



City of Santa Clara

Meeting Agenda

Bicycle & Pedestrian Advisory Committee

Monday, January 26, 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. 25-1690 [Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 27, 2025 \(Megas\)](#)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 27, 2025.

4 REPORTS FOR COMMITTEE INFORMATION

- A. 25-1691 [Police Verbal Update \(Ernst\)](#)

5 ACTION ITEMS / GENERAL BUSINESS

A. 25-1696 [Transportation Development Act/Transportation Fund for Clean Air Funding Recommendations \(Shariat\)](#)

Recommendation: 1. Approve Alternative 1 to apply for the FY 2026/27 TDA funding cycle to supplement funding for the Measure I Bicycle Wayfinding project; and
2. Approve staff recommendation to apply for the FY 2026/27 TFCA funding cycle for the purchase of bicycle racks and install them within the public right-of-way locations identified within the spot improvements graphic.

B. 25-1697 [Review of Work Plan Topics Proposed for Fiscal Year 2026/27 BPAC Work Plan \(Garcia\)](#)

Recommendation: Approve staff recommendation regarding the development of the FY 2026/27 BPAC Work Plan.

C. 25-1692 [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.

6 **REPORTS FOR COMMITTEE INFORMATION**

A. 25-1694 [Public Works Verbal Update \(Liw/Shariat\)](#)

B. 25-1704 [Improvements to Safe Routes to School Program \(Shariat\)](#)

C. 25-1705 [Safety Tips on BPAC Website, Posters, and Bicycle Map \(Garcia\)](#)

D. 25-1708 [Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update \(Megas\)](#)

E. 25-1709 [Santa Clara Station Area Task Force Update \(Shure\)](#)

F. 25-1700 [Ad-hoc Subcommittee Reports \(Megas\)](#)

7 **ANNOUNCEMENTS AND MEMBER REPORTS**

8 **ADJOURNMENT**

The next meeting will be on Monday, March 23, 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."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

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Individuals who require an auxiliary aid or service for effective communication, or any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.



City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
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Agenda Report

25-1690

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 27, 2025 (Megas)

RECOMMENDATION

Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of October 27, 2025.

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

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

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

ATTACHMENT

1. BPAC Meeting Minutes, October 27, 2025



City of Santa Clara

Meeting Minutes

Bicycle & Pedestrian Advisory Committee

10/27/2025

4:00 PM

Hybrid Meeting
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 4:02 PM.

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Present 6 - Member Hung Duong, Member Jorge Haro, Member Ken Kratz, Vice Chair Jonathan Marinaro, Chair Betsy Megas, and Member Vernon Shure

Absent 1 - Member Guillermo Jenaro

A motion was made by Member Kratz, seconded by Member Duong to excuse Member Jenaro from the meeting.

Aye: 6 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, and Member Shure

Excused: 1 - Member Jenaro

2 PUBLIC PRESENTATIONS

Video [00:03:06]

Roberta Cadwallader commented that children are riding bicycles on the sidewalk and she is expected to move when bicyclists are passing on the sidewalk. She does not like that she has to move over while walking on the sidewalk because she is a senior with arthritis. Parents are telling their children that they have the right to ride on the sidewalk, but the City has regulations stating that there's no bicycle riding on the sidewalks. Seniors are in danger and this is a concern.

Member Kratz sought clarification from Staff on the issue that was just presented.

Transportation Manager Chan verified that in his discussion with the Police Department, and having looked at the City Ordinance, that riding a bicycle on City sidewalks is not permitted.

Diane Harrison commented that speakers, including BPAC members and non-members, should identify themselves when speaking.

3 CONSENT CALENDAR

- A. [25-1074](#) Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025 (Chair)

Recommendation: Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of August 25, 2025.

Video [00:08:39]

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

Aye: 6 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, and Member Shure

Excused: 1 - Member Jenaro

4 REPORTS FOR COMMITTEE INFORMATION

- A. [25-1075](#) Police Verbal Update (Police Staff)

Video: [00:11:57]

This agenda item was not discussed at the meeting since the Police Department Representative was not in attendance.

5 ACTION ITEMS / GENERAL BUSINESS

- A. [25-1084](#) Action to Recommend City Council Adoption of the Santa Clara Vision Zero Action Plan (He)

Recommendation: Recommend to City Council to adopt the Santa Clara Vision Zero Action Plan.

Video: [00:12:24]

Senior Civil Engineer He and Mr. Mike Colety, Project Consultant - Senior Vice President from Kimley-Horn Associates provided a presentation regarding **Vision Zero** Key Plan Elements, Next Steps, and Staff Recommendation for approval and adoption by City Council.

Public Speakers: Diane Harrison and Gavin Achtemeir

A motion was made by Vice Chair Marinaro, seconded by Member Kratz, to recommend to City Council to adopt the Santa Clara Vision Zero Action Plan. The motion carried by the following votes:

Aye: 6 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, and Member Shure

Excused: 1 - Member Jenaro

- B. [25-1518](#) Dissolution of Current Subcommittees and Creation of New Subcommittees (Chan/Haro)

Recommendation: Dissolve current BPAC subcommittees and create new subcommittees as requested by the BPAC

Video: [01:23:28]

Transportation Manager Chan and **Deputy City Attorney Haro** provided a report on subcommittees as part of the BPAC.

Committee comments and questions followed. **Transportation Manager Chan** and **Deputy City Attorney Haro** addressed **Committee** questions.

Public Speaker: Diane Harrison

A motion was made by Vice Chair Marinaro, seconded by Chair Megas, to dissolve the current BPAC subcommittees and create a new Wayfinding ad-hoc subcommittees as requested by the BPAC. The motion carried by the following votes:

Aye: 5 - Member Duong, Member Haro, Vice Chair Marinaro, Chair Megas, and Member Shure

Nay: 1 - Member Kratz

Excused: 1 - Member Jenaro

Video: [02:49:34]

A motion was made by Chair Megas, seconded by Member Shure, to appoint members Haro, Kratz, and Vice Chair Marinaro to the Wayfinding ad-hoc subcommittee. The motion carried by the following votes:

Aye: 6 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, and Member Shure

Excused: 1 - Member Jenaro

6 REPORTS FOR COMMITTEE INFORMATION (CONTINUED)

A. [25-1077](#) Public Works Verbal Update (Liw/Chan)

Video: [03:06:43]

Transportation Manager Chan gave the following updates:

1. Rules of the Subcommittees as discussed in item 25-1518.
2. Superbowl 60, February 2026
3. FIFA World Cup, June and July 2026: 6 games
4. Traffic Staff Update - **Assistant Director/City Engineer Liw** mentioned that **Senior Civil Engineer He** has been promoted recently and is now with the Design Division of the Department of Public Works.
5. Work Plan Topic Request Forms due December 12, 2025
6. BPAC Workplan

Transportation Manager Chan advised the **Committee** that this is his last BPAC meeting with the City of Santa Clara as he is retiring at the end of the year.

B. [25-1085](#) Complete Streets Review for the 2026 Annual Street Maintenance and Rehabilitation Project (Chan)

Video: [03:11:49]

Transportation Manager Chan reported to the **Committee** that the Department of Public Works is designing the 2026 Annual Street Maintenance and Rehabilitation Project.

Committee comments and questions followed. **Transportation Manager Chan** addressed the **Committee** questions.

- C. [25-1083](#) Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program (Chan)

Video: [03:29:32]

Transportation Manager Chan reported that **Member Kratz and Jane Casamajor** requested a review and update of the City Traffic Neighborhood Traffic Calming Program (NTCP). As part of the Vision Zero study presented earlier this evening, the NTCP will be comprehensively updated to support Vision Zero.

Committee comments and questions followed. **Transportation Manager Chan** addressed **Committee** questions.

- D. [25-1080](#) San Tomas Aquino Creek Trail Closures, Detours, and Public Noticing for Upcoming Major Events (Chan)

Video: [03:41:03]

Transportation Manager Chan reported some preliminary information on the NFL staff planning of Super Bowl 60 which will impact bicycle and pedestrian travel. A map was shown on which streets will be closed.

Committee comments and questions followed. **Transportation Manager Chan** addressed **Committee** questions.

- E. [25-1082](#) Report on Funding Opportunities (Garcia)

Video: [04:07:50]

Senior Civil Engineer Garcia reported on current and upcoming funding opportunities, such as public grants, and private sources of funding, including potential infrastructure projects and programs eligible for this funding.

Committee comments and questions followed. **Senior Civil Engineer Garcia** addressed **Committee** questions.

Public Speaker: Diane Harrison

F. [25-1071](#) Bicycle Plan Status of Projects and Programs (Shariat)

Video: [04:19:18]

Principal Transportation Planner Shariat reported regarding the project and programs of the Bicycle Plan.

Committee comments and questions followed. **Principal Transportation Planner Shariat** addressed **Committee** questions.

Public Speaker: Diane Harrison and Edmund Drozek

G. [25-1073](#) Pedestrian Master Plan Status of Projects, Objectives, and Policies (Shariat)

Video: [04:52:44]

Principal Transportation Planner Shariat reported on the status of the Pedestrian Master Plan projects and objectives.

Committee comments and questions followed. **Principal Transportation Planner Shariat** addressed **Committee** questions.

Public Speaker: Diane Harrison

H. [25-1122](#) Grant Activity Verbal Update (Shariat)

Video: [05:14:33]

Principal Transportation Planner Shariat reported on the Grant Activity.

Committee comments and questions followed. **Principal Transportation Planner Shariat** addressed **Committee** questions.

Public Speaker: Diane Harrison

- I. [25-1078](#) Valley Transportation Authority Bicycle and Pedestrian Advisory
Committee Meetings Update (Megas)

Video: [05:17:23]

Chair Megas reported on the Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings.

Committee comments and questions followed. **Chair Megas** addressed **Committee** questions.

Public Speaker: James Kuszmaul

- J. [25-1079](#) Santa Clara Station Area Task Force Update (Shure)

Video: [05:31:59]

Member Shure reported on the update of the Santa Clara Station Area Task Force.

Committee comments and questions followed. **Member Shure** addressed **Committee** questions.

7 ANNOUNCEMENTS

Video: [05:41:09]

Chair Megas reported that November 1 is the 70th Anniversary of the Mission Library.

November 1 and 2: Semi-Annual Open House for the South Bay Historical Railroad Society.

8 ADJOURNMENT

Video: [05:42:35]

A motion was made by Vice Chair Marinaro, seconded by Chair Megas to adjourn the meeting at 9:45 PM. The motion carried by the following votes:

Aye: 6 - Member Duong, Member Haro, Member Kratz, Vice Chair Marinaro, Chair Megas, and Member Shure

Excused: 1 - Member Jenaro

MEETING DISCLOSURES

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Agenda Report

25-1691

Agenda Date: 1/26/2026

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, Principal Transportation Planner, Public Works

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



Agenda Report

25-1696

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Transportation Development Act/Transportation Fund for Clean Air Funding Recommendations (Shariat)

BACKGROUND

Transportation Development Act

The Metropolitan Transportation Commission administers the Transportation Development Act Article 3 (TDA) program that is funded by a quarter-cent State sales tax. The Santa Clara Valley Transportation Authority (VTA) is designated to administer the program in Santa Clara County. VTA allocates TDA funds for competitively selected projects and distributes the funds to jurisdictions based on population.

This program is limited to funding for the design and construction of improvements for bicycle or pedestrian projects. This includes bicycle lanes, signage, wheelchair ramps, crosswalk or pedestrian-scale lighting, and sidewalks.

In previous funding cycles, the TDA program consisted of two categories: (1) an amount reserved for projects in the 2013 VTA Bicycle Expenditure Program (BEP), and (2) an amount guaranteed for each local agency. The guaranteed FY 2026/27 amount for Santa Clara is approximately \$159,500, which is similar to FY 2025/26.

Transportation Fund for Clean Air

The Bay Area Air Quality Management District oversees the Transportation Fund for Clean Air (TFCA) grant program that is funded by a four-dollar surcharge on motor vehicles registered in the Bay Area. The Santa Clara VTA is designated to administer part of the program funds to local agencies in Santa Clara County. The amount of grant funds to be awarded for FY 2026/27 to local agencies within the Bay Area region has yet to be released.

Eligible uses for this grant include reducing motor vehicle emissions through things such as zero emission vehicles, bicycle projects, ridesharing programs, transit programs, and traffic signal timing. The VTA is anticipated to release a Call-for-Projects in early 2026 for the FY 2026/27 funding cycle.

DISCUSSION

Transportation Development Act

The VTA is anticipated to release the TDA program Call-for-Projects in March 2026 for the FY 2026/27 funding cycle. The application deadline is anticipated to be in April 2026 and the funding must be spent prior to June 2029. VTA has not published the TDA category 1 competitive grant program details yet. Staff will continue to track this to identify opportunities to fund city bicycle and pedestrian projects. For TDA category 2, the VTA will announce the amount of funds available in late

February 2026, however staff anticipates approximately \$319,000 of funds will be available to the City. This amount includes \$159,500 of TDA funds “banked” from last year.

