

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Wednesday, October 10, 2007

MINUTES

1. CALL TO ORDER

The Regular Meeting of the Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) was called to order at 6:05 p.m. by Chairperson Wadler, Auditorium, Building A, VTA, 3331 North First Street, San Jose, California.

ROLL CALL

Members Present

Anna Brunzell
John Carpenter
Bruce Entin
Carl Hagenmaier
William Manry
Jerri-Ann Meyer, Alt. Ex-Officio
Thomas Muniz
David Simons
Jim Stallman
John Sullivan
Richard Swent, Vice Chairperson
Herman Wadler, Chairperson
Joe Walton
Corrine Winter, Ex-Officio

Representative Cities

Town of Los Altos Hills
City of Mountain View
Town of Los Gatos
City of Los Altos
City of Monte Sereno
Silicon Valley Bicycle Coalition
City of Gilroy
City of Sunnyvale
City of Saratoga
City of Santa Clara
City of Palo Alto
City of Campbell
City of Cupertino
Silicon Valley Bicycle Coalition

Members Absent

Norma Rome
Bart Thielges
Vacant
Vacant

Representative Cities

City of Morgan Hill
City of San Jose
City of Milpitas
County of Santa Clara

A quorum was present.

2. **ORDERS OF THE DAY**

Member Sullivan took his seat at 6:07 p.m.

Chairperson Wadler requested that the presentation on the Uvas Road Bridge Reconstruction Project, Agenda Item #13, be heard at the beginning of the Regular Agenda.

Chairperson Wadler requested that the following items be removed from the Regular Agenda and placed on the Consent Agenda: Agenda Item #7., Receive VTA's Financial Update; and Agenda Item #8., Review and recommend that the VTA Board of Directors approve the following: 1) Waive the Bicycle Expenditure Program policy on limitations of cost increases for the Mary Avenue Bicycle and Pedestrian Bridge Project; 2) Increase the Bicycle Expenditure Plan allocation for the Mary Avenue Bicycle and Pedestrian Bridge to \$3.35 million for a total of \$10.35 million; 3) Program \$3.35 million in Congestion Management Program Local Program Reserve funds to the construction of the Mary Avenue Bicycle and Pedestrian Bridge; and 4) Commit to program an equivalent amount of future Bicycle Expenditure Plan funds to repay the Local Program Reserve fund, as the future grant funds becomes available for programming.

Member Stallman requested that Agenda Item #6., Approve Minutes of August 8, 2007, be moved from the Consent Agenda to the Regular Agenda.

M/S/C (Walton/Simons) to accept the Orders of the Day.

Member Hagenmaier requested that the following item be removed from the Consent Agenda and placed on the Regular Agenda: Agenda Item #8., Review and recommend that the VTA Board of Directors approve the following: 1) Waive the Bicycle Expenditure Program policy on limitations of cost increases for the Mary Avenue Bicycle and Pedestrian Bridge Project; 2) Increase the Bicycle Expenditure Plan allocation for the Mary Avenue Bicycle and Pedestrian Bridge to \$3.35 million for a total of \$10.35 million; 3) Program \$3.35 million in Congestion Management Program Local Program Reserve funds to the construction of the Mary Avenue Bicycle and Pedestrian Bridge; and 4) Commit to program an equivalent amount of future Bicycle Expenditure Plan funds to repay the Local Program Reserve fund, as the future grant funds becomes available for programming.

M/S/C (Carpenter/Walton) to accept the Orders of the Day, as amended.

3. **PUBLIC PRESENTATIONS**

There were no Public Presentations.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

4. **Committee Staff Report**

Chris Augenstein, Transportation Planning Manager and Staff Liaison, reported that the County Board of Supervisors approved a new format for the Roads Commission. The VTA BPAC will also serve as the County's BPAC. He stated that the BPAC Agenda will be divided into two parts, VTA BPAC and County BPAC. He added that the BPAC Bylaws may be changed to embrace the new structure. He noted that the new structure will be applied at the November 7, 2007 BPAC meeting.

