Bicycle & Pedestrian Advisory Committee Agenda

City of Campbell, 70 N. First Street, Campbell, California

This Regular Meeting of the Bicycle and Pedestrian Advisory Committee will be conducted in person as well as telecommunication and is compliant with provisions of the Brown Act.

Those members of the public wishing to participate virtually can access the meeting at:

https://zoom.us/j/92814934595?pwd=210d1pLPCEQo7VeqVPKaElQaKdLcZX.1

Meeting ID: 928 1493 4595

Passcode: 644028

Public comment will also be accepted via email at Publicworks@campbellca.gov prior to the meeting. Please indicate in the subject line "FOR PUBLIC COMMENT." Written comments received by 4:00 p.m. on the day of the meeting will be posted on the website and distributed to the Committee before the meeting.

A video recording will be available on the City YouTube Channel at: https://www.youtube.com/user/CityofCampbell following the meeting.

REGULAR MEETING OF THE CAMPBELL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Date:	**Thursday, May 21, 2026**
Time:	**5:00 p.m. – 6:15 p.m.**
Location:	**City Council Chamber**

AGENDA

1. **Roll Call**
2. **Oral Requests**
3. **Receive Committee Staff Report:**
   a. **Wayfinding Signs to Pruneyard Creek Trail**
   b. **Collaboration with Parks & Recreation Ad Hoc Subcommittee**
4. **Approval of Minutes* – March 19, 2026**
5. **Ongoing Projects Update***
6. **TDA Grant Application***
7. **One Bay Area Grant 4th Cycle (OBAG 4) Grant Application and Complete Streets Checklist***

8. **VTA BPAC Representative Nominations (Two-Year Term)**
9. **VTA BPAC Update**
10. **Next Meeting: July 16 (Thursday), 2026 (location tbd)**
11. **Adjourn**

*** indicates written attachment**

In compliance with the Americans with Disabilities Act, if you require accommodation to participate in this meeting, please contact Leslie Fabila in the Public Works Department, at least 48 hours prior to the meeting, at leslief@campbellca.gov or (408) 866-2776.

Campbell, CA
DRAFT MEETING MINUTES
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

SUBJECT: Regular Meeting

MEETING DATE: Thursday, March 19, 2026

LOCATION: Council Chamber

ATTENDEES: Mark Nakamura/Campbell BPAC
Barton Smith/Campbell BPAC
Catherine Brady/Campbell BPAC
Rene Carballo/Campbell BPAC
Frank Nilsen/Campbell BPAC
Matthew Jue/City of Campbell
Leslie Fabila/City of Campbell
Roger Storz/City of Campbell
Megan Cronan/HMH Engineers

MINUTES BY: Matthew Jue Date: March 24, 2026

DISTRIBUTION: File 230 (Bicycle Advisory Committee Meeting Minutes), BPAC, Amy Olay, Ryan Smith/City of San Jose, Laura Smith

	ISSUES	NEXT ACTION
1.	**Roll Call** – Roll call was taken at approximately 5:00 p.m.	• Noted.
2.	**Oral Requests**: None.	• Noted.
3.	**Receive Committee Staff Report**: Staff reported that there is a vacancy on the BPAC since one of the members has moved out of Campbell. Two BPAC members whose terms are expiring were reminded to submit their applications. Staff also reported on the chicanes on the trail that connects the Los Gatos Creek Trail to the Pruneyard Creek Trail. Maintenance staff have removed the fences at the top of the hill. New fences with warning signs have been installed at the bottom of the hill. Staff is still working on preparing a work order to install guide signs where the connector trail connects with the Los Gatos Creek Trail.	• Noted.
4.	**Approval of Minutes**: Minutes from the regular meeting held on January 15, 2026,	• Noted.

