

**CITY OF SAN JOSÉ  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

6:15- 8:00 P.M. March 28<sup>th</sup>, 2022

Remote Meeting

**REGULAR MEETING MINUTES**

**(a) Call to Order/Introductions** – The meeting was called to order at 6:16 P.M.

**Members Present**

Brandon Alvarado, Chair  
Daniel Burdick  
Bobby Gonzalez  
Ben Kennedy  
Jake McCluskey  
Nancy Macias  
Diane Solomon  
Emily Schwing

**City Staff**

Ryan Smith, Department of Transportation  
Jonathan Yuan, Department of Transportation

**Members of the Public**

None

**Members Absent**

Aarshdeep Kahlon, Vice-Chair  
Shannon Knepper

**(b) Approve Order of Business**

No changes to the order of business.

**(c) Public Forum**

No comments from members of the public.

**(d) Approve Minutes of February 28th, 2022 BPAC Meeting**

Diane Solomon commented that the minutes did not capture a conversation about the Ad hoc committee regarding the new council member liaison.

Staff confirmed that they would add a note to the minutes that staff had contacted everyone necessary to contact on the city side, and there was no further update at the time of the meeting. Chair Alvarado was to reach out to the Mayor's office but was absent from the February 28<sup>th</sup> meeting.

Following the addition of Solomon's comments to the minutes, a vote was conducted.

Motion

So moved - Ben Kennedy

Seconded by - Jake McCluskey

No final discussion.

Roll Call vote:

Brandon Alvarado: abstain

Daniel Burdick: abstain

Bobby Gonzalez: yes

Ben Kennedy: yes

Nancy Macias: abstain

Jake McCluskey: yes

Diane Solomon: yes

Emily Schwing: abstain

Motion passes. February 28<sup>th</sup> minutes approved.

**(e) Old Business**

**(1) VTA Bicycle and Pedestrian Advisory Committee Meeting Update – Informational Item**

No update from the representative at this time.

Staff commented that the VTA BPAC must appoint a representative from San Jose per their bylaws for the new VTA BPAC term, which will be on April's San Jose BPAC agenda. So, if BPAC wishes to have Diego Ortiz remain as San Jose's representative, the committee members can nominate him or any other VTA BPAC members or members of the public.

McCluskey volunteered to reach out to Ortiz.

Lastly, Alvarado commented the importance of San Jose's presence at VTA BPAC meetings because San Jose is a large city and holds a lot of weight in the conversation. Having a representative who is well-versed in VTA's projects is very valuable.

**(f) New Business**

**(1) San Jose Trails Network Annual Update – Informational Item**

Item deferred to the following meeting.

**(2) San Jose Bike Plan Implementation – Informational Item**

Every year the Active Transportation and Trails programs provide an annual joint status update to the Transportation and Environment Committee<sup>1</sup> (T&E) to report trails and bikeways accomplished over the last year. Staff provided the on-street portion of this presentation to BPAC as a preview before the T&E presentation.

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<sup>1</sup> T&E webpage with meeting agenda and recording with DOT staff's presentation.

<https://sanjose.legistar.com/DepartmentDetail.aspx?ID=33885&GUID=B8D373E4-359D-470B-962C-BFAA26D7ED6E>

**Staff provided the following overview of the implementation status of the bikeways and trails program:**

The 2025 Better Bike Plan was adopted in October 2020 and included a 557-mile bikeways networks. The plan's three main goals are:

- Safety
- Equity
- Mode Shift

The number of bikeways miles increases yearly, from 283 miles in 2015 to 436 miles in 2022 (the city installed 33 miles of bikeways in 2021 alone). One of the big implementation goals is expanding the protected bikeways system beyond the downtown area.

The trails program is also expanding, with approximately 63 miles as of Spring 2022. Combined, trails and bikeways in San Jose provide 499 miles of completed bike infrastructure in San Jose in Spring 2022.

**Project Updates:**

The city performed a lane reduction on Vista Park Drive and Lean Avenue and installed parking-protected bikeways this year. These projects are an example of what the City is implementing as the program expands further out from downtown. Lean Ave also received a parking-protected bikeway.

10<sup>th</sup> and 11<sup>th</sup> street bikeways project will see quick-build bollards replaced with concrete improvements .

