

EAST CAMPBELL AVENUE PLAN LINE

PROJECT 25-CC

APRIL 23, 2026

PROJECT INFORMATION

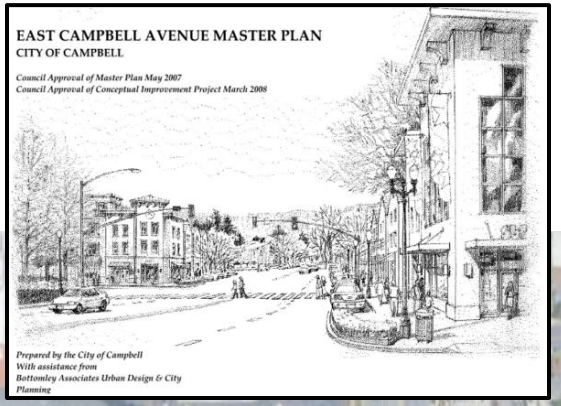
Purpose:
This project seeks to update the East Campbell Avenue Master Plan to a street design that improves walking and biking facilities.

City Contact Info:
Roger Storz
rogers@campbellca.gov

Project Website:
www.campbellca.gov/1530/East-Campbell-Avenue-Plan-Line-Project-2

Stay informed and engaged!

PROJECT OVERVIEW





- Update the East Campbell Avenue Master Plan (May 2007)
- Incorporate Class II or Class II buffered bike lanes
- Balance right-of-way (ROW) for new elements
- Prepare for future frontage development along the corridor

AGENDA

- Goals for Today
- Project Status
- Feedback Received to Date
- Alternatives & Preferred Design
- Questions & Additional Feedback

GOALS

- Review our 3 analyzed design alternatives
- Present the preferred alternative
- Receive your feedback

COMMUNITY

We'd like to better understand your interest!

Who's here today?

- Do you live close by?
- Do you visit this corridor often?
- Are you associated with a business in the area?
- Do you walk this stretch regularly?
- Do you bike this stretch regularly?

Did you attend the previous meeting?

How did you hear about this meeting?

- Social Media
- Flyer
- Website
- Other

PROCESS & TIMELINE

- **Complete**
  - **Stakeholder Meetings**
    - BPAC meeting #1 – *Nov 20, 2025*
    - Property owners meeting – *Dec 9, 2025*
    - Community meeting #1 – *Dec 10, 2025*
    - BPAC meeting #2 – *March 19, 2026*
    - Property owner outreach – *April 2026*
  - **Design**
    - Existing Conditions Review
    - Alternatives Analysis
- **Today**
  - Community meeting #2
- **Next**
  - Final Plan & Report development

UPCOMING 2026 TARGETS

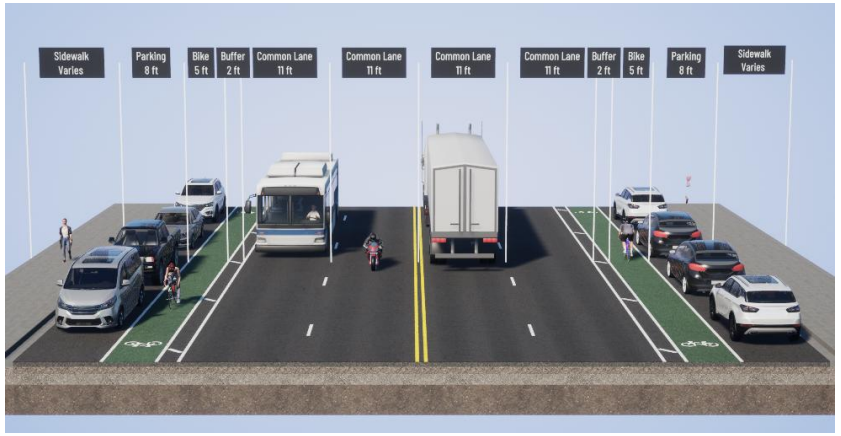
May 26th – Planning Commission

June – BPAC

August – City Council

NOVEMBER BPAC SUMMARY

- Presented an alternative aligned with 2007 Master Plan
- Prioritized a buffered bike lane & removed left-hand turn pockets between Railway Ave -> Poplar Ave



BUFFERED BIKE LANES & NO LEFT-TURN POCKET

Feedback

- Focused on potential adverse effects to traffic, queueing distances
- Strongly encouraged the project to keep left-hand turn pockets
- Some concern about comfort biking next to on-street parking

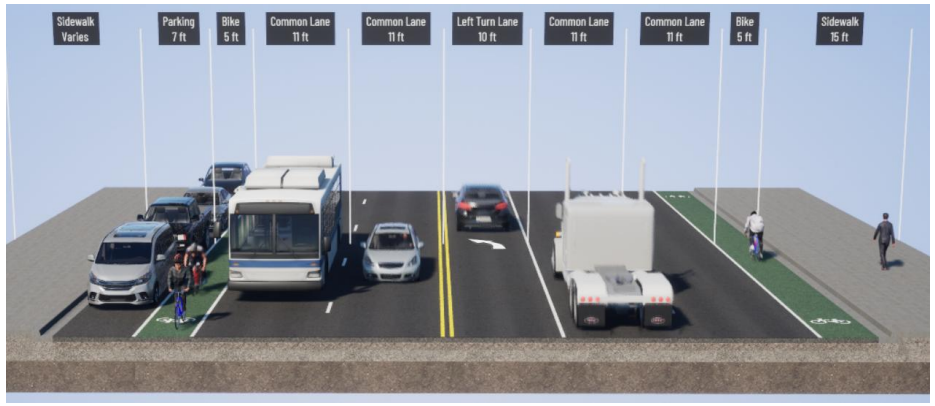
DECEMBER COMMUNITY MEETING FEEDBACK SUMMARY

Presented the same alternative as BPAC meeting #1

- **Roadway Feedback**
  - Support for protected and continuous bike lanes throughout the corridor
  - Concerns about traffic operations with the removal of left-turns
  - Mixed views on parking, with some wanting to preserve curb parking and others supporting repurposing parking for bike or streetscape improvements
  - Questions about the proposed signal operations at Page/Campbell
  - Consideration of a road diet
- **Sidewalk & Frontage Feedback**
  - Desire for wider, safer, and better-lit sidewalks
  - Requests for streetscape enhancements like adding more trees
  - Interest in improving the connection to Los Gatos Creek Trail

MARCH BPAC SUMMARY

- Presented 3 analyzed alternatives
- Presented the preferred alternative which includes continuous bike lanes & maintains existing left-hand turn pockets



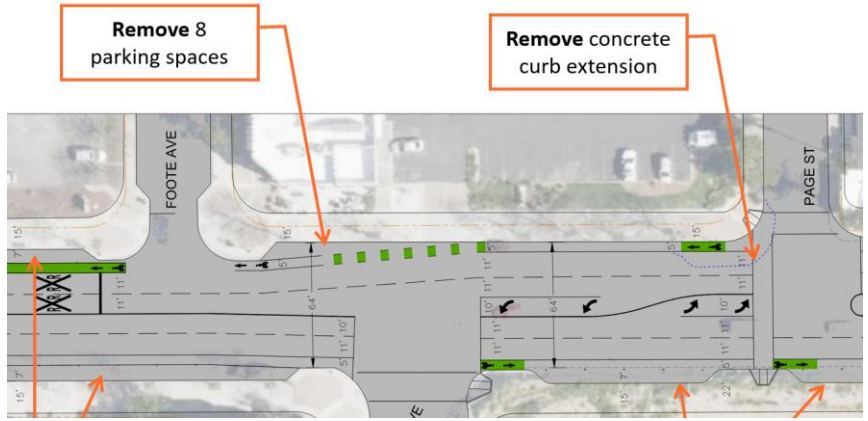
BIKE LANES & MAINTAIN EXISTNIG LEFT-TURN POCKETS

Feedback

- Positive support for the preferred alternative

PROPERTY OWNER FEEDBACK

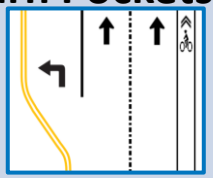
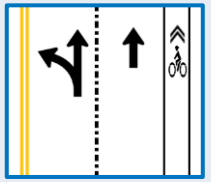
- Met with individual property owners
- Shared the proposed plan
- Reviewed any impacts to their respective frontages (loss of street parking, street improvements, etc.)



