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

**SUBJECT:** Special Meeting

**MEETING DATE:** Thursday, June 18, 2026

**LOCATION:** Council Chamber

**ATTENDEES:** Mark Nakamura/Campbell BPAC
Barton Smith/Campbell BPAC
Catherine Brady/Campbell BPAC
Amy Olay/City of Campbell
Matthew Jue/City of Campbell
Roger Stoz /City of Campbell
Leslie Fabila/City of Campbell
Jon Cacciotti/HMH Engineers

**MINUTES BY:** Matthew Jue Date: July 6, 2026

**DISTRIBUTION:** File 230 (Bicycle Advisory Committee Meeting Minutes), BPAC, Amy Olay, Laura Smith

| | ISSUES | NEXT ACTION |
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| 1. | **Roll Call** – Roll call was taken at approximately 5:13 p.m. | • Noted. |
| 2. | **Oral Requests**: None. | • Noted. |
| 3. | **Campbell Plan Line Project –** Senior Civil Engineer Roger Storz updated the BPAC on project activities since the March BPAC meeting. Those activities included an April community meeting; meeting with property owners; May Planning Commission meeting; minor changes including addition of green bike lanes at Lloyd Square driveway and on-street parking removal east of this driveway.<br><br>Feedback from the community and BPAC was to keep the bike lanes in the plan line project.<br><br>The owner of Lloyd Square requested an alternate design that kept on-street parking in front of Lloyd Square on the north side of Campbell Avenue in exchange for the loss of on-street parking in front of the Cresleigh Homes development on the south side of Campbell Avenue. The alternative design | • Noted. |

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| resulted in steeper tapers and is therefore not recommended. Roger ended the introduction by stating that the goal is to approve the Campbell Avenue Plan Line being presented.<br><br>Jon Cacciotti/HMH Engineers presented the Campbell Avenue Plan Line. He introduced the project, the goal of the meeting, and the timeline for the project. Feedback from the initial outreach to the BPAC and property owners was to keep the left-turn lanes. For the second round, alternatives were presented. Feedback from the BPAC and community was positive. The alternative includes signalizing the Campbell Avenue/Page Street intersection. Property owners shared their concerns.<br><br>Three alternatives were presented at the May 26 Planning Commission meeting: 1) Keep left-turn lanes (Preferred Alternative), 2) Remove left-turn lanes (Not Preferred; pedestrian safety issue), and 3) Road Diet (Not Preferred, potential traffic diversion into neighborhood).<br><br>The Preferred Alternative aligns with public feedback, is safe for pedestrians, and keeps the Campbell Avenue left-turn lanes. Segment 1 (Railway Avenue to Poplar Avenue) has narrow lanes, 11' minimum for buses, and 5' bike lanes. Segment 2 (Poplar Avenue to Union Avenue) keeps bike lanes. Segment 3 (Union Avenue to Bascom Avenue) adds bike lane buffers. BPAC Vice Chair Smith asked whether Segment 3 bike lanes would be Class IV. Jon responded that the specific design is undecided. Two feet is enough room for installing channelizers.<br><br>Jon acknowledged the need for additional right-of-way between Page Street and Poplar Avenue. An Interim Alternative with sharrows would need to be implemented until sufficient right-of-way is secured. The timeline for obtaining the necessary right-of-way is undetermined.<br><br>Jon explained the loss of on-street parking in front of Lloyd Square and how the | |

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| alternative alignment was a worse configuration.<br><br>The Campbell Avenue/Page Street/Gilman Avenue intersection would operate as one signalized intersection. Side-street left-turns would enter Campbell Avenue simultaneously. There would be sufficient storage length between Page Street and Glman Avenue for traffic queues.<br><br>Jon explained Segment 2 (Poplar Avenue to Union Avenue) would include some sidewalk widening at Poplar Avenue and keep the existing Class 2 bike lanes. Segment 3 (Union Avenue to Bascom Avenue) would include buffered bike lanes, green bike lanes at selected locations, and the pork-chop island at Bascom Avenue would be eliminated.<br><br>The team is scheduled to present the Campbell Avenue Plan Line at the August 3 City Council meeting. The Plan Line will be used for determining required street improvements for future developments.<br><br>BPAC Member Brady asked for further explanation regarding the loss of on-street parking in front of Lloyd Square. The response was the Plan Line would remove the existing bulb-out on the northwest corner of Campbell Avenue/Page Street and the on-street parking on the north side of Campbell Avenue to allow room for a continuous bike lane in the westbound direction. BPAC Member Brady asked about the Interim Alternative. Campbell Avenue would be widened by two feet, the sidewalk would be widened, and additional right-of-way would be required.<br><br>Vice Chair Smith was pleased with the Plan Line and how it provides a better connection to the Downtown. He asked about parking-protected bike lanes. Jon answered that parking-protected bike lanes were not considered. Vice Chair Smith commented that street sweeping will be a concern if Class IV bike lanes are installed. Jon responded that cities try to maintain a seven-foot slot for streetsweepers. | |

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| | Chair Nakamura commented that islands for Class IV bikeways (e.g., on Hillsdale Avenue) collect debris, and keeping the streets clean is important. He added that it is stressful to ride a bike westbound at Foote Avenue. Therefore, he agrees with removing the on-street parking. He agrees with keeping the on-street parking in front of Cresleigh Homes where there will not be standing queues that occur regularly at Railway Avenue and in front of Lloyd Square.<br><br>**Motion: Recommend that the City Council approve/accept the Plan Line Study.** Motion passed 3-0. | |
| 4. | **Meeting Adjourned at 5:45 p.m.** | • Noted. |