The "quick strike" grant program allows the city to convert quick build street improvements into concrete and planter bikeway improvements. The projects funded by this grant are as follows:

- Downtown Better Bikeways
- Bascom Ave complete streets
- Julian/McKee Safety improvements
- East San Jose MTIP

**Funding<sup>2</sup>:**

Bike Plan Cost Estimates

Total on street network: \$263-370 million  
Focus Areas<sup>3</sup>: \$121-162 million  
5-Year Priority Projects \$70 – 94 million

Grants:

ATP, OBAG, Quick Strike

City Plans and Projects:

Pavement Maintenance, Vision Zero, Reginal highway projects

Private Development:

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<sup>2</sup> The 2025 Better Bike Plan does not have a dedicated funding source. Therefore the bike plan is implemented through grant funding and attaching the bike plan with other projects and private developments.

<sup>3</sup> These are areas that will be focused on first or take priority if the entire network can not be fully built out. These places will benefit most from safety, equity and mode shift improvements. Maps of these areas are included in the presentation.

City View Plaza and Downtown West

**Transportation Development Act:**

The only guaranteed funding source is the state's Transportation Development Act III grant. In 2022, the city will receive 1.4 million from this grant. An overview of the City's FY 22-23 application was included as part of this agenda item:

	<b>Recommended Projects</b>	<b>Amount</b>
1.	Citywide Bikeway Implementation <i>Design, conduct outreach, prepare environmental analysis, and install bikeways throughout the city.</i>	\$1,110,036
2.	Pedestrian Safety Improvements <i>Construct pedestrian safety improvements citywide.</i>	\$200,000
3.	Citywide Bicycle Safety/Education <i>Support Vision Zero safety program pedestrian and bike efforts.</i>	\$100,000
	Total	\$1,410,036

**VTA Central Bikeway:**

VTA is working to create bike networks that connect cities, called the central bikeway. It would connect Santa Clara to the BART station in San Jose. VTA would work with the cities to get grant funding to build out part of this project.

**Discussion Following the Presentation:**

Solomon commented last time the trails program was presented to BPAC, there had been a fatality on the Guadalupe River Trail from a speeding bicyclist and would like an update on the issue. Solomon also commented that the Coyote Creek Trail ends and she was aware of funding to connect the trail, and would like an update here. Lastly, Solomon mentioned that she had sent her documents on the Penitencia Creek Trail wayfinding to the Trails team. Staff confirmed that they would pass on Solomon's questions.

Committee member Gonzalez asked if anything is preventing the city from investing more in the bikeway's projects, either from the general fund or other sources? Staff confirmed that the City would have to allocate the money.

Committee member Kennedy asked if this presentation reflects or addresses Mayor Liccardo's recent discussing regarding a six million dollar infusion for safety projects to address the City's high fatality rate so far this year. <sup>4</sup> Staff commented that such funds have likely be used for Vizion Zero efforts and not necessarily for bike plan

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<sup>4</sup> Article from San Jose Inside: <https://www.sanjoseinside.com/opinion/roadway-fatalities-require-a-focused-not-flailing-response/>

implementation. This article that the Mayor has an article in San Jose Inside clarifies a lot of that stuff. What the active transportation/ bike team is to try to jump onto projects being funded to implement pieces of the bike plan.

Alvarado asked what VTA will do to make the Central Bikeway “superhighway” more than just another bike lane. Staff commented that VTA would be making additional improvements beyond installing a protected bikeway, for example through signal priority.

**(3) Establish BPAC Ad Hoc Committee for Grant Project Review – *Action Item***

(Note - A typo in the agenda listed item f3 as informational item when it was meant to be an action item. The chair allowed the item to be heard as an action item.)

The DOT grants team would like BPAC to review grant applications, but given that BPAC only meets ten times a year and items need to be put on the agenda two weeks before a meeting, the grants schedule does not always align with BPAC's. Therefore, the committee feels that establishing an Ad Hoc Committee would be an effective and flexible way to review grant applications.

Solomon expressed sentiment that BPAC used to be "just for show," but now feels that the committee is progressing to having an actionable work plan, and this Ad Hoc committee would be a part of this.

- Ad Hoc Committee name: Grant Project Review Ad Hoc Committee
- Ad Hoc Committee definition: Reviewing grant applications and projects within the purview of the BPAC, including providing comments and letter of support
- Number of members needed: At least two
- Members of Ad Hoc Committee: Diane Solomon, Aarshdeep Kahlon, and Emily Schwing; Ben Kennedy as an alternate.

Motion

So moved - Committee Member Daniel Burdick

Seconded by Ben Kennedy

No final discussion.

Roll Call vote:

Brandon Alvarado: yes

Daniel Burdick: yes

Bobby Gonzalez: yes

Ben Kennedy: yes

Nancy Macias: yes

Jake McCluskey: yes

Diane Solomon: yes  
Emily Schwing: yes

Motion passes. New Ad Hoc Committee approved.

