

CITY OF SAN JOSÉ
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

6:00 P.M., Monday, July 7, 2008
City Hall, 200 E. Santa Clara St, 8th Fl, Room T847
San José, CA 95113

MINUTES

1. **Call To Order** – The meeting was called to order at 6:05 pm.

Present

Yolanda Reynolds
Amy King
Donald Barnett
Marylou Avanzino
Jana Kolakowski-Tran
Jill Escher
Jim Murdy
Lawrence DeSantis
Bob Halem

Absent

Charlie Payne, Chair
Jim Bell

Council Liaison

Frances Reyes, Council District 6

City Staff

John Brazil, DOT

Guests

Jon Graff
Richard Silva
Carolos Babcock
Travis Smith

- a. Introduce New Members** – The Committee welcomed Amy King, Jana Kolakowski-Tran, and Jim Murdy as new members. Each of the new members introduced themselves and provided some background information.
2. **Approve Order of Business** – Approved.
3. **Oral Petitions** – Jon Graff lead a group of bicyclists on a tour of new crosstown Route 11. The route generally worked well. A few areas such as Monterey Road suffer from deteriorating pavement. The signage on northbound 18th Street at San Fernando is confusing and needs improvement to guide bicyclists to the right of the island that channels motorized traffic left. Carlos Babcock expressed interest in temporary road closures for Car-free Sunday events in parts of San Jose. He also would like to see more done to address red light running.
4. **Approve Minutes of May 12, 2008 and June 9, 2008** – Avanzino moved approval; Reynolds seconded. Escher corrected the first entry in the list under item 6(a) of the June 12, 2008 minutes so that it reads “Create Arterial Street Trees Plan for Pedestrians” The motion passed 9-0-0.

5. Old Business

a. Ped & ADA Sidewalk Master Plan Updates – These updates are nearly complete and are scheduled to go to City Council this fall. Over the last one-and-a-half years, project consultants and staff have provided this committee three formal (and monthly informal) progress reports on these projects.

b. Wrong Way Signage Pilot Project – The pilot project will be implemented in FY08-09 on sections of the following three streets: Brokaw Road, Ocala Road, and San Fernando Street.

c. Bike Friendly Signal Detection Pilot Project – The pilot project will be implemented in FY08-09. Last fall, the Governor signed Assembly Bill 1581 requiring bike friendly signal detection at all new and modified signals. Caltrans is currently developing standards for implementation. These standards will help San Jose implement this pilot project.

d. Bike Lane Projects – At its June 24, 2008 meeting, San Jose City Council approved the FY07-08 Bike Lane work plan of six projects. These projects connect with existing segments of bike lanes and provide safe routes to several schools. They include segments of Aborn Road, Cunningham Avenue, Hamilton Avenue, Ruby Avenue, Tully Road, and Yerba Buena Road. This past spring, BPAC recommended these projects for approval. Most of these projects are under construction and will soon be completed.

e. VTA BPAC Update – Each city in Santa Clara County appoints a representative from its city BPAC to serve on VTA BPAC, a countywide committee. San Jose's representative, Lane Parker, has stepped down from San Jose BPAC due to increased responsibilities at work. Therefore, at its August meeting, San Jose BPAC will seek a member to serve as San Jose's representative on VTA BPAC. Members are asked to consider serving, which requires attending monthly VTA BPAC meetings on behalf of San Jose. VTA BPAC meetings are held about nine months a year at 6pm on the second Wednesday of the month. Meetings take place at VTA headquarters in north San Jose.

6. New Business

a. Report from Manual Pineda, Division Manager, Local Policy & Planning, DOT
In response to committee requests, Mr. Pineda provided a report on San Jose's Pavement Maintenance Program, Roadway 4-3 Lane Conversions Projects, and Median Island/Crosswalk Policies.

While the City of San Jose generally seeks to repave streets on a 10 year cycle, recent years' budget deficits have resulted in an actual pavement cycle of about 14 years. San Jose's current pavement maintenance backlog is about \$270m. Roughly \$35m annually is required to maintain pavement without significant deterioration. Currently, annual funding levels are about \$20m per year. Each year, San Jose's Pavement Maintenance Program develops a long list of several dozen candidate projects for potential repaving. After staff evaluation, the list is narrowed significantly and reduced to a short list of actual pavement projects. Generally, roadway striping is replaced in the same place.

