



# City of Santa Clara

## Meeting Agenda

### Bicycle & Pedestrian Advisory Committee

Monday, August 25, 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**

**2 ACTION ITEMS / GENERAL BUSINESS**

- A. 25-489** [Election of a Chair and Vice Chair of the Bicycle and Pedestrian Advisory Committee for FY 2025/26 \(Liw\)](#)

**Recommendation:** Nominate and elect a Chair and Vice Chair for the Bicycle and Pedestrian Advisory Committee for the FY 2025/26 term.

**3 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.]*

**4 CONSENT CALENDAR**

- A. 25-795** [Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025 \(Chair\)](#)

**Recommendation:** Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025.

- B. 25-796 [Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026 \(Chair\)](#)

**Recommendation:** Recommend that Council Approve the Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026.

5 **REPORTS FOR COMMITTEE INFORMATION**

- A. 25-797 [Police Verbal Update \(Wilson\)](#)

6 **REPORTS OF SPECIAL COMMITTEES**

- A. 25-798 [Subcommittee on Police Collision History \(Donoghue, Kratz, Granvold\)](#)

7 **REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**

- A. 25-812 [Review of Existing Work Plan Topics for Fiscal Year 2025-26 BPAC Work Plan \(Garcia\)](#)
- B. 25-804 [Public Works Verbal Update \(Liw/Chan\)](#)
- C. 25-801 [Wayfinding & Install Way-finding Signs \(Garcia\)](#)
- D. 25-802 [Proposal for a Data-Driven Framework to Evaluate Bicycle & Pedestrian Projects in Santa Clara \(Chan\)](#)
- E. 25-805 [Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update \(Megas\)](#)
- F. 25-807 [Santa Clara Station Area Task Force Update \(Shure\)](#)
- G. 25-808 [Grant Activity Verbal Update \(Shariat\)](#)

8 **REPORTS OF SPECIAL COMMITTEES (CONTINUED)**

- A. 25-809 [Subcommittee on Bicycle Story Maps \(Megas\)](#)
- B. 25-810 [Subcommittee on Bike to Shop Day \(Megas, Kratz, and Harrison\)](#)
- C. 25-811 [Subcommittee on Roundabouts \(Megas, Kratz, and Harrison\)](#)

9 **ADJOURNMENT**

**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.

Agendas and other written materials distributed during a public meeting that are public record will be made available by the City in an appropriate alternative format. Contact the City Clerk's Office at 1 408-615-2220 with your request for an alternative format copy of the agenda or other written materials.

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.



## Agenda Report

25-489

Agenda Date: 8/25/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Election of a Chair and Vice Chair of the Bicycle and Pedestrian Advisory Committee for FY 2025/26 (Liw)

#### **BACKGROUND**

In April 2022, the City Council adopted Ordinance 2043 which formalized the role of the Bicycle and Pedestrian Advisory Committee (BPAC) and added the BPAC to the list of City boards and commissions codified in City Code Section 2.120. Additionally, the ordinance enacted changes to the current membership structure of the BPAC beginning July 1, 2025. Such changes include decreasing the size of BPAC from nine members to seven members and eliminating the City Council member position. As the City Council BPAC member also served as the Chair of the BPAC, the BPAC is required to elect a Chair and Vice Chair per the City's Boards and Commissions Handbook.

In general, City commissions rotate the position of Chair and Vice Chair each year during the beginning of the new Fiscal Year which commences on July 1. The roles of the Chair and Vice Chair are defined in the Procedures section of the City's Board, Commissions, and Committee Handbook. The Bicycle and Pedestrian Advisory Committee (BPAC) Chair is responsible for the following duties:

- Preside at all official meetings of the BPAC
- Consult with the staff liaison on the meeting agenda
- Attend City Council meetings as needed to represent the BPAC
- Sign correspondence on behalf of the BPAC

Responsibility of the Vice Chair:

- Substitute for the Chair as needed

It is important to note that the role of Chair is to facilitate the BPAC meeting in compliance with the

- Council approved BPAC Policy Guidelines (Attachment 1)
- Ralph M. Brown Act
- Robert's Rules of Order

Additionally, the BPAC chair should strive to conduct a productive, orderly, and timely BPAC meeting.

#### **DISCUSSION**

A new Chair and Vice Chair will be elected at the August 2025 Regular Meeting of the BPAC. The BPAC members may nominate any individual BPAC member to serve in each position (Chair, Vice Chair). Nominated BPAC members can either accept or decline. If they accept the nomination, then the staff will allow for discussion, public comment, and then call for a vote. BPAC members will vote



for one candidate to serve in each role. The BPAC member who receives the most votes for each position will assume the responsibilities of the role for which they were elected immediately after the vote.

**RECOMMENDATION**

Nominate and elect a Chair and Vice Chair for the Bicycle and Pedestrian Advisory Committee for the FY 2025/26 term.

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

**ATTACHMENTS**

1. BPAC Policy Guidelines

# **City of Santa Clara Bicycle and Pedestrian Advisory Committee Policy Guidelines**

The Bicycle Advisory Committee (BAC) was established by the Santa Clara City Council on May 28, 1991. On March 25, 2014 the Bicycle Advisory Committee was changed to the Bicycle and Pedestrian Advisory Committee (BPAC) by the Santa Clara City Council.

## **Section 1. Purpose**

The purpose and responsibilities of the BPAC are described in Section 2.120.170 of the City Code. Its intent shall be to encourage recreational and commuter bicycling and walking in the City by promoting safe, convenient, well-designed facilities, and by evaluating local bicycle and pedestrian related projects.

It is intended that the BPAC shall be an advisory committee to the City Council and nothing herein contained shall be construed as a limitation on the power of the City Council or the administrative staff of the City in their supervision or authority over property or personnel, which are under their jurisdictions.

## **Section 2. Membership**

The BPAC is currently comprised of nine (9) members, which consists of eight (8) regular members and one (1) Chairperson or alternate that is the Mayor or Councilperson designated by City Council.

After June 2025, the BPAC shall be comprised of seven (7) members, which consists of seven (7) regular members. One regular member shall be appointed by the BPAC as Chair.

Representatives from Mission College, the Santa Clara Unified School District and the Silicon Valley Bicycle Coalition are encouraged to be members.

The City of Santa Clara adopted a Code of Ethics and Values to promote and maintain the highest standards of personal and professional conduct in the City's government. All members are required to subscribe to this Code, understand how it applies to their specific responsibilities, and practice its core values in their work.

## **Section 3. Term of Office, Vacancies, and Removal**

Members shall serve for a term of four years and until their respective successors are appointed and qualified. The maximum time a member may serve is two consecutive full terms. If an individual is appointed to fill a partial term, they may still serve two additional full terms of office. After a lapse of at least two years, an individual is eligible

to reapply to serve on the committee and the same application process would apply as for individuals who had never served.

The application process for membership shall be in accordance with the City of Santa Clara Guide for Board, Commissions, and Committee Applicants.

To allow for staggered terms and to phase in the change to seven (7) members:

- Three (3) members appointed in December of 2019 will have a term of office expiring on June 30, 2023. All three (3) vacancies shall be filled
- Two (2) members appointed in December of 2020 will have a term of office expiring on June 30, 2024. All two (2) vacancies shall be filled
- Three (3) members appointed on December of 2021 will have a term of office expiring on June 30, 2025. Two (2) of three (3) vacancies shall be filled

Any vacancies from whatever cause arising, shall be filled by appointment by the City Council. Upon a vacancy occurring leaving an unexpired portion of a term, any appointment to fill such vacancy shall be for the unexpired portion of such term. If a member of a board or commission absents himself/herself from three regular meetings of such board or commission, consecutively, unless with permission of such board or commission expressed in its official minutes, or is convicted of a crime involving moral turpitude, or ceases to be a qualified elector of the City, his/her office shall be vacant and shall be so declared by the City Council.

The members shall be appointed, and shall be subject to removal, by motion of the City Council adopted by at least four affirmative votes.

#### **Section 4. Meetings**

The BPAC shall hold meetings on the fourth Monday in January, March, June, August and October at 4:00 p.m. at City Hall. The actual date of meeting can be changed. Additional meetings can be recommended by a quorum of the committee and approved by the City Manager. All meetings shall be open to the public and notices and agendas shall be posted at City Hall as required by law.

A majority of the members of the BPAC shall constitute a quorum for the transaction of business.

The affirmative or negative vote of a majority of the entire membership shall be necessary for it to take action.

#### **Section 5. Assistance of Staff**

The BPAC may utilize City personnel as described in Section 2.120.040 of the City Code. The BPAC's requests may from time to time be prioritized subject to staff limitations. The City Manager has appointed the Director of Public Works and the Chief of Police or their designees to staff the BPAC.

## **Section 6. Amendments**

Amendments to the guidelines may be recommended by a quorum of the BPAC membership at any legal BPAC meeting, subject to approval by City Council.

RECOMMENDED FOR ADOPTION by the Bicycle and Pedestrian Advisory Committee this 25<sup>th</sup> day of January 2021.

PASSED AND ADOPTED by the Santa Clara City Council this 22<sup>nd</sup> day of March 2022.



# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
[santaclaraca.gov](http://santaclaraca.gov)  
[@SantaClaraCity](https://twitter.com/SantaClaraCity)

## Agenda Report

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25-795

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025 (Chair)

#### **RECOMMENDATION**

Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 23, 2025.

Written by: Nicole He, Associate 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

#### **ATTACHMENT**

1. BPAC Meeting Minutes, June 23, 2025



# City of Santa Clara

## Meeting Minutes

### Bicycle & Pedestrian Advisory Committee

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06/23/2025

4:00 PM

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

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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 Hardy** called the meeting to order at 4:00 PM.

**Member Marinano** arrived at 4:41 PM.

**Present** 7 - Member Hung Duong, Member Ken Kratz, Member Jonathan Marinaro, Member Betsy Megas, Member Vernon Shure, Member Bruce Donoghue, and Chair Karen Hardy

**Excused** 2 - Member Guillermo Jenaro, and Member Sukrit Ganesh

**A motion was made by Member Kratz and seconded by Member Megas to excuse Member Jenaro and Member Ganesh. The motion carried by the following votes.**

**Aye:** 6 - Member Duong, Member Kratz, Member Megas, Member Shure, Member Donoghue, and Chair Hardy

**Excused:** 2 - Member Jenaro, and Member Ganesh

**Absent:** 1 - Member Marinano

## **2 PUBLIC PRESENTATIONS**

**Video: [00:03:20]**

**Edmund Drozek** commented on two issues at San Tomas Aquino Creek Trail: (1) north of highway 101, there are heavy bushes on one side of the San Tomas Aquino Creek Trail (STACT) that have not been removed; and (2) north of Walsh Avenue, in the northbound direction across from Nvidia, there are two large culverts that cause safety issues for cyclists. He also mentioned that north of the stadium there are long cracks along the STACT trail that had been filled in with a patch, but made it worse and thus, it needs repaving.

## **3 CONSENT CALENDAR**

- A. [25-483](#) Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 24, 2025 (Chair Hardy)

**Recommendation:** Approve the Bicycle and Pedestrian Advisory Committee Meeting Minutes of March 24, 2025.

**Video: [00:07:15]**

**A motion was made by Member Megas and seconded by Member Kratz to Approve the Consent Calendar. The motion carried by the following votes.**

**Aye:** 5 - Member Duong, Member Kratz, Member Megas, Member Donoghue, and Chair Hardy

**Excused:** 2 - Member Jenaro, and Member Ganesh

**Absent:** 1 - Member Marinaro

**Abstained:** 1 - Member Shure

## **4 REPORTS FOR COMMITTEE INFORMATION**

- A. [25-484](#) Police Verbal Update (Wilson)

**Video: [00:11:00]**

**Officer Wilson** provided a brief verbal update that he had been mostly on sick leave and had no collisions to report at this meeting.

**Committee** comments and questions followed.

**Officer Wilson** addressed Committee questions.

## **5 REPORTS OF SPECIAL COMMITTEES**

- A. [25-485](#) Subcommittee on Police Collision History (Donoghue, Kratz, Granvold)

**Video:** [00:13:10]

**Member Kratz** provided a verbal update that he sent summaries of Vision Zero Working Group meetings to the **Subcommittee**.

**Chair Hardy** confirmed with **Member Donoghue** that he would continue to serve on this **Subcommittee** as a public member after this meeting.

**Committee** comments and questions followed about bicycle parking security.

**Officer Wilson** addressed Committee questions.

## **6 ACTION ITEMS / GENERAL BUSINESS**

- A. [25-693](#) Selection of Member to Serve on the Station Area Task Force (Chan)

**Recommendation:** Select one BPAC member to serve on the Station Area Task Force.

**Video:** [00:21:50]

**Transportation Manager Chan** provided an overview of the Santa Clara Station Area Plan and Station Area Task Force requirement.

**A motion was made by Member Kratz and seconded by Member Duong to elect Member Shure to serve on the Station Area Task Force.**

**Aye:** 6 - Member Duong, Member Kratz, Member Megas, Member Shure, Member Donoghue, and Chair Hardy

**Excused:** 2 - Member Jenaro, and Member Ganesh

**Absent:** 1 - Member Marinaro

## **7 REPORTS FOR COMMITTEE INFORMATION (CONTINUED)**



- A. [25-491](#) Creek Trail Network Expansion Master Plan - Stakeholder Coordination (Garcia)

**Video:** [00:29:20]

**Senior Civil Engineer Garcia** and **Ms. Sokale from Jana Sokale Environmental Planning** presented an update on the Creek Trail Network Extension Master Plan and recent community engagement activities.

**Committee** comments and questions followed.

**Ms. Sokale** addressed Committee questions.

**Public Speakers:** Edmund Drozek, Diane Harrison.

- B. [25-490](#) Santa Clara Vision Zero: Priority Project List and Draft Plan (He)

**Video:** [01:49:00]

**Associate Engineer He** and **Mr. Paderna from Kimley-Horn Associates** provided an update on Vision Zero Plan with recent community engagement activities and draft priority projects.

**Committee** comments and questions followed regarding safety countermeasures and program evaluation.

**Associate Engineer He** and **Mr. Paderna** addressed **Committee** questions.

**Public Speaker:** Diane Harrison

- C. [25-492](#) Complete Streets Review for the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bicycle Project (Chan)

**Video:** [02:35:50]

**Transportation Manager Chan** provided an update on the Complete Streets Review for the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bicycle Project.

**Committee** comments followed.

D. [25-495](#) Bicycle Parking and Security (Shariat)

**Video:** [03:50:00]

**Principal Transportation Planner Shariat** provided a report on the bicycle parking and security.

**Committee** questions and comments followed.

**Principal Transportation Planner Shariat** addressed **Committee** questions.

**Public Speaker:** Diane Harrison

E. [25-493](#) Create Criteria for Project Selection (Chan)

**Video:** [04:26:20]

**Member Donoghue** left the meeting at 8:26 PM.

**Transportation Manager Chan** provided a report on creating criteria for project selection.

**Committee** comments followed.

**Public Speaker:** Diane Harrison

F. [25-496](#) Public Works Verbal Update (Liw/Chan)

**Video:** [04:43:00]

**Transportation Manager Chan and Public Works Assistant Director Liw** provided a report on recent activities at the Public Works Department.

**Committee** questions and comments followed.

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

**Public Speaker:** Diane Harrison

- G. [25-498](#) Valley Transportation Authority Bicycle and Pedestrian Advisory Committee Meetings Update (Megas)

**Video: [05:07:00]**

**Member Megas** provided an update on recent meetings at VTA Bicycle & Pedestrian Advisory Committee.

**Committee** questions and comments followed.

**Member Megas** addressed **Committee** questions.

- H. [25-499](#) Santa Clara Station Area Task Force Update (Ganesh)

**Video: [05:27:00]**

**Senior Civil Engineer Garcia** presented the written report from **Member Ganesh** on the Santa Clara Station Area Task Force Update.

- I. [25-497](#) Grant Activity Verbal Update (Shariat)

**Video: [05:35:00]**

**Principal Transportation Planner** provided an update on recent grant activities.

**Committee** questions and comments followed.

**Principal Transportation Planner and Transportation Manager Chan** addressed **Committee** questions.

## **8 REPORTS OF SPECIAL COMMITTEES (CONTINUED)**

- A. [25-486](#) Subcommittee on Bicycle Story Maps (Megas)

**Video: [05:48:00]**

The subcommittee had no update.

- B. [25-487](#) Subcommittee on Bike to Shop Day (Megas, Kratz, and Harrison)

**Video: [05:35:00]**

**Diane Harrison** provided a summary of the Bike to Shop Day on May 24.

- C. [25-488](#) Subcommittee on Roundabouts (Megas, Ganesh, Kratz, and Harrison)

**Video:** [05:54:00]

**Member Kratz** provided an update of the subcommittee work related to Vision Zero program.

## **9 ANNOUNCEMENTS**

## **10 ADJOURNMENT**

The meeting was adjourned at 9:58 PM.

The next scheduled meeting will be on Monday, August 25, 2025 at 4:00 PM.

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.

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## Agenda Report

25-796

Agenda Date: 8/25/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026 (Chair)

#### **BACKGROUND**

In the City Charter, Section 1003 states that each of the Boards and Commissions of the City shall hold regular meetings as required by City Code. City Code Section 2.120.030 states that each Board or Commission shall hold regular meetings at the times and days indicated by a resolution of the City Council and may be amended by further resolution.

At the March 22, 2022 City Council meeting, the Council approved changes to the Bicycle and Pedestrian Advisory Committee (BPAC) Policy Guidelines which formalized the BPAC to better align with all other City Boards, Commissions, and Committees related to membership terms and meeting rules established within the City Charter. In addition, the revised Policy Guidelines set the dates and time of the five BPAC meetings per calendar year at 4:00 p.m.

#### **DISCUSSION**

At the August 25, 2025 BPAC meeting, the Committee will review the draft resolution (Attachment 1) and meeting schedule for 2026 (Attachment 2), which includes five meetings to be held at 4:00 p.m. on the fourth Monday in January, March, June, August, and October. The specific dates are as follows:

- January 26, 2026
- March 23, 2026
- June 22, 2026
- August 24, 2026
- October 26, 2026

#### **RECOMMENDATION**

Recommend that Council Approve the Bicycle and Pedestrian Advisory Committee Calendar of Meetings for 2026.

Written by: Nicole He, Associate 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

#### **ATTACHMENTS**

1. Draft Resolution Bicycle and Pedestrian Advisory Committee Meeting Dates for 2026
2. Proposed Bicycle and Pedestrian Advisory Committee Meeting Calendar 2026

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA  
APPROVING THE BICYCLE AND PEDESTRIAN ADVISORY  
COMMITTEE CALENDAR OF MEETINGS FOR 2026 AND SETTING  
THE NUMBER AND START TIME OF BICYCLE AND PEDESTRIAN  
ADVISORY COMMITTEE MEETINGS**

**WHEREAS**, Section 2.120.030 of the Santa Clara City Code (“SCCC”) requires City boards and commissions to hold regular meetings at the times and on the days indicated by resolution of the Council;

**WHEREAS**, at the May 22, 1991 City Council meeting, the council approved a Citizens Committee on Bicycles known as the Bicycle Advisory Committee;

**WHEREAS**, at the March 25, 2014 City Council meeting, the Council approved to change the Committee to the Bicycle and Pedestrian Advisory Committee (BPAC) and related policy guidelines which included dates and times of the meetings;

**WHEREAS**, at the September 14, 2020 Governance and Ethics Committee meeting, the Committee directed staff to bring back a recommendation on formalizing the BPAC that reflects the input of both the Committee and BPAC members;

**WHEREAS**, at the January 25, 2021 BPAC meeting, the Committee discussed the responsibilities and unanimously voted in support of amending the City Code to formalize the BPAC;

**WHEREAS**, at the March 29, 2021 Governance and Ethics Committee meeting, the Committee recommended that the City Council consider an Ordinance that clearly sets forth the composition of the membership of the BPAC and the scope of the BPAC’s jurisdiction;

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**WHEREAS**, at the December 14, 2021 City Council meeting, the Council directed staff to bring back an Ordinance and revised policy guidelines that clearly sets forth the composition of the membership of the BPAC and the scope of the BPAC's jurisdiction; and,

**WHEREAS**, at the March 22, 2022 City Council meeting, the Council approved Ordinance No. 2043 that clearly sets forth the composition of the membership of the BPAC and scope of the BPAC's jurisdiction and revised policy guidelines which sets the dates and times of the BPAC meetings to the fourth Monday in January, March, June, August and October at 4 P.M. **NOW THEREFORE, BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:**

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the City Council hereby approves setting the BPAC meeting start time at 4:00 p.m., and establishes five (5) meetings for calendar year 2026, set on the fourth Monday in January, March, June, August and October.
3. That the City Council hereby approves the BPAC Schedule of Meetings for 2026, attached hereto.
4. Effective date. This resolution shall become effective immediately.

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I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED  
AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING  
THEREOF HELD ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 2025, BY THE FOLLOWING VOTE:

AYES: COUNCILORS:

NOES: COUNCILORS:

ABSENT: COUNCILORS:

ABSTAINED: COUNCILORS:

ATTEST: \_\_\_\_\_

NORA PIMENTEL, MMC  
ASSISTANT CITY CLERK  
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. Proposed Bicycle and Pedestrian Advisory Committee Meeting Calendar 2026



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

**BICYCLE AND  
PEDESTRIAN  
ADVISORY COMMITTEE**

City Hall – Council Chambers  
1500 Warburton Avenue Santa  
Clara, CA 95050

**Schedule of  
Meetings 2026**

Regular meetings are typically held on the fourth Monday of the months of January, March, June, August and October, beginning at 4:00 p.m., in the City Hall – Council Chambers.

**Meeting Dates**

- January 26, 2026
- March 23, 2026
- June 22, 2026
- August 24, 2026
- October 26, 2026



# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
[santaclaraca.gov](http://santaclaraca.gov)  
[@SantaClaraCity](https://twitter.com/SantaClaraCity)

## Agenda Report

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25-797

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Police Verbal Update (Wilson)

#### **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

Reviewed by: Steve Chan, Transportation Manager, Public Works

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



# City of Santa Clara

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## Agenda Report

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25-798

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Subcommittee on Police Collision History (Donoghue, Kratz, Granvold)

#### **BACKGROUND**

At the January 25, 2021 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, Police staff presented an update on bicycle and pedestrian collisions. In response, a subcommittee was created at the same meeting to review collision history to identify locations of bicycle and pedestrian collisions and obtain any other relevant information. The subcommittee has been served by former members Cha, Cox, and Penvenne. Currently, the subcommittee is served by Member Donoghue, Member Kratz and former member Thomas Granvold.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

Written by: Nicole He, Associate 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



## Agenda Report

25-812

Agenda Date: 8/25/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### SUBJECT

Review of Existing Work Plan Topics for Fiscal Year 2025-26 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). The current Fiscal Year (FY) 2025/26 Annual Work Plan was approved by the BPAC on March 24, 2025 (Attachment 1).

Each year, BPAC members have an opportunity to submit topic requests for consideration to add to the annual work plan. BPAC members rank the new and previously submitted topics to prioritize the topics for inclusion in the work plan. Last year, BPAC ranked 59 work plan topic requests. Staff scheduled 19 of the highest rated requests for presentation during BPAC meetings from January 2025 to June 2026, leaving 40 topic requests that are not currently scheduled for BPAC meetings (Attachment 2).

#### DISCUSSION

In preparation for the development of the 2026/27 work plan, staff is proposing the following steps to streamline the work plan development process:

**Step 1 (Review of Existing Work Plan Topics):** At the August meeting, BPAC will review all existing work plan topics that have not been discussed at previous BPAC meetings or scheduled for future meetings. The intent is 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 will provide proposed guidance related to potential elimination of items.

**Step 2 (New BPAC Suggested Work Plan Topics Submissions):** Prior to the January meeting, staff will email BPAC members the Agenda Topic Request Form. Members will complete the form and return 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. A maximum of five topic requests per member is suggested to help manage the number of topics.

**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 group similar topics by subject that can be presented during the same agenda item. After the meeting, staff will transmit the list of all topics to BPAC members via email. BPAC members will then rank the topics/subjects and submit their votes to staff via email. 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 following 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.