Feedback

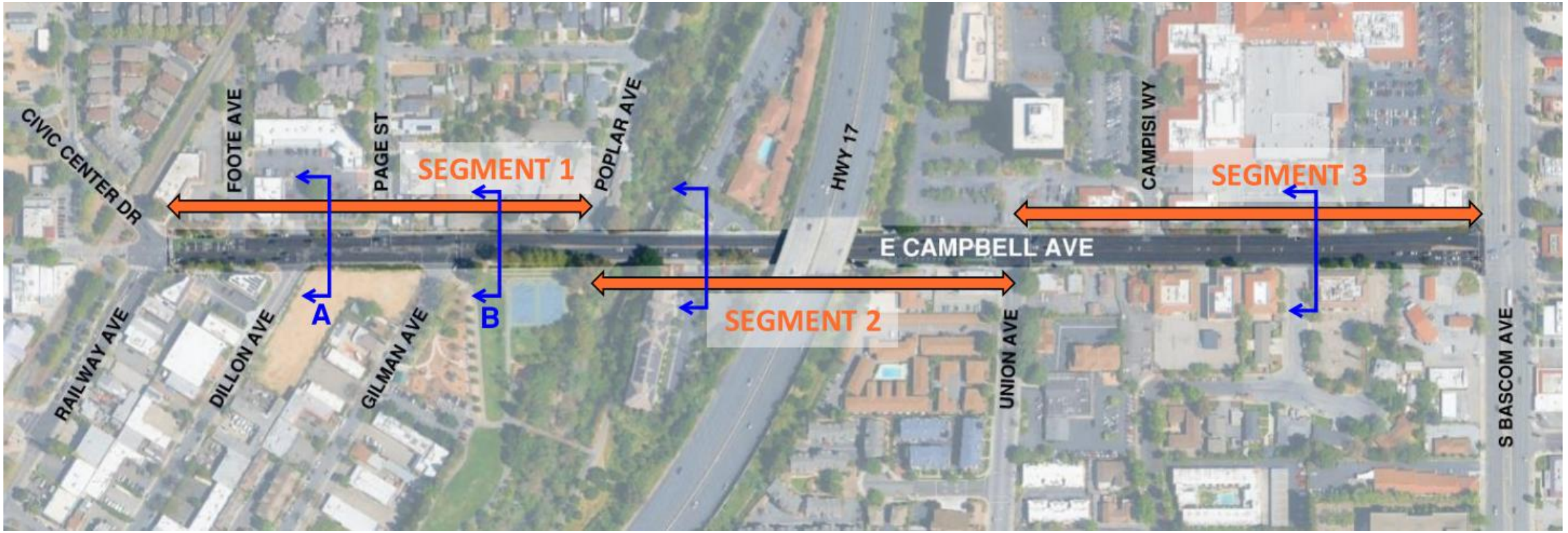
- Prefer more street parking, but understand why some parking spaces had to be eliminated
- Concerned about maintaining access to their properties / businesses
- Generally supportive of the proposed plan

ALTERNATIVES ANALYSIS

Alternative	Description	Analysis
Preserve Left-Turn Pockets 	- Provides continuous bike lanes, some buffered - Left turn pockets are maintained - Proposed sidewalks widened where possible	**PREFERRED** - Responds to primary stakeholder feedback - Some future ROW widening required *(with interim condition)*
Remove Left-Turn Pockets 	- Left turn pockets removed to accommodate buffered bike lanes - On-street parking added where feasible, consistent with the 2007 Master Plan - Proposed sidewalks widened where possible	**NOT PREFERRED** - Pedestrian safety impacts due to removal of protected left-turns - Increase in vehicle queueing - Not consistent with primary stakeholder feedback
Road Diet *not analyzed further	- Reduce the number of vehicle lanes from four to two, with one direction of travel each way - Remove left turn pockets to accommodate protected bike lanes and wider sidewalks	**NOT PREFERRED** - Existing and future queueing would be exacerbated by reduced roadway capacity - Could result in neighborhood cut-through traffic and broader operational impacts on the City's network - Not consistent with primary stakeholder feedback