For this upcoming funding cycle, staff recommends that TDA category 2 be used to supplement funding for the Measure I Bicycle Wayfinding project. The recently passed Measure I includes funding for this project in the amount of \$300,000. This project stems from the City’s Bicycle Plan Update 2018 (Plan) that was approved by City Council in September 2019. One of the goals in the Plan is to increase bicycle mode share to 5 percent by 2026. To support this goal, the Plan includes Policy 3.A.2, which is to develop a city-wide bicycle wayfinding system providing access to various City destinations. At the September 2019 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, BPAC members formed a subcommittee to research and provide a report on how a wayfinding system could be implemented within the city. At the October 2019 BPAC meeting, the subcommittee provided a presentation on proposed wayfinding routes, cost estimates, and designs. Thus, these additional funds would support hiring a consultant to implement the BPAC wayfinding proposal as part of the Measure I Bicycle Wayfinding project in Santa Clara.

Two alternatives are listed below:

1. Apply for FY 2026/27 funds to supplement funding for the Measure I Bicycle Wayfinding project
2. Do not apply for FY 2026/27 funds, “bank” the guaranteed funds, and apply to use the funds during a future funding cycle to implement a larger future project.

Staff recommends Alternative 1 and BPAC is encouraged to discuss and provide comments on TDA funding priorities.

Transportation Fund for Clear Air

The City’s Bicycle Plan Update 2018 (Plan) was approved by City Council in September 2019. One of the goals in the Plan is to increase bicycle mode share to 5 percent by 2026. To support this goal, the Plan includes Policy 3.A.4, which is to prioritize the installation of bicycle parking in the public right-of-way and work with private property owners to install them at key commercial and retail destinations. Additionally, the Plan’s recommended spot improvements (Attachment 1), identifies locations to install new bicycle racks within the public right-of-way. The cost for bicycle racks is approximately \$1,200 each.

Staff recommends applying for FY 2026/27 TFCA grant funds to purchase bicycle racks and install them within the public right-of-way locations identified within the spot improvements graphic.

BPAC is encouraged to discuss these potential projects and provide comments on TFCA and TDA funding priorities.

RECOMMENDATION

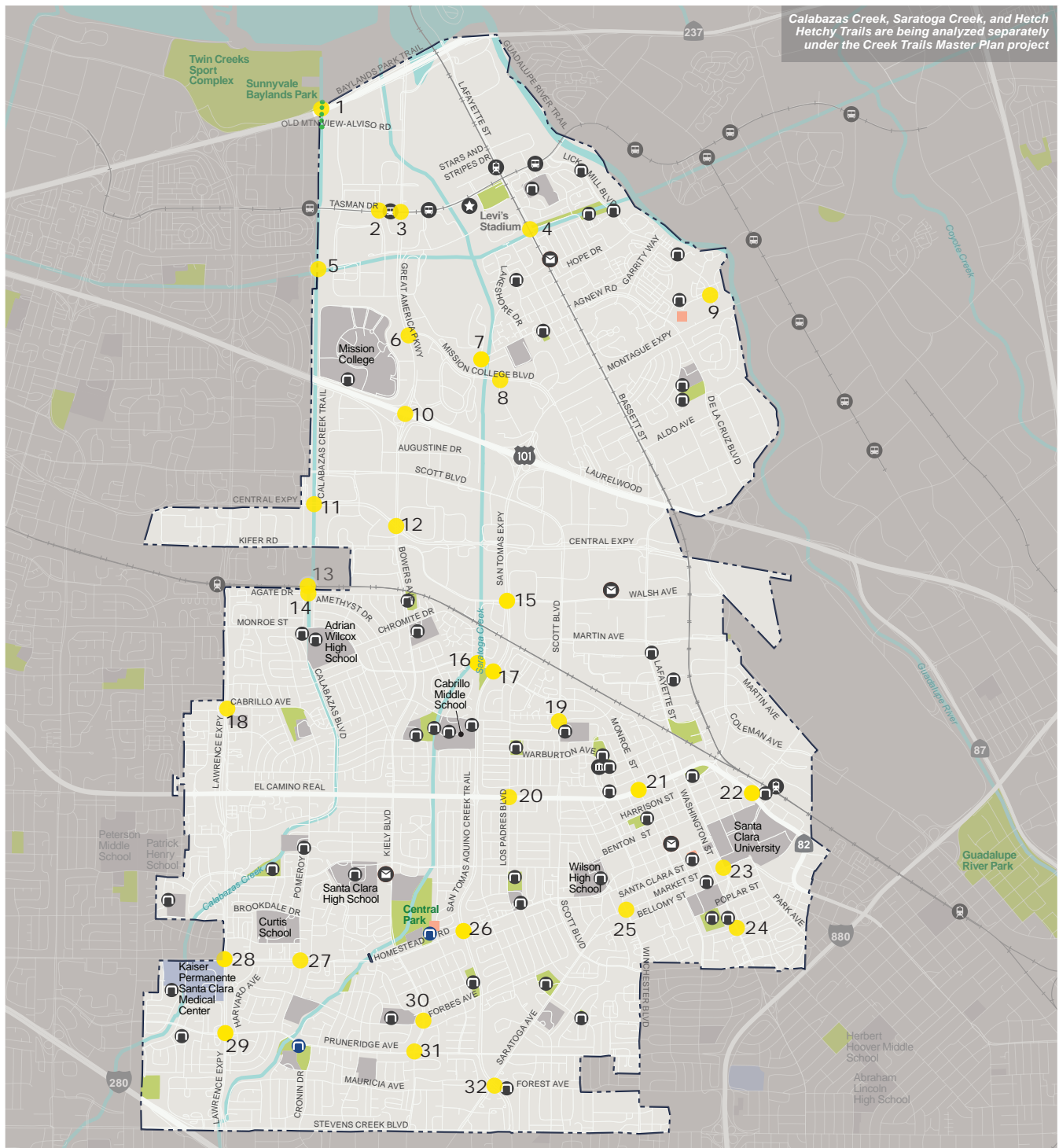
1. Approve Alternative 1 to apply for the FY 2026/27 TDA funding cycle to supplement funding for the Measure I Bicycle Wayfinding project; and
2. Approve staff recommendation to apply for the FY 2026/27 TFCA funding cycle for the purchase of bicycle racks and install them within the public right-of-way locations identified within the spot improvements graphic.

Written by: Carol Shariat, Interim Transportation Manager, Public Works
Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Recommended Spot Improvements

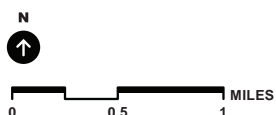
Figure 16



Source: City of Santa Clara, Caltrans, US Census, ESRI, VTA. Map produced March 2018.

Recommended Spot Improvements

Santa Clara Bicycle Plan Update 2018



Proposed Improvements

- Spot Improvement
- New Bicycle Parking
- Additional Bicycle Parking

Destinations + Boundaries

- City Hall
- Train Station
- Light Rail Station
- USPS Office
- Sport Stadium
- School
- Hospital
- Park
- Library



Agenda Report

25-1697

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Review of Work Plan Topics Proposed for Fiscal Year 2026/27 BPAC Work Plan (Garcia)

BACKGROUND

Each fiscal year (July 1 through June 30), the Bicycle and Pedestrian Advisory Committee (BPAC) prepares an Annual Work Plan to summarize for the public topics that will be discussed at BPAC meetings. The work plan consists of staff topics (i.e., grant funding opportunities, project and program updates, and complete streets review) and requested topics from BPAC members. Staff develops the overall work plan by taking into consideration available staff resources and other priorities for the Department of Public Works (DPW).

Each year, BPAC members have an opportunity to submit topic requests for consideration to add to the annual work plan. BPAC members will rank the submitted topics to prioritize the topics for inclusion in the work plan.

DISCUSSION

In preparation for the development of the 2026/27 work plan, staff presented the following steps to streamline the work plan development process at the August 25, 2025 BPAC meeting:

Step 1 (Review of Existing Work Plan Topics): At the August meeting, BPAC reviewed all existing work plan topics that had not been discussed at previous BPAC meetings or scheduled for future meetings. The intent was to review items that are not scheduled to be heard and potentially eliminate items due to the large number of items in the backlog. At the meeting, staff provided guidance related to potential elimination of items. A maximum of five topic requests per member was discussed to help manage the number of topics for ranking.

Step 2 (BPAC Suggested Work Plan Topics Submissions): Prior to the January meeting, staff emailed BPAC members the Agenda Topic Request Form. Members completed the form and returned it to staff to request new topics to be considered in the upcoming work plan. BPAC members may also resubmit old topics for consideration or use old topics as inspiration for a new topic. BPAC members submitted 38 work plan topics for consideration for the FY 2026/27 BPAC Work Plan. The topics are listed in the table shown in Attachment 1 and the description of each work plan topic is included in Attachment 2.

Step 3 (Work Plan Topics Discussion and Prioritization): At the January BPAC meeting, staff will present the topics requested by the BPAC. These will consist of new and old topics requested by members in Step 2.

BPAC members will have a chance to provide background on their topic requests and can discuss

topics as needed. At this meeting, BPAC members will be able to group similar topics by subject that can be presented during the same agenda item and limit the number of topics per member. After the meeting, staff will provide BPAC members the materials needed to rank the final list of work plan topics. BPAC members will then rank the topics/subjects and submit their votes to staff electronically. Upon calculation of the rank choice voting, staff will inform the entire BPAC of the results.

Step 4: (BPAC Approval of the FY BPAC Work Plan): At the March BPAC meeting, staff will present a proposed work plan for the upcoming fiscal year. The work plan will consist of staff topics and BPAC requested topics prioritized based on the BPAC rank voting from Step 3 (above), available staff resources, other staff priorities, and the number of BPAC meetings in a fiscal year. Staff topics will include grant funding opportunities, project and program updates, and a Complete Streets review of projects such as the City's annual pavement maintenance project. Staff will then request BPAC to review and approve the proposed work plan.

RECOMMENDATION

Approve staff recommendation regarding the development of the FY 2026/27 BPAC Work Plan.

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

Reviewed by: Carol Shariat, Interim Transportation Manager, Public Works

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

ATTACHMENTS

1. List of BPAC Agenda Topic Requests for FY 2026/27
2. FY 2026/27 BPAC Agenda Topic Requests (38 Topics)

**City of Santa Clara, Department of Public Works
Bicycle and Pedestrian Advisory Committee (BPAC)
Requested Agenda Topics Considered for FY 26/27 Workplan**

Item	Requested Agenda Topic	Dated Requested	Requester Name
1	Sidewalk Improvement and Expansion	Dec-25	Duong
2	Millikin Basics+ Elementary School – Bicycle and Pedestrian Safety Engineering	Dec-25	Jenaro
3	Policy on Bike Riding on Sidewalks	Dec-25	Shure
4	BPAC Processes and Governance	Dec-25	Shure
5	Parking Enforcement	Dec-25	Shure
6	E-bike Safety on San Tomas Aquino Trail	Dec-25	Shure
7	Upgrade zoning maps to include more mixed use & bus service	Dec-25	Kratz
8	City Planning for pedestrian and cyclists	Dec-25	Kratz
9	Improve environment for pedestrians and cyclists	Dec-25	Kratz
10	Tool lending facility and repair classes	Dec-25	Kratz
11	Traffic engineering solutions to common problems	Dec-25	Kratz
12	Upgrade this form	Jan-21	Kratz
13	Update BPAC on new laws and efforts to reduce speed limits & advocate for local control to lower speed limits.	Dec-25	Kratz
14	Right-of-way on city creek trails	Dec-25	Kratz
15	BPAC to lead the review and the creation of new city standards for new development	Dec-25	Kratz
16	Proposal for raised sidewalk installations to cross city streets	Dec-25	Kratz
17	Bicycle Safety and Bike Citation Diversion Classes	Dec-25	Kratz
18	Proposed zoning and development requirements to enhance walking and cycling	Dec-25	Kratz
19	Plant street trees and provide city tree maintenance	Dec-25	Kratz
20	Install tree wells in city streets	Dec-25	Kratz
21	Install parking meters and adopt a parking lot tax	Dec-25	Kratz
22	Development review process: review & implement Impact Fees for vehicle trip generation	Dec-25	Kratz
23	Proposal to standardize city sidewalk widths, building setbacks and building materials	Dec-25	Kratz
24	Report on emergency response times	Dec-25	Kratz
25	Coordination of volunteer efforts to improve cycling	Dec-25	Kratz
26	Establish right-of-way rules for city sidewalks	Dec-25	Kratz
27	City to require trees on private property	Dec-25	Kratz
28	San Tomas Aquino Creek Trail enhancements & restoration	Dec-25	Kratz
29	Revise Annual Work Plan Topic Request Form	Dec-25	Kratz
30	Neighborhood walkways	Dec-25	Kratz
31	Street environment enhancements	Dec-25	Kratz
32	Subsidies for cycling and walking to work	Dec-25	Kratz
33	Public access to commercial and business properties open to the public	Dec-25	Kratz
34	Bicyclist demographic survey	Dec-25	Kratz
35	Public/Private partnerships	Dec-25	Kratz
36	Luminaire base and parking lot sign pole standards for locking bicycles	Dec-25	Kratz
37	Bicycle repair clinics	Dec-25	Kratz
38	Residency requirement proposal	Dec-25	Kratz



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

HUNG G. DUONG

Date:

12/10/25

Proposed Topic Title:

Sidewalk Improvement and Expansion

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

There are many areas in the City of Santa Clara that lack adequate and safe sidewalk for pedestrians to use, forcing people to rely on cars and other modes of transportations.