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

#### **ATTACHMENTS**

1. FY 2025-26 Annual BPAC Work Plan
2. Unscheduled BPAC Agenda Topics (40 Topics)

Meeting	Item#	Agenda Item	Requestor
August	1	Public Presentations	Staff
	2	Consent Calendar - Minutes	Staff
	3	Police Verbal Update	Staff
	4	Public Works Verbal Update	Staff
	5	VTa BPAC Verbal Update	Staff
	6	Santa Clara Vision Zero Working Group Update	Staff
	7	Santa Clara Station Area Task Force Update	Staff
	8	Grant Activity Update	Staff
	9	Consent Calendar - Approve 2026 BPAC Meeting Dates	Staff
	10	Complete Streets Review for 2026 Annual Paving Project	Staff
	11	Vision Zero (Final Plan for Review and Approval Recommendation)	Staff
	12	Bowers Avenue Class IV Bikeway Study (Introduction)	Staff
	13	Wayfinding: Install way-finding signs	K. Kratz (8/23); K. Kratz (8/23)
	14	BPAC Projects Data Collection and Analysis	G. Jenaro (7/24)
	15	Subcommittee on Bicycle Story Maps	BPAC
	16	Subcommittee on Police Collision Reports	BPAC
	17	Subcommittee on Bike to Shop Day	BPAC
	18	Subcommittee on Roundabouts	BPAC
October	1	Public Presentations	Staff
	2	Consent Calendar - Minutes	Staff
	3	Police Verbal Update	Staff
	4	Public Works Verbal Update	Staff
	5	VTa BPAC Verbal Update	Staff
	6	Santa Clara Vision Zero Working Group Update	Staff
	7	Santa Clara Station Area Task Force Update	Staff
	8	Grant Activity Update	Staff
	9	Annual Work Plan Topic Recommendations	Staff
	10	Bicycle Plan Update Status of Projects & Programs	Staff
	11	Pedestrian Plan Status of Projects & Programs	Staff
	12	Uncontrolled Crosswalk Design Phase II (Complete Streets Review)	Staff
	13	Benton Street Bikeway Project (Complete Streets Review)	Staff
	14	Creek Trail Master Plan (Final Plan for Review and Approval Recommendation)	Staff
	15	Santa Clara Station Area Plan	Staff
	16	STACT Closures, Detours, and Public Noticing for Upcoming Major Events	Staff
	17	Revise Traffic Calming Policy from 1999; Review, Revise, and Update City's Neighborhood Traffic Calming Program	J. Casamajor (8/23); K. Kratz (7/24)
	18	Report on Funding Opportunities	K. Kratz (7/24)
	19	Subcommittee on Bicycle Story Maps	BPAC
	20	Subcommittee on Police Collision Reports	BPAC
	21	Subcommittee on Bike to Shop Day	BPAC
	22	Subcommittee on Roundabouts	BPAC
January	1	Public Presentations	Staff
	2	Consent Calendar - Minutes	Staff
	3	Police Verbal Update	Staff
	4	Public Works Verbal Update	Staff
	5	VTa BPAC Verbal Update	Staff
	6	Santa Clara Vision Zero Working Group Update	Staff
	7	Santa Clara Station Area Task Force Update	Staff
	8	Grant Activity Update	Staff
	9	Brown Act Training	Staff
	10	FY26/27 TDA & TFCA Funding Recommendations	Staff
	11	Ranking of Work Plan Topics	Staff
	12	2027 Annual Paving Project - List of Streets	Staff
	13	Annual Update on New Traffic Laws	Staff
	14	Bowers Avenue Class IV Bikeway Study (Draft Concepts)	Staff
	15	Improvements to Safe Routes to School Program: Community service volunteers, bike inspection and repair	K. Kratz (7/24)
	16	Provide bicycle safety tips on BPAC website, posters, and bicycle map with feature for contacting City	K. Kratz (7/24)
	17	Subcommittee on Bicycle Story Map	BPAC
	18	Subcommittee on Police Collision Reports	BPAC
	19	Subcommittee on Bike to Shop Day	BPAC
	20	Subcommittee on Roundabouts	BPAC

Meeting	Item#	Agenda Item	Requestor
March	1	Public Presentations	Staff
	2	Consent Calendar - Minutes	Staff
	3	Police Verbal Update	Staff
	4	Public Works Verbal Update	Staff
	5	VTa BPAC Verbal Update	Staff
	6	Santa Clara Vision Zero Working Group Update	Staff
	7	Santa Clara Station Area Task Force Update	Staff
	8	Grant Activity Update	Staff
	9	Annual FY Work Plan Approval	Staff
	10	Closing bike lanes, trails, and sidewalks	B. Megas (7/24)
	11	Trial runs of new bike and pedestrian infrastructure	J. Casamajor (7/23)
	12	Subcommittee on Bicycle Story Map	BPAC
	13	Subcommittee on Police Collision Reports	BPAC
	14	Subcommittee on Bike to Shop Day	BPAC
	15	Subcommittee on Roundabouts	BPAC
June	1	Public Presentations	Staff
	2	Consent Calendar - Minutes	Staff
	3	Police Verbal Update	Staff
	4	Public Works Verbal Update	Staff
	5	VTa BPAC Verbal Update	Staff
	6	Santa Clara Vision Zero Working Group Update	Staff
	7	Santa Clara Station Area Task Force Update	Staff
	8	Grant Activity Update	Staff
	9	BPAC Election of Chair and Vice Chair	Staff
	10	Roundabouts: Proposed process for selection of locations	K. Kratz (7/24)
	11	Reduce width of lane number one on multi-lane Reduce width of lanes	K. Kratz (8/23)
	12	Subcommittee on Bicycle Story Maps	BPAC
	13	Subcommittee on Police Collision Reports	BPAC
	14	Subcommittee on Bike to Shop Day	BPAC
	15	Subcommittee on Roundabouts	BPAC
	X	BPAC topic requested	



**City of Santa Clara, Department of Public Works  
Bicycle and Pedestrian Advisory Committee (BPAC)  
Requested Agenda Topics Not Scheduled for Work Plan**

Item**	Requested Agenda Topic	Dated Requested	Requester Name
1	Update BPAC on new laws and efforts to reduce speed limits and advocate for local control to lower speed limits	Jul-24	Kratz
2	Plastic posts and little orange flags	Jul-24	Megas
3	Right-of-way on City creek trails	Jul-24	Kratz
4	BPAC to lead the review and the creation of new City standards for new developmen!	Jul-24	Kratz
5	Proposal for raised sidewalk installations to cross city streets	Jul-24	Kratz
6	Bicycle safety and bike citation diversion classes	Jul-24	Kratz
7	Proposed zoning and development requirements to enhance walking and cycling	Jul-24	Kratz
8	Install street trees and provide city tree maintenance	Jul-24	Kratz
9	Instll tree wells in city streets	Jul-24	Kratz
10	Install parking meters and adopt a parking lot tax	Jul-24	Kratz
11	Development review process: Review and implement impact fees for vehicle trip generation	Jul-24	Kratz
12	Proposal to standardize City sidewalk widths, building setbacks and building materials	Jul-24	Kratz
13	Report on emergency response times	Jul-24	Kratz
14	Coordination of volunteer efforts to improved cycling	Jul-24	Kratz
15	Establish right-of-way rules for city sidewalks	Jul-24	Kratz
16	City to require trees on private property	Jul-24	Kratz
17	STACT Improvements and restoration	Aug-23	Kratz
18	Revise agenda topic form	Aug-23	Kratz
19	Neighborhood walkways	Aug-23	Kratz
20	Street environment enhancements	Aug-23	Kratz
21	Subsidies for cycling and walking to work	Aug-23	Kratz
22	Public access to private property	Aug-23	Kratz
23	Bicyclist demographic survey	Aug-23	Kratz
24	Public/Private partnerships	Aug-23	Kratz
25	Luminaire and sign standards for locking bikes	Aug-23	Kratz
26	Installing bike service stations in the city	Aug-23	Joshi
27	Creating virtual/digital challenges/goals for the community	Aug-23	Joshi
28	Name smaller bike/pedestrian bridges, paths, passages, and gates	Jul-23	Megas
29	Steel Trench Plate Installation	Jul-23	Parissenti
30	Bicycle repair clinics	Aug-22	Harrison & Kratz
31	Bicycle repair and wash stations	Aug-22	Harrison & Kratz
32	Bus passes and cycling subsidies	Aug-22	Harrison & Kratz
33	Increase taxes to pay for pedestrian and bicycling improvements and programs	Aug-22	Harrison & Kratz
34	Missing Pavement Markings	Jul-22	Donoghue
35	Street Closures	Aug-21	Granvold
36	Upgrade the Topic Request form	Jan-21	Harrison
37	Impact of Related Project on Bicyclists & Pedestrians	Jan-21	Harrison & Kratz
38	Outreach to Community of Concern	Jan-21	Harrison & Kratz
39	Steel Trench Plate Friction Surface	Oct-19	Donoghue
40	Slip Resistant Facilities	Jun-19	Donoghue

\*\* Items are listed in order of Date Requested from most recent submittals



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

Proposed Topic Title:

update BPAC on new laws and efforts to reduce speed limits &amp; 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:

Betsy Megas

Date:

7/26/24

Proposed Topic Title:

Plastic posts and little orange flags

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

The past year has seen the addition of many new flex posts around the city, as well as cups of orange flags for pedestrians to carry across uncontrolled crosswalks for added visibility during the day.

I'd like to learn what results we're expecting from these additions and how we are measuring their success. Where is the funding coming from? How are we sweeping streets behind plastic posts?

I've also observed many of the plastic posts collapsed or broken off, which to me raises questions of whether they are the best solution, both in terms of longevity in the streetscape and in terms of preventing vehicle incursion into the bike lanes and other spaces where they're meant to discourage it.



**City of  
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## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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:

July 26, 2024

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.

Here is a short YouTube video on the OptimiCities channel on this subject: <https://www.youtube.com/watch?v=uOLKiOrQB8Y&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB>

### 2) Short blocks.

Here is a short YouTube video the OptimiCities channel on this subject: [https://www.google.com/search?q=ideal+leght+of+city+block+from+jane+jacobs+life+and+eath+of+great+american+cities&client=firefox-b-1-d&sca\\_esv=398b87aa3ea4c694&ei=8VekZr7sFZzlKPI66SSmAM&ved=0ahUKEwj-qJr3ksaHAXUcJEQIHWuSBDMQ4dUDCBA&eq=ideal+leght+of+city+block+from+jane+jacobs+life+and+eath+of+great+american+cities&gs\\_lp=Egxnd3Mtd2l6LXNlcnAiUWlkZWZsIGxlZ2h0IG9mIGNpdHkgYmxvY2sgZnJvbSBqYW5lIGphY29icyBsaWZlIGFuZCBiYXRoIG9mIGdyZWZ0IGFtZXJpY2FulGNpdGllc0gAUABYAHAAeAGQAQCqAQc4AQzIAQD4AQGYAgCgAgCYAwDiAwUSATEgQJIHAKAHAA&scient=gws-wiz-serp#fpstate=ive&vld=cid:84a08733,vid:NjWZnpSsz0Q,st:13](https://www.google.com/search?q=ideal+leght+of+city+block+from+jane+jacobs+life+and+eath+of+great+american+cities&client=firefox-b-1-d&sca_esv=398b87aa3ea4c694&ei=8VekZr7sFZzlKPI66SSmAM&ved=0ahUKEwj-qJr3ksaHAXUcJEQIHWuSBDMQ4dUDCBA&eq=ideal+leght+of+city+block+from+jane+jacobs+life+and+eath+of+great+american+cities&gs_lp=Egxnd3Mtd2l6LXNlcnAiUWlkZWZsIGxlZ2h0IG9mIGNpdHkgYmxvY2sgZnJvbSBqYW5lIGphY29icyBsaWZlIGFuZCBiYXRoIG9mIGdyZWZ0IGFtZXJpY2FulGNpdGllc0gAUABYAHAAeAGQAQCqAQc4AQzIAQD4AQGYAgCgAgCYAwDiAwUSATEgQJIHAKAHAA&scient=gws-wiz-serp#fpstate=ive&vld=cid:84a08733,vid:NjWZnpSsz0Q,st:13)

### 3) Aged buildings.

Here is a short YouTube video the OptimiCities channel on this subject: [https://www.youtube.com/watch?v=wLiC\\_qGvAdg&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=3](https://www.youtube.com/watch?v=wLiC_qGvAdg&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=3)

### 4) Concentration.

Here is a short YouTube video the OpttimCities channel on this subject entitled "High Density, Doesn't Mean Overcrowding": [https://www.youtube.com/watch?v=U6\\_we9SkGc0&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=4](https://www.youtube.com/watch?v=U6_we9SkGc0&list=PLpcQZ54yN0XJtr1uE3VskC5QDpTgtYqtB&index=4)



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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.





## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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:

July 26, 2024

Proposed Topic Title:

Install 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:

July 26, 2024

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.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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:

July 26, 2024

Proposed Topic Title:

Development review process: review &amp; 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.



**City of  
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**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](mailto: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:

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](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:

July 26, 2024

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.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

July 26, 2024

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:

July 26, 2024

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.





## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

KenKratz

Date:

July 26, 2024

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:

Aug. 13, 2023

Proposed Topic Title:

San Tomas Aquino Creek Trail enhancements &amp; 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.
5. 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
6. Provide bicycle repair clinic at the intersection with Agnes Road. This is within walking distance of many nearby multifamily residences.
7. Provide benches at corner with Agnew Road as well as at the Intel bridge fin order to watch pedestrian activity.
8. Restore trail ecological information stations; they are faded.
9. 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.
10. 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:

Aug. 13, 2023

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:

revise current form to include "Action Item" and "...desired action..." as shown below:

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):



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

Aug. 14, 2023

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 that allow a pedestrian to walk quickly to a destination rather than follow the sidewalks that line route taken by motor vehicles.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

Aug. 13, 2023

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 30' 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:

Aug. 14, 2023

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:

Aug. 14, 2023

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:

Aug. 13, 2023

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 fafacilities 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:

Aug. 13, 2023

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:

I 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:

Aug. 13, 2023

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.



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## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ashish Joshi

Date:

08/01/2023

Proposed Topic Title:

Installing bike service stations in the city

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

Bike service stations are standalone metal stations where a bicycle can be self-serviced. They also usually have air pump to fill tires with air. They cost anywhere from \$1000-\$1700. If a couple of these are installed on trails/prominent locations, they could be greatly beneficial to the community .



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ashish Joshi

Date:

08/01/2023

Proposed Topic Title:

Creating virtual/digital challenges/goals for the community

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

Similar to how May is a bike month and there are various activities planned around that, we can have virtual challenges for our community members to ride 100/200 miles a month or so. These rides can be logged to their favorite workout app and the data can be shared to create a leaderboard. Winners/top few participants may be rewarded with some simple awards/sticker etc. This is just one of the themes - we could brainstorm on such ideas and come up with something and have these throughout the year.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Betsy Megias

Date:

July 2023

Proposed Topic Title:

Name smaller bike/pedestrian bridges, paths, passages, and

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

Santa Clara has an assortment of small bridges and pathways that provide connectivity for people biking and walking. Giving them names and posting signs for these facilities would help them show up on maps and GPS. Anyone getting directions from a GPS would hear "Turn right onto the Tracy Drive Bridge," rather than simply, "Turn right." Having a sign with the name would also help with wayfinding, making it clear where the facility is, in case it's hidden.

I suggest the following naming conventions:

- Choose descriptive, not creative names, e.g. the Tracy Drive Bridge. If we ever have a flagship bridge like the Don Burnett Bridge in Sunnyvale, we can dedicate it to somebody, but most of the facilities we have today are not that prominent or impressive.
- Assign a name to the feature (Bracher Park Bridge), not wayfinding ("Bridge to Bracher Park"). The former will be just as true from both sides.
- Prefer the name of the smaller thing it connects to. This reduces the likelihood of ending up with multiple things named for a larger street or feature. Also, more people will see it from the busier side, so having the name of a smaller street or landmark will be more informative.

I can supply a list of the bridges and pathways I'm aware of. I'd like to ask the help of the BPAC to identify any I may have missed and to recommend names. The finished list would go to the City Council for adoption.



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## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Jim Parissenti

Date:

7/25/2023

Proposed Topic Title:

Steel Trench Plate Installation

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

Item 18 has a subject of friction on steel trench plates. It may be valuable to add a second part to this item looking at requirements to install such plates flush with the road surface. Some years ago the Public Works Standard Details included a list of major streets where plates had to be installed flush. It does not appear that this list is still in the Standard Details. I have asked Falguni Amin in Design about this and she will get back to me next week after her vacation. If the Standard Specifications indicate all plates everywhere are to be flush we can ignore discussion about this. If plates are not required to be flush, it would be good to discuss both the traction requirements of plates and how they are installed.

I will let you know what I hear from Falguni.



## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Diane Harrison &amp; Ken Kratz

Date:

8/3/2022

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:

Diane Harrison & Ken Kratz

Date:

8/3/2022

Proposed Topic Title:

Bicycle repair and wash stations

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

Install bicycle repair stations throughout the City. Repair station to include 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 to the bicycle. Install bicycle wash areas. The Central Library has a station that can be used as a model.

Stations should be easy to locate in areas of pedestrian traffic to provide some security. Locations to include but not limited to:

1. Schools (elementary, middle, high school, Mission College, Santa Clara University)
2. City Parks
3. City Libraries
4. Businesses (commercial and industrial), particularly those frequented by bicyclists (e.g., near food stores, post offices).
5. Large venues. (e.g., Convention Center, Levis Stadium, etc.)

Justification: Activity supports cycling in the City.





## **Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form**

Requestor Name:

Diane Harrison & Ken Kratz

Date:

8/3/2022

Proposed Topic Title:

Bus passes and cycling subsidies

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

Provide bus passes and cycling subsidies to business employees and city workers to encourage the use of public transportation and bicycling to get to work, with the benefit of reducing motor vehicle traffic on our city streets and its attendant noise and pollution.

By reducing the use of individual motor vehicles, pedestrians and cyclists, as well as city residents, benefit from quieter, safer and healthier street environments.

Justification: increases pedestrian and cycling activity because, with less traffic, it makes those activities safer, healthier, and more enjoyable.



## **Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form**

Requestor Name:

Diane Harrison & Ken Kratz

Date:

8/3/2022

Proposed Topic Title:

Increase taxes to pay for pedestrian and bicycling improvements and programs

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

Use the taxing authority of the City to provide more timely installation of bicycling and pedestrian improvements and programs.

Justification: Increases pedestrian and cycling activity in the City.



## **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:

A number of existing streets have incomplete bike lane stripes, missing markings and symbols. These deficient features effect the safety of bicyclists as vehicle drivers respond to these painted markings. A program needs to be established and funded to insure all lanes and sharrows and symbols are consistent with the City bike facility Standards.



## **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:

The committee's role includes the considering the addition of areas for pedestrian activity. The closure of a street to vehicle traffic can provide a safe and pleasurable location for pedestrian's. I suggest that the committee discuss and consider where premenant steet closures could be done. One possibility is Jackson Street from Benton Street to Homestead Road.

# CITY OF SANTA CLARA

## Department of Public Works

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

Requester Name: Diane Harrison

Date: January 20, 2021

Proposed Work Plan Topic: Upgrade this form

**Background and Discussion:** Please provide background information and a description of the proposed work plan topic. Please also include information as to how this topic pertains to the BPAC's roles and responsibilities. *(150 words maximum)*

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.

**This section to be completed by City Staff:**

Date Completed: \_\_\_\_\_ Initials: \_\_\_\_\_

DATE OF BPAC COMMITTED AGENDA WHERE ITEM WAS PRESENTED:

BPAC VOTING SUMMARY:

ITEM APPROVED TO BE ADDED TO BPAC ANNUAL WORK PLAN:

AYES

NAYS

# CITY OF SANTA CLARA

## Department of Public Works

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

**Requester Name:** Diane Harrison & Ken Kratz

**Date:** January 25, 2021

**Proposed Work Plan Topic:** Impact of Related Project on Bicyclists & Pedestrians

**Background and Discussion:** Please provide background information and a description of the proposed work plan topic. Please also include information as to how this topic pertains to the BPAC's roles and responsibilities. *(150 words maximum)*

Staff to review impacts of Related Project to bicyclists and pedestrians on existing streets throughout the city. The Related project, proposed for the old city golf course, has potential to reduce much of existing shoulder space on our existing streets that is now used by cyclists.

E.g., we live 5 miles from the proposed project, and, according to the EIR for this project, it will reduce the shoulder area of westbound Benton Street at the intersection with Lawrence Expressway in order to include a left hand turn lane for motor vehicles. I use that section of Benton to go to commercial establishments on ECR.

Are other distant streets impacted? Can BPAC recommend to Council to require the developer to absorb the costs for widening impacted streets to accommodate cyclists?

**This section to be completed by City Staff:**

*Date Completed:* \_\_\_\_\_ *Initials:* \_\_\_\_\_

DATE OF BPAC COMMITTED AGENDA WHERE ITEM WAS PRESENTED:

BPAC VOTING SUMMARY:

AYES

NAYS

ITEM APPROVED TO BE ADDED TO BPAC ANNUAL WORK PLAN:

# CITY OF SANTA CLARA

## Department of Public Works

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

**Requester Name:** Diane Harrison & Ken Kratz

**Date:** January 25, 2021

**Proposed Work Plan Topic:** Outreach to Community of Concern

**Background and Discussion:** Please provide background information and a description of the proposed work plan topic. Please also include information as to how this topic pertains to the BPAC's roles and responsibilities. *(150 words maximum)*

Staff to recommend ways to outreach to our city's Community of Concern. I suggest a list of available funding sources earmarked for this type of community be put together, as well as some typical projects be described in a brochure that is distributed throughout that community. The brochure could be included in their utility bill. A web-based outreach to supplement the paper-based approach may be included in the Staff's recommendation.

**This section to be completed by City Staff:**

*Date Completed:* \_\_\_\_\_ *Initials:* \_\_\_\_\_

DATE OF BPAC COMMITTED AGENDA WHERE ITEM WAS PRESENTED:

BPAC VOTING SUMMARY:

ITEM APPROVED TO BE ADDED TO BPAC ANNUAL WORK PLAN:

AYES  
NAYS



# CITY OF SANTA CLARA

## Department of Public Works

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

Requester Name: Mr. Bruce Donoghue

Date: 10/8/2019

Proposed Work Plan Topic: STEEL TRENCH PLATE FRICTION SURFACE

**Background and Discussion:** Please provide background information and a description of the proposed work plan topic. Please also include information as to how this topic pertains to the BPAC's roles and responsibilities. *(150 words maximum)*

Contractors and city crews employ steel plates to cover holes in the pavement within city streets when traffic needs to use the roadways. The plates need to be coated with a friction material per City detail#27 in order to stop tire slippage in all weather conditions. Field inspection of the plates has revealed most friction coatings are well worn or missing entirely on those that were found. A bicycle would face a dangerous condition, but in wet conditions would face an extreme hazard. The recent inspection of City

**This section to be completed by City Staff:**

Date Completed: \_\_\_\_\_ Initials: \_\_\_\_\_

DATE OF BPAC COMMITTED AGENDA WHERE ITEM WAS PRESENTED:

BPAC VOTING SUMMARY:

AYES

NAYS

ITEM APPROVED TO BE ADDED TO BPAC ANNUAL WORK PLAN:



### **Slip Resistant Facilities**

At October 2020 meeting, Member Donoghue provided verbal clarification. Below is staff's interpreted summary:

-Intent is to discuss manhole covers, valve covers, and thermoplastic material that is slippery when wet.