Member Swent queried about the process of having items placed under the County BPAC Agenda. Mr. Augenstein explained that the current process involves forwarding items to the Board of Supervisors through the Roads Commission. He added that the mechanisms of the new BPAC meeting structure are still being reviewed.

Ex-Officio Member Winter took her seat at 6:11 p.m.

Dan Collen, County of Santa Clara, announced that he is pleased with the new relationship between the VTA BPAC and the County BPAC. He reported on Pedestrian Access Issues along County Expressways that highlighted the following: 1) The completed Expressway Pedestrian Access Study does not reconcile with the safety evaluation based on pedestrian prohibition in various communities and agencies; 2) Process of implementing a Post Prohibition Policy that emphasizes informational signage at all decision points along Expressways; 3) No proposals for new locations for prohibitions; 4) Process of solidifying pedestrian proposals to identify new sidewalk and crossing improvements; and 5) VTA staff anticipates a viable program proposal that would address the issue of Expressway pedestrian improvements.

5. Chairperson's Report

Chairperson Wadler welcomed Dan Collen, County of Santa Clara, and the County BPAC to the VTA BPAC.

Chairperson Wadler reported that San José Mayor Chuck Reed recommended establishing 100 miles of bike trails/path in the city. He recommended inviting Mayor Reed or a representative from the City of San José to attend the BPAC.

Chairperson Wadler reported that he attended the County Board of Supervisor's meeting and it was conveyed that a Policy Advisory Board is being formed to handle the Expressway study. He added that during the meeting, he recommended including the Chairperson of the VTA BPAC and the Executive Director of the Silicon Valley Bicycle Coalition as members of the Policy Advisory Board.

Chairperson Wadler provided an update about meetings held throughout the County regarding the inaccessibility of the Norman Y. Mineta San José International Airport for bicycles, pedestrians, and persons with disabilities. He recommended inviting the Norman Y. Mineta San José International Airport Board to attend the BPAC, or form a BPAC Subcommittee that will meet with the Norman Y. Mineta San José International Airport Board to address the issue.

CONSENT AGENDA

6. (Removed from the Consent Agenda and placed on the Regular Agenda)

Approve Minutes of August 8, 2007.

7. VTA's Financial Update

M/S/C (Stallman/Walton) to approve the VTA's Financial Update.

REGULAR AGENDA

6. Minutes of August 8, 2007

Member Simons highlighted page 10 of 10 and the following statement: "Member Sullivan commented that the City of Sunnyvale provided the City of Cupertino a year's worth of their TDA bicycle funding for the Mary Avenue footbridge." He clarified that the announcement was made by him and not by Member Sullivan.

Member Stallman corrected the first sentence of the second paragraph on page 6 of 10 to reflect the following: "Regarding the Project in the City of Saratoga, Member Stallman stated that the California Public Utilities Commission (CPUC) directed the City of Saratoga to construct a fence closing the grade crossing for the Blue Hills Elementary School."

M/S/C (Simons/Stallman) to approve the Minutes of August 8, 2007, as amended.

8. Amendment to the Countywide Bicycle Expenditure Plan for the Mary Avenue Bicycle and Pedestrian Bridge

Marcella Rensi, Programming and Grants Manager, provided a brief report. She stated that the Mary Avenue Bicycle and Pedestrian Bridge Project is ready for construction. She added that the Project is currently under funded and needs an increased Bicycle Expenditure Plan allocation.

Michelle DeRobertis, Senior Transportation Planner, highlighted page 3 of 4 of the Memorandum and noted that the allocation from the City of Sunnyvale should be \$200,000.

Glenn Goepfert, City of Cupertino, provided a powerpoint presentation titled "Mary Avenue Bicycle Footbridge." His presentation highlighted the following: 1) Presentation Agenda; 2) Current Concrete Design; 3) New Structural Steel Bridge Design; 4) Project Cost Estimate Steel Bridge; 5) Cost Comparison; 6) Budget Augmentation Steel Bridge; 7) Budget Augmentation Steel Bridge – Proposal to VTA (50-50 Proposal); 8) Project Funding; 9) Proposed Cost Allocation; and 10) Schedule.