There are areas where sidewalk disappear suddenly.

There are areas where there are no sidewalk.

There are areas where sidewalk are inaccessible due to hazardous environments, such as overgrown trees and residential/commercial activities.

We should aim for more sidewalk improvement and expansion, to encourage pedestrians to utilize our roads more.

We need more trees and shades.

We need leveled and paved sidewalk.

We need well-lit sidewalk for pedestrians to use at night.

We need to enforce fines and citations where cars parking too close to the curb/intersection and blocking views of sidewalk, creating unnecessary risks for pedestrians while crossing/passing.



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Guillermo Jenaro Rabadan

Date:

12/12/2025

Proposed Topic Title:

Millikin Basics+ Elementary School – Bicycle and Pedestrian Safety Engineer

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

Millikin Basics+ Elementary School operates as a program-of-choice (open-enrollment) school, drawing students from across Santa Clara. Under district policy, students attending via open enrollment are not eligible for school bus service, resulting in heavy reliance on private vehicle drop-off and pick-up, as well as walking and biking to a lesser extent.

This model creates predictable and recurring traffic congestion during school peak hours, including unsafe vehicle maneuvers, curbside conflicts, and frequent interactions between cars, pedestrians, and cyclists. Parents and caregivers report that walking and biking to school feel unsafe, particularly for young students during arrival and dismissal.

Although walking and biking routes are possible, there is no evidence of a recent, site-specific traffic engineering safety evaluation addressing current traffic volumes, circulation patterns, and pedestrian/bicycle conflicts. Education and encouragement programs alone are insufficient to mitigate infrastructure-related safety risks.

Given the school's enrollment structure, lack of bus service, and sustained peak-hour traffic, these conditions are structural and ongoing, warranting a formal engineering review. I personally, being a passionate cyclist, had to stop biking to school as it felt very unsafe.

I therefore request initiation of a Traffic Engineering–led bicycle and pedestrian safety study for the Millikin Basics+ Elementary School area, including:

- Evaluation of circulation, access, crossings, and conflict zones
- Data collection during school peak hours (traffic, speeds, pedestrian/bike activity)
- Identification of short-, medium-, and long-term safety improvements
- Coordination with the school and Safe Routes to School efforts



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Vern Shure

Date:

12/6/2025

Proposed Topic Title:

Policy on Bike Riding on Sidewalks

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

We have had community comments during 2025 BPAC meetings both for and against allowing bike riding on sidewalks in Santa Clara. One parent said that we should raise the age limit for bike riding on sidewalks. A senior citizen stated that she was concerned for her safety with people riding on sidewalks. The BPAC should examine the current policy and consider whether it needs to be adjusted.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Vern Shure

Date:

12/6/2025

Proposed Topic Title:

BPAC Processes and Governance

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

The BPAC needs to consider establishing rules that will allow it to operate more efficiently. The meetings are excessively long. We would be more productive with more frequent, shorter meetings. Some have stated it's a budget issue, but there must be some workaround to enable greater productivity. We might consider allocating only a certain amount of time per agenda item, or limit the number of comments and time on each topic per member. This is open ended, other members may have ideas of their own.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Vern Shure

Date:

12/6/2025

Proposed Topic Title:

Parking Enforcement

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

Cars in certain parts of Santa Clara routinely park in bike lanes and red zones. The area around Scott and Warburton is bad for red zone parking. Octavius Drive, Augustine Drive, and Lakeside Drive are bad for parking in bike lanes. There are probably many other areas where this is an issue which BPAC members are personally familiar with. The BPAC should look into options for addressing this behavior. It would obviously require police involvement for enforcement. Would better signage help?



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Vern Shure

Date:

12/6/2025

Proposed Topic Title:

E-bike Safety on San Tomas Aquino Trail

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

E-Bikes and other motorized vehicles grossly exceed the posted speed limit of 15 mph on the San Tomas Aquino Trail in Santa Clara. They often appear to be traveling at over 2X the posted speed limit, and have greater volume and mass than ordinary bikes. We are subject to the state of CA e-bike law which says class three e-bikes, which can go up to 28 mph, are banned from bike trails and bike lanes. Some e-bikes may be modified to exceed the ordinary limits. The vast majority of e-bikes on this trail are going faster than the 20 mph associated with class one and two e-bikes, which means they should not even be on this trail. Likewise, if they are class three e-bikes they should not even be in bike lanes. The BPAC should take on this issue and see what we can do to address it. E-bikes are not going away, but the laws should be enforced.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kraqtz

Date:

12/12/2025

Proposed Topic Title:

Upgrade zoning maps to include more mixed use & bus service

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

Request City Planning Department and City Council to update zoning maps to include more mixed use (housing over retail and commercial spaces) in order to increase affordable housing and to allow residents options to walk or bicycle to shopping and other commercial services rather than using motor vehicles on those errands. Change zoning to allow compatible businesses and industries to locate in residential areas. The strict zoning separates these functions too much.

Reduce parking facilities for residents' motor vehicles at those developments below current requirements. Provide more bus service from those mixed use developments to present industries and commercial areas in the north side of the city.

These items will increase transit use as well as walking and bicycling to those destination rather than driving. This will also reduce the amount of parking lots in the city, almost all heat absorbing black top (asphaltic concrete), that will in turn reduce the temperatures of the city thereby increasing interest in cycling and walking.

Will reduce number of automobiles on the road and reduce the number of miles motor vehicles are on the road thereby increasing pedestrian and bicyclist's health and safety (fewer pollutants and fewer crashes). This is also a goal of Vision zero.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

City Planning for pedestrian and cyclists

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

Recommend City Council to adopt new city planning requirements to foster a better environment for pedestrians and cyclists. Here are some ideas to implement:

1. Mandate height restriction on new buildings, three stories or less, on the north side of the city, north of 101 freeway. 1This restriction will allow summer breezes to flow inland to the rest of the city. Create computer model to test installation of buildings to determine impact of tall buildings to wind patterns that effective cool the balance of the city in the summer.
2. Provide transit stops within 5 to 10 minute walk of housing and jobs throughout the city.
3. Reduce or eliminate on-site parking. Reduce on-site parking requirements for development that are near transit lines particularly near rail lines. Allow higher densities at such sites. to compensate, provide more bus stops or relocate bust stops to in front of businesses.
4. Provide maximum 60' wide street right-of-way to allow 12' sidewalks minimum in new developments. Increased sidewalk width will I outdoor dining.
5. Create policies to allow more street cart vendors.
6. Allow more live-work units within the city.
7. Allow housing on commercial and industrial if compatible.
8. Neighborhoods to be better linked to regional transit systems.
9. Hire an urban planner to specifically look at neighborhood (start at District level with goal to look at the smaller scale neighborhoods) amenities and deficiencies in order to reduce motor vehicle trips, to determine compatibility of public and private enterprises with neighborhood. Urban planner should also have regional knowledge for opportunities to combine mobility and destination assets of importance to residents.
10. Developers to invest in mass transit as a condition for approval.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Improve environment for pedestrians and cyclists

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

To improve the environment for cyclists and pedestrians, I suggest:

1. Monitor and mitigate excessive noise levels on some city streets.
2. Study levels of small particulate matter on city streets to identify areas for improvement and/or avoidance by cyclists and pedestrians. If possible, mitigate (e.g., sound walls, less abrasive pavements).
3. Increase tree canopy throughout the city.
4. Install white colored pavements on wide multi-lane roads, primarily those roads with little tree cover. Bike lanes to be exempt due to heating effect from reflective surface of white colored pavements.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Tool lending facility and repair classes

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

Start a tool lending at the city library or, in a separate building to be administered by the city, similar to the one in Berkeley Ca. where they charge a nominal fee to use bicycle, gardening, home improvement, and auto repair tools.

This facility will allow patrons low cost access to specialized tools that bicyclists need only occasionally. Facility could also include a bicycle parts program.

The current program at the library mainly includes electrical tools for home energy auditing. The facility I propose will help residents who live in smaller living spaces access to tools that are only need occasionally, circumventing the need to purchase and store the tool.

Provide at low or no cost classes on bicycle repair and maintenance along with bicycle safety checks at the community recreation center and other city facilities.

Maintains bicycles thereby improving safety of cyclists.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Traffic engineering solutions to common problems

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

Here are some traffic engineering solutions to common problems experienced by pedestrians and cyclists throughout the city:

1. Provided mid-block pedestrian crossings throughout the city to increase safety of pedestrians.
2. Provide an alternative route on the STACT that is shorter to bypass the restricted zone around Levis stadium. I suggest an elevated pathway to be constructed to the east of the present trail, connecting to the trail south of the stadium and running through the existing Great America Park and over Tasman Drive and reconnects with the trail north of Tasman.

There could be an elevated spur trail that enters the convention center at the second floor level; there is already a foundation under the floor of the convention center to allow this connection (through the glazing; a connection (stairway and elevator) could also be constructed to the light rail station at the convention center to allow attendees to access the center.
3. Require CSC Engineering Standard Standard Detail ST-27, "Steel Plate Benching" to include all streets not just streets 35 mph or above. This will help cyclists. Also require asphaltic concrete ramps at slope of 1:12 at plates located over City sidewalks; this will help pedestrians from tripping and will allow wheel chairs to comfortably pass over the plate.
4. Provide K-rail barriers or other barrier on sidewalks to protect pedestrians where parked motor vehicles are removed in order to provide a bike lane.
5. Provide bike lanes on all streets that have lane lines (those streets with three or more motor vehicle lanes).
6. . Open the San Tomas and Lawrence Expressways for pedestrians; make improvements where needed.
7. Install more speed humps.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Diane Harrison

Date:

January 20, 2021

Proposed Topic Title:

Upgrade this form

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

There are 2 current problems. Topics discussed are often falling into oblivion after discussion. And staff is putting way too much work into these topics. This new form (see Word file) solves both. It will be now up to the member to present each topic with greater details and a proposed action, if applicable. Staff may still add comments, put the item into Granicus form if desired, and present the item if the member is absent.

Also, I am currently seeing topics coming back over & over. This is not due to forgetfulness, but to the fact that a problem continues to exist with no progress toward a solution. Many of our discussion topics are, at their core, an appeal for action, from the city, from Council, from staff. Forming a subcommittee keeps the issue alive, but if the subcommittee work falls into oblivion, like wayfinding, that's even more discouraging than discussion items doing so.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

update BPAC on new laws and efforts to reduce speed limits & advocate for local control to lower speed limits.

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

Motor vehicle speeds on many city streets are in excess of posted speed limits and therefore pose a greater safety risk for pedestrians and cyclists (e.g., Benton Street between San Tomas and Lawrence Expressways).

To begin solving this problem, the City Traffic Engineering staff shall periodically update BPAC on current staff efforts to reduce speed limits on those problematic streets. Update shall include past traffic studies, current studies and proposed studies on those streets and how certain streets are selected by the Traffic Engineering staff for review.

Update to include current and proposed State legislation regulating speed limits and how those regulations can be changed, especially to reflect the differences in needs between rural roads and suburban and urban streets.

Speed limit regulations were formalized in the 1960s to regulate traffic speeds particularly on rural roads according to the author of this YouTube video, "Not Just Bikes, The Wrong Way to Set Speed Limits" (link: <https://www.google.com/search?client=firefox-b-1-d&q=Not%20Just%20bikes%20speed%20limits%20site%20youtube.com&ved=2ahUKEwiyjequy8aHAXU7IkQIHSjmN48Q2wF6BAgcEAE&ei=HpOkZqPCGLvEkPIPqMzf-Qg#fpstate=ive&vld=cid:8ba32321,vid:bgIWCuCMSWc,st:0>)

Can the City set its own speed limits on our city streets, particularly around schools, businesses, commercial properties, parks, public activity centers and other public spaces where cyclists and pedestrians frequent. Are there any repercussions for the City if it sets its own speed limits? If so what are they?

Increases safety for cyclists and pedestrians.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

right-of-way on city creek trails

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

Propose trail rules establishing right-of-way for city creek trails and post those rules at trail heads. Rules to include reducing cyclist's speed to walking speed (1-2 miles per hour) when overtaking pedestrians.

Propose similar rules for other uses including skateboards, scooters, electric bicycles, electric scooters and other vehicles overtaking pedestrians. Suggested right-of way order to be: pedestrians, skateboards, push scooters, traditional and in-line roller skates, bicycles, trikes, electric powered skateboards and scooters, electric powered bicycles.

Helps reduce impact of collisions between trail users.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

BPAC to lead the review and the creation of new city standards for new development.

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

As the city continues to grow and is approaching urban densities, I propose the BPAC lead the review and the creation of new city standards for new development that will create a vibrant and safe city, inclusive of pedestrians and cyclists as well as public and private motor vehicle traffic. Those standards I suggest be based on the criteria promulgated by Jane Jacobs in her book *Death and Life of Great American Cities*. The author of that book suggests four criteria that should be present to provide a safe, vibrant and financially solvent city, the descriptions of these criteria are found on the YouTube channel "OptimiCities" (link: <https://www.youtube.com/@optimicities>) or search "Optimicities Jane Jacobs." Here are the four criteria:

- 1) Mixed use development.
- 2) Short blocks.
- 3) Aged buildings.
- 4) Concentration.

