

REGULAR MEETING MINUTES
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
6:15-8:30 PM, July 29th, 2024

San José City Hall
200 East Santa Clara St., San José, CA
Committee Wing Rooms 118-120

(a) **Call to Order** – The meeting was called to order at 6:19 pm.

Members Present

Aarshdeep Kahlon, Chair
Minh Nguyen, Vice-Chair
Ben Kennedy
Deanna Chevas
Diane Solomon
Ann Ferris
Gail Osmer
Jeffrey Englander
Gina LaBlanc

Members Absent

Tim Claes
Greg Koopman

City Staff

Ramses Madou, Division Manager, Department of Transportation
Ryan Smith, Department of Transportation
Jesse Mintz-Roth, Department of Transportation
Cordell Bailey, Department of Transportation

City Council Liaison

Kyle Laveroni, Office of Councilmember Pam Foley

VTA BPAC Representative

Deanna Skaggs

Members of the Public

Eleni Jacobson
Haojun Li
Jordan Moldow
Drusilla van Hengel, Nelson\Nyygard Consulting Associates
Mike
Anonymous Member of the Public

(b) **Approve Order of Business**

Staff recommended removing item (e)(3) due to the number of agenda items and anticipated length of select agenda items, and instead referred the Committee to the published staff report.

Motion to remove item (e)(3) and approve the Order of Business.

Motion: Deanna Chevas

Second: Ann Ferris

Motion carried. Item removed from the Order of Business and approved without objection.

(c) **Public Forum**

Member of the public Mike commented on Goathead thorns puncturing bike tires and seeing the plant all around the City. He requested that the City take care of the issue. He presented a map showing locations where he has discovered Goatheads and where he's performed Goathead abatement.

(d) **Consent Calendar**

(1) **Approve May 20th, 2024 Meeting Minutes**

Committee Member Diane Solomon requests adding additional detail of the discussion regarding what the committee can do to help Vision Zero more to the meeting minutes.

Motion to approve the May 20th, 2024 Regular Meeting minutes with the following additional comments:

"Solomon proposed an ad hoc committee to discuss how BPAC can support the Vision Zero Program with specific feedback. Solomon did not think presentations twice a year were proactive enough. The Vision Zero Program will give a presentation on the draft Action Plan in July 2024. The BPAC could then discuss a structure to give specific feedback after the presentation or in August."

Motion: Ben Kennedy

Second: Deanna Chevas

Motion approved without objection.

(e) Reports and Information

(1) San José BPAC Councilmember Liaison Update

Kyle Laveroni from the Office of Councilmember Pam Foley gave the following update:

The next regular City Council meeting is on August 13th, 2024. The Budget came out better than expected and is retaining three Viva CalleSJ events for FY 24-25.

Committee Chair Aarshdeep Kahlon asked if preferred areas for mixed-use development and walkability could be identified in San Jose to help focus development and support the bike network.

Laveroni responded that Urban Village Plans in the City's *Envision 2040* General Plan support higher-density mixed-use development. The General Plan incentivizes development within Urban Villages. The Vehicle Miles Traveled (VMT) Policy also encourages development in areas where the City projects less driving.

Ramses Madou, Division Manager at the Department of Transportation, added that *Better Bike Plan 2025* was developed with a prioritization list to close the biggest gaps in the bike network and to upgrade streets with the most need. Prioritization was based on Vision Zero, building a network, equity, and local support for specific streets. Land use has not been a priority because developers have not typically engaged with the city on bike infrastructure, however, it can be a next step when the next bike plan is developed.

Committee member Ben Kennedy asked for information on how successful the Urban Villages have been and how the transportation network has or has not been serving them.

Staff will include information on Urban Villages and other policies that the City is pursuing in the next staff report.

Committee member Minh Nguyen asked how far in advance dates and routes for Viva Calle are published.

Laveroni responded that the Parks, Recreation, and Neighborhood Services Department (PRNS) has more information on that. The date and route for Viva Calle in September 2024 has already been published.

Madou noted that DOT's STEP Grant is specifically funding Viva Calle in East San Jose.

(2) Valley Transportation Authority (VTA) BPAC Update

Deanna Skaggs gave the following update:

Santa Clara County will present an Active Transportation Draft Plan at the August 7th, 2024 VTA BPAC meeting and invites the public to comment at the meeting. VTA is adopting a business plan and is soliciting input on key performance indicators that people are interested in seeing including bicycle and pedestrian performance indicators. The key performance indicators will be presented to the VTA Board in fall 2024. The plan is expected to be adopted by November 2024.