PREFERRED ALTERNATIVE

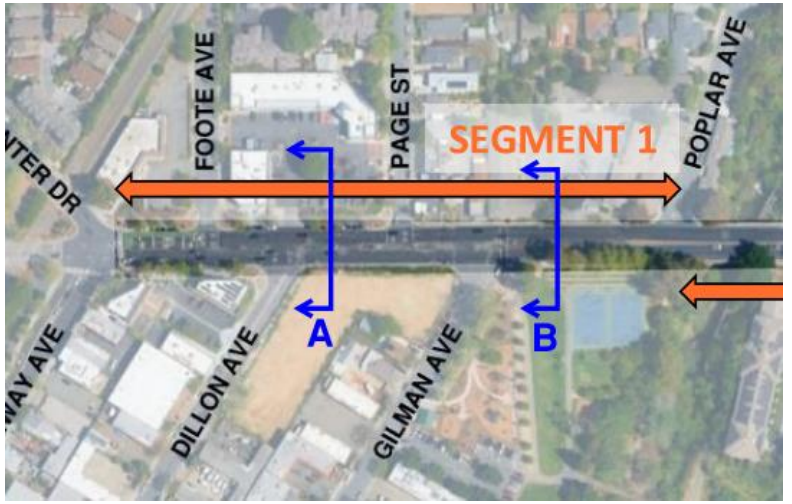
Preserve Left-Turn Pockets

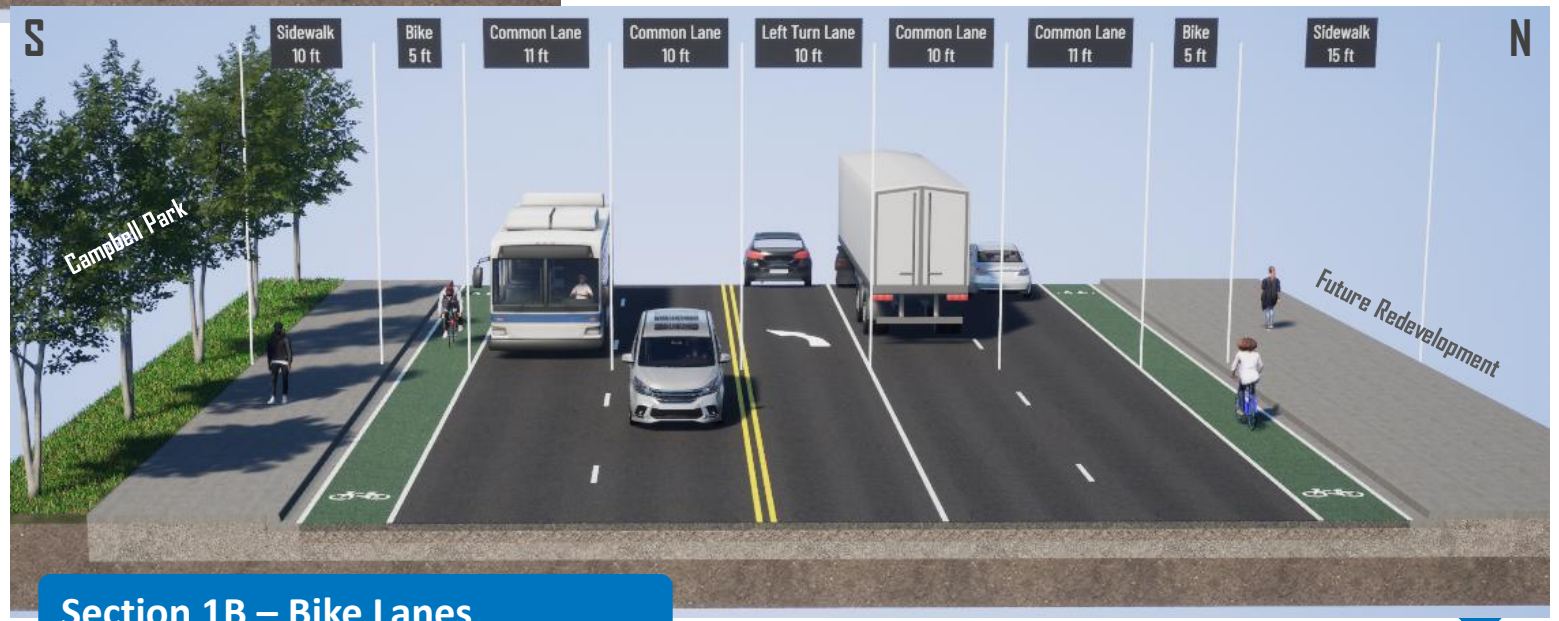


PREFERRED ALTERNATIVE



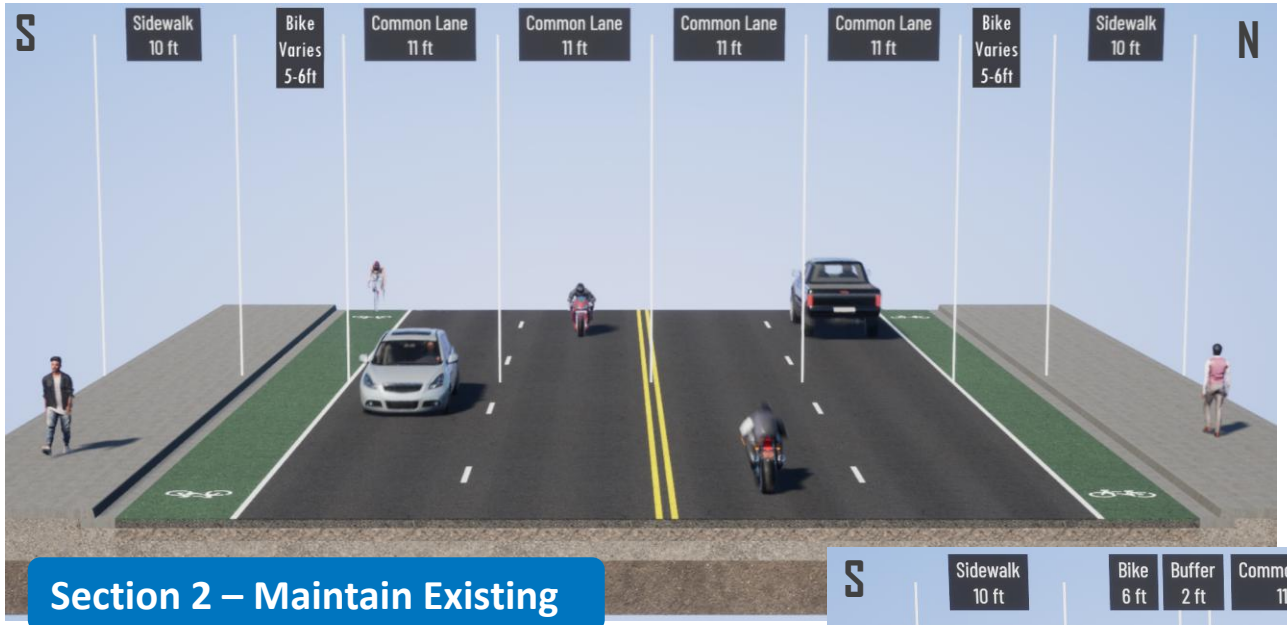
Section 1A –Bike Lanes, Parking



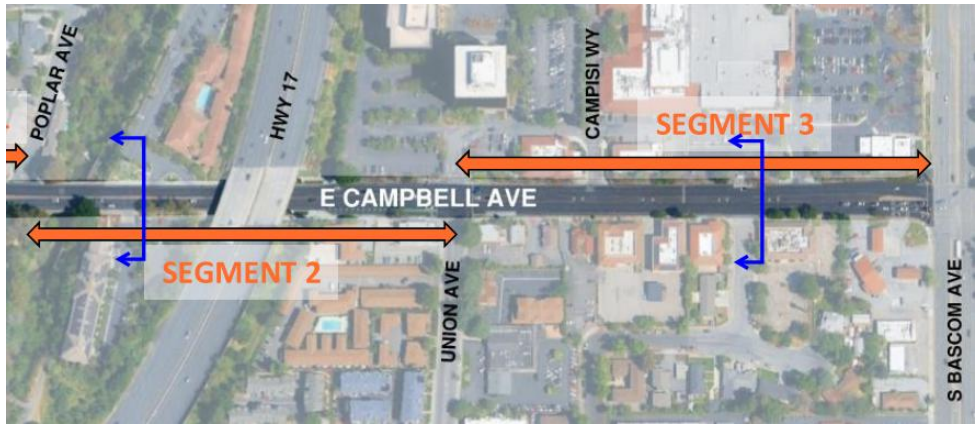


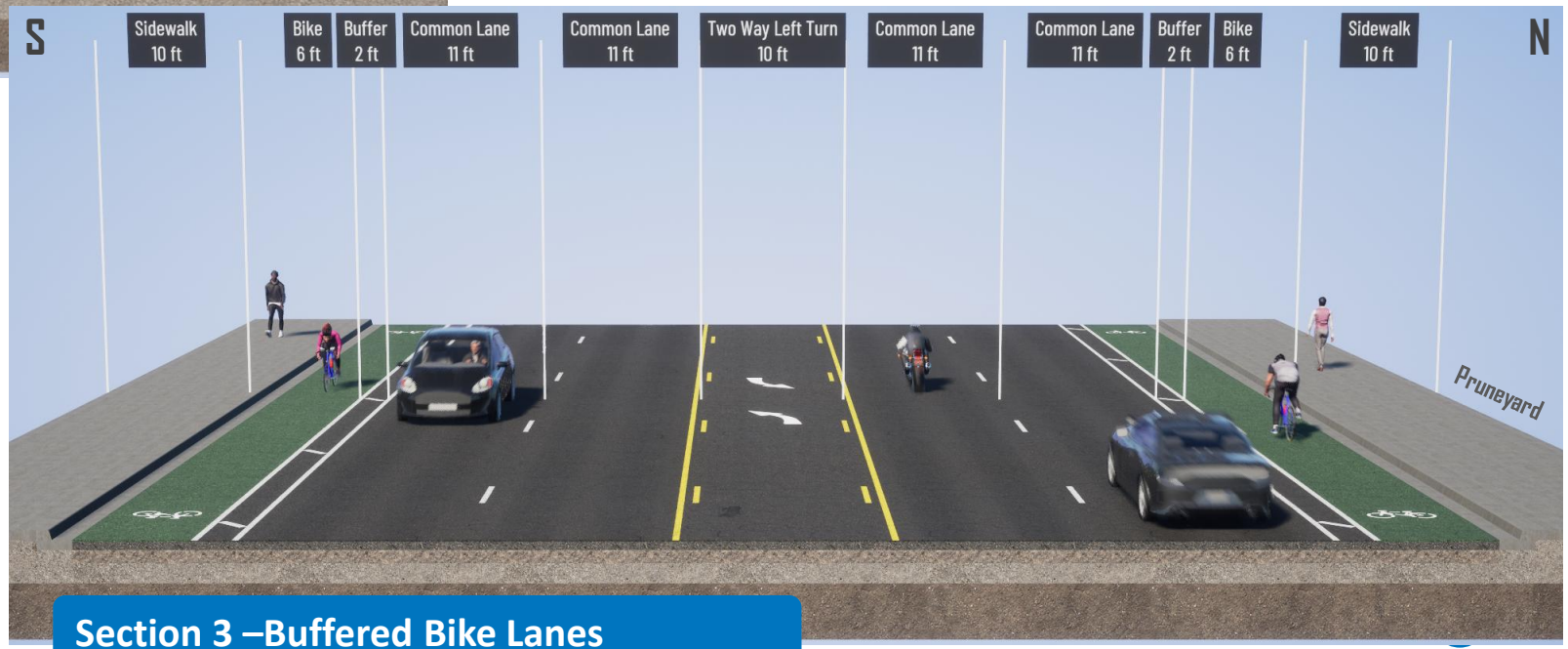
Section 1B – Bike Lanes

PREFERRED ALTERNATIVE



Section 2 – Maintain Existing

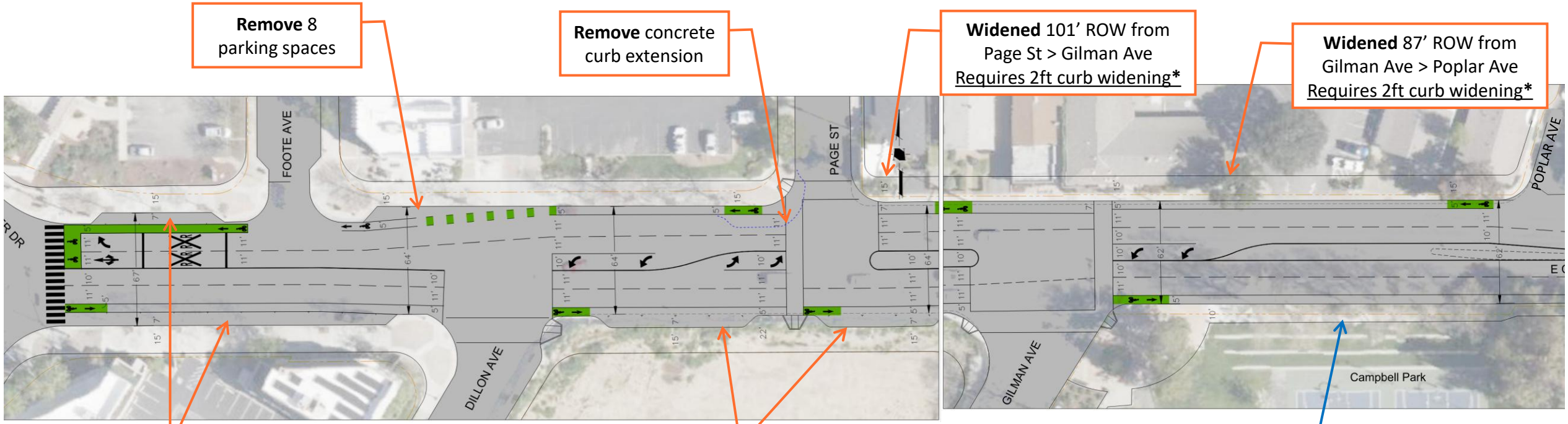




Section 3 –Buffered Bike Lanes

PREFERRED ALTERNATIVE

- **New** bike lanes
- **New** signal at Page St
- Narrow interior vehicular lanes to 10ft as needed, maintaining 11ft outer bus lane



