

# **DRAFT WNAC General Meeting – 5/18/16**

- Introductions & call to order at 6:35 PM
- Minutes approved from last WNAC meeting
- New attendees recognized
- Contact us at [info@winchesternac.com](mailto:info@winchesternac.com)
- Public employees introduced

Summaries of the discussion and links to videos of that part of the meeting are below:

## **A Discussion of SB Bill 1069 at the May 16th, 2018 WNAC Meeting**

Andrae G. Macapinlac, Senior District Representative for State Senator Bob Wieckowski, discusses and answers questions regarding SB 1069 is about the creation of accessory dwelling units and eases barriers to construction of ADUs with the goal of providing housing that is more affordable and faster than what can be done today. The group discusses the idea of endorsing SB 1069 and decides to table it for the next meeting after some questions are answered and WNAC members have a chance to further study the Bill.

See complete presentation at:

<http://winchesternac.com/2016/05/19/a-discussion-of-sb-bill-1069-at-the-051816-wnac-meeting/>

## **Freeway Caps Discussion at the May 18th, 2016 WNAC Meeting**

The idea of Santana Row as the second largest “downtown” in Santa Clara County was discussed, as was the idea of capping the freeway to create new land using air rights, and reunite the north and south sides of 280. The question was raised as to whether VTA can be effective in a dual role as a congestion agency and transit provider.

This led to the discussion of the 280-Winchester off-ramp, which could be integrated into a cap. The question was also raised as to whether anyone has done a study on connecting San Tomas to 280 and how that might help traffic at Saratoga and Winchester.

<http://winchesternac.com/2016/05/20/freeway-caps-discussion-at-the-may-18th-2016-wnac-meeting/>

## **LOS, VMT and Protected Intersections and Policy 5-3 Explained**

Doug Moody of the City of San Jose Department of Transportation discussed and answered questions regarding terms such as LOS, VMT, Policy 5-3 and protected intersections.

- It is clear that safety is the number one priority of SJ DOT and is how the SJ DOT

looks at any policy. Moody points out that San Jose's Vision 0 program is about ensuring zero traffic fatalities, regardless of where a person is (car, bike, sidewalk, etc.).

- Much of the WNAC falls into a Community Improvement Zone, because of the "Protected" status of the Stevens Creek/Winchester and Stevens Creek/Monroe intersection. The Protected Intersections create \*value\* that may be used to improve system capacity and/or enhance non-auto travel modes — the distinction between \*fees\* and \*value\* is important because, for a number of reasons, it is preferable for the developer to construct the improvements during construction of their project.

Moody talks about the challenges of traffic measurement and, in the ideal world, the DOT would know origin, destination, route, mode, time-of-day, travel time, traveler characteristic for traffic. The city isn't there yet, although he did suggest that there are some available technologies. Further, the state of California has a voluntary program where they are looking at how to measure Vehicle Miles Traveled. To volunteer, go to <http://www.californiaroadchargepilot.com/>

One of the questions asked is why San Jose doesn't utilize flashing red lights at off-peak times, as is done in other cities. As seen above, Doug didn't have the answer readily available, but he responded via email with the following reply:

"The City of San Jose currently does not have any flashing red left-turn arrows, and for consistency throughout the City, DOT is not currently considering adding flashing red left-turn arrows. However, DOT is exploring implementing flashing yellow left-turn arrows where appropriate — Stevens Creek and Henry is currently under consideration for flashing yellow left-turn arrows, especially because it is an offset intersection."

Note, in a follow-up email, Doug said he had misspoke when he said that San Tomas and Moorpark were a Level F intersection. He meant San Tomas and Stevens Creek.

<http://winchesternac.com/2016/05/20/los-vmt-and-protected-intersections-and-policy-5-3-explained/>

### **Homelessness and the WNAC**

WNAC members discuss homelessness and whether and how the WNAC should be involved. The consensus seemed to be involved to the extent that it fits with the mission of using innovation to improve the quality of life and economic development in the WNAC area. As such, we will be extending an invitation to Breakthrough Outreach Shelters Network.

<http://winchesternac.com/2016/05/20/homelessness-and-the-wnac/>

Meeting was adjourned at 8:10 PM