DRAFT MINUTES
MINUTES OF THE REGULAR MEETING OF THE BICYCLE PEDESTRIAN COMMISSION
September 20, 2023

Draft Minutes

The meeting was called to order at 7:02 p.m.

ROLL CALL:
Present: Grace John, Hervé Marcy (VC), Joel Wolf (C), John Zhao
Absent: Ilango Ganga
Staff: Marlon Aumentado, Staff Liaison
Others Present: None

APPROVAL OF MINUTES
1. August 16, 2023 Bicycle Pedestrian Commission Minutes

MOTION: Vice Chair Marcy moved, seconded by Commissioner Zhao to approve the minutes as presented.

MOTION PASSED: 4-0, Ganga Absent

POSTPONEMENTS
No Postponements

ORAL COMMUNICATIONS
None

WRITTEN COMMUNICATIONS
None

Chair Wolf asked when written communications were put into the record. Marlon Aumentado, Assistant Engineer explained that if a written communication was sent 72 hours before the meeting, it did not need to be included into the record.

OLD BUSINESS

2. Future Agenda Items
Work Plan

- Bicycle Facilities – In Progress
- Vision Zero – In Progress
- Lawson Middle School Bikeway – Completed
- New Bicycle Pedestrian Plan (FY 24-25)

Grants

- Know/Understand Fed Grant Funding with Caltrans on updated bike ped planning
- Understand/Educate on what funding standards are (Fed/State)

Studies / Plans

- Staff update - Rodrigues Ave Speed Study and Street Crossing Behavior
- Staff update - Stevens Creek Corridor Vision Study – presentation by Winter Consultants
- Examine Pedestrian Walkways for Safety
- Install Bollards at existing buffered bike lanes (Public Request)
- Path between Lincoln Elem and Monta Vista HS
- Regnart Creek Trail Crossing at Blaney Avenue
- Speed Limit Reduction Study on Blaney, Rodrigues, McClellan (Public Request)

Projects

- Staff update - Stevens Creek Boulevard, Phases 2-3
- Staff update - Safe Routes to School (SR2S)
- Staff update – De Anza Blvd Buffered Bike Lanes
- Carmen Road Bridge

Education

- Adult Bicycle Education
- AB 43 – Summary: How can commission support implementation to reduce speed limits
- Impact of Semi-Rural Designation on Bike and Ped Projects/Priorities
- Lead Pedestrian Walk Interval (LPI) – Start pedestrian green before vehicles

Miscellaneous

- Bicycle Licensing (Theft Prevention)
- Review Progress toward BPC Objectives & Grant Applications (6 mo.)
- Status – VTA BPAC Adult Bicycle Education (Lindskog)
- VTA Pedestrian Access to Transit Plan – Focus Area J: Cupertino (SCB & Stelling)

NEW BUSINESS

3. Speed Limit Setting Practices

Marlon Aumentado, Assistant Engineer gave a presentation on speed limit setting practices.

Chair Wolf asked if the 85-percentile rule applied to every street in the City of Cupertino. Mr. Aumentado answered that not every roadway had to be determined. For example, there were areas where the speed limit was already implied, like a local residential area was already designated as a 25 mile per hour (MPH) zone. This was what was called prima facie speed, an area where the speed limit was set as a default. For example, the prima facie speed for an alley

way was 15 MPH. City Council had to adopt an ordinance to designate prima facie roadways speeds outside of residential areas. Commissioner John asked about school zones. Mr. Aumentado sited the example of the City of San Francisco: they implemented 15 MPH school zones based off a previous Assembly Bill and designated 20 MPH zones around senior facilities. This needed to be established by local council's by means of local city ordinances.

Chair Wolf noted that a lot of streets did not have speed postings and he wanted to know the prima facie speed for those neighborhoods. Mr. Aumentado said it was 25 MPH; anywhere the speed limit was not posted it was 25 MPH, generally. Chair Wolf observed areas where road lanes were wide and straight. Vehicles drove at speeds around 50-55 MPH in those areas at times. He suggested a correlation between the design of a street and the high speed. Mr. Aumentado replied that engineers looked at the 85-percentile, which included traffic data study, and it was found that the majority were not going 50-55 mph. There were other things engineers were able to do to lower speeds. It was not recommended to lower the speed so much that people continually fought traffic citations.

