



City of Santa Clara

Meeting Agenda

Bicycle & Pedestrian Advisory Committee

Special Meeting

Monday, June 29, 2026

4:00 PM

City Hall Council Chambers
1500 Warburton Avenue
Santa Clara, CA 95051

The City of Santa Clara is conducting the Bicycle and Pedestrian Committee meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

• Via Zoom:

<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

1 CALL TO ORDER AND ROLL CALL

2 PUBLIC PRESENTATIONS

[This item is reserved for persons to address the body on any matter not on the agenda that is within the subject matter jurisdiction of the body. The law does not permit action on, or extended discussion of, any item not on the agenda except under special circumstances. The governing body, or staff, may briefly respond to statements made or questions posed, and appropriate body may request staff to report back at a subsequent meeting.]

3 CONSENT CALENDAR

- A. 26-632 [Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 23, 2026 \(Megas\)](#)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 23, 2026.

4 REPORTS FOR COMMITTEE INFORMATION

- A. 26-633 [Police Verbal Update \(Ernst\)](#)

5 ACTION ITEMS / GENERAL BUSINESS

- A. 26-712 [Ewert Road Closure Update \(City of San Jose\)](#)
- B. 26-639 [VTA's BART Silicon Valley Phase II Santa Clara Station Bike and Pedestrian Plan \(VTA BART Silicon Valley\)](#)

- C. 26-640 [Grant Applications Complete Streets Checklist Review \(Garcia\)](#)
- D. 26-641 [2027 Annual Paving Project - List of Streets \(Shariat\)](#)
Recommendation: Approve the staff recommended bicycle facilities for the 2027 Annual Maintenance and Rehabilitation Project.
- E. 26-642 [Benton-Brokaw Multimodal Crossing Feasibility Study \(Puyehgar\)](#)
- F. 26-643 [Joint Dinner Meeting with City Council and Bicycle and Pedestrian Advisory Committee \(Liw\)](#)

6 REPORTS FOR COMMITTEE INFORMATION

- A. 26-634 [Public Works Verbal Update \(Liw/Shariat\)](#)
- B. 26-644 [Roundabouts: Proposed Process for Selection of Locations \(Garcia\)](#)
- C. 26-645 [Reduce Width of Lane Number One on Multi-lane Streets \(Shariat/Puyehgar\)](#)
- D. 26-635 [Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update \(Megas\)](#)
- E. 26-636 [Santa Clara Station Area Task Force Update \(Shure\)](#)
- F. 26-637 [Ad-hoc Subcommittee Reports \(Megas\)](#)

7 ANNOUNCEMENTS AND MEMBER REPORTS

8 ADJOURNMENT

The next meeting will be on Monday, August 24, 2026.

MEETING DISCLOSURES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

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City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
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Agenda Report

26-632

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 23, 2026 (Megas)

RECOMMENDATION

Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 23, 2026.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. BPAC Meeting Minutes, March 23, 2026



City of Santa Clara

Meeting Minutes

Bicycle & Pedestrian Advisory Committee

03/23/2026

4:00 PM

City Hall Council Chambers
1500 Warburton Avenue
Santa Clara, CA 95051

The City of Santa Clara is conducting the Bicycle and Pedestrian Committee meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

- Via Zoom:
<https://santaclaraca.zoom.us/j/83368467068>

Meeting ID: 833 6846 7068 or

Phone: 1 (669) 900-6833

1 CALL TO ORDER AND ROLL CALL

Chair Megas called the meeting to order at 4:03 PM

Present 7 - Member Hung Duong, Member Jorge Haro, Member Ken Kratz, Vice Chair Jonathan Marinaro, Chair Betsy Megas, Member Guillermo Jenaro, and Member Vernon Shure

2 PUBLIC PRESENTATIONS

Video [00:17:55]

Member of the Public Dianne Harrison gave an update on Bike to Shop Day being moved up to May 23 from May 30 previously. She requested volunteers and if interested contact **Member Kratz**. Bike to Wherever Day starts May 14, and they are also asking for volunteers to staff the Energizer Station at the Senior Center on May 15. Finally, the BPAC agenda should have a separate agenda item for each subcommittee.

3 CONSENT CALENDAR

- A. [26-179](#) Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 26, 2026 (Megas)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of January 26, 2026.

Video [00:03:00]

Member Kratz asked for an update on Safe Routes to School and the annual survey to see how the program is performing.

A motion was made by Member Kratz, seconded by Member Marinaro to Approve the Consent Calendar. The motion carried by the following votes:

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

4 REPORTS FOR COMMITTEE INFORMATION

- A. [26-178](#) Police Verbal Update (Ernst)

Video [00:05:48]

Officer Ernst provided a verbal update on reported bicycle collisions.

Committee comments and questions followed.

Officer Ernst addressed Committee questions.

5 ACTION ITEMS / GENERAL BUSINESS

- A. [26-184](#) Creation of Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects Subcommittee (Megas)

Recommendation: Create Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects subcommittee, if needed, and appoint members to serve on the subcommittee.

Video [00:19:47]

Member Jenaro presented the proposal to create a subcommittee, working with City staff, to identify cost-effective, scalable data collection strategies and develop a key performance indicator framework aligned with available resources and city policies. The subcommittee's recommendations could help guide a more informed, performance-based approach to future active transportation projects.

Committee questions and comments followed.

Assistant Public Works Director Liw and Acting Transportation Manager Shariat addressed **Committee** questions.

A motion was made by Member Jenaro, seconded by Member Kratz to create a data-driven approach to evaluating bicycle and pedestrian projects subcommittee and appoint Member Jenaro and Member Kratz to serve on the subcommittee.

The motion is carried by the following votes:

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

B. [26-185](#) Fiscal Year 2026-27 BPAC Work Plan Approval (Liw)

Recommendation: Review and approve staff's recommended Fiscal Year 2026-27 Work Plan.

Video [00:54:18]

Assistant Public Works Director Liw presented the staff's recommended Fiscal Year 2026-27 BPAC Work Plan for approval by City Council.

Committee questions and comments followed regarding changing the order of the work plan items.

Assistant Public Works Director Liw and **Senior Civil Engineer Garcia** addressed **Committee** questions.

Public Speaker: Diane Harrison

A motion was made by Member Kratz and seconded by Member Jenaro, to approve staff's recommended Fiscal Year 2026-27 Work Plan with the condition that ranked agenda topic 3 - "E-bike Safety on San Tomas Aquino Trail" and ranked topic 5 - "BPAC Processes and Governance" are swapped on the meeting schedule.

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

C. [26-191](#) Selection of Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Representative (Megas)

Recommendation: The BPAC to select a candidate for City Council approval to serve as the Santa Clara representative on the VTA BPAC from July 1, 2026 to June 30, 2028.

Video [01:14:50]

Chair Megas presented background information on the Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee meetings.

Commission comments and questions followed.

A motion was made by Member Kratz, seconded by Vice Chair Marinaro to nominate and select Chair Megas for City Council approval to serve as the Santa Clara representative on the VTA BPAC from July 1, 2026 to June 30, 2028.

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

6 REPORTS FOR COMMITTEE INFORMATION

A. 26-180 Public Works Verbal Update (Liw/Shariat)

Video [01:23:10]

Assistant Public Works Director Liw and Acting Transportation Manager Shariat gave the following updates:

1. Vision Zero Council Meeting
2. Benton Street Bikeway Project
3. Benton/Brokaw Feasibility Study
4. Traffic Division Vacancies
5. SBLX
6. World Cup Matches

Senior Civil Engineer Garcia gave the following updates:

7. Bike to Work Day
8. Creek Trail Master Plan Community Meeting
9. VTA starting project "Across Barrier Connections"

Committee questions and comments followed.

Assistant Public Works Director Liw addressed **Committee** questions.

B. 26-221 Complete Streets Review for the Uncontrolled Crosswalk Improvements Phase II Project (Shariat)

Video [01:35:11]

Acting Transportation Manager Shariat discussed the complete streets review of the Uncontrolled Crosswalks Improvement Project Phase 2 and requested feedback from the BPAC .

Committee questions and comments followed.

Assistant Public Works Director Liw, Acting Transportation Manager Shariat, and Senior Civil Engineer Puyehgar addressed **Committee** questions.

- C.** [26-192](#) Closing Bike Lanes, Trails, and Sidewalks (Garcia)
- Video [01:51:43]
- Senior Civil Engineer Garcia** gave a presentation regarding closing bike lanes, trails, and sidewalks as part of temporary traffic control plans during construction activities.
- Committee** questions and comments followed.
- Public Speaker:** Diane Harrison
- Senior Civil Engineer Garcia** and **Senior Civil Engineer Puyehgar** addressed **Committee** questions.
- D.** [26-194](#) Trial Runs of New Bike and Pedestrian Infrastructure (Shariat)
- Video [02:38:37]
- Acting Transportation Manager Shariat** gave a presentation about implementing trial improvements of new bicycle and pedestrian infrastructure, also known as quick build projects.
- Committee** questions and comments followed.
- Public Speakers:** Diane Harrison, Henry, Lloyd
- Assistant Public Works Director Liw** addressed **Committee** questions.
- E.** [26-181](#) Valley Transportation Authority Bicycle and Pedestrian Advisory
Committee Meetings Update (Megas)
- Video [03:10:39]
- Chair Megas** reported on the VTA Bicycle and Pedestrian Advisory Committee meeting.
- Committee** questions and comments followed.
- Public Speakers:** Diane Harrison
- Chair Megas** addressed **Committee** questions.

F. [26-182](#) Santa Clara Station Area Task Force Update (Shure)

Video [03:24:08]

Member Shure provided an update on the Santa Clara Station Area Plan.

Committee questions and comments followed.

Member Shure addressed **Committee** questions.

G. [26-183](#) Ad-hoc Subcommittee Reports (Megas)

Video [03:32:34]

Vice Chair Marinaro reported on proposed numbering system for bicycle wayfinding routes in the City of Santa Clara.

Committee questions and comments followed.

Public Speakers: Diane Harrison

Vice Chair Marinaro addressed **Committee** questions.

7 ANNOUNCEMENTS AND MEMBER REPORTS

Video [03:50:51]

The **Committee** made several statements and announcements about upcoming events:

1. Volunteer-led bicycle repair event will be held at the Sunnyvale Library on April 4th at 10 AM to 12:30 PM.
2. May is Bike Month.
3. Annual El Camino Real Bicycle Ride will be held on May 30th and looking for volunteers to lead the group rides or to help at rest stops along the route.
4. Silicon Valley Bicycle Coalition has a calendar of events and bike safety classes.

Assistant Director Mike Liw made an announcement about a scheduling conflict with the next BPAC meeting and the upcoming World Cup Match. Staff will reach out to BPAC to pick a new June meeting date.

8 ADJOURNMENT

The meeting was adjourned at 8:00 PM.

A motion was made by Vice Chair Marinaro, seconded by Member Kratz, to adjourn the meeting. The motion carried by the following votes:

Aye: 7 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, Member Jenaro, and Member Shure

MEETING DISCLOSURES

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Agenda Report

26-633

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Police Verbal Update (Ernst)

DISCUSSION

Police Department staff will provide a verbal update on bicycle and pedestrian related items.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

26-712

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Ewert Road Closure Update (City of San Jose)

BACKGROUND

Ewert Road was purpose-built as an internal airport shuttle bus access road to connect two former airport parking facilities on airport property.

While Ewert Road has been informally utilized as a means of access between Martin Avenue, De La Cruz/Central and points south of the Airport, it was not designed or maintained as a public multi-modal corridor.

There have been a number of collisions and security incidents involving vehicles and pedestrians/cyclists on Ewert Road, resulting in injury and/or law enforcement calls. Additionally, the Airport will be seeking bids to develop the remaining acreage on the northwest side of the airfield (along Martin Avenue), which will be a private leasehold with no public access at Martin Avenue. Ewert Road is expected to see an increased amount of vehicle traffic after this property is developed next year, further adding to the risk of collisions. A safety review of the area concluded that the removal of public access to Ewert Road would be the best path forward.

Therefore, Ewert Road will be physically closed to the public on October 1, 2026.

Alternate east to west bike and pedestrian access is available via the new Class I bike trail along the Highway 101 interchange connecting De La Cruz/Central Expressway to the Guadalupe River Trail. While this route is longer than Ewert Road, it is designed to offer a safer and more reliable experience for users of all ages and abilities.

DISCUSSION

City of San Jose staff will discuss the proposed closure of Ewert Road.

Written by: Neil Ong, City of San Jose

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

26-639

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

VTA's BART Silicon Valley Phase II Santa Clara Station Bike and Pedestrian Plan (VTA BART Silicon Valley)

BACKGROUND

VTA's BART Silicon Valley Phase II Extension (BSVII Project) is a six-mile, four-station extension of BART from Berryessa/North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The BSVII Project is planned to include an approximately five-mile subway, three stations with underground platforms (28th Street/Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities. Access and circulation facilities for each station are described in further detail below. Over the past several months, VTA's BART Silicon Valley (BSV) External Affairs Team has been coordinating with VTA Planning staff in close collaboration with the City of Santa Clara to advance access and circulation design concepts for the future Santa Clara BART station.

The station concept was initially developed following existing City and VTA guidance, including City of Santa Clara's Public Works Standard Specifications for Public Works Construction, City of Santa Clara's Standard Details (dated 2015), and planning principles from other relevant approved plans and standards.

In addition to incorporating these formal standards, VTA's BSV External Affairs Team prioritized station access modes consistent with VTA's Station Access Hierarchy (adopted 2018) and BART's Station Access Hierarchy. Station concepts prioritize pedestrian access and circulation, with a secondary emphasis on providing access for bicyclists. At all stations, transit access is accommodated with the goal of having bus and paratransit services complement this new rail service.

VTA's BSV and VTA Staff participated in four series of biweekly technical meetings, one for each of the stations. The goal of these meetings was to establish a shared understanding of the basis of design for each station, access and circulation features, and each city's vision for their respective station areas. This access and circulation coordination effort is being documented in Basis of City Facility Design memos, which will be included as part of the respective Contract Package documents. These documents define what the Project will be asking of contractors. Designs may be modified and will be finalized by the contractors selected for the BSVII Project in coordination with VTA and the Cities of San Jose and Santa Clara, as applicable.

Initial Review

VTA's BSV Staff worked closely with City of Santa Clara to present options based on initial review. The exhibits shown in this meeting are the result of that coordination.

BSVII presented to City of Santa Clara BPAC in October 2021 to provide project background and pedestrian and bicycle circulation plans and in August 2024 to provide project updates and station configuration and access planning.

DISCUSSION

- The Project will widen the ramp to Brokaw Road from the existing pedestrian undercrossing that serves the Santa Clara Caltrain Station and Santa Clara VTA Transit Center.
- In conjunction with the adjacent Gateway Crossings developer, the Project will construct a new roadway called Champions Way to provide access to the BART Station entrance and surface parking lot from Brokaw Road. This roadway would include a travel lane in each direction, a sidewalk-level two-way Class IV Bikeway, and ADA passenger loading zones along the west side of the street. Streetscaping, including pedestrian-scale lighting, will be provided along the west side of the street. It is assumed that the east side streetscape will be installed by others.
- A two-way Class IV Bikeway will be provided from the pedestrian undercrossing ramp at the end of Brokaw Road to Champions Way and along the site frontage on Champions Way to Wondo Way. Visually distinct hardscaping is proposed to denote mixing zone locations where pedestrian and bicyclist movements cross paths.
- The future intersection of Brokaw Road and Champions Way will include high-visibility crosswalks as well as green skip-striping to denote bicycle lane conflict zones. Further intersection improvements include directional curb ramps and bike ramps to meet ADA requirements.
- Continental crosswalks will be provided across Champions Way in addition to directional ADA curb ramps.
- The future intersection of Champions Way and the station parking lot entrance will provide an all-way stop controlled intersection with crosswalks with ADA curb ramps.
- The future intersection of Champions Way and Wondo Way will operate under all-way stop control to provide traffic calming. Crosswalks and bulbouts will be provided on the west and south legs of the intersection.
- Along the west side of Champions Way, 280 ft of curb space will be provided to facilitate station pick up and drop off. 100 ft of the pickup and drop off curb space will be reserved for ADA.

A presentation will be given by VTA BSV staff and will provide BPAC an opportunity to review and comment on exhibits.

Written by: Kali Futnani, VTA's BART Silicon Valley Program

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

26-640

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Grant Applications Complete Streets Checklist Review (Garcia)

BACKGROUND

The One Bay Area Grant Cycle 4 (OBAG 4) is a Metropolitan Transportation Commission (MTC) grant program that works with each county to distribute Federal Highway Administration funds to local projects and programs. The Santa Clara Valley Transportation Authority (VTA) will submit a project nomination list for consideration by the MTC. The OBAG 4 call for projects was released on May 8, 2026 and applications are due on July 27, 2026.

MTC also administers the Transportation Development Act Article 3 (TDA) program that is funded by a quarter-cent State sales tax. VTA is designated to administer the program in Santa Clara County and allocates TDA funds for projects that comply with the program to jurisdictions based on City population. The deadline to notify VTA about the planned use of the funds was on May 26, 2026.

The California Transportation Commission (CTC) approved the 2027 Active Transportation Program (ATP) statewide and MTC regional components on March 19, 2026. The 2027 ATP (Cycle 8) covers four fiscal years from 2027-28 through 2030-31, with \$309 million available in the statewide component and approximately \$53 million available in MTC's regional component. Both the State and MTC released a call for projects with a due date of June 22, 2026.

In March 2022, the MTC updated the Bay Area's regional Complete Streets Policy by adopting Resolution 4493 (Attachment 1). The Complete Streets Policy requires all projects seeking \$250,000 or more of regional discretionary transportation funding, or endorsement from MTC, to submit a Complete Streets Checklist. The Checklist requires project collaboration with affected transit agencies and review by a local (city or county) Bicycle and Pedestrian Advisory Committee (BPAC). All three grant programs are funded by regional discretionary transportation funds and thus, any project that meets the criteria discussed above is required to submit a complete streets checklist.