Here is a short YouTube video the OptimCities channel on this subject entitled "High Density, Doesn't Mean Overcrowding":

[https://www.youtube.com/watch?](https://www.youtube.com/watch?v=U6_we9SkgC0&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=4)

[v=U6_we9SkgC0&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=4](https://www.youtube.com/watch?v=U6_we9SkgC0&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=4)



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Proposal for raised sidewalk installations to cross city streets

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

Install raised sidewalk to cross city streets at intersections, with or without crosswalks, and at mid block locations, with or without crosswalks. Raised sidewalks help those in wheelchairs in particular since they will not have to go up and down curb ramps nor have to cross storm water runoff in the gutter.

City staff, BPAC, Senior Advisory Commission, Parks and Recreation Department, and Santa Clara Unified School District to help recommend locations to the City Council.

Increases pedestrian safety, particularly those in wheelchairs, as well as the safety of other street users because raised sidewalks that cross a city street provide traffic calming.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Bicycle Safety and Bike Citation Diversion Classes

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

City to mandate compulsory attendance at a Bicycle Safety and Bike Citation Diversion Class offered by the County or Stanford University for all BPAC members, City traffic engineers, and police department personnel who issue moving violations. The County's Public Health Department website and Stanford University Department of Public Safety websites have information on this type of program:

(<https://publichealth.sccgov.org/health-information/active-and-safe-transportation/juvenile-traffic-diversion-program> &

<https://transportation.stanford.edu/bicycle/attend-event/bike-safety-diversion-class>)

From the Stanford University Department of Public Safety:

Bike Safety Classes are offered as part of the Bike Diversion Program. These classes are part of a program initiative in partnership with Santa Clara County Superior Court, Traffic Division, to educate cyclists about fundamental bicycle safety and the Rules of the Road.

From the The County's Public Health Department's website: The Juvenile Traffic Diversion program is similar to adult traffic school. It offers a two-hour safety education class for youth who are cited for bicycle, pedestrian, and other non-motor vehicle violations.

Youth under age 18 may attend class along with their parent/guardian in lieu of paying the fines and fees related to the citation. The program is a joint effort between the Public Health Department, Stanford Health Care, and local law enforcement agencies and is unique to Santa Clara County.

Helps improve cyclists.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Proposed zoning and development requirements to enhance walking and cycling

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

BPAC to work with the City's Planners to propose new zoning and development requirements in order to reduce private automobile use within the city and to increase use of alternatives.

Alternatives to single occupant private automobile use to include, but not be limited to, encouraging public transit use, bicycling, walking and carpooling and other ride-share programs.

For instance, in order to achieve those goals, City Planners and the BPAC can propose reducing on-site parking (current parking regulations require a minimum of parking spaces be provided) by providing developer incentives for new construction. Incentives to reduce parking on-site may include increasing the allowable floor area ratio (FAR) that usually results in an increase in building heights or building footprint.

Reduces motor vehicle trip demand on existing city streets thereby making a safer and more enjoyable environment for cyclists and pedestrians.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Plant street trees and provide city tree maintenance

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

Install street trees throughout the City where needed and the City to takeover the maintenance of all streets trees within the street right-of-way that are currently privately maintained.

City Arborist to review and make recommendations on this proposal for review by the City Council..

Increases the city tree canopy and improves tree inspection and care that, in turn, helps to promote cycling though reducing air temperatures throughout the city (reducing the heat island effect) and improving air quality (filters particulates from the air).



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Install tree wells in city streets

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

Install tree wells in existing streets, particularly those streets that are very wide where existing street trees are too small to provide shade in the street, or streets that have no trees and property owners do not want a tree in front of their property.

Tree wells to be designed to not obstruct storm water runoff. It may be possible to use some of the storm water for irrigating the trees thereby reducing runoff and need to increase storm water infrastructure (e.g., additional or larger storm water pipes)

Trees shall be selected that provide shade in summer, filtration of air particulates, and reduce velocity of winter winds.

Trees to be selected that provide dense shade, filtering of particulates in the air, have minimal leaf litter, and do not have invasive roots. Trees to be selected in consultation with the City Arborist.

Helps to encourage cycling by moderating temperatures of the outdoor environment as well as reducing particulates in the air. The tree wells may also reduce motor vehicle speeds on our streets making it safer for cyclists and pedestrians. It also is according to a study performed by John Hopkins University, School of Public Health.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Install parking meters and adopt a parking lot tax

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

Install motor vehicle parking meters and/or parking lot tax in existing and proposed commercial and business areas as well as existing and proposed regional transit centers to increase revenue for street improvements for pedestrians and cyclists.

Consider installing parking meters in existing and proposed business and commercial areas and, at the same time, applying a parking lot tax on existing and proposed businesses and commercial properties that have on-site parking, based on area of lot devoted to motor vehicle parking.

This may be an equitable way to increase City revenue between these two types of businesses, those that that rely on on-street parking and those businesses that have on-site parking, to provide much needed cycling and pedestrian improvements.

Parking meter revenue and parking lot tax to be used primarily to improve access to commercial and business properties. Some improvements may include sidewalk installations along the frontage of the property where they do not exist and sidewalk installations to connect with on-site sidewalks, particularly those connections that occur at the corner of corner lots (e.g., the recently completed sidewalk connection to the strip mall located at the northeast corner of Lawrence Expressway and Homestead Road).

Helps equitably fund cyclist and pedestrian improvements in the city.



**City of
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1500 Warburton Ave, Santa Clara, CA 95050

Tel: 408.615.3000 Fax: 408-983-0931 Email: engineering@santaclaraca.gov

Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2026

Proposed Topic Title:

Development review process: review & implement Impact Fees for vehicle trip generation

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

City staff (Traffic Engineering and Planning Department staff) to report to BPAC the current impact fees and infrastructure requirements for developers in regard to trip generation and needed bicycle and pedestrian improvements. BPAC to review reports and approve fees and improvements before development project is approved by the City.

It is intended this proposal would place the BPAC in the formal development review process conducted by the Planning Department and Engineering Departments.

Helps to provide sufficient cycling and pedestrian infrastructure for those activities.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken kratz

Date:

12/12/2025

Proposed Topic Title:

Proposal to standardize city sidewalk widths, building setbacks and building materials

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

As the City is beginning to urbanize through its recent approval of plans for denser development, I propose that BPAC to help create new standards, with the Planning Department personnel as desired, building facade material standards as well as minimum sidewalk width guideline for use in the public right-of-way based on adjacent land use (density of land use and height of buildings).

BPAC recommendations to be reviewed by appropriate city commissions prior to being submitted to the City Council for approval.

In proposed commercial, business, mixed use, and multi-floor housing areas, sidewalks to be a minimum of 10 feet (10') wide. For every floor added to a building above the second floor, add an additional foot to the width of the sidewalk up to thirty feet wide sidewalk. Trees to be provided within the sidewalk width.

If housing is on the ground floor of a any multi-story building, the city sidewalk to be a minimum fifteen feet (15') wide. Trees to be provided within the sidewalk width.

Those widths I suggest are based to some extent on the widths suggested by Jane Jacobs in her book Death and Life of Great American Cities.

Building setbacks, either at the base of the building or the set back of upper floors, shall allow at least two (2) hours of direct sunlight at city right-of-way during the year, inclusive of public sidewalks.

Building materials shall not include widow wall construction consisting of reflective glass on the building's facade that can reflect solar radiation onto pedestrians and cyclists using public spaces (streets, parks, public squares, etc.).

Solar heat gain in buildings to be mitigated by facade design features such as sunshades (Brise soleil: https://en.wikipedia.org/wiki/Brise_soleil) or other means approved by the City. This will significantly reduce solar radiation reflected from buildings onto pedestrians and cyclists who are using city streets and facilities (the unprotected public). that reflected solar radiation makes those street activities uncomfortable to dangerous due to the possibility of heat exhaustion. This standard will prevent property and building owners from externalizing the solar heat gain problem onto the public.

The standards may be applied to private property that is open to the public.

Enhances walking in the city.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Report on emergency response times

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 provide report comparing impact of cycling and pedestrian improvements to emergency response times in the City. Compare City of Santa Clara response times to other surrounding cities, particularly those that have similar or more bicycling and pedestrian improvements.

Helps BPAC and staff review impact to emergency response times when considering new pedestrian and cycling improvements. May confirm response times will not be affected or may contribute to decreasing response times to help injured cyclists and pedestrians.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Coordination of volunteer efforts to improve cycling

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

A proposal directing City staff (e.g., Engineering Department and/or the Planning Department) to outreach and coordinate volunteer organizations within the City to improve cycling in our city. Some of those improvements may include volunteers providing cycling safety, bicycle inspection and bicycle repair clinics (clinics to provide access to salvaged bicycle parts and repair instruction) on an ongoing basis (multiple events each year).

Some of volunteer organizations in our city to be contacted include the Youth Activity Center, Santa Clara Unified School District, Santa Clara Senior Center, and the Santa Clara Community Action Program. Those organizations oversee volunteer programs that could work with the current Safe Routes to School program (SRTS), an event that unfortunately occurs only once a year, or could propose other bicycle related programs, particularly ones that are held more often than the SRTS program.

This proposal could be presented to the City's Task Force on Diversity, Equity and Inclusion for review and, if approved, submitted to the City Council for action, approval and funding. That task force is charged with making recommendations and proposing policies to help disenfranchised communities within our city.

(<https://www.santaclaraca.gov/our-city/government/city-committees/task-force-on-diversity-equity-and-inclusion>). The purpose of the task force dovetails with this proposal; the cost to purchase and maintain a bicycle should be no obstacle for anyone of limited means from riding a bicycle in our city.

Helps to create community around cycling and improves safety for all cyclists, including those of limited means.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Establish right-of-way rules for city sidewalks

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

Change existing City sidewalk ordinance to establish right-of-way rules. Change current prohibition on riding a bicycle on city sidewalks to allow bicycles to use on city sidewalks in residential sections of the City with restrictions. Restrictions to include reducing bicyclist's speed to walking speed (1-2 miles per hour) when near a pedestrian or dismounting from bicycle and walking when passing a pedestrian.

Propose similar restrictions for skateboards, scooters, electric bicycles, electric scooters and other vehicles that are normally faster than pedestrians. Suggested right-of way order to be: pedestrians, skateboards, push scooters, traditional and in-line roller skates, bicycles, trikes, electric powered skateboards and scooters.

Bicyclist must leave sidewalk to allow wider pedestrian oriented equipment to pass (wheelchairs strollers)

Trikes and other human powered vehicles that are wider than a bicycle must to pull off sidewalk and come to a complete stop to allow 42" of clearance on the adjacent sidewalk to allow pedestrians to pass (needed for wheelchair users in particular).

Helps to promote cycling when there is not sufficient lane width to allow for safe cycling. Helps to provide for the safety of all those who use city sidewalks.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

City to require trees on private property

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

Create and/or strengthen City standards and ordinances for minimum number of trees to be planted on private property based on factors such as lot size and outdoor activities. This proposal is for new development and retroactive for existing development. Inspection and enforcement must be an aspect of this proposal.

Helps to promote cycling and pedestrian activities in the city by reducing air temperatures throughout the city (reducing the heat island effect in the city) as well as improving air quality (filtration of particulates from the air).



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

San Tomas Aquino Creek Trail enhancements & restoration

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

Provide enhancements to the San Tomas Aquino Creek Trail:

1. Plant trees along the trail to provide shade and to provide some protection from wind.
2. Provide bicycle repair stations. Free access to tools to do minor repairs to bicycles. Station to include pump and tire irons and other hand tools to repair flats and make minor adjustments. The Central Library has a station
3. Install Drinking fountains. provide more of these; I think there may be one or two along the trail.
4. Provide public restrooms
5. Install way-finding signs to local business, attractions and city parks. Signs around light rail stations at Tasman are needed.
6. Install Bicycle repair stations. Free access to tools to do minor repairs to bicycles. Station to include pump and tire irons and other hand tools to repair flats and make minor adjustments. The Central Library has a station.
7. Provide bicycle repair clinic at the intersection with Agnes Road. This is within walking distance of many nearby multifamily residences.
8. Provide benches at corner with Agnew Road as well as at the Intel bridge fin order to watch pedestrian activity.
9. Restore trail ecological information stations; they are faded.
10. Build more pedestrian bridges tying STACT to the public right-of-way so that businesses can make connections to the right-of-way if desired.
11. Restore trail signs. .

Justification: Activity supports cycling and pedestrians in the City.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

revise Annual Work Plan Topic Request Form

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

There are 2 current problems. Topics discussed are often falling into oblivion after discussion. And staff is putting way too much work into these topics. This new form (see Word file) solves both. It will be now up to the member to present each topic with greater details and a proposed action, if applicable. Staff may still add comments, put the item into Granicus form if desired, and present the item if the member is absent.