Remove 8 parking spaces

Remove concrete curb extension

Widened 101’ ROW from Page St > Gilman Ave
Requires 2ft curb widening*

Widened 87’ ROW from Gilman Ave > Poplar Ave
Requires 2ft curb widening*

Narrow parking to 7ft

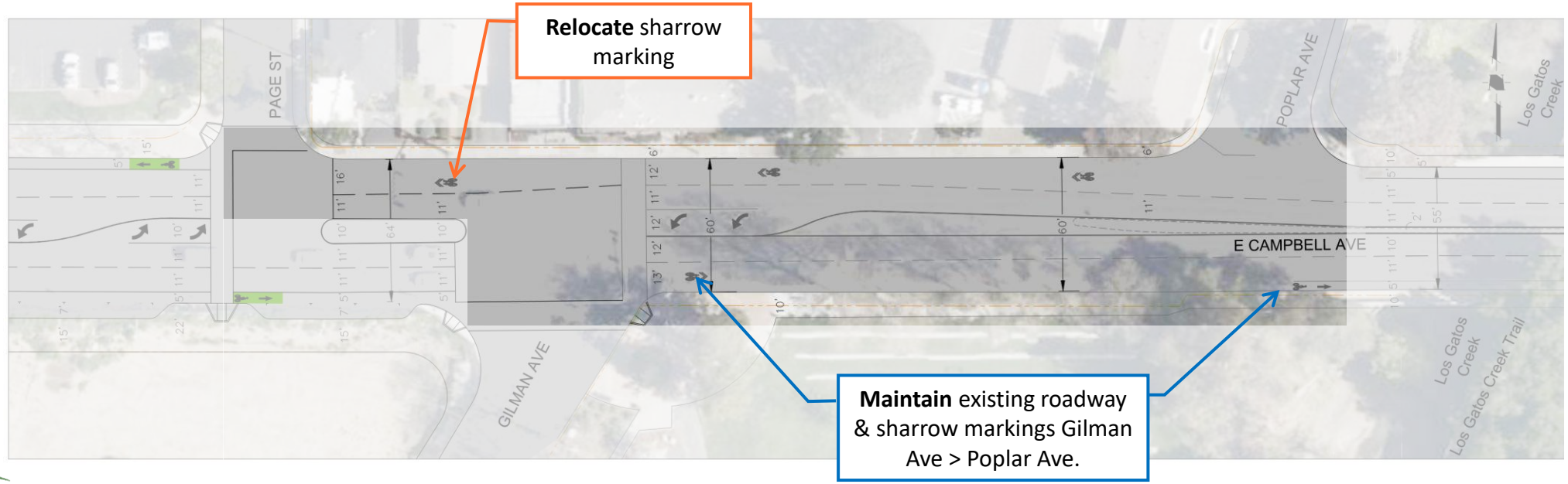
New parking (7 spaces) consistent with Master Plan & proposed development

Maintain Campbell Park curbline, sidewalk & trees for community benefit

PREFERRED ALTERNATIVE - *INTERIM CONDITION

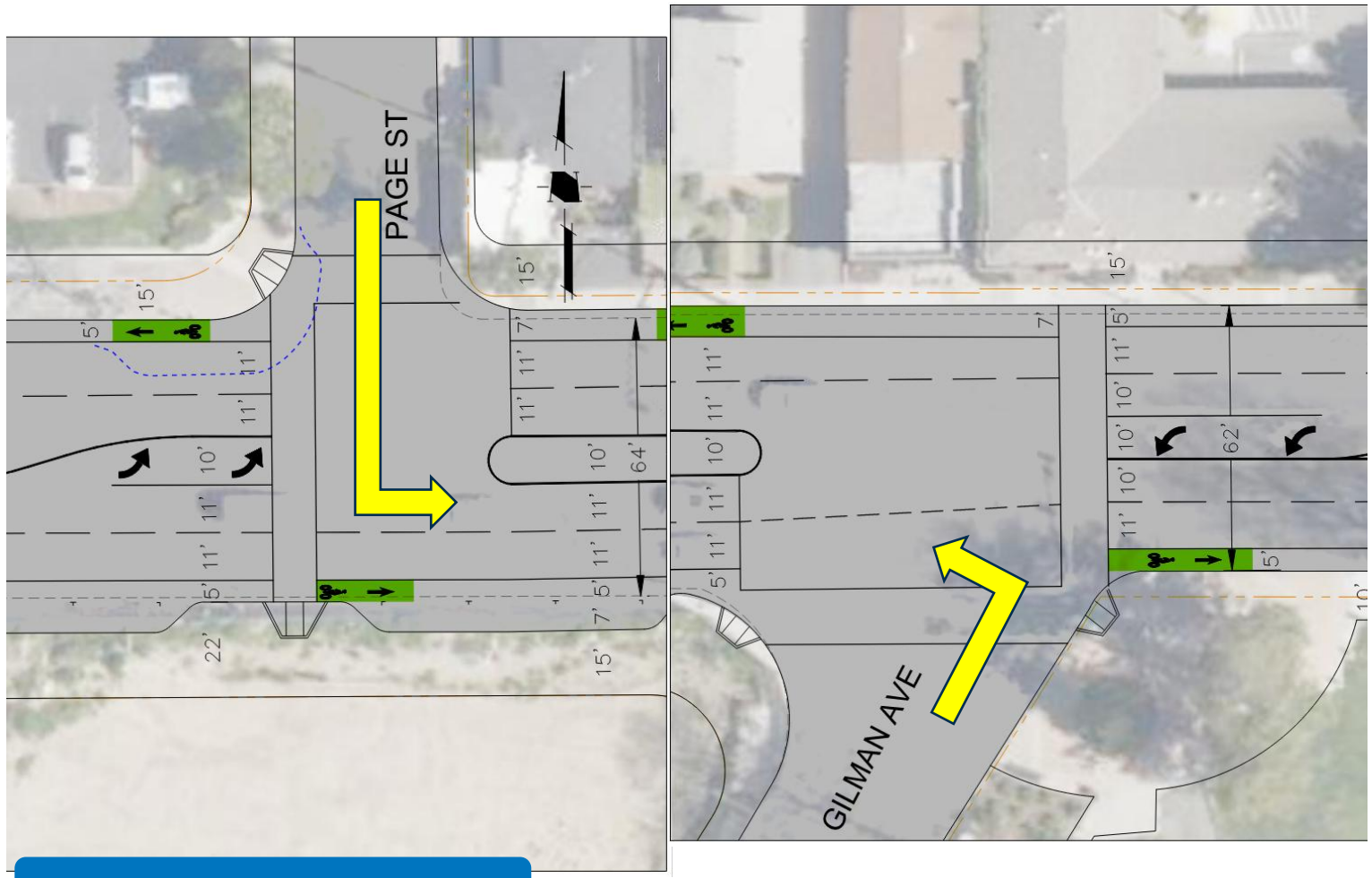


- Existing condition: shared roadway markings
- Bike lanes cannot be added until the curb on the north side is widened
- Driven by the unknown redevelopment timeline of Greylands



PREFERRED ALTERNATIVE – TRAFFIC ANALYSIS

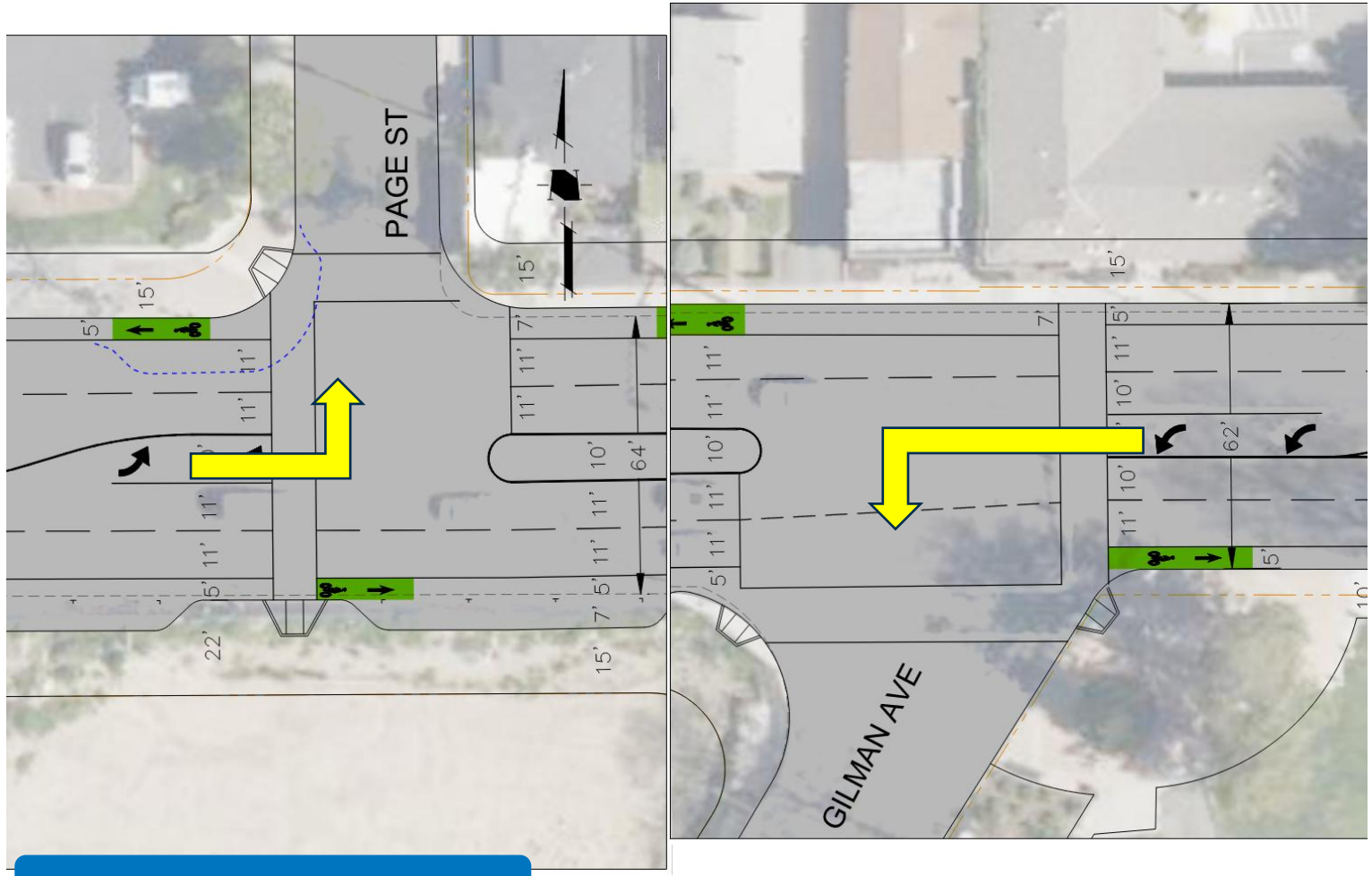
- Sufficient Queuing Space between Page and Gilman