Chair Wolf inquired about the reason Assembly Bill (AB) 43 passed, he wanted to know if it was because of Vision Zero. Mr. Aumentado replied that it was a combination of things. For example, AB 43 was connected to a task force in 2018 that helped get the bill signed in 2021. Then AB 1938 came and added more definition to AB 43.

Vice Chair Marcy understood speed limits were a trailing indicator of the way the infrastructure was built in the City because if there were a lot of traffic calming devices, the average speed tended to be lower. He asked if the City was willing to implement infrastructure that encouraged drivers to drive slower. The indicator was interesting because where there was a problem with speed, it needed to be tackled with infrastructure first. Mr. Aumentado replied that a change in infrastructure was not the City's initial response to tackle speeding.

Commissioner Zhao had a question related to what came first, infrastructure or speed limits and asked if the determining factor was always based off what the current condition was or were engineers looking at what was anticipated to be built. For example, regarding De Anza Boulevard, there were going to be buffered bike lanes installed, was it possible to preemptively adjust the speed limit there. Mr. Aumentado replied that speed surveys were performed based off the existing conditions of the roadway in question, but added that when the roadway conditions change, the City was able to reperform another speed survey to see what the new 85-percentile speed was.

Commissioner Zhao inquired if there was any action needed for this item. Mr. Aumentado said it was just an Information Item, no action needed.

Mr. Aumentado recanted what he was working on right now and said speed surveys were currently being studied on the roadways that Class 4 bike lanes were implemented on. This included McClellan Road from Imperial Avenue to Torre Avenue, Mary Avenue between Stevens Creek Boulevard and the Don Burnett Bridge, and Bubb Road between Stevens Creek

Boulevard and McClellan Road. He noted from initial observations that a vehicle traveled at reduced speeds. A speed survey on Blaney Avenue was included as well; this was an item of interest for the public.

Vice Chair Marcy asked if Rodriguez Avenue was included. Mr. Aumentado answered that was part of a separate study; David Stillman, Transportation Manager was working on that. Commissioner Zhao asked if Stevens Creek Boulevard was included. Mr. Aumentado stated that there was a possibility in the future, after Phase 2 of the Class IV bike lanes were implemented. Stevens Creek Boulevard was a little difficult because it was what was called principle arterial and funneling traffic efficiently through that area. Also, the City tries to be consistent with the speeds of adjacent agencies that share the same roadway.

Vice Chair Marcy asked if the cables on the road were speed counters. Mr. Aumentado confirmed they were. Commissioner John wanted to know how long the speed counts were. Mr. Aumentado said over a two-week period. The speed surveys for the roadways were to be completed in December. He noted that if speeds were recommended in an area and Council approved the change, police officers gave a 60-day grace period for vehicles traveling on the roadway.

Chair Wolf inquired how speed limit setting related to Vision Zero. He believed speeds needed to be looked at from a safety standpoint rather than the 85-percentile speed. Infrastructure determined the speed. Education worked to a point, but speed was more set by infrastructure. He sited the example of the cement bike buffers on McClellan Road. Once those were installed, he noticed a speed reduction. He struggled with how speed limits were set against safety issues for pedestrians and cyclists because speed was so important when related to injury. Mr. Aumentado communicated that the new Assembly Bill gave local agencies more flexibility to establish lower speed limits. This bill helped justify more of a lower speed reduction.

Chair Wolf wondered how often the City updated their map showing fatalities and accidents throughout the City. Mr. Aumentado answered that the City pulled data from the Statewide Integrated Traffic Records System (SWITERS.) All accident history from the last five years was pulled from SWITERS. He explained it was advisable to pull at least the last five years of data because pulling beyond five years may not be useful.

Vice Chair Marcy recalled mention of San Francisco's priority on improving crossings and reducing speeds. He wanted to know if that would be something the City implemented after they updated their Bicycle Pedestrian Plan. Mr. Aumentado said that fell under the umbrella of the Vision Zero strategy.