Also, I am currently seeing topics coming back over & over. This is not due to forgetfulness, but to the fact that a problem continues to exist with no progress toward a solution. Many of our discussion topics are, at their core, an appeal for action, from the city, from Council, from staff. Forming a subcommittee keeps the issue alive, but if the subcommittee work falls into oblivion that's even more discouraging than discussion items doing so.

Here is my suggested format:

CITY OF SANTA CLARA
Department of Public Works

Bicycle and Pedestrian Advisory Committee (BPAC)
Annual Work Plan Topic Request Form

Requester Name: _____ Date: _____

Proposed Work Plan Topic: _____

Action Item (Y/N): ____ If Yes, what is desired action (word as possible motion):

Background and Discussion: Please provide your presentation, including background information and a description of the proposed work plan topic. (2 pages maximum):

City staff stuff



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

neighborhood walkways

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

Investigate and provide neighborhood walkways that provide a shorter walk to get to destinations such as schools, businesses, government facilities. Survey residents to determine where walkways should be installed.

These walkway improvements are normally located between buildings/homes and allow a pedestrian to walk quickly to a destination rather than follow the sidewalks that line the route taken by motor vehicles.

Increases pedestrian activity in the city and reduces dependence on motor vehicles, thereby increasing safety for cyclists and other pedestrians.



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Street environment enhancements

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

Provide street enhancements that make pedestrian and cycling activity more enjoyable. Suggested enhancements to the street, sidewalk, and adjoining properties include:

1. Increase the number of trees of trees along our streets. Trees should be planted and under the care and maintenance of the City rather than private property owners in order to assure quality of installation. Increase City maintenance staff and provide equipment to support this activity.
2. Increase city sidewalk widths to 15' minimum in front of residential multifamily complexes and businesses for all new construction, particularly in the new downtown plan and along El Camino Real. Increase sidewalk width as building height increases; limit building heights to five stories to allow daylight to reach street level for most of the day. Require developers of new building construction to hire a licensed architect to perform daylight studies to determine how day-lighting patterns at street level will be impacted by the new construction.
3. Require new buildings that front the wider sidewalks mentioned above, #2, to have irregularity of building line/setback line in order to increase visual interest in the street.
4. In new development projects and retrofit existing developments if possible, require designs that include short blocks to accommodate more pedestrian activity; use Jane Jacob's ideas mentioned in her book "Death and Life of Great American Cities." as guidelines to make these improvements. Require new developments to provide roundabouts and other traffic calming features at intersecting streets near the development.

Justification: Enhances pedestrian and cycling activity in the City.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

subsidies for cycling and walking to work

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

Provide subsidies to public and private employees who walk or cycle to work. City to provide all types of assistance including monetary subsidies to encourage public and private employees to walk or cycle to work. Some suggestions are:

Employers to provide zero interest loans to those employees who want to purchase a bicycle for commuting to work.

Employers to provide stipend for bicycle repair for those employees who cycle to work.

Employers to provide funds for guaranteed rides home during inclement weather.

Employers to provide funds to purchase annual passes for public transit for those employees who commute by public transit.

Employers to provide fifteen minute flex-time for those employees cycling to work from October to April (when there are fewer daylight hours).

Justification: increases cycling and pedestrian activity in the city.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

public access to commercial and business properties open to the public

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

City to create planning and engineering standards and requirements for better access to private property from the city sidewalk. The need for access enhancements particularly apply to commercial and business properties open to the public. Standards and requirements are to be required for all new construction and also existing developed properties.

Access and walkways should be required for all properties, new and existing that are open to the public, so that pedestrians are not forced to use the motor vehicle driveway nor walk in the landscaping in order to enter a property.

An example of improved access to a property is located at the north-east corner of Homestead Road and Lawrence Expressway. At that location a portion of cyclone property-line fence was removed at the corner thereby creating an opening for pedestrians. A concrete path and pavement striping on the parking lot pavement directs the pedestrian to the businesses on-site. That opening not only reduces the distance the pedestrian has to travel to enter the property but also eliminates the pedestrian/motor-vehicle conflicts at the driveways to the property.

Justification: enhance pedestrian safety



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Bicyclist demographic survey

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

I request staff do periodic surveys, at least once a year, in the field to determine cycling activity at key locations throughout the city. Surveys shall include but not be limited to rough estimates of age groups witnessed cycling (e.g., youths and adults).

Bicycle counts in the bike racks of the schools as well as commuter cyclists exiting trains, light rail and buses shall be conducted yearly. All results to be reported to the BPAC for discussion and recommendations too improve conditions as necessary for those cycling populations under review.

Communities of Concern, as identified in the CSC Bicycle Plan Update 2018, shall be included in these surveys.

Helps BPAC identify and recommend improvements to bicycle facilities and programs that may help those groups under review.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Public/Private partnerships

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

request that staff provide information to the BPAC on public/private partnerships that may exist or can be developed to fund or provide services for bicycle and pedestrian related improvements and programs.

Benefits cyclists and pedestrians in our city. May accelerate the installation or development of bicycle and pedestrian improvements and programs.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

luminaire base and parking lot sign pole standards for locking bicycles

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

Standardize larking lot luminaire base and parking lot sign pole standards to allow easier locking of bicycles. this request applies to new and existing facilities.

Many bases of parking lot luminaires are of concrete a few feet high that cannot accommodate most commercially available locks. Luminaire bases should be thinner to allow bicycles to be locked to the pole.

Parking lot signs in parking lots (e.g., handicap parking signs, no parking signs, etc.) have signs that can be removed that will allow the theft of a bicycle by lifting the bicycle over the pole. Provide fittings that are tamper proof.

Justification: Enhances cycling activity in the City.



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Bicycle repair clinics

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

Encourage and provide free or low cost bicycle repair clinics throughout the City. Clinics can be non-profit or for profit businesses or provided by the City. They can be located on public or private property. They can be periodic events or permanent features of the City depending on interest and need.

Some suggested locations are:

1. Local bicycle shops and strip malls. Subsidize the clinic at local bicycle shops and other locations such as strip malls. Bicycle shops are most advantageous because not only tools and parts are readily available there, but also the knowledgeable mechanics to teach the students. Two of those bicycle shops are near the San Tomas Aquino Creek Trail, making them ideal candidates for this service.
2. City parks and libraries. A program could be part of the Parks and Recreation Department or could be a small business, profit or non-profit, operating out of a small building in the park. Best location would be on the perimeter of the park next to a City street so that it will be seen by the passing public. This operation would not compete with the bicycle shops in town since it would be providing loaner tools and instruction to cyclists to fix their own bicycles.
3. City schools. A program could be part of the elementary, middle and high school curriculum or an after school activity. It could eventually be run by a small business, profit or non-profit, operating out of a small building on the perimeter of the school next to a City street so that it will be seen by the passing public. This operation would not compete with the bicycle shops in town since it would be providing loaner tools and instruction to cyclists to fix their own bicycles. Make this part of the Safe Routes to School program. Spare bicycle parts can be salvaged from bicycles disposed during the City's Clean-up Campaign and stored in a locked area on the school grounds.
4. San Thomas Aquino Creek Trail. Locate a repair clinic in the vicinity of Agnew Road where it crosses the trail. This is where the Bike to Work Day tables and repair station are set up yearly; it looks like a good place to start. Add other stations as needed.

Justification: Activity supports cycling in the City.



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Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

12/12/2025

Proposed Topic Title:

Residency requirement proposal

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

Bicycle and Pedestrian Advisory Committee (BPAC) to make a recommendation to the City Council to require BPAC members and the City's traffic engineering staff, those staff that support the committee, to live within the city.

According to my on-line search, other cities such as Cupertino and San Jose require BPAC members to live in their respective cities. Some charter cities (the City of Santa Clara is a charter city) require staff to live in or near the city. Santa Clara should follow these examples to require members and staff to live in the city.

These residency requirements are needed because, from my knowledge gained from traffic engineering staff at the BPAC meetings, traffic engineers have repeatedly claimed they use their judgment in making decisions about what improvements or policies are needed in the city. That judgment would be better informed if they lived within the city because they would be more aware of the amount and type of traffic on our streets and typical destinations and routes to get to those destinations (e.g., going to school, commercial destinations, etc.).

Residents know the drawbacks of excessive motor vehicle traffic, such as access, safety, environmental quality (noise and particulate pollution) issues that affect all residents, particularly cyclists and pedestrians.

Justification: would improve the health and safety of city residents, particularly cyclists and pedestrians.



Agenda Report

25-1692

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Creation of Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects Subcommittee (Megs)

BACKGROUND

In order to remain in compliance with the Brown Act and in alignment with other City commissions, 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 that 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 that purpose; and
4. Be advisory.

The intent of subcommittees is to provide feedback on topics considered needing additional analysis and discussion. Once the work of the subcommittee is complete, the subcommittee is disbanded. Generally, subcommittees should be disbanded within 6-12 months.

DISCUSSION

On August 25, 2025, the BPAC discussed creating an ad-hoc subcommittee on a Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects as part of a report on a work plan topic request from BPAC Member Jenaro (Attachment 1). This item is added to the January agenda as Member Jenaro was not in attendance at the October BPAC meeting to discuss the purpose of the subcommittee.

Staff recommends that the BPAC discuss the purpose of the new subcommittee, create the new subcommittee, if needed, and appoint members to serve on the subcommittee.

RECOMMENDATION

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

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

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

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

ATTACHMENTS

1. RTC 25-802 Proposal for a Data-Driven Framework to Evaluate Bicycle & Pedestrian Projects in Santa Clara



Agenda Report

25-802

Agenda Date: 8/25/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Proposal for a Data-Driven Framework to Evaluate Bicycle & Pedestrian Projects in Santa Clara (Chan)

BACKGROUND

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Jenaro requested BPAC to discuss establishment of a data analysis working group that would measure the impact of BPAC on bike-friendly initiatives in Santa Clara (Attachment 1).

The City is committed to improving safety, mobility, and the use of active transportation. As the City develops its Vision Zero Plan, there is growing recognition of the need for a more expanded, data-driven approach that goes beyond traditional collision reports, which can underrepresent the full scope of safety concerns.

To address this, the BPAC member outlined a potential framework for evaluating bicycle and pedestrian projects using multiple data sources, including collision records, user counts, mobile GPS data, near-miss tracking, and other key performance indicators. This approach aligns with state and federal trends emphasizing proactive safety planning and outcome-based evaluation and could support measuring project effectiveness, guiding investment priorities, and strengthening future grant applications.

DISCUSSION

Current Approaches to Data-Driven Project Evaluation

To effectively evaluate bicycle and pedestrian projects, some jurisdictions have adopted practices that prioritize safety and data-informed planning. An expanded data strategy and evaluation framework could improve transparency, guide future investments, and help achieve active transportation and Vision Zero goals.

Key Data Collection Methods and Innovations

- **Collision Data Integration**
Combine police collision reports with hospital trauma data and community reports to better capture underreported pedestrian and cyclist injuries. Tools such as public reporting maps and Intelligent Transportation Systems (ITS) sensors can supplement these efforts by tracking near-misses and risky behaviors.
- **Bicycle & Pedestrian Counts**
Implement a mix of permanent automated counters and temporary manual counts to monitor usage trends and calculate collision rates. There is the potential to pilot emerging technologies

such as AI-enabled video counters prior to large-scale deployment.

- **Multi-Modal Data Collection**
Include all micromobility users-bicycles, e-scooters, e-bikes, skateboards-by combining automated and manual classification counts. Have shared mobility providers submit anonymized trip data to better understand travel patterns.
- **Mobile Phone and GPS Data**
Leverage anonymized smartphone data from providers like StreetLight to analyze walking and biking patterns citywide. Calibrate this data with on-the-ground counts to enhance accuracy and track post-project changes.
- **Crowdsourcing and Surveys**
Use online tools and community surveys (e.g., BikeMaps.org) to collect feedback on near-misses, perceived safety, and user behavior. These sources can help identify issues not captured in official records.
- **Automated Conflict Detection**
Apply video analytics at high-risk locations to detect and analyze near-misses using metrics such as time-to-collision. Partner with agencies or vendors to pilot this technology in a cost-effective way.
- **Close Call Reporting and Sensor-Based Tools**
Encourage the public to report near-misses through web-based maps or forms. Explore dynamic sensing pilots using smartphones or micromobility devices to detect risky conditions in real time.

Potential Framework for Project Evaluation

- **Baseline Data Collection**
Prior to implementation, collect key data such as multi-day bike/ped counts, five-year collision history, speed and volume data, and community surveys to establish a robust “before” baseline.
- **During Implementation**
Use mobile counters, cameras, or integrated GPS systems to monitor temporary or pilot installations in real time. Telematics data from micromobility devices can provide insights into user behavior and compliance.
- **Post-Implementation Monitoring**
Collect “after” data at regular intervals (potentially at 3, 6, and 12 months) to track changes in usage, speeds, collisions, and near-misses. Ensure consistent methodology for accurate comparisons. Use mobile data for broader system-wide insights.
- **All-Mode Impact Assessment**
Expand evaluations to include impacts on motor vehicles, transit, and micromobility. Analyze mode shift and traffic diversion using origin-destination data or travel demand models, in coordination with agencies such as VTA and MTC.
- **Community Feedback**
Conduct surveys, walking/biking audits, and public workshops post-implementation so that community feedback can assist with understanding project successes and areas for improvement that may not be evident in quantitative data alone.