# City of Santa Clara

1500 Warburton Avenue  
Santa Clara, CA 95050  
santaclaraca.gov  
@SantaClaraCity

## Agenda Report

---

25-804

Agenda Date: 8/25/2025

---

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Public Works Verbal Update (Liw/Chan)

#### **DISCUSSION**

Staff will provide a verbal update on the following items:

1. "Daylighting Law" Update
2. Stadium Event Trail Detour Signage Update
3. Central Expressway Pavement Rehabilitation Project - Bowers Ave to De La Cruz Blvd
4. June 24, 2025 - Council approval of 15 mph Speed Limits in School Zones
5. July 8, 2025 - Council approval of Award of Contract for the Lafayette Street Class IV Bikeway and Pavement Rehabilitation Project
6. July 15, 2025 - Council approvals related to HIP grant funding for the Uncontrolled Crosswalks Phase 2 Project
7. Update on Council approval of Annual Boards, Commissions, and Committees Workplans

Written by: Steve Chan, Transportation Manager, Public Works

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



## Agenda Report

25-801

Agenda Date: 8/25/2025

### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Wayfinding & Install Way-finding Signs (Garcia)

#### **BACKGROUND**

In August 2023, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz requested to have the BPAC discuss installation of way-finding signs (Attachment 1) and wayfinding throughout the city (Attachment 2).

#### **DISCUSSION**

Wayfinding signage is an effective tool for guiding the public to key points of interest across a city or within specific districts. The City of Santa Clara Bicycle Plan recommends incorporating support facilities like wayfinding signage to complete the City's bicycling network. Specifically, Objective 3.A aims to increase bicycle mode share to five percent by 2026, supported by Policy 3.A.2, which calls for the development of a citywide bicycle wayfinding system that provides access to destinations such as schools, commercial centers, libraries, government facilities, and parks (Attachment 3).

Following a discussion on wayfinding at the September 5, 2019 BPAC meeting, a BPAC wayfinding subcommittee was formed. The subcommittee then presented recommendations at the October 28, 2019 BPAC meeting (Attachment 4). The recommendations include routes with destination points and areas of interest along each route. In addition, the recommendations include sign details and locations for signs.

The City of Santa Clara Adopted Biennial Capital Improvement Program Budget for FY 2024/25 and FY 2025/2026 includes Project No. 1269 - Bicycle Route Wayfinding - Phase I as an unfunded transportation project (Attachment 5).

On November 5, 2024, Santa Clara voters approved ballot Measure I, the Public Facilities and Infrastructure Bond Measure. The General Obligation Bond Expenditure Plan includes \$400 million for infrastructure needs, including \$300,000 for Bicycle Wayfinding. Once bond funding becomes available, the City will retain a consultant to develop design recommendations for the wayfinding project. The consultant will review the current bicycle network, the Bicycle Plan, and the BPAC subcommittee's recommendations to create a design that integrates with existing bicycle facilities. Any remaining funds after the design effort will be used for the installation of wayfinding signage along select priority routes in Santa Clara.

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

**ATTACHMENTS**

1. Work Plan Topic Request Form - Install Way-finding Signs (Kratz)
2. Work Plan Topic Request Form - Wayfinding (Kratz)
3. Excerpt from Santa Clara Bicycle Plan Update related to Wayfinding
4. Recommendations from BPAC Subcommittee on Wayfinding
5. Excerpt from FY 2024/25 and FY 2025/26 Adopted Biennial Capital Improvement Program Budget related to Wayfinding



**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](mailto:engineering@santaclaraca.gov)

## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

Aug. 14, 2023

Proposed Topic Title:

Install way-finding signs

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

City to install way-finding signs on our streets to improve accessibility to destinations in the city.

The defunct BPAC subcommittee on Way-finding created several routes to be posted with way-finding signs. One was from the train station to the historic downtown area (the Old Quad) and another was proposed for cross town journeys while another utilized the STACT for finding destinations in the City. Please install signs for these and other routes BPAC recommends.

Justification: increases pedestrian and cycling activity in our city.



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

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Tel: 408.615.3000 Fax: 408-983-0931 Email: [engineering@santaclaraca.gov](mailto:engineering@santaclaraca.gov)

## Bicycle and Pedestrian Advisory Committee Annual Work Plan Topic Request Form

Requestor Name:

Ken Kratz

Date:

Aug. 13, 2023

Proposed Topic Title:

Wayfinding

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

Provide way-finding, the physical sign type, throughout the City.

Areas to be considered include:

1. Old quad, particularly between the train station and university and Franklin Mall. A historic route can be considered as well, maybe with different color signs.
2. San Tomas Aquino Creek trail. Signs along trail to include destination nearby that are off the trail (e.g., transit hubs (light rail and buses), Convention Center, Levis Stadium, Apple campus, City of Alviso, city parks, commercial business along ECR, post offices, bicycle shops, Intel Museum, Mission College, public restrooms, public restrooms and bicycle repair stations.
3. Cross town routes, particularly to meet routes from surrounding cities (e.g., City of Sunnyvale has ) one that touches our border) and that cross the San Tomas Aquino Creek Trail.

Justification: Activity supports cycling in the City.

# City of Santa Clara Bicycle Plan Update 2018



Prepared by  
Alta Planning + Design  
June 2019

Prepared for



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

- Policy 2.C.5: Maintain bicycle facilities by street sweeping trails and roadways with bike facilities and conducting pavement repair or filling pot holes in a timely manner to keep all bicycle facilities clear and in good, rideable condition.
- Policy 2.C.6: Install green colored bicycle lanes at high conflict zones such as at significant weaving areas, freeway on/off-ramps, trap lanes, or any other unusual condition.

### 3. Bicycle Friendliness

Increase bicycling as a comfortable and convenient transportation option through citywide programs and initiatives that encourages and celebrates a strong bicycling culture, educates all roadway users, enforces safe behaviors, and evaluates the City's progress in achieving its vision.

#### **Objective 3.A: Increase bicycle mode share to five percent by 2026.**

- Policy 3.A.1: Encourage large employers and retail establishments to pursue designation as part of the League of American Bicyclists Bicycle Friendly Business program. Annually recognize Bicycle Friendly Businesses through a press-release and City Council proclamation to encourage a more welcoming atmosphere for bicycling employees, customers and the community. Consider developing an award program to highlight private sector partners that are helping the City achieve its vision.
- Policy 3.A.2: Develop a city-wide bicycle wayfinding system providing access to various City destinations such as schools, commercial centers, libraries, government facilities, and parks.
- Policy 3.A.3: Update the MySantaClara app and online service request website to permit requests for maintenance on bicycle facilities by 2020.



### Video Detection

Video detection cameras use digital image processing to detect a change in the image at a location. Like loop detection, pavements markings shall be placed as to indicate to bicycle riders where they should stop in order to be detected by the cameras.

### Bicycle Parking

Bicycle parking is typically divided into short-term and long-term parking. Short-term parking is meant to accommodate bicyclists who park up to two hours, e.g., shoppers, post office customers, and library patrons. Long-term parking, such as bike lockers, is for riders who park over two hours, e.g., employees, students, and residents. More information about bike parking can be found in Appendix B: Bicycle Facility Design Guidelines.



**Table 10: Summary of Spot Improvement Recommendations**

Improvement Type	Number of Recommendations
Intersection Improvements (several)	14
Bike Detection	6
Bike Parking	49
Protected Intersection	5
Overcrossing/ Undercrossing access	5

### Support Facilities

In addition to the network projects described in the previous section, some additional facilities and amenities are necessary to complete the bicycling network in Santa Clara.

### Wayfinding

A good bicycling environment includes both supportive facilities and an easily navigable network. Wayfinding assists residents, tourists, and visitors in finding key community destinations. Signs may also include “distance to” information, which displays mileage to community destinations. The Design Guidelines provide more information about wayfinding. A citywide wayfinding system can raise awareness and improve access for residents and visitors to community assets such as downtown, the San Tomas Aquino Creek Trail, and Calabazas Creek Trail.

### Principles of Wayfinding

A wayfinding system plan should be legible and easy to navigate. Principles to guide design, placement, and destination include:

- **Connect Places:** Effective wayfinding should enable locals and visitors to travel between destinations and discover new destinations and services.
- **Promote Active Travel:** Wayfinding should encourage people to walk and bicycle by creating a clear, attractive system that is easy to navigate.
- **Maintain Motion:** Wayfinding should be easy to understand while bicycling or walking.
- **Be Predictable:** Wayfinding should be predictable and consistent, including consistent sign materials, dimensions, colors, forms, and placement.
- **Keep Information Simple:** Information should be presented in a clear and logical form so that it is usable for the widest possible demographic.

**Navigational Elements**

The fundamental family of signs that provide cyclists with navigational information consists of decision, confirmation, and turn signs (Figure 18 and Table 11). Figure 19 provides typical locations of signs. Decision signs (D) are located prior to an intersection of two routes. Turn signs (T) are located prior to turns. Confirmation signs (C) are located after the turn movement and periodically along routes for reassurance.

**Signage Technical Guidance**

A variety of standards and guidelines influence both the designs and placement of wayfinding elements in Santa Clara. The Manual of Traffic Control Devices (MUTCD) provides standards and guidelines for the design, size, and content of wayfinding signs. However, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity.

**Table 11: Sign Types**

Decision Sign	Confirmation Sign	Turn Sign
<ul style="list-style-type: none"> <li>Clarify route options when more than one is available</li> <li>Typically include a system brand</li> <li>Up to 3 destinations</li> <li>Distance in time or miles (based on 10 mph or 6 minutes per mile)</li> <li>FHWA standard size for 3 destinations is 18" H x 30" W</li> <li>Municipalities can modify, often 24" W x 30" or 36" H, and place bicycle symbol at top</li> <li>Generally, 6" of vertical space per destination</li> <li>Sign width not standardized by the CA MUTCD</li> </ul>	<ul style="list-style-type: none"> <li>Placed after turn movement or intersection to reassure that they are on the correct route</li> <li>Standard D11-1 series signs, system brand mark and route or pathway name may be included</li> <li>Minimum size of 24"W x 18"H should be used for bike route signs, both on-and off-street</li> </ul>	<ul style="list-style-type: none"> <li>Clarify a specific route at changes in direction</li> <li>Used when only one route option is available</li> <li>Standard D1-1 series sign: system brand mark, route or pathway name, and/or a directional arrow may be included</li> <li>A minimum height of 6" should be used for arrow plaque, width may vary with destination length</li> <li>Standard turn arrows (M5 and M6 series) may be used to clarify movements</li> </ul>

Figure 18: On-street wayfinding tools

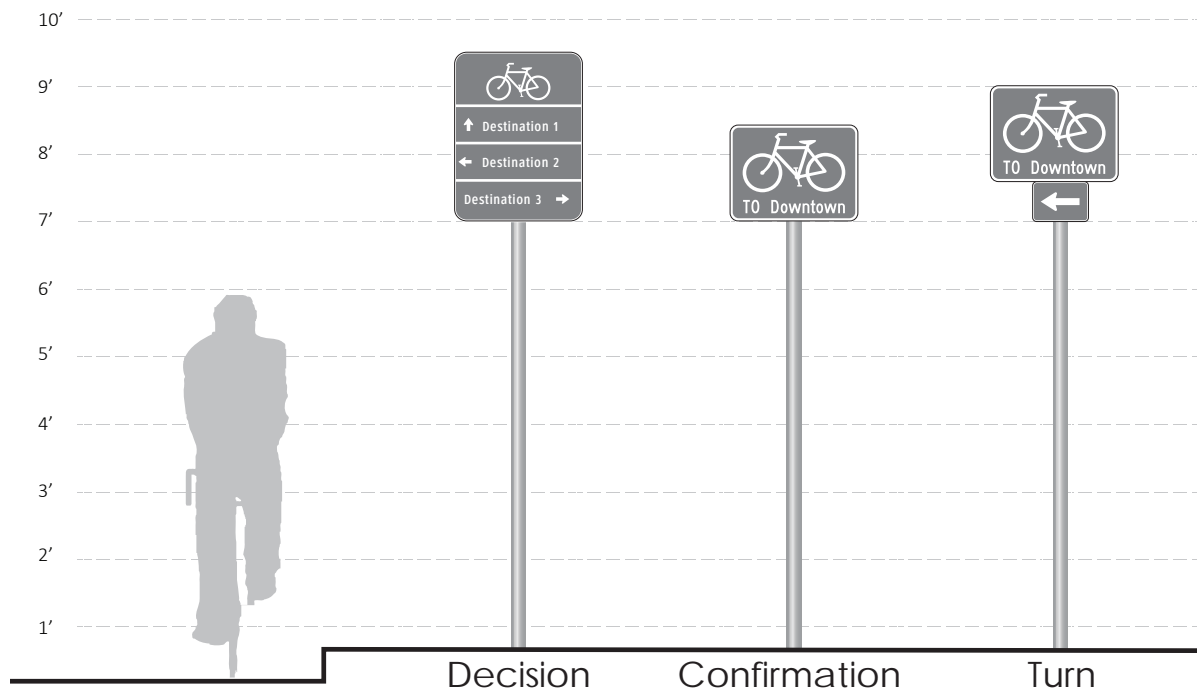
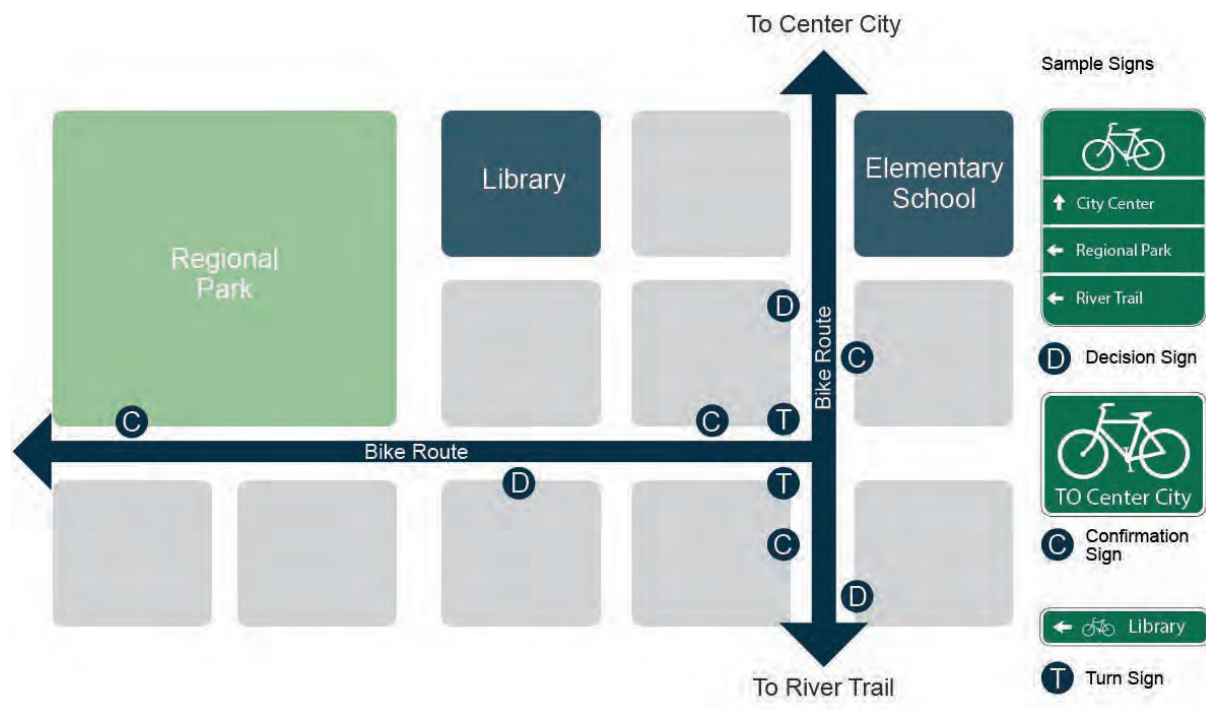


Figure 19: Typical wayfinding locations



## Bicycle Guide Signs

Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD. The State of California has adopted specific state standards for all traffic control devices called the CA MUTCD, which supersedes the MUTCD:

- D11-1: Bicycle Route Guide Sign
- D1-1b: Destination Supplemental Sign
- M7-1 through M7-7: Directional Arrow Supplemental Sign

The combination of standard signs with modifications allows for signage that is consistent throughout Santa Clara while branding the network.

## Community Wayfinding

Community wayfinding signs allow for an expression of community identity, reflect local values and character, and may provide more information. California has not yet adopted MUTCD community wayfinding standards, but many communities use these.

## Other Wayfinding Elements

In addition to the core elements, several other wayfinding elements should be considered, including:

- **Distance and time** - Adding distance in familiar units can be an effective encouragement tool for bicycling and walking. Cities sometimes include travel time.
- **Street name sign blades and sign toppers** - Some cities have enhanced street name sign blades to provide additional recognition of bikeways and major pedestrian routes. For example, some cities use purple street signs to indicate bicycle boulevards.
- **Pavement markings** - Directional pavement markings indicate confirmation of bicycle or pedestrian presence on a designated route and can indicate turns. Especially in urban settings, pavement markings can often be more visible and can help supplement or reinforce signage.

*Recommendation: It is recommended Santa Clara develop a citywide wayfinding program that offers guidance to destinations including downtown, schools, trails, adjacent communities, landmarks, and civic buildings.*

# SANTA CLARA BICYCLE & PEDESTRIAN WAYFINDING

PROPOSAL FROM THE SUBCOMMITTEE OF THE SANTA CLARA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

OCTOBER 2019

DIANE HARRISON, KEN KRATZ, BRUCE DONOGHUE, THANH DO



Ken  
Sept 19, 2019



# CONTENTS

- Basis For Selections
- City Wayfinding System
- Routes:
  1. Mini Routes near Transit
  2. Cabrillo Route
  3. San Tomas Aquino Route
  4. Agate Route
  5. Monroe Route
  6. Tasman Route
- Funding Sources
- Sign Types
- Recommendations
- Appendix

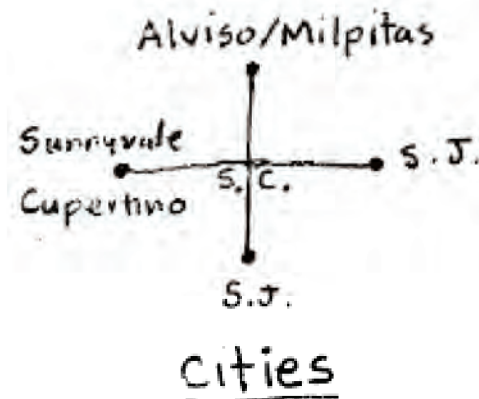
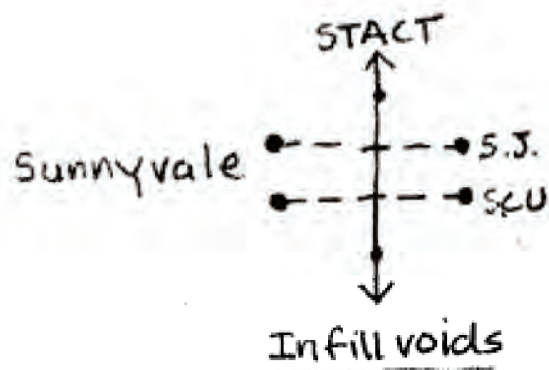


Great American  
Wayfinding Map

Ken  
Sept 19, 2019

# BASIS FOR SELECTIONS

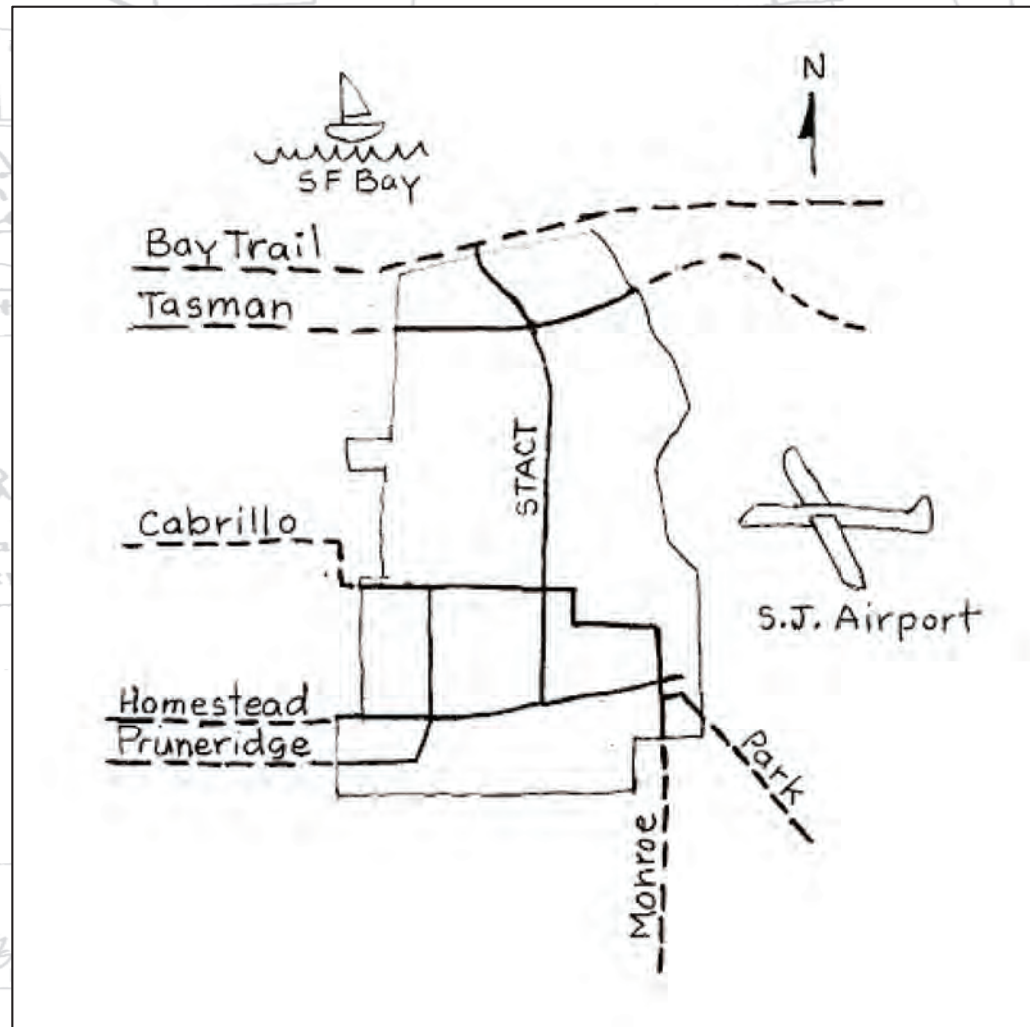
- Interconnect adjacent cities
- Create wayfinding on existing routes
- Infill voids in the system
- Connect primary community assets and facilities



Wayfinding Map

Ken  
Sept 19, 2019

# CITY WAYFINDING SYSTEM



**Note:** CalTrain Station routes are not shown

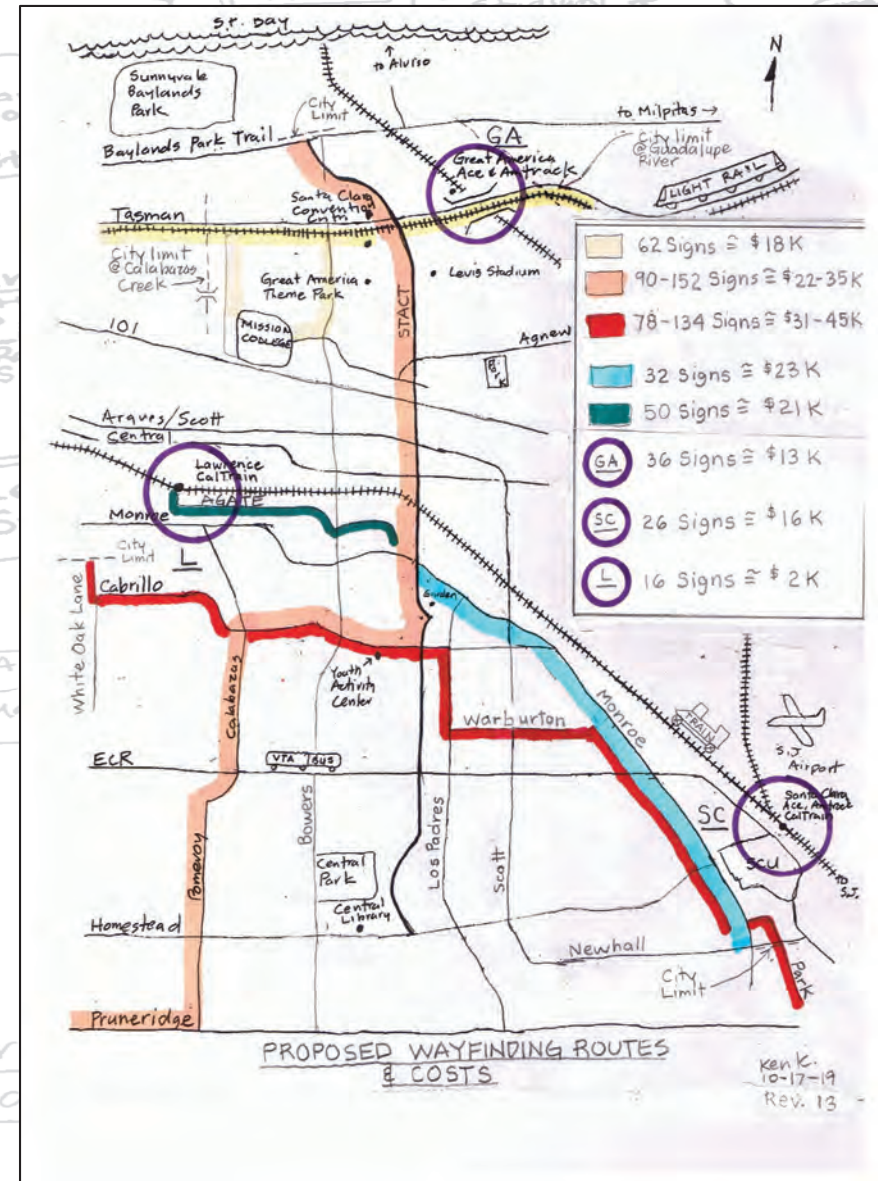
Ken  
Sept 19, 2019



# ROUTES AND COSTS

- Range of routes cost from estimated 16 signs/\$2K to 152 signs/\$35K.
- Prioritize mini routes from transit stations @ Great America, Santa Clara and Lawrence CalTrain Stations.
- Prioritize cross-town connection from Sunnyvale to San Jose via Cabrillo Ave to Park Ave.