NO ACTION TAKEN

STAFF AND COMMISSION REPORTS

4. Staff Update and Commissioner Activity Report (All)

Eric Lindskog gave a presentation on the VTA BPAC.

Commissioner John said she was getting a prompt to attend every Mayor's Meeting.

Chair Wolf said the Mayor's Meeting will now be attended by the Chair, if not the Chair, then the Vice Chair. Every other meeting was to be on Zoom, the alternating in-person.

Marlon Aumentado, Assistant Engineer asked who directed Chair Wolf to attend the Mayor's meeting. Chair Wolf answered Debra Nascimento, Executive Assistant to the City Manager. Chair Wolf planned on taking the next Mayor's meeting on November 8. The back up was the Vice Chair, and if not the Vice Chair, then a Commissioner. Commissioner Zhao agreed to be backup.

Chair Wolf announced the next Vision Zero meeting was on October 4.

Mr. Aumentado repeated there will be a Vision Zero meeting on October 4, and a Vision Zero Stakeholder Meeting on September 28. He requested a volunteer to attend the Stakeholder Meeting. Mr. Aumentado thought it was during the day but said he would check. He added that the meeting was going to be on Zoom. Commissioner Zhao said he could go if it was after 3 p.m. Chair Wolf said he was available if Commissioner Zhao was not able.

Mr. Aumentado said there was a Stevens Creek Corridor Vision Study meeting next Wednesday, September 27.

The Public Works Department were getting a lot of notices regarding safety issues at two specific intersections. One at Regnart Creek Trail at Blaney Avenue, the other at McClellan Road near Felton Way. An in-street-crosswalk sign/yield to pedestrian sign was added on that trail as a countermeasure until staff were able to look at further enhancements to help make the trail safer. Blaney Avenue was added to the speed survey to potentially lower speeds on Blaney Avenue between Stevens Creek Boulevard and Bollinger Road. Staff was also looking at installing chicanes on the trail, which hopefully slowed riders down as they entered the roadway upon exit of the trail. Rectangular rapid flashing beacons were installed at Felton Way as a safety measure as well.

Vice Chair Marcy recalled a discussion at the last meeting about a raised crosswalk installation. Mr. Aumentado replied it was thought there was a conceptual design for that at Blaney Avenue but there was not; it was at East Estates Drive.

Chair Wolf said the Bike Fest was a week from this Saturday. Commissioner Zhao said he planned on being there.

ADJOURNMENT

Meeting adjourned at 8:21 p.m.

SUBMITTED BY:

_____

Marlon Aumentado, Staff Liaison

Note: Any attachments can be found on the Cupertino Website
https://www.cupertino.org/our-city/agendas-minutes

Bicycle Pedestrian Commission
Agenda Item #3
September 20, 2023

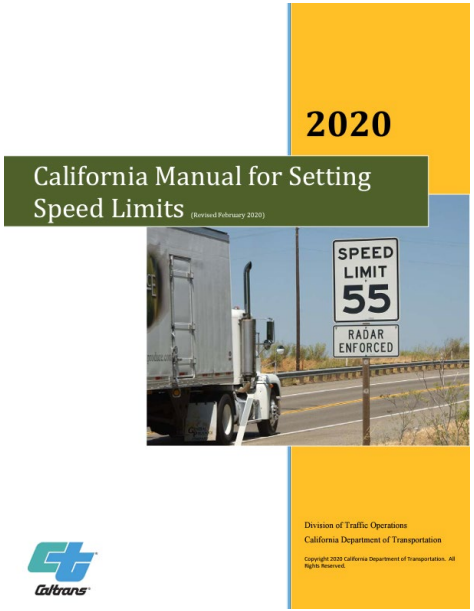
Setting Speed Limits

Impacts of AB 43 / AB 1938

Transportation Division

CUPERTINO

California Manual for Setting Speed Limits



- Speed limits establish a reasonable and safe operating speed for a specific section of roadway
- Established by an Engineering and Traffic Survey (E&TS), by considering the following:
  - Prevailing speeds (85th percentile speed)
  - Collision History
  - Highway, traffic, and roadside conditions not readily apparent to the driver.
- 85th percentile Speed – the speed at or below which 85% of the traffic is moving

Engineering and Traffic Surveys (E&TS)

"In order for the court systems and the public to accept and respect the responsible public agencies' posting and enforcement of posted speed limits, an E&TS must incorporate sound, repeatable methods conforming to the CVC and engineering principles."