DISCUSSION

The OBAG 4 program provides funding for the following types of projects:

- Bicycle and Pedestrian infrastructure and programs
- Safe routes to school infrastructure and programs
- Safety projects and planning
- Complete Streets improvements
- Transportation Demand Management (TDM) programs
- Mobility Hub
- Transit capital and station improvement

The scoring criteria for the OBAG 4 program includes the following:

- Needs and Benefits (safety, access, gap closure, multimodal, etc.) - 35 points
- Local Priorities (prior planning efforts, community support) - 10 points
- Equity Impacts (Equity Priority Communities, vulnerable communities, MTC Growth Geographies) - 20 points
- Other Criteria (local match, project readiness) - 10 points
- Regional Alignment (supports Plan Bay Area 2050+ strategies, Regional Safety/Vision Zero Policy, Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways) - 10 points
- Federal Performance Goals (Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability) - 5 points
- Deliverability and Risk (Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan) - 10 points
- Air Quality Benefits (The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements) - 10 points

Staff has reviewed the OBAG 4 criteria and proposes to submit grant applications to seek \$250,000 or more of regional funding for four projects. One of the projects also fits the ATP grant program requirements and was submitted to that program for funding consideration. Since the ATP grant application was due on June 22, 2026, the checklist needed to be reviewed in advance and was reviewed at the June 10, 2026 VTA BPAC meeting. All four projects were presented at previous BPAC meetings. The projects include:

- De La Cruz-Coleman Class IV Bike Lane project: The project will design and construct City Council's selected preferred Class IV bikeway concept on De La Cruz Blvd./Coleman Ave. between Central Expressway and Brokaw Road. On October 22, 2024 City Council adopted a Class IV bikeway design concept with a two-way Class IV cycle track on the west side of De La Cruz Boulevard between Central Expressway and Martin Avenue, Class IV cycle track on each side of De La Cruz Boulevard between Martin Avenue and Reed Street, and a two-way Class IV cycle track on the east side of Coleman Avenue between Reed Street and Brokaw Avenue.
- Monroe Street Active Transportation Safety Corridor: The project includes installing Class IIB buffered bike lanes and Class IV separated bike lanes on Monroe Street between Lawrence Expressway and San Tomas Expressway. The project also includes adding high visibility crosswalks, Americans with Disabilities Act (ADA) compliant curb ramps, rectangular rapid flashing beacon, advance limit lines, raised medians, corner radius improvements, speed feedback signs, and intersection turn management. The project improvements are based on recommendations from the Monroe Street Bikeway Planning Study and the Santa Clara Vision Zero Action Plan.
- Walsh-Martin Bikeway Improvements: The project will design and construct bikeway improvements on Walsh Avenue and Martin Avenue based on the 2024 Council approved Walsh/Martin Avenue Bikeway Planning Study. Improvements include Class IV separated

bikeways, vertical barriers, green-backed bicycle pavement markings in high conflict areas, curb ramps and signal modifications. The project will improve bicyclist safety, increase bicycle ridership, and improve connectivity to regional job centers such as NVIDIA, VTA frequent transit line 57, Altamont Corridor Express shuttle, the Lawrence Caltrain Station, and San Tomas Aquino Creek Trail.

- Pruneridge Avenue Complete Streets: The project proposes improvements which include 2.2 miles of buffered bike lanes along Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard, pedestrian enhancements including quick-build curb extensions, Americans with Disabilities Act (ADA) compliant curb ramps, and upgraded accessible pedestrian signals.

Staff notified VTA about the intent to use TDA funds for the Bicycle Wayfinding project.

- Bicycle Wayfinding: Develop and install a bicycle wayfinding system along bicycle routes that will facilitate access to various City destinations including schools, commercial centers, libraries, government facilities and parks.

The checklists for each project, except the De La Cruz-Coleman Class IV Bike Lane project, are attached (Attachments 2 through 5) for review and comment.

The BPAC is encouraged to review the draft Complete Streets Checklists and provide comments for projects seeking OBAG 4 and TDA grant funding.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. MTC Resolution No. 4493
2. Complete Streets Checklist - Monroe Street Active Transportation Safety Corridor
3. Complete Streets Checklist - Walsh-Martin Bikeway Improvements
4. Complete Streets Checklist - Pruneridge Avenue Complete Streets
5. Complete Streets Checklist - Bicycle Wayfinding

Date: March, 2022

W.I.: 1125

Referred by: PLNG

ABSTRACT

MTC Resolution No. 4493

This Resolution sets forth MTC's regional policy for provision of Complete Streets, which are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, and especially for people biking, walking, rolling and taking transit. The policy applies to transportation project planning, design, funding, construction, reconstruction, and maintenance activities, and supersedes Resolution 3765.

Further discussion of the policy for provision of Complete Streets is contain in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated March 11, 2022.

Date: March 23, 2022

W.I.: 1125

Referred by: PLNG

Re: Adoption of revised Complete Streets (CS) Policy and update on the regional Active Transportation (AT) Network.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4493

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 3765 in 2006, which states that agencies applying for regional discretionary funds shall consider bicycle and pedestrian facilities during project planning, design, funding and construction; and

WHEREAS, Resolution No. 3765 established the Routine Accommodation checklist and the role of Congestion Management Agencies (CMAs) and Bicycle/Pedestrian Advisory Committees (BPACs) in reviewing projects for compliance; and

WHEREAS, many law and adopted policies, including the California Global Warming Solutions Act of 2006, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), and Plan Bay Area 2050 requires significant increases in travel by public transit, bicycling, and walking to meet emissions, VMT and other metrics, and

WHEREAS, in 2015, MTC approved Resolution No. 4402, which required that jurisdictions demonstrate their Complete Streets compliance to be eligible for One Bay Area Grant Program (OBAG), Cycle 2 grant funding; and all 109 local Bay Area jurisdictions are required to demonstrate compliance through resolutions, general plan compliance or ordinance; and

WHEREAS, the State of California continues to elevate the importance of Complete Streets since by enacting the California Complete Streets Act of 2008 and Caltrans Director's Policy 37 (2021), and in state budget priorities and other policies and plans such as the Climate Action Plan for Transportation Infrastructure; and

WHEREAS, California law governing gas tax revenue (CA Streets and Highways Code Section 2030(f): Road Maintenance and Rehabilitation) was adopted to encourage integration of Complete Streets by Caltrans and cities and counties receiving funds; and

WHEREAS, federal legislation currently requires that bicycle and pedestrian needs must be given due consideration under Federal Surface Transportation law (23 U.S.C. 217(g)(1)), and this should include, at a minimum, a presumption that bicyclists, pedestrians, and persons with disabilities will be accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists, pedestrians, and persons with disabilities should be included as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule; and

WHEREAS, in 2020, MTC Resolution 4400 established the Regional Safety/ Vision Zero (VZ) Policy to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030; and

WHEREAS, “Vision Zero (VZ)” is defined as a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Effective VZ strategies must be data-driven, and must consider equity and community concerns in all stages; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, which contains a strategy to develop a Complete Streets Network to help meet regional mode shift, safety, equity, health, resilience and climate goals; and

WHEREAS, recognizing that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; and

WHEREAS, integrating safety and accessibility into all stages of transportation infrastructure, from planning and construction, and onwards in operations and maintenance, including access to transit facilities improves access to and from transit; now, therefore, be it

RESOLVED, that MTC adopts the 2022 Complete Streets Policy, developed, as detailed in Attachment; A, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on March 23, 2022

Attachment A

Date: March 23, 2022

W.I.: 1125

Referred by: PLNG

Attachment A

MTC Resolution No. 4493

COMPLETE STREETS POLICY

GOAL

The goal of MTC's Complete Streets (CS) Policy is to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network. This policy works to advance regional Plan Bay Area policies including mode shift, safety, equity, VMT and greenhouse gas emission reductions, as well as support local compliance with applicable CS-related laws, policies and standards. This is primarily accomplished by requiring a Complete Streets checklist from projects seeking discretionary funding or funding endorsements from MTC. MTC regional discretionary funds include, but are not limited to, federal, state, and regionally administered programs such as Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls and Regional Transportation Improvement Program (RTIP) funding.

DEFINITION

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).

Plan Bay Area 2050 Strategy *T8* calls for development of a Complete Streets Network, enhancing streets to promote walking, biking and other micro-mobility options through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths. MTC's Active Transportation Plan (AT Plan) defines an Active Transportation Network (AT Network), made up of regionally significant segments of local active transportation networks and regional trails, based on traffic safety, user comfort, equity and connectivity to transit, Priority Development Areas, Equity Priority Communities, and Mobility Hubs. To acknowledge and allow for context-sensitive implementation at the local level, jurisdictions can determine how best to advance AT Network implementation, such as choice of roadway(s), trail alignment, and facility type within AT Network corridors.

DESIGN PRINCIPLES & STANDARDS

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities¹,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public. Using the “All Ages and Abilities” design principles on the AT Network, projects should optimize comfort and safety, acknowledge context sensitivity, prioritize safety and regional connectivity, and encourage access to transit. Design best practices for safe street crossings, pedestrian and Americans with Disabilities Act (ADA) accessibility at transit stops, and

¹ Designing for All Ages & Abilities: https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

bicycle/micromobility² facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)³ by the U.S. Access Board should also be referenced during design.

SAFETY

Safety shall be prioritized for all modes, especially the safety of vulnerable road users, that includes people biking, walking and rolling. The safety of vulnerable roadway users should not be compromised to achieve improved level of service for people driving personal automobiles. Projects are encouraged to utilize MTC's Vision Zero safety analyses, High-Injury Network (HIN) and Bay Area Vision Zero tools, as completed, and to include traffic calming or speed management features as needed to reduce drivers' vehicle speed through physical design, and encourage safe vehicle speeds along roadways, particularly on local, state and MTC identified HINs.

EQUITY

Projects enhancing active transportation in Equity Priority Communities (EPC) and/or implementing recommendations from Community-Based Transportation Plans shall be given priority consideration in applicable regional discretionary funding programs. Projects located in EPCs should document the meaningful community engagement that has occurred within the community to advance the project.

RESILIENCE

To the extent practicable, local agencies should integrate green infrastructure into planned public road right-of-way improvements to manage flooding of transportation facilities, stormwater/urban runoff, protect watershed health, improve water quality, and foster climate resilience.

² Micromobility encompasses small fully or partially human-powered vehicles (both personal and shared-use fleets) such as bikes, e-bikes and e-scooters, as well as specialized vehicle types such as cargo bikes, mobility-assistance devices, wheelchairs, accessible bikes and scooters.

³ "(Proposed) Public Rights-of-Way *Accessibility Guidelines*." U.S. Access Board, <https://www.access-board.gov/prowag/>

FUNDING

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to this policy. All projects must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, Community Based Transportation Plans, or transit plan. If a project is on the regional Active Transportation Network, it should incorporate design principles based on “All Ages and Abilities,” contextual guidance issued by NACTO, as well as PROWAG issued by the U.S Access Board. Projects not located in the AT Network or included in a local plan should utilize federal, state, and local guidelines to determine appropriate CS accommodations.

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements for state or federal funding programs shall not degrade or remove existing bicycle or pedestrian access, including bicycle parking or storage, within the project. Bicycle or pedestrian enhancements associated with new roadway or transit construction projects shall be included in project funding submittals. Bicycle and pedestrian enhancements shall be completed within a timeframe consistent with other mode enhancements.

COORDINATION

When designing a project that serves a destination point, including but not limited to a school, recreation facility, shopping center, hospital, office complex, or transit facility, the project shall facilitate safe and convenient bicycle and pedestrian access to the destination in coordination with the property owner. A project is considered to “serve” a destination if that destination directly abuts the project limits. Bicycle parking or storage is also strongly encouraged to be included in this access planning and implementation.

IMPLEMENTATION

The CS Policy shall be implemented by requiring submittal of a Complete Streets Checklist as projects request MTC discretionary funding or endorsement. The CS Checklist helps to ensure that CS elements have been sufficiently incorporated and that coordination with appropriate stakeholders has occurred. All projects in the public right-of-way and seeking \$250,000 or more in regional discretionary funding or endorsement must complete a Complete Streets Checklist. Project sponsors shall coordinate with their respective County Transportation Agency (CTA) and its Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) to complete and review the CS Checklist. Checklists must be reviewed by the county BPAC (or equivalent) prior to submittal to MTC. If a project includes a transit stop/station or is located along a transit route, the checklist must be signed by the transit agency(ies) to confirm transit agency coordination and acknowledgement of the project.

After the Complete Streets Checklist is completed, submitted online and reviewed, it will be made available to the public through MTC website and possibly the CTA websites. Project sponsors shall retain maintenance, operations and (where they control the Public Right-of-Way) ultimate control over the property or facilities related to or resulting from projects funded by MTC subject to the CS Policy.

CONSTRUCTION, OPERATIONS and MAINTENANCE

Active transportation access and safety shall be addressed throughout the entire life cycle of a project, including planning, design, construction, operations and maintenance. This includes providing accommodations for people using all modes of transportation to continue to use roadways safely and efficiently during any construction or repair work that infringes on the public right-of-way and/or sidewalk. The AT Network will be included in MTC's StreetSaver software to aid planning and cost estimation to prioritize maintenance on bikeways and trails. Implementing agencies will also be able to incorporate local active transportation assets into StreetSaver Plus.

EXCEPTIONS

The CS policy shall apply to all phases of project development except under one or more of the following conditions:

1. Bicyclists and pedestrians are prohibited by law from using the roadway, in which case a greater effort shall be made to accommodate those specified users elsewhere, including parallel or intersecting routes; or
2. The costs of providing accommodation are excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA⁴ as bicycle and pedestrian facilities together exceeding twenty percent of the cost of the larger transportation project. If the cost of preferred accommodation is considered excessively disproportionate, project sponsors shall consider alternatives that represent a feasible share of the total project cost but still provide for safe accommodation of vulnerable road users.
3. There is an alternate plan to implement Complete Streets elements of a project, either during a subsequent implementation phase of the project or within a close parallel route.
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.

To receive an exception, project sponsors must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the exception conditions above.

Exceptions must be documented and signed by the agency's Director of Public Works, Transportation Department (or equivalent), or their designee, and not the Project Manager. A Complete Streets Checklist seeking an exception follows the same BPAC review process as stated above.

⁴ "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach," FHWA, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

TRACKING AND EVALUATION

MTC, in coordination with CTAs, will develop project evaluation metrics to routinely track progress toward closing gaps and completing projects on the AT Network and in the AT Plan generally, as well as meeting Vision Zero and equity goals. MTC staff will produce a report every 4 years, in coordination with CTAs, to summarize funded projects, provide key performance indicators, and make recommended changes to the CS Policy, if any.

TECHNICAL ASSISTANCE

MTC will provide tools to project sponsors and implementing agencies, such as Complete Streets design principles and standards, to provide guidance for determining appropriate Complete Streets treatments based on roadway conditions, completing the Complete Streets Checklist, and other topics as resources allow.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Ralph Garcia

Email Address:

RGarcia1@Santaclaraca.gov

Contact Phone Number:

4086153026

Project Sponsor:

Santa Clara 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:

Monroe Street Active Transportation Safety Corridor

Project Location:

Santa Clara

Project Description:

The project includes installing Class IIB buffered bike lanes and Class IV separated bike lanes on Monroe Street between Lawrence Expressway and San Tomas Expressway. The project also includes adding high visibility crosswalks, ADA curb ramps, rectangular rapid flashing beacon, advance limit lines, raised medians, corner radius improvements, speed feedback signs, and intersection turn management. The project improvements are based on recommendations from the Monroe Street Bikeway Planning Study and the Santa Clara Vision Zero Action Plan.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

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:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Community-Based Transportation Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

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

- City of Santa Clara Bicycle Plan Update 2018 (Adopted 2018) - The plan recommends Class 2 buffered bike lanes to provide safety and gap closure in the bicycle network along the project corridor
- Monroe Street Bikeway Planning Study (Adopted 9/24/2024) - The plan recommends Concept A as the preferred design concept approved by Council. Concept A proposes a two-lane roadway with buffered bike lanes, a center turn lane, and parking on both sides from Lawrence Expressway to San Tomas Expressway.
- City of Santa Clara Vision Zero Action Safety Plan (Adopted 3/10/2026) - The plan identifies the project corridor as a priority High-Injury Network (HIN) roadway with the highest KSI collision rate per ADT in the city. The plan recommends buffered bike lanes, curb extensions, and high-visibility crossings to improve multi-modal safety.

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 contains segments of the regional Active Transportation Network at Lawrence Expressway and San Tomas Expressway. Monroe Street in the project area is 35-mph with an ADT of up to 15,000 vehicles. Per NACTO guidelines, the existing conditions of Monroe Street recommend protected bicycle lanes to provide an "All Ages & Abilities Bicycle Facility". The project approved by City Council intends to install buffered Class 2 bike lanes and Class 4 separated bike lanes for both vertical and horizontal bicycle separation from the vehicle travel lane which will alleviate traffic stress and enhance bicycle mobility. The project also intends to enhance pedestrian mobility and safety along Monroe Street by installing new curb ramp facilities and high-visibility crossings that adhere to PROWAG guidelines for ADA access.

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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The project is identified as #1 priority High Injury Network corridor from City of Santa Clara Vision Zero Action Safety Plan. This road segment had the highest KSI collision rate per ADT in the city. The project identifies traffic safety countermeasures that address the following traffic safety conditions from the Monroe Street Bikeway Planning Study and City of Santa Clara Vision Zero Action Safety Plan

- Proposed separated bike lanes for bicycle/pedestrian collisions
- Upgraded lighting and raised pavement markers for nighttime collisions
- Marked pedestrian crossings for improper crossing / yielding ROW collisions

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions

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

Yes

Census tract(s) designated as EPCs affected by this project:

505202

Will the project integrate green infrastructure?