Additionally, Caltrans District 4 is working on a Bike Plan update which includes upgrades at Julian/Story-Keyes, White/Hamilton, and McLaughlin Avenue and is soliciting comments from the public.¹

Committee member Deanna Chevas asked how long the public comment period is for the Caltrans District 4 Bike Plan Update.

Skaggs responded that public comment should be open for another month.

(3) Staff Updates

Item removed from the agenda.

(f) New and Returning Business

(1) Adopt Fiscal Year 2024-2025 Committee Workplan

The draft workplan for Fiscal Year 2024-2025 was presented to the Committee.

Member of the public Jordan Moldow requested to have a presentation from Trails maintenance before the winter season. Moldow asked for an update on daylighting to be included in the Walk n' Roll presentation. Moldow asked for the legislative update to be presented earlier in the workplan. Moldow also asked for a Better Bike Plan 2025 five-year update.

Solomon commented that following a group's presentation, the Committee does not know when actions are completed. Solomon suggested that the presenting groups receive the specific recommendations that were discussed in the meeting and to document their progress and how they used the advice the next time they present to the committee. Kennedy also suggested asking about the timeframe of actions and what resources are needed.

Madou responded that staff can keep track of the actions between meetings.

Committee Member Gail Osmer suggested that staff and committee members go out once every three months to different encampments and educate the unhoused about bicycle safety.

¹ <https://storymaps.arcgis.com/stories/3d67ec0ec2bf44528ee42d44b7faf0be>

Osmer also suggested educating seniors on bicycle safety. Kennedy asked to hear about any state legislation that affects the unhoused.

Staff responded that BeautifySJ will speak at the BPAC meeting on August 26th, 2024 on encampment management and the topic can be discussed more then. Staff also mentioned that DOT staff member Cordell Bailey currently conducts this type of work.

Motion to approve the Fiscal Year 2024-2025 Committee Workplan.

Motion: Gina LaBlanc

Second: Minh Nguyen

Motion is approved with no objections.

(2) Vision Zero Action Plan Review

Jesse Mintz-Roth, Department of Transportation, gave the following presentation:

The Vision Zero Program is currently on its third Action Plan which runs from 2020-2024 and is drafting a new Action Plan for 2025-2029. The Vision Zero Program was adopted in 2015 after traffic fatalities doubled between 2012 and 2015. The first five years of Vision Zero focused on winning capital grants to fund external contractors to do capital improvement projects. The current Action Plan is the first plan to have city funding. Staff are currently in the process of developing a cost estimate for the upcoming Action Plan.

Between 2019-2022, City Council Districts 3, 5, and 7 had the most traffic fatalities and severe injuries (KSI). The 2023 Priority Safety Corridor map weighs fatal and severe injuries at three times the weight of minor and moderate injuries. The 30 Priority Safety Corridors represent six percent of the City's roadways but account for 46% of the fatal and severe injuries. The Vision Zero Program has won many grants over the past five years. AB 645 was passed in 2023 which enables speed camera pilots in six cities in California, including San Jose.

The 2020 Vision Zero Action Plan had six key action areas: build robust data analytics tools, form a Vision Zero Task Force, increase traffic enforcement and prioritize KSI-reduction strategies, increase community outreach and engagement to build a culture of safety, implement quick build data-driven safety improvements, and equity: focus resources on high-KSI corridors and districts.

The 2025 Vision Zero Action Plan will have five priority action areas. The first action area is to prioritize equity and vulnerable road users which includes piloting street safety near hotspot locations and implementing "Walk Safe San Jose" pedestrian safety study recommendations. The second action area is to center data analytics and report metrics, including building a dashboard of projects and conducting more before and after evaluations of Vision Zero projects. The third action area is to strategize enforcement, including implementation of two camera pilots and alignment of traffic enforcement with the top three known violations leading to fatal and severe injuries. The fourth action area is to engineer for safety, which includes capital improvement projects and safety improvements around schools. The last action area is to engage the community and message safety, including increasing public awareness of traffic safety issues and conducting safety engagement events in the community.

The draft public comment period will run until August 31st, 2024. Comments may be sent through the Vision Zero webpage.² The final plan will be presented at the Vision Zero Task Force meeting in October 2024, to the Transportation and Environment Committee (T&E) in November 2024, and finally to City Council in December 2024. The Vision Zero Program will now present to T&E twice each year (May and November) and to BPAC twice each year (February and August)

Discussion following the presentation:

Member of the public Haojun Li commented that while the Vision Zero Program has accomplished many goals in the last five years, the average number of bike and pedestrian fatalities has stayed the same or increased. Li would like to see more rationale and concrete actions for the key action areas in the draft plan. Li encouraged BPAC to be more involved in the Vision Zero planning process.

