

April 21st, 2023

To: San Jose Bicycle and Pedestrian Advisory Committee
From: Ryan Smith, Active Transportation Program Manager
Subject: San Jose BPAC April 24th, 2023 Meeting Materials

Dear Committee Members,

Enclosed, please find the following materials for the April 24th BPAC meeting:

- Page 2: AB 645 “Speed Safety Pilot” draft letter of Committee support
- Page 4: Transportation Development Act, Article III Funding Recommendations, including MTC Complete Streets Checklist
- Page 16: 4/24/2023 Staff Report

DRAFT**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

April 24, 2023

Honorable Laura Friedman
Chair, Assembly Transportation Committee
1021 O Street, Suite 8220
Sacramento, CA 95814

RE: SJ BPAC Letter of SUPPORT - AB 645 Vehicles: Speed Safety System Pilot Program

Dear Honorable Chair,

On behalf of the San Jose Bicycle and Pedestrian Advisory Committee, I am writing in support of your bill, Assembly Bill 645: Speed Safety Systems Pilot. The San José Bicycle and Pedestrian Advisory Committee (BPAC) advises the City of San José about the needs of San José's bicyclists and pedestrians to improve walking and biking safety.

In 2022, San José experienced its deadliest year in traffic fatalities with 65 deaths on its streets, approximately half of whom were pedestrians or bicyclists. Between 2018 to 2022, 33% of traffic deaths in San José were attributed to speeding as a contributing factor. Speeding is a fundamental predictor of crash survival, as many streets with the highest incidence of fatal and severe injury crashes are also plagued by excessive speeding. Exacerbating this crisis is that many of these corridors are disproportionately impacting disadvantaged communities.

San José has made substantial investment towards infrastructure improvements such as quick-build and complete streets projects as well as enhanced education and outreach efforts to promote traffic safety. However, additional tools are needed to modify driver behavior and reduce this epidemic of speeding in San José.

Automated speed enforcement is a proven safety technique that is currently being used in many communities across the country to deter speeding and improve safety for all road users, with results including:

1. A reduction in drivers traveling more than 10 mph over the speed limit;
2. A reduction in citations issued as drivers change their dangerous driving behaviors; and
3. Most significantly, a reduction in crashes that result in serious injury or death.

San Jose BPAC appreciates the strong equity and privacy provisions that are included in this legislation to ensure that local jurisdictions will be transparent and accountable throughout the implementation of the pilot program, especially as it pertains to community engagement and collaboration.

It is critical that this bill be enacted so that cities such as San José may immediately commence the robust process to implement this pilot, and ultimately, reduce speeds and improve safety on our streets for vulnerable roadway users. I strongly urge you to support and approve this lifesaving legislation. Thank you for your time and consideration.

Sincerely,

CC: Honorable Anthony Rendon, Assembly Speaker
California State Delegation
Assembly Transportation Committee
Assembly Privacy and Consumer Protection Committee
Assembly Appropriations Committee

Proposed Projects for FY 2023-2024

Transportation Development Act, Article 3 (TDA3) Funding

	City of San Jose FY 23-24 TDA3 Projects	Amount
1.	Citywide Bikeway Implementation <i>Install bikeways throughout the city as part of Better Bike Plan 2025 implementation.</i>	\$637,462
2.	Citywide Bicycle Parking Program Implementation <i>Install bicycle parking facilities citywide, including bicycle racks and lockers</i>	\$50,000
3.	Citywide Bicycle and Pedestrian Safety and Education <i>Support pedestrian and bicycle safety education efforts that align the San Jose Vision Zero Program.</i>	\$100,000
	Total	\$787,462

DRAFT

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC -- must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493 at <https://mtc.ca.gov/planning/transportation/complete-streets>

This form may be downloaded at <https://mtc.ca.gov/planning/transportation/complete-streets>.

Submittal

Completed Checklists **must be emailed** to completestreets@bayareametro.gov.

PROJECT INFORMATION

Project Name/Title: Citywide Bikeway Implementation

Project Area/Location(s):

<https://csj.maps.arcgis.com/apps/webappviewer/index.html?id=f5f8d005271c4300ba3f99cb90abb246>

PROJECT DESCRIPTION: (300-word limit)

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Ryan Smith, Active
Transportation
Program Manager

Contact Email:

ryan.smith@sanjoseca.gov

Contact Phone:

(408) 975-3285

Agency: City of San Jose, Department of Transportation

Topic	CS Policy Consideration	YES	NO	Required Description
-------	-------------------------	-----	----	----------------------