- An E&TS is valid for 5 years – CVC Section 40802
  - Under special conditions, an E&TS may be valid for seven or ten years.

- Existing E&TS may need to be reassessed before the renewal period is expired
  - Physical changes to the roadway, such as increasing or decreasing the number of travel lanes, may impact the 85th percentile speed

- Law enforcement agencies and courts are accustomed to seeing surveys and it may be difficult to defend a speed violation citation without one

AB 43 & AB 1938

"The purpose of AB 43 and AB 1938 is to provide greater flexibility in setting and reducing speed limits in California"

- Assembly Bill 43 – Traffic Safety
  - Includes 16 specific provisions that revised the CVC to grant agencies greater flexibility in setting speed limits, with additional flexibility for local agencies
  - 14 of 16 provisions applies to local authorities

- Assembly Bill 1938 – Traffic Safety - Speed Limit
  - Additional clarifications to AB43 Provisions and its intentions

Provisions in AB 43 and AB 1938

* Does not apply to local agencies

#	Section #	Subsectio	Description
1	627	c2	Extend the considerations for ped and bike safety to increase consideration for children, seniors, persons with disability, and the unhoused
2	22352	b1	Extend prima-facie speed limit to be applicable to state highways also
3	22354	a	Allow the lower limit of prima-facie speed limit on the state highway to 20 or 15 (25 was the prior lower limit).
4	22358	a	Allow the lower limit of prima-facie speed limit on the non-state highway to 25, 20 or 15 (30 was the prior lower limit)
5	40802	a2	Add the new senior zone and business activity districts to the list of prima facie listing within the citation
6	40802	b3	Add definition of senior zone as explicitly defined in the citation
7	40802	b4	Add definition of business activity district as explicitly defined in the citation
8	40802	c2Bi(II)	Extends the maximum length of time an engineering and traffic survey may be used from 10 to 14 years
9	40802	c2Bii	Add senior zone and business activity district to the list of prima facie listing within the citation
10	22358.6	NA	Rounding and ETS reductions from the 85th percentile for any speed survey
12	22358.7	NA	Reduction provisions for Safety Corridor & High Concentrations of Ped/Bikes
13	22358.8	NA	Reduction provisions for retaining current/prior speed limits
14	22358.9	NA	Reduction provisions for Business Activity Districts
15	22352	a1	Terminology change from "flagman" to "flagperson"
16	40802	b1	Deletion of "California Road System Maps" reference

Summary of Provisions: AB 43 and AB 1938

- **CVC 22358.6(a)** – Required to round speed limits to the nearest five miles per hour of the 85th % speed
  - 47.4 mph becomes **45 mph**

- **CVC 22358.6(b)** – In cases in which speed limit needs to be **rounded down** to the nearest 5mph, the local authority **may lower** the speed limit an **additional 5mph**, if engineers determine the roadway contains traffic conditions not readily apparent to the driver

- **CVC 22358.6(c)** - In cases in which the speed limit needs to be **rounded up** to the nearest 5mph of the 85th-percentile speed, the local authority **may decide to instead round down** the speed limit to the **lower 5mph increment**. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	No	40
45.1-47.4	45	No	40	35
42.5-45.0	45	40	No	35
40.1-42.4	40	No	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Summary of Provisions: AB 43 and AB 1938

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows: ▪ Crash severity: Fatal Crashes, Serious Injury Crashes ▪ Mode: Pedestrian-bicycle related crashes, vehicle/other ▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen ▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey ▪ School proximity (within 0.25 miles) based on the California School Campus Database
Crash Density	Each roadway segment block can be converted into ~ 0.25 mile overlapping "corridor" segments to create a consistent unit of measurement and asses the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) "corridor" segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

