



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:

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 area 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: Date:

Proposed Topic Title:

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.



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.



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:

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.



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?



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.



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.



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. This 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 effectively 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 bus 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 allow 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.



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.



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.



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; lthis 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.



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.



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



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.



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 our 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.



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.



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.



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).



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 t also is according to a study performed by John Hopkins University, School of Public Health.



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:

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.



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.



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 1ten 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.



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.



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.



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.



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.



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.



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



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.



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.



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.



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.