<p>1. Bicycle, Pedestrian and Transit Planning</p>	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	x		<p>This project implements bikeways identified in the City of San Jose's <i>Better Bike Plan 2025</i> bicycle master plan, adopted by the San Jose City Council on October 6, 2020.</p> <p>Additionally, this project aligns with the San Jose City Council-adopted <i>Envision San Jose 2040</i> general plan and the City's Council-adopted climate action plan, <i>Climate Smart San Jose</i>.</p>
<p>2. Active Transportation Network</p>	<p>Does the project area contain segments of the regional Active Transportation (AT) Network?</p> <p>[See AT Network map on the MTC Complete Streets webpage.]</p>	x		<p>Much of the network identified in <i>Better Bike Plan 2025</i> is included in MTC's AT Network. bikeways implemented under this project will use NACTO all-ages-and-abilities design principals.</p>
<p>3. Safety and Comfort</p>	<p>A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?</p>	x		<p>This project is to help implement citywide bikeways as part of <i>Better Bike Plan 2025</i> implementation. Development of <i>Better Bike Plan 2025</i> used data from San Jose's Vision Program to develop the City's</p>

				planned bikeways network.
		x		Levels of traffic stress were considered during development of San Jose's all-ages-and-abilities bikeways network during development of <i>Better Bike Plan 2025</i> . The resulting 557-mile network established in the bike plan includes 250 miles of Class IV protected bikeways. This project works toward implementing this network. The improvements provided by this project are expected to greatly reduce the LTS throughout the project area by reducing potential conflicts between vehicles and bicyclists.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	x		The project funds citywide bikeways as part of <i>Better Bike Plan 2025</i> implementation. The plan was developed at a high-level and accounted for transit, most notably bus and light rail routes. Transit facilities and relevant agencies will be identified as project corridors are developed. VTA is the transit agency for
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?			

			transit facilities located along this project.
B. Have all potentially affected transit agencies had the opportunity to review this project?			<p>(Documentation pending.)</p> <p>The project funds citywide bikeways as part of <i>Better Bike Plan 2025</i> implementation. The plan was developed at a high-level and accounted for transit, most notably bus and light rail routes. Specific corridors to be built as part of this project will be coordinated with transit agencies, most notably VTA, during the design phase and prior to construction.</p> <p>During development of <i>Bike Plan 2025</i>, the City coordinated with VTA on bikeway elements and projects impacts at or near VTA transit facilities.</p>
C. Is there a MTC Mobility Hub within the project area?		x	N/A

5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	x	Class II and Class IV bikeways implemented under this project will use NACTO all-ages-and-abilities design principals and San Jose's Complete Streets Guidelines.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	x	<p>Build-out of <i>Better Bike Plan 2025</i> includes planned bikeways facilities (new and/or upgrades to existing bikeways facilities) in all EPCs in San Jose. This project will implement bikeways "citywide" as part of bike plan build-out. EPC census tracts in San Jose are as follows:</p> <p>501402 501401 501502 501200 500901 502002 501501 500902 501000 501101 501600</p>

				501700
				502001
				502102
				503110
				503112
				503123
				503204
				503113
				503121
				503105
				503117
				503122
				503111
				503118
				503213
				503214
				503217
				503218
				503306
				503304
				503315
				503401
				503402
				503506
				503508
				503510
				503601
				503602
				503703
				503709
				503710

				503711 503713 503903 504101 503708 503712 504001 504318 505202 505100 506501 512043 511915 512023
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?			Review by the San Jose Bicycle and Pedestrian Advisory Committee on 4/24/2023.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (<i>Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202).</i>)	

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES		Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.			If yes, please cite language and agency citing prohibited use.
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).			If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.			Describe Alternative Plan/Project
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.			Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination

and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

(Item pending.)

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below:

Full Name:

Title:

Date:

Signature:

ATTACHMENT 1 – All Ages and Abilities and Guidelines

1. All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and **roadway design to increase user safety and comfort. This approach also includes**

the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design. (See table on next page for guidelines)

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to):

American Association of State Highway and Transportation Officials (AASHTO) – *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG)*; National Association of City Transportation Officials (NACTO) – *Urban Bikeway Design Guide*.

-

Figure 1 Designing for All Ages & Abilities, NACTO https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

CITY OF SAN JOSÉ
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
STAFF REPORT

April 2023

The following staff report contains program updates from both The Department of Transportation and the Department of Parks, Recreation and Neighborhood Services

Community Events and Meetings:

Transportation and Environment Committee (T&E) May 1st 1:30 pm

- Hybrid Meeting - Council Chambers and Virtually - <https://sanjoseca.zoom.us/j/87288640637>

Department of Transportation:

Active Transportation Program:

- 2023 Annual Bikeway Projects have been posted on the City's webpage: <https://www.sanjoseca.gov/your-government/departments-offices/transportation/walking-biking/annual-bikeway-projects>
- Continued planning, design, and delivery of new bikeways as part of the DOT 2023 paving program.