No

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 Transit Route 21 (Stanford Shopping Center - Santa Clara TC) operates along Monroe Street within project area. Proposed Class II buffered bike lanes will maintain existing transit operations between Lawrence Expressway and San Tomas Expressway by providing conflict striping at bus stops and designing bicycle facility outside of existing bus travel area.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

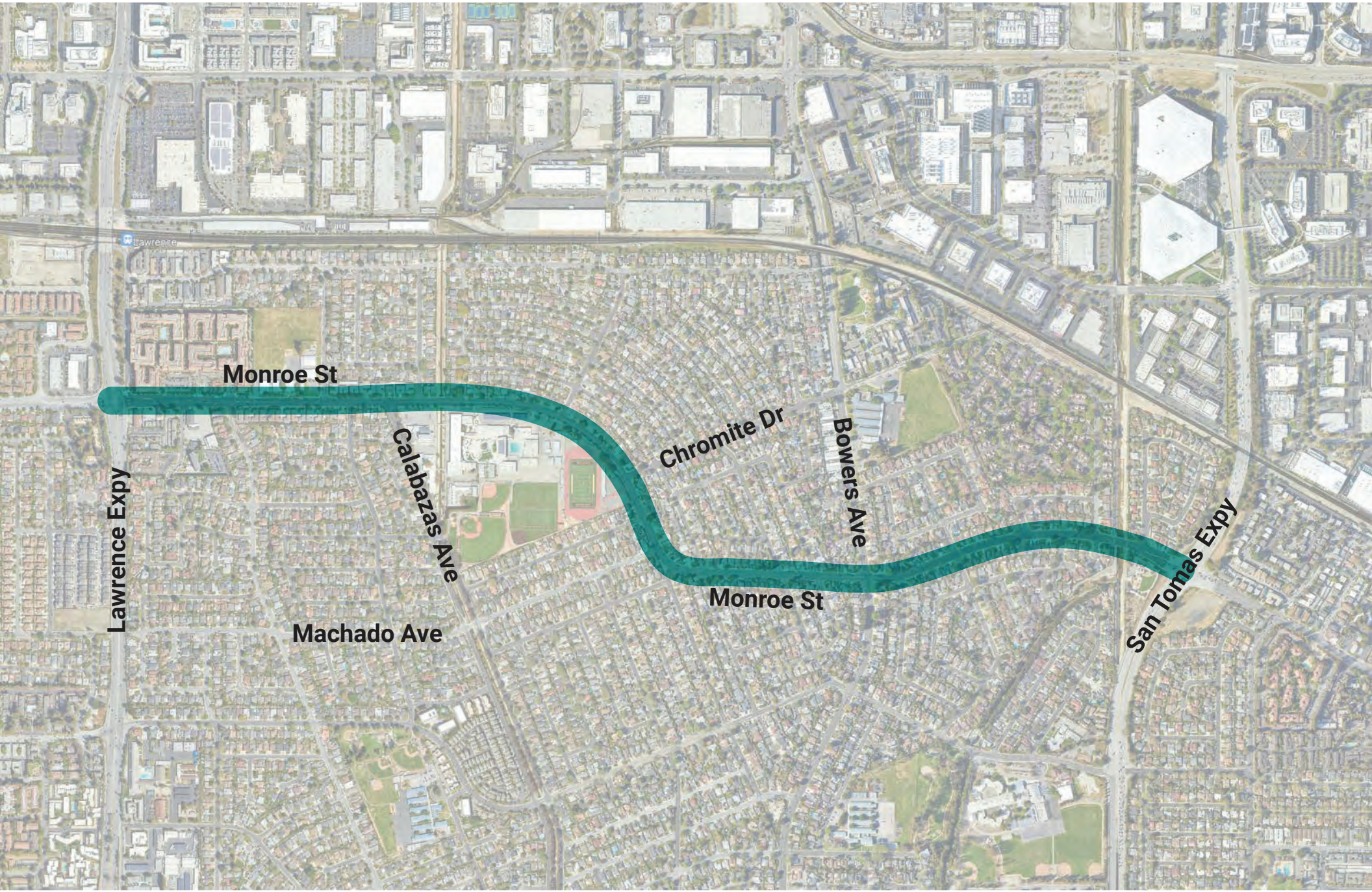
2026-06-29

Summary of BPAC meeting comments:

City of Santa Clara BPAC will review project checklist at 6/29/2026 meeting.

Generated on: 6/1/2026

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Monroe St

Lawrence Expy

Calabazas Ave

Machado Ave

Chromite Dr

Monroe St

Bowers Ave

San Tomas Expy

Lawrence

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Ralph Garcia

Email Address:

RGarcia1@Santaclaraca.gov

Contact Phone Number:

4086153026

Project Sponsor:

Santa Clara 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:

Walsh-Martin Bikeway Improvements

Project Location:

Santa Clara

Project Description:

The project will design and construct bikeway improvements on Walsh Avenue and Martin Avenue based on the 2024 Council approved Walsh/Martin Avenue Bikeway Planning Study. Improvements include Class IV separated bikeways, vertical barriers, green-backed bicycle pavement markings in high conflict areas, curb ramps and signal modifications. The project will improve bicyclist safety, increase bicycle ridership, and improve connectivity to regional job centers such as NVIDIA, VTA frequent transit line 57, Altamont Corridor Express shuttle, the Lawrence Caltrain Station, and San Tomas Aquino Creek Trail.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

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:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

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

- City of Santa Clara Bicycle Plan Update 2018 (Adopted 2018) - The plan recommends a Class 4 separated bikeway facility to provide safety and gap closure in the bicycle network along the project corridor on Walsh Avenue
- Walsh/Martin Avenue Bikeway Planning Study (Adopted 10/22/2024) - The plan recommends a preferred design concept approved by Council. This concept consists of "Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking" for the 80-foot-wide section of Walsh Avenue; "Four Lanes, Protected/Buffered Bikeway, Remove Parking" for the 64-foot-wide section of Walsh Avenue; and "Four Lanes, Protected/Buffered Bikeway, Remove Parking" for Martin Avenue between San Tomas Expressway and Lafayette Street
- City of Santa Clara Vision Zero Action Safety Plan (Adopted 3/10/2026) - The plan identifies Lafayette Street as a High-Injury Network (HIN) roadway which bisects the project corridor between Walsh and Martin Avenue. The plan recommends curb extensions and removal of right-turn slip lanes at project intersections to improve multi-modal safety.

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 contains segments of the regional Active Transportation Network along Walsh Avenue between Bowers Avenue and Lafayette Street. Walsh and Martin Avenue in the project area is 35-mph with an ADT of up to 6,000 vehicles. Per NACTO guidelines, the existing conditions of Walsh and Martin Avenue recommend protected bicycle lanes to provide an "All Ages & Abilities Bicycle Facility". The project approved by City Council intends to install buffered Class 4 separated bike lanes for both vertical and horizontal bicycle separation from the vehicle travel lane which will alleviate traffic stress and enhance bicycle mobility.

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:

Between January 2017 and December 2022, there were a total of 75 recorded collisions within the project area with no reported collisions involving a fatality or severe injury. On Walsh Avenue, the 85th percentile speed varied between 39 mph to 44 mph where 52% of the traffic traveled at higher than the 35 mph posted speed limit. On Martin Avenue, the 85th percentile speed varied between 41 mph to 44 mph where 59% of the traffic traveled at higher than the 35 mph posted speed limit. Proposed traffic safety countermeasures include Class IV separated bikeways, vertical barriers, green-backed bicycle pavement markings in high conflict areas, curb ramps, and signal modifications to address vehicle speeds and enhance bicycle mobility along the corridor.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

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

Yes

Census tract(s) designated as EPCs affected by this project:

505202

Will the project integrate green infrastructure?

No

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 Transit Route Ace Yellow (South Santa Clara) operates along Walsh Avenue within project area. Proposed Class II buffered bike lanes will maintain existing transit operations between Bowers Avenue and Lafayette Street by providing conflict striping at bus stops and designing bicycle facility outside of existing bus travel area.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-06-29

Summary of BPAC meeting comments:

City of Santa Clara BPAC will review project checklist at 6/29/2026 meeting.

Generated on: 6/1/2026

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Study Area - Walsh Avenue and Martin Avenue Study Corridors



MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Ralph Garcia

Email Address:

RGarcia1@Santaclaraca.gov

Contact Phone Number:

4086153026

Project Sponsor:

Santa Clara 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:

Pruneridge Avenue Complete Streets

Project Location:

Santa Clara

Project Description:

The project proposes improvements which include 2.2 miles of buffered bike lanes along Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard, pedestrian enhancements including quick-build curb extensions, Americans with Disabilities Act (ADA) compliant curb ramps, and upgraded accessible pedestrian signals.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

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:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Community-Based Transportation Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

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

- City of Santa Clara Bicycle Plan Update 2018 (Adopted 2018) - The plan recommends Class 2 buffered bike lanes to provide connectivity and gap closure in the bicycle network along the project corridor
- Pruneridge Avenue Complete Street Plan (Adopted 8/30/2022) - The plan recommends hybrid Concept 4 as the preferred design concept approved by Council. Hybrid Concept 4 proposes a Class 2 buffered bike lanes, with a mix of on-street parking and a center turn lane between a two-lane and four-lane facility.
- City of Santa Clara Vision Zero Action Safety Plan (Adopted 3/10/2026) - The plan identifies the project corridor as a priority High-Injury Network (HIN) roadway with the 8th highest KSI collision rate per ADT in the city and recommends curb extensions, high-visibility crossings, and buffered bike lanes to improve multi-modal safety.

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 contains segments of the regional Active Transportation Network at Winchester Boulevard and San Tomas Expressway. Pruneridge Avenue in the project area is 35-mph with an ADT of up to 15,000 vehicles. Per NACTO guidelines, the existing conditions of Pruneridge Avenue recommend protected bicycle lanes to provide an "All Ages & Abilities Bicycle Facility". The project approved by City Council intends to install buffered Class 2 bike lanes for horizontal bicycle separation from the vehicle travel lane which will alleviate traffic stress and enhance bicycle mobility. The project also intends to enhance pedestrian mobility and safety along Pruneridge Avenue by installing new curb ramp facilities and high-visibility crossings that adhere to PROWAG guidelines for ADA access.

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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The project is identified as #8 priority High Injury Network corridor from City of Santa Clara Vision Zero Action Safety Plan. This road segment had the 8th highest KSI collision rate per ADT in the city. Traffic safety countermeasures include

- Proposed buffered Class II bike lanes to enhance bicycle mobility
- Protected intersection treatments with curb extensions and high visibility crossings for bike/ped access

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

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

No

Will the project integrate green infrastructure?

No

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:

There are no VTA Transit Routes that operate along Pruneridge Avenue within the project area. Proposed Class II buffered bike lanes will maintain existing transit operations between Pomeroy Avenue and Winchester Boulevard by providing conflict striping and designing bicycle facilities outside of existing bus travel area.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-06-29

Summary of BPAC meeting comments:

City of Santa Clara BPAC will review project checklist at 6/29/2026 meeting.

Generated on: 6/1/2026

This is a DRAFT version - not yet submitted



Project Area



MTC Complete Streets Checklist

Section 1: Contact and Project Information

Contact Name:

Ralph Garcia

Email Address:

RGarcia1@Santaclaraca.gov

Contact Phone Number:

4086153026

Project Sponsor:

Santa Clara Public Works Department

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Project Name/Title:

Bicycle Route Wayfinding

Project Location:

Santa Clara

Project Description:

Develop and install a bicycle wayfinding system along bicycle routes that will facilitate access to various City destinations including schools, commercial centers, libraries, government facilities and parks.

Project Phase(s):

Construction (CON), Design Engineering (PSE)

Project Mode(s):

Bicycle

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:

Bicycle, Pedestrian and/or Active Transportation Plan(s)

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:

NACTO'S Designing for All Ages & Abilities guide states that "Directional markings and wayfinding signage provide riders with intuitive, coherent routing." New wayfinding signage will be installed on existing poles and streetlights if possible. New sign posts will adhere to ADA and "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

Directional wayfinding is included in the Mobility Hubs Playbook. Wayfinding signs to transit access locations including mobility hubs is included in the project. There are wayfinding signs included in the project for the Santa Clara Caltrain Station.

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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Wayfinding signs will be used to guide bicyclists to routes with bicycle facilities to promote fewer bicycle/vehicle conflicts.

Infrastructure elements included in this phase of the project:

Other: Bicycle Wayfinding Signs

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

No

Will the project integrate green infrastructure?

No

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:

Multiple transit routes and stations throughout the City. Bicycle wayfinding signs are not expected to impact transit operations.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

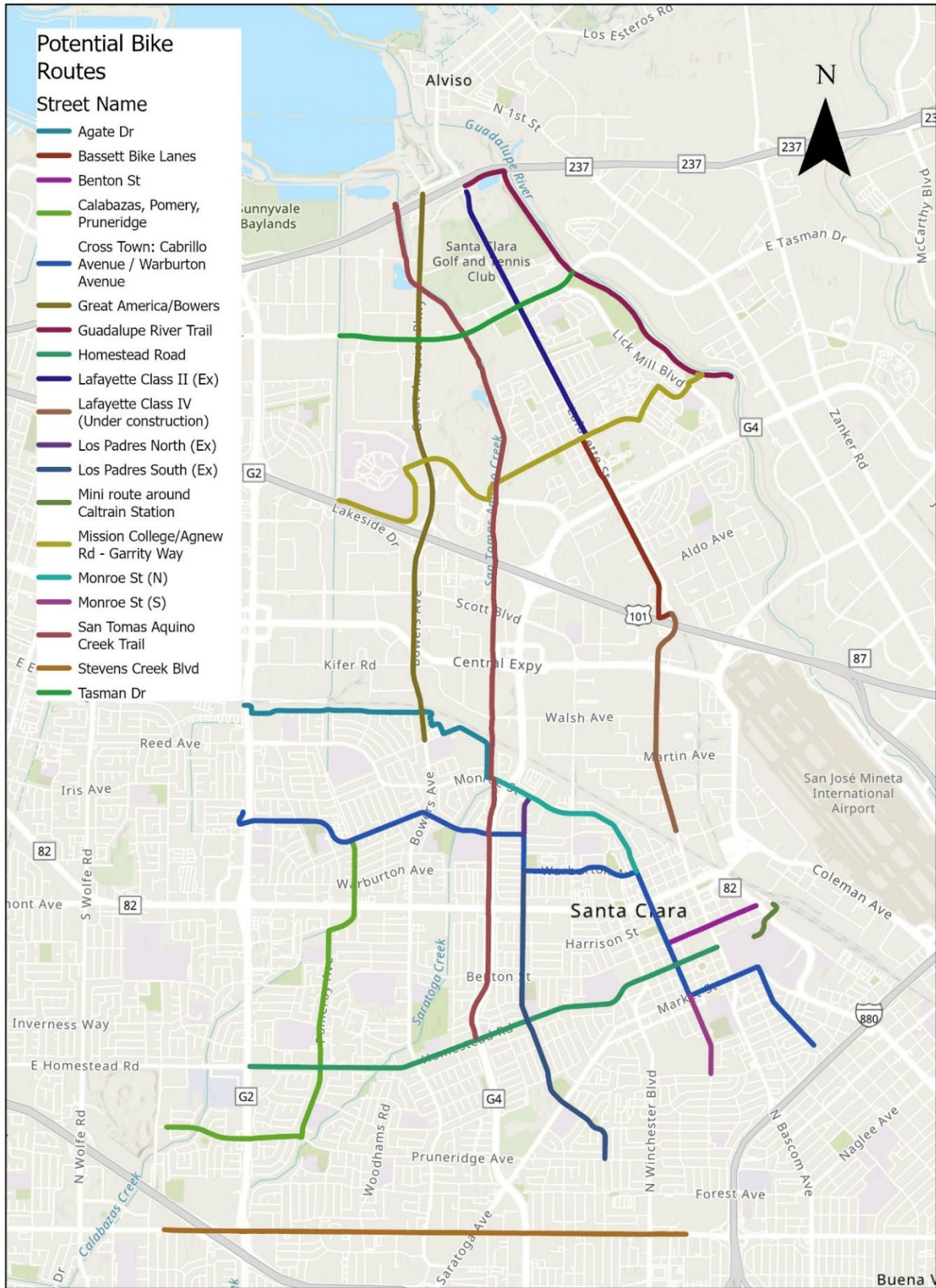
BPAC meeting date(s):

2026-06-29

Generated on: 5/22/2026

MTC Complete Streets Checklist - Implementation of Resolution 4493

Figure 1: Potential Bicycle Routes





Agenda Report

26-641

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

2027 Annual Paving Project - List of Streets (Shariat)

BACKGROUND

The Department of Public Works (DPW) completes an Annual Maintenance and Rehabilitation Project (Project) to maximize pavement life for various streets in the City. The Project applies pavement treatments such as slurry seal, cape seal, or asphalt overlay. Once streets are identified to be included in the Project, staff coordinates with the Bicycle and Pedestrian Advisory Committee (BPAC) to review if the streets have the potential for adding bicycle facilities as identified in the City's Bicycle Plan. It is important to note that if streets require removal of parking or travel lanes due to limited right-of-way widths or the construction of traffic calming measures, the recommendations in the Bicycle Plan cannot be implemented without extensive public outreach and traffic analyses/studies. These streets typically require more upfront work and time than can be accommodated in the Project timeline. Therefore, staff will create specific projects to complete outreach, analyses, and implementation activities for these streets, separately from the Project.

DISCUSSION

A map of the streets to be included in the 2027 Annual Maintenance and Rehabilitation Project are provided in Attachment 1. Staff have reviewed the list of streets and recommends installing new or upgraded bicycle facilities on the following streets (Attachment 2):

1. Leigh Drive (Lawrence Expwy. to Harvard Ave.) - Class III Bicycle Route
2. Harvard Avenue (Lawrence Expwy. to Princeton Wy.) - Class III Bicycle Route
3. Princeton Way (Harvard Ave. to Homestead Rd.) - Class III Bicycle Route
4. Forbes Avenue (Harvard Ave. to Pomeroy Ave.) - Class III Bicycle Route
5. Cronin Drive (Stevens Creek Blvd. to McKinley Dr.) - Class III Bicycle Route
6. Cronin Drive (McKinley Dr. to Mauricia Ave.) - Class II Bicycle Lane
7. Cronin Drive (Mauricia Ave. to Pruneridge Ave.) - Class IIB Bicycle Lane
8. Flora Vista Avenue (Benton St. to Granada Ave.) - Class III Bicycle Route
9. Flora Vista Avenue (Granada Ave. to El Camino Real) - Class II Bicycle Lane
10. Kifer Road (Uranium Dr. to Oakmead Village Dr.) - Class II Bicycle Lane
11. Kifer Road (Oakmead Village Dr. to Bowers Ave.) - Class IV Bicycle Lane
12. Los Padres Boulevard (El Camino Real to Anna Dr.) - Class II Bicycle Lane
13. Martin Avenue (Lafayette St. to De La Cruz Blvd.) - Class IV Bicycle Lane

Leigh Drive: On Leigh Drive from Lawrence Expressway to Harvard Avenue, staff recommends **upgrading** from none to a Class III Bicycle Route. This matches what is recommended in the City's Bicycle Plan.