Illustrative Case Studies and Best Practices

The following case studies and guidance illustrate the benefits of robust, data-informed evaluation

and planning:

- San Francisco used counts, GPS data, and surveys to link new bikeways to a 14 percent cycling increase, showing how mixed data sources can evaluate impact.
- Santa Barbara/Santa Cruz demonstrated that local before/after counts strengthen statewide tools like the Active Transportation Benefit-Cost Tool.
- Los Angeles collected trip data from e-scooter providers to address equity and improve infrastructure planning-highlighting the value of public-private data sharing.
- Vision Zero Cities (for example, NYC and DC) use collision data, near-miss reports, and community feedback to prioritize interventions, an approach aligned with Santa Clara's goals.
- NACTO's Guide recommends structured data programs and public dashboards to track trends and support transparent decision-making.

Institutionalizing the Framework

To support long-term success, the City can benefit from establishing an expanded data framework that promotes consistent collection, analysis, and use of transportation data across programs.

- **Standardized Data Protocols**
Develop consistent procedures for collecting before-and-after data, including collision, count, and survey metrics.
- **Invest in Counting Infrastructure**
Install permanent or mobile devices at key locations. Where feasible, integrate smart sensor technology into new infrastructure projects.
- **Leverage Partnerships and Data Tools**
Collaborate with universities, research institutions, and vendors to access advanced tools and reduce staff burden. Ensure all data collection complies with privacy standards.
- **Analyze and Report**
Publish clear, visual reports comparing pre- and post-project data. Highlight usage trends, safety outcomes, and community input. Share findings to inform future projects.
- **Use Data to Guide Future Investments**
Incorporate evaluation results into funding decisions, capital improvement planning, and grant applications. Prioritize high-impact projects where data shows the greatest need or opportunity.

Other Considerations

Establishing an expanded data-driven framework will require the City to supplement its current data collection efforts. While some projects already include pre and post construction evaluations, often tied to grant requirements, a consistent citywide system for tracking vehicular and active transportation data will require additional staffing and funding, subject to City Council approval.

To begin addressing this need, the City has secured a one-year subscription to StreetLight, funded through a Vision Zero grant. Using anonymized mobile data, StreetLight monitors vehicle, bicycle, and pedestrian activity, providing valuable insights into travel patterns and safety trends at a broad scale.

Data collection strategies can be phased in over time. Lower cost tools such as community surveys

and manual counts can be deployed incrementally, while more advanced technologies such as ITS sensors and integrated data platforms will require greater investment. Some costs may be offset through regional partnerships or external grants.

As data from multiple sources is gathered, consolidating it into a centralized, accessible platform will be essential for maintaining consistency, improving coordination, and promoting transparency. A unified system would allow City staff and decision makers to monitor performance, minimize duplication, and better align future initiatives across departments and partner agencies. Additional hardware and software may be required to create a centralized platform.

Long-term planning should anticipate future growth and latent demand, meaning residents who would walk, bike, or use micromobility options if safer, more connected infrastructure were available. Realizing this potential is important to supporting population growth, advancing climate action goals, and adapting to evolving transportation preferences. Together, these elements could form the foundation for an improved strategy, as reflected in the City's pedestrian, bicycle, and creek trail master plans, as well as various specific plans.

RECOMMENDATION

To advance a data-driven investment approach, BPAC could place on a future agenda consideration for the creation of a data analysis subcommittee to serve in an advisory role. Working with City staff, this group could 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. It is important to note that current staffing levels and funding does not support implementation of this proposal beyond the current one-year subscription to Streetlight. Any additional staffing or funding to support this effort requires the approval of the City and City Council.

Written by: Steve Chan, Transportation Manager, Public Works

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

ATTACHMENT

1. Work Plan Topic Request Form - Member Jenaro



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Guillermo Jenaro Rabadan

Date:

07/26/2024

Proposed Topic Title:

BPAC projects data collection and analysis

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

Motion: Establishment of a Data Analysis Team for Project Impact Assessment

Objective: To set up a dedicated data analysis working group that will develop and implement an analytical framework for measuring the impact of BPAC projects on the bike-friendly initiatives in Santa Clara.

Background: The BPAC reviews several project proposals aimed at making Santa Clara a bike-friendly city. These projects include bike lanes, bike storage, and other related infrastructure improvements. However, decisions often require trade-offs regarding motor traffic impact, parking availability, investments, and prioritization. To make informed decisions and optimize resource allocation, it is essential to have a robust data-driven approach.

Cities renowned for their bike-friendly infrastructure, such as those in the Netherlands, have successfully implemented data-driven decision-making processes that highlights the efficiency and discipline in using data to drive urban transformation.

Proposal: This member proposes the establishment of a data analysis working group tasked with developing a comprehensive analytical framework. This framework will focus on measuring various impacts of BPAC projects, such as:

- 1 Increase in Bike Transit: i) Implementation of regular bike counts ii) Analysis of bike usage patterns over time.
- 2 Survey Integration: i) Conducting surveys to gather feedback from residents on bike infrastructure and its usability. ii) Assessing the satisfaction and needs of the biking community.
- 3 City Response to BPAC Initiatives: i) Monitoring city responses to BPAC recommendations and initiatives. ii) Evaluating the effectiveness of implemented projects.
- 4 Resource Utilization: i) Measuring the return on investment (ROI) for BPAC projects. ii) Analyzing the cost-effectiveness of different initiatives.



City of Santa Clara

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Agenda Report

25-1694

Agenda Date: 1/26/2026

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. Transportation Manager
2. SBLX Updates
3. Vision Zero Update - Study Session and Spring Council Meeting

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



Agenda Report

25-1704

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Improvements to Safe Routes to School Program (Shariat)

BACKGROUND

In July 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested BPAC discuss improvements to the Safe Routes to School Program (Attachment 1).

Since 2011, the City has completed two phases of the Safe Routes to School Program (SRTS Program), which encourages students to walk, bike, or scooter to and from school through various educational activities. The City is currently in the third phase of the SRTS Program, with the non-profit organization Safe Moves assisting in its administration. The Program is facilitated through a collaborative effort with the Santa Clara Unified School District (SCUSD), which includes classroom education, after school skills training, encouragement activities and events, and the creation of maps.

DISCUSSION

There are currently 17 schools participating in Phase 3 of the SRTS Program: 14 elementary schools and three middle schools. As part of the program, there are various education and encouragement activities and events held at all the participating schools. Educational classroom assemblies teach students the basic skills necessary to safely walk and bike to school. Encouragement events such as bicycle and pedestrian rodeos guide children through obstacle courses by way of bike or on foot, allowing them to apply what they learned in the classroom. A majority of these events occur during school hours and thus, high school students or other young adults may not be available during these times. In addition, schools are very cautious and strict about who is permitted on campus during these events. However, volunteers can be recruited to assist with encouragement events held during City events, such as the Art and Wine Festival.

It is also recommended by Member Kratz that bicycle safety inspection and maintenance classes should be included at SRTS Program events. These types of classes would be too advanced for elementary school students but certainly could be considered at the middle school and high school levels. High schools are currently not part of the SRTS Program but will eventually be incorporated during a later phase. This recommendation will be passed on to Safe Moves for review and consideration.

Written by: Carol Shariat, Interim Transportation Manager, Public Works

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

ATTACHMENTS

1. Annual Work Plan Topic Request Form (Kratz)



Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

Improvements to Safe Routes to School program: community service volunteers, bike inspection & repair

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

Improve the Safe Routes to School program:

1. Include a community service component to the Safe Routes to School (SRTS) program to allow high school students and other young adults to help during events. This activity could be advertised on the City of Santa Clara website page:
<https://www.santaclaraca.gov/i-want-to/get-involved/volunteer/community-volunteer-opportunities>

2. Include a bicycle safety inspection and maintenance class at SRTS events.

Helps to create community around cycling and improves safety for younger cyclists.



Agenda Report

25-1705

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Safety Tips on BPAC Website, Posters, and Bicycle Map (Garcia)

BACKGROUND

In August 2024, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested that BPAC discuss bicycle safety tips on the BPAC website, posters, and bicycle map (Attachment 1).

DISCUSSION

The work plan topic request includes recommendations to change the BPAC webpage, distribute a bicycle and pedestrian safety poster, and make additions to the City's bicycle map.

BPAC Webpage

Recommendations for the BPAC webpage include adding links to bicycle and pedestrian safety information, provisions to allow messages to be left by the public on the webpage, state and local laws applicable to bicycling and walking, and a link to the Santa Clara County Public Health Guide, "Getting from Here to There Safely."

In 2024, City staff updated the BPAC webpage to add informational links to other agencies and City resources. The resources include:

- Silicon Valley Bicycle Coalition - Bicycle riding information
- Santa Clara County Public Health - Information on active and safe transportation
- VTA Bicycle Program - Bicycle infrastructure and encouragement
- 2013 City of Santa Clara Bicycle Map
- Bicycle Plan Update 2018
- Bicycle Plan Update 2009
- 511 San Francisco Bay - Bay Area bicycle programs and resources
- Santa Clara County Bikeways Map
- San Tomas Aquino/Saratoga Creek Trail Map

It should be noted that the Santa Clara County Public Health Guide, "Getting from Here to There Safely," is accessible from the Santa Clara County Public Health webpage link currently on the BPAC webpage. Recommendations for additional links should be submitted to staff. Staff will determine if the source is a reputable agency and will maintain the linked page before adding the link reference to the BPAC webpage.

A public message box added to the BPAC webpage would be redundant to existing platforms available to the public. Members of the public can contact the BPAC via the email address:

bpac@santaclaraca.gov <<mailto:bpac@santaclaraca.gov>>, which is posted on the BPAC webpage. In addition, members of the public can contact City staff through the MySantaClara App (<<https://www.santaclaraca.gov/services/make-a-service-request>>).

It would not be feasible to summarize all of the state and local laws applying to bicycling and pedestrians and posting them to the BPAC webpage. City webpages should be as brief and concise as possible to avoid overwhelming individuals with too much content. Individuals interested in laws applying to bicyclists and pedestrians should review the California Code (Vehicle code, Civil code, Streets and Highways code, etc.) and Santa Clara City Charter and Code.

Bicycle and Pedestrian Safety Poster

The work plan topic request includes a recommendation to create a bicycle and pedestrian safety poster to be distributed to schools, libraries, recreation centers, youth centers, and City Hall.

Public outreach on safety will be a component of the Vision Zero program, if approved by Council. Posters addressing bicycle and pedestrian safety may be included in the program.

Bicycle Map

The work plan topic request includes a recommendation to add safety information and an index to the City's bicycle map.

City staff are in the process of updating the City's Bicycle Map. The update will include the new bicycle facilities that have been implemented since the last publication of the map. The map will also include safety information. A draft of the safety information to be included on the bicycle map is included as Attachment 2. It was determined that creating an index of City streets to include on the bicycle map was not practical or feasible as there is not enough space to publish the index with the map. However, a grid will be added to the map for reference.

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

Reviewed by: Carol Shariat, Interim Transportation Manager, Public Works

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

ATTACHMENTS

1. Annual Work Plan Topic Request Form (Kratz)
2. Draft Santa Clara Bicycle Network Map - Safety Information



**City of
Santa Clara**
The Center of What's Possible

DEPARTMENT OF PUBLIC WORKS - TRAFFIC ENGINEERING DIVISION

1500 Warburton Ave, Santa Clara, CA 95050

Tel: 408.615.3000 Fax: 408-983-0931 Email: engineering@santaclaraca.gov

Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

Provide bicycle safety tips on BPAC website, posters, and bicycle map with feature for contacting City

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

Provide information and/or links to bicycle and pedestrian safety information onto the City's BPAC web-page and provision for messages to be left by the public on that web-page. This will allow easy access to relevant safety information about walking and cycling in our city and allow public input and recommendations for improvements.

Include a summary of State laws addressed to pedestrians and cyclists and include City ordinances that are peculiar to our city (e.g., prohibition of cycling on city sidewalks, etc.).

Include a link to the Santa Clara County Public Health Department's booklet regarding safe cycling practices, the "Getting From Here to There Safely, A Youth and Parent Safety Booklet for All Roadway Users" (<https://publichealth.sccgov.org/sites/g/files/exjcpb916/files/bike-ped-safety.pdf> Department).

Create a poster to be installed in schools, libraries, the senior center, the youth activity center, the community recreation center, and city hall that includes these links as well as a summary of bicycle and pedestrian safety tips. Posters to be provided to businesses and commercial properties on request.

Topics to be included in the poster: helmet use, requirements and use of reflectors and lights, bicycle braking requirements, the wearing of and light colored and/or reflective clothing at night, traffic regulations for cyclists and pedestrians, and safety tips.

Poster shall include a link to BPAC website for public input as well as link to "My Santa Clara" so that hazardous road conditions can be submitted.

City bicycle map to be updated to include not only cycling safety information but also an index of street names and locations. The index is not only convenient, since it will eliminate the need to carry and refer to other maps or the Internet, but also the index reduces the time to arrive at the destination.