CVC Section 22358.7(a)(1) – "Safety Corridor" Definition

- Shall be defined as A roadway segment within an overall roadway network where the highest number of serious injury or fatality crashes occur.
- One or more of the required crash weighting factors listed shall be used to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor"
- Shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network

Summary of Provisions: AB 43 and AB 1938

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

CVC Section 22358.7(a)(2) – "Land or facility that generates high concentrations of bicyclists or pedestrians"

- Shall be defined as The portion of the highway where one or more of any generators listed are present within 1320 feet

- The top 20% of pedestrian / bicycle fatalities or serious injuries within a 3 to 5 year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS

Examples of AB 43 and AB 1938

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	No	40
45.1-47.4	45	No	40	35
42.5-45.0	45	40	No	35
40.1-42.4	40	No	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

FAQs on the California Manual for Setting Speed Limits

The following is a list of frequently asked questions (FAQs) on the California Manual on Setting Speed Limits. If after reviewing this document you have further questions, please email the CA MUTCD Editor at CAMUTCD@dot.ca.gov with the Subject heading "California Manual on Setting Speed Limits".

General Questions

1. Q: Who is responsible for setting speed limits?

   A: The California Vehicle Code (CVC) 22349, Maximum Speed Limit, prescribes the speed limits in California. When speeds are to be lowered based on an Engineering and Traffic Survey (E&TS) on the State Highways, the District Traffic Engineer is charged with determining speed limits. On local roads, the local agency has this function.

2. Q: What justifies lowering the speed by 5 mph from the 85th percentile speed?

   A: An engineer using engineering judgment makes this determination and should be based on roadway collision history, geometrics, user type, and other factors as deemed appropriate by the engineer.

3. Q: How often are speed zones updated?

   A: Speed Zone Surveys are valid for 5 years and may be extended to 7 years if specific criteria on radar operator certification, equipment calibration, and training have been met. A survey may be extended to 10 years if the engineer determines all above criteria have been met and no significant changes in roadway or traffic conditions have occurred.

4. Q: What happens when an agency sets a speed limit to an arbitrarily low speed in order to appease a local neighborhood?

   A: When speed limits are lowered without an E&TS, with some exceptions, speeding violations issued to drivers may be thrown out in court. Exceptions include speed limits that are near schools, senior centers, or in business districts.

5. Q: What traffic conditions are necessary in order to conduct an E&TS?

   A: Dry road conditions, off-peak hour traffic under free-flow conditions on an average weekday is necessary in order to capture data for a valid E&TS. If vehicles are in a platoon, the first vehicle's speed is measured.

ENGAGEMENT OPPORTUNITIES

Stevens Creek Corridor Vision

Join us to learn more about the Stevens Creek Corridor Vision Study focused on enhancing transportation options for a more multimodal-friendly and accessible corridor.

INFORMATIONAL WEBINAR

WEDNESDAY
Sept 27th, 2023

Scan to register or visit the link

shorturl.at/bPRZ4

6:00 - 6:30 PM: PRESENTATION
6:30 - 7:30 PM: Q&A

Find out who is involved, what other engagement opportunities are underway for community input, and how you can get involved. Please REGISTER online and a Zoom link will be emailed to you.

SURVEY

shorturl.at/gtzIX

COMMUNITY ADVISORY GROUP (CAG) MEETING #1

THURSDAY
Oct 12th, 2023

Scan to register or visit the link

shorturl.at/dwyGL

4:30 - 5:00 PM: OPEN HOUSE & REFRESHMENTS
5:00 - 6:30 PM: PRESENTATION & DISCUSSION

The CAG is comprised of organization representatives that will provide input on corridor needs and the creation of a vision of the Stevens Creek Corridor. This meeting is open to the public. Please REGISTER in advance for this meeting.