	ISSUES	NEXT ACTION
	were approved. BPAC member Brady abstained.	
5.	**Ongoing Projects and Grant Applications**: Staff provided the BPAC a written update on ongoing projects. Below are highlights of each project update.	
	• **Hamilton Avenue Resurfacing Project**. The City awarded the construction contract to McKim Corporation of Gilroy. Construction is scheduled to begin on April 13 pending the contractor's submittal of appropriate documents.	• Noted.
	• **Hamilton Avenue/Highway 17 Bicycle Overcrossing**. The final feasibility study was approved by the City Council on February 3.	• Noted.
	• **Multimodal Transportation Plan**. The Interagency Coordination Committee (ICC) met on March 19. The Citizens Advisory Committee (CAC) is scheduled to meet in April. On April 7, the consultant is scheduled to update the City Council on the project and proposed Phase 2 public outreach efforts.	• Noted.
	• **Hamilton Avenue Public Improvement Plan (PIP)**. No update.	• Noted
	• **Comprehensive Traffic Safety Action Plan**. The fund agreement is ready to be executed on the City's end.	• Noted.
	• **East Campbell Avenue Plan Line Study**. The consultant and staff are presenting the Draft Plan Line to the BPAC.	• Noted.
6.	**East Campbell Avenue Plan Line Project.** Senior Civil Engineer Roger Storz recapped the East Campbell Avenue Master Plan, the Cresleigh Homes housing development and proposed street improvements, feedback from Public Meeting No. 1, and the tradeoffs of continuous bike lanes vs. on-street parking vs. vehicular lanes on Campbell Avenue.	• Noted.

ISSUES	NEXT ACTION
Megan Cronan/HMH presented a slideshow that provided a project overview, timeline, summary of recent public outreach, alternatives that were analyzed, and the preferred alternative. The preferred alternative assumes seven-foot parking lane widths, continuous bike lanes (although the interim alternative would have sharrows between Gilman Avenue and Poplar Avenue due to limited right-of-way), on-street parking removal between Page Street and Foote Avenue, removal of the bulb-out on the northwest corner of Campbell Avenue/Page Street, a buffered bike lane between Union Avenue and Bascom Avenue, and elimination of the eastbound right-turn slip lane to create a larger queuing area for pedestrians on the southwest corner of Bascom Avenue/Campbell Avenue. Roger summarized the proposed Barbano Apartments housing development on that corner. BPAC Vice Chair Smith asked about the issue of left-turns at Page Street/Gilman Avenue and pedestrian safety. Staff explained that left-turning motorists tend to speed up to catch gaps in oncoming traffic and may cut in front of pedestrians. Separate left-turn lanes allows for separate left-turn phasing that eliminate conflicts between left-turns and pedestrians. BPAC member Brady asked whether elimination of the eastbound right-turn slip lane at Bascom/Campbell would impact queues. Staff responded that the intersection has reserve capacity to absorb any effects. BPAC Chair Nakamura asked about the bus stop on Bascom next to the Barbano development. Roger responded that the developer will be required to implement the City's Streetscape Plan and coordinate with VTA's bus stop team. Mark asked about how Page Street would be signalized. Staff indicated that the Page Street approach will be added to the existing Campbell/Gilman signal as a fourth leg. Mark commented that removing the Page Street bulb-out to install	

	ISSUES	NEXT ACTION
	a continuous westbound bike lane reduces the level of traffic stress on bicyclists. BPAC member Brady commented that widening the sidewalk just east of Page Street would be beneficial. Staff clarified that in regard to the Plan Line Project, the BPAC's future action would be to support the project and/or recommend the project to the City Council to adopt.	
7.	**VTA BPAC Update.** Bart shared on 1) the VTA's Across Barrier Connections (ABC) Plan to address communities divided by freeways (esp. for bicyclists and pedestrians); 10% concept plans expected this Fall; 2) Foothill Expressway Multimodal Feasibility Study (ten-mile corridor); 3) Regional Transportation Revenue Measure for the November ballot; Senate Bill 63 (SB 63) involves 1 ½-cent sales tax to prepare an investment plan for five counties (San Francisco, San Mateo, Contra Costa, Alameda, and Santa Clara). The tax revenues would be used for transit and possibly bike and pedestrian access to transit hubs. BPAC Chair Nakamura asked whether any community outreach is planned for SB 63. Bart responded affirmatively, but that the sales tax purpose needs to be fleshed out.	• Noted.
8.	**Next Meeting –** The next regular BPAC meeting is scheduled for May 21 (Thursday), 2026, at 5:00 p.m.	• Noted.
9.	**Meeting Adjourned at 6:00 p.m.**	• Noted.