Increases cyclist and pedestrian safety in our city by providing an easily accessible and quick overview of laws and cycling and pedestrian techniques, equipment and infrastructure.

WEAR & FIT YOUR HELMET

STEP 1



HELMET SIZE:
Use a measuring tape and wrap around the person's forehead to determine the appropriate size helmet.

STEP 2



HELMET POSITION:
Your helmet should sit level and low on your forehead—about the width of two fingers above your eyebrows.

STEP 3



SIDE AND CHIN STRAPS:
Center the buckle under your chin. Tighten the chin strap as necessary to achieve a comfortable, secure fit. Adjust the side straps so they form a V-shape on each side, below

STEP 4



FINAL FITTING:
When adjusted, do the Eyes, Ears and Mouth test to check for a good fit:
• Eyes: You should see the very edge of your helmet when you look up past your eyebrows.
• Ears: The straps should meet right under your earlobes to form a "V".
• Mouth: The strap should be loose enough so you can breathe and insert a finger between the buckle and your skin, but not so tight that you cannot open your mouth.

BICYCLE SAFETY TIPS



Obey all traffic laws & lights

- Remember your bike on the road is just like a "vehicle".
- Make complete stops at red lights and stop signs, and proceed only when it is safe.



Watch for cars

- Always make eye contact with drivers.
- Never assume a driver sees you until you are sure that they do.



Don't ride against traffic

- To be most visible, ride with the flow of traffic.



Ride in the middle of the lane:

- When you're travelling at the same speed as motor vehicles.
- When the lane is too narrow for a car to safely pass you.



Watch for car doors

- Be careful not to swerve into traffic while avoiding an open door.



Choose the best way to turn left

- Ride through the intersection on the right side of the road.
- Stop near the curb and turn the bike to head in the right direction.
- Proceed with caution, obeying traffic controls, and merge back into traffic when it's safe.



Stay Alert

- Cross railroad tracks at a right angle so your tire won't get stuck.
- Keep a lookout for obstacles in your path.



Stay out of the blind spot

- Ride a little bit ahead of the vehicle so the person driving can see you, or
- Stay far enough back so if the vehicle turns right or stops, you'll be able to stop safely.



Use hand signals & Look again

- To let motorists or other bicyclists know what action or direction you intend to take.



Riding on sidewalks and multi-use paths

- Cyclists must yield to all pedestrians on sidewalks and those marked or unmarked crosswalks.
- Give a warning with a bell or your voice before overtaking pedestrians from behind.



Use caution when passing

- Pass slowed or stopped traffic on the right only when it's safe to do so.
- Be careful on overtaking cars.



Don't weave between parked cars

- Ride in a straight line along the side of parked cars.
- Cars may not see you when you move back into traffic.



Get the green light


- Most but not all of Santa Clara's traffic signals with sensors are marked for bikes.
- Stop on top of the small, white bicycle decals in the pavement at street intersections, indicating electronic detectors.



Stay visible


- Wear bright or reflective clothing.
- Use lights when biking at night or in low-light conditions.

KEEP YOUR BIKE



Lock your bike

- Remember to lock your bike to a designated bike rack with a good lock.
- Secure the wheels and seat with cable lock or security fasteners.
- Do not park your bike against a tree, or where it will block access for pedestrians.



Care for your bike

Every week:

- Check handle bars and saddle (seat) are tightly secured.
- Check tire air pressure and wheel quick releases.


Test the batteries on your bike lights and test the brakes.

Every month:

- Wipe your chain and lubricate with chain oil.
- Wipe the dirt from your rims.
- Check the tread on your tires and replace tires if needed.
- Check that brake pads are not touching tires and replace pads if they are worn out.
- Test the gears if they are shifting smoothly. Check for damaged or frayed gear and brake cables.

Every year:


- Take your bike to a bike mechanic for a thorough tune-up!



Register your bike

- Record your serial number - All new bicycles must have serial numbers stamped in their frames. City recommends registering your bike online: <https://project529.com/garage/>
- Keep this number in a safe place (ideally, with a photograph of your bicycle) should you need to report the bicycle stolen to the police.

ABOUT SANTA CLARA



CITY OF SANTA CLARA


Santa Clara is known as "The Mission City," and was founded in 1852. It has grown into an internationally diverse community of over 129,000 residents with employment base of about 106,750. With 19.3 square miles of tree-lined neighborhoods, thriving commercial and industrial centers, and 300 days of sunshine each year, Santa Clara is an ideal location for individuals, families and businesses. Santa Clara is home to an extraordinary array of high-tech companies, Santa Clara University, Mission College, California's Great America Theme Park, and Levi's® Stadium, home of the San Francisco 49ers.


The Bicycle & Pedestrian Advisory Committee (BPAC) was formed in 1991 to serve as an advisory body to the City Council on matters relative to modifying and/or expanding the City's recreational and commuter bicycling system. Its intent is to encourage recreational and commuter bicycling by promoting safe, convenient, well-designed facilities, and by evaluating local bicycle-related projects.

BPAC meetings are open to the public and held on the 4th Monday of January, March, June, August and October. Agendas are posted at the

Learn more about Santa Clara at www.santacalaraca.gov

To see this map online, visit www.santacalaraca.gov/mps





This free map is part of Santa Clara's effort to be a city where bicycling is integrated into daily life, providing an alternative and convenient transportation mode. The depicted bikeway information is advisory only. The City assumes no liability for any errors, omissions, or inaccuracies in the information of this map. Map users assume all risks as to the quality and accuracy of the map. Individuals should determine their own skill levels and physical abilities before riding a bike. Happy riding!



City of Santa Clara



Bicycle Map



BIKE RESOURCES

BIKE RESOURCES

<http://bicycling.511.org/>
<http://www.bayareabikes.org>

BIKE MAPS

<http://bicycling.511.org/routes.htm>

BIKE ORGANIZATIONS

<http://bicycling.511.org/organizations.htm>
 Silicon Valley Bicycle Coalition: <https://bikesiliconvalley.org/>

BIKES ON TRANSIT

ACE Train	408-411-7245
Caltrain	800-660-4287
Capitol Corridor	877-974-3322
VTA Buses and Light Rail	408-321-2300

ROAD CONDITIONS AND COMPLAINTS

Area/Responsible Agency	Phone Number
Campbell	408-866-2145
Cupertino	408-777-3289
Expressways (Santa Clara County)	408-686-0605
Milpitas	408-586-2600
Mountain View	650-903-6311
Palo Alto	650-329-2136
San Jose	408-535-3850
Saratoga	408-868-1245
State Highways (Caltrans)	510-286-5598
Sunnyvale	408-730-7407
Unincorporated Rural Areas (County of Santa Clara)	408-366-3100
North County	408-366-3100
South County	408-683-1240

Report road hazards in the City of Santa Clara to the Street Department at (408) 615-3080, or send a service ticket via MySantaClara App (download on Android or Apple store).

Report traffic signals or roadway problems in the City of Santa Clara via:

Email: engineering@santacalaraca.gov
 Phone: 408-615-3000; 8am-12nn & 1-5pm
 Monday through Friday (except holidays)
 Offices: Santa Clara City Hall
 1500 Warburton Avenue

BIKE RESOURCES

SAFE ROUTES TO SCHOOL

Plan your walking or biking route before you head out. Tips for Safe Walking and Biking:

- Use marked crosswalks and look left, right and left again before crossing a street.
- Everyone under 18 years old must wear a helmet when riding a bike.
- Be patient and courteous.

The City of Santa Clara has a Safe Routes to School program. For more information, visit Santacalaraca.gov/SafeRoutesToSchool

The Safe Routes to School program feature bike rodeos, school assemblies and other fun ways to get students riding safely and comfortably to schools.

Select picture courtesy of VTA



BRING YOUR BIKES TO TRANSIT

VTA has developed a video (including a video in Spanish) explaining how to bring a bike on VTA buses and light rail! Bringing a bike on VTA allows commuters to travel farther distances in Santa Clara

PLAN YOUR TRIP

BICYCLE DETOUR ON LEVI'S STADIUM EVENT DAYS

The San Tomas Aquino Creek Trail will be temporarily closed between Agnew Road and Tasman Drive during certain event days at Levi's Stadium. To receive notifications, you can sign up by scanning the QR code. Make sure you click on "Levi's Stadium" under the "News" section.

Bicyclists will be rerouted via Agnew Road, Lakeshore Drive, Gianera Street, the VTA Great America Train Station Parking lot, Stars and Stripes Drive, Great America Parkway, and then back to the San Tomas Aquino Creek Trail.



Bicycle detour map on Stadium Event Days (subject to change)

LEFT HAND SIDE BIKE LANES

Santa Clara has left hand side bike lanes along a short stretch on Calabazas Boulevard from Cabrillo Avenue to Pomeroy Avenue. As motorists are not used to seeing bicyclists on the left side of the road, transition areas are highlighted in green pavement markings to guide you. As always, stay alert and visible!

Why are the bike lanes GREEN?

INCREASES VISIBILITY OF BIKE LANE
FOR MOTORISTS

INCREASES SAFETY
FOR BICYCLISTS

INCREASES AWARENESS
FOR EVERYONE

How do I use them?

TAKE AS OTHER END LANE

RIDE IN THE DIRECTION OF TRAFFIC

CHANGING LANE MARKINGS INDICATE WHEN THE BIKE LANE IS TO MAKE A RIGHT TURN

AT TRAFFIC SIGNALS, INTERSECTIONS AND OTHER DETECTOR STATIONS TO GET A GREEN LIGHT

PLEASE AVOID CONTACTS FROM OTHERS TURNING LEFT INTO YOUR BIKE LANE AND IN THE BIKE LANE

Watch out for motorist motorists

Hand Signals

RIDE WITH THE FLOW OF TRAFFIC

ONLY TRAFFIC SIGNALS AND STOP SIGNS

USE HAND SIGNALS TO COMMUNICATE

WAVE RIGHT COULDS / REFLECTOR SIGNAGE

USE A WHITE FRONT LIGHT AND A RED REAR LIGHT AT NIGHT

WEAR A HELMET

BE AWARE OF YOUR ROAD

How can I ride safely?

RIDE WITH THE FLOW OF TRAFFIC

ONLY TRAFFIC SIGNALS AND STOP SIGNS

USE HAND SIGNALS TO COMMUNICATE

WAVE RIGHT COULDS / REFLECTOR SIGNAGE

USE A WHITE FRONT LIGHT AND A RED REAR LIGHT AT NIGHT

WEAR A HELMET

BE AWARE OF YOUR ROAD

Why are the bike lanes on the LEFT?

REDUCES CONFLICTS
WITH MOTORISTS TURNING RIGHT

INCREASES VISIBILITY
OF BICYCLISTS FROM DRIVER SIDE

ELIMINATES CONFLICTS
WITH CAR DOORS
WITH CARS EXITING/ENTERING ON-STREET PARKING AND DRIVEWAYS

CONTROL THE LANE
BY CONTINUING YOUR BIKE IN IT TO KEEP MOTORISTS FROM TURNING NEXT TO YOU

GO AHEAD FROM HAND SIGNAL AND MAKE EYE CONTACT WITH MOTORISTS. TELL THEM YOU CAN SAFELY SHARE THE LANE

SCAN TO THE RIGHT FOR A GAP IN TRAFFIC BEFORE MOVING INTO THE DRIVE LANE

PAUSE ON THE RIGHT SIDE, IN THE BIKE LANE IF THERE IS A GAP
YIELD TO PEDESTRIANS

What is a BIKE BOX?

