

REGULAR MEETING MINUTES
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
6:15-8:15 PM, August 28th, 2023

San Jose City Hall
200 East Santa Clara St., San Jose, CA
Room 847 (8th Floor of City Hall Tower)

(a) **Call to Order/Introductions** – The meeting was called to order at 6:15 pm.

Members Present

Arshdeep Kahlon, Chair
Shannon Knepper
Deanna Chevas
Gregory Murphy
Diane Solomon
Ben Kennedy
Ann Ferris
Minh Nguyen

Members Absent

Emily Schwing, Vice Chair
Daniel Burdick
Bobby Gonzalez

City Staff

Ryan Smith, Department of Transportation
Florin Lapustea, Department of Transportation

City Council Liaison

Not present

Members of the Public

Sean Shrum
Grant Brokl
Erin Sheelen
Tim Claes

(b) **Approve Order of Business**

Defer Old Business Item 1 as Council Liaison not present.

Propose adding to the agenda New Business Item 4, Ad Hoc Viva Calle San Jose Meeting Outcomes.

Motion to approve the changes to the Order of Business

Motion: Deanna Chevas

Second: Shannon Knepper

No further discussion or objections

Motion carried; Order of Business approved.

(c) **Public Forum**

Member of the public Sean Shrum, an adaptive athlete from San Jose and Santa Cruz, is working on developing an adaptive athlete meet-up in the Palo Alto and San Jose area with volunteers from Achilles International. He is sitting in on the meeting to understand the BPAC committee process.

(d) **Approve Minutes of June 26th, 2023, and July 24th, 2023, BPAC Meetings**

Staff made edits to the June 26th, 2023, Minutes per the July 24th, 2023, meeting.

Motion to approve Minutes from June 26th, 2023, and July 24th, 2023

Motion: Ben Kennedy

Second: Shannon Knepper

No further discussion or objections

Motion carried; June 26th, 2023, and July 24th, 2023, Minutes approved

(e) Old Business

(1) San Jose BPAC Councilmember Liaison Update – item deferred.

(2) Appoint San Jose’s Valley Transportation Authority (VTA) BPAC Representative

Staff recommends Deanna Skaggs to be the BPAC representative. Ms. Skaggs was an intern with the City of San Jose and was involved with the administration of San Jose BPAC for the previous two years.

Committee Member Ann Ferris nominates Deanna Skaggs.

There were no other nominations.

Motion to approve Deanna Skaggs for San Jose’s VTA BPAC representative

Motion: Deanna Chevas

Second: Ben Kennedy

No further discussion or objections

Rollcall Vote:

Shannon Knepper: Yes

Deanna Chevas: Yes

Gregory Murphy: Yes

Ben Kennedy: Yes

Diane Solomon: Yes

Ann Ferris: Yes

Motion carried; Deanna Skaggs is appointed as San Jose’s VTA BPAC representative.

VTA Board will ratify the appointment at their October 5th, 2023, meeting.

(f) New Business

(1) Department of Transportation Development Review Process

Florin Lapustea gave the following presentation:

Currently, private development projects come to the City through the Planning Department. The Department of Transportations (DOT)’s role is as a partner to the Department of Public Works. DOT reviews the project frontages and the surrounding blocks of proposed development projects. Staff Recommendations go to the Planning Director and then to the Planning Commission or City Council for approval as part of the development entitlement process.

DOT holds a weekly development review meeting where any new application is presented to DOT representatives from each division and comments and concerns are sent to the Public

Works department. DOT comments are based on the City's Complete Streets standards and guidelines along with various City Council-adopted plans. Permits and Plans are tracked through ProjectDOX and AMANDA.

Transportation Analysis Reports look at the existing roadway network compared to the planned improvements the City has identified. The reports investigate how anticipated developments would affect CEQA vehicle miles traveled thresholds or how they would affect local transportation analysis in terms of queueing at intersections. Vehicle delay is still examined as an adverse impact and is used to ask for multimodal offsite mitigation at the intersection or in the surrounding community. Development projects are required to fill out a Transportation Demand Management (TDM) checklist. They are scored on a point system; lower-scoring projects need to include multimodal improvements within one-half mile of the project location.

The City Council adopted *Better Bikeway Plan 2025* in October 2020. The plan identifies locations for future Class IV protected bikeways. If a development is planned along an identified Class IV bikeway, the City can ask or even the condition the developer to build out the Class IV bikeway. Recent development projects are building raised Class IV bikeways for additional cyclist protection and ease of maintenance.

Discussion following the presentation:

Committee Member Diane Solomon asked if there is an opportunity for the Committee to be part of the review for larger projects.

Staff said that the Committee can be tagged to participate during conceptualization of draft plan lines when new development proposals come in.

Solomon asked if there is a way to codify this process.

Staff said that he can include BPAC committee staff in the plan line review, who can send it to the Committee to look it over and make comments. Comments can be discussed in the monthly Committee meeting or emailed.

Committee Member Ann Ferris asked if there is more the City can do for temporary sidewalk or bike lane closures during construction.

Staff said that the City scrutinizes construction plans and that removing a bike lane is the last resort. During the plan review, the City can share the timeline, detour plans, and reasons for detours with the Committee for comment. BART construction impacts around Diridon station can be sent to the committee for review. Ryan Smith will be the point of contact for the Committee.

Committee Member Ben Kennedy asked what happens to infrastructure improvements associated with a project if development plans are downsized or paused.

Staff said that the Public Works Department takes a bond for those public improvements in case the development does not build out what they intended to build.

Committee Chair Arshdeep Kahlon asked if the City works with developments to provide bike lockers.

Staff said that bike parking is part of the planning permit. The municipal code requires new developments to include bike parking.

Kahlon asked if the same amount of bike and pedestrian efforts have been taken for non-downtown neighborhoods.