Ongoing Projects Update
Regular BPAC Meeting on May 21, 2026

- **Hamilton Avenue Resurfacing Project**: Construction began on March 31. The work is progressing from the west to the east. Paving is completed between Marathon Drive and San Tomas Expressway. The next section of work is between San Tomas Expressway to Winchester Boulevard. The project webpage is at https://www.campbellca.gov/1299/Annual-Street-Maintenance-Project-23-BB-.

- **Hamilton Avenue/Highway 17 Bicycle Overcrossing Project Initiation Document (PID)**. On February 3, 2026, the City Council accepted the final feasibility study. The project webpage is located at https://www.campbellca.gov/1505/Hamilton-AvenueState-Route-17-Bicycle-Ov.

  The next phase of the project is the Project Initiation Document (PID). The PID is a record of the purpose and need for the bicycle overcrossing project. The PID documents for Caltrans the approach that will be taken to meet or reduce structural or operational transportation deficiencies of state highways, including the project scope, estimated costs, potential impacts, schedule, and feasibility for funding and approval within Caltrans.

  The City applied for 2016 Measure B grant funds to prepare the PID. On May 7, the VTA Board of Directors approved the recommended project list for the 2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Cycle 3 call for projects. Among the projects on this list is Campbell's Hamilton Avenue/Highway 17 Pedestrian and Bicycle Overcrossing Project Initiation Document (PID) for $350,000 in Measure B funds and $150,000 in City funds.

- **Multimodal Transportation Plan**: The Multimodal Transportation Plan (MMTP) consultant team presented preliminary recommendations to the Interagency Coordination Committee (ICC) on March 19 and Citizens Advisory Committee (CAC) in April. On April 7, the consultant presented to the City Council an update on the project and proposed Phase 2 public outreach efforts. Phase 2 ended on May 15. The consultant team will be evaluating and prioritizing recommendations based on metrics related to roadway safety, network cohesiveness and connectivity, equity, and health and sustainability. Concept plans for up to six project concepts are expected this summer. The project webpage can be found at https://www.campbellca.gov/1490/Multimodal-Transportation-Plan.

- **Hamilton Avenue Public Improvement Plan (Hamilton Avenue PIP, formerly the Hamilton Avenue Precise Plan)**: Staff reviewed the revised Existing Conditions memo. The project webpage can be found at https://www.campbellca.gov/1460/Hamilton-Avenue-Public-Improvement-Plan.

- **Comprehensive Traffic Safety Action Plan**. The funding agreement with the Federal Department of Transportation (FDOT) has been executed. FDOT encourages public agencies to leverage other city efforts to reduce the amount of effort needed to prepare the Action Plan. Staff has decided to wait until there is sufficient information from the MMTP's Safety Analysis and Outreach/Engagement that can be incorporated into a Request for Qualifications for consultant services to prepare the Action Plan. The project webpage can be found at https://www.campbellca.gov/1509/Comprehensive-Traffic-Safety-Action-Plan.

- **East Campbell Avenue Plan Line Study**. On April 23, the consultant and staff hosted Public Meeting No. 2 for the project. On May 26, the consultant and staff will be presenting the Draft Plan Line to the Planning Commission. **A special BPAC meeting is anticipated to occur in June** to recommend the project for City Council approval. The project webpage can be found at https://www.campbellca.gov/1530/East-Campbell-Avenue-Plan-Line.