Harvard Avenue/Princeton Way/Forbes Avenue/Flora Vista Avenue: Staff recommends installing a **new** Class III Bike Route consistent with the Class IIIB Bike Boulevard identified in the Bicycle Plan with the specific traffic calming improvements (to qualify as a Class IIIB Bicycle Boulevard) to be determined based on future community outreach and analyses at the following locations:

- Harvard Avenue (Lawrence Expwy. to Princeton Wy.) - Class III Bicycle Route
- Princeton Way (Harvard Ave. to Homestead Rd.) - Class III Bicycle Route
- Forbes Avenue (Harvard Ave. to Pomeroy Ave.) - Class III Bicycle Route
- Flora Vista Avenue (Benton St. to Granada Ave.) - Class III Bicycle Route

Calabazas Boulevard (NB/SB): On Calabazas Boulevard from Pomeroy Avenue to El Camino Real, staff recommends **keeping** this facility as a Class II Buffered Bicycle Lane facility. The City's Bicycle Plan calls for a Class I Bicycle Path facility. This is currently being studied as part of the Creek Trail Master Plan Project.

Cronin Drive: On Cronin Drive, staff recommends installing new and upgraded bicycle facilities compared to what is listed in the Bicycle Plan:

- Cronin Drive (Stevens Creek Blvd. to McKinley Dr.) - Staff recommends installing a **new** Class III Bike Route consistent with the Class IIIB Bike Boulevard identified in the Bicycle Plan with the specific traffic calming improvements (to qualify as a Class IIIB Bicycle Boulevard) to be determined based on future community outreach and analyses.
- Cronin Drive (McKinley Dr. to Maurcia Ave.) - **upgrade** from Class IIIB Bicycle Boulevard to Class II Bicycle Lane. There is sufficient right-of-way to accommodate a Class II Bicycle Lane along this section of roadway.
- Cronin Drive (Maurcia Ave. to Pruneridge Ave.) - **upgrade** from Class IIIB Bicycle Boulevard to Class II Buffered Bicycle Lane. There is sufficient right-of-way to accommodate a Class II Buffered Bicycle Lane along this section of roadway.

Flora Vista Avenue: On Flora Vista Avenue, staff recommend installing upgraded bicycle facilities compared to what is listed in the Bicycle Plan:

- Flora Vista Avenue (Granada Ave. to El Camino Real) - **upgrade** from no recommendation in the City's Bicycle Plan to Class II Bicycle Lane. There is sufficient right-of-way to accommodate a Class II Bicycle Lane along this section of roadway.

Kifer Road: On Kifer Road, staff recommend the following:

- Kifer Road (Uranium Dr. to Oakmead Village Dr.) - **upgrade** from none to Class II Bicycle Lane. The City's Bicycle Plan calls for a Class IV Bicycle Lane in this section but there is not sufficient right-of-way to accommodate this type of facility. However, this recommended bike facility matches the existing Class II Bicycle Lane located to the west within the City of Sunnyvale.
- Kifer Road (Oakmead Village Dr. to Bowers Ave.) - **upgrade** from none to Class IV Bicycle Lane. This matches what is recommended in the City's Bicycle Plan.

Los Padres Boulevard: On Los Padres Boulevard from El Camino Real to Anna Drive, staff

recommend **upgrading** from none to Class II Bicycle Lane. This matches what is recommended in the City's Bicycle Plan.

Martin Avenue: On Martin Avenue from Lafayette Street to De La Cruz Boulevard, staff recommend **upgrading** from none to Class IV Bicycle Lane. This matches what is recommended in the City's Bicycle Plan. This segment of roadway is part of the Walsh Avenue/Martin Avenue Bikeway Planning Project that was approved by Council in October 2024.

Finally, Attachment 3 provides a list of existing roadways where existing bicycle facilities will be reinstalled with no substantial change in the type of bicycle facility that exists today.

RECOMMENDATION

Approve the staff recommended bicycle facilities for the 2027 Annual Maintenance and Rehabilitation Project.

Written by: Carol Shariat, Transportation Manager, Public Works

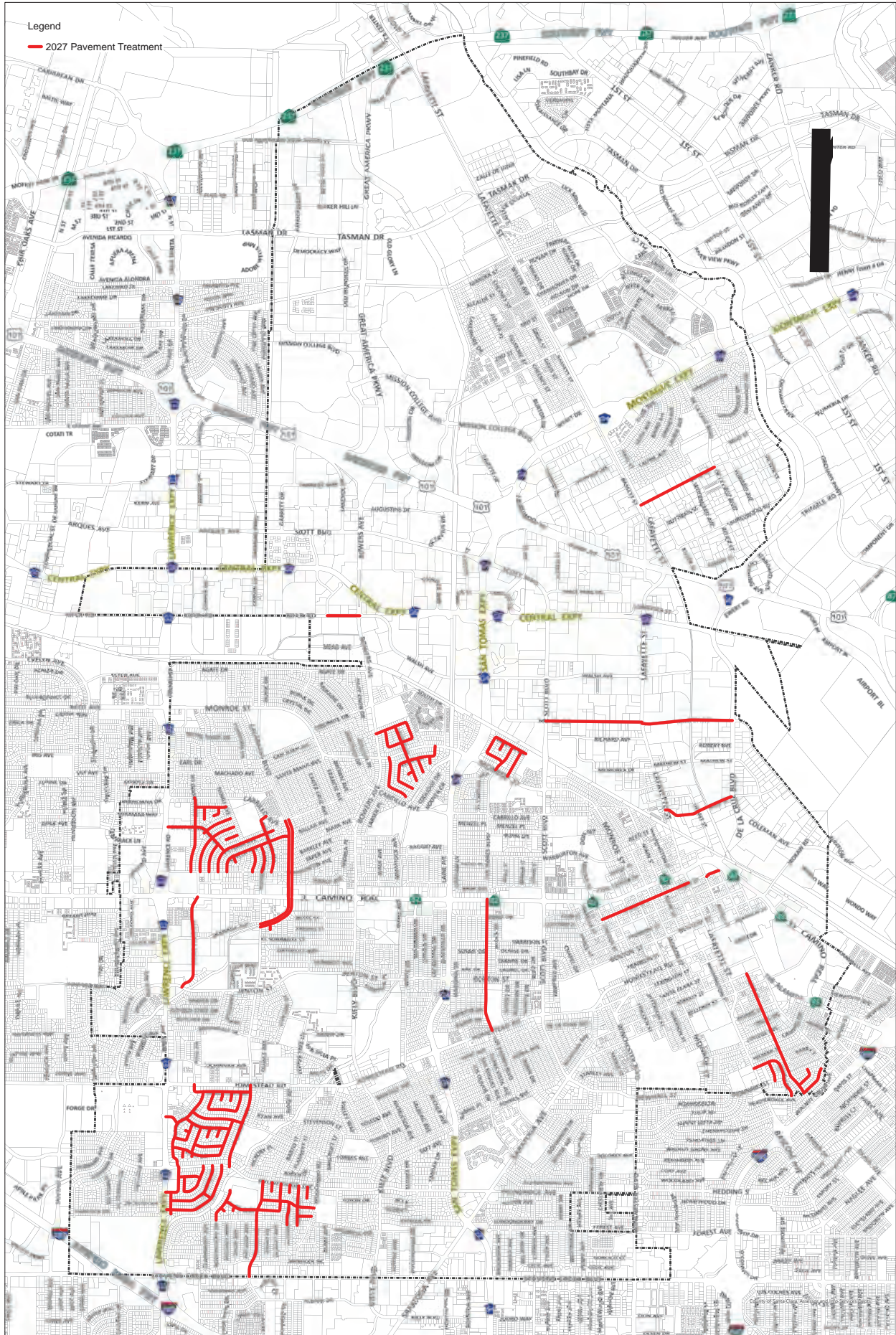
Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Map of streets in the 2027 Annual Maintenance and Rehabilitation Project
2. Table of Bicycle Facility Recommendations for streets within 2027 Annual Maintenance and Rehabilitation Project
3. Table of streets in the 2027 Annual Maintenance and Rehabilitation Project

CITY OF SANTA CLARA, CALIFORNIA
2027 STREET TREATMENT MAP
FOR BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING
DISCUSSION

Last Update Date: 2/20/2026



2027 Annual Street Maintenance and Rehabilitation Project

RoadName	Begin Location	End Location	Existing Facility	Bicycle Plan Recommendation	2027 Proposal	Notes	Justification
LEHIGH DRIVE	LAWRENCE EXPWY.	HARVARD AVE.		Class III	Class III	No change	Bike Masterplan Table 18 (adjacent to Kaiser Hospital driveway)
HARVARD AVENUE	PRUNERIDGE AVE.	LEHIGH DR.		Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (adjacent to residential land uses)
HARVARD AVENUE	LEHIGH DR.	PRINCETON WAY		Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (adjacent to residential land uses)
PRINCETON WAY	HOMESTEAD RD.	HARVARD AVE.		Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (adjacent to residential and commercial land uses)
FORBES AVENUE	HARVARD DR.	POMEROY AVE.	Class III	Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (adjacent to John Sutter Elementary School and residential land uses)
CALABAZAS BLVD. S/B	POMEROY AVE.	EL CAMINO REAL	Class IIB	Class I	Class IIB	Bicycle Masterplan identifies class I facility; being studied separately under the Creek Trail Master Plan.	Bike Masterplan and Priority Cross County Bicycle Corridor per VTA Figure 5-4 (1 block north of Pomeroy Elementary; San Tomas Aquino Creek Trail)
CALABAZAS BLVD. N/B	POMEROY AVE.	EL CAMINO REAL	Class IIB	Class I	Class IIB	Bicycle Masterplan identifies class I facility; being studied separately under the Creek Trail Master Plan.	Bike Masterplan and Priority Cross County Bicycle Corridor per VTA Figure 5-4 (1 block north of Pomeroy Elementary; San Tomas Aquino Creek Trail)
CALABAZAS BLVD. N/B	EL CAMINO REAL	CABRILLO AVE	Class IIB	Class I	Class IIB	Bicycle Masterplan identifies class I facility; being studied separately under the Creek Trail Master Plan.	Bike Masterplan and Priority Cross County Bicycle Corridor per VTA Figure 5-4 (2 block south of Briarwood Elementary; San Tomas Aquino Creek Trail)
CALABAZAS BLVD. S/B	EL CAMINO REAL	CABRILLO AVE	Class IIB	Class I	Class IIB	Bicycle Masterplan identifies class I facility; being studied separately under the Creek Trail Master Plan.	Bike Masterplan and Priority Cross County Bicycle Corridor per VTA Figure 5-4 (2 block south of Briarwood Elementary; San Tomas Aquino Creek Trail)
CRONIN DRIVE	STEVENS CREEK BLVD.	MCKINLEY DR		Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (2 block south of Eisenhower Elementary and Maywood Park)
CRONIN DRIVE	MCKINLEY DR	MAURICIA AVE.		Class IIIIB	Class II	Wide enough to accommodate	Bike Masterplan Table 18 (2 block south of Eisenhower Elementary and Maywood Park)
CRONIN DRIVE	MAURICIA AVE.	PRUNERIDGE AVE.		Class IIIIB	Class IIB	Wide enough to accommodate	Bike Masterplan Table 18 (adjacent to Eisenhower Elementary and Maywood Park)
FLORA VISTA AVENUE	BENTON ST.	GRANADA AVE.		Class IIIIB	Class III	Need to do traffic study for Class IIIIB	Bike Masterplan Table 18 (adjacent to apartment and DMV land uses; history of Traffic Calming requests)
FLORA VISTA AVENUE	GRANADA AVE.	EL CAMINO REAL		None	Class II	Wide enough to accommodate	Connection to future ECR bike lanes (adjacent to apartment and DMV land uses; history of Traffic Calming requests)
KIFER ROAD	URANIUM DR.	OAKMEAD VILLAGE DR.		Class IV	Class II	Not wide enough for class IV; match to class II similar to Sunnyvale ROW	Bike Masterplan Table 17 (adjacent to industrial / commercial land uses)
KIFER ROAD	OAKMEAD VILLAGE DR.	BOWERS AVE.		Class IV	Class IV	No change	Bike Masterplan Table 17 (adjacent to industrial / commercial land uses)
LOS PADRES BOULEVARD	EL CAMINO REAL	ANNA DR.		Class II	Class II	No change	Bike Masterplan Table 18 (adjacent to residential and commercial land uses)
LOS PADRES BOULEVARD	ANNA DR.	BENTON ST.	Class II	Class II	Class II	No change	Bike Masterplan Table 18 (adjacent to residential land uses)
LOS PADRES BOULEVARD	BENTON ST.	HOMESTEAD RD.	Class II	Class II	Class II	No change	Bike Masterplan Table 18 (adjacent to CW Haman Elementary, Steve Carli Park, residential land uses)
MARTIN AVENUE	LAFAYETTE ST.	RAILROAD CROSSING		Class IV	Class IV	No change	Bike Masterplan Table 18 (adjacent to industrial / commercial land uses; Connection to future Lafayette bike lanes)
MARTIN AVENUE	RAILROAD CROSSING	DE LA CRUZ BLVD.		Class IV	Class IV	No change	Bike Masterplan Table 18 (adjacent to industrial / commercial land uses; Connection to future Lafayette bike lanes)
POMEROY AVENUE	HOMESTEAD RD.	PRUNERIDGE AVE.	Class II	Class II	Class II	No change	Bike Masterplan Table 18 (adjacent to John Sutter Elementary; San Tomas Aquino Creek Trail)

LEGEND

	Upgraded facility over Bicycle Plan Update 2018
	Complies with Bicycle Plan Update 2018
	Partially complies with Bicycle Plan Update 2018; Needs additional analyses and outreach for traffic calming

Standard Traffic Comments:

High visibility crosswalks with yield lines, advance limit lines at controlled crosswalks, speed legend pavement markings, allocate additional width for bike lanes as available, bicycle symbol at traffic signals, red curbs for intersection and crosswalk visibility

City of Santa Clara
Planned 2027 Pavement Maintenance Streets

Note: This list is provided for coordination purposes only as related to the City of Santa Clara Pavement Preservation Ordinance. This list is subject to change.

2027 Annual Street Pavement Maintenance and Rehabilitation Project

RoadName	Begin Location	End Location	Treatment
ADAMS WAY	HAYES AVE.	WOODHAMS RD.	2 IN OVERLAY W/DIGOUTS
ALLEN CT.	ALLEN WAY	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
ALLEN WAY	RODONOVAN DR.	CRONIN DR.	2 IN OVERLAY W/DIGOUTS
ALLEN WAY	CRONIN DR.	BURNETT AVE.	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	MARKET ST.*	POPLAR ST.	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	POPLAR ST.*	COLLEGE ST.	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	HILMAR ST.	NEWHALL ST.	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	NEWHALL ST.	HEATHERDALE AVE.	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	COLLEGE ST.	CAMINO	2 IN OVERLAY W/DIGOUTS
ALVISO ST.	CAMINO DR.	HILMAR ST.	2 IN OVERLAY W/DIGOUTS
ATHERTON DRIVE	CRONIN DR.	WOODHAMS RD.	2 IN OVERLAY W/DIGOUTS
BAYLOR DRIVE	PRINCETON WAY	VANDERBILT WAY	2 IN OVERLAY W/DIGOUTS
BELLA VISTA AVENUE	ST. LAWRENCE DR.	NOBILI AVE.	2 IN OVERLAY W/DIGOUTS
BELLA VISTA COURT	ST. LAWRENCE DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
BONNIE DRIVE	QUINN AVE.	MISSION GLEN DR.	2 IN OVERLAY W/DIGOUTS
BONNIE DRIVE	DUNDEE AVE.	QUINN AVE.	2 IN OVERLAY W/DIGOUTS
BONNIE DRIVE	BOWERS AVE.	DUNDEE DR.	2 IN OVERLAY W/DIGOUTS
BRIARCLIFF COURT	KENYON DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
BRIARWOOD DRIVE	ST. LAWRENCE DR.	CABRILLO AVE.	2 IN OVERLAY W/DIGOUTS
BRIARWOOD DRIVE	WARBURTON AVE.	ST. LAWRENCE DR.	2 IN OVERLAY W/DIGOUTS
BURNETT AVENUE	PRUNERIDGE AVE.	ALLEN WAY	2 IN OVERLAY W/DIGOUTS
CARTER WAY	GENEVA DR.	TRACY DR.	2 IN OVERLAY W/DIGOUTS
CLARK AVENUE	STEBBINS AVE.	MORRISON AVE.	2 IN OVERLAY W/DIGOUTS
CLINTON AVENUE	HARVARD DR.	ROSEMONT DR.	2 IN OVERLAY W/DIGOUTS
CALVERT COURT	TRACY DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
CALVERT DRIVE	HARVARD AVE.	TRACY DR.	2 IN OVERLAY W/DIGOUTS
CAMBRIDGE DRIVE	FORBES AVE.	EDEN DR.	2 IN OVERLAY W/DIGOUTS
DAYTON AVENUE	ROSEMONT DR.	CLINTON AVE.	2 IN OVERLAY W/DIGOUTS
DEBORAH DRIVE	MONROE ST.	PASETTA DR.	2 IN OVERLAY W/DIGOUTS
DOMINICAN DRIVE	HARVARD AVE.	OXFORD DR.	2 IN OVERLAY W/DIGOUTS
DRAKE COURT	PRUNERIDGE AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
DUNDEE DRIVE	TARTAN DR.	BONNIE DR.	2 IN OVERLAY W/DIGOUTS
EDEN COURT	EDEN DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
EDEN DRIVE	HARVARD DR.	TULANE DR.	2 IN OVERLAY W/DIGOUTS
EDEN DRIVE	TULANE DR.	CAMBRIDGE DR.	2 IN OVERLAY W/DIGOUTS
ELLENA DRIVE	WILLIAM DR.	LOS PADRES BLVD.	2 IN OVERLAY W/DIGOUTS
ELLIOT COURT	ELLIOT ST.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
ELLIOT STREET	MORRISON AVE.	QUINN AVE.	2 IN OVERLAY W/DIGOUTS
ELLIOT STREET	QUINN AVE.	ELLIOT CT.	2 IN OVERLAY W/DIGOUTS
ELLIOT STREET	ELLIOT CT.	MONROE ST.	2 IN OVERLAY W/DIGOUTS
EMIG COURT	FOWLER AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
FLORA VISTA AVENUE	WARBURTON AVE.	NOBILI AVE.	2 IN OVERLAY W/DIGOUTS
FORBES AVENUE	HARVARD DR.	POMEROY AVE.	2 IN OVERLAY W/DIGOUTS
FOWLER AVENUE	WARBURTON AVE.	CALABAZAS BLVD.	2 IN OVERLAY W/DIGOUTS
GALWAY COURT	PASETTA DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
GENEVA DRIVE	CALVERT DR.	PRUNERIDGE AVE.	2 IN OVERLAY W/DIGOUTS
HARVARD AVENUE	LAWRENCE EXPWY.	PRUNERIDGE AVE.	2 IN OVERLAY W/DIGOUTS
HARVARD AVENUE	PRUNERIDGE AVE.	LEHIGH DR.	2 IN OVERLAY W/DIGOUTS
HARVARD AVENUE	LEHIGH DR.	PRINCETON WAY	2 IN OVERLAY W/DIGOUTS
HAYES AVENUE	MAURICIA AVE.	PRUNERIDGE AVE.	2 IN OVERLAY W/DIGOUTS
HEATHERDALE AVENUE	ALVISO ST.	NEWHALL ST.	2 IN OVERLAY W/DIGOUTS
JONES AVENUE	WARBURTON AVE.	FOWLER AVE.	2 IN OVERLAY W/DIGOUTS
KELLOGG WAY	MAURICIA AVE.	ATHERTON DR.	2 IN OVERLAY W/DIGOUTS
KENYON DRIVE	HARVARD AVE.	CAMBRIDGE DR.	2 IN OVERLAY W/DIGOUTS

**City of Santa Clara
Planned 2027 Pavement Maintenance Streets**

Note: This list is provided for coordination purposes only as related to the City of Santa Clara Pavement Preservation Ordinance. This list is subject to change.