Signal Operations

PREFERRED ALTERNATIVE – TRAFFIC ANALYSIS

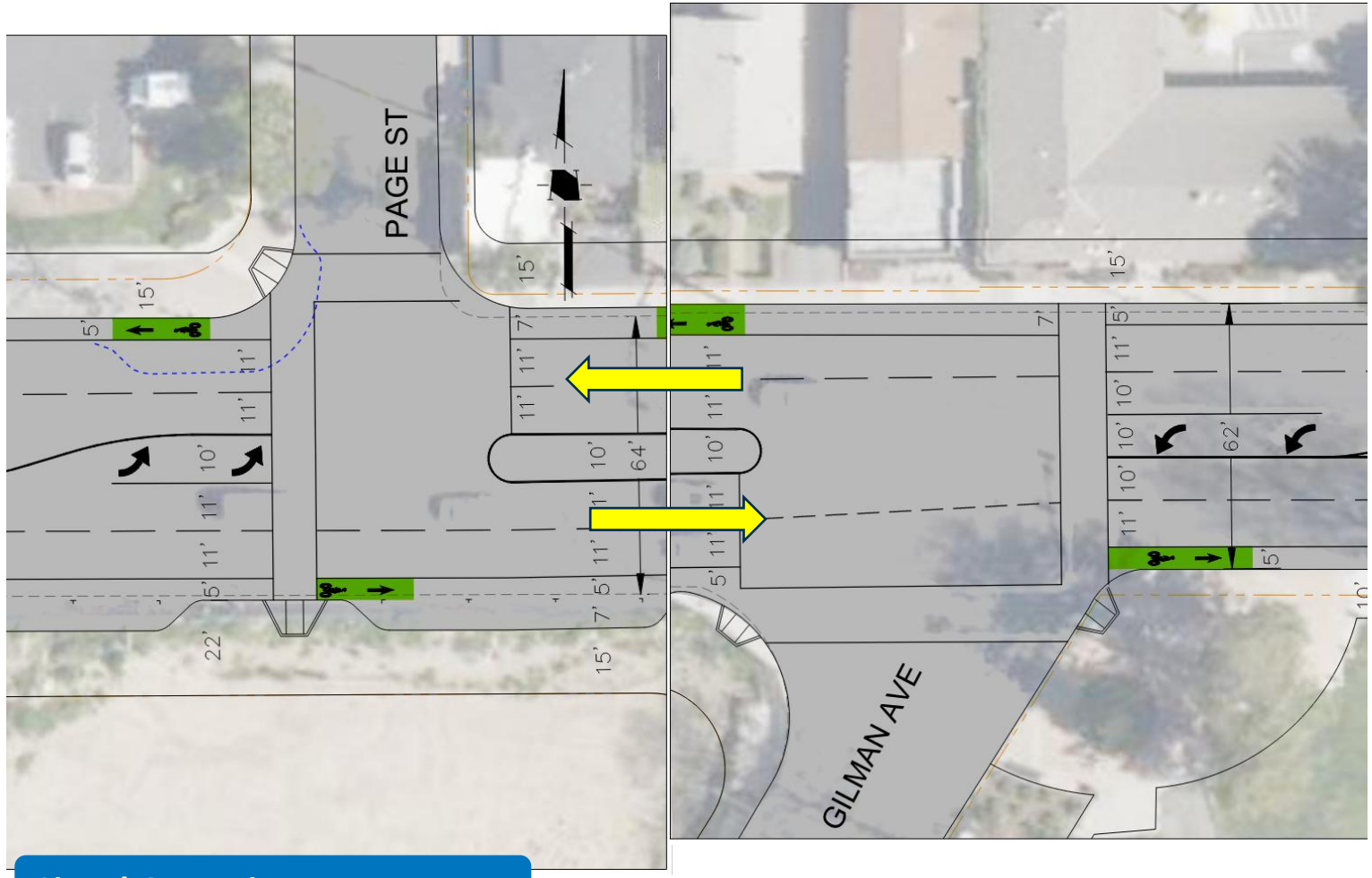
- No Pedestrian crossing allowed during protected left-turn phase
- Protected left-turns minimize vehicular- pedestrian conflict



Signal Operations

PREFERRED ALTERNATIVE – TRAFFIC ANALYSIS

- Intersection would operate acceptably under future growth scenario



Signal Operations

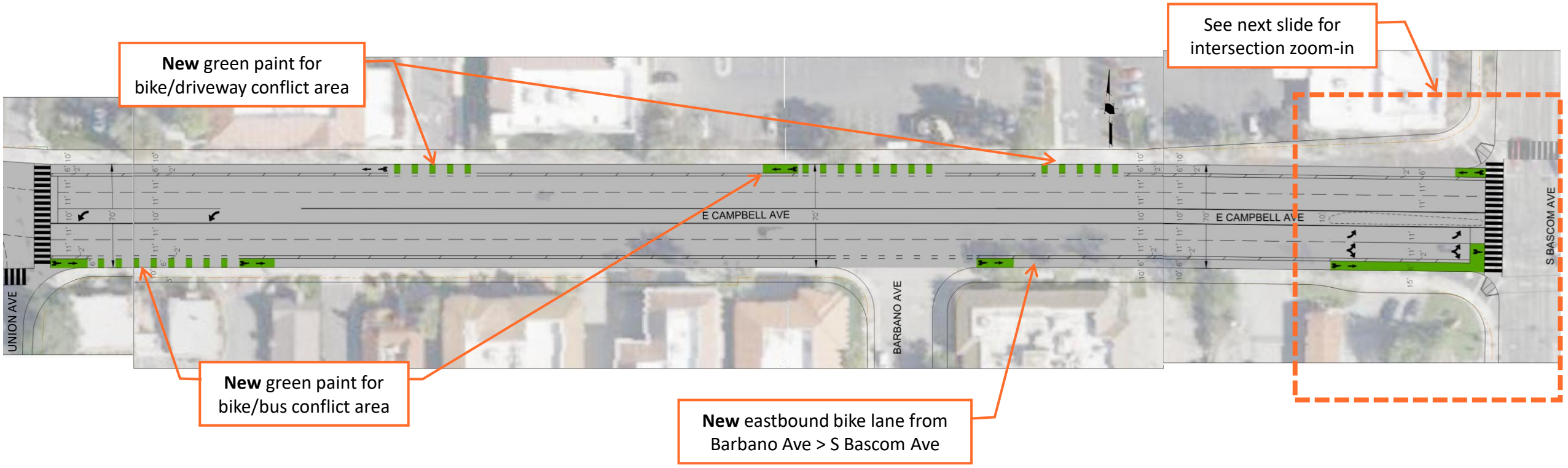
PREFERRED ALTERNATIVE

- Maintain existing roadway layout over Los Gatos Creek Bridge & under Highway 17