BPAC had asked why new Bike Lanes cannot be added in repaving projects such as the recent Hedding Street project. In particular, committee members asked why the city did not

reduce the number of lanes from 4 to 3 to create room for new bike lanes. Mr. Pineda explained that most large streets have been identified in the Arterial Audit and incorporated into the San José's General Plan. Reducing the number of lanes on a so called General Plan street would require extensive environmental and traffic analysis under the California Environmental Quality Act (CEQA). This analysis would take several months and cost approximately \$100,000. In addition, reducing travel lanes would take extensive community outreach and the development of detailed Geometric road design plans. Under the current budget climate, there are not often adequate resources to undertake such a project within the Pavement Maintenance annual program.

However, the city is in the process of a multi-year General Plan review, which is scheduled for completion in 2010. As part of this process, staff will study whether traffic levels and land use plans along General Plan streets have changed in ways that might allow 4-3 lane conversions and the addition of bike lanes. Once this General Plan process is complete, bike lanes could be pursued on identified streets. In 2009, staff will provide BPAC a status report on this General Plan update process.

Committee members had also asked whether marked crosswalks could be included at intersections where raised medians are added. The issue arose in areas where medians were added to streets without a pedestrian crossing in the median. Generally, pedestrians may cross a street at intersections, with or without a marked crosswalk, unless both adjacent intersections (i.e. in both directions) have a traffic signal. When a median without a pedestrian harbor is installed, pedestrian crossings are effectively prohibited. This reduces pedestrian mobility and increases delay. Mr. Pineda noted that design standards and laws are unclear on what's required. The committee suggested that the city develop design standards on how to address this issue. While marked crosswalks with median pedestrian harbors may not be necessary at all corners, they could be recommended where particularly long segments of medians would create lengthy pedestrian delay, or where pedestrian crossing volumes are particularly high.

b. Annual Committee Priorities – BPAC generally creates an annual work plan and establishes priorities at its first meeting of the fiscal year. At its June 2008 meeting, BPAC began brainstorming ideas and developed a preliminary list of possible priorities. The committee reviewed these suggestions and offered additional ideas. After discussion, each member was given three votes to select her or his preferences. Members could vote for three different priorities or combine votes for one or two priorities. The ideas with total votes are listed below.

- 7 – Increase/Improve Public Education Programs for safe bicycling and walking
- 6 - Review all Paving Projects before Implementation
- 5 - Create Arterial Street Trees Plan for Pedestrians
- 2 - Improve school area safety with more enforcement, education, and outreach
- 2 – Improve incorporation of bike/ped accommodation in new developments
- 2 – Develop Public/Private Partnerships
- 1 - Increase traffic enforcement at crosswalks
- 1 – Increase Trail access and connectivity
- 1 – Improve Bike Lane maintenance
- 1 – Improve media coverage of bike/ped issues
- 1 - Improve Airport Bike/Ped Accommodation

- 1 - Close Bikeway Gaps
- 1 - Increase Bike/Ped Program Staff
- 1 – Resolve Yard Waste/Garbage/Recycling pickup in Bike Lane and shoulder
- 0 - Implement More Crosstown Numbered Bikeways
- 0 - Improve Bike/Ped Access to Retail
- 0 – Increase bike access on public transportation
- 0 – Develop a pedestrian advocacy organization
- 0 - Develop current solutions to future gas price increases
- 0 – Develop humorous, eclectic grass-roots/gorilla media to encourage bicycling/walking
- 0 - Improve Safety at “Most Dangerous” Intersections
- 0 – Develop docent-led walks
- 0 - install more colored bollards at crosswalks (as in Willow Glen)

Staff will tally results, email them to committee members, and seek input from Department of Transportation (DOT) staff on which items receiving top votes would be implementable.

7. **Staff Report** – This weekend, San José will host LiveStrong Challenge, a weekend of running and bicycling events benefitting the Lance Armstrong Foundation and cancer research. San José is one of only four cities to host a LiveStrong Challenge in 2008. On Monday, June 14, 2008, the Commonwealth Club will host a talk by Dan Burden, a nationally-renowned expert on walkable communities. Earlier that day, Dan will conduct a walking audit of downtown San José. The evening presentation will be held at the San Jose Repertory Theater and is free and open to the public.
8. **Committee Member Comments** – Member Barnett recently travelled to Louisville where he saw no bike lanes but lots of bike parking. He also traveled to Cincinnati which is developing several new trails. Member Escher encouraged committee members to attend the Dan Burden lecture on Monday, July 14, 2008.
9. **Adjournment** – The meeting was adjourned at 8:20 PM.

Next Meeting Date: Tentatively Scheduled for August 11, 2008.