2027 Annual Street Pavement Maintenance and Rehabilitation Project

RoadName	Begin Location	End Location	Treatment
LAGUNA COURT	NOBILI AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
LEHIGH DRIVE	LAWRENCE EXPWY.	HARVARD AVE.	2 IN OVERLAY W/DIGOUTS
LINDEN DRIVE	WASHINGTON ST.	NEWHALL ST.	2 IN OVERLAY W/DIGOUTS
LINDEN DRIVE	NEWHALL ST.	CITY LIMIT	2 IN OVERLAY W/DIGOUTS
LOS PADRES BOULEVARD	PASETTA DR.	MONROE ST.	2 IN OVERLAY W/DIGOUTS
MANLY COURT	PRUNERIDGE AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
MISSION GLEN DRIVE	BONNIE DR.	TARTAN DR.	2 IN OVERLAY W/DIGOUTS
NAZARETH COURT	KENYON DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
OXFORD COURT	OXFORD DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
OXFORD DRIVE	KENYON DR.	DOMINICAN DR.	2 IN OVERLAY W/DIGOUTS
PASETTA DRIVE	WILLIAM DR.	DEAD END	2 IN OVERLAY W/DIGOUTS
POMEROY AVENUE	FOWLER AVE.	WARBURTON AVE.	2 IN OVERLAY W/DIGOUTS
PRINCETON COURT	PRINCETON WAY	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
PRINCETON WAY	HOMESTEAD RD.	POMEROY AVE.	2 IN OVERLAY W/DIGOUTS
PURDUE COURT	PRINCETON WAY	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
PYLE COURT	ELLIOT ST.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
QUINN AVENUE	BONNIE DR.	MONROE ST.	2 IN OVERLAY W/DIGOUTS
QUINN AVENUE	MONROE ST.	MORRISON AVE.	2 IN OVERLAY W/DIGOUTS
QUINN COURT	QUINN AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
RODONOVAN COURT	RODONOVAN DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
RODONOVAN DRIVE	MAURICIA AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
ROSEMONT DRIVE	PRUNERIDGE AVE.	DAYTON AVE.	2 IN OVERLAY W/DIGOUTS
SHADY GLEN AVENUE	ALVISO ST.	NEWHALL ST.	2 IN OVERLAY W/DIGOUTS
SLOAT COURT	PRUNERIDGE AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
SANTA BARBARA AVENUE	BRIARWOOD DR.	NOBILI AVE.	2 IN OVERLAY W/DIGOUTS
SAN MARCOS WAY	WARBURTON AVE.	ST. LAWRENCE DR.	2 IN OVERLAY W/DIGOUTS
SANTA INEZ COURT	SANTA BARBARA AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
SANTA ROSA COURT	SANTA BARBARA AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
STEBBINS AVENUE	CLARK AVE.	MONROE ST.	2 IN OVERLAY W/DIGOUTS
ST. LAWRENCE DRIVE	LAWRENCE EXPWY.	BRIARWOOD DR.	2 IN OVERLAY W/DIGOUTS
ST. LAWRENCE DRIVE	BRIARWOOD DR.	VICTORIA AVE.	2 IN OVERLAY W/DIGOUTS
TARTAN DRIVE	DUNDEE DR.	QUINN AVE.	2 IN OVERLAY W/DIGOUTS
TARTAN DRIVE	QUINN AVE.	MISSION GLEN DR.	2 IN OVERLAY W/DIGOUTS
TRACY DRIVE	PRUNERIDGE AVE.	DEAD END	2 IN OVERLAY W/DIGOUTS
TULANE COURT	EDEN DR.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
TULANE DRIVE	KENYON DR.	EDEN DR.	2 IN OVERLAY W/DIGOUTS
TOWNSEND AVENUE	WARBURTON AVE.	VICTORIA AVE.	2 IN OVERLAY W/DIGOUTS
TOWNSEND AVENUE	VICTORIA AVE.	CABRILLO AVE.	2 IN OVERLAY W/DIGOUTS
VICTORIA AVENUE	WARBURTON AVE.	NOBILI AVE.	2 IN OVERLAY W/DIGOUTS
VICTORIA AVENUE	NOBILI AVE.	TOWNSEND AVE.	2 IN OVERLAY W/DIGOUTS
VICTORIA AVENUE	TOWNSEND AVE.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
VANDERBILT WAY	BAYLOR DR.	YALE LN.	2 IN OVERLAY W/DIGOUTS
WHEELING DRIVE	TULANE DRIVE	CAMBRIDGE DR.	2 IN OVERLAY W/DIGOUTS
WILLIAM DRIVE	ELLENA DR.	PASETTA DR.	2 IN OVERLAY W/DIGOUTS
WISTARIA WAY	LINDEN DR.	NEWHALL ST.	2 IN OVERLAY W/DIGOUTS
YALE LANE	VANDERBILT WAY	PRINCETON WAY	2 IN OVERLAY W/DIGOUTS
ALDO AVE	LAFAYETTE ST.	DE LA CRUZ BLVD.	RECONSTRUCT SURFACE (AC)
CALABAZAS BLVD. S/B	EL CAMINO REAL	POMEROY AVE.	SLURRY SEAL
CALABAZAS BLVD. N/B	POMEROY AVE.	EL CAMINO REAL	2 IN OVERLAY W/DIGOUTS

City of Santa Clara
Planned 2027 Pavement Maintenance Streets

Note: This list is provided for coordination purposes only as related to the City of Santa Clara Pavement Preservation Ordinance. This list is subject to change.

2027 Annual Street Pavement Maintenance and Rehabilitation Project

RoadName	Begin Location	End Location	Treatment
CALABAZAS BLVD. N/B	EL CAMINO REAL	CABRILLO AVE	SLURRY SEAL
CALABAZAS BLVD. S/B	CABRILLO AVE.	EL CAMINO REAL	SLURRY SEAL
CALABAZAS COURT	CALABAZAS BLVD.	CUL-DE-SAC	2 IN OVERLAY W/DIGOUTS
CRONIN DRIVE	STEVENS CREEK BLVD.	MAURICIA AVE.	RECONSTRUCT SURFACE (AC)
CRONIN DRIVE	MAURICIA AVE.	PRUNERIDGE AVE.	SLURRY SEAL
FLORA VISTA AVENUE	BENTON ST.	GRANADA AVE.	2 IN OVERLAY W/DIGOUTS
FLORA VISTA AVENUE	GRANADA AVE.	EL CAMINO REAL	2 IN OVERLAY W/DIGOUTS
KIFER ROAD	URANIUM DR.	OAKMEAD VILLAGE DR.	RECONSTRUCT SURFACE (AC)
KIFER ROAD	OAKMEAD VILLAGE DR.	BOWERS AVE.	RECONSTRUCT SURFACE (AC)
LEWIS STREET	LINCOLN ST.	MONROE ST.	CAPE SEAL W/DIGOUTS
LEWIS STREET	MONROE ST.	WASHINGTON ST.	2 IN OVERLAY W/DIGOUTS
LEWIS STREET	LAFAYETTE ST.	ALVISO ST.	DO NOTHING
LEWIS STREET	ALVISO ST.	ALAMEDA	2 IN OVERLAY W/DIGOUTS
LEWIS STREET	WASHINGTON ST.	LAFAYETTE ST.	2 IN OVERLAY W/DIGOUTS
LOS PADRES BOULEVARD	EL CAMINO REAL	ANNA DR.	SLURRY SEAL
LOS PADRES BOULEVARD	ANNA DR.	BENTON ST.	SLURRY SEAL
LOS PADRES BOULEVARD	BENTON ST.	HOMESTEAD RD.	CAPE SEAL W/DIGOUTS
MARTIN AVENUE	SCOTT BLVD.	LAFAYETTE ST.	RECONSTRUCT SURFACE (AC)
MARTIN AVENUE	LAFAYETTE ST.	RAILROAD CROSSING	RECONSTRUCT SURFACE (AC)
MARTIN AVENUE	RAILROAD CROSSING	DE LA CRUZ BLVD.	RECONSTRUCT SURFACE (AC)
POMEROY AVENUE	HOMESTEAD RD.	PRUNERIDGE AVE.	SLURRY SEAL
REED STREET	GRANT AVE.	LAFAYETTE	RECONSTRUCT SURFACE (AC)
REED STREET	RAILROAD CROSSING	GRANT AVE.	RECONSTRUCT SURFACE (AC)
REED STREET	DE LA CRUZ BLVD.	RAILROAD CROSSING	RECONSTRUCT SURFACE (AC)
REED STREET	RAILROAD CROSSING	GRANT AVE.	DO NOTHING
REED STREET	DE LA CRUZ BLVD.	RAILROAD CROSSING	DO NOTHING



Agenda Report

26-642

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Benton-Brokaw Multimodal Crossing Feasibility Study (Puyehgar)

BACKGROUND

The City of Santa Clara received Metropolitan Transportation Commission (MTC) grant funding to develop the Benton-Brokaw Multimodal Crossing Feasibility Study (Study). HMM (Engineering Consultant) and Forward City Labs (Community Engagement/ Outreach Consultant) will develop the Study, which will take approximately 18 months to complete, with completion anticipated in 2027.

The existing Union Pacific Railroad (UPRR) corridor creates a physical barrier that divides communities and hinders multimodal, direct access. The Study will identify, develop, and evaluate alternatives for a complete streets/multimodal connection to close the transportation gap between Benton Street and Brokaw Road. The Study will also consider long-term growth and development in the area, including improved access to Downtown Santa Clara, employment centers along Coleman Avenue, Santa Clara University, the future BART station, and the surrounding Station Area Plan. The Study will also identify potential impacts to adjacent properties, assess right-of-way acquisition needs, required utility relocations, conduct robust community engagement, and perform engineering analyses.

It should be noted that this is only a planning-level document and does not include design, environmental review, or construction of any alternative. At the completion and approval of the Study, if Council decides to move forward with a specific alternative, then additional funds would be required to design, bid, and construct the alternative.

DISCUSSION

City staff and HMM will introduce the Study to the Bicycle and Pedestrian Advisory Committee (BPAC) through an interactive presentation. The presentation will share information on the purpose of the project, present the project schedule, and provide an overview of the study area and existing opportunities and constraints.

The consultant will describe future outreach activities and the role that the BPAC will play in the development of the Study. The BPAC will be invited to ask questions about the process and to share input on their priorities and the evaluation criteria that should be used to develop and assess potential conceptual alternatives. HMM will collect BPAC input over the course of the presentation and during the discussion period.

The Study will gather input from the BPAC at key milestones, including:

1. Project overview, schedule, vision, and existing conditions/constraints

2. Review and feedback on draft conceptual alternatives
3. Review refined alternatives, pick a preferred alternative, and present the Benton-Brokaw Multimodal Crossing Feasibility Study to the BPAC for adoption prior to City Council adoption

There are multiple methods for staying up to date on the project and providing input:

- Webpage: <https://santaclaraca.gov/bentonbrokaw>
- Voicemail: 408-615-3048
- Email: Ajmal Puyehgar, Senior Civil Engineer with the Department of Public Works' Traffic Engineering Division, apuyehgar@santaclaraca.gov <mailto:apuyehgar@santaclaraca.gov>.

Written by: Michelle Vera Cruz, HMH

Reviewed by: Ajmal Puyehgar, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Project Study Area

Project Study Area





Agenda Report

26-643

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Joint Dinner Meeting with City Council and Bicycle and Pedestrian Advisory Committee (Liw)

BACKGROUND

To enhance communication between the City Council and the City's boards, committees, and commissions, the City Council is scheduling joint dinner meetings with City boards, committees and commissions to occur this Fall 2026. The Bicycle and Pedestrian Advisory Committee (BPAC) is tentatively scheduled to meet with the City Council on September 22, 2026. At the meeting, the BPAC is requested to present on the BPAC's accomplishments for FY 2025-26.

DISCUSSION

To prepare for the upcoming September 22, 2026 joint meeting of the City Council and BPAC, this agenda item will provide an opportunity for BPAC members to discuss the list of achievements for FY 2025-26. It is requested that the BPAC Chair and Vice Chair present on these items.

To ensure that all BPAC members have an opportunity to provide feedback, staff recommends the following procedure for this agenda item.

- Each BPAC member provides one to two FY 2025-26 accomplishments to highlight during the joint dinner.
- BPAC to discuss the suggested accomplishments.
- Staff will tally the accomplishments and provide a summary of the accomplishments for further review by the BPAC.
- BPAC to finalize the list of FY 2025-26 accomplishments at the August 24, 2026 BPAC meeting.

Written by: Michael Liw, Assistant Director/City Engineer, Public Works



City of Santa Clara

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Agenda Report

26-634

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Public Works Verbal Update (Liw/Shariat)

DISCUSSION

Staff will provide a verbal update on the following items:

1. FIFA World Cup Update
2. Bike to Work Day
3. San Tomas Aquino Creek Trail Repaving
4. Lafayette Class IV Bikeway Project

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



Agenda Report

26-644

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Roundabouts: Proposed Process for Selection of Locations (Garcia)

BACKGROUND

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested a discussion on a proposed process for selecting locations for roundabouts (Attachment 1).

At the June 28, 2021 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-690, "Roundabouts for Better Traffic Control in Santa Clara." The report provided details on roundabouts based on the Federal Highway Administration guideline "Roundabouts: An Informational Guide, 2nd edition" (FHWA Roundabouts Guide). In response, a BPAC subcommittee was formed to review and recommend potential locations for roundabouts.

At the March 28, 2022 meeting, the BPAC subcommittee submitted information and questions to City staff. At the meeting, staff stated the questions would be reviewed and responses would be provided at the June 2022 meeting.

At the June 27, 2022 meeting, the BPAC subcommittee item included roundabout recommendations for Forbes Avenue and staff responses to the subcommittee questions from the March 2022 meeting. At the meeting, the subcommittee requested additional information, including:

1. When Forbes Avenue will be re-paved
2. The process to install a roundabout
3. How a roundabout was installed at the intersection of Cypress Avenue and Cecil Avenue
4. Additional details on FHWA mini-roundabouts

Staff completed additional research to provide the information requested by the BPAC subcommittee on roundabouts.

At the October 24, 2022 meeting, staff responded to the Roundabout Subcommittee questions about combining a roundabout project with the next scheduled resurfacing for Forbes Avenue, the process for the City to install a roundabout, how the Cecil Avenue and Cypress Avenue roundabout was installed, and general questions about roundabout designs.

DISCUSSION

The work plan topic includes two discussion topics. The first is for staff to review and comment on the roundabout designs for Forbes Avenue proposed by the Roundabout Subcommittee (Attachment 2) and include a BPAC vote for recommendation to staff to research funding opportunities. The second discussion topic is for staff to provide roundabout locations for BPAC's review and recommendation

to City Council for funding. The intent of the work plan topic is to streamline the process to build more roundabouts in the city.

Forbes Avenue Roundabout Recommendations

City staff work on capital projects listed in the City's Biennial Capital Improvement Program (CIP) Budget. Projects are included in the CIP budget through a Council process that identifies priority projects and funding. Bicycle and pedestrian projects are often prioritized based on the opportunities to acquire non-City funds such as grants or funded through private developments. Grant programs have very specific requirements, so not all projects are eligible for grant funding.

Some of the capital projects listed in the CIP budget book involve bicycle and pedestrian facilities. CIP projects that involve bicycle and/or pedestrian improvements are brought to BPAC for complete streets review. Several CIP projects were initiated from the Bicycle Master Plan Update or Pedestrian Master Plan.

The Bicycle Master Plan recommends Forbes Avenue (Harvard Avenue to Los Padres Boulevard) to be a Class IIIB Bicycle Boulevard as a priority project (#19 out of 40 priority projects). Staff have worked on many bicycle projects on the priority project list, which were presented as an update to BPAC at the October 2025 meeting. Currently, improvements to bicycling on Forbes Avenue are not included in the City's CIP Budget.

In the future, if the Forbes Avenue Class III Bicycle Boulevard becomes a CIP project, the first phase would be to conduct a planning study to determine which bicycle boulevard features would be acceptable to the community. Once a preferred concept is selected by the community and the City, the project would move to the design and then construction phase. Several of the bicycle projects in the Bicycle Master Plan have gone through a planning phase and City staff are prioritizing opportunities through grant funding for construction, such as Monroe Street, Walsh Avenue-Martin Avenue, De La Cruz Boulevard-Coleman Avenue, and Pruneridge Avenue. It is also important to note that staff is currently tasked with creating a new City Council Policy related to bikeway studies to guide the development of future bikeway studies in Santa Clara. Staff understand that this policy should be completed prior to starting new bikeway studies in Santa Clara.

Process to Install a Roundabout

To install a proposed roundabout, staff must complete both analyses and public outreach. These steps would provide information to support City Council action to install a roundabout at an intersection.