ADDITIONAL IN-PERSON EVENTS

Santana Row Farmers' Market
377 Santana Row, San José, CA 95128
September 13, 2023
4:00 - 8:00 PM

Santa Clara Farmers' Market
950 Jackson St, Santa Clara, CA 95050
September 16, 2023
9:00 AM - 1:00 PM

West Coast Farmers' Market (De Anza College)
21121 Stevens Creek Blvd, Cupertino, CA 95014
September 24, 2023
9:00 AM - 1:00 PM

Learn more at:
www.stevenscreekvision.com

Stevens Creek
Visión del Corredor

OPORTUNIDADES DE PARTICIPACIÓN COMUNITARIA

Únase a nosotros para obtener más información sobre el Estudio de Visión del Corredor Stevens Creek centrado en mejorar las opciones de transporte para un corredor más multimodal y accesible.

SEMINARIO WEB INFORMATIVO

MIÉRCOLES
27 de sep de 2023

Escanea para registrarte o visita el enlace
shorturl.at/bPRZ4

6:00 - 6:30 PM: PRESENTACIÓN
6:30 - 7:30 PM: PREGUNTA Y RESPUESTA

Descubre quiénes están involucrados, qué otras oportunidades de participación comunitaria están en curso y cómo puedes participar. Por favor, REGÍSTRATE en línea y se te enviará un enlace de Zoom por correo electrónico.

ENCUESTA

shorturl.at/mwxSX

REUNIÓN #1 DEL GRUPO ASESOR COMUNITARIO (CAG)

JUEVES
12 de oct de 2023

Escanea para registrarte o visita el enlace
shorturl.at/dwyGL

4:30 - 5:00 PM: CASA ABIERTA Y REFRIGERIOS
5:00 - 6:30 PM: PRESENTACIÓN Y DISCUSIÓN

El CAG está compuesto por representantes de organizaciones que brindarán información sobre las necesidades del corredor y la creación de una visión del Corredor Stevens Creek. Esta reunión está abierta al público. Por favor REGÍSTRATE con anticipación para esta reunión.

EVENTOS ADICIONALES EN PERSONA

Santana Row Farmers' Market
377 Santana Row, San José, CA 95128
13 de septiembre de 2023
4:00 - 8:00 PM

Santa Clara Farmers' Market
950 Jackson St, Santa Clara, CA 95050
16 de septiembre de 2023
9:00 AM - 1:00 PM

West Coast Farmers' Market (De Anza College)
21121 Stevens Creek Blvd, Cupertino, CA 95014
24 de septiembre de 2023
9:00 AM - 1:00 PM

Obtenga más información en nuestro sitio web:
www.stevenscreekvision.com

互動機會

Stevens Creek Corridor Vision

加入我們的行列，瞭解關於 Stevens Creek Corridor 願景研究的更多資訊。該研究的重點在於強化交通選擇，打造更適合多式聯運的無障礙走廊。

資訊網路研討會

週三
2023 年 9 月 27 日

掃描註冊
或使用連結
shorturl.at/bPRZ4

6:00 - 6:30 PM: 簡報
6:30 - 7:30 PM: 討論

该信息网络研讨会将提供有关该研究的更多详细信息、参与人员、正在进行的社区投入的参与机会以及如何参与并保持最新动态。 請提前註冊，參加本次會議。

STEVENS CREEK 走廊 - 社區諮詢團體會議 #1

週四
2023 年 10 月 12 日

掃描註冊
或使用連結
shorturl.at/dwyGL

4:30 - 5:00 PM: 開放入場並招待茶點
5:00 - 6:30 PM: 簡報與討論

CAG 由組織代表組成，將針對走廊需求和 Stevens Creek Corridor 願景的擬定提供意見。會議會對公眾開放。請提前註冊，參加本次會議。

參與調查

shorturl.at/cxFM5

額外現場活動

Santana Row Farmers' Market
377 Santana Row, San José, CA 95128
2023 年 9 月 13 日
4:00 - 8:00 PM

Santa Clara Farmers' Market
950 Jackson St, Santa Clara, CA 95050
2023 年 9 月 16 日
9:00 AM - 1:00 PM

West Coast Farmers' Market (De Anza College)
21121 Stevens Creek Blvd, Cupertino, CA 95014
2023 年 9 月 24 日
9:00 AM - 1:00 PM

請瀏覽我們的網站瞭解詳情。
www.stevenscreekvision.com

Bicycle Pedestrian Commission
Agenda Item #4
September 20, 2023

VTA BPAC Report

Reporting on selected items from the VTA BPAC meeting Sept 13 2023

Erik Lindskog

Sept 20, 2023 – V1.0

FY 2023/24 (FYE24)
Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) funds

Undersubscribed! Why?