Moldow commented that with the sunseting of the Vision Zero Task Force, the BPAC will be the only non-elected members of the public to give consistent feedback to the Vision Zero Program and encouraged members to dig deeper into the plan and work with city staff on the final plan. Moldow commented that engineering for safety should be a higher priority of the plan. Moldow also commented that roadway messaging, like the messaging done on Saratoga, was effective. He encouraged this type of roadway messaging over videos or general signage.

Mike reiterated the issue of the Goathead thorns damaging bikes in bike lanes.

Committee member Gina LaBlanc asked if the numerical placeholder symbols in the presentation for deliverables will be filled in for the final plan. LaBlanc asked where speed reduction will be located near K-12 schools and how low the speed limit will be. LaBlanc commented that only updating the dashboard twice a year was too infrequent. LaBlanc commented that nine priority safety corridors were redesigned between 2020-2024 and was concerned how long redesigning all 30 priority safety corridors will take.

Mintz-Roth responded that the final plan deliverables will have specific numbers. There is a new project manager for school safety who will be able to answer more questions about school speeds in a later meeting. The Program is open to updating the dashboard more frequently. Mintz-Roth responded that the nine priority safety corridors that were redesigned were very large projects.

Chevas understands that it took a lot to build out the current projects, but now that the processes are in place and there are more staff, Chevas hopes that the progress can be exponential. Chevas supported Li's comment that despite the accomplishments of Vision Zero, the fatalities have not substantially decreased. Chevas suggested that BPAC engage with the community again at the September Viva CalleSJ event about Vision Zero feedback.

Ferris suggested collaborating with private groups because businesses also have a stake in keeping their employees safe. Ferris also commented that right-turn-on-reds do not feel safe for cyclists and pedestrians in crosswalks and suggested that the City reevaluate restricting right turns of red. Many vehicles do not stop at the red light.

² <https://www.sanjoseca.gov/Home/Components/News/News/6037/5104>

Mintz-Roth responded that staff have been watching pilots in San Francisco regarding right-turns-on-red. Removing right-turns-on-red can be difficult in terms of compliance, but there have been discussions to pilot it at specific locations.

Solomon supported Ferris's comment about right-turns-on-red. Solomon commented that the signs are not effective however signs that say "Someone died here" are impactful. Solomon asked what the BPAC members and members of the public can do more specifically besides commenting on presentations and plans.

Mintz-Roth responded that the Vision Zero Program appreciates the input and ideas, however staff need to do analysis before implementing new ideas. Input about what works or does not work is helpful.

Staff will consider adding an agenda item to the August BPAC meeting to discuss the Vision Zero Action Plan in more detail. Committee members may discuss comments for the Action Plan outside of a meeting so long as they are not in violation of the Brown Act. Comments can be gathered and sent to Mintz-Roth by email.

Committee member Jeffrey Englander asked if the fatalities and severe injury count includes those on the interstate highways. Englander asked how the crashes are analyzed. Nguyen asked if the Expressways are included.

Mintz-Roth responded that the highways are in the Caltrans right-of-way, so they are not included in the statistics for San Jose. The Expressways are part of the county, but they are policed by the City, so those are included in the crash statistics. Within DOT, there is a fatality review meeting that occurs every two weeks. Fatality locations are reviewed, and safety recommendations are made. Some recommendations are funded and can be done immediately while others need additional funding through grants.

Nguyen commented that there are two schools close to the new potential Costco in City Council District 1 which will bring a lot more traffic and vehicles to the area. Nguyen asked how the City is going to keep students safe in that area and how it is related to Vision Zero and urban villages.

Mintz-Roth said that they are aware of the development and have heard a lot of feedback from residents about the development. Madou explained that the City cannot deny a project without clear prior legislation that can stop the project. The City can work with the developer to include certain things or condition right-of-way improvements, but it is a negotiation. He suggested that members of the public think about what safety benefits could potentially come out of a large development project and to consider advocating for those.

Kennedy asked how Vision Zero measures the success of the messaging campaigns when the KSI numbers have not changed a lot. Kennedy also asked whether placement of messaging led to a decrease of enforcement needs in those areas.

Mintz-Roth responded that safety messaging is not a precise science and there is a difference of opinion of whether people find it useful. A sub-consultant was hired to poll 900 San Jose residents from every neighborhood and demographic about awareness and attitudes of the messaging campaign. The Vision Zero team just received citation data from the Police Department for the past year which they can analyze against the messaging campaigns and other data.