Staff said that development reviews are opportunistic. When a developer wants to build something anywhere in the city, the City asks for roadway improvements. More developments come in for the downtown area, but there is development in other parts of the city.

(2) BART to Silicon Valley – Phase II

Grant Brokl and Erin Sheelen gave the following presentation:

The VTA Phase II extension will build four new BART stations in Santa Clara County. Three will be underground and one at-grade. Santa Clara County is not part of the BART District. VTA will be working in partnership with BART. VTA responsibilities include paying all costs associated with the extension, contracting and procurement, construction, and ownership of the infrastructure. BART responsibilities include technical assistance, operations, maintenance, and service planning. The project is currently in the engineering and procurement phase.

The design was changed from a stacked platform configuration to a side-by-side center running platform which is more consistent with other BART stations. There was also a station design improvement effort to simplify the passenger experience. The typical underground station layout includes a street-level station entrance, a concourse level from the station to the underground tunnel, and a center platform. The primary bicycle path of travel is by elevator and is large enough to accommodate cargo bikes. All stations will have 190 - 270 bike parking spaces.

The 28th St/Little Portugal BART Station will have intersection signal improvements at 28th St/E St. James St and 28th St/Five Wounds Ln to facilitate pedestrian access. The west side of 28th St will be a shared use path and will be eventually replaced by the Five Wounds Trail.

The Downtown San Jose BART Station will have a new pedestrian paseo along the North entrance to the station for pedestrian and bicyclist access. There will be sidewalk widening and intersection improvements on Santa Clara St. There will be a new Class IV bikeway on Market St. Bike parking will be on the north and south of the station entrance. The Diridon BART Station will have intersection signal improvements.

The Santa Clara BART Station is above ground and will have intersection improvements. The existing pedestrian undercrossing will be widened. A new Class IV bikeway will be built.

Next steps are to confirm station access and circulation plans, incorporate the latest City plans, and advance design of station facilities to 100%. There are upcoming engagement events and meetings.

Discussion following the presentation:

Kennedy asked if there is access to the Downtown Station from both sides of the street.

VTA said that there is only access to the station from the north side of the street. Kennedy asked if there are opportunities for infill stations.

VTA said that there is no plan for infill stations, but it could be something to look at in the far future.

Kennedy commented that the station on Santa Clara St is not Santa Clara Station and that it could be a source of confusion.

VTA said there has been discussion about name changes, but the Santa Clara Station is named to align with the Santa Clara Caltrain Station.

Committee Member Deanna Chevas asked if Santa Clara St will still be able to function as a roadway when construction on the station starts.

VTA is working with the contractor on developing a construction plan.

Kennedy asked DOT if the Santa Clara St complete street re-envisioning is coordinating with VTA on the timeline and construction of the station.

Staff does not know but will follow up on this question.

Solomon commented about tunneling under historic buildings.

VTA said that they have a historic building investigation and monitoring program.

Committee Member Gregory Murphy commented that it is unfortunate that there isn't better integration at Diridon Station with residents to the west.

Staff said that the City is doing a reimagining of Diridon Station to address access to nearby neighborhoods. Staff can follow up with more information on that project at a later point.

Kahlon asked how many bikes can fit in the elevator at a time.

VTA does not know the exact dimensions of the elevator. They will find out and follow up with City staff by email.

Kahlon asked if all the stations can have bike channels.

VTA can take that feedback back to see if there is enough space to accommodate bike channels at all stairs.

Chevas asked if there were considerations for the projected bicyclist capacity at each station.

VTA said that there was a travel demand model that estimates the ridership and mode of access for each station.

Kennedy asked if there will be wayfinding between the VTA light rail stations, BART, and Caltrain.

VTA said there will be wayfinding.

Kennedy asked if the vehicle traffic at the station will be separated from bicycle and pedestrian facilities.

VTA said the 28th St Station will have bike lanes, a shared use path, and bike facilities, and is making sure their interaction with the road will be as safe as possible. Kahlon asked if small scale roundabouts are possible instead of stop-intersections.

VTA said they went through an extensive access planning effort with the City on all the intersections, but they can bring this feedback back to the team for consideration. Kahlon commented that landscaping should be native California plants.

Member of the public Tim Claes asked how much the bike parking at Diridon Station could be expanded beyond the initial 190 spaces. He commented that Amsterdam has thousands of bike parking spaces.

VTA said additional bike parking will depend on occupancy. The Downtown West development will also have bike parking as well as nearby Caltrain developments.

(3) BPAC Meeting Schedule

Item deferred to next meeting.

(4) Ad Hoc San Jose Viva Calle Meeting Outcomes

Kennedy went over the ad-hoc meeting outcomes. The ad hoc meeting was to define the purpose of BPAC's attendance at Viva Calle. The committee wants a two-way conversation with the public and an opportunity for more engagement. BPAC will provide a map of the city and an FAQ sheet at the event. There will be one QR code that has links to relevant webpages and programs. Committee members coordinated shifts for the event.

(g) Staff Updates

DOT is now hiring a graduate student intern and they will be helping out with the committee and doing outreach.

There is a virtual community meeting for a lane reduction project on Leigh Ave from Hamilton to Southwest Expressway. Leigh is currently two lanes in each direction. This is a paving project that will remove a lane in each direction and add bike lanes, update crosswalks, and add on-street parking.

(h) Chairperson's Comments

No comments.

(i) Committee Comments

Solomon shared an automated ticket that she got.

Kennedy said that Terraine St and Basset St has a blind corner out of an underground parking garage that is unsafe. There is no warning that a pedestrian or car is coming.

Committee Member Minh Nguyen said the corners of English Ct and English Dr are not ADA compliant.

(j) Adjourn – This meeting was adjourned at 8:22 pm.