Member Entin queried about the source of the \$3.5 million that VTA will contribute to the project. Ms. Rensi responded that the \$3.5 million will come from the Local Program Reserves, which are funds obtained by fund swaps with Measure A and Measure B funded projects. She explained that the funds from the Local Program Reserves will be used due to the following: 1) Shortage of BEP funds; and 2) The project is not a Federal project so it cannot use federal funds. She noted that the Local Program Reserves are difficult to replenish and the project would take one third of the funds. She explained that the proposal is to program the funds to the City of Cupertino, with a fund swap to replenish the Local Program Reserves when the 2010 BEP funds become available.

Chairperson Wadler queried about the cost of maintaining a steel bridge structure. Mr. Geopfert responded that a steel bridge is easier and less expensive to maintain in comparison to a concrete bridge.

Chairperson Wadler commented that the Mary Avenue Bicycle and Pedestrian Bridge Project will promote visibility for bicycle and pedestrian programs in the Bay Area.

Member Entin queried about funding and completion of the project. Mr. Geopfert responded that the presented construction schedule will be followed. He added that the City of Cupertino and VTA is collaborating to make the cash flow work.

Vice Chairperson Swent queried about the amount of available funds in the Local Program Reserves and the amount that will be used for the project. Ms. Rensi responded that the Local Program Reserves are \$10 million, and \$3.35 million of those funds will be used for the project.

Member Brunzell queried if less expensive designs and various ways of constructing the bridge were explored. Mr. Geopfert responded that constructing a standard bridge would be less expensive. He explained that a unique design was selected. Member Brunzell commented that a bridge design that is less expensive and meets the current budget constraints should have been selected.

Chairperson Wadler noted that constructing a less expensive bridge would receive a lot of opposition. Mr. Geopfert added that planning a new structure is not advisable because it would require more cost. He noted that the \$4 million spent will not be recovered and an additional \$1 million to \$1.5 million will be needed to plan a new structure.

Member Walton commented that the project was originally proposed by Caltrans 15 years ago and received a lot of opposition. He stated that the residents of the area were concerned about privacy issues and property values. He noted that 90 thousand bicyclists and pedestrians will benefit from the project. Ms. DeRobertis added that 90 percent of the people who will use the bridge are high school students.

Member Simons commented on the process of allocating funds from different cities for projects that lack funding. He noted that constructing the bridge will be beneficial to the 30 to 70 percent of high school students that are taking courses at De Anza College.

Chairperson Wadler commented that construction of the bridge would benefit some of the projects by the City of Campbell.

Member Carpenter commented that the project is an investment that would promote bicycles and pedestrians.

Member Hagenmaier noted that BEP funds were already allocated to the 46 projects in the Valley Transportation Plan (VTP) 2030, and the use of BEP funds for the Mary Avenue Bridge would create a shortage in funds and would affect other projects. Ms. DeRobertis responded that some of the projects in the BEP will be dropped or will receive other sources of funding, creating \$10 million in reserves.

Vice Chairperson Swent commented that the \$10 million in reserves will be used due to cost escalations. He added that available funds should be used for valuable projects like the Mary Avenue Bridge rather than saving the funds for projects that might not get approved.

Member Hagenmaier commented that the Mary Avenue Bridge is a good project. However, he expressed concern that due diligence was not done.

Ms. DeRobertis noted that the Committee will receive an updated report on the planning process and projects in the BEP after the new estimates are finalized.

M/S/C (Stallman/Simons) on a vote of 10 ayes, 2 noes, and 0 abstention to review and recommend that the VTA Board of Directors approve the following: 1) Waive the Bicycle Expenditure Program policy on limitations of cost increases for the Mary Avenue Bicycle and Pedestrian Bridge Project; 2) Increase the Bicycle Expenditure Plan allocation for the Mary Avenue Bicycle and Pedestrian Bridge to \$3.35 million for a total of \$10.35 million; 3) Program \$3.35 million in Congestion Management Program Local Program Reserve funds to the construction of the Mary Avenue Bicycle and Pedestrian Bridge; and 4) Commit to program an equivalent amount of future Bicycle Expenditure Plan funds to repay the Local Program Reserve fund, as the future grant funds becomes available for programming. Members Brunzell and Muniz opposed.

