

**REGULAR MEETING AGENDA  
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE**

6:15-8:00 pm, May 23<sup>rd</sup>, 2022

Remote Meeting

**(a) Call to Order/Introductions-** The meeting called to order at 6:19 pm

**Members Present**

Brandon Alvarado, Chair  
Aarshdeep Kahlon, Vice-Chair  
Daniel Burdick  
Ben Kennedy  
Shannon Knepper  
Jake McCluskey  
Diane Solomon  
Emily Schwing

**City Staff**

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

**Members of the Public**

Diego Ortiz (VTA BPAC)

**Members Absent**

Bobby Gonzalez  
Nancy Macias

**(b) Approve Order of Business**

Item F1- San Antonio Bikeway Evaluation Report moved to follow Item C - Public Forum.  
Approved with no objections.

**(c) Public Forum**

No public comments

**(d) Approve Minutes of May 2<sup>nd</sup>, 2022 BPAC Meeting**

The Committee had minor comments on spelling and grammar that staff corrected.

Motion: Approve May 2<sup>nd</sup>, 2022 BPAC Minutes

So moved - Diane Solomon

Seconded by - Shannon Knepper

No final discussion.

Roll call vote:

Brandon Alvarado: yes

Aarshdeep Kahlon: no vote

Daniel Burdick: yes

Ben Kennedy: yes

Shannon Knepper: yes

Jake McCluskey: yes

Diane Solomon: yes

Emily Schwing: yes

Motion carried; May 23<sup>rd</sup> minutes approved.

#### (e) Old Business

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

###### **Diego Ortiz provided the following update:**

At the May meeting, VTA approved a contract with Kiewit Shea Trailer for two-hundred thirty-five million dollars covering Phase I pre-construction.

The VTA board voted to approve reviewing previously completed assessments that compare different boring methodologies for the BART extension to Downtown San Jose. This vote is in contrast to a previous decision they made to use single bore methodology.

2016 Measure B update: <https://www.vta.org/projects/funding/2016-measure-b>

VTA plans to submit two projects for the ATP Grant

- 1: Bascom Avenue Complete Streets
- 2: Homestead Road Safe Routes to School

###### **Discussion:**

Committee Member Solomon asked when VTA plans to break ground on the second BART extension. Ortiz clarified that Phase I will be completed by December 2023 and Phase II (which includes major construction) will not begin before January 2024.

##### **(2) BPAC Committee Effectiveness Update – *Informational Item***

Chair Alvarado reported that the Committee is still waiting to hear back from Mayor Liccardo's office about BPAC's City Council liaison appointment.

Solomon requested that Alvarado call the Mayor's Office.

Solomon volunteered to reach out to the City Clerk in the following week.

Alvarado has until June 30th to exercise his authority as Chair and continue to work on the Effectiveness Ad-Hoc Committee.

### **(3) Quimby Road Bikeway Discussion and Committee Action – *Action Item***

During the May 2022 BPAC meeting, Committee Member Gonzalez volunteered to write a letter recommending a lane reduction on Quimby Road. The Committee gave Alvarado authority to sign this letter and send it to the City.

Alvarado confirmed that he has the letter and is ready to send it to the City.

No further discussion at this time.

### **(f) New Business**

#### **(1) San Antonio Bikeway Evaluation Report<sup>1</sup> – *Informational Item***

**Staff Member Peter Rice gave the following overview of the San Antonio Bikeway Evaluation report.**

- The San Antonio Bikeway was conceptualized in the *En Movimiento* plan and implemented as part of the 2020 paving program.
- Stop signs were removed between 17th and 24th street, and traffic circles with high visibility crosswalks were added.
- Between 24<sup>th</sup> and King Road, the intersections were re-aligned on both sides of the Highway 101 crossing, a slip lane was closed, and protected intersections were added.
- Between King Road and Jackson Avenue, the travel lanes were narrowed and the buffered bike lane was widened. Parking-protected bikeways were installed between Sunset and Scharff avenues.

#### Project Goals:

- Provide an “all ages and abilities” bicycle connection between East San Jose and Downtown San Jose.
- Reduce vehicle speeds so that 85<sup>th</sup> percentile speeds are less than 25 mph.
- Reduce traffic volume so that average daily traffic is less than 3,000 vehicles per day.
- Reduce collisions resulting in fatalities or severe injuries (KSI).
- Increase safety and comfort for people who walk and bike.

#### Evaluation Methodology:

- Community feedback/surveys
- Speed and traffic volume data collection.
- Collision data collected over a nine-month period.
- Observations completed by the Department of Transportation include a walking audit, a ride-a-long with the Bicyclical Coalition, and by us of automobile along the corridor.

#### Findings:

- Between 17<sup>th</sup> and 24<sup>th</sup> street, 85<sup>th</sup> percentile speeds rose from 21 mph to 24.3 mph, and vehicles did not slow to the design speed of 12 mph at traffic circles. Forty-seven percent of survey respondents that walk on San Antonio said they feel less safe on this segment. It was also found that 58 percent of survey respondents who bike on San Antonio said they feel safer riding on this segment.

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<sup>1</sup>Full report: <https://www.sanjoseca.gov/home/showpublisheddocument/86047/637886499999430000>

- Between 24<sup>th</sup> and King Road, vehicle speeds remain higher than the target speed. The community still has safety concerns about riding between King Road and US 101, and the steep incline of the 101 overpass remains a challenge to some cyclists. Eighty-one percent of survey respondents that ride on San Antonio said they feel safer on this segment.
- Between King Road and Jackson Avenue, the community has concerns about visibility when entering San Antonio from driveways and side streets and are concerned about litter and debris blocking bikeway. Vehicle speeds along the protected bike lanes fell 1.7 mph, with no KSI crashes. 64 percent of respondents that ride on San Antonio said they feel safer on this segment of San Antonio.