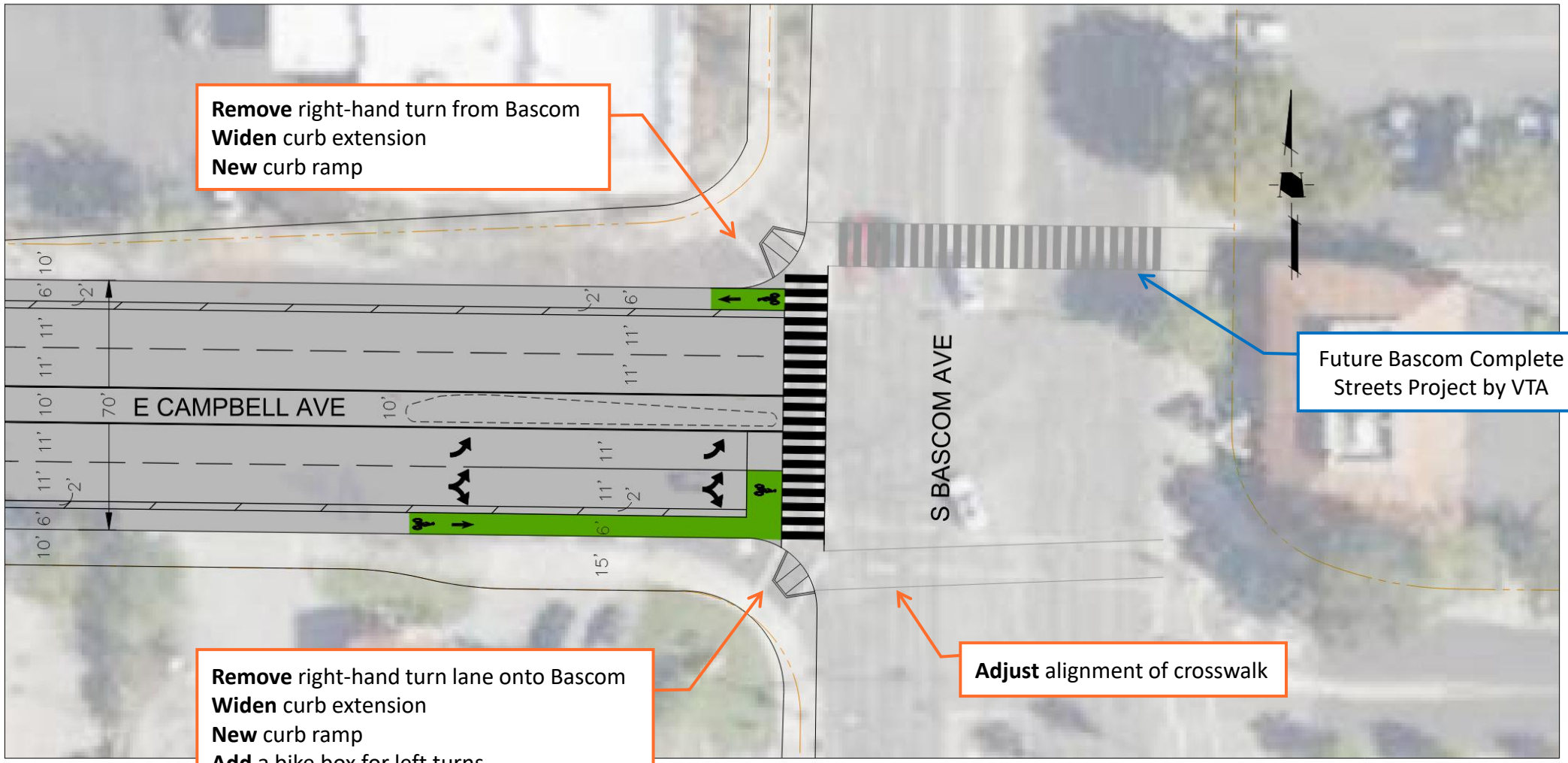


PREFERRED ALTERNATIVE

- Upgrade bike lanes to buffered from Union Ave to S Bascom Ave
- Narrow interior vehicular lane to 10ft as needed, maintaining 11ft outer bus lane



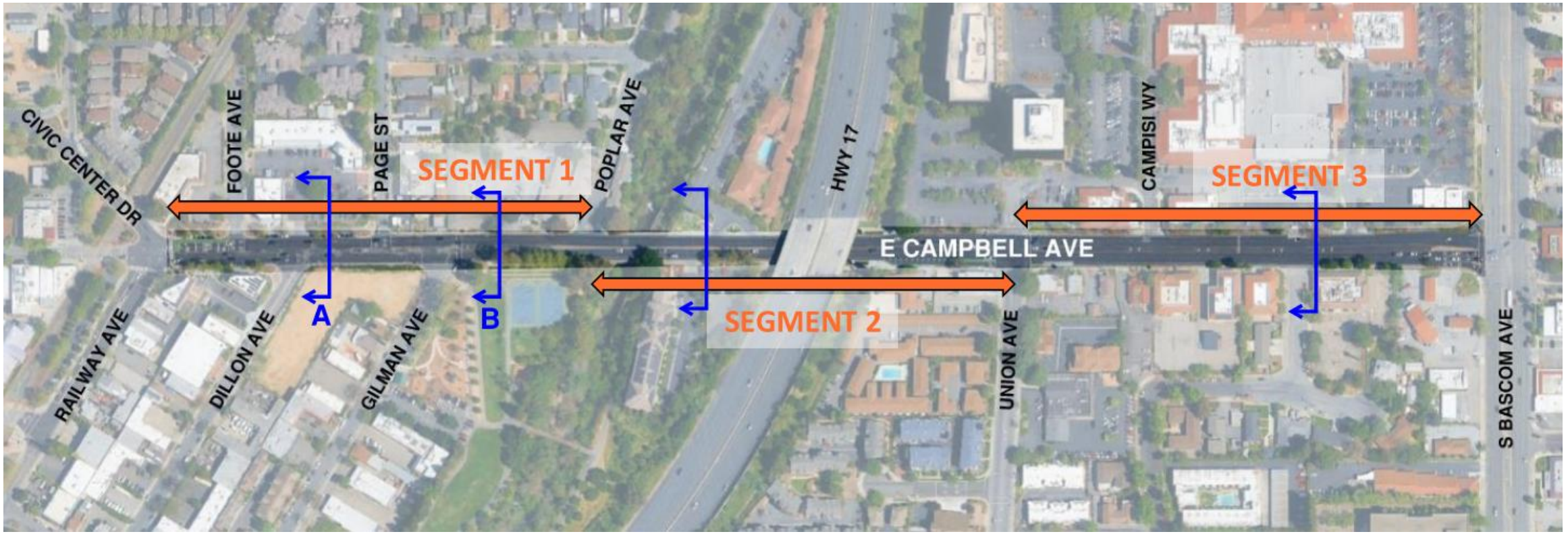
PREFERRED ALTERNATIVE



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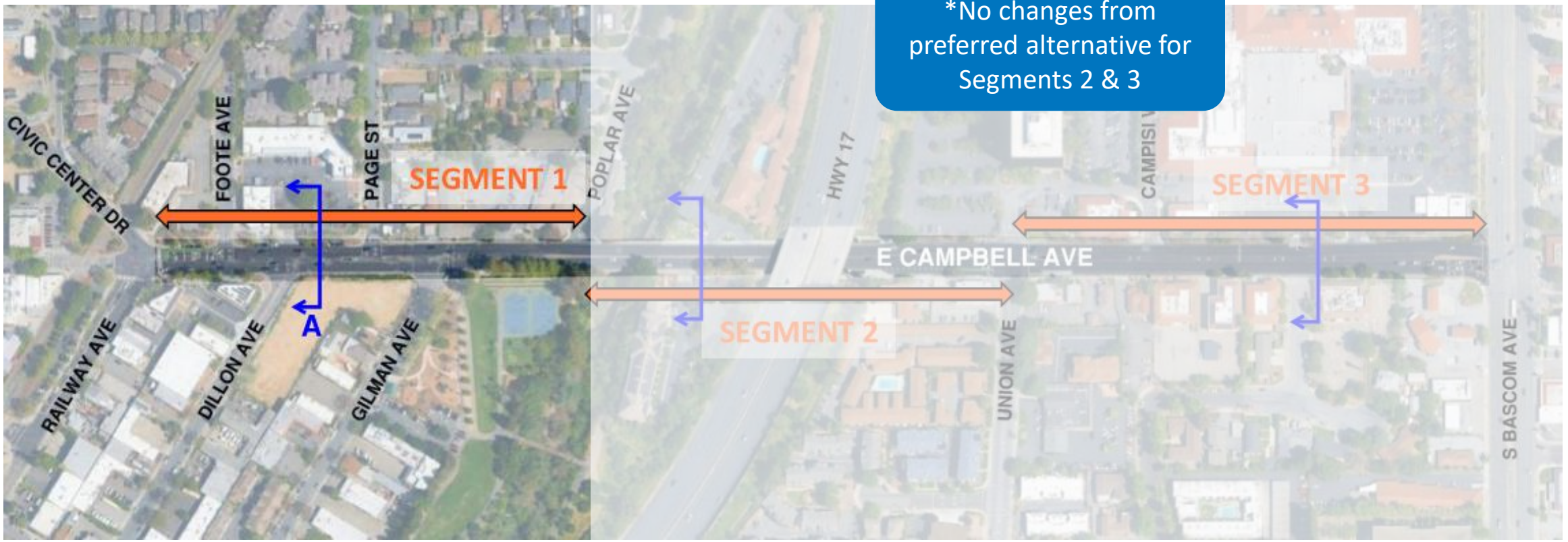
Preserve Left-Turn Pockets

QUESTIONS?