Item 6 - TDA Grant Application for FY 2026/27

The FY 26/27 project would therefore include any of the following project concepts:

1. Shared Lane Markings. Shared pavement markings or arrows (also called "sharrows") are used to assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist impacting the open door of a parked vehicle. This concept would address gaps in bike lanes on arterials and streets that carry school bicycle traffic and would continue the work performed in previous fiscal years.

2. Americans with Disabilities (ADA) Traffic Signal Improvements. This concept would retrofit existing traffic signals to lower pedestrian pushbuttons (PPB) that are mounted too high, replace PPBs that are non-ADA-compliant, replace PPB signs that do not have the ADA symbol of a walking man, and install audible pedestrian signals where none currently exist but are requested.

3. Bike Lanes, Green Bike Lanes, and Bike Boxes. Bike lanes would be installed consistent with the City's General Plan and/or the VTA's Countywide Bicycle Plan.

   Green bike lanes provide high visibility pavement markings at locations of high vehicular-bicycle conflicts. The City has green bike lanes on portions of Winchester Boulevard. Potential future sites such as portions of Hamilton Avenue are being considered.

   Bike boxes are high-visibility green pavement markings that delineate a space on an intersection approach between the limit line for vehicles and the upstream crosswalk line. This green bike box space allows bicyclists to bypass a standing vehicular queue and position themselves safely ahead of any potential conflicts from right-turn traffic. Potential bike box locations include eastbound Hacienda Avenue at Winchester Boulevard and eastbound Campbell Avenue at Third Street. This concept would install green bike lanes and bike boxes at appropriate locations.

4. San Tomas Aquino Road Bike Lanes. This concept would install bike lanes between Latimer Avenue and Bucknall Road in conjunction with planned bike lanes in San Jose north of Latimer Avenue and south of Bucknall Road, respectively.

5. Bascom Avenue and Campbell Avenue Bike Lanes. This concept would convert the shoulders of Bascom Avenue between Hamilton Avenue and the south city limits near Apricot Avenue to bike lanes. Driveways on Bascom Avenue and Campbell Avenue adjacent to the Pruneyard Shopping Center would be candidate locations for green bike lane pavement markings. The TDA funds would supplement the $50,000 collected from the Pruneyard Shopping Center and Offices Expansion Project for the installation of green bike lanes and the conversion of bike route shoulders to bike lanes along the Pruneyard frontage along Bascom Avenue and Campbell Avenue.

6. Hamilton Avenue Resurfacing Project. This concept would install bike lanes or sharrows, and curb ramps along Hamilton Avenue as part of the Hamilton Avenue Resurfacing Project. This project is currently under construction.

7. Campbell PDA Enhancements. This concept would install bike and pedestrian improvements along Civic Center Drive, Orchard City Drive, and Campbell Avenue in the Historic Downtown.

8. Hamilton Avenue/State Route 17 Southbound Off-ramp Widening Project. This concept would widen the southbound off-ramp to replace the existing shared through-left lane with an exclusive through lane and a third exclusive left-turn lane. Only bicycle- and pedestrian-related improvements (e.g., bike signs and markings along Hamilton Avenue) would be eligible for TDA grant funds.

9. Citywide Bicycle Parking Facilities. This concept furnish and install bike parking to improve parking access for bicyclists. Examples include bike racks similar to the type installed throughout the Campbell Community Center and the Historic Downtown.

