

4J. Grant Activity:

Items 15,16,17 status is confusing to me. Please explain the following:

- a. "Call for Projects 2021".
- b. The missing dollar amount limits.
- c. The various uses for the funds.
- d. The criteria used in being selected for these competitive grants

5A. Update on Governance Items/Revised Bylaws:

There are numerous references to the City Code and City Charter within the final Guideline draft. Please confirm if the City Attorney's office has approved a formal reference to these City documents even though they are titled only for Commissions and Boards. Committees are not within the City Code or City Charter's title or provisions (e.g. "Terms").

5C. Transportation Development Act Funding Recommendations:

Please clarify if Silicon Valley Power will design the intersection's illumination employing the upgrade recommendations proposed in the Crosswalk Illumination Report presented at BPAC's last meeting. My field evaluation of existing signalized intersections indicates an illumination deficiency and a deficiency in the maximum to minimum ratios.

2.5 fcdls should be used as the minimum average value (from 2.0 fcdls) as it will increase safety at no additional costs to the City. Note that the IES Vertical Illumination design criteria were not recommended for the proposed illumination designs. The use of 2.5 fcdls will somewhat offset the lack of Vertical Illumination. The IES Vertical Illumination criteria was recommended for adoption in the Pedestrian Master Plan.