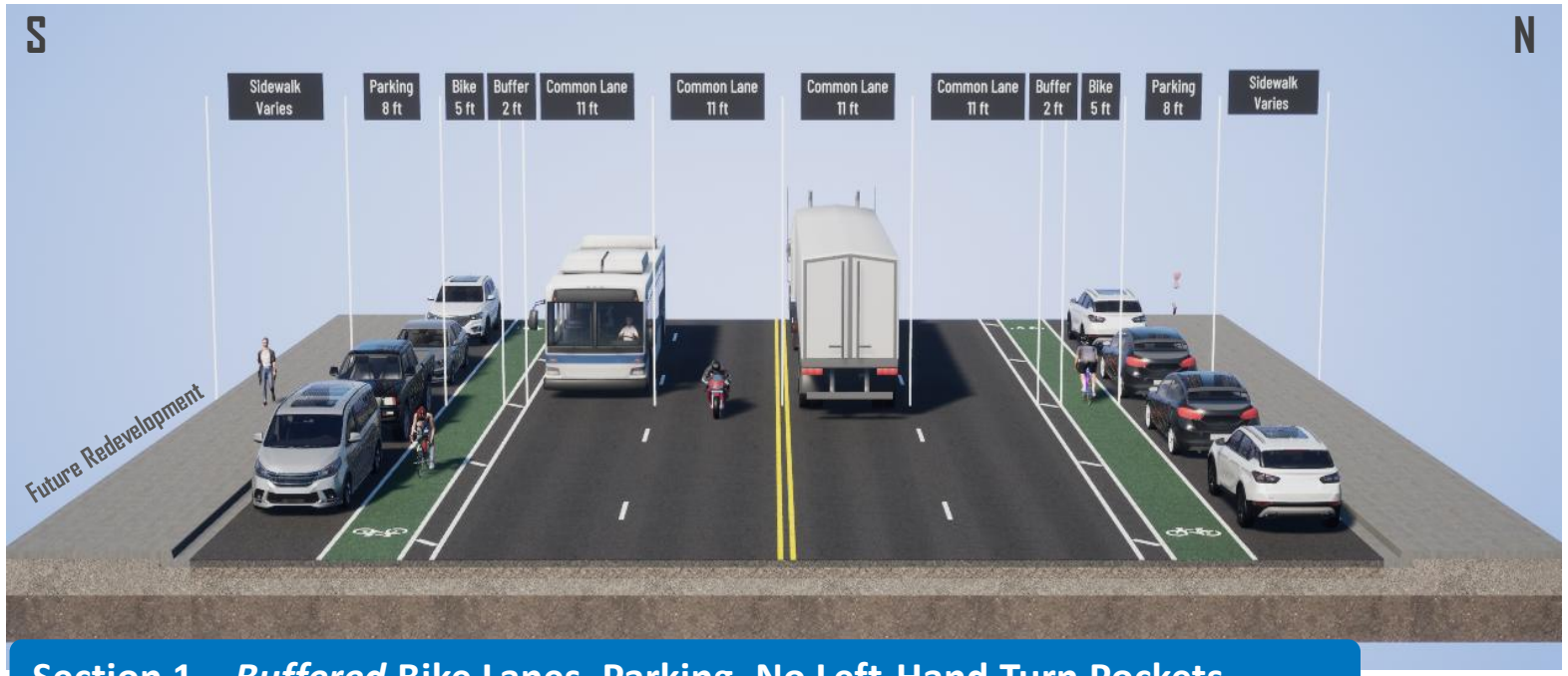


NON-PREFERRED ALTERNATIVE

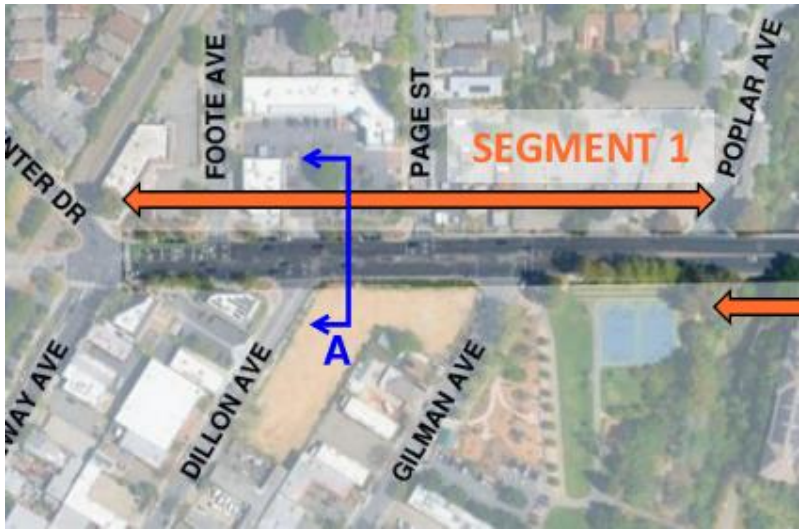
Remove Left-Turn Pockets



NON-PREFERRED ALTERNATIVE

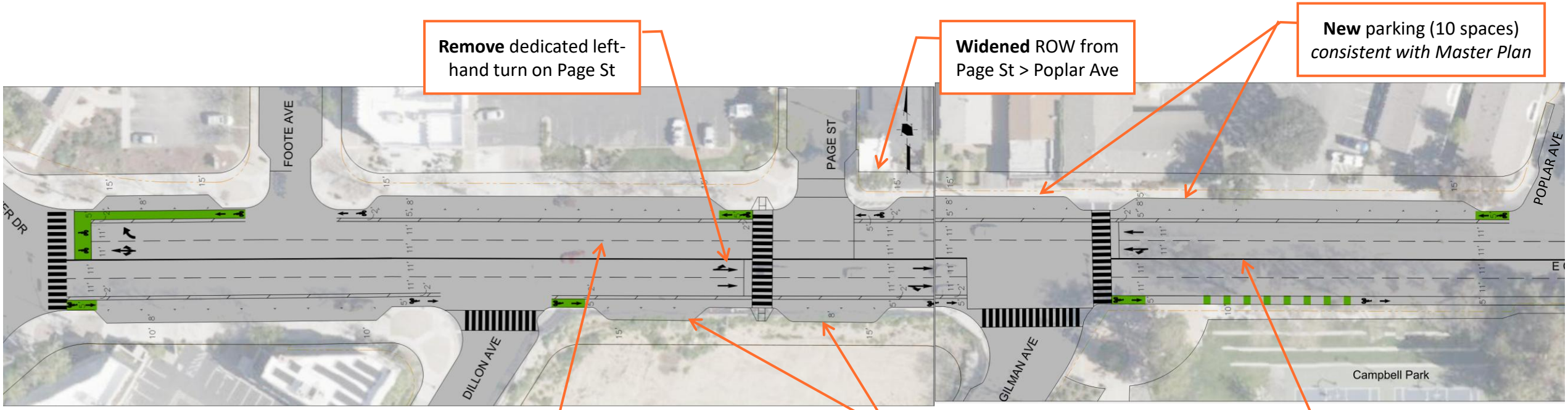


Section 1 – *Buffered* Bike Lanes, Parking, No Left-Hand Turn Pockets



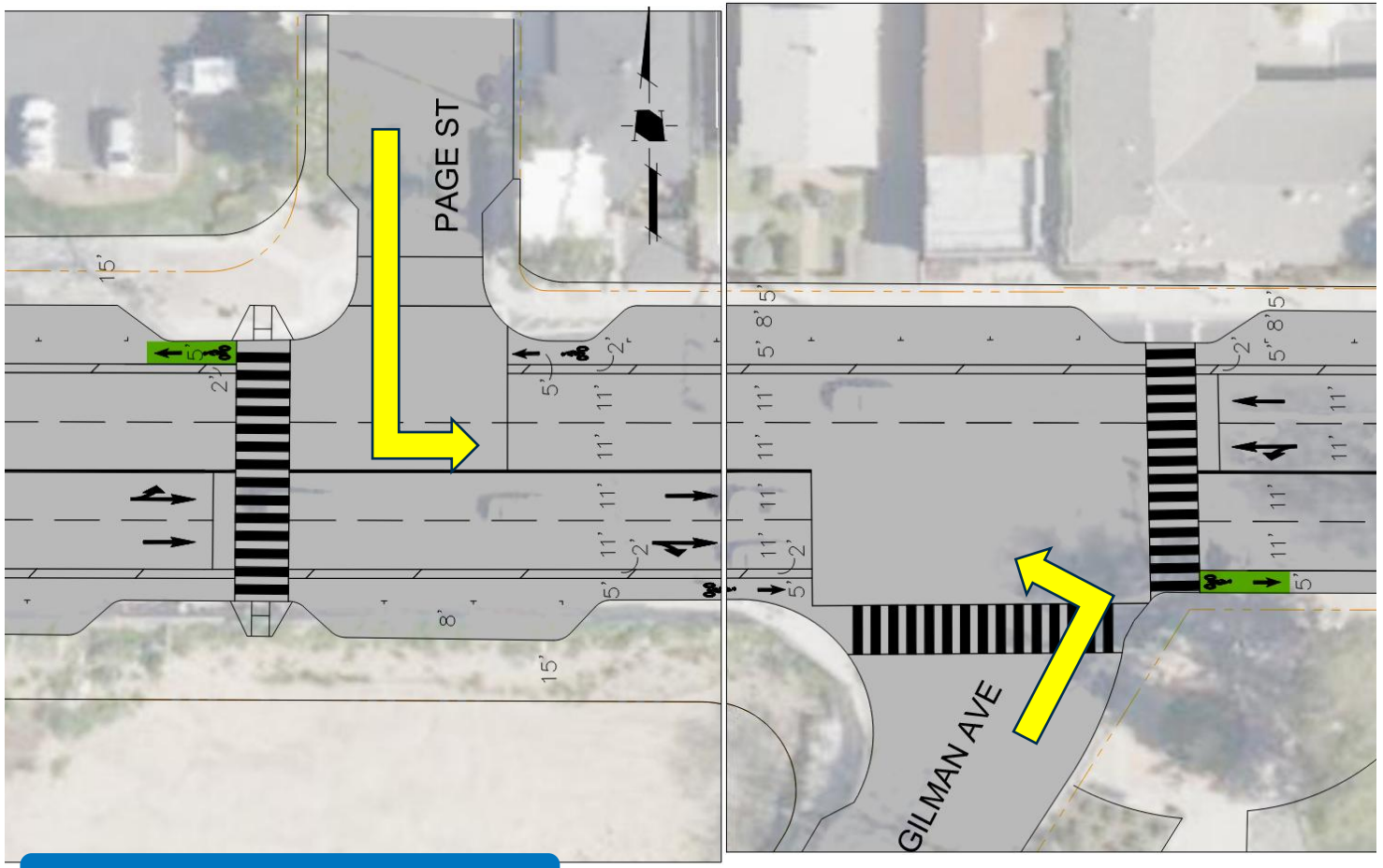
NON-PREFERRED ALTERNATIVE

- **New** Class II buffered bike lanes
- **New** signal at Page St
- Creates a **safety risk** for pedestrians on side-streets