**Disclaimer:** Additional costs will be incurred when lane stripes and marking are installed on now blank suggested routes



# MINI ROUTES WAYFINDING

**Direction:** Varies

**Starts:** near Transit Stations

**Ends:** Various map destinations

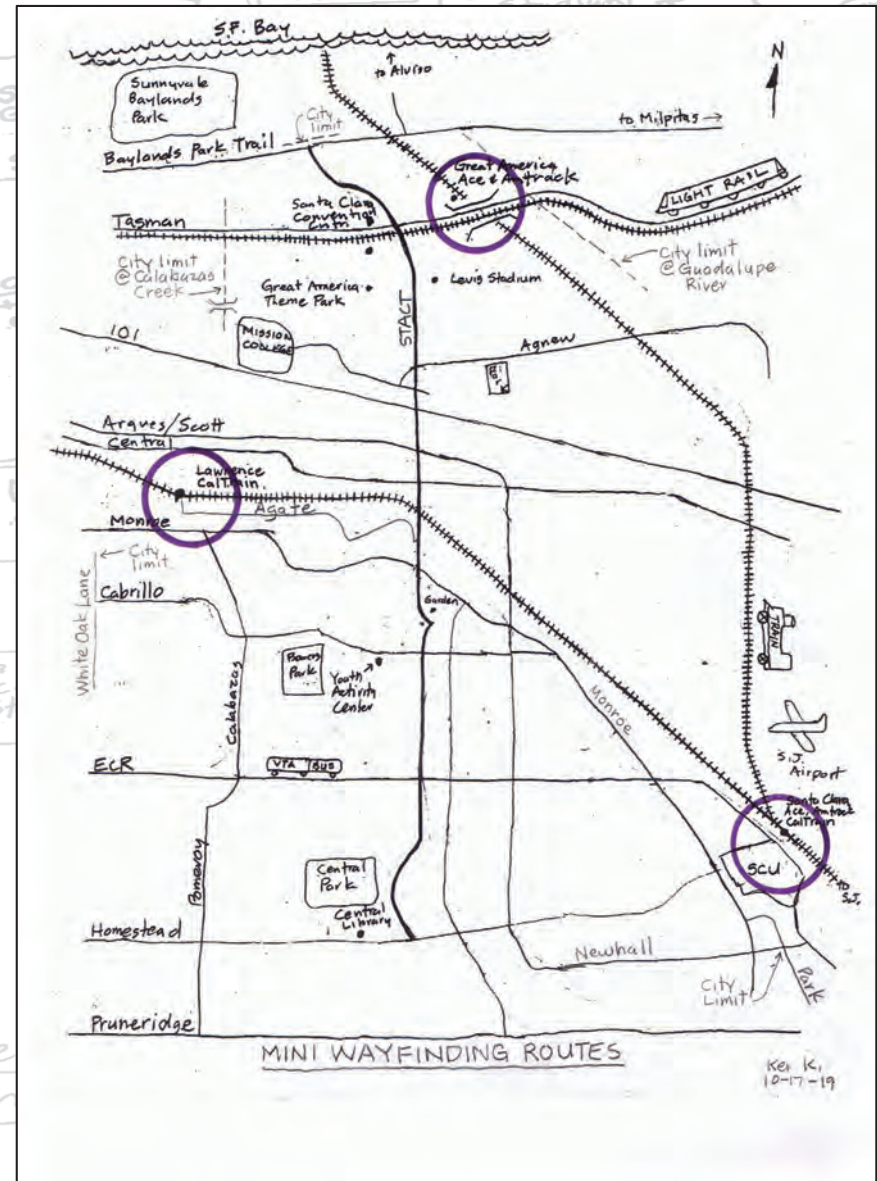
**Length:** Short

**# of Signs:** 16-36

**Estimated Costs:** \$2K - \$16K

**Highlights:**

- Closes last-mile gaps
- Santa Clara station to Santa Clara University
- Great America station to Levi's stadium/Mission College
- Lawrence Station to Agate Route





# CABRILLO ROUTE

**Direction:** West-East

**Starts:** White Oak Lane in Santa Clara, at the border of Sunnyvale

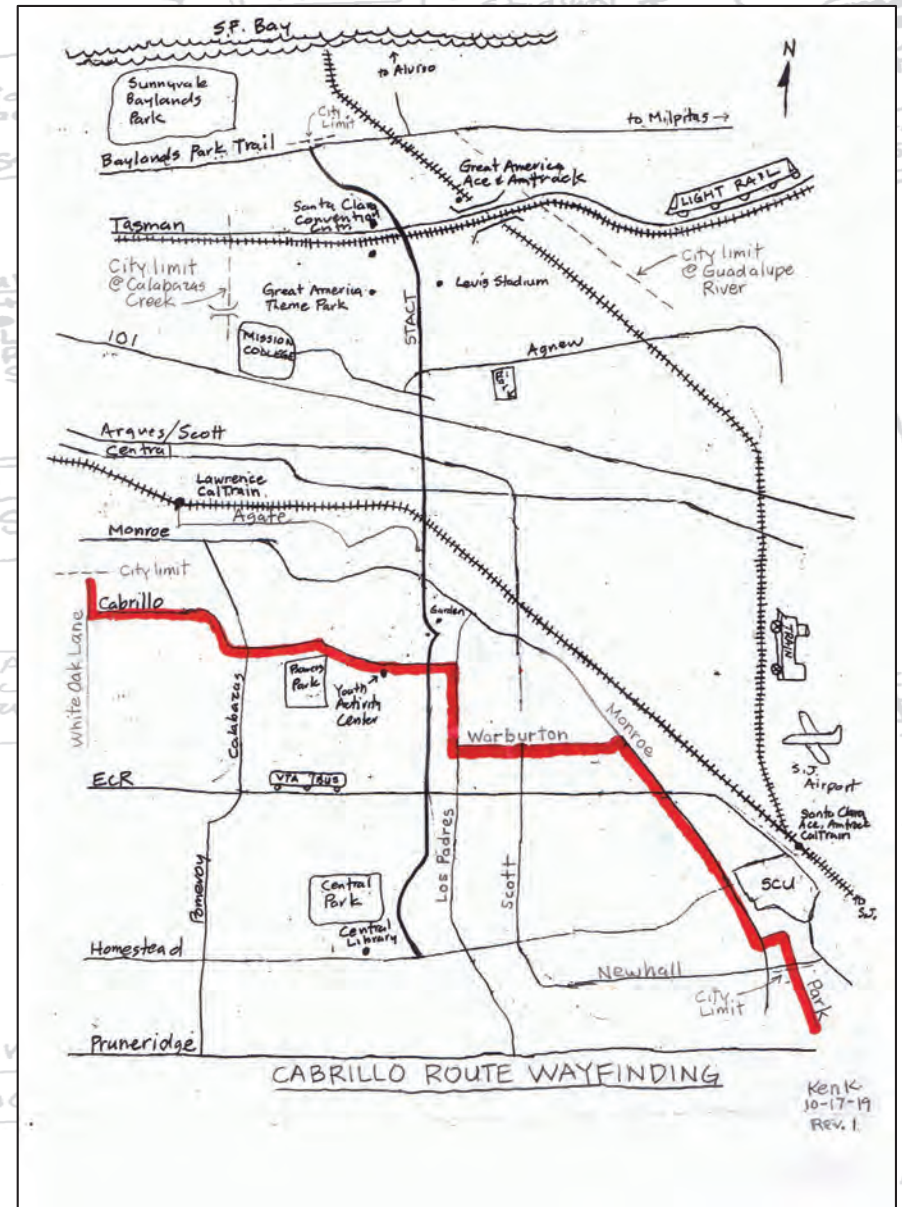
**Ends:** Park Ave in San Jose

**Length:** 6 miles

**# of Signs:** 78-134

**Estimated Costs:** \$32K-\$46K

**Highlights:** City Hall, Triton Museum, City parks, Schools, Library, Senior Center, Santa Clara University, US Post Office, Franklin Mall, Communities of Concern.



# SAN TOMAS AQUINO ROUTE

**Direction:** North-South

**Starts:** S.F. Bay Trail

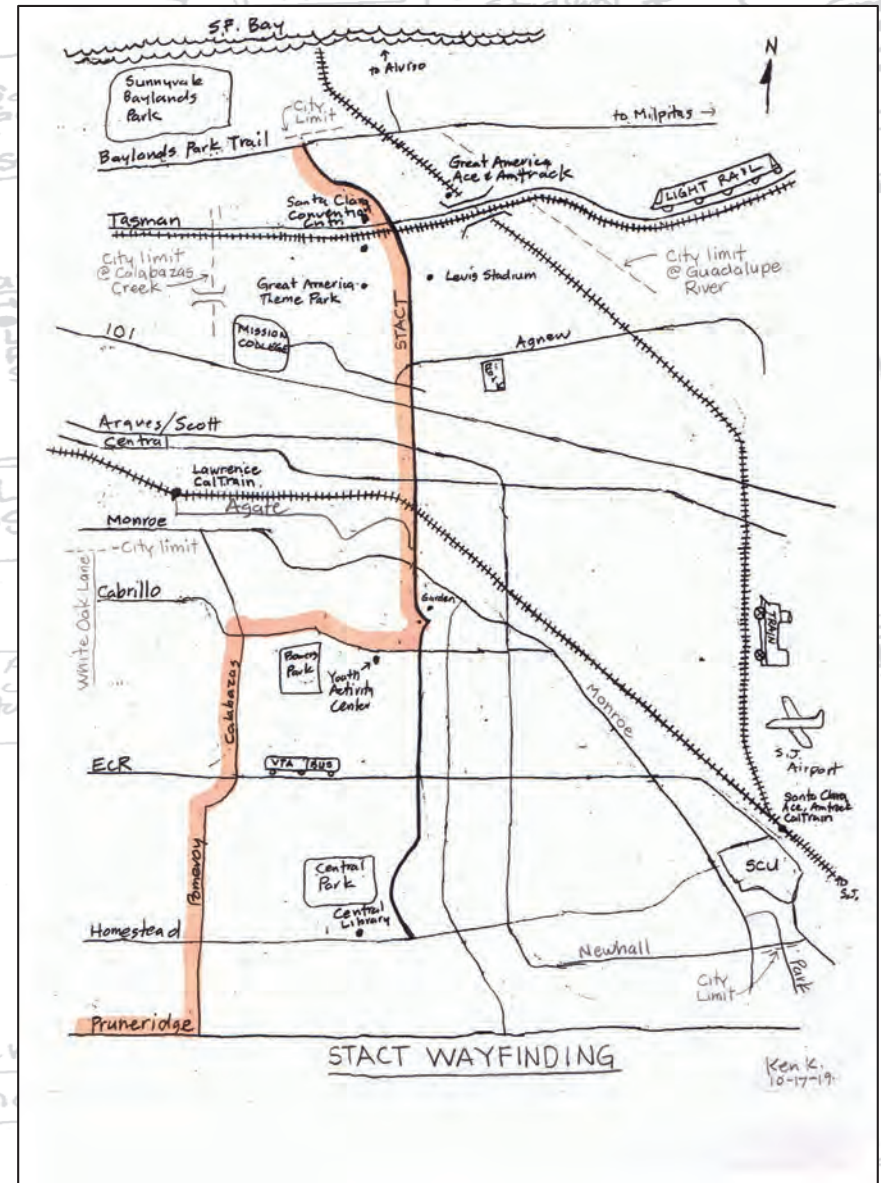
**Ends:** Pruneridge Ave in  
Cupertino

**Length:** 7 miles

**# of Signs:** 90-152

**Estimated Costs:** \$22-\$35K

**Highlights:** Connects schools,  
youth centers and employment  
centers





# AGATE ROUTE

**Direction:** West-East

**Starts:** French St at  
Lawrence CalTrain Station

**Ends:** STACT @ Monroe St

**Length:** 2 miles

**# of Signs:** 50

**Estimated Costs:** \$21K

**Highlights:** Directs bicycle  
traffic from Lawrence station  
to STACT, covers Community  
of Concern.



# MONROE ROUTE

**Direction:** West-East

**Starts:** Monroe St @ STACT

**Ends:** Newhall St. in San Jose

**Length:** 3 miles

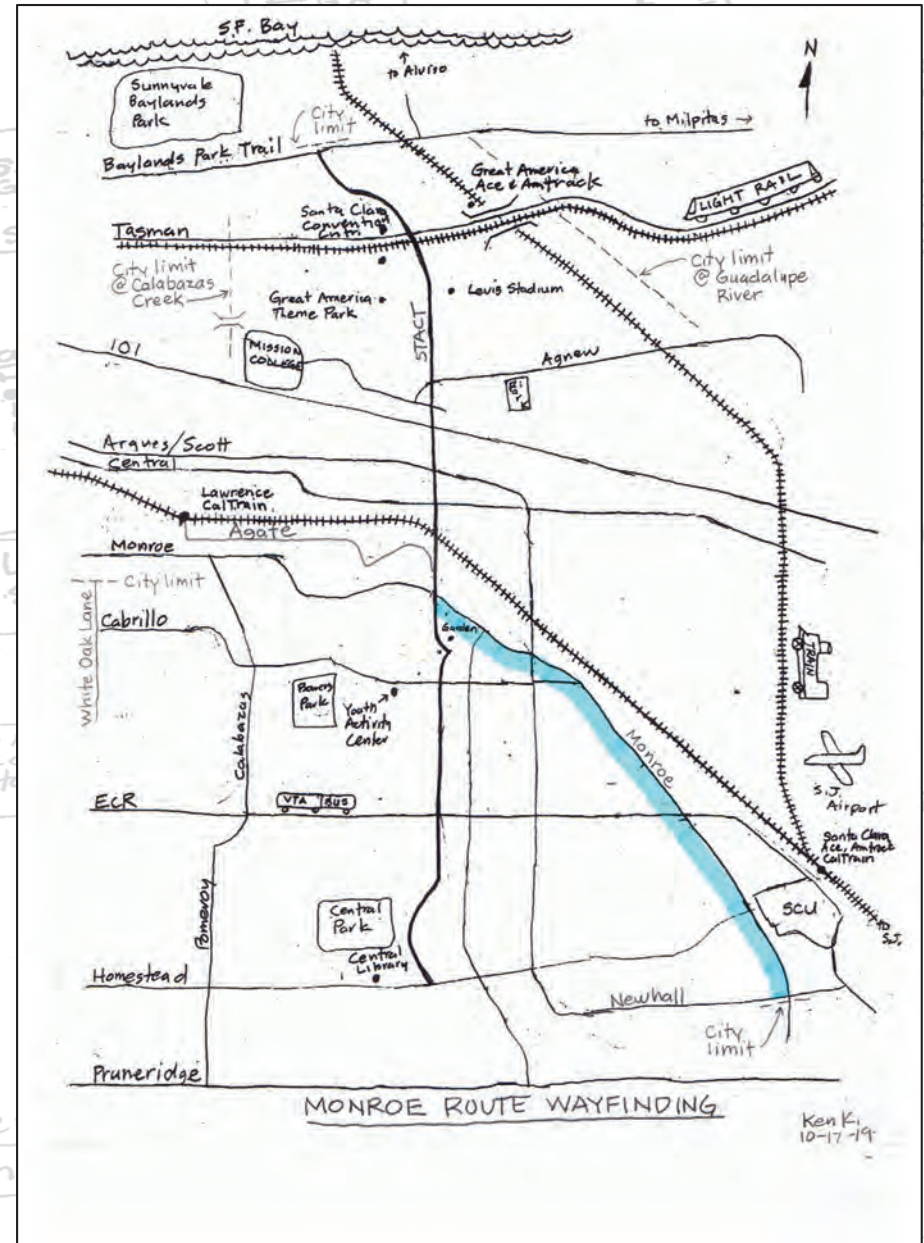
**# of Signs:** 32

**Estimated Costs:** \$23K

**Highlights:** Covers Community of Concern, Franklin Mall, old Santa Clara

## Legend:

- 1 sign on right side of pole





# TASMAN ROUTE

**Direction:** West-East

**Starts:** Tasman Drive @ Calabazas Creek Trail

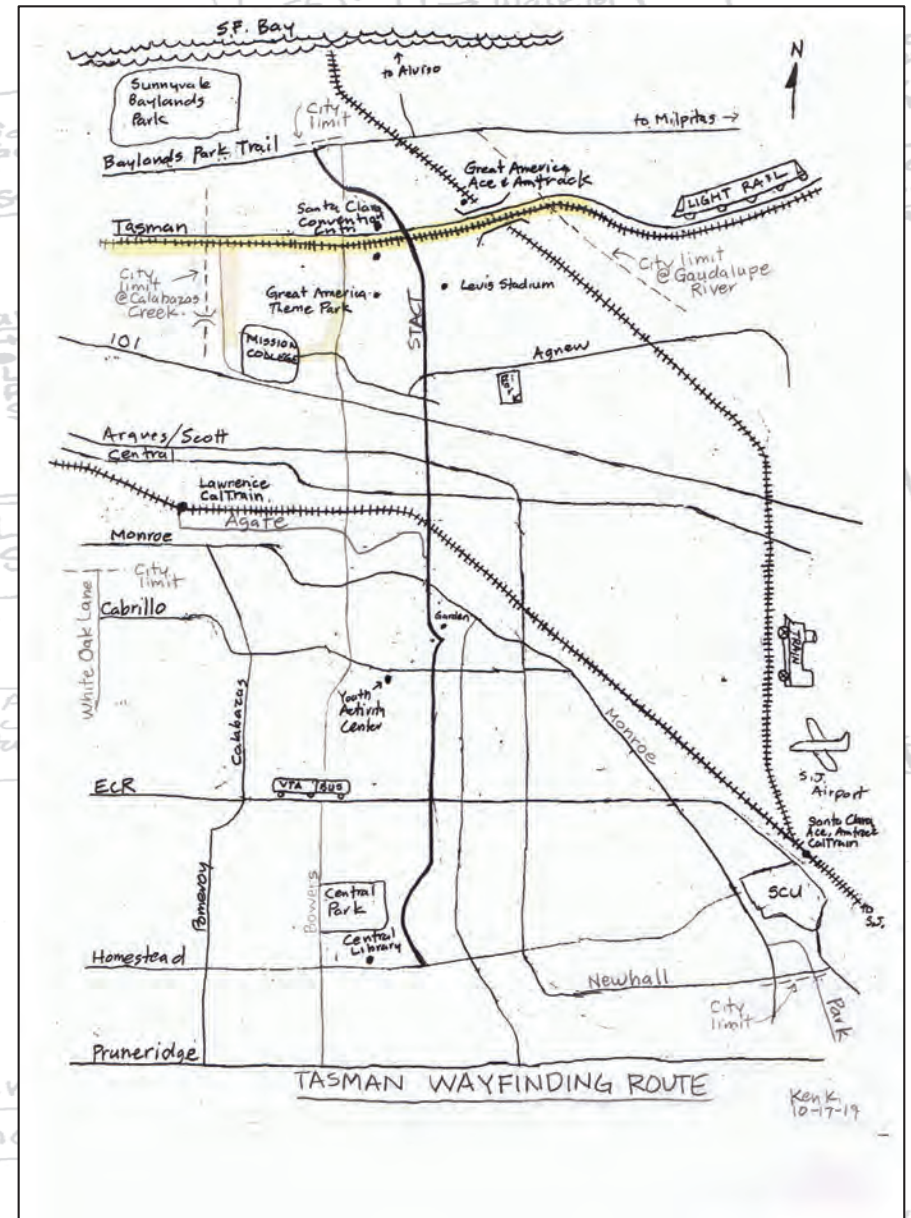
**Ends:** Guadalupe River Trail, San Jose

**Length:** 3 miles

**# of Signs:** 62

**Estimated Costs:** \$18K

**Highlights:** Links to bike lanes at San Jose and Sunnyvale borders, access to many city attractions, Mission College



# FUNDING SOURCES

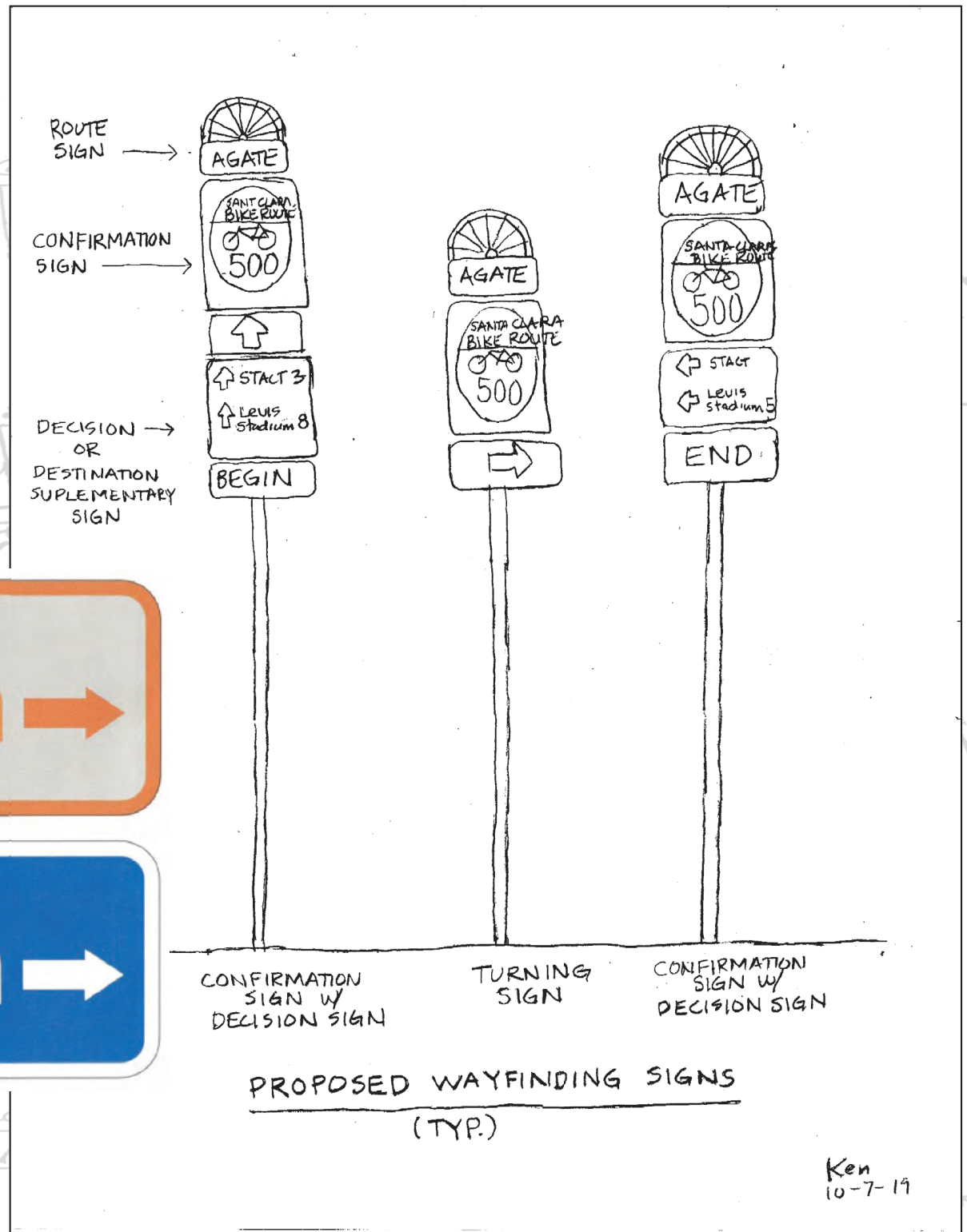
- Transportation Funds for Clean Air (with VTA funding; reduce vehicle emissions)
- Bicycle Facilities Grant Program (reduce vehicle emissions)
- One Bay Area Grant (with VTA funding; projects in Priority Development Areas)
- MTC: Regional Measure 3 (highway and transit projects)
- VTA: Measure B (maintenance, transit, and traffic safety)
- VERBS (vehicle emissions reduction at schools, Safe Routes to Schools program)
- TDA 3 (transportation development)
- CSC: Traffic Impact Fee (mitigate traffic impacts)
- Multi-modal Improvement Plan (City Place project, improve air and transport)