Staff would follow the FHWA Roundabouts Guide to complete analyses to ensure the proposed roundabout is feasible. These analyses include:

- Traffic operations - Traffic volumes would be collected and traffic operations analyzed to ensure the proposed roundabout does not increase vehicle delay.
- Roadway geometry - Dimensions of the roadway and location would be surveyed to analyze vehicle movements and ensure the proposed roundabout can accommodate large vehicles (such as small trucks or fire vehicles) and determine if design features would impact on-street parking
- Right-of-way - Dimensions of existing public right-of-way at the proposed location would be measured to ensure the proposed roundabout design features would not require additional

public right-of way, reduce sidewalks, or impact landscaping

In addition, staff would coordinate with the Police and Fire Departments and analyze locations according to the City of Santa Clara Neighborhood Traffic Calming Program (NTCP). The NTCP prohibits Level 3 Traffic Calming Options such as traffic circles or roundabouts on emergency response routes (Attachment 3). Finally, potential roundabout installations need to be prioritized based on request, need, and budget/staffing levels.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Topic Request Form - Member Kratz
2. Forbes Avenue Recommendations from Roundabout Subcommittee
3. Excerpts from Neighborhood Traffic Calming Program



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

roundabouts: proposed process for selection of locations

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

Proposal to create process to review and recommend roundabout installations in the City:

1. City staff to review and make recommendations on roundabouts proposed by the BPAC Subcommittee on Roundabouts as they are submitted to the staff. Results of the staff's review to be provided to the BPAC at their next meeting for consideration and, if approved by the BPAC, possible funding to be researched by staff.
2. City staff to provide roundabout location proposals to the Subcommittee on Roundabouts that are acceptable to their department and the fire department. Subcommittee on Roundabouts to make recommendations to the BPAC concerning those proposal by staff, and if approved by BPAC, subsequent recommendation to the City Council for funding.

Streamlines the process to find suitable locations for roundabouts that provide traffic calming, increasing pedestrian and cycling safety.





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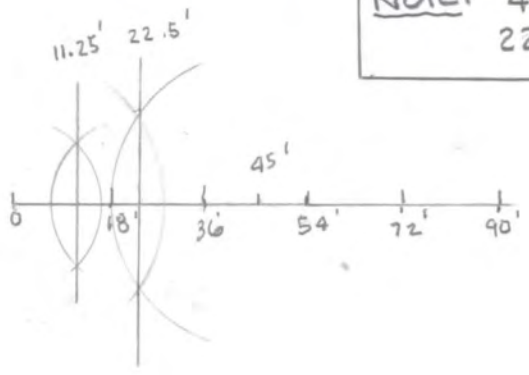
Robin

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NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

Map data ©2022, Map data ©2022 Google 20ft
40ft



BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg. KK
FORBES @ ROBIN	1
6-1-2022	





Map data ©2022, Map data ©2022 Google 20 ft
≈ 40 ft

NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

6-1-2022

BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg. KK
FORBES @ LOS PADRES	2
6-1-2022	





Map data ©2022, Map data ©2022 Google ≈ 20 ft
 ≈ 40 '

NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg. KK
FORBES @ LOS OLIVOS	3.
6-1-2022	





Map data ©2022, Map data ©2022 Google 20ft
 ≈ 40ft

NOTE: 45' INSCRIBED CIRCLE
 22.5' CIRCLE

BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg. KK
FORBES @ Nicholson	4
6-1-2022	





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≈ 40 ft.

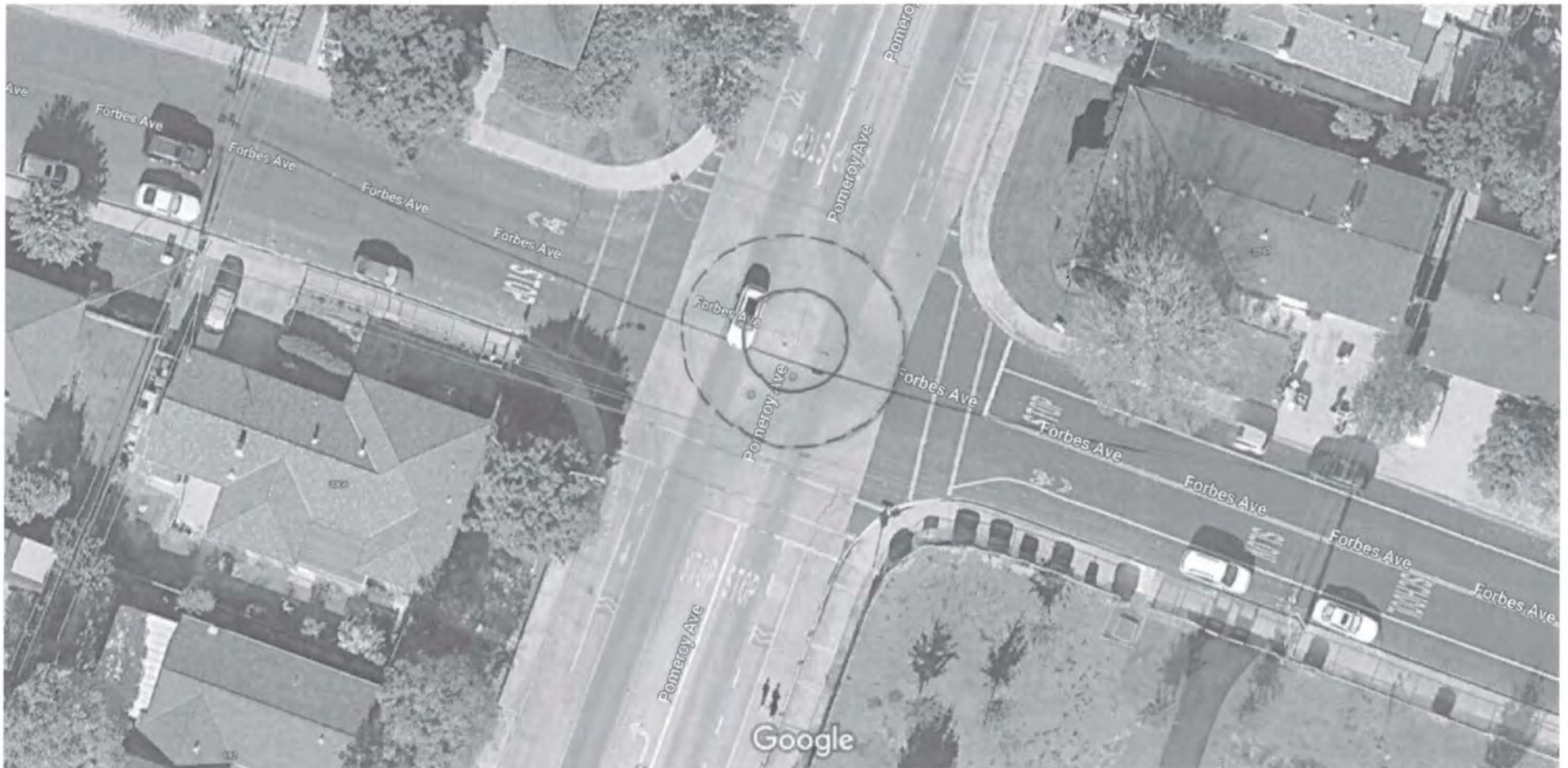
NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg, KK
FORBES @ WOODHAMS	. 5.
6-1-2022	



STOP

STOP



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≈ 40ft

NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

BPAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg. KK
FORBES @ POMEROY	
6-1-2022	6.



Google Maps

Forbes Ave

Forbes Avenue and Harvard Avenue, Santa Clara, Ca.



Map data ©2022, Map data ©2022 Google 20 ft
≈ 40 ft

NOTE: 45' INSCRIBED CIRCLE
22.5' CIRCLE

BRAC ROUNDABOUT SUBCOMMITTEE	
PROPOSED ROUNDABOUT	dwg.KK
FORBES @ HARVARD	7
6-1-2022	

Traffic Management Strategies

Traffic calming options to address residential traffic concerns can generally be categorized as follows:

1. Meeting with and educating residents to better understand the nature and extent of traffic problem(s). A discussion of potential solutions to those problems often brings to light the likely benefits and potential impacts.
2. Enforcing general laws and ordinances pertaining to speed limits, turning restrictions, intersection control and parking regulations. This may entail the establishment or revision of City ordinances.
3. Utilizing traffic control devices that provide specific regulatory, warning or guide messages to pedestrians, bicyclists, motorists and all users of the roadway.
4. Neighborhood meetings and installing physical geometric design features that influence or direct the movement of vehicles, bicyclists or pedestrians within the neighborhood streets. In general, these designs cause either vertical or lateral modifications to achieve their objectives. Only when the methods in items 1, 2 and 3 have proven ineffective should these measures be utilized in addressing residential concerns.

As stated, the NTCP is intended to expand the City's current practices to mitigate cut-through traffic, speeding and other traffic-related problems in residential neighborhoods. In line with the management strategies above, traffic calming options available through the NTCP are generally classified under one of the following three categories:

- **Level 1** -- These measures are generally comprised of studies, data collection efforts, observations, education, public involvement, enforcement efforts, new striping, new signage, parking controls and the use of the speed radar trailer (see categories 1-3 above). These measures are sometimes referred to as passive controls.
- **Level 2** -- These measures include neighborhood meetings and generally require the alteration of the physical configuration of neighborhood streets (see category 4 above). These measures are sometimes referred to as physical controls and common characteristics are that by their physical form they force or prohibit a specific action. These features are largely self-enforcing and create a visual impression that a street is not intended for through traffic. Level 2 treatments include neighborhood meetings, chokers, chicanes, gateways and rumble strips. While Level 2 measures may possibly negatively impact emergency response times of service vehicles, sound engineering and design in coordination with emergency service departments can reduce the impacts to a minimum.

- **Level 3** -- Level 3 measures are similar to Level 2 measures in that they require alteration of the physical configuration of neighborhood streets and force or prohibit a specific action, however, the intrinsic features of Level 3 measures critically affect neighborhood access and emergency response. Level 3 treatments include speed humps, traffic circles, median barriers, forced turn channelization, diagonal diverters and cul-de-sacs. **Because emergency response routes (see pages 15 and 16) are part of vital routes in providing life-saving services to all City citizens and visitors, they will not be eligible to receive Level 3 treatments.**

Table 2

Level 2 and Level 3 Neighborhood Traffic Calming Options

A) LEVEL 2

	Traffic Calming Measure	Speed Reduction	Volume Reduction Traffic Diversion	Noise Increase	Loss of On-Street Parking	Access Restriction	Bus Route and Emergency Vehicle Response Impacts	Increase in Street Maintenance	Estimated Installation Cost
1	Neighborhood Meetings	Possible	Possible	No Change	None	None	None	No	
2	Chokers	Yes	Possible	No Change	Yes	None	Yes	No	\$5,000-\$40,000 per set
3	Chicanes	Yes	Possible	Increase Possible	Yes	None	Yes	Possible	\$50,000-\$75,000 or more
4	Gateways	Yes	Possible	Decrease	None	Yes	Yes	No	\$5,000-\$20,000
5	Rumble Strips	Yes	Possible	Yes (High)	None	None	None	Yes	\$500

B) LEVEL 3

	Traffic Calming Measure	Speed Reduction	Volume Reduction Traffic Diversion	Noise Increase	Loss of On-Street Parking	Access Restriction	Bus Route and Emergency Vehicle Response Impacts	Increase in Street Maintenance	Estimated Installation Cost
1	Neighborhood Meetings	Possible	Possible	No Change	None	None	None	No	
2	Speed Humps	Yes	Yes	Increase	Yes	None	Yes	Yes	\$2,000-\$4,000 per hump
3	Traffic Circles	Yes	Possible	No Change	Yes	None	Yes	Yes	\$5,000-\$20,000
4	Median Barrier	Possible	Yes	Decrease	None	Right Turn Only	Yes	No	\$5,000-\$20,000 per block
5	Intersection Channelization	Yes	Possible	No	Yes	None	Yes	Possible	\$30,000
6	Diagonal Diverter	Yes	Yes	Decrease	Possible	Left or Right Turn Only	Yes	No	\$10,000-\$15,000
7	Cut-De-Sac (Dead end)	Yes	Yes	Decrease	Yes	Total	Yes	No	\$50,000

Figure 1

**Police and Fire Emergency Response Routes
Two-Lane Residential Streets**

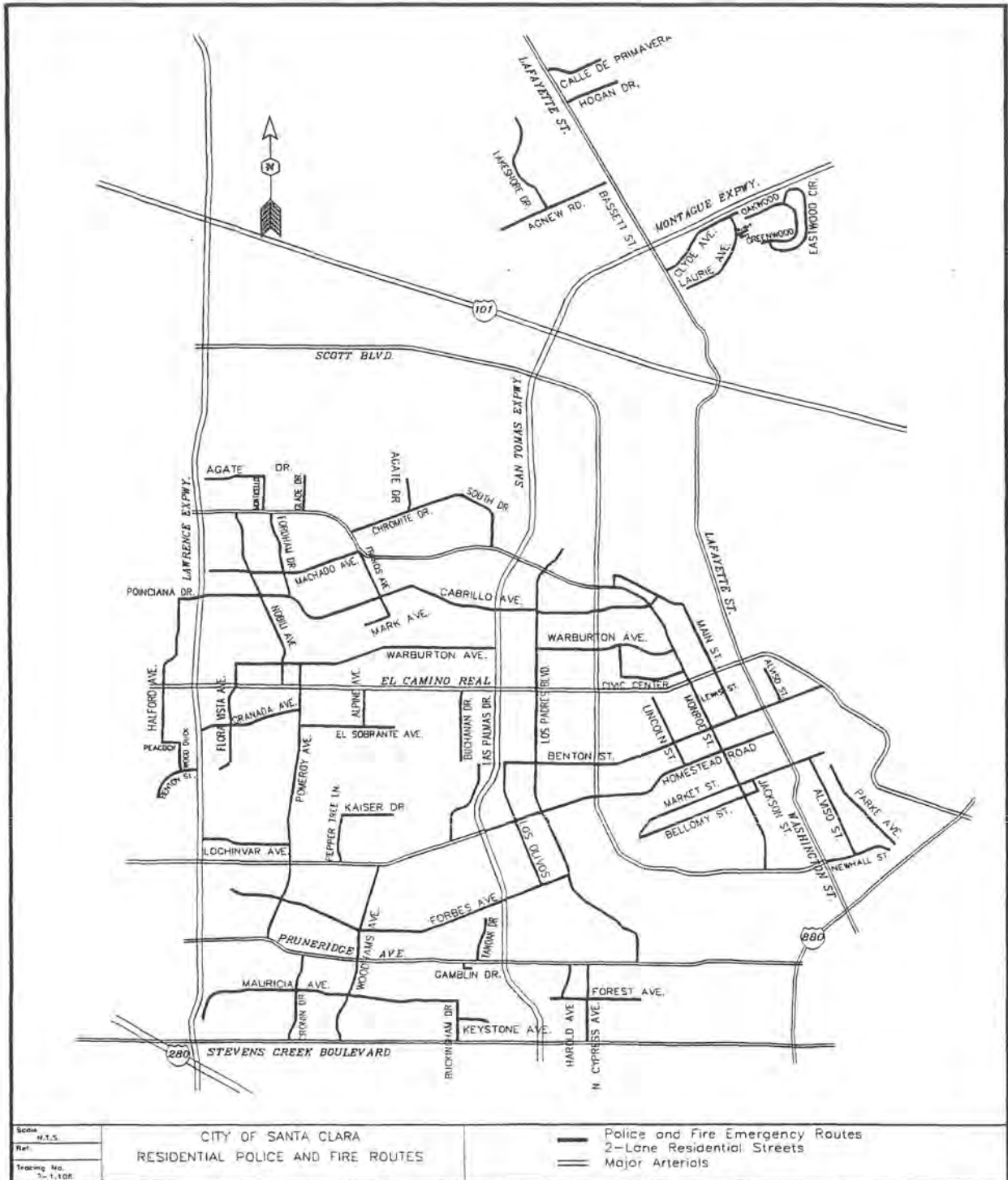


Table 3**Police and Fire Emergency Response Routes
Two-Lane Residential Streets**

STREET	LIMITS		
	ENTIRE LENGTH	FROM	TO
Agate Drive		French Street	Monticello Way
Agate Drive		Chromite Drive	700' North of Chromite Dr.
Agnew Road		Calabazas Creek	Lafayette Street
Alpine Avenue	X		
Alviso Street		Benton Street	Lewis Street
Alviso Street		Market Street	Newhall Street
Argus Way	X		
Belomy Street		Saratoga Avenue	Jackson Street
Benton Street		Wood Duck Avenue	Lawrence Expwy.
Benton Street		Los Olivos Drive	El Camino Real
Buchanan Drive		Benton Street	El Camino Real
Buckingham Drive		Stevens Creek Blvd.	Mauricia Avenue
Cabrillo Avenue		Lawrence Expwy.	Main Street
Calle De Primavera	X		
Chromite Drive	X		
Clyde Avenue	X		
Civic Center Drive		Warburton Avenue	Monroe Street
Cronin Drive		Stevens Creek Blvd.	Pruneridge Avenue
Cypress Avenue		Stevens Creek Blvd.	Pruneridge Avenue
Eastwood Circle	X		
El Sobrante Avenue	X		
Flora Vista Avenue		Benton Street	Warburton Avenue
Forbes Avenue		Harvard Avenue	Los Padres Blvd.
Fordham Drive		Cabrillo Avenue	Monroe Street
Forest Avenue		Brookside Avenue	Henry Avenue
Francis Avenue	X		
Gamblin Drive		Pruneridge Avenue	Fontana Drive
Glade Drive	X		
Granada Avenue		Lawrence Expwy.	Pomeroy Avenue
Greenwood Drive	X		
Halford Avenue	X		
Harold Avenue		Forest Avenue	Pruneridge Avenue
Hogan Drive	X		
Homestead Road		San Tomas Expwy.	Lafayette Street

Traffic Circles

Level 3

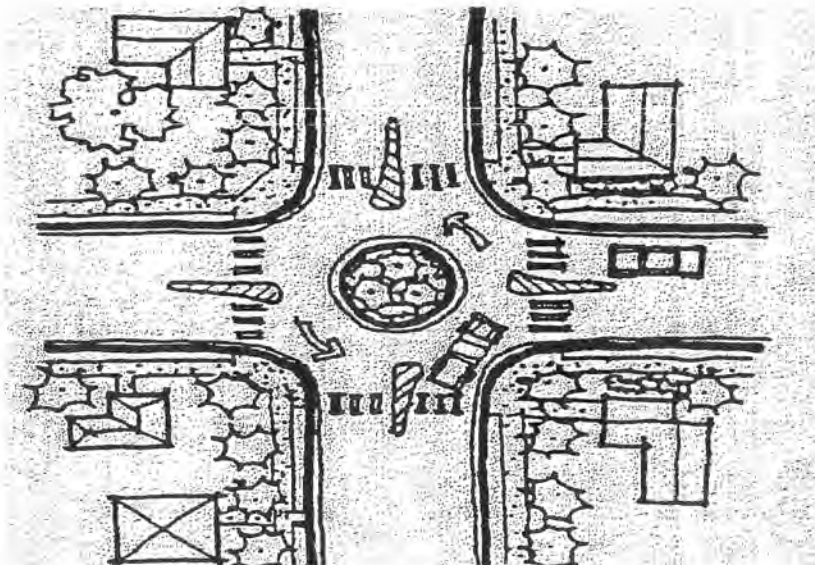
Description: Traffic circles use raised islands placed at the center of an intersection. The approaches to the intersection are generally controlled by “yield signs.” Traffic circles force left turning vehicles to travel around the raised. “Splitter islands” can be used to prevent motorists from going around the circle the wrong way.