The Transportation Fund for Clean Air (TFCA) is generated by a $4.00 surcharge on vehicle registrations in the nine county Bay Area.

TFCA County Program Manager funds

- Eligible project categories include alternative fuel infrastructure, bicycle, and trip-reduction projects that reduce vehicle emissions.
- The Call for Projects was sent to the Technical Advisory Committee's Capital Improvement Program Working Group and posted on the VTA website on March 10, 2023. Applications were due on April 28, 2023.
- The program was undersubscribed.
- Three additional completed applications were submitted after the deadline. Staff recommends funding the six projects shown below:

	Project ID	Project Sponsor	Project Name	Recommended Funding
	24SC01	VTA	ACE Shuttles Program	$392,966
*	24SC02	San Jose	Jackson Avenue Quick-Build Safety Improvements	$17,700
	24SC03	San Jose	Centralized Transit Signal Priority	$756,000
	24SC04	San Jose	Grand Boulevard Centralized Transit Signal Priority	$869,100
*	24SC05	San Jose	San Jose Bike Lockers	$86,235
	24SC06	Palo Alto	Palo Alto Link	$441,000
				$2,563,001

* Project eligible for the bicycle and pedestrian set-aside

- All projects submitted for consideration to the TFCA program must adhere to state law and BAAQMD policies.
- Why was the project undersubscribed?
  - Too short application time?
  - Too stringent rules?

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2024

- TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2024:
  - Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.
  - Projects must not exceed the maximum cost-effectiveness (C-E) limit of ~$500K per weighted ton.
  - Cost-effectiveness is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

Note: Greenhouse gases appear not to be considered!

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2024

- **Bicycle Parking:**
  - The project will expand public access to new bicycle parking facilities.
  - The project must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), countywide transportation plan (CTP), city general plan or area-specific plan, the MTC's Regional Active Transportation Plan, or other similar plan, and serve a major activity center (e.g. transit station, office building, or school).
  - The bicycle parking facility must be publicly accessible and available for use by all members of the public.
  - TFCA Regional Funds may not be used to pay for costs related to maintenance, repairs, upgrades, rehabilitation, operations, or project administration.

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2024

- **Bikeways:**
  - The project will construct and/or install bikeways that are included in an adopted countywide bicycle plan, CMP, CTP, city general plan or area-specific plan, the MTC's Regional Active Transportation Plan, or other similar plan.
  - To be eligible for funding, the purpose of bikeways must be to reduce motor vehicle emissions or traffic congestion.
  - All bikeway projects must, where applicable, be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014.
  - Projects must reduce vehicle trips made for utilitarian purposes (e.g., work or school commuting)
  - Projects must also meet at least one of the following conditions:
    - Be located within one-half mile biking distance from the closer of a public transit station/stop (e.g., local, county- wide or regional transit stops/stations/terminals) or a bike share station.
    - Be located within one-half mile biking distance from a major activity center that serves at least 2,500 people per day (e.g., employment centers, schools, business districts), or
    - Be located within one-half mile biking distance from three activity centers (e.g., employment centers, schools, business districts).
  - Projects are limited to the following types of bikeways:
    - Class I Bikeway (Bike Path), new or upgrade improvement from Class II or Class III Bikeway
    - New Class II Bikeway (Bike Lane)
    - New Class III Bikeway (Bike Route), or
    - Class IV Bikeway (Separated Bikeway), new or upgrade improvement from Class II Class III bikeway.

These criteria do not seem that hard to fulfill.

FY 2023/24 TDA3 Project Priorities

Transportation Development Act (TDA) funds are derived from a ¼-cent of the State's general sales tax. Article 3 of the TDA makes a portion of these funds available for use on bicycle and pedestrian projects. (How big portion?)