Great America Train Station  
Wayfinding Map

Ken  
Sept 19, 2019



# SIGN TYPES



# RECOMMENDATIONS

## Priorities

1. Mini Routes around transit
2. Cabrillo Route to Park Ave
3. San Tomas Aquino Route
4. Agate Route to STACT
5. Monroe Route
6. Tasman Route

### Legend:

- 1 sign on right side of pole

California MUTCD 2014 Edition  
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

Page 1370

Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities



G93C (CA)



SG45 (CA)



S17 (CA)



D1-2b



D1-3b

Great ...  
Wayfinding Ma

Ken  
Sept 19, 2019


# APPENDIX

- Cost Estimate Summary
- Sign Study by Diane Harrison
- Base Map by Bruce Donoghue
- Single Line Maps by Ken Kratz
- Signage Visuals by Bruce Donoghue and Ken Kratz
- Funding Sources Expanded
- Community of Need Defined by Santa Clara Bike Plan Update 2018
- Santa Barbara Bicycle Coalition
- Link to Google Drive Appendix

Great America Train Station  
Wayfinding Map

Ken  
Sept 19, 2019

# COST ESTIMATE SUMMARY



Routes	Priority	Existing Poles	Additional Poles Requested	Total Poles	Total Signs Requested	Estimated Cost
Santa Clara CalTrain	1	7	6	13	26	\$15,960
Great America	1	15	3	18	36	\$12,810
Lawrence CalTrain	1	5	0	5	16	\$1,500
Cabrillo Route	2	30-58	9	39-67	78-134	\$31,170-\$45,150
San Tomas Aquino Route	3	43-74	2	45-76	90-152	\$22,400-\$35,420
Agate Route	4	19	6	25	50	\$21,000
Monroe Route	5	7	9	16	32	\$23,170
Tasman Route	6	28	3	31	62	\$18,270

## Legend:

**Disclaimer:** Additional costs will be incurred when lane stripes and marking are installed on now blank suggested routes

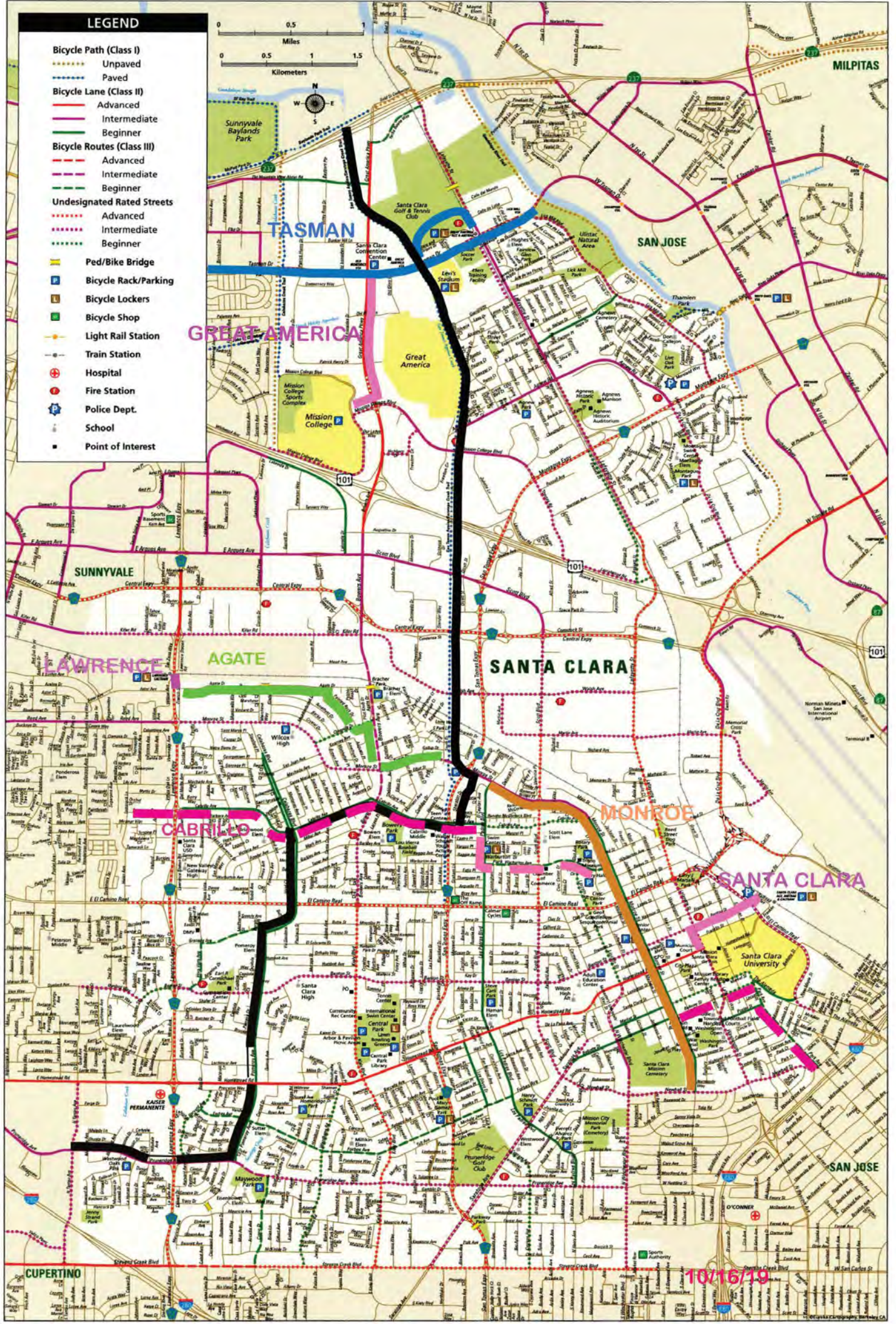
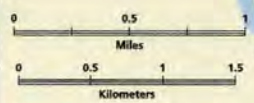
Source for Approximate Costs: p. 27 of [2014 Bicycle Wayfinding Proposal for the Santa Barbara Coast Communities](#) from Santa Barbara Bicycle Coalition

Ken  
Sept 19, 2019

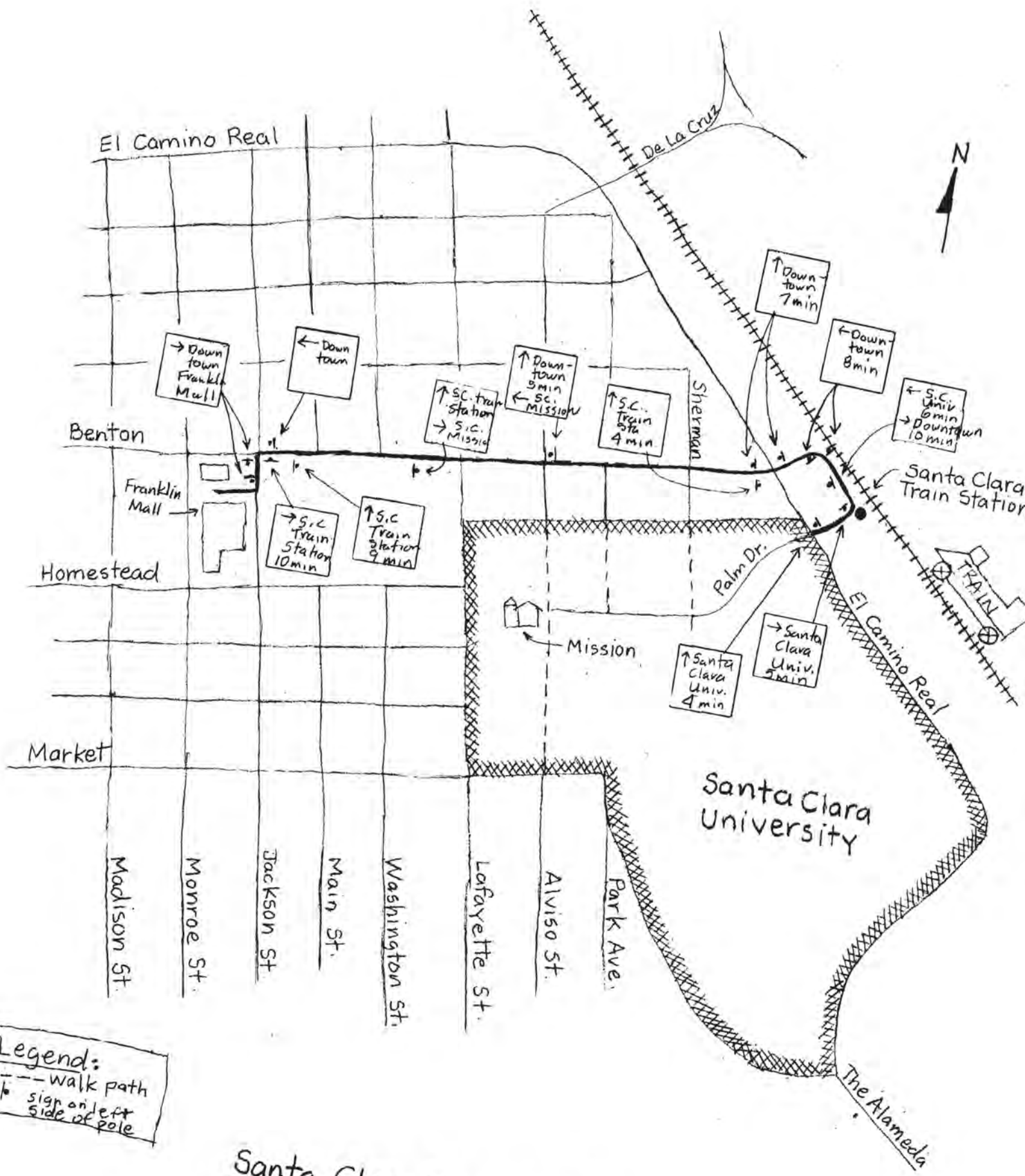


# LEGEND

- Bicycle Path (Class I)
  - Unpaved
  - Paved
- Bicycle Lane (Class II)
  - Advanced
  - Intermediate
  - Beginner
- Bicycle Routes (Class III)
  - Advanced
  - Intermediate
  - Beginner
- Undesignated Rated Streets
  - Advanced
  - Intermediate
  - Beginner
- Ped/Bike Bridge
- Bicycle Rack/Parking
- Bicycle Lockers
- Bicycle Shop
- Light Rail Station
- Train Station
- Hospital
- Fire Station
- Police Dept.
- School
- Point of Interest

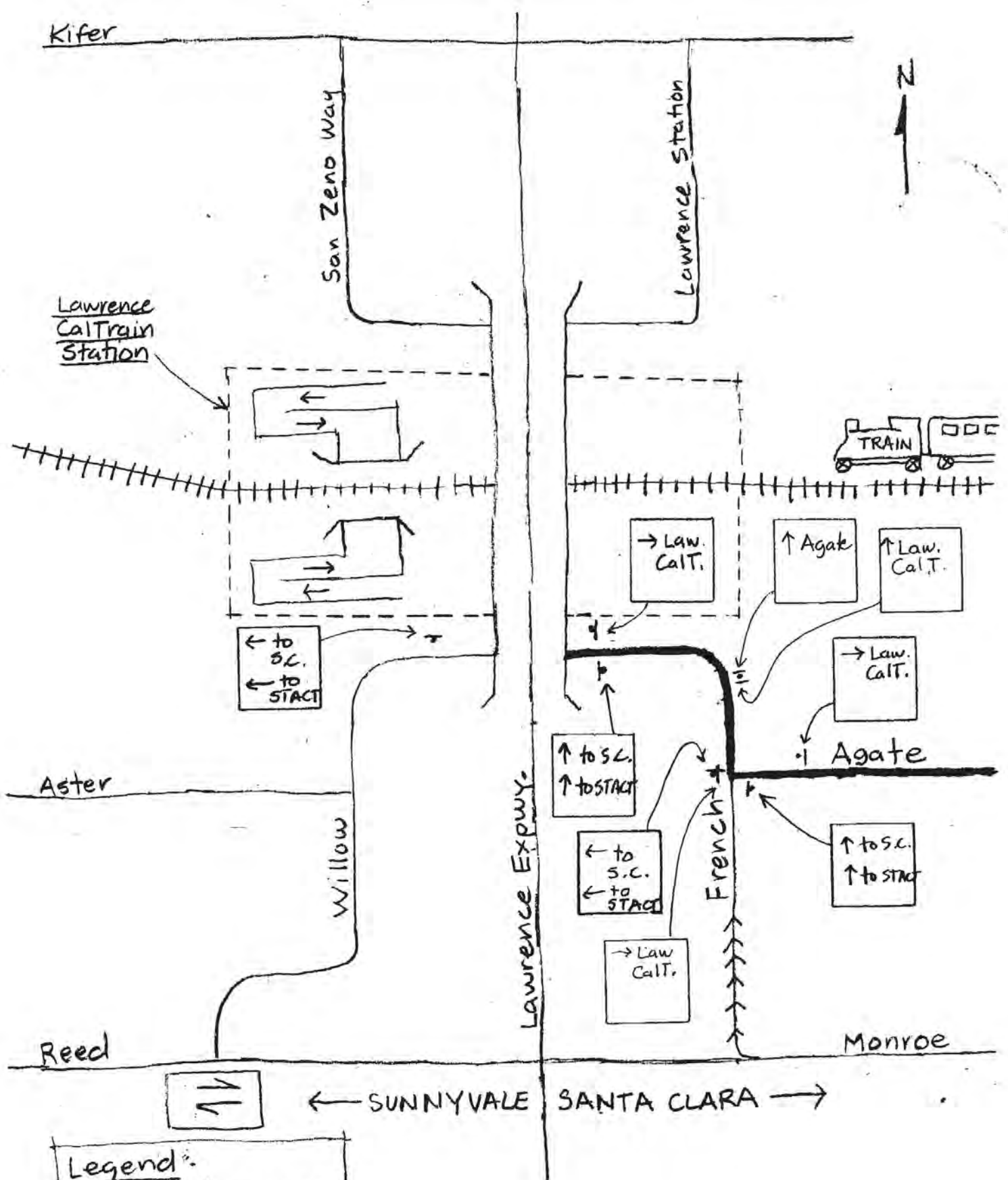






Santa Clara Train Station  
Wayfinding Map

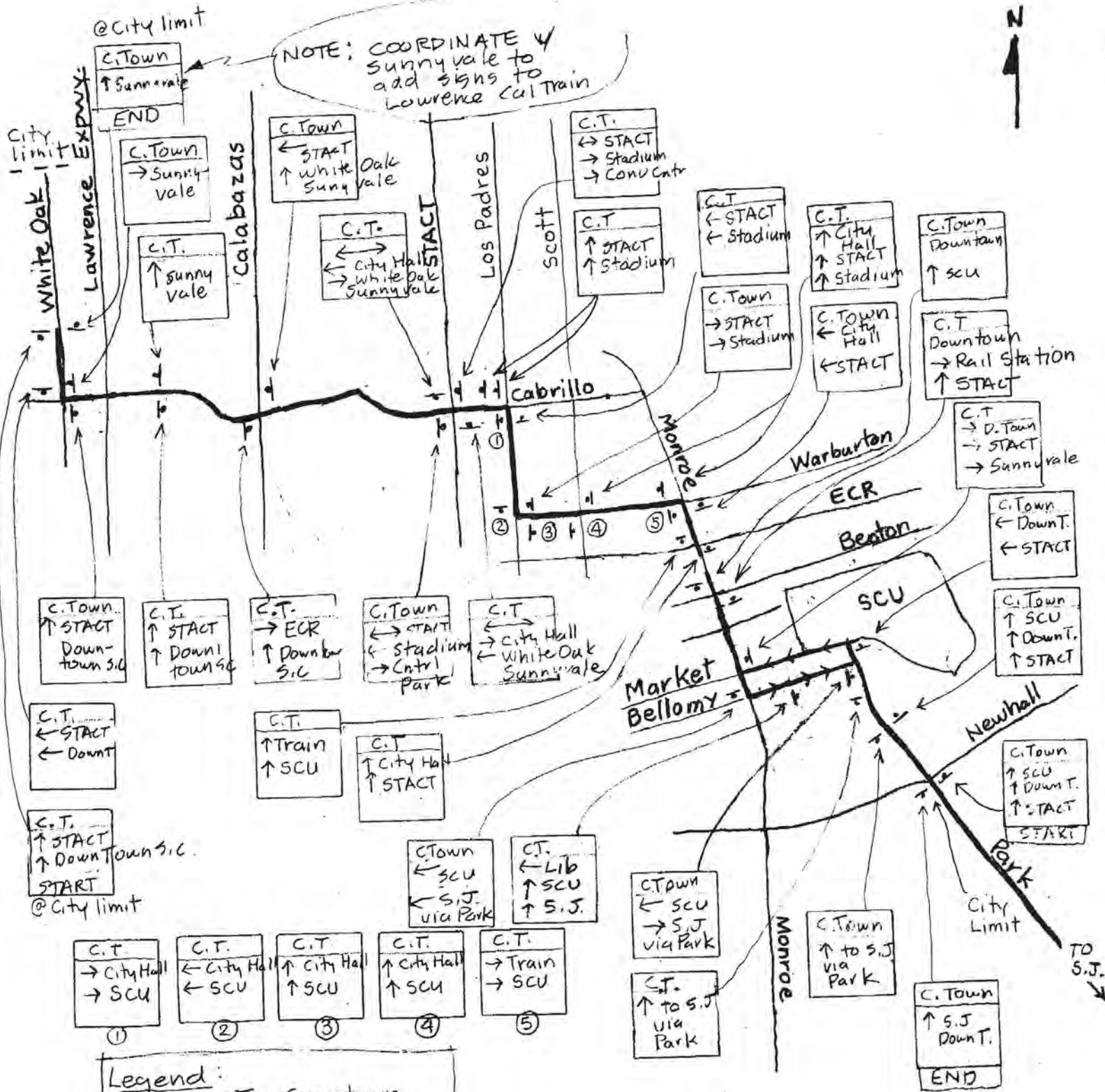
Ken  
Oct 15, 2019



Lawrence CalTrain  
Station  
Wayfinding Map

Ken K.  
Oct. 15, 2019





## Cabrillo / Monroe Crosstown

Ken  
Oct. 17, 2019

S.F. Bay



Sunnyvale  
Baylands  
Park

START  
↑ Lewis  
↑ M.C.  
↑ Prune  
START

to Alviso

START  
↔ Bay Trail  
END

START  
→ Train  
↑ Bay Trail

to Milpitas

Baylands Park Trail

CONV. CTR.

START  
→ Conv. Ctr.  
↑ Lewis  
↑ M.C.

Santa Clara  
Convention Ctr.

Great America  
Ace & Amtrak



Tasman

↑ M.C. ↑ M.C. → M.C.

Great America  
Theme Park

START  
→ M.C.  
← Park  
↑ Prune

Levi's Stadium

START  
→ Lewis  
← Conv. Ctr.  
↑ Bay

Agnew

Mission College

START  
↑ YAL  
↑ Conv. Lib  
↑ Prune

START  
↔ Conv. Lib  
↑ YAL  
↑ Prune

Arques/Scott

Central

Lawrence  
CalTrain

Agate

Monroe

START  
← Pom  
School  
← Prune

START  
→ YAL  
→ Prune  
↑ ECR

START  
↑ YAL  
↑ ECR  
↑ Prune

START  
↑ M.C.  
↑ Lewis  
↑ Conv. Ctr.

START  
↑ M.C.  
↑ Lewis  
↑ Conv. Ctr.

START  
↑ M.C.  
↑ Lewis  
↑ Conv. Ctr.

Cabrillo

START  
↑ Pom  
School  
↑ Prune

START  
→ B. Park  
↑ Lewis  
↑ Conv. Ctr.

START  
→ YAL  
→ Lewis  
→ Bay Trail

START  
↑ Pom  
School  
↑ Prune

START  
→ YAL  
→ Lewis  
↑ Conv. Ctr.

START  
↑ YAL  
↑ ECR  
↑ Prune

START  
→ Lewis  
→ Conv. Ctr.  
→ Bay Trail

START  
↑ Lewis  
↑ Conv. Ctr.  
↑ Bay Trail

START  
↑ Lewis  
↑ Conv. Ctr.  
↑ Bay Trail

START  
→ Garden  
↑ Lewis  
↑ Bay Trail

ECR

START  
← Pom  
School  
← Home  
← Prune

START  
↑ Pom  
↑ Home  
↑ Prune

START  
↔ Home  
↑ Prune  
↑ Sunny

Homestead

START  
↑ YAL  
↑ Lewis  
↑ Bay Trail

Central  
Park

START  
→ YAL  
→ Lewis  
↑ Conv. Ctr.

Central  
Library

← Conv. Lib.