Positive Aspects:

- Significantly reduces speeds.
- Cheaper to maintain than traffic signal.
- Provides equal access to intersections for all drivers.
- May provide a safe environment for bicyclists.
- Creates space for landscaping.

Negative Aspects:

- Impedes emergency vehicle, truck and other service vehicle access.
- Increases pedestrian hazard by bringing vehicles close to crosswalks and the sidewalks.
- May increase congestion in immediate area.
- May become obstacles for motorists to crash into.
- May increase right of way confusion among new users.
- Right-of-way restrictions may apply.
- May inhibit truck movements.
- Required safety signing may detract from its aesthetic quality.
- High installation cost.
- Landscaping will require increased maintenance.





Agenda Report

26-645

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Reduce Width of Lane Number One on Multi-lane Streets (Shariat/Puyehgar)

BACKGROUND

In August 2023, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested a discussion on reducing the width of lane number one on multi-lane streets (Attachment 1).

DISCUSSION

The City's roadway network enables the movement of people and goods. These roadways accommodate a mix of industrial, office, commercial, retail, and residential land uses, facilitating both local and regional auto, transit, truck, and emergency vehicle traffic, as well as pedestrian and bicyclist travel.

The City has over 590 lane miles of roadways, which are classified as principal arterials, minor arterials, collector streets, and local streets. The roadway functional classification system categorizes roads into different classes based on the type of service they provide. Each class of roadway follows specific guidelines established by federal and state regulations regarding aspects such as lane widths, shoulder widths, curve radii, and other design features. Existing lane widths typically range from 10 to 12 feet, with some exceeding 12 feet. The City references the Caltrans Highway Design Manual (HDM) as a baseline and current guidance generally supports narrower urban lanes. The National Association of City Transportation Officials (NACTO) identifies 10 foot lanes as appropriate in urban settings and 11 foot lanes on designated transit or truck routes. The Valley Transportation Authority (VTA) typically requests the outside travel lane (slow lane) to be a minimum of 11 feet where there is a transit route along a corridor.

The City evaluates vehicle lane widths primarily on a case-by-case basis, considering the dimensions that best support multimodal circulation and the needs of the surrounding land uses. This evaluation considers factors such as posted speed limits, truck and transit routes, emergency access, roadway classification, roadway curvature, intersection operations, sight distance, and parking. Below are examples of the City's practices for establishing new lane widths or modifying existing ones.

With the city's annual pavement maintenance and rehabilitation projects, staff investigate opportunities to reallocate existing roadway space to create new bike facilities and/or implement narrower travel lanes for traffic calming purposes without negatively impacting roadway access, circulation, or capacity. Where the right-of-way allows, staff prioritize a marked Class II or Class II buffered bike lane over widening the outside lane (the slow lane) for shared use.

Additionally, various bikeway planning studies are conducted to support the City's bicycle master plan. These studies explore narrower travel lanes and reductions in travel or parking lanes to

facilitate the implementation of proposed bike facilities.

When developing new specific plans for the city, the transportation and circulation components typically include the establishment of multimodal goals. These goals may involve setting standards that include narrower travel lanes and the addition of new bicycle facilities on future public streets.

In summary, staff routinely assess opportunities for lane reductions to facilitate the implementation of bicycle facilities, supporting the overall goal of developing complete streets. This practice follows the Council adopted Complete Streets Policy 18-8593.

Written by: Carol Shariat, Transportation Manager, Public Works and Ajmal Puyehgar, Senior Civil Engineer, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Topic Request Form - Member Kratz



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

Aug. 14, 2023

Proposed Topic Title:

reduce width of lane number one on multi-lane streets

Background and Discussion: Please provide justification regarding how this topic pertains to the Bicycle and Pedestrian Advisory Committee's roles and responsibilities:

City Staff to measure lane number one (the fast lane) on multi-lane streets in order to determine if the width of the lane can be reduced in order to provide additional space for cyclists in the number two lane (the slow lane).

Number one lanes may be able to be reduced to 10" or 11' wide. If this is possible, the street can be re-striped to allow a wider second lane that is shared with cyclists. Re-striping can be done at no cost if it is performed in conjunction with the pavement overlay projects.

Justification: increases cycling safety in our city.



City of Santa Clara

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Agenda Report

26-635

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

DISCUSSION

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Megas will provide a verbal update regarding recent Valley Transportation Authority Bicycle and Pedestrian Advisory Committee (VTA BPAC) meetings.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works
Reviewed by: Carol Shariat, Transportation Manager, Public Works
Approved by: Michael Liw, Assistant Director/City Engineer, Public Works



City of Santa Clara

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Agenda Report

26-636

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Santa Clara Station Area Task Force Update (Shure)

DISCUSSION

Bicycle and Pedestrian Advisory Committee (BPAC) Member Shure will provide an update regarding recent Santa Clara Station Area Task Force meetings.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Station Area Task Force Update for BPAC June 2026

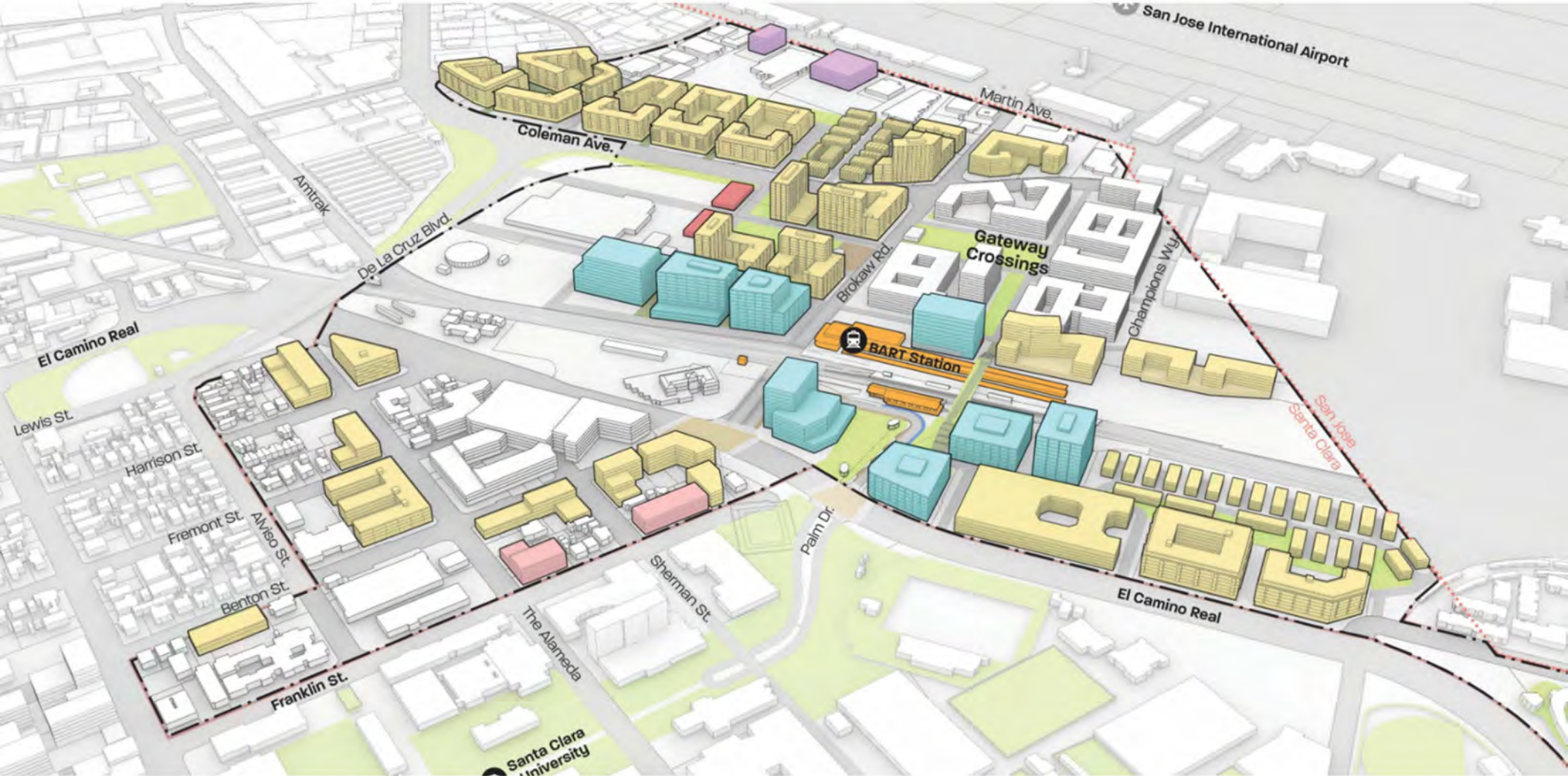


Santa Clara Station Area Task Force Update

**Bicycle and Pedestrian Advisory
Committee**

June 29, 2026

Preferred Plan Visualization



Jobs-Housing Balance Monitoring Framework

Intent: Maintain long-term jobs-housing balance and support a balanced transit-oriented mixed-use district.

Plan Buildout Milestone	Office Threshold Trigger	Residential Catch-Up Requirement	Result
50% of Residential + Office Plan Capacity (6,787,600 sq ft)	Office exceeds 15% of cumulative development (1,018,100 sq ft)	Residential must reach 85% of cumulative development	Additional standalone office development limited until residential catch-up occurs
75% of Residential + Office Plan Capacity (10,181,500 sq ft)	Office exceeds 20% of cumulative development (2,036,300 sq ft)	Residential must reach 80% of cumulative development	Additional standalone office development limited until residential catch-up occurs

Amenities to Incentivize

Daytime population support	Evening/weekend activators	Thriving residents and families
<ul style="list-style-type: none">• Neighborhood-scale healthcare services• Nonprofit office space at below-market rates• Live/work artist housing with deed restrictions• Co-work spaces	<ul style="list-style-type: none">• Community/Recreation centers (public-private partnerships)• Satellite library branch (public-private partnership)• Indoor recreation (climbing gym, pickleball, esports/gaming lounge)	<ul style="list-style-type: none">• Daycare centers and preschools• After-school and youth programming spaces• Senior day programs and adult care centers• Small-format grocery stores

Option 1 - Require Ground Floor “Active Community Uses”

At least 25% of ground-floor frontage along Priority Streets shall consist of active community-serving uses.

Potential qualifying uses:

- childcare space,
- clinics,
- nonprofit uses,
- cultural facilities,
- small-format grocery,
- educational facilities,
- workforce development

Option 2 - Space Dedication by Project Size

Projects over 150 residential units, or 300,00 office sf,

Must provide one or more:

- childcare,
- clinics,
- nonprofit uses,
- cultural facilities,
- small-format grocery,
- educational facilities,
- workforce development

Parking Maximums

Land Use	Maximum Parking Standard	Notes
Multi Family Residential	0.8 spaces per dwelling unit	Maximum reflects observed demand within one-half mile of high-capacity transit; additional reductions encouraged for affordable and senior housing through project-level TOD or TDM review.
Office/Employment	1 space per 530–1,000 sq ft GFA	Maximum range linked to TDM performance to ensure parking supply does not undermine transit ridership at Santa Clara Station.
Ground Floor Retail	No parking permitted	The VTA TOC policy explicitly prohibits dedicated retail parking in station cores. Retail demand is expected to be accommodated through internal capture and shared district parking rather than dedicated on-site supply.
Mixed Use Development (Aggregate)	Use specific maximums above, managed as shared parking	Parking calculated by land-use component and operated as a shared, unassigned resource to align supply with actual demand over time.



Agenda Report

26-637

Agenda Date: 6/29/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Ad-hoc Subcommittee Reports (Megas)

BACKGROUND

This agenda item gives current BPAC subcommittees an opportunity to provide an update on the progress and findings of the subcommittee.

BPAC subcommittees shall be considered ad-hoc committees.

An ad-hoc committee is a committee that is (1) advisory; and (2) composed solely of members of the legislative body and are less than a quorum. To ensure that the subcommittees supporting BPAC's work qualify as ad-hoc committees, the subcommittees should:

1. Be comprised solely of BPAC members;
2. Consist of less than a quorum;
3. Have a defined purpose and timeframe to accomplish said purpose;
4. Be advisory.

At the October 27, 2025 meeting, BPAC dissolved the previous subcommittees and created the ad-hoc Wayfinding Subcommittee. At the March 23, 2026 meeting, BPAC created an ad-hoc Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects Subcommittee.

DISCUSSION

The current BPAC ad-hoc subcommittees may provide an update to the BPAC:

- Wayfinding Subcommittee - Members Haro, Kratz, and Marinaro
- Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects Subcommittee - Members Jenaro and Kratz

The City Attorney's Office advised that all ad-hoc subcommittee progress reports should be consolidated into a single staff report rather than separate individual reports. This is notable for BPAC as it represents a change from the previous agenda format. This format change shortens BPAC agendas, reduces staff workload, and still allows all subcommittees to report on their progress.

Written by: Ralph Garcia, Senior Civil Engineer, Public Works

Reviewed by: Carol Shariat, Transportation Manager, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENT

1. Wayfinding Subcommittee

2. Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects Subcommittee

Meeting Minutes--City of Santa Clara BPAC Subcommittee on Wayfinding

Location: Jonathan Marinaro's home

Date: April 22, 2026

Time: 5:30 p.m. to 7:20 p.m.

Attendance:

Jonathan Marinaro (brought laptop with files for use at meeting)

Jorge Haro

Ken Kratz (recording secretary; provided bicycle map, plastic overlay, & pens)

Agenda Items:

Select destinations to be on the signs that will be placed along the routes.

Actions:

Selected locations for signs at intersections of the routes. For example: Bay Trail (County route 2) to STACT (County route 16), 200 to Guadalupe River Trail (County route 9), 200 to STACT (County route 16), 300 to Guadalupe River Trail (County route 9), 200 to 300, 300 to STACT (County route 16), 600 to STACT (County route 16), 600 to 171, Pruneridge (County route 18) to 171, and others.

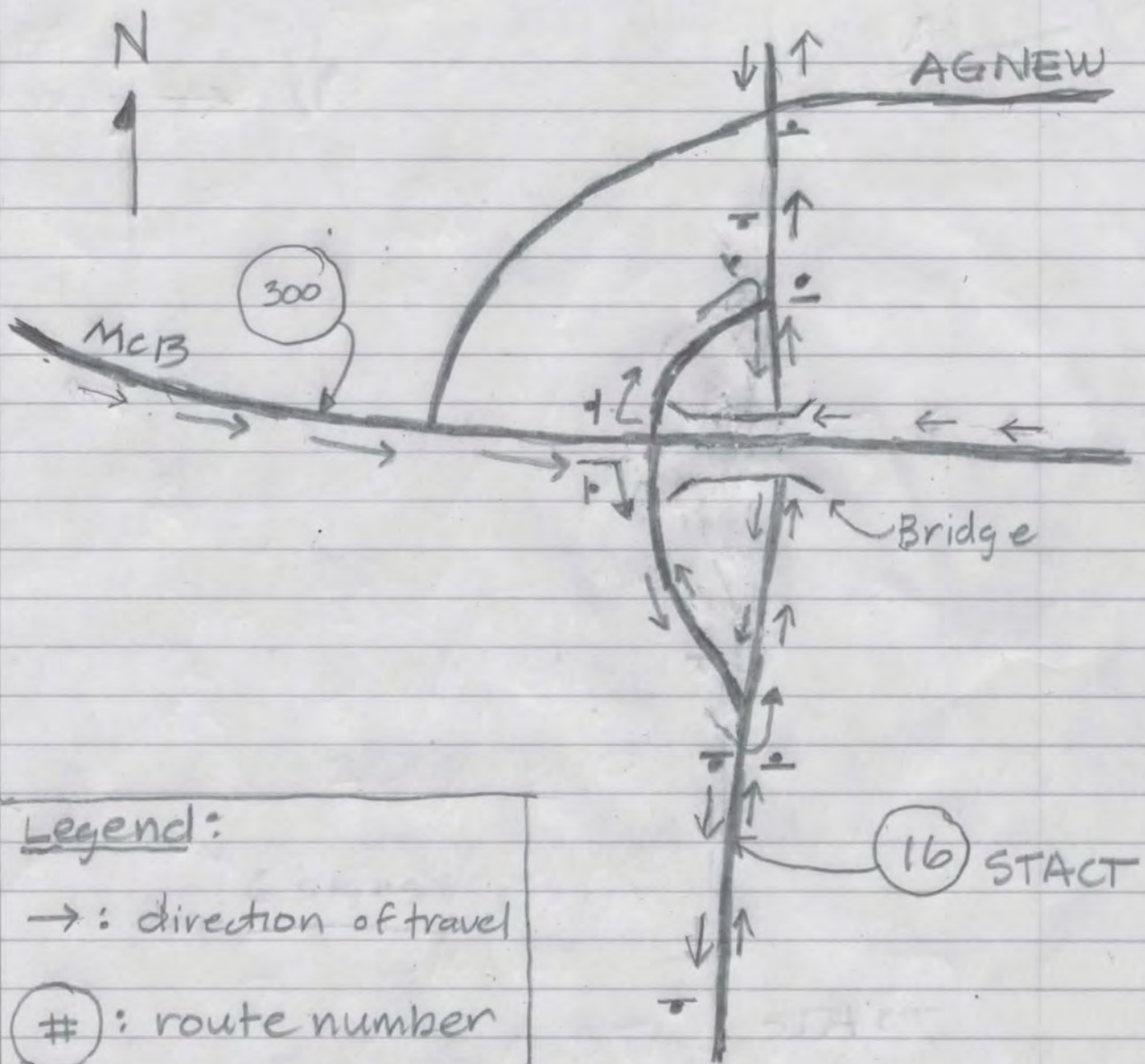
Selected locations for signs at intersection of route 300 (MCB) and route 16 (STACT) in order to direct cyclists to hairpin turns and ramps leading to the underpass.