Emerging Mobility Program:

>City of San Jose Employee Transportation Program

No updates this month

>Bike Share and Scooter Share

No update this month

Vision Zero Program:

No updates this month

Walk n' Roll/Traffic Safety

- Held 1st Viva EscuelaSJ (VESJ) at O.B. Whaley Elementary on April 6
 - VESJ is a temporary “open streets” event where one block of street is closed so that students can walk and bike on a car-free road – similar to Viva CalleSJ
 - Eight community partner organizations participated and shared information and resources related to their services
 - Councilmember Doan and his staff participated for the entire event, running a kids’ trivia wheel, talking to families, and providing encouraging words to wrap up the event
 - About 300 kids and their families participated – we are running another VESJ at O.B. Whaley on International Walk to School Day (October 4)
- Continuing work with DOT senior civil engineer on data collection from all K-12 public and private San Jose schools to learn about each school’s top safety concerns.
 - Survey results will be used in a proposal to begin work on designing and installing safety improvements around all schools
 - Over 60 non-Walk n’ Roll schools expressed interest in joining the program; introduction meetings are being scheduled
- April events on calendar:
 - Helmet distributions: 2
 - Traffic observations: 1
 - Safety assemblies: 3
 - Bike rodeos: 8
- Walk n’ Roll staff undergoing walk audit training by [Mark Fenton](#), hosted by San Mateo County Office of Education with no cost to the City.
- Safe Kids Coalition is giving us 72 helmets at no cost to provide for kids in need (24 each, small, medium, large)

Regional Rail:

- BART Phase 2 is going to City Council in May for approval of their first Construction Transportation Management Plan (CTMP) for early works construction starting at Newhall Yard.

Long-range Transportation Planning:

- Five Wounds Urban Village Plan, a joint land use planning effort between VTA and the City, aims to update the exiting East Santa Clara, Little Portugal, Five Wounds, Roosevelt Park, and 24th/William Urban Village Plans in conjunction with the VTA’s Little Portugal BART station planning. Areas of focus include small business and affordable housing displacement risks, station access to transit-oriented development, and a parking and transportation management district. (FTA and MTC funded, expected completion by 2024.)
- En Movimiento (East San Jose Multimodal Transportation Improvement Plan), adopted by City Council in 2021, has transitioned to implementation of its planned projects:

- “King Rd Complete Street Study” - King Rd from Capitol Expressway to Mabury Rd is undergoing a community-based conceptual design process (Caltrans-funded, expected completion by Feb 2024)
- Quick-Strike bike boulevards on seven local streets in East San Jose are at 95% civil design (MTC-funded, construction expected to begin late 2023.)
- San Antonio Quick-Build Bikeway Project - The City conducted a before-after evaluation. This spring/summer new stops signs and crosswalks will be added to the intersections of San Antonio and 20th and 22nd Streets. New quick-build median islands will be added to the intersection of San Antonio and 34th St., and the protected bike lanes between Sunset Avenue and Scharff Avenue will be converted to buffered class II bike lanes.
- McLaughlin Complete Streets Project: The City is collecting data to assess the efficacy of the McLaughlin Avenue Complete Streets Project. The City will also be installing bus boarding islands on McLaughlin later this year.
- North San Jose Multimodal Transportation Improvement Plan is underway; aims to identify a prioritized list of projects, programs, and policies for implementation over a 30-year horizon. Areas of focus include light rail grade separation along North First Street (Caltrans-funded planning, expected completion by 2025.)

Local Transportation Policy:

- In December 2022, City Council approved to remove the parking minimum requirements and establish transportation demand management requirements for new developments citywide. These requirements have been codified in the San Jose Municipal Code and will be in full effect for new developments starting April 10, 2023.
 - Policy Webpage: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/ordinances-proposed-updates/parking-policy-evaluation>
- In December 2022, City Council approved to update the City’s Transportation Analysis Policy, also called the Vehicle-Miles Traveled (VMT) Policy. In full effect for new developments starting April 10, 2023, the update will loosen the VMT requirements under CEQA to further promote housing production in the city.
- Zero Emission Neighborhood (ZEN) initiative – The Santee neighborhood in Council District 7 was identified for implementation of ZEN strategies, which include a pilot for urban freight delivery within the neighborhood. The Natural Resources Defense Council (NRDC) is funding the City to plan for this pilot program within Santee in 2023.
- Transit First Policy, adopted by City Council in August 2022, has transitioned to the conceptual design phases for frequent transit corridors and access to transit improvements. The City is planning to submit a proposal to a Caltrans grant to advance this work.
 - Policy Webpage: <https://www.sanjoseca.gov/Home/Components/News/News/4385/4765>
- Advanced Air Mobility (AAM) Policy – the City received funding from Knight Foundation in Feb 2023 to study urban air mobility technology and trends, engage the community about

this emerging mode, and eventually develop a City policy to regulate this space and guide the AAM industry as technology evolves.

Department of Parks, Recreation and Neighborhood Services

Trails Program:

- See Presentation at April meeting

Viva CalleSJ:

- Dates for 2023 Viva CalleSJ have been announced.
 - April 23rd, 2023
 - June 11, 2023
 - September 10, 2023
- Activity Hubs for April 23 will be located at the San Jose Municipal Rose Garden, SJSU, and Downtown Willow Glen.
- Activities along the route include complimentary bike repair, complimentary bike helmets for children, a BMX demonstration, bounce house, food vendors, and much more.
- Vendor registration is open for all events and can be found [Viva CalleSJ Exhibitor Booth \(google.com\)](#).
- Sponsorship information [VIVA CALLESJ LOVES OUR SPONSORS](#).