Staff would submit these project concepts as one project called the “Campbell Bicycle and Pedestrian Project FY26/27” to simplify bookkeeping of TDA funds and allow the City the flexibility to use the TDA funds for whichever project concept has the most pressing need for funding.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Matthew Jue

Email Address:

matthewj@campbellca.gov

Contact Phone Number:

4088662154

Project Sponsor:

Campbell Public Works Department

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Campbell Priority Development Area (PDA) Enhancements Phasee 3

Project Location:

Campbell

Project Description:

This project will implement Complete Streets elements identified in the Transportation Improvement Plan for Campbell Priority Development Area (TIPC) Study for Historic Downtown Campbell. These elements will serve pedestrians, bicyclists, and users of transit (e.g., VTA Bus Route 26, the Green Line Light Rail Line, and the Downtown Campbell Light Rail Station).

Improvements will include 1) reconfiguring the Civic Center/Harrison intersection to slow down turning traffic and improve pedestrian safety by installing high-visibility crosswalks; 2) traffic signal modification; 3) retrofit and/or relocate curb ramps; 4) shorten crossing distances and improve pedestrian safety; 5) installing bike markings (sharrows) to provide connectivity for bicyclists along Civic Center Drive; 6) installation of bio-treatment facilities.

Project Phase(s):

Construction (CON)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar), Bicycle, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Other, City/County General + Specific Area Plans

Other relevant plan (specify):

Transportation Improvement Plan for Campbell PDA (TIPC)

Details on plan recommendations affecting the project area (with adoption date):

General Plan 2040 (dated April 2023)

Policy T-1.2 Implement best practices to improve the pedestrian and bicycle environment.

Action T-1.b Design roadway space and intersections for a variety of users, including motor vehicles, transit vehicles, bicycles, pedestrians, and future travel modes, when constructing or modifying these facilities.

Action T-1.h Improve pedestrian and bicycle access to bus and light rail stations when evaluating opportunities for with new development proposals and capital improvement project. In cooperation with VTA, evaluate transit-waiting environments to improve convenience and comfort.

Action T-3.f Facilitate between and within neighborhoods the construction of connected pedestrian and bicycle facilities (e.g. bridges, pathways, sidewalks, and bike lanes) that enhance community livability especially within one-half mile of major activity centers, schools, and parks.

Policy T-6.2 Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.

The Transportation Improvement Plan (TIP) for Campbell PDA (Final Report dated February 2018) (TIPC Study) recommends multimodal design and improvements focused on creating “complete streets” to better serve all travel modes in Downtown Campbell. The improvements in this project were recommended in the TIPC Study.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project would reconfigure the existing skewed intersection into a 90-degree configuration and eliminates the southbound channelized right-turn lane consistent with NACTO design principles to provide tighter curb radius, reduce right-turn speeds, and improved pedestrian visibility. Additional project improvements include shortening and consolidating pedestrian crossings, upgrading accessibility features, including accessible curb ramps and pedestrian signals. All these improvements are consistent with NACTO and PROWAG guidelines.

Is there a MTC Mobility Hub within the project area?

No

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?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Traffic Safety Conditions

The existing intersection configuration includes a channelized right-turn lane and a two-stage pedestrian crossing across Harrison Avenue. Both the channelized right-turn lane and the two-stage pedestrian crossing increase pedestrian exposure to vehicle conflicts and create potential driver and pedestrian confusion. Existing intersection geometry and crossing conditions may also contribute to inconsistent vehicle yielding behavior and elevated turning speeds.

Traffic Safety Countermeasures

The project incorporates several traffic safety countermeasures to improve intersection operations and reduce conflicts between vehicles and pedestrians. Key improvements include reconfiguring the skewed intersection into a 90-degree alignment, eliminating the channelized right-turn lane, and squaring off the northeast and northwest corners to tighten curb radii and slow turning vehicles. The project would also consolidate the existing two-stage pedestrian crossing into a single signalized crossing across Harrison Avenue and add a second signalized marked crosswalk across Civic Center Drive to improve pedestrian connectivity and visibility.

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

VTA (Santa Clara Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

VTA Bus Route No. 26

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-05-21

Summary of BPAC meeting comments:

BPAC comments

Generated on: 5/14/2026

This is a DRAFT version - not yet submitted