13. County Staff Report

There was no County Staff Report.

Presentation on Uvas Road Bridge Reconstruction Project

Paul Pascual, County of Santa Clara, and Manuel Rivas, County of Santa Clara, provided a presentation that highlighted the following:

- The Uvas Creek Bridge is located about 0.6 miles west of Watsonville Road, and about five miles southwest of the City of Morgan Hill.
- The bridge was built in 1923 and is classified as functionally obsolete.
- Construction contract was awarded to Jones Bros. on June 19, 2007.
- The project construction is estimated to be completed in March 2009.
- The project will be constructed in two stages, because of environmental considerations and requirements.
- Stage I, a 14 foot-9 inch wide, single-lane bridge will be constructed on the North side of the existing bridge.
- Stage II, which will occur in Spring of 2008, traffic will be shifted to the newly constructed single-lane bridge. The traffic will be controlled by signals which allow the traffic to move in one direction at a time. A temporary bridge to accommodate pedestrians and bicyclists will be constructed during this stage.

Vice Chairperson Swent queried about the issue of accessing the bicycle lane while crossing the bridge. Mr. Rivas responded that the issue is still under study. He added that the plan is to construct a separate structure for bicyclists.

Member Entin queried about the size of the existing bridge. Mr. Rivas responded that its total width is 23 feet. He added that residents of the area are pleased that the bridge will be replaced because it is accident prone and noisy at night.

Ex-Officio Member Winter queried about the size of the temporary bridge that will be built in the second stage of construction. Mr. Rivas responded that the width of the temporary bridge is going to be 14 feet 9 inches and the travel way is going to be more than 12 feet because rails will be installed.

Ex-Officio Member Winter queried if speed of bicyclists will be considered for the timing of the signals and if signs alerting motorists of bicyclists will be installed. Mr. Rivas responded that a speed of 15 mph will be enforced while crossing the bridge making the speed of motorists close to the speed of bicyclists. He added that "Share the Road" signs will be installed alerting motorists of bicyclists. Mr. Pascual added that Bicycle Accommodation Guidelines will be followed during the construction of the bridge.

On order of Chairperson Wadler, there being no objection, the presentation on Uvas Road Bridge Reconstruction Project was received.

9. Regional Transportation Plan/Valley Transportation Plan (VTP) 2030 briefing

Chris Augenstein, Transportation Planning Manager and Staff Liaison, provided a report that highlighted the following: 1) Relation of the RTP to the VTP 2030; 2) The current RTP process; 3) Role of the Metropolitan Transportation Commission (MTC); 4) Process of establishing a list of financially constrained projects; 5) Core planning and policy development work for both the VTP and RTP; and 6) Current schedule of key events.

Mr. Augenstein referenced the table on page 2 of 2, and clarified that the timeframe for the key event, MTC releases fund estimates, should reflect March 2008.

Member Stallman referenced Metropolitan Transportation Commission (MTC) Resolution 3765, Routine Accommodation (RA), and commented if projects with bicycle and pedestrian accommodations will no longer need additional funds from bicycle and pedestrian programs. He queried about the implementation of the RA and its benefits to VTP 2030. He also commented on the timeframe of implementing projects. He suggested referencing the Bay Trail that is sponsored by the City of Fremont, where funds are being solicited for immediate project implementation. Mr. Augenstein responded that VTA staff works with other member agencies to compare and incorporate bicycle and pedestrian projects. He noted that projects are being designed with pedestrian and bicycle accommodations to free up BEP funds.

On order of Chairperson Wadler, there being no objection, the Regional Transportation Plan/Valley Transportation Plan (VTP) 2030 briefing was received.

10. Bicycle Plan Update – Education & Promotion Programs

Michelle DeRobertis, Senior Transportation Planner, provided a presentation that highlighted the following: 1) Introduction; 2) Bicycle Safety Program; 3) Motorists' Education and Enforcement; 4) Enforcement Officers' Education; 5) Bicyclists' Enforcement Programs; 6) Promotion; 7) City-based; 8) VTA Programs; and 9) Employer-based promotions.