**(4) San Jose Shared Micro-Mobility Sidewalk Detection Technology Demo –  
*Information Item***

**Staff provided the following overview of the sidewalk detection demo:<sup>5</sup>**

The current scooter operators in San Jose are Spin, Lime, and Bird. Both Lime and Bird have about 600-700 scooters each. But only about 1,000 scooters are on the street at any given time. There are roughly 35,000 rides a month, with each ride on average being less than a mile and costing about \$5.

San Jose uses a permit program to authorize scooter operations in the City. Each permit is one year in length and allows operators to have up to 1,000 scooters. Requirements include a 12mph speed limit and restricted use zones. Additionally, there is a minimum deployment requirement in equity priority communities, and the operation apps must be offered in three languages. The scooter permit program is cost-recovery only, so scooter funds cannot be used to fund other programs.

In 2019, Mayor Liccardo recommended that DOT require all scooter operations to implement sidewalk detection technology that slows scooters when they are on the sidewalk as scooter sidewalk use is illegal in San Jose. DOT staff recently finished testing the sidewalk detection technology with mixed results from the three operators. The City will release a summary report in 2022.

DOT is now focused on data collection and public surveys to determine whether DOT require sidewalk detection technology, if this technology safe enough to use, and if there are specific locations where sidewalk detection should be implemented? The current feeling is that it should be implemented in areas like downtown, where pedestrians have priority.<sup>6</sup>

**Discussion following the presentation:**

Alvarado commented that when Bird scooters first came to San Jose, Mayor Liccardo said they should have sidewalk detection technology. If such technology were not adopted in a set time frame, scooters would no longer be permitted in the city.

Gonzalez commented that he agreed that downtown should be the area of focus for sidewalk detection and, more specifically, where there are parking-protected lanes or areas where there is safe infrastructure for scooters to ride on the road. He feels that

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<sup>5</sup>[Shared Micromobility Program Presentation- Copy.pptx](#)

<sup>6</sup> Staff to follow-up after meeting to decide if the operators should attend the next Meeting.

injury and fatalities from cars are more of a concern for pedestrians than scooters right now, as he has not heard of any severe pedestrian injuries from scooters.

Macias asked staff what safety requirements could be added so scooter users feel safe riding on the street. Staff responded by saying the best way to keep all micromobility users safe on the roadway is through protected bikeways and better bikeway infrastructure. Research indicates that regardless of how much high visibility you add to bikes and scooters, it will not make as much of an impact as safer infrastructure. Staff also commented that part of the reason it has taken so long to implement the Mayor's goal for sidewalk detection is that DOT is still unsure if it is safer to force scooters out into the street and off of the sidewalk. That is why DOT is taking the time to complete this demo study. (Additionally, COVID-19 has slowed progress here.)

Alvarado commented that he recalls that before scooters, there was not enough bike parking or bike lanes. Following the scooters' introduction, there has been a focus on multi-mobility. Alvarado feels that scooters were very disruptive while the city was still trying to sort out bike infrastructure. Alvarado also emphasized that scooters are still very new and have impacted a lot of current policies and infrastructure in the city. Alvarado closed by asking what scooters are adding/providing for the city and the community of San Jose.

Kennedy asked staff if there is an idea of people are using the scooters for? He also said that the city cannot stop the companies they can only hope to regulate them.

Staff's final comments acknowledged that scooters regulations are underenforced on the street due to lack of funding as well as staffing shortages, affecting the City's ability to regulate operations and where scooters and parked and deployed.

Gonzalez closed the discussion by stating that he feels the conversation about funding should focus on how provides DOT funds its programs and safety concerns in light of the high fatality rates over the last few years. The focus should be not on funding one DOT team or project over another. He also pointed out that there have only been three scooter fatalities since their introduction in 2018 out of 180 overall traffic fatalities.

**(g) Chairperson's Comments**

No Updates at this time.

**(h) Committee Comments**

Solomon asked if a deadline could be set for switching to a new council member liaison, possibly by the end of April, because elections are occurring and things may change. Soloman then confirmed with Alvarado that he had received the letter that was to be sent to the Mayor's office, and he confirmed that he would send it as soon as possible.

Solomon mentioned that Cordell Bailey, Safety Education Officer in DOT, may need volunteers to help with the bike rodeos that are part of school safety programs.

Solomon announced that she wants to encourage the Silicon Valley Bike Collation local teams to attend BPAC and would be sending staff an email.

Kennedy commented that on N 21<sup>st</sup> street, the City installed bike lanes and speed humps, but the speed humps impact the bike lane. Kennedy feels that design is counterproductive. Staff to pass on concerns to the department.

**(i) Adjourn** – This meeting adjourned at 8:52 P.M.