NON-PREFERRED ALTERNATIVE – TRAFFIC ANALYSIS

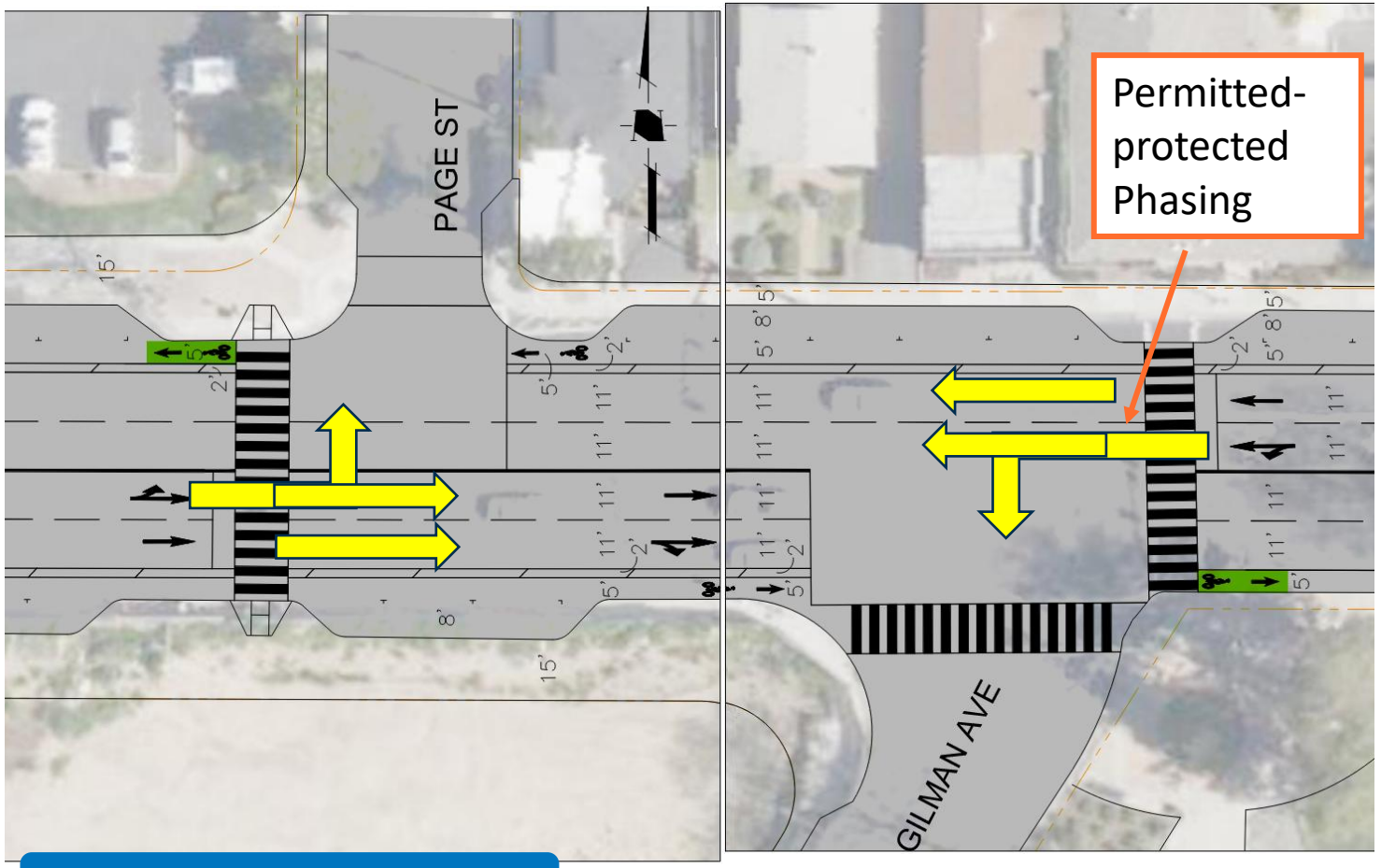
- Sufficient Queuing Space between Page and Gilman



Signal Operations

NON-PREFERRED ALTERNATIVE – TRAFFIC ANALYSIS

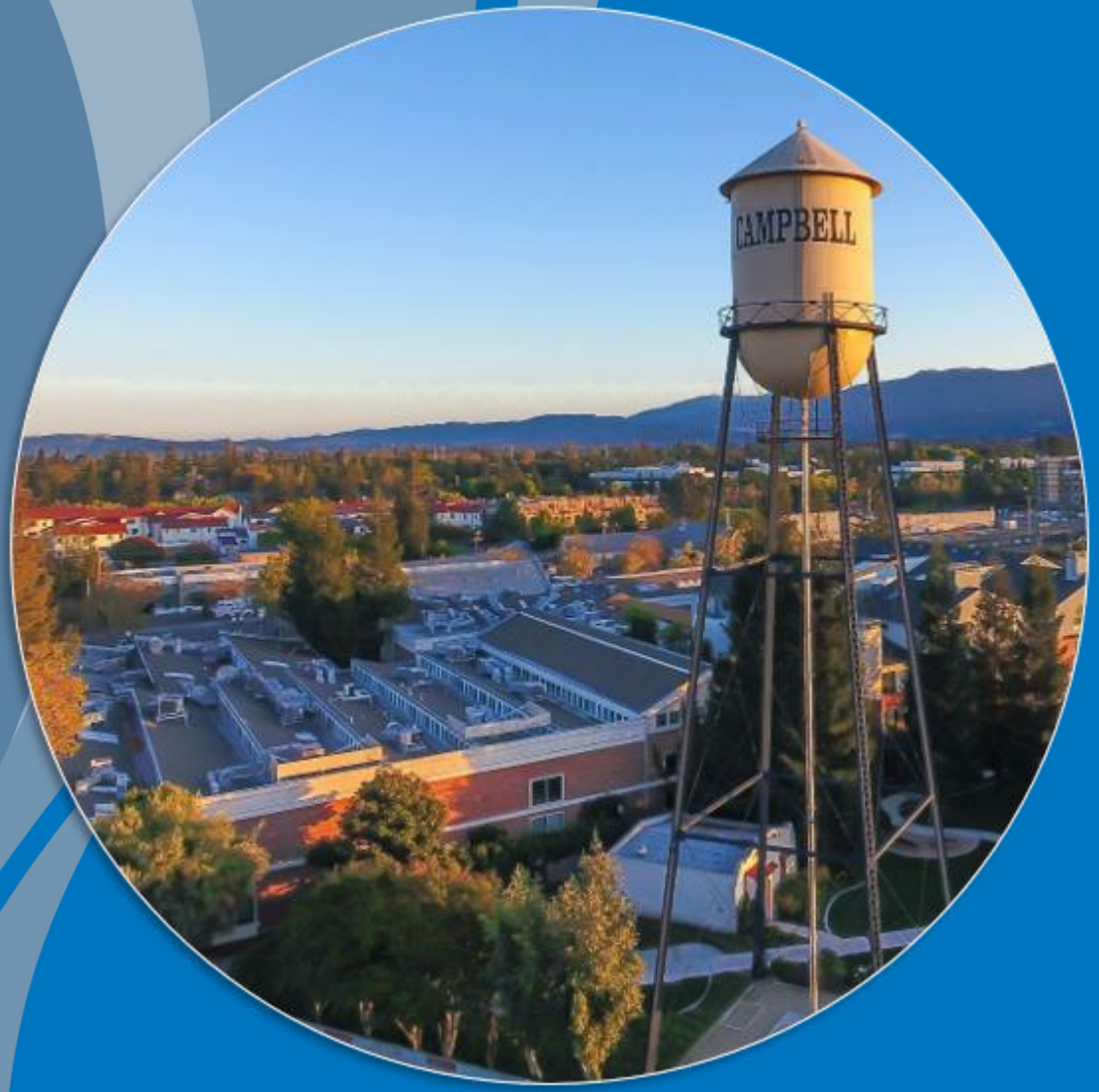
- Pedestrian crossing allowed during permitted left-turn phase
- Potential for vehicle-vehicle conflict and vehicle-pedestrian conflict
- Intersection would operate acceptably under future growth scenario



Signal Operations

NEXT STEPS

- Final Plan & Report Development
- May 26th – Planning Commission
- June – BPAC Recommendation
- August – City Council Approval



QUESTIONS?

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