DESIGNATED BIKE WAITING AREA AT INTERSECTIONS

HELPS BICYCLISTS
MAKE RIGHT TURNS STARTING FROM THE LEFT SIDE BIKE LANE

DETERS MOTORISTS
FROM TURNING ALONGSIDE BICYCLISTS

GIVES BICYCLISTS
A HEAD START

PROCEED WHEN THE LIGHTS GO GREEN AND INTERSECTION IS CLEAR

STOP AT THE BIKE BOX FOR A RIGHT TURN
IF TURNING, CHECK SIGNALS AND MAKE SURE YOU CAN SAFELY SHARE THE LANE

STOP IN THE BIKE BOX IN LINE WITH THE BIKE LANE
IF TURNING, CHECK SIGNALS AND MAKE SURE YOU CAN SAFELY SHARE THE LANE

EXIT BIKE LANE WHEN CLEAR
SIGNAL FROM BIKE BOX TO MOVE OUT OF THE BIKE LANE AND INTO THE DRIVE LANE

WITHIN THIS BIKE BOX, DO NOT MOVE IN FRONT OF A VEHICLE UNLESS IT HAS STOPPED



City of Santa Clara

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Agenda Report

25-1708

Agenda Date: 1/26/2026

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, Principal Transportation Planner, Public Works

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



City of Santa Clara

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Agenda Report

25-1709

Agenda Date: 1/26/2026

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, Principal Transportation Planner, Public Works

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

ATTACHMENT

1. January 2026 Santa Clara Station Area Task Force Update

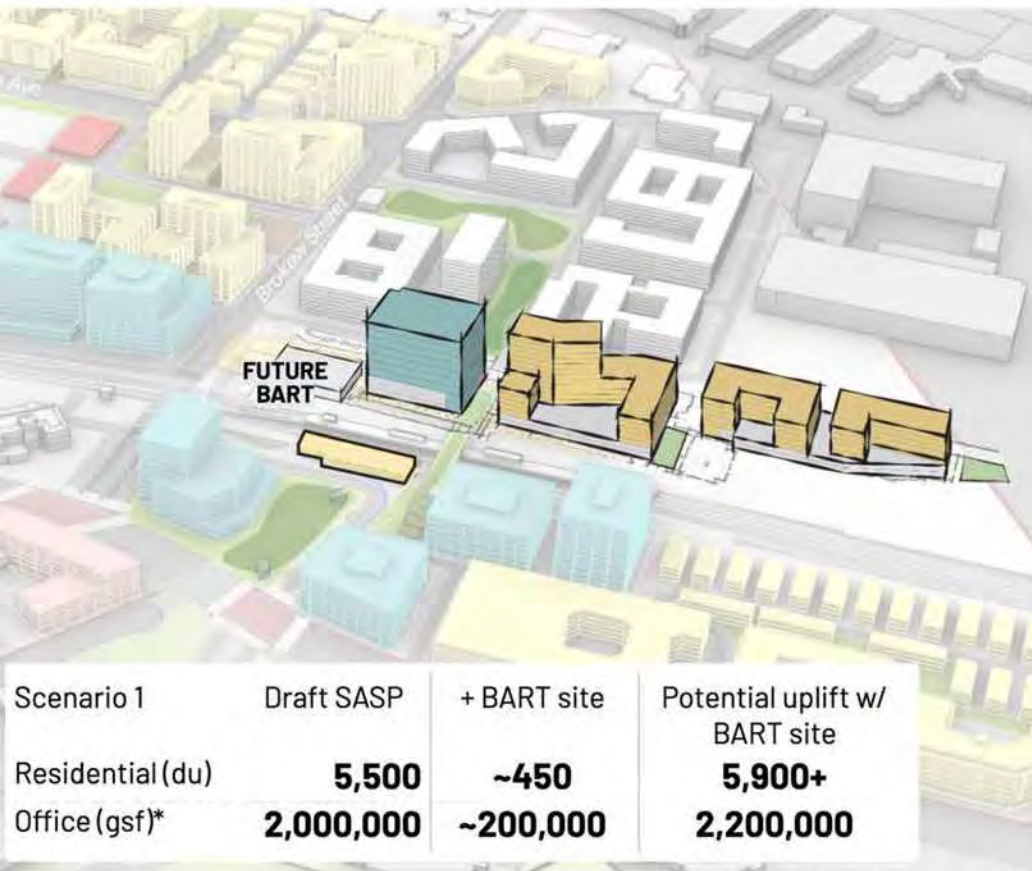


Santa Clara Station Area Task Force Update

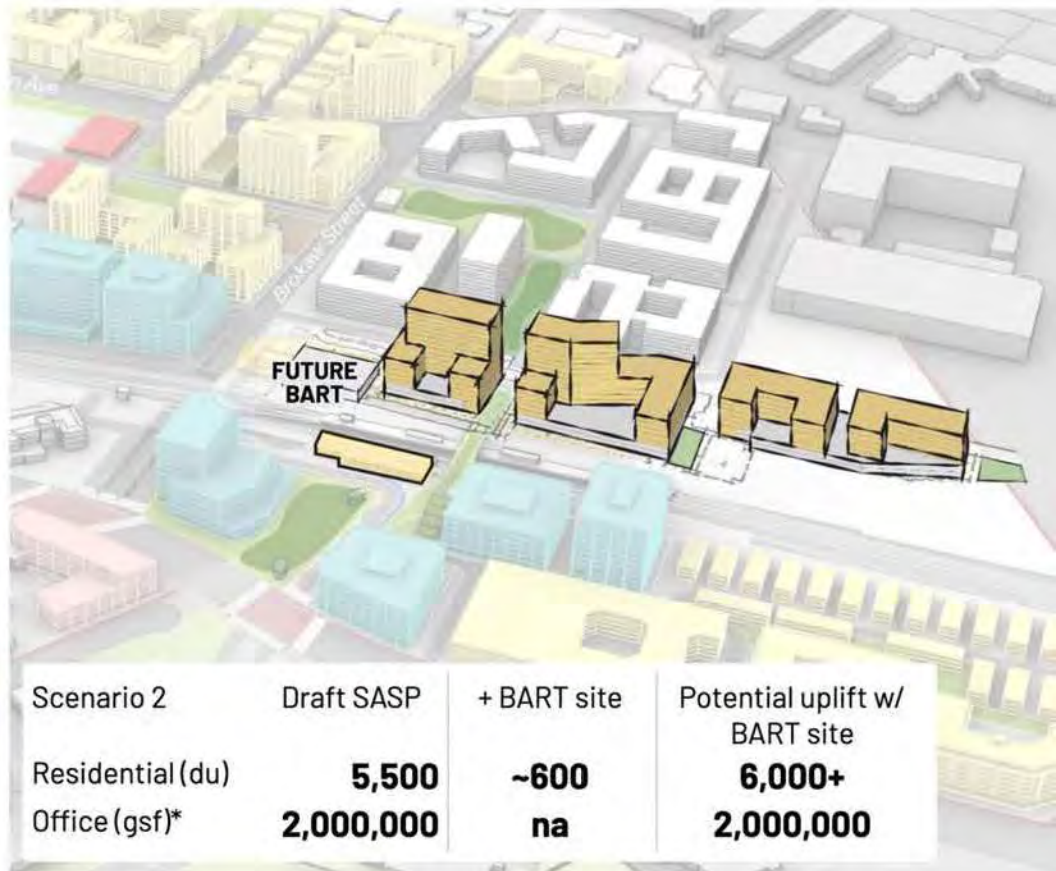
**Bicycle and Pedestrian
Advisory Committee**

January 26, 2026

Summary



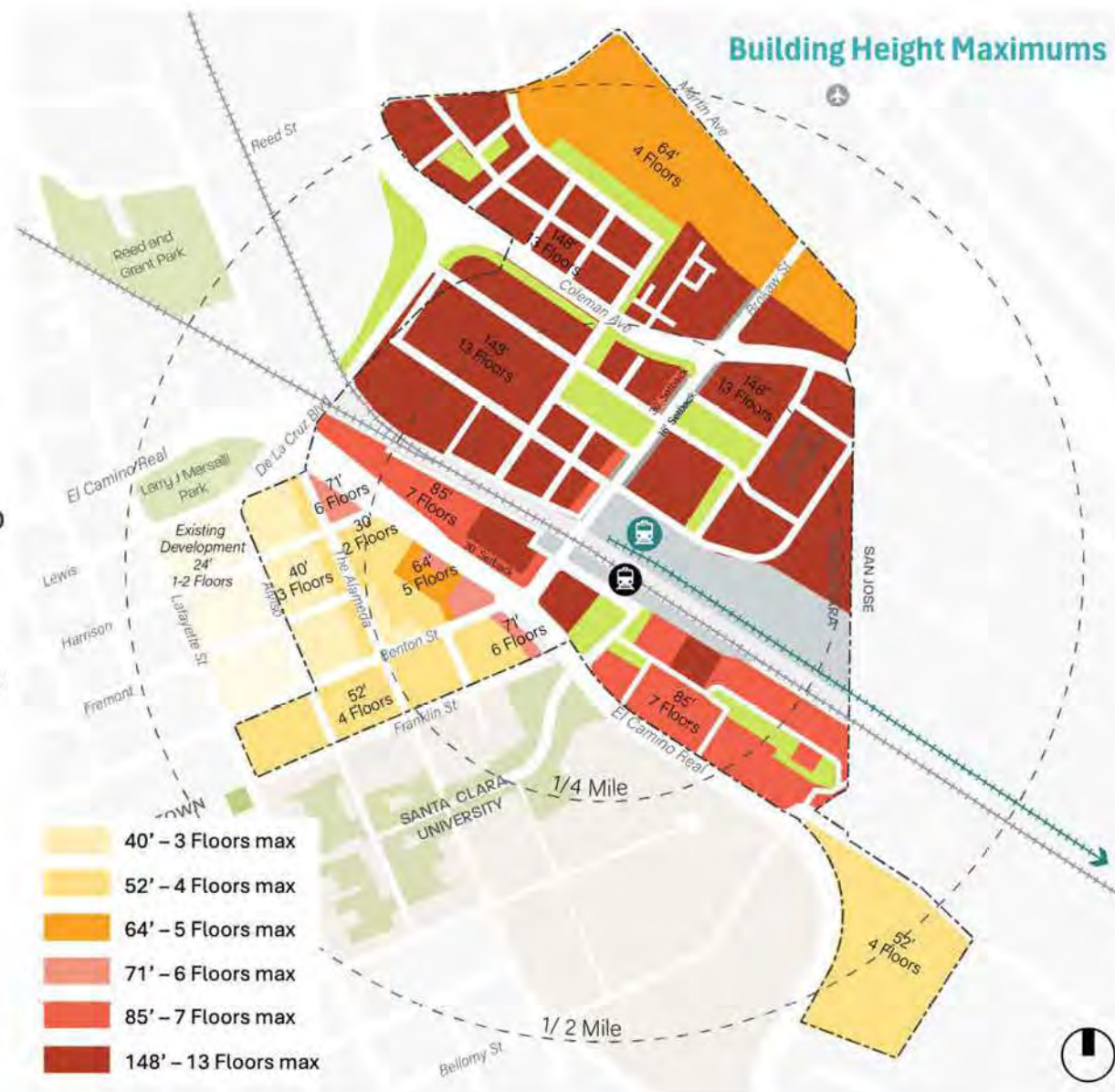
**including parking and potential GF retail*



SB 79

1. Seeks to increase the supply of affordable housing, reduce greenhouse gas emissions through reduced vehicle miles traveled, and enhance the efficiency of public transit systems.
2. Mandates upzoning of land located within proximity to rail stations and rapid bus corridors to encourage transit-oriented development.
3. Degree of upzoning depends on the classification of the transit and the distance from the station, as measured from the pedestrian access points.
4. Effective July 01, 2026.

Please note – The radii shown are approximate. Exact entrance locations need to be studied to get the final coverage.



SB 79 | Transit-tiering and applicable standards

Distance from TOD Stop	Minimum Height Requirement	Residential Density (du/ac)	Residential FAR
Directly Adjacent Sites (≤ 200 ft)	95 ft (75 + 20 ft bonus)	160 du/ac (120 + 40 bonus)	Up to 4.5 (3.5 + 1 bonus)
Within ¼ Mile	≥ 75 ft	≥ 120 du/ac	Up to 3.5
¼ – ½ Mile	≥ 65 ft	≥ 100 du/ac	Up to 3.0

Inclusionary Housing Requirements:

- Applicable to projects with more than 10 units.
- The greater of any local requirement or one of the following:
 - 7% of units affordable to extremely low-income households;
 - 10% of units affordable to very low-income households; or
 - 13% of units affordable to lower-income households.

California Environmental Quality Act (CEQA):

- Does not modify requirements.
- Does not establish a new ministerial approval process.
- Projects qualifying under SB 35 and SB 423 are exempt.



Agenda Report

25-1700

Agenda Date: 1/26/2026

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Ad-hoc Subcommittee Reports (Megas)

BACKGROUND

This agenda item provides an opportunity for current BPAC subcommittees 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 (between 6 to 12 months per RTC 25-1518, attached) to accomplish that purpose; and
4. Be advisory.

At the October 27, 2025 meeting, BPAC dissolved the previous subcommittees and created the ad-hoc Wayfinding Subcommittee.

DISCUSSION

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

- Wayfinding Subcommittee - Members Haro, Kratz, and Marinaro

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 noted 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, Principal Transportation Planner, Public Works

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

ATTACHMENT

1. RTC 25-1518 Dissolve and Create Subcommittees



Agenda Report

25-1518

Agenda Date: 10/27/2025

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Dissolution of Current Subcommittees and Creation of New Subcommittees (Chan/Haro)

BACKGROUND

Based on a recent BPAC discussion regarding subcommittees, Traffic Engineering staff consulted with the City Attorney's Office, and it was determined that to remain in compliance with the Brown Act and in alignment with other City commissions, 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 that 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 that purpose; and
4. Be advisory.

Once the work of the subcommittee is complete, the subcommittee is disbanded. Generally, subcommittees should be disbanded within 6-12 months.

Consequently, BPAC should dissolve existing subcommittees and create new subcommittees.

DISCUSSION

Currently, BPAC has four subcommittees as listed below:

- Police Collision History
- Bicycle Story Maps
- Bike to Shop Day
- Roundabouts

Additionally, the BPAC recently discussed creating two additional subcommittee: 1) Data-Driven Approach to Evaluating Bicycle and Pedestrian Projects, and 2) Input on Phase I of the Wayfinding project. The intent of the subcommittees is to provide feedback on topics considered needing additional analysis and discussion.

Staff recommends that the BPAC discuss subcommittees, dissolve the four existing subcommittees and create new subcommittees, as needed.

RECOMMENDATION

Dissolve current BPAC subcommittees and create new subcommittees as requested by the BPAC

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

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

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