Ex-Officio Member Winter announced that the Silicon Valley Bicycle Coalition (SVBC) program entitled "We Share the Road" is geared towards educating motorists and bicyclists. Additional information about the program is located at wesharetheroad.org. Ms. DeRobertis responded that the program will be added to the list of programs in the Bicycle Plan.

Dan Collen, County of Santa Clara, announced that the County has a Traffic Safety Community Network that is working with the City of San José regarding its Street Smarts Program. Ex-Officio Member Winter noted that the SVBC is a member of the Traffic Safety Community Network and has worked with the County on some programs.

Ms. DeRobertis commented about the Motorists' Diversion Program and queried if Committee Members are implementing the program in their cities.

Ms. DeRobertis commented on Enforcement Officers' Education and queried if any of the cities have an educational program with their Police Department. Vice Chairperson Swent stated that the City of Palo Alto does not have a formal educational program. He noted that the City of Palo Alto has a lot of interaction with the traffic officers due to the following: 1) Traffic officers attend Bicycle Advisory Committee meetings; and 2) Traffic sergeant is a member of the City School Traffic Safety Committee.

Chairperson Wadler commented that traffic officers are not fully aware of bicycle regulations.

Ms. DeRobertis commented that more police officers should be on bicycle patrol so they will be aware of the bicycle regulations.

Member Carpenter and Member Simons stated that their cities have police officers on bicycle patrol.

Ms. DeRobertis requested Committee members to provide information on bicycle programs in their cities.

Chairperson Wadler stated that the Almaden Cycling Touring Club (ACTC) has educational programs. He recommended visiting actc.org/academy for more information.

Vice Chairperson Swent commented that the Youth Diversion Program is a countywide program.

Ex-Officio Member Winter recommended including the SVBC under promotions. She added that SVBC's mission is to promote bicycle use in the County.

On order of Chairperson Wadler, there being no objection, the Bicycle Plan Update – Education and Promotion Programs were received.

11. 2007 Bicycle Technical Guidelines Update

Michelle DeRobertis, Senior Transportation Planner, provided a powerpoint presentation that highlighted the following: 1) Design Standards and Guidance Manuals for Streets; 2) Operating Space of a Typical Bicyclist; 3) Interchange Design; 4) Inductive Loop Detection; 5) Trail Intersections; 6) Traffic Control at Intersections Summary; 7) Traffic Control at Intersections Options; 8) Trail Intersection Field Review Form; 9) Trail Midblock Review Form; and 10) Bike Parking Options and Strategies.

Chairperson Wadler referenced the slide titled, "Operating Space of a Typical Bicyclist" and commented that the door zone of parked vehicles tends to be dangerous to bicyclists.

Ex-Officio Member Winter recommended that advance notice should be given if trails will be closed. Ms. DeRobertis responded that the topic of providing advance notices for trails are on chapter four of the Bicycle Technical Guidelines (BTG).

Member Carpenter expressed concern that the Stevens Creek Trail located in the City of Mountain View is not lighted. Ms. DeRobertis responded that lighted trails are mandatory but changes to the guidelines reflect trails are to remain open 24 hours daily.

Member Muniz recommended including the guidelines developed by Union Pacific Railroad regarding railroad crossings to the BTG. Ms. DeRobertis requested the document be forwarded to her for review.

Member Hagenmaier queried about updates regarding the recommendations for bicycle parking. Ms. DeRobertis responded that the same information regarding bike parking policies and guidelines by land use are in place. She added that the numbers for bicycle

parking supply recommendations varies, depending on the community's prorated bicycle commute lanes.

Member Carpenter queried about the bicycle signs. Ms. DeRobertis responded that bicycle signs are on Chapter seven of the BTG. She noted that bicycle signs that are not approved by Caltrans are included in the BTG with a note stating if they are a standard or not.

Ms. DeRobertis noted that the deadline for the Committee to submit their recommendations and comments for the BTG is on Monday morning, October 15, 2007.