START  
→ Conv. Lib.  
↑ Lewis  
↑ Bay Trail

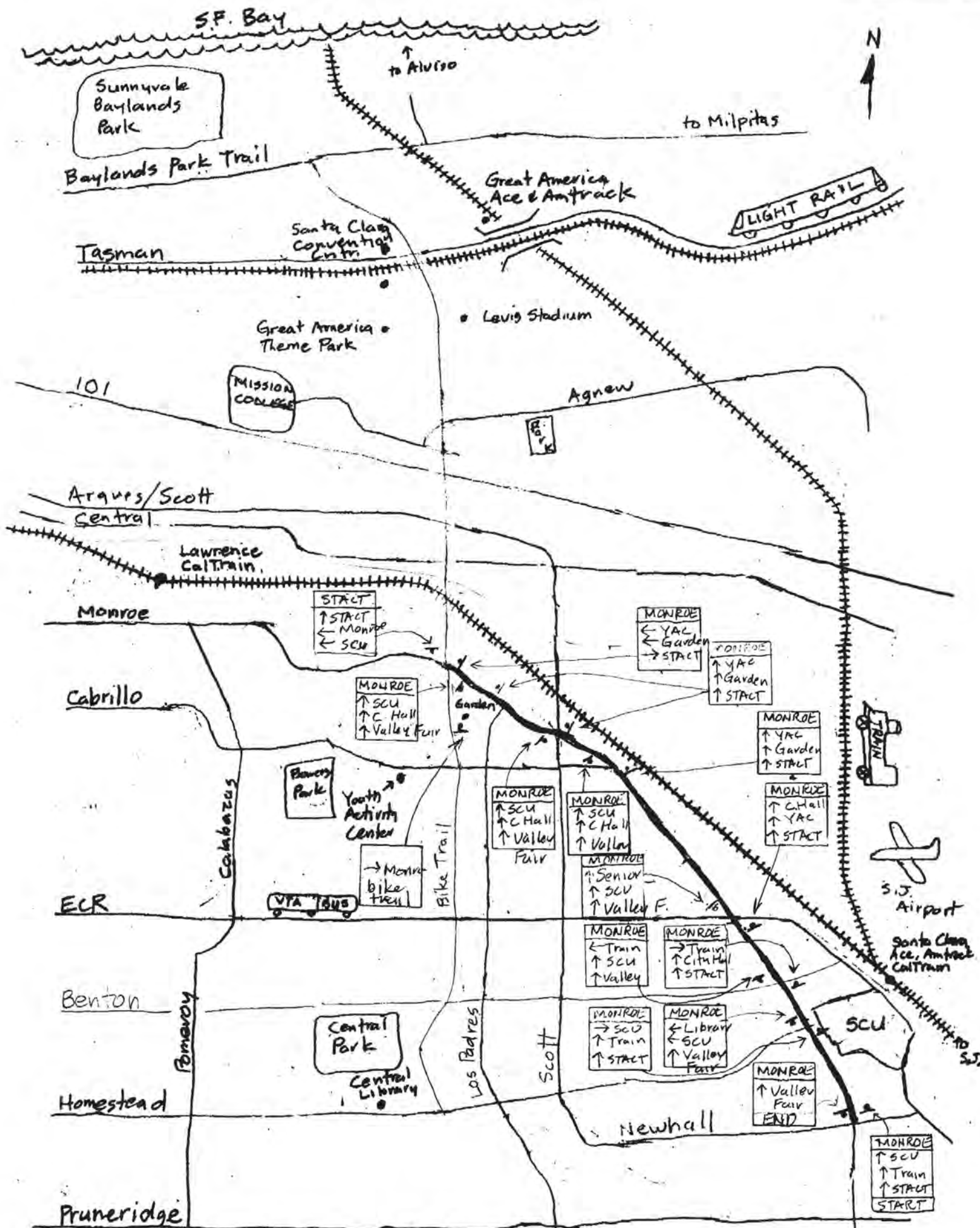
START  
↑ Sunny  
END

START  
↑ Conv. Ctr.  
↑ Lewis  
↑ Bay Trail

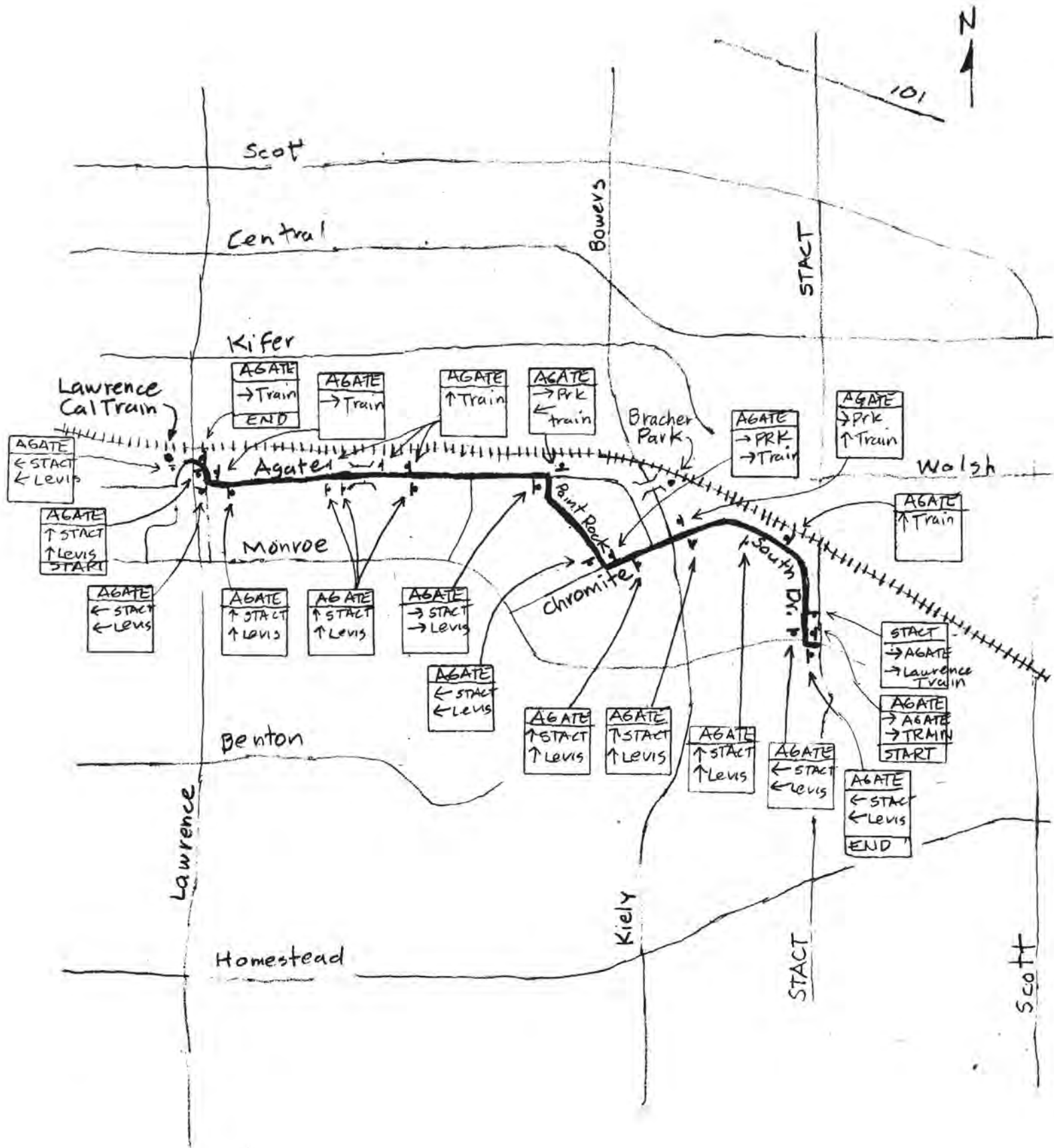
START  
↑ Conv. Ctr.  
↑ Lewis  
↑ Bay Trail

SAN TOMAS AQUINO CREEK TRAIL  
WAYFINDING

Ken K.  
10-12-19



MONROE STREET  
WAYFINDING ROUTE



# AGATE DRIVE WAYFINDING ROUTE

Ken K.  
Oct. 15, 2019





**Figure 9B-6. Example of Bicycle Guide Signing**

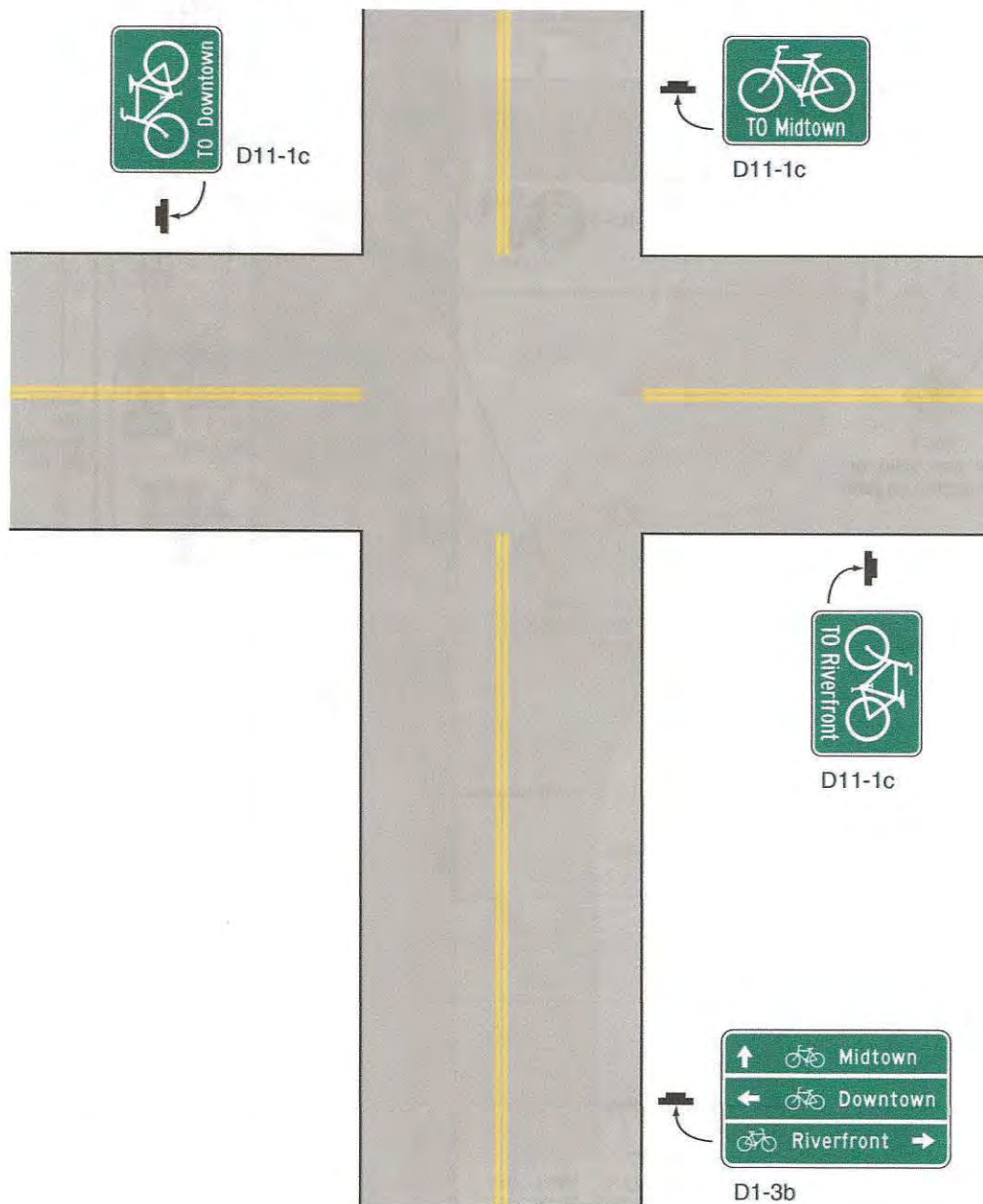
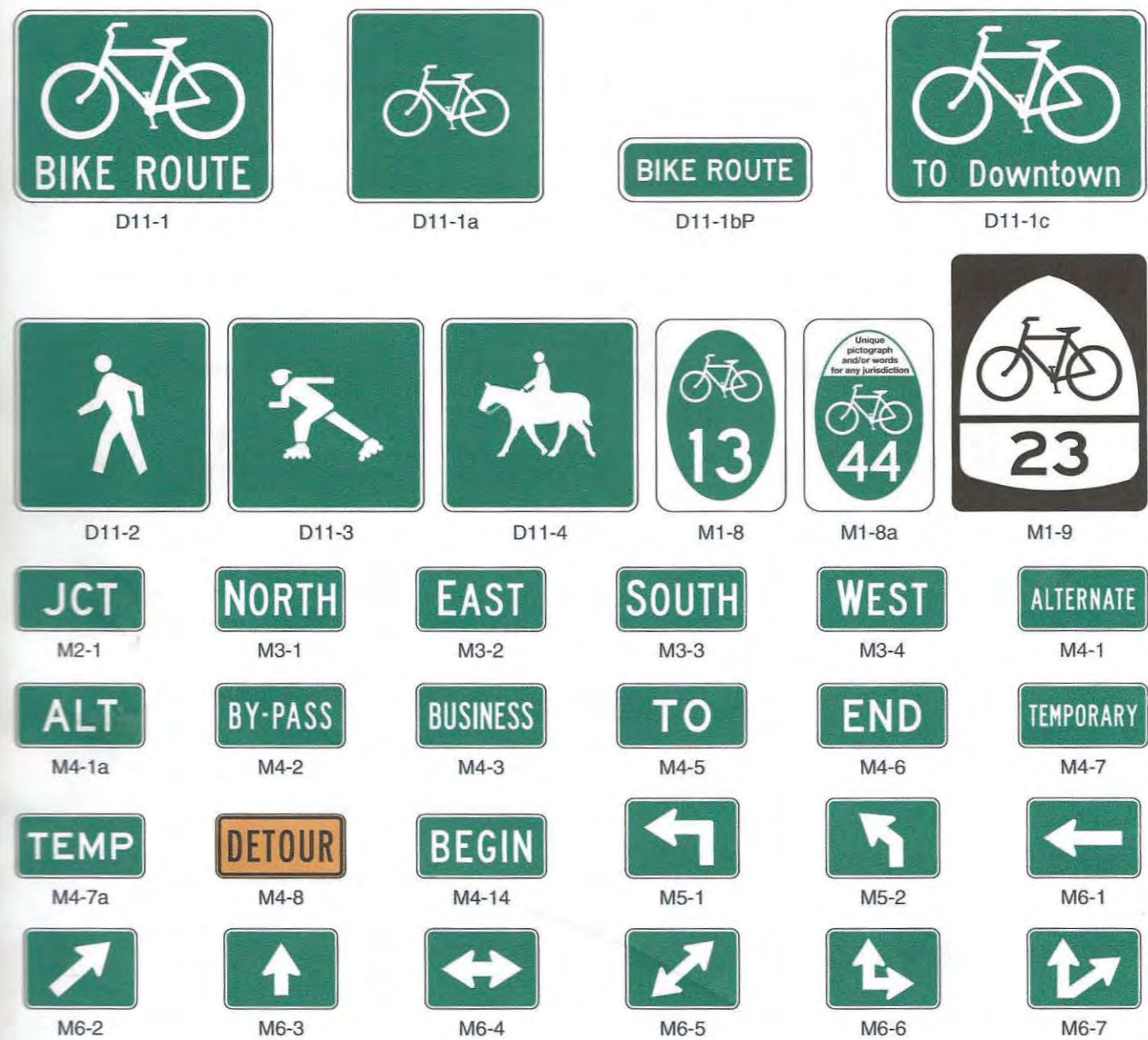


Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)





## Way-finding Routes - Sign Study

### Route 1 - Cabrillo (Sunnyvale to San Jose via Cabrillo & Monroe)

#### **Eastbound:**

Begin: Santa Clara city limit on White Oak Lane - Begin route **sign** - southbound

Left turn onto **Poinciana** - Left turn **sign** on White Oak Lane, confirmation **sign** on Poinciana  
Confirmation **signs**: **Cabrillo** after Lawrence Expwy, after Calabazas in combination with San  
Tomas Aquino route, before Bowers in combination with San Tomas Aquino route,  
before STACT/San Tomas Expwy

Destination **signs** for: Wilcox High School (at Calabazas), Cabrillo Middle School, STACT  
(there already), Skate Park

Right turn onto **Los Padres** - right turn **sign** on Cabrillo, confirmation **sign** on Los Padres in  
combination with Los Padres route

Destination **sign** for: Warburton Park

Left turn onto **Warburton** - combination **sign** on Los Padres with Los Padres route (left for  
Cabrillo route, straight for Los Padres route), confirmation **sign** on Warburton

Confirmation **sign**: after Scott

Destination **signs** for: Triton Museum & Rotary Park, City Hall

Right turn onto **Monroe** - right turn **sign** on Warburton, confirmation **sign** on Monroe

Confirmation **signs**: before or after ECR, before Homestead

Destination **signs** for: senior center, Mission Library (at Lexington)

Left turn onto **Bellomy** - combination **sign** on Monroe with Monroe route (left for Cabrillo route,  
straight for Monroe route), confirmation **sign** on Bellomy

Destination **sign** for: Buchser Middle School

Left turn onto **Jackson** - left turn **sign** on Bellomy, confirmation **sign** on Jackson

Right turn onto **Market** - right turn **sign** on Jackson, confirmation **sign** on Market

Confirmation **sign**: before Lafayette St

Destination **sign** for: SCU

Right turn onto **Park** - right turn **sign** on Market, confirmation **sign** on Park

Confirmation **sign**: after Bellomy

End: **Park & Idaho** - End route **sign** with through arrow for downtown San Jose

Way-finding signs: 27

Destination signs: 10

Poles needed: 0



### **Westbound:**

Begin: **Park & Idaho** - Begin route **sign** on Park northbound.  
Confirmation **sign**: after Bellomy  
Destination **sign** for: SCU

Left turn onto **Market** - left turn **sign** on Park, confirmation **sign** on Market  
Confirmation **sign**: after Lafayette St  
Destination **sign** for: Mission Library (at Main)

Right turn onto **Monroe** - right turn **sign** on Market, confirmation **sign** on Monroe in combination with Monroe route  
Confirmation **signs**: before Homestead, before or after ECR  
Destination **sign** for: senior center

Left turn onto **Warburton** - combination **sign** on Monroe with Monroe route (left turn for Cabrillo route, straight for Monroe route), confirmation **sign** on Warburton  
Confirmation **sign**: before or after Scott  
Destination **signs** for: Triton Museum & Rotary Park, City Hall

Right turn onto **Los Padres** - right turn **sign** on Warburton, confirmation **sign** on Los Padres in combination with Los Padres route  
Destination **sign** for: Warburton Park

Left turn onto **Cabrillo** - combination **sign** on Los Padres with Los Padres route (left for Cabrillo route, straight for Los Padres route), confirmation **sign** on Cabrillo.  
Confirmation **signs**: after STACT/San Tomas Expwy in combination with San Tomas Aquino route, after Bowers in combination with San Tomas Aquino route, before Calabazas in combination with San Tomas Aquino route (left for San Tomas Aquino route, straight for Cabrillo route), before Lawrence Expwy  
Destination **signs** for: Skate Park, STACT (there already), Cabrillo Middle School, Wilcox High School (at Calabazas)

Right turn onto **White Oak Lane** - right turn **sign** on **Poinciana**, confirmation **sign** on White Oak, End Route **sign** at Santa Clara city limit with through arrow for downtown Sunnyvale

Way-finding signs: 23

Destination signs: 10

Poles needed: 1

Route 2 - San Tomas Aquino (Bay Trail to Cupertino via STACT & Calabazas & Pomeroy & Pruneridge)

**Southbound:**

Begin: Junction of Bay Trail & **STACT** - Begin route **sign** - northbound (though immediately loops south)

Confirmation **signs**: after Agnew, before Monroe in combination with Agate route (right for Agate, straight for San Tomas Aquino)

Destination **signs** for: each street exit (8), golf & tennis club, convention center & light rail, game day detour, Great America, Santa Clara Square Marketplace

Right turn onto **Cabrillo** - right turn **sign** on trail, confirmation **sign** on Cabrillo in combination with Cabrillo route

Confirmation **sign**: before or after Bowers in combination with Cabrillo route

Destination **signs** for: skate park, Cabrillo middle school, Wilcox High School (at Calabazas)

Left turn onto **Calabazas** - combination **sign** on Cabrillo with Cabrillo route (left for San Tomas Aquino route, straight for Cabrillo route), confirmation **sign** on Calabazas (LH side)

Confirmation **sign**: before or after El Camino Real

Left turn onto **Pomeroy** - left turn **sign** on Calabazas, confirmation **sign** on Pomeroy

Confirmation **signs**: before or after Benton, before or after Homestead

Destination **signs** for: Pomeroy Elementary, Carmichael Park (right) & Santa Clara High (left) at Benton, Sutter Elementary, Maywood Park at Pruneridge

Right turn onto **Pruneridge** - right turn **sign** on Pomeroy, confirmation **sign** on Pruneridge

Confirmation **sign**: before or after Lawrence Expwy

Destination **sign** for: for Kaiser Hospital at Harvard Ave (note to take left at Lehigh)

End: Pruneridge & Meadow (or city line) - End route **sign** with through arrow for Cupertino

Way-finding signs: 17 (many of which are already in place)

Destination signs: 21

Poles needed: 1 (but can be paid for by Irvine?)

All right exit arrows should be 5-15 degrees off vertical

### Northbound:

Begin: **Pruneridge** & Meadow (or city line) - Begin route **sign** - eastbound

Confirmation **sign**: before or after Lawrence Expwy

Destination **sign** for: for Kaiser Hospital at Harvard Ave (note to take left at Lehigh)

Left turn onto **Pomeroy** - left turn **sign** on Pruneridge, confirmation **sign** on Pomeroy

Confirmation **signs**: before or after Homestead, before or after Benton

Destination **signs** for: Maywood Park at Pruneridge, Sutter Elementary, Carmichael Park (left) & Santa Clara High (right) at Benton, Pomeroy Elementary

Right turn onto **Calabazas** - right turn **sign** on Pomeroy, confirmation **sign** on Calabazas (LH side)

Confirmation **sign**: before or after El Camino Real

Destination **sign** for: Wilcox High School (at Cabrillo)

Right turn onto **Cabrillo** - right turn **sign** on Calabazas, confirmation **sign** on Cabrillo in combination with Cabrillo route

Confirmation **sign**: before or after Bowers in combination with Cabrillo route

Destination **signs** for: skate park, Cabrillo middle school

Left turn onto **STACT** - combination **sign** on Cabrillo with Cabrillo route (left for San Tomas Aquino route, straight for Cabrillo route), confirmation **sign** on trail

Confirmation **signs**: before Monroe in combination with Agate route (left for Agate, straight for San Tomas Aquino), before or after Agnew

Destination **signs** for: each street exit (8), golf & tennis club, convention center, game day detour, Great America, Santa Clara Square Marketplace

End: Junction of Bay Trail & STACT - End route **sign** with left arrow for Alviso/Milpitas/San Jose, right arrow for Sunnyvale/Mountain View

Way-finding signs: 17 (many of which are already in place)

Destination signs: 21

Poles needed: 1 (but can be paid for by Irvine?)

All left exit arrows should be 5-15 degrees off vertical

#### Route 4 - Monroe (STACT to San Jose via Monroe)

##### **Southbound:**

Begin: Junction of Monroe & STACT - Begin route **sign** - eastbound (though slowly turns south)

Confirmation **signs**: before Los Padres in combination with Los Padres route (right for Los Padres route, straight for Monroe route), before or after Scott, after Warburton in combination with Cabrillo route, before or after ECR, before Homestead, before Bellomy in combination with Cabrillo route (left for Cabrillo route, straight for Monroe route)

Destination **signs** for: Triton Museum & City Hall (at Warburton) (sign exists), senior center, Mission Library (at Lexington), SCU (at Santa Clara St.), Buchser Middle School (at Bellomy), cemetery (at Jonathan St.)

End: Newhall - End route **sign** with through arrow for San Jose & West Valley Mall

Way-finding signs: 7

Destination signs: 5

Poles needed: 0

##### **Northbound:**

Begin: Newhall & Monroe - Begin route **sign** northbound on Monroe.

Confirmation **signs**: after Market in combination with Cabrillo route, before or after Homestead, before or after ECR, before Warburton in combination with Cabrillo route (left for Cabrillo route, straight for Monroe route), before or after Scott, after Los Padres in combination with Los Padres route

Destination **signs** for: Triton Museum & City Hall (at Warburton) (sign exists), senior center, Mission Library (at Lexington), SCU (at Santa Clara St.), Buchser Middle School (at Bellomy), cemetery (at Jonathan St.)

End: Junction of Monroe & STACT - End route **sign** with right & left arrows for STACT

Way-finding signs: 7

Destination signs: 5

Poles needed: 0

Route 5 - Agate (Lawrence Caltrain station to STACT Trail & Monroe via Agate Dr.)

**Eastbound:**

Begin: French St at Lawrence Expwy - Begin route **sign** eastbound

Left turn onto **Agate** - left turn **sign** on French, confirmation **sign** on Agate  
Confirmation **sign**: before bridge over Calabazas creek

Right turn onto **Painted Rock** - right turn **sign** on Agate, confirmation **sign** on Painted Rock

Left turn onto **Chromite** - left turn **sign** on Painted Rock, confirmation **sign** on Chromite  
Confirmation **sign**: after street becomes South Drive  
Destination **sign** for: Bracher Park (left) & School (right) (at Alhambra)

End: **South Drive & Monroe** - End route **sign** with left arrow (or U-turn arrow) for STACT northbound, left then right arrow for STACT southbound. May need an extra **sign** or two to direct riders onto sidewalk for northbound, onto diagonal crosswalk for southbound.