Proposed Changes:

- On the segment between 17<sup>th</sup> and 24<sup>th</sup> streets, the proposed changes include replacing quick-build traffic circles with hardscape/permanent traffic circles and installing at least one stop sign.
- The 24th and King Road segment will receive traffic calming treatments (speed humps and chicanes) on both sides of the US 101 overcrossing.
- The segment that includes King Road and Jackson Avenue proposes increasing visibility by removing the parking-protected bike lanes and replacing them with buffered bike lanes. The long-term goal for this area is some form of a protected bikeway, but the buffered bike lane will improve the visibility concerns in the short term.

Looking Forward:

- The City is pursuing the full infrastructure version of San Antonio and transitioning away from the quick-build projects.
- The City will be pursuing grants to fund the conversion into hardscape and permanent infrastructure.

**Discussion Following the presentation:**

Committee Member Solomon commented that she prefers to ride along San Antonio rather than Story Road because San Antonio is safer.

Committee Member Schwing commented that she feels safer after the improvements crossing the 101, yet she still has concerns about litter and debris blocking the bike lane. Schwing asked what BPAC can do to help address that issue.

Staff confirmed that debris in bikeways is a city-wide issue, and the City has a special street sweeper for bike lanes that comes by twice per month. Senior Staff in the DOT have expressed a desire to get BPAC involved with sweeping coordination and to add it to BPAC's work plan for the next term.

Chairperson Alvarado asked for a possible timeline for the proposed changes to San Antonio. Staff explained that the improvements' timeline would depend on what grants and funding sources are pursued. The City will have approximately five years to construct the project if a grant is awarded.

Staff mentioned that BPAC members and the public could participate in the San Antonio projects by participating in the *En Movimiento* Community Advisory Group<sup>2</sup>.

**(2) City of San Jose Active Transportation Grant Program Application Review and Support – Story-Keys Corridor and Julian Street Bikeway – *Committee Review and Action Items***

**Staff presented two of the proposed ATP projects, the Story-Keys Corridor and the Julian Street Bikeway, and asked BPAC for a letter of support:**

DOT is drafting three Active Transportation Program Grant (ATP)<sup>3</sup> project applications. ATP is a state-level grant through Caltrans that provides funding for bicycle and pedestrians infrastructure projects that focus on safety, mode shift, public health, and greenhouse gas reduction.

The Story-Keys Bikeway project adds separated bikeways, protected intersections, transit boarding islands, and other improvements for bicyclists, pedestrians, and transit riders. The project hopes to increase safety and comfort for active transportation users on high-speed, high-volume, and auto-oriented corridors. The project unlocks biking, walking, and bus trips to multiple parks, trails, and shopping centers for more travelers in this low-income, pollution-burdened, and culturally diverse community.

The Julian Street Bikeway Project closes a critical gap between discontinuous segments of the City's Guadalupe River Trail. It also replaces the roadway underneath Caltrain tracks and the bridge crossing the Guadalupe River. The project completes an important bicycling commute corridor through the heart of San José, connecting to transit, jobs, housing, and commercial areas and providing a safer and more comfortable alternative to Santa Clara Street, Coleman Avenue, and Taylor Street.

**Following the presentation:**

Staff provided draft letters of support for BPAC to review and approve.

The Committee recommended minor grammatical and stylistic changes to the draft letters provided by staff.

Motion: Approve both letters of support for DOT's ATP grant

So moved - Ben Kennedy

Seconded by - Aarshdeep Kahlon

No final discussion.

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<sup>2</sup> En Movimiento Advisory group : <https://www.sanjoseca.gov/your-government/departments-offices/transportation/projects-planning/east-san-jos-mtip/en-movimiento-community-advisory-group-7176>

<sup>3</sup> More information on ATP grant: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

Roll Call vote:

Brandon Alvarado: yes

Aarshdeep Kahlon: yes

Daniel Burdick: yes

Ben Kennedy: yes

Shannon Knepper: yes

Jake McCluskey: yes

Diane Solomon: yes

Emily Schwing: yes

Motion Carried; letters of support approved.

**(3) Appoint FY 22-23 San Jose Representative for VTA BPAC – *Action Item***

Ortiz recommended committee member Gonzalez as the next VTA BPAC representative. Solomon supports Gonzalez as VTA BPAC representative as he has experience with transportation.

No other committee members or members of the public were nominated

Motion: To Nominate Bobby Gonzalez to be the VTA BPAC representative (pending that Gonzalez confirms nomination with staff)

So moved - Aarshdeep Kahlon

Seconded by - Shannon Knepper

No final discussion.

Roll Call vote:

Brandon Alvarado: yes

Aarshdeep Kahlon: yes

Daniel Burdick: yes

Ben Kennedy: yes

Shannon Knepper: yes

Jake McCluskey: yes

Diane Solomon: yes

Emily Schwing: yes

Motion Carried. Bobby Gonzalez is nominated.

**(g) Chairperson's Comments**

Staff voiced appreciation to everyone who served on BPAC and is terming out. July is the beginning of the new term. BPAC will adopt a new work plan and elect new officers.

**(h) Committee Comments**

Solomon suggested that changes be made to the BPAC bylaws in the future to allow outgoing Chairs and Vice-Chairs to have a say on who gets selected as the next officers. Currently, officer positions get voted on in July after previous officers have termed out and can no longer vote on the matter.

**(i) Adjourn-** This meeting adjourned at 8:12 pm.