(3) Walk Safe San Jose Report

Drusilla van Hengel, Nelson Nygaard, gave the following presentation:

The vision of Walk Safe San Jose is to advance creative investment strategies that lead to safer and more appealing walking conditions for San Joseans to live, work, play, shop, and learn. The plan is intended to make it safer and more convenient to walk, take, transit, and be mobile within the Vision Zero identified Council Districts 3, 5, 6, and 7. The first goal of the program is to improve the four priority areas by providing safe routes for people who walk, particularly children, older adults, low-income people, people with disabilities, and people living unhoused. The second goal is to develop and share conceptual improvement designs that the City can deliver using in-house maintenance staff when funding and capacity are available. The last goal is to use research and proven examples of successful traffic safety practices in other cities to improve San Jose streets. The plan is open for review between August 5th and September 30th.³

The plan supports higher levels of walking activity near transit; in equity priority communities; and where affordable housing, bridge housing, unhoused communities, and mobile homes are located. Current conditions were analyzed to look at challenging street segments which are difficult to cross, pedestrian-involved crashes, pedestrian crashes by violation, crashes involving older adults, and challenging intersections among school age children, among other factors. Maps were brought to the community to ask about lived experiences. Community feedback was gathered on quick-build design elements and potential locations. The project's Equity Steering Committee (ESC) focused efforts on reaching out to representing vulnerable populations. A technical advisory committee (TAC) with representatives from the City of San Jose, Caltrans District 4, Santa Clara County Roads and Airports, and VTA identified important intersections for improvements on their systems.

There were some notable engagement points. The majority of those engaged with approved of the quick-build design concepts and locations. It was noted that there was a concern about garbage and littering along sidewalks, which was a common concern among Spanish-speaking and Vietnamese-speaking residents living in Council Districts 5 and 7. Temporary safety treatments were popped up in winter 2024 to demonstrate different safety strategies. Discussions with VTA were held to assure that buses would still be able to operate without impact at the pop-ups. The demonstrations were supported by operators and safety trainers who helped identify opportunities to creatively slow speeds at conflict points. Pop-ups raise visibility of projects, are able to get input from users, and are flexible which help understand dimensions for final designs. The team worked with the TAC to identify quick-build elements.

Eight focus areas were identified for quick build designs based on research, analysis, engagement, and ESC input:

- Oakland Road from Montague Expressway to US-101
- Story Road from King Road to Clayton Road/Meadow Lane
- McLaughlin Avenue from Capital Expressway to Yerba Buena Road

³ <https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/walk-safe-san-jos>

- Meridian Avenue from Hamilton Avenue to Husted Avenue
- Lincoln Avenue from Coe Avenue to Minnesota Avenue
- Leigh Avenue from Cheney Drive to Hamilton Avenue
- Coleman Avenue from Hedding Street to Julian Street
- Minnesota Avenue at Three Creeks Trail.

Citywide research was conducted and categorized into three workstreams. The first workstream researched how to improve access to transit and developed recommendations for improving communications and data sharing among VTA and the City of San Jose. The second workstream researched traffic signal strategies that support people walking and improve pedestrian safety. The third workstream researched how to navigate urban spaces including construction detours, activating Caltrans facilities, and improving transitions between spaces.

Discussion following the presentation:

Moldow appreciated the data shown and would like to see more data on the turning speeds during the pop-ups and what was learned. Moldow suggested doing more pop-ups for longer periods of time that can be updated on a weekly basis to test more configurations.

There was no further Committee discussion.

(4) Transportation & Environment Committee Workplan Review

Solomon will speak on behalf of the BPAC at the T&E August 12th, 2024 meeting. Regarding agenda item (1), Climate Advisory Commission Annual Report and Work Plan, Solomon suggests that the plan fully fund the Better Bike Plan 2025, fund Vision Zero, and add these plans to the capital budget. Regarding agenda item (2), Airport Commission Annual Report and Work Plan, Solomon suggests adding a section to improve bike and pedestrian access to the airport. Regarding agenda item (3), City Infrastructure Strategy Quarterly Status Report, Solomon suggests improving the 311 app.

Moldow commented that the Climate Advisory Committee is new and that it is a good opportunity for the BPAC to collaborate with them and add bicycle issues to the work plan. Moldow also suggested that the BPAC give an annual report to T&E.

Solomon supported the suggestion to give an annual report to T&E.

(5) Appoint Fiscal Year 2024 – 2025 Committee Officers

Deferred.

(g) Committee Comments

(1) Chairperson’s Comments

Kahlon thanks the committee and the members of the public for their continued support and dedication.

(2) Committee Member Comments

Solomon would like to invite the members of the committee to join her before the meeting to greet the new BPAC members and meet DOT staff.

(h) Adjourn – This meeting was adjourned at 8:55 pm.