Way-finding signs: 10+

Destination signs: 1

Poles needed: 5

**Westbound:**

Begin: **STACT Trail & Monroe** - Two Begin route **signs** - one on southbound STACT westbound, one on northbound STACT continuing northbound across intersection, then westbound

Right turn onto **South Drive** - right turn **sign** on Monroe (visible from STACT), confirmation **sign** on South Drive

Confirmation **sign**: after street becomes Chromite  
Destination **sign** for: Bracher Park (right) & School (left) (at Cortez)

Right turn onto **Painted Rock** - right turn **sign** on Chromite, confirmation **sign** on Painted Rock

Left turn onto **Agate** - left turn **sign** on Painted Rock, confirmation **sign** on Agate  
Confirmation **sign**: before bridge over Calabazas creek

Right turn onto **French** - right turn **sign** on Agate, confirmation **sign** on French

End: French St. at Lawrence Expwy - End route **sign** with right arrow for Lawrence Caltrain station, through arrow for Sunnyvale

## FUNDING SOURCES:

Federal: DHCD: Affordable Housing and Sustainable Communities Program (*connectivity*)

State: CDPR.: Recreational Trails Program (*maintenance and new facilities for trails*)

CTC: California Active Transportation Program (*shifting trips to walking and cycling*)

Congested Corridors Program (*change travel behavior, reduce vehicle miles*)

Local Partnership Program, SB 1 (*bicycle and pedestrian improvements*)

CalTrans: Sustainable Transportation Planning Grants (*funds studies and design work*)

Highway Safety Improvement Program (*addresses safety challenges*)

CNRA: Cultural, Community, and Natural Resources Grant Program (*trail improvements*)

Urban Greening Grants (*urban trails between home, work, school, commercial*)

Local: BAAQMD:

Transportation Funds for Clean Air (*with VTA funding; reduce vehicle emissions*)

Bicycle Facilities Grant Program (*reduce vehicle emissions*)

One Bay Area Grant (*with VTA funding; projects in Priority Development Areas*)

MTC: Regional Measure 3 (*highway and transit projects*)

VTA: Measure B (*maintenance, transit, and traffic safety*)

VERBS (*vehicle emissions reduction at schools, Safe Routes to Schools program*)

TDA 3 (*transportation development*)

CSC: Traffic Impact Fee (*mitigate traffic impacts*)

Multi-modal Improvement Plan (*City Place project, improve air and transport*)

Private/Public partnerships:

Chamber of Commerce: (*programs?*)

Silicon Valley Leadership Group: (*programs ?*)

Source: Compiled from City of Santa Clara Bicycle Plan Update 2018



UNFUNDED PROJECTS    **TRANSPORTATION**

1269 - Bicycle Route Wayfinding - Phase I					
FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	Five-Year CIP Total
-	\$100,000	\$200,000	-	-	\$300,000

The City's Bicycle Plan Update 2018 (Plan) was approved by City Council in September 2019 and includes six objectives supported by 22 proposed policies. One of these goals is to increase bicycle mode share to five percent by 2026. To support this goal, the Plan includes Policy 3.A.2, which is to develop a city-wide bicycle way-finding system providing access to various City destinations such as schools, commercial centers, libraries, government facilities, and parks. At the September 2019 Bicycle and Pedestrian Advisory Committee (BPAC), BPAC members formed a BPAC subcommittee to investigate and provide a proposal to the full BPAC and staff on how an initial way-finding program could be completed in short order. At the October 2019 BPAC meeting, the subcommittee provided a full presentation on proposed way-finding routes, preliminary cost estimates, and draft designs. This project would utilize the BPAC's work and with consultant assistance, complete final designs, community outreach for a City-wide Bicycle Route Wayfinding Program. Additionally, Phase I would include implementation along priority routes in Santa Clara. The entire project is currently unfunded.





## 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

1500 Warburton Avenue  
Santa Clara, CA 95050  
[santaclaraca.gov](http://santaclaraca.gov)  
[@SantaClaraCity](https://twitter.com/SantaClaraCity)

## Agenda Report

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25-805

Agenda Date: 8/25/2025

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### 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) Member 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

Reviewed by: Steve Chan, Transportation Manager, Public Works

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

#### **ATTACHMENTS**

1. Email from Member Megas dated June 4, 2025
2. Email from Member Megas dated June 12, 2025
3. June 12, 2025 email attachment - Central Expressway
4. Email from Member Megas dated August 14, 2025

**From:** Betsy Megas <[dvortygirl@gmail.com](mailto:dvortygirl@gmail.com)>

**Sent:** Wednesday, June 4, 2025 12:04 AM

**To:** Ralph Garcia <[RGarcia1@SantaClaraCA.gov](mailto:RGarcia1@SantaClaraCA.gov)>; Karen Hardy <[KHardy@SantaClaraCA.gov](mailto:KHardy@SantaClaraCA.gov)>

**Cc:** Carol Shariat <[CShariat@SantaClaraCA.gov](mailto:CShariat@SantaClaraCA.gov)>

**Subject:** Re: VTA BPAC Update

**VTA BPAC meeting April 9, 2025**

Full packet: [https://santaclaravta.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=4293](https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4293)

- We recommended that the VTA Board of Directors approve the Stevens Creek Corridor Vision Study.
  - Since then, the Santa Clara City Council, San Jose City Council, and VTA Board of Directors have all approved the study.
  - The County Board of Supervisors will see it soon.
  - Cupertino council has deferred until September 3.
- We receive an overview of the Transit-Oriented Communities Grant. This is an annual grant open to cities as well as nonprofits.
  - <https://www.vta.org/programs/toc/transit-oriented-communities/grants>
- We recommend approval of the County Active Transportation Plan to the County Roads Commission, with recommendations.
  - County Roads Commission approved.
  - The Housing, Land Use, Environment, and Transportation Committee (HLUET) approved on April 17.
  - The Board of Supervisors approved on June 3.
- We received an update on the 2016 Measure B Bicycle & Pedestrian Capital Projects and Planning Studies Competitive Grant Programs.
- We received an update on 2016 Measure B Bicycle and Pedestrian Education and Encouragement program progress in FY2024.
- We received an update on the Across Barrier Connections Plan, which is focused on Caltrans facilities.

**Our May 9, 2025 meeting** was a joint workshop meeting with several other committees and subcommittees, going over VTA's budget proposal.

Here's the full packet: [https://santaclaravta.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=4294](https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4294)

I'll send notes for the June 11 meeting when I have them.

Take care,

Betsy Megas

**From:** Betsy Megas <dvortygirl@gmail.com>

**Sent:** Thursday, June 12, 2025 6:26 PM

**To:** Ralph Garcia <RGarcia1@SantaClaraCA.gov>; Karen Hardy <KHardy@SantaClaraCA.gov>

**Cc:** Carol Shariat <CShariat@SantaClaraCA.gov>

**Subject:** Re: VTA BPAC Update

The VTA BPAC held a meeting on Wednesday, June 11. The full agenda is available here: [https://santaclaravta.igmm2.com/Citizens/Detail\\_Meeting.aspx?ID=4295](https://santaclaravta.igmm2.com/Citizens/Detail_Meeting.aspx?ID=4295)

Of particular interest to the City of Santa Clara, we heard an information item from County Roads about planned pavement rehabilitation on Central Expressway between De la Cruz and Bowers. I have attached the brief presentation, showing what is described as a 35% design.

Some additional items we heard:

- An update on the Santa Clara County Roads bridge program.
- Information on the development of a county-wide Transportation Demand Management program.

We also had a couple of reports on our consent agenda, both overviews of the state of transportation in Santa Clara County.

- The [2024 Congestion Management Program \(CMP\) Monitoring and Conformance Report](#)
- The [2024 Transportation Systems Monitoring Program Report](#).

Take care,

Betsy Megas



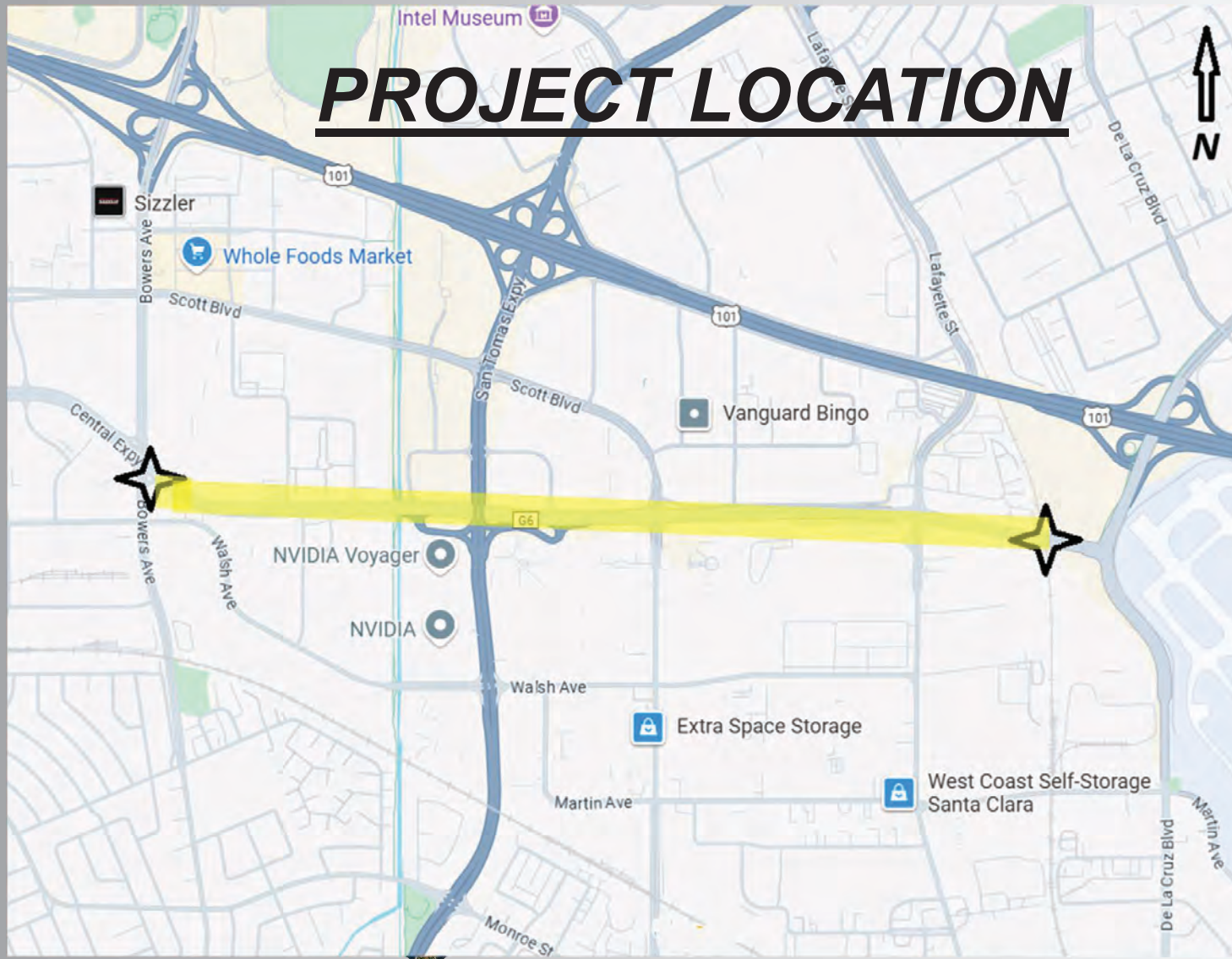


# ROADS & AIRPORTS

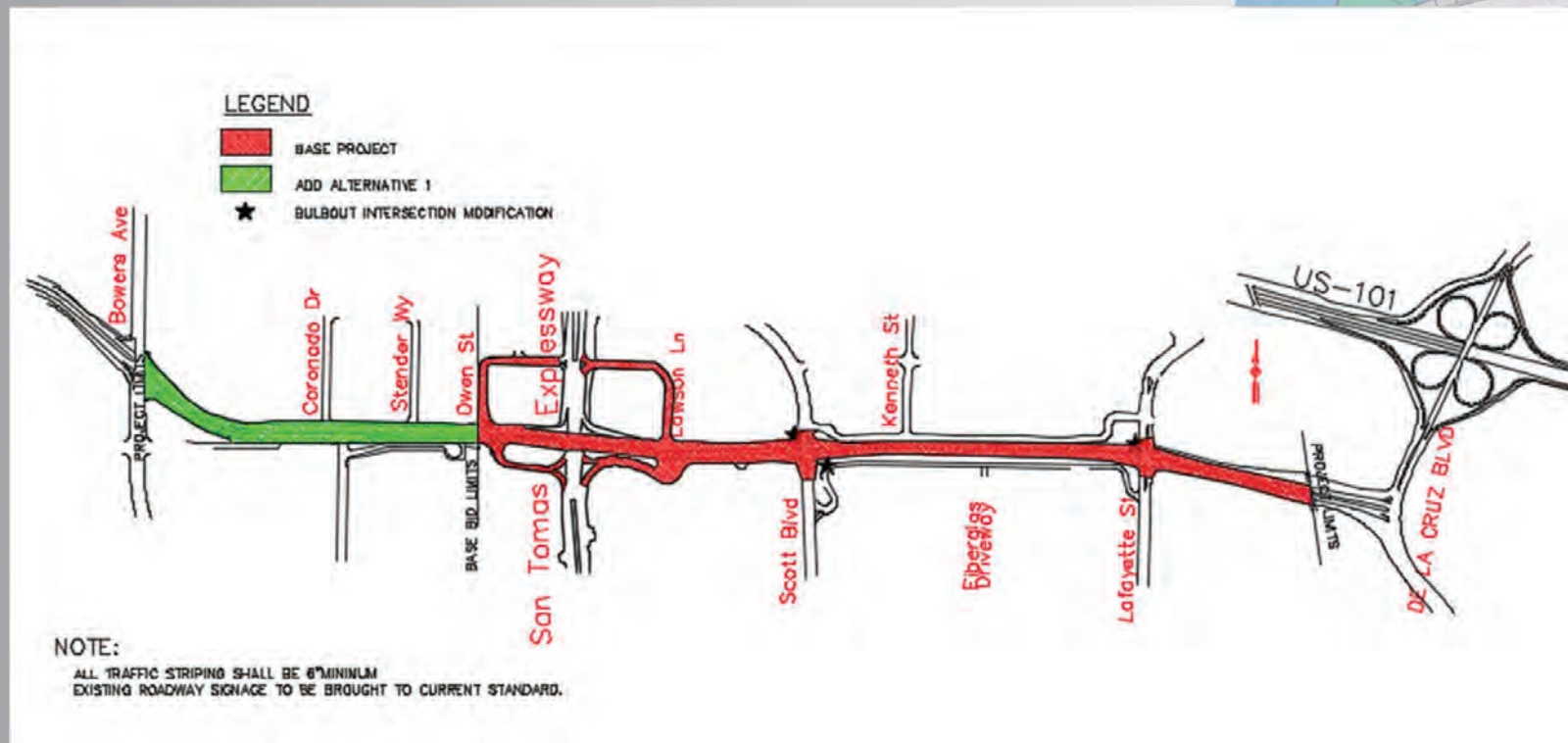
Central Expressway Pavement Rehabilitation Project  
(De La Cruz Blvd to Bowers Ave)



# PROJECT LOCATION



# PROJECT SCOPE



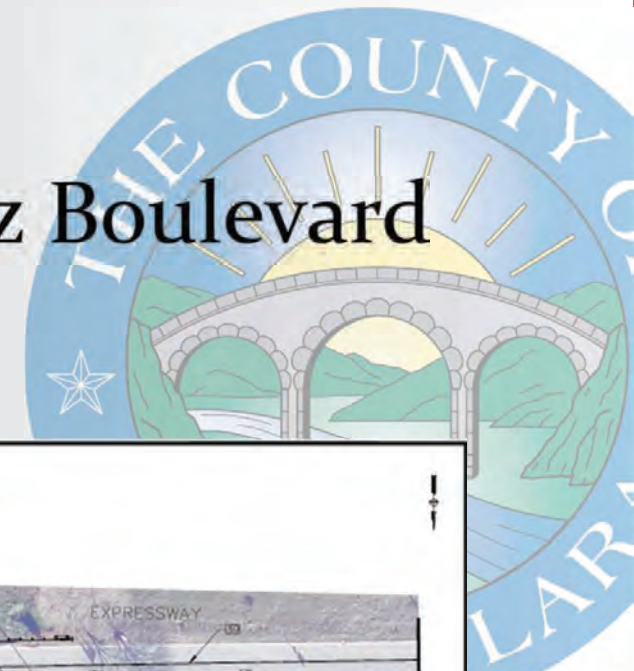


## Elements of Improvement:

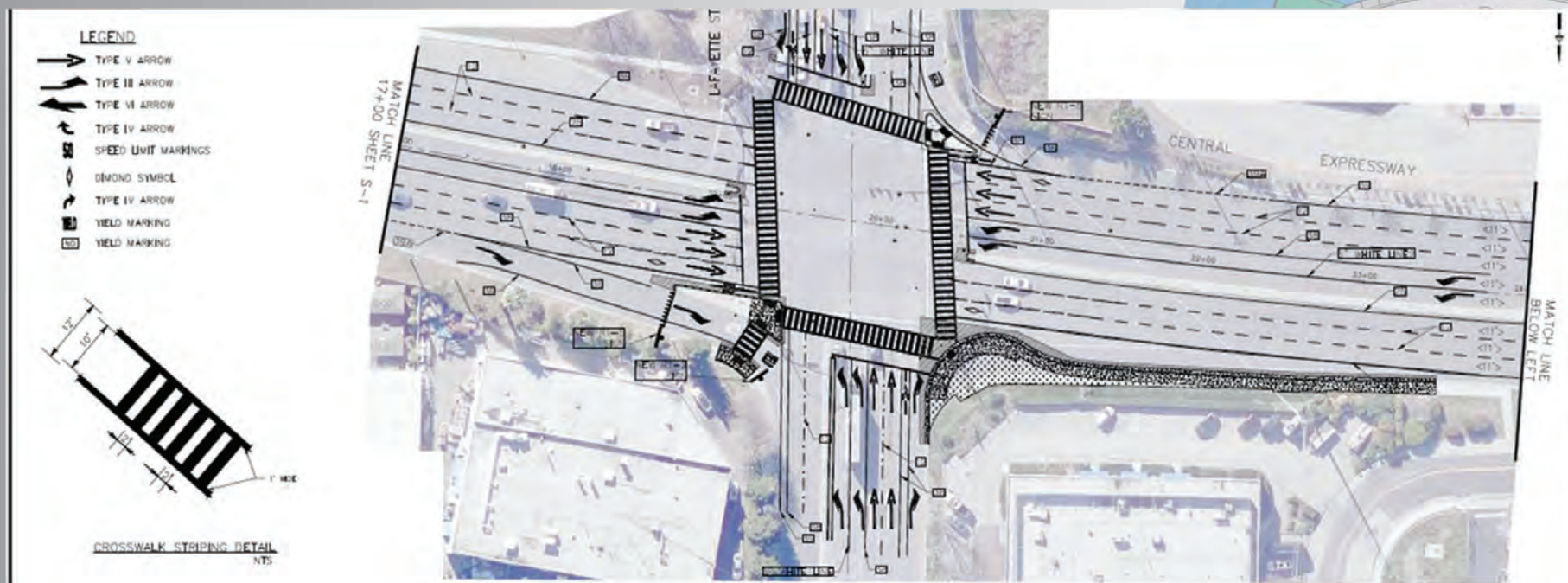
- Pavement repair and asphalt overlay on Central Expressway, both westbound and eastbound directions
- Bulb-out at Central/ Lafayette & Central/ Scott intersections to shorten crosswalk distances across the intersection.
- Install new traffic signal equipment
- Upgrade pedestrian push buttons to touchless technology
- Install pedestrian curb ramps to meet current Americans with Disabilities (ADA) requirements.
- Provide bicycle slots for bicyclists with detector loops
- Signing and striping modifications



# Central Expressway and De La Cruz Boulevard

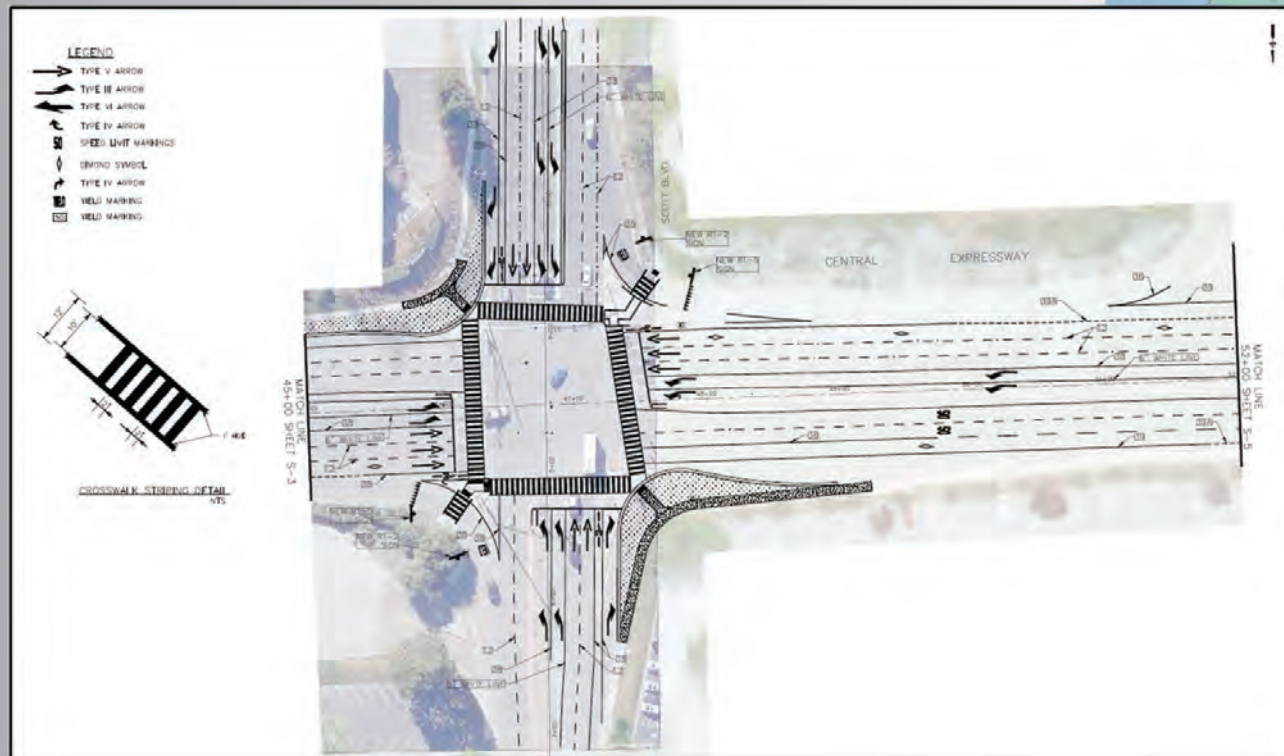


# Central Expressway and Lafayette Street





# Central Expressway and Scott Boulevard



**From:** [Betsy Megas](#)  
**To:** [Nicole He](#)  
**Cc:** [Ralph Garcia](#); [Carol Shariat](#)  
**Subject:** Re: VTA BPAC Meeting Notes  
**Date:** Thursday, August 14, 2025 9:49:16 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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The VTA BPAC met on August 13 for a workshop meeting, covering three informational topics from County Roads (who maintains and operates the expressway system in Santa Clara County). As usual, the full agenda packet may be found here:

[https://santaclaravta.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=4297](https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4297)

- a. The County Crossroads database. This database of collision data within Santa Clara County runs on an older desktop application and sometimes has more recent data and more-detailed views and queries than SWITRS, the statewide system. City staff may request access if they do not already have it. BPAC members had various suggestions about modernizing and improving this tool when the contract expires, and about making recent, detailed data more available to the public.
- b. The Local Roadway Safety Plan. We learned about the existing plan, and asked to be involved in an upcoming update.
- c. The county's Intelligent Transportation Systems. These systems include traffic detection through video and inductive loops; pedestrian sensors that adjust traffic light timing if someone takes longer than usual to cross; bicycle-adaptive timing that adds a few seconds to the green upon detecting a bicycle; and touchless pedestrian call buttons.