FY 2023/24 TDA3 Project Priorities

Prioritized List of Projects

	Agency	Short Title Description of Project	TDA Article 3 Amount	Total Project Cost
1.	Campbell	Campbell Bicycle and Pedestrian Project FY 23/24	$34,541	$34,541
2.	Cupertino	De Anza Boulevard Buffered Bike Lanes	$166,259	$525,000
3.	Gilroy	FY24 Citywide Curb Ramp Project	$220,000	$240,000
4.	Los Altos	Hetch Hetchy Trail Maintenance and Accessibility Project	$129,725	$129,725
5.	Los Altos Hills	Summerhill Pathway Project, Phase 2	$45,136	$445,136
6.	Los Gatos	Los Gatos Creek Trail to Highway 9 Trailhead Connector Project	$68,884	$9,551,614
7.	Mountain View	Miramonte Avenue Improvement Project	$346,497	$4,500,000
8.	San Jose	Citywide Bikeway Implementation	$637,462	$637,462
9.	San Jose	Citywide Bicycle Parking Program Implementation	$50,000	$50,000
10.	San Jose	Citywide Bicycle and Pedestrian Safety and Education	$100,000	$100,000
11.	Santa Clara	Install Citywide Priority Curb Ramps	$104,938	$382,708
12.	Saratoga	Saratoga Ave Pathway/Sidewalk Project	$24,730	$24,730
13.	Sunnyvale	Install Sidewalk on Poplar Avenue	$160,000	$160,000
		Total	**$2,088,172**	**$16,780,916**

Cupertino De Anza Boulevard Buffered Bike Lanes

The City will enhance the safety of existing Class II bikeway facilities on De Anza Boulevard between Bollinger Road and Homestead Road by narrowing existing travel lanes and installing a painted buffer zone to separate the Class II bike lanes from the vehicle lanes.

2024 State Transportation Improvement Program (STIP)

The California State Transportation Improvement Program is a rolling five year program of transportation projects funded by revenues distributed by the State of California. The State adopts fund projections every two years. Of these funds, 25% is directed to Caltrans' Interregional Transportation Improvement Program (ITIP) and 75% is directed to the Regional Transportation Planning Agencies (RTPAs), Regional Transportation Improvement Programs (RTIP) based on county population and road mileage, and subject to north/south split. Projects in the ITIP are selected by Caltrans. RTIP are selected RTPAs. Both programs are subject to approval by the California Transportation Commission (CTC).

2024 State Transportation Improvement Program (STIP)

Project	Program Amount
Planning, Programming & Monitoring	$0.641M
Central Bikeway	$8.5M
I-280/Wolfe interchange	$6.0M
US 101 Express Lanes: Phase 4	$2.739M
Total:	$17.88M

Valley Transportation Plan 2050 Project List Development

Asked VTA BPAC for possible projects

Valley Transportation Plan 2050 Project List Development

- Adopted goals:
  - Implement Faster, More Frequent, Safe, and Convenient Transit
  - Prioritize Active Transportation to Encourage Healthier Multimodal Options
  - Encourage Land Uses That Create Complete and Convenient Places
  - Address the Climate Emergency by Reducing Transportation Emissions
  - Support Equity in Transportation
  - Pursue Safe and Reliable Travel on Highways and Expressways

VTA TRP Plan 2050 – Time line

VTA TRP Plan 2050 – Project Examples

Projects in Previous Plans

- BART SV Phase II
- Eastridge Bart Regional Connector
- VTA Express Lanes Program
- 2016 Measure B Program

Possible New Projects

- Visionary Network
- City Complete Streets Projects
- Transit Speed Improvements
- Newer Major Freeway Interchange Projects

Programmatic Categories

- Countywide Bike/Ped Program
- Countywide Signal Timing Program
- Local Streets and Roads Program
- Climate Action Program

I proposed to add a visionary trail network plan using our water way's service roads to the list.

Projects Open House – September 27, 6:00pm – 7:30pm, Roosevelt Community Center in San Jose