On order of Chairperson Wadler, there being no objection, the 2007 Bicycle Technical Guidelines Update was received.

12. Presentation of Pedestrian Access Issues along County Expressways

Akos Szoboszlay, President, Modern Transit Society, provided a report entitled, "Pedestrian along expressways, County Board of Supervisors (BOS) Policies and Orders" that highlighted the following: 1) 1991 Board Action; 2) Staff report for the Board action; 3) 1991 Board Policy; 4) The 2003 Board Policy; 5) Wide shoulder or path; 6) Board ordered staff to seek repeal of SB1233; 7) Landscaping needs to be kept trimmed back at intersection areas and along the travel way so pedestrians do not have to enter the travel lane; 8) Expressway crossings of barriers; and 9) It is the policy...to not eliminate existing sidewalks/pathways/informal paths.

Mr. Szoboszlay requested that the Pedestrian Access Issues along County Expressways be agendaized as an action item on the December 12, 2007 BPAC meeting. Michelle DeRobertis, Senior Transportation Planner, clarified that the Committee could make a motion after hearing the presentation as a discussion item.

Mr. Szoboszlay provided a powerpoint presentation entitled, "Pedestrians along expressways, Facilities and policies" that highlighted the following: 1) Prohibitions force detours by banning the shortest and safest route; 2) CVC 21966 Wheelchairs can use shoulders; 3) Photos of Caltrans highways in suburban areas; 4) Map from pedestrian element of County Expressway master plan; 5) Two miles of paths eliminated, in 2007; 6) Prohibited paths, San Tomas in San José; 7) The shoulder was changed to a right turn lane in 2002 (Montague near 880); 8) Shoulders eliminated near Montague Light Rail Station; 9) Intersection areas; 10) American with Disabilities Act (ADA) and Path Surface; 11) Local examples of ADA trails; and 12) Requests.

Member Walton left his seat at 8:30 p.m.

Mr. Szoboszlay referenced the following while providing a powerpoint presentation: "Board and Agency Policies of the Santa Clara County Transportation Agency;" and "Community Design and Transportation (CDT) Application for Capital Grant Funds."

Chris Augenstein, Transportation Planning Manager and Staff Liaison, clarified the requests of Mr. Szoboszlay regarding the use of soils mixed with stabilizing agents on

sidewalks and to encourage cities to repeal the pedestrian prohibition. Member Sullivan commented that the City of Santa Clara prohibits pedestrians on portions of Expressways that have sidewalks.

Member Brunzell expressed concern regarding pedestrian issues along Expressways and queried on actions that the Committee could take to address them. Chairperson Wadler explained that it is the Committee's discretion to act on the issues raised by Mr. Szoboszlay.

Member Hagenmaier noted that he supports the following requests by Mr. Szoboszlay:

- County Roads Department abide by the Board action (of August 20, 1991) to “provide pedestrian pathway facilities along the expressway system,” and maximize mileage of pedestrian paths along expressways by promptly creating unpaved paths, and hold off paving over existing paths until all paths are complete.
- To maximize safety, the highest priority for funding for pedestrian facilities along expressways needs to be the creation of pedestrian paths in these situations:
 - a) “Intersection areas and along the travel way so pedestrians do not have to enter the travel lane.” (Source: 2003 County Expressway Master Plan/Implementation Plan, page 93.)
 - b) Where people are forced to walk in the traffic lane, including where shoulders were eliminated for more traffic.
 - c) Where pedestrians are prohibited. This would “Encourage cities to repeal the pedestrian prohibition” (Source: 1991 County Board Policy approved August 20, 1991, page 3 line 7.) Repeal would increase pedestrian safety by reducing the number of crossings of intersections and driveways by pedestrians, by not forcing large walking detours.

Member Simons suggested forming a subcommittee to review the information provided by Mr. Szoboszlay. He noted that the findings of the subcommittee will be presented to the Committee for approval.

Members Simons, Sullivan, and Stallman volunteered for the subcommittee.

Member Stallman expressed appreciation for the County's plan of installing directional signage and funding for projects of the County Roads Department.