Selected locations for signs at intersection of route 300 (MCB) and route 9 (Guadalupe River Trail) through Thamien Park. (Agnew to Garrity to Lick Mill To Thamien park to Guadalupe River Trail).

Started work on selecting destinations and sign legends (words and symbols [glyphs & logos]); completed work on government and transit hub destinations.

Other Notes: None

Next Meeting: To be determined. Need to continue work on signs: selecting destinations, sign legends and sign locations.

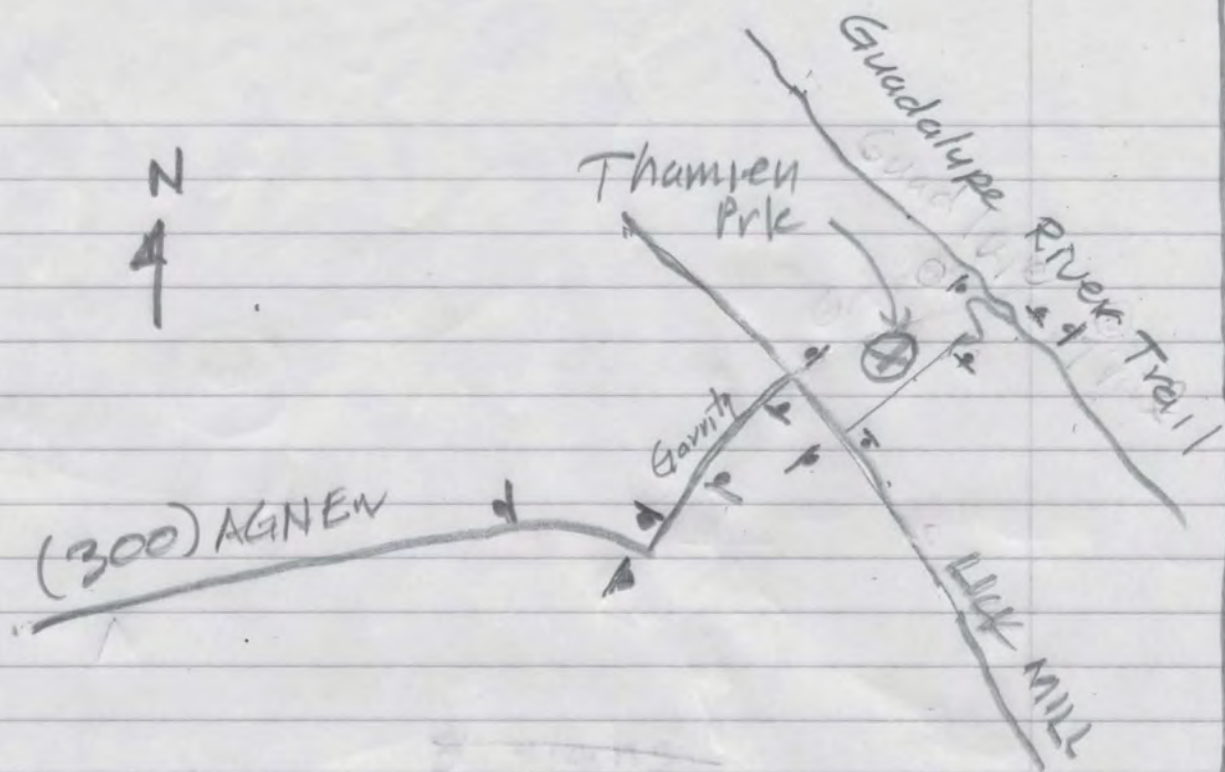


Legend:
 → : direction of travel
 (#) : route number
 ◻ : sign facing direction of travel

PLAN VIEW
(NTS)

BPAC Wayfinding Subcommittee
 Sign Locations
 MCB @ STACT

DATE: 4/22/26
 drawn: KRATZ



Legend:

→ : direction of travel

⊕ : route number

⊙ : sign facing direction of travel

PLAN VIEW
(NTS)

BPAC Wayfinding Subcommittee
Sign Locations
Route 300 to Guadalupe River Trail

date: 4/22/26
drawn:
KRATZ

BPAC Wayfinding Subcommittee
List of Route Intersections
April 22, 2026

Intersections of routes (north to south):

N/O Highway 101:

Bay Trail/Guadalupe River Trail

Bay Trail/STACT

200/Guadalupe River Trail

200/STACT

200/200 (turn)

300//Guadalupe River Trail

300/300 (turn)

200/300

300 turn (around Mission College to the north)

300 turn (around Mission college to the south)

300/STACT

S/O Highway 101:

600/STACT

600/171

18/171

Meeting Minutes--City of Santa Clara BPAC Subcommittee on Wayfinding

Location: Jonathan Marinaro's home

Date: May 12, 2026

Time: 6:30 pm. to 8:30 pm.

Attendance:

Present:

Jorge Haro

Ken Kratz (recording secretary; provided bicycle map, plastic overlay, & pens)

Absent:

Jonathan Marinaro

Agenda Items:

Continued selection of destinations to be on the signs that will be placed along selected routes.

Actions:

Continued work selecting destinations and sign content (descriptions of destination through words, glyphs & logos) and the selection of appropriate routes for those destinations.

Completed work on the last two categories of destinations:

III: Points of Interest & Services,

IV. Commerce, Businesses, Hospitals, Nearby Points of Interest near City limits & Misc.

This completes work the selection of sign content and routes for those destinations for all the categories of destinations selected by the Subcommittee.

Other Notes: None

Next Meeting: To be determined. Need to select destinations for inclusion on particular signs along the selected routes. The number of destinations per sign may be restricted to only a few destinations in order to fit on a standard sign.

City of Santa Clara BPAC Wayfinding Subcommittee
List of Possible Destinations Along Routes
March 29, 2026
(revised 4/22/2026, started word, symbol and route selections)
(revised 5/12/2026, completed word, symbol and route selections)
(compiled by Ken Kratz)

Legend:

G: GLPH

L: Logo

W: Words

N: no sign (destination is not near proposed routes; destination is struck out for historical record)

?: to be determined

C: closed

(...): route selection

Destinations:

I. Government:

Federal:

G: Post Offices:

Sanchez Annex on Walsh Ave. near Scott Blvd.

Santa Clara in downtown Franklin mall

Mission Santa Clara on Kiely at Benton

Agnew Post Office on Lafayette Street at Eisenhower

N: ~~Immigration Office~~

State:

L: Department of Motor Vehicles, (Flora Vista Ave.)

?: Schools: Elementary, Middle School, High School, Junior College, College

County:

C: ~~Santa Clara County Court House (1095 Homestead Road between Main and Washington St.)~~

City:

N: ~~City Hall~~

G: Police Station

G: Police Northside Substation (3992 Rivermark Parkway [at Harrigan] in Rivermark)

N: ~~Fire Stations~~

G: Libraries (Central, Mission and Northside Branch)

N: ~~Dept. Of Public Works Corporation Yard (1700 Walsh Avenue)~~

G: Parks: (<https://www.santaclaraca.gov/our-city/departments-g-z/parks-recreation/parks-and-facilities>

recreational facilities, picnic facilities, bathrooms)

G (STACT): Central Park

G (STACT): Swim Center

G (STACT) Central Library

G (STACT) Northside Library

?: Mission Branch Library

W (300): Reed & Grant Sports Park (recreation fields); 750 Reed Street

G (600): Larry Marsalli Park (ECR at De La Cruz)

G (300): Montague Park and Aquatic Center (public pool and park; 3595 MacGregor Lane)

W (300): Agnews Historic Park & Mansion (4030 Lafayette St.)

N: ~~Memorial Cross Park (412 Martin Ave.)~~

N: ~~Lawrence Station community (park, community room; 2985 Feliz Rd.)~~

N: ~~Community Recreation Center (recreation, classes; 969 Kiely Blvd, CSC)~~

G (STACT & 600): Youth & Teen Activity Center (recreation programs for youth; 2466 Cabrillo Avenue)

G (STACT & 600): Skate Park (at Youth & Teen Activity Center on Cabrillo)

N: ~~Lou Vierra Baseball Field (part of Bowers Park on Cabrillo)~~

W (600): Senior Center (1303 Fremont Street)

W: Historical and Landmarks (Buildings, Commemorative Sites, Historic Tours)
(600) The Adobe

G (600): Triton Museum (Ca. art museum; 1505 Warburton Ave. Across from City Hall)

N: ~~San Tomas Aquino Creek Trail~~

G (200): Youth Soccer Park (5020 Stars and Stripes Road)

II. Transportation Hubs:

Bus: VTA;

G (600): Santa Clara Transit Center (1005 Railroad Avenue);

N: ~~Westfield Valley Fair (transit hub on Forest Avenue at mall in S.J)~~

G, L (200): Light Rail stations: (VTA light rail stations in SC):

Lick Mill
Great America
Old Ironsides
Reamwood

G, L Heavy Rail:

CalTrain,
ACE Train
Amtrak (Capitol Corridor stations):
CalTrain station at Lawrence Expwy.
Santa Clara Transit Center (CalTrain & Amtrak; 1005 Railroad Avenue)

Plane:

G (300, on Guadalupe River Trail) San Jose International Airport

III. Points of Interest and Services:

L, S (200), (16), (9), (2): Santa Clara Convention Center

L, S (200), (16), (9), (2): Levis Stadium

?: Great America (amusement park; will be closing)

S (600), (16): Triton Museum (contemporary California art; Warburton Ave., near City Hall)

S (600) Franklin Mall

L?, S (600): Santa Clara Mission (Logo with Mission bell?)

L, S (600): Santa Clara University (higher education institution; 500 El Camino Real) (Logo with building and text)

S? (600) de Saisset Museum (museum of art and history at Santa Clara University)

S Santa Clara ~~Transit Center~~ Train Station Museum (commuter trains stop, historic depot, library, museum, model trains; 1005 Railroad Avenue, CSC) (Sign for museum?)

L,S (300), (16): Intel museum (electronic manufacturing museum; 2200 Mission College Blvd. CSC)

S (600): Women's Club Adobe (historic meeting place; 3260 the Alameda, CSC) (existing signs to be considered)

N: ~~Harris-Lass Historic Preserve (historic home and grounds, museum)~~

N: ~~Mission City Memorial Park (cemetery, trees, first settlers,; 420 N. Winchester Blvd, CSC)~~

S (300): Agnews State Hospital (historical buildings and grounds); 4030 Lafayette Street, CSC.

S (300), (9) Agnews Historic Cemetery (historic; 1250 Hope Drive, CSC)

S (200), (9): Ulistac Natural Area (open space, regional and cultural resource; 4901 Lick Mill Blvd., CSC)

S (16), (9): Everett N. "Eddie" Souza Park (public garden on STACT trail, Monroe St. @ ST Expwy)

N: ~~Silicon Valley Chamber of Commerce & Innovation (3350 Scott Blvd.)~~

S (600): Historic sites and buildings: Carmelite Monastery (1000 Lincoln St.)

S (600): Places registered in the National Register of Historic Places: Morse Mansion (981 Fremont St.)

N: ~~Berryessa Adobe (historic adobe home & museum; 373 Jefferson St., CSC)~~

S (200), (300), (16), (9): John W. Christian Greenbelt (Sunnyvale bike path connecting to Mission College)

L,S (171): Kaiser Hospital

S (16), (600): Youth Activity Center (on Cabrillo near San Tomas Expressway)

S (16), (600): Skate Park (on Cabrillo near San Tomas Expressway)

IV. Commerce, Businesses, Hospitals, Nearby Points of Interest near City limits, Misc.:

L,S (171): Hospitals:

l, S (171): Kaiser Hospital

N: ~~O'Connor Hospital~~

S: Bicycle repair:

S (16): Off Ramp,

N: ~~Sports Basement~~

?: Sports Authority (is this store existing at Westfield Valley Fair?)

N: ~~Santa Clara Farmers Market (produce market); 950 Jackson St. btwn. Benton and Homestead Rd)~~

S (600): Westfield Valley Fair (shopping and bus hub connection; 2855 Stevens Creek Blvd, Santa Clara)

L, S (600), (171), (18): Apple Park (Apple headquarters campus & visitor center; Cupertino, S.E. crnr of Homestead and Tantau).

S (171), (2), (9): Don Edwards S.F. Bay National Wildlife Refuge (wildlife, trails; 1751 Grand Blvd., San Jose)

S (16, (2): Sunnyvale Baylands Park (recreation, trails, picnic; 999 E Caribbean Dr, Sunnyvale)

N: ~~Santana Row (San Jose, 377 Santana Row, Stevens Creek Blvd and Winchester)~~

N: ~~Winchester Mystery House (San Jose, 525 S. Winchester Blvd.)~~

L, S (171): Salvation Army Citadel (food pantry, recreation & social activities; 3090 Homestead Road)

S (171): SCUSD Farm (Sunnyvale, Peterson Middle School campus, 1380 Roasalia Ave.)

N: ~~Cyprus Avenue (connection to San Jose; bridge over 280; bridge on Constance Drive. Cyprus)~~

L,S (171), (600), (16), Historic El Camino Real (to complement existing signs and hanging bells along road)

S (171): Korean town (Korean restaurants)

N: ~~Silicon Valley Central Chamber of Commerce (3350 Scott Blvd.)~~

Meeting Minutes—CSC BPAC Subcommittee on Data Collection and Analysis

Location: Zoom meeting
Date: May 18, 2026
Time: 7:00 pm to 8pm

Attendance:

Ken Kratz
Guillermo Rabadan

Agenda Items:

This was an organizing meeting to create a mission statement, establish core objectives, explore key questions and to develop a scope of work to answer those questions and accomplish those objectives.

Actions::

Identified existing known data-sets. Ken to contact City staff to confirm existing collision data sets (e.g., Police Department, VTA and Vision Zero data sets).

Ken will research the City of Marin's efforts to regulate scooters on their streets.


Propose City's reporting tool (e.g. MySantaClara) provide an input for bicycle and pedestrian specific reports.

Other Notes: See attached BPAC Subcommittee-Working Session #1 held on May 18, 2026

Next Meeting: To be determined.

Summary of Comments on 5f051b69-804e-4ce4-a19f-1a0cb67f5b91.pdf

Page: 1

 Number: 1 Author: RGarcia1 Subject: Typewritten Text Date: 6/5/2026 12:20:47 PM
Attachment 2

1. Core Objectives

The subcommittee will focus on:

- Identifying existing datasets and data gaps
- Improving data-driven prioritization of infrastructure investments
- Supporting safer multimodal transportation planning
- Benchmarking Santa Clara against peer cities
- Defining actionable KPI's and measurement frameworks
- Improving data transparency and accessibility of mobility-related information


Ken:

- Did analysis of existing data sets (VTA has already collected data) → **ACTION** to explore this
- City / Police also collected data for Vision Zero - we have collision data → **ACTION** look at the report
- Proposal of a name change for the Subcommittee:

BPAC Subcommittee on Data collection and analysis for Bicycles and Pedestrians

Short name: Data Collection and Analysis Subcommittee

Mission statement:

Ensure the BPAC and City Council and citizens/general public are able to see the performance indicators of the decisions of the BPAC and City council improve cycling and pedestrian use in the city. 

Alternative: Advance safer and more effective bicycle and pedestrian mobility in Santa Clara through transparent data, measurable outcomes, and evidence-based infrastructure and policy recommendations.

Existing Datasets Identified

- Santa Clara Valley Transportation Authority (VTA) collision and transportation datasets
- Police collision reports with approximately 10 years of bicycle/pedestrian history
- Existing Vision Zero analyses conducted by city staff and consultants

2. Key questions requiring Data Support

Key questions we need answers to to support BPAC advisory and support process:

A. **SAFETY and RISK Assessment**

- Historical bicycle and pedestrian accident data
- Heatmaps of crashes, injuries, and fatalities
- Identification of high-risk intersections and corridors
- Near-miss reporting and unsafe-condition reports
 - Example of Ken: a homeowner reporting issues of an intersection. This should be added to unsafe and risk assessments.
 - Maybe a survey on safety specific issues
- Speed-related incidents
- Police and public safety request/reports
 - **ACTION:** propose that in the reporting tool of the city there is an input for Bike or pedestrian specific report.

- Conflict points between:
 - Cars
 - Pedestrians
 - Cyclists
 - **E-bikes**
 - **Scooters**
 - Ken: Marin has identified issues (get the reference).
 - What is the current legal regulations
 - What can be proposed to the city for consideration
 - Higher levels of gov for directions on this topic
 - School zones

Context/environmental enhancements:

- Time-of-day patterns
- School commute patterns
- Lighting conditions
- Weather conditions
- Traffic speed correlations
- Visibility limitations
- Construction-related safety impacts

Key Questions we want to address with this data

- Which areas have the highest safety risk
- Where do near misses occur even if no formal accident was reported
- Are there corridors with repeated complaints but limited official data?
- Are current reporting systems capturing the real safety picture?

B. **Usage:** is the general public increasingly using the B/P infrastructure that is build built

- Bike counts
- Lightspeed data
- xxxx

Post meeting:

Actions

Action	Owner	Deadline
Follow up with city staff regarding: <ul style="list-style-type: none"> <input type="radio"/> Available datasets <input type="radio"/> Vision Zero analysis <input type="radio"/> Reporting system capabilities 	Ken	TBC
Research examples from Marin County and other peer cities	Ken	TBC
Share working session document and action items	Guillermo	May 19

=====

From [Ken Kratzon](#) April 19th email

1. Reviewing the various data driven methods, those proposed and those currently in use, that City staff described at the BPAC meeting.
2. Writing an expanded description of the methods, if needed, for our and BPAC's benefit.
3. Creating a spreadsheet on those methods that includes the costs to apply those methods.
4. Including alternative methods to collect and evaluate data other than those suggested by City staff. I have some ideas to contribute regarding low cost methods to acquire data that are used by other cities.
5. Prioritizing the methods for consideration by BPAC (most important step).

From [Guillermo Jenaroon](#) April 21

1. Find a benchmark city (maybe SF) and identify their data approach, sources, strategy, and costs (should ask the city engineering team for a contact, I'll send an email to inquire this, will CC you).
 2. Identify key questions we (BPAC) /need to address with the data (linked to 5).
- Shall we pic May 5 for a meeting at 12 pm via Gmeet?