All the details are in the agenda packet. I encourage anyone who's curious to read the slides.

(There was no VTA BPAC meeting in July.)

Take care,

Betsy Megas

On Thu, Aug 14, 2025 at 4:25 PM Nicole He <[NHe@santaclaraca.gov](mailto:NHe@santaclaraca.gov)> wrote:

Hi Betsy,

Can you please send us your meeting notes for VTA BPAC Update? Staff is finalizing the agenda packet.

Thank you,

Nicole

**Nicole He, P.E.** | Associate Engineer

Public Works Department | Traffic Engineering Division  
1500 Warburton Avenue | Santa Clara, CA 95050  
D: 408.615.3023

Join our mission to end traffic fatalities! Please visit: [SantaClaraCA.gov/VisionZero](https://SantaClaraCA.gov/VisionZero) for more info.





# City of Santa Clara

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## Agenda Report

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25-807

Agenda Date: 8/25/2025

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### 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: Nicole He, Associate Civil Engineer, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

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

#### **ATTACHMENT**

1. Santa Clara Station Area Task Force Update



# Santa Clara Station Area Task Force Update

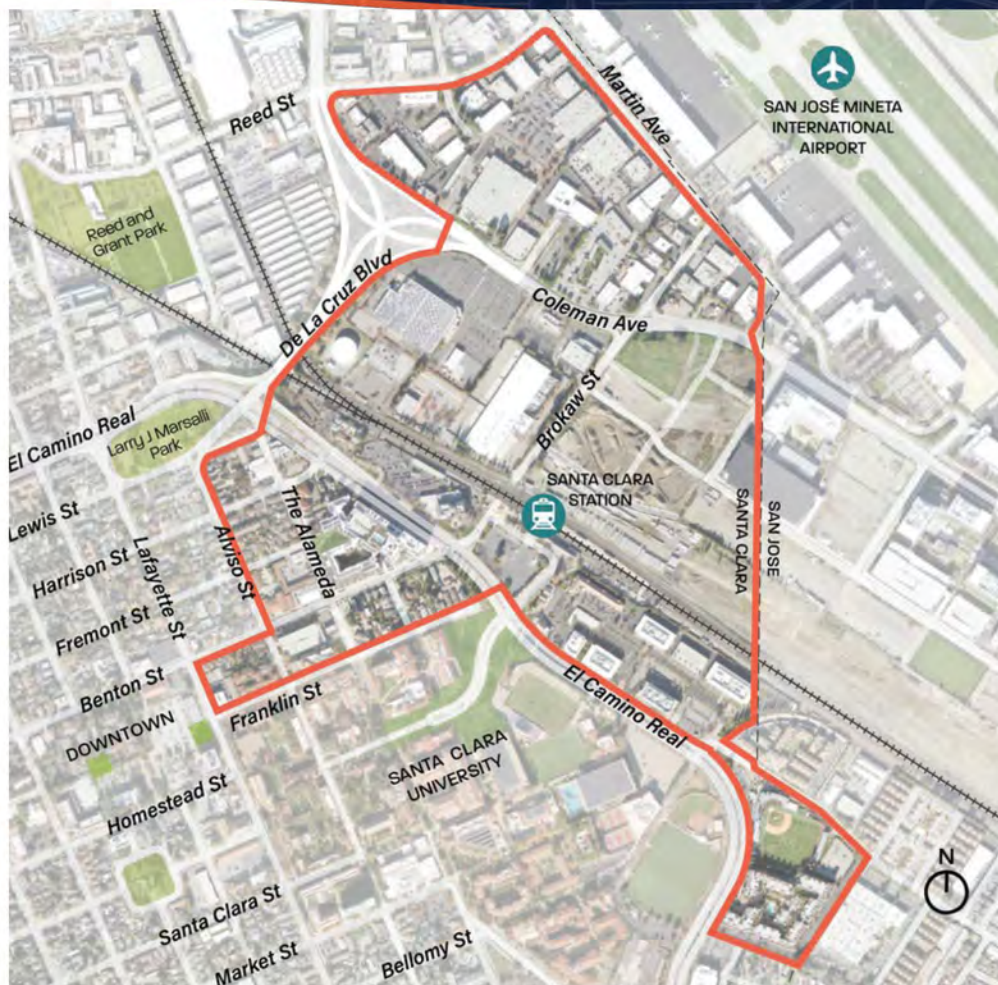
**Bicycle & Pedestrian Advisory  
Committee**

**August 25, 2025**



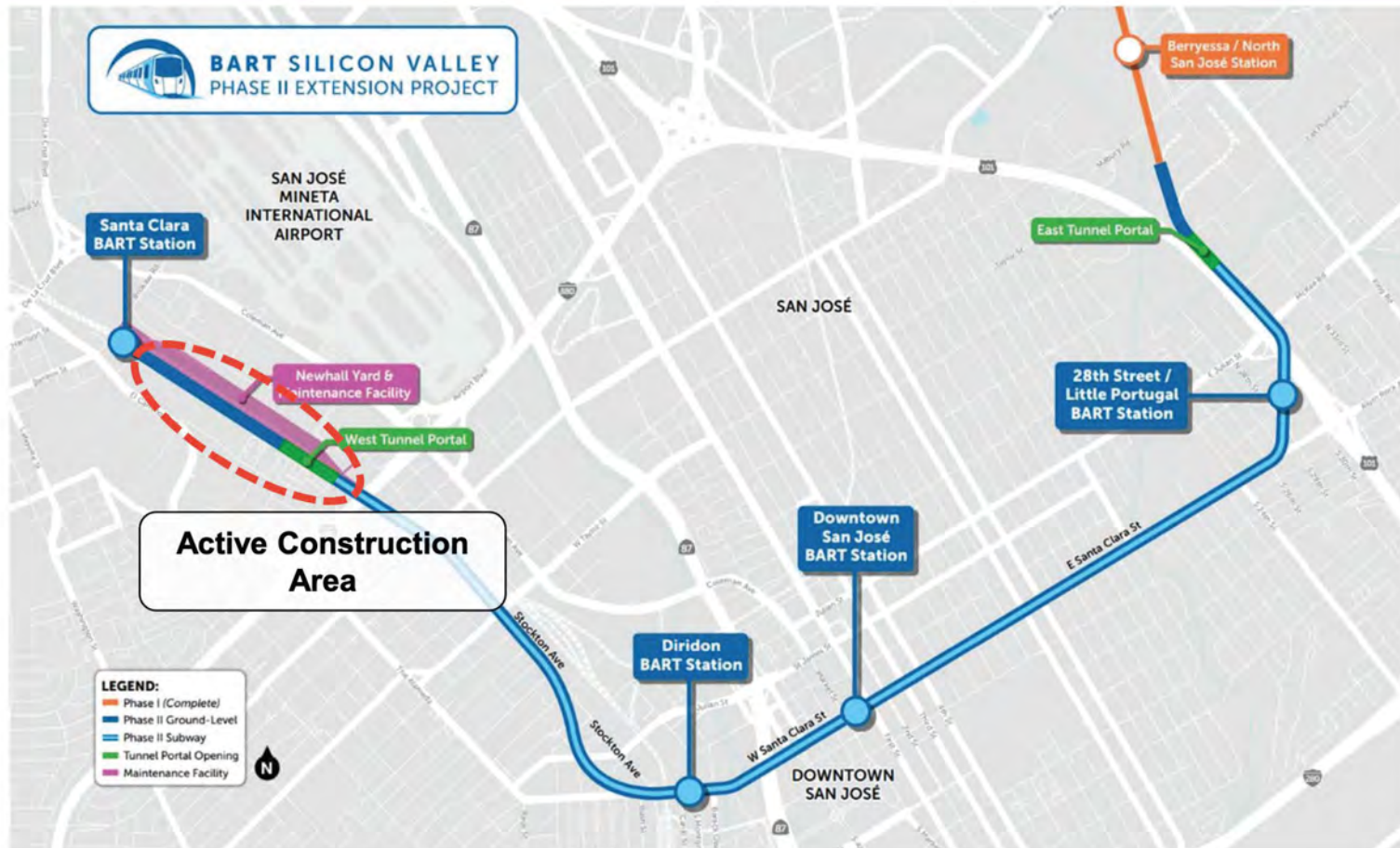


**City of  
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The Center of What's Possible





# Construction Update

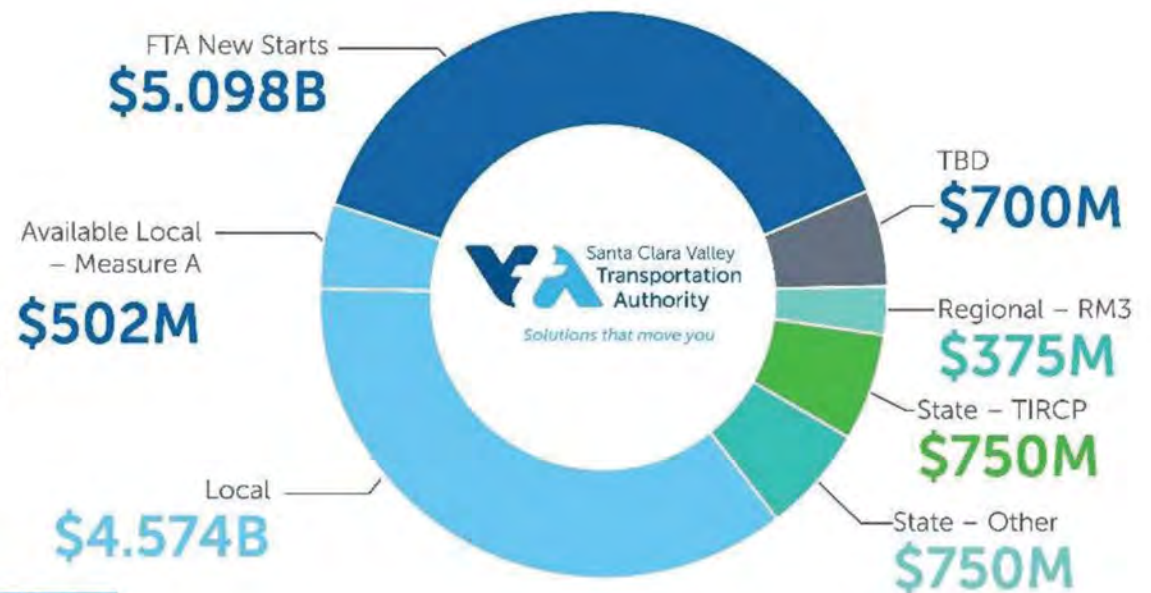


# Project Funding



## Progress on Addressing Funding Gap

- Refining Cost Savings
- Secured additional **\$100M** funding from:
  - Solutions for Congested Corridors Program (SCCP)
  - SB1 Local Assistance Program





## Cost Savings Effort



*Identify and screen cost saving candidates within the framework and guardrails*

*August 2024 – December 2024*

**Level 1**

*December 2024 – March 2025*

**Level 2**

*March 2025 – Present*

**Level 3**



# Preferred Development Concept

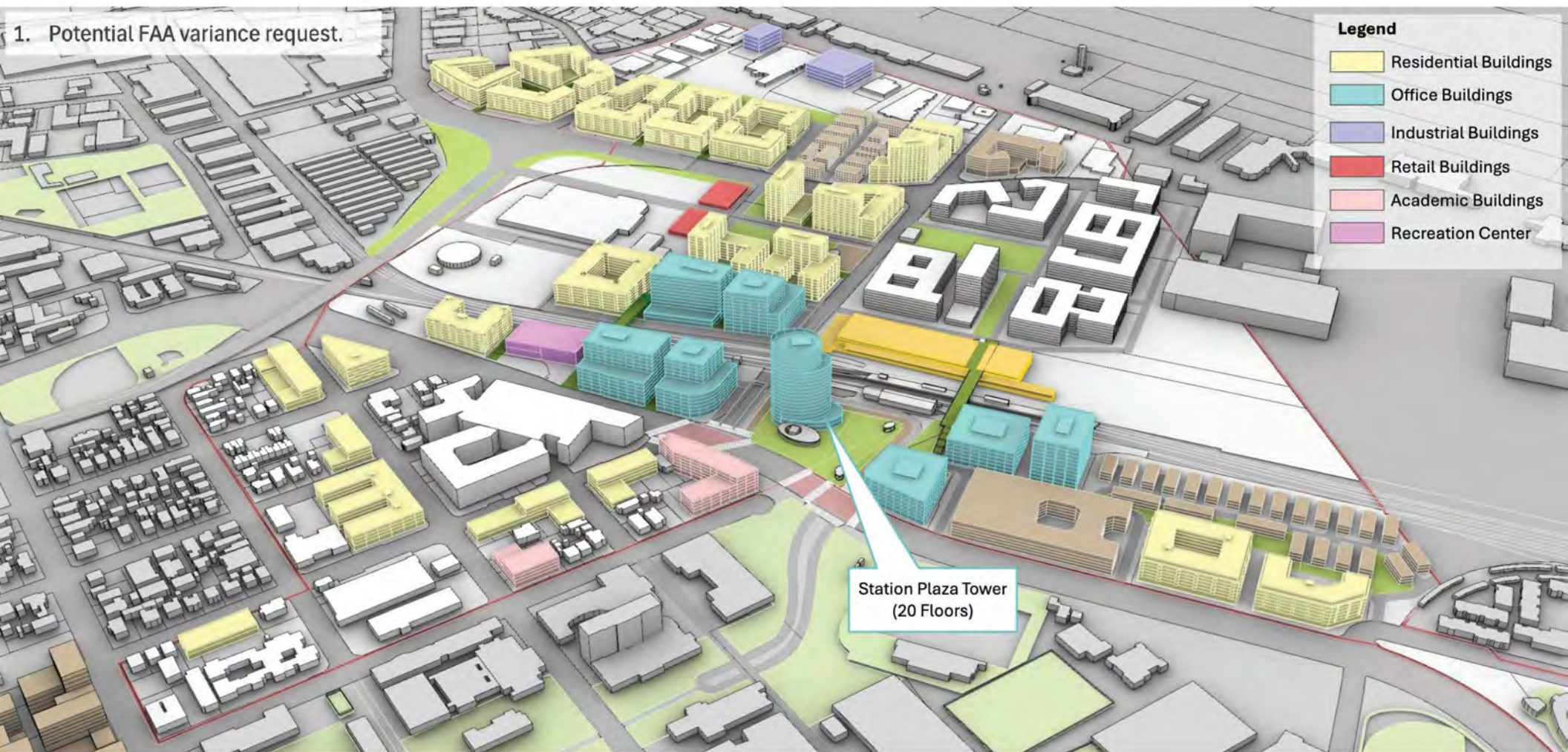
1. Sculpted building massing and angled siting to enhance visual connection to station.
2. Removed proposed development from the historic Adobe parcel to reflect its landmark status.
3. Community Recreation Center potential location added.





# Preferred Development Concept – Landmark Tower

1. Potential FAA variance request.





# City of Santa Clara

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## Agenda Report

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25-808

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Grant Activity Verbal Update (Shariat)

#### **BACKGROUND**

The 2018 Bicycle Plan Update Policy 2.A.3 and 2019 Pedestrian Master Plan Policy 5.A.3 state *“the City shall present a grant funding spreadsheet at every Bicycle and Pedestrian Advisory Committee (BPAC) meeting.”*

#### **DISCUSSION**

Staff will provide a verbal update on existing and future grant opportunities (Attachment 1).

Written 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

#### **ATTACHMENT**

1. Grant Activity Table



## GRANT ACTIVITY

### Current Active Grant Projects (Sorted by Project Deadline)

#	Grant	Purpose	Award Yr	Proj Deadline	Awarding Agency	Grant Type		Project	Project Summary	Plans	Amount	City Match	Status
1	OTS	Safety	2024	Sep-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$69,050	\$0	Program in-progress
2	OTS	Safety	2024	Sep-25	State	State	Competitive	Vision Zero	Safety Campaign and Data Analysis	Bike Plan Update 2018	\$77,800	\$0	Project in-progress
3	Safe Streets for All	Safety	2022	Jan-26	FHWA	Federal	Competitive	Santa Clara Vision Zero Plan	Safety Action Plans	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$450,000	\$120,000	Project in-progress
4	TDA (23/24)	Bicycle and Pedestrian	FY 23/24	Jun-26	State/MTC/ VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$104,938	\$0	In construction
5	CPUC Section 130	Transportation	2017	Jun-26	Caltrans	State	Competitive	Agnew/UPRR Crossing Improvements	Roadway/Heavy Rail Safety Improvements	Pedestrian Master Plan 2019	\$4,386,000	\$0	Restarting the project with expanded scope from Caltrans
6	Measure B	Bike & Ped Planning grant	FY23/24	Dec-26	VTA	County	Competitive	Bowers Corridor (Walsh to El Camino Real)	Outreach and analyses for bicycle lanes	Bike Plan Update 2018	\$154,000	\$146,000	Start pending completion of Council Policy on Future Bike Studies.
7	TIRCP	Rail and Transit	2022	Jun-27	State	State	Competitive	On-Demand Microtransit	Rail, Transit, Microtransit	None	\$4,007,230	\$4,007,230	Program In-progress
8	Measure B	Bicycle and Pedestrian	2022	Jul-27	VTA	County	Non-Competitive	Safe Routes to School Program	Education and encouragement only	Bike Plan Update 2018	\$408,183	\$0	Program In-progress
9	TDA (24/25)	Bicycle and Pedestrian	FY 24/25	Sep-27	State/MTC/ VTA	State	Non-Competitive	High priority curb ramps	Bicycle and Pedestrian only	Pedestrian Master Plan 2019/ADA Plan	\$191,822	\$0	In construction
10	Measure B	Bicycle	2020	Dec-27	VTA	County	Competitive	Lafayette St. Class IV Bikeway	Class IV Bikeway (Laurelwood - Reed)	Bike Plan Update 2018	\$1,170,000	\$130,000	Target construction Summer 2025
11	OBAG (STP and CMAQ)	Bicycle and Pedestrian	2023	Jun-30	FHWA/MTC /VTA	Federal	Competitive	Central Santa Clara Bike/Ped Improvement Project	Safety, Bike/Pedestrian improvements	Bike Plan Update 2018; Pedestrian Master Plan 2019	\$9,029,000	\$2,280,000	RFP for design consultant services is released in August.
12	Federal Earmark	Bicycle	2022	Sep-30	Federal	Federal	Competitive	De La Cruz Blvd, Lick Mill Blvd, Scott Blvd Corridors	Outreach, analyses, design, and construction for bicycle lanes	Bike Plan Update 2018	\$2,725,000	\$0	Completed design phase. Requested to release construction funds.
13	TDA (25/26)	Bicycle and Pedestrian	FY 25/26	Banked	State/MTC/ VTA	State	Non-Competitive	To be determined	Bicycle and Pedestrian only	To be determined	\$159,508	\$0	Funding is banked for future project.
										<b>Total:</b>	<b>\$22,932,531</b>	<b>\$6,683,230</b>	

**GRANT ACTIVITY**  
**Future Grant Opportunities (Sort by Application Deadline)**

#	Grant	Purpose	Award Yr	Application Deadline	Awarding Agency	Grant Type		Project	Eligible Uses	Plans	Amount	City Match	Status
14	MTC Transit Oriented Communities Planning Grant	Transit Oriented Communities	2025	Nov-24	State	State	Competitive	Brokaw/Benton Multi-modal Undercrossing Feasibility Study	Station Access and Circulation	City's General Plan	\$400,000	\$100,000	Working with MTC on selecting consultant.
15	MTC Housing Incentives Pool	Bicycle and Pedestrian	2025	Dec-24	State	State	Competitive	Uncontrolled Crosswalks Phase 2	Bike/Pedestrian and Safety	City's General Plan	\$1,754,000	\$624,274	Council approved budget amendment in July
16	OTS	Safety	2025	Jan-25	State	State	Competitive	Safe Routes to School Program	Assemblies, Rodeos and Bike Safety Equipment for Safe Routes to School Program	Bike Plan Update 2018	\$120,000	\$0	Submitted. Expect results in summer 2025.
17	TFCA (25/26)	Bicycle and Pedestrian	2026	Mar-25	BAAQMD/ VTA	Regional	Competitive	Benton Street Bikeway	Bicycle and Pedestrian	Bike Plan Update 2018	\$150,000	\$1,223,521	Submitted in March. Expect results in fall 2025.
18	VTA Transit-Oriented Communities Grant	Transit Oriented Communities	2025	Jun-25	VTA	County	Competitive	North Santa Clara Transit Station Access and Circulation Study	Station Access and Circulation	City's General Plan	\$150,000	\$26,500	Submitted in June. Expect results in fall 2025.
<b>Total:</b>											<b>\$37,270,039</b>	<b>\$10,911,025</b>	

ATP - Active Transportation Program  
BAAQMD - Bay Area Air Quality Management District  
Caltrans - California Department of Transportation  
CMAQ - Congestion Mitigation and Air Quality  
CSTPG - Caltrans Sustainable Transportation Planning Grant  
FHWA - Federal Highway Association  
FTIP- Federal Transportation Improvement Program  
HSIP - Highway Safety Improvement Program  
MTC - Metropolitan Transportation Commission

OBAG - One Bay Area Grant  
OTS - California Office of Traffic Safety  
SCTPG - Sustainable Communities Transportation Planning Grant  
STP - Surface Transportation Program  
TDA - Transportation Development Act  
TFCA - Transportation Fund for Clean Air  
TIRCP-Transit and Intercity Rail Capital Program  
VTA - Valley Transportation Authority  
UPRR - Union Pacific Rail Road  
RAISE - Rebuilding American Infrastructure with Sustainability and Equity



# City of Santa Clara

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## Agenda Report

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25-809

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Subcommittee on Bicycle Story Maps (Megas)

#### **BACKGROUND**

At the January 25, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-1334 "Santa Clara Bicycle Story Map (Shariat)." In response, a BPAC subcommittee was formed to review existing Santa Clara Story Maps to provide recommendations on a potential Bicycle Story Map. Member Megas and former Members Cha, Cox, and Penvenne volunteered to serve on this subcommittee.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

Written by: Nicole He, Associate 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



## Agenda Report

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25-810

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Subcommittee on Bike to Shop Day (Megas, Kratz, and Harrison)

#### **BACKGROUND**

At the June 28, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-689, "Women Bike Program (Shariat)." In response, Chair Hardy asked members of the BPAC if they would like to join a subcommittee for a future "Bike to Shop Day." Member Megas and former Member Harrison volunteered to be on the subcommittee. In addition, Ken Kratz, a community member interested in BPAC-related items, also volunteered to be on the subcommittee.

At the August 23, 2021, meeting, the BPAC voted to approve Ken Kratz to be on the subcommittee. At the October 2023 meeting, former Member Harrison once again volunteered to be back on the subcommittee.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

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

Reviewed by: Carol Shariat, Principal Planner, Public Works

Reviewed by: Steve Chan, Transportation Manager, Public Works

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

#### **ATTACHMENTS**

1. Bike to Shop Day 2025 Write-up

## BIKE TO SHOP DAY (SANTA CLARA) 2025 WRITE-UP

On Saturday, May 24th, the fourth Santa-Clara-only Bike to Shop Day was held. It was a great day of cycling, eating, and shopping. I definitely want the event to continue each year, pandemics permitting, and invite other communities to do their own on a similar model.

The Off-Ramp (our starting point) and Fatima's Bazaar (our lunch stop) were the only stores that offered riders anything this year. However, Councilmember Karen Hardy generously ordered for us four boxes of cookies from Choc Cookies.

Although 28 people had signed up on Eventbrite, ten arrived to the starting point. The Off-Ramp gave each of us a new water bottle, a welcome gift and start to our ride.

Our first stop would have been at Whole Foods, but we had a bit of a time constraint, and no one expressed a great interest in going there. So, we started with Smart N' Final and Patel Brothers in the El Camino Center Shopping Center. A few items were purchased by ride participants at both stores. Bike parking is minimal here, as are restrooms.

We then crossed the El Camino