Dan Collen, County of Santa Clara, recommended that the subcommittee meet with VTA and County of Santa Clara staff to incorporate the findings of the subcommittee to the Expressway Planning Study update that the County is conducting.

Member Simons recommended adding an individual from the City of Sunnyvale to serve on the subcommittee. Stephen Flynn, Senior Management Analyst, noted that individuals may be invited to contribute to the subcommittee, but they will not have voting privileges.

On order of Chairperson Wadler, there being no objection, the presentation of Pedestrian Access Issues along County Expressways was discussed.

OTHERS

14. BPAC Work Plan

Michelle DeRobertis, Senior Transportation Planner, noted that the Caltrain Safety Enhancement Study will be presented at the November 7, 2007 BPAC meeting.

Member Stallman queried if the Across Barrier Connections (ABC) plan will be included in the presentation. Ms. DeRobertis responded that she will coordinate with the group who will present to incorporate the ABC plan.

Member Stallman recommended scheduling a workshop to meet with the Board of the Norman Y. Mineta San José International Airport.

On order of Chairperson Wadler, there being no objection, the BPAC Work Plan was reviewed.

15. Announcements

Ex-Officio Member Winter announced that the SVBC conducted a trail count on the Guadalupe River Trail and determined that approximately 1000 people use the trail everyday. She noted that 65 percent were comprised of bicyclists. More information is available at www.svbcbikes.org.

Vice Chairperson Swent announced that the City of Palo Alto launched the Walk and Roll Challenge. He added that the City is promoting the International Walk to School Day to increase the number of student bicycle riders. He announced that the Bicycle Tour of California event will begin in Palo Alto.

Member Carpenter announced that the Bicycle Pedestrian Committee of the City of Mountain View will review the first draft of the Bicycle Transportation Plan. He noted that the committee meeting will be held at the end of October 2007. He added that the number of bicycle and pedestrian traffic that uses the Stevens Creek Trail tripled.

Member Entin announced that the Town of Los Gatos is acting on the complaint made by an Almaden Cycle Touring Club ride leader regarding gaps on plywood planks at several bridges. He also made the following requests: 1) To present figures in a chart form and as a hand out when presentations similar to the Mary Avenue Bicycle and Pedestrian Bridge are conducted; and 2) Information on towns and cities that are charging on bicycles infractions.

Member Stallman announced that the City Council of the City of Saratoga adopted the Environmental Impact Report on October 3, 2007 to fund trails. He added that it became a resolution that directed the Public Works Director to secure an easement on the trail corridor.

Member Sullivan announced that the City of Santa Clara will be having their Bicycle Advisory Committee (BAC) meeting on October 24, 2007 at 4:00 p.m. He added that the City is conducting a lane reduction on Homestead Road.

Member Hagmaier announced that in the City of Los Altos, a study is underway to connect the Stevens Creek Trail from the City of Mountain View to the City of Cupertino. He noted that the result of the study will be forwarded to the County of Santa Clara in two weeks and a public meeting will be held the first week of December 2007.

Member Muniz announced that the City of Gilroy and the Gilroy Unified School District is developing a safety program and applications to receive Federal and State grants will be processed. He added that the next BAC meeting of the City of Gilroy is on October 23, 2007.

Michelle DeRobertis, Senior Transportation Planner, expressed her appreciation to Members Stallman and Sullivan for helping count bicyclists and pedestrians at the River Oaks Bridge. She stated that they counted 700 to 750 passersby per day.

Member Wadler announced that the BAC of the City of Campbell will have a booth at the upcoming October Fest. He noted that additional bicycle racks will be installed and maps directing bicyclists to the event and to the bicycle parking are being distributed. He added that he is teaching a class for adults on "How to Ride a Bike." He displayed a pamphlet that provided information on installing charging stations for electric scooters at train stations and bus stops.

16. ADJOURNMENT

On order of Chairperson Wadler, there being no objection, the meeting was adjourned at 9:20 p.m.

Respectfully submitted,

Michael Diaresco, Board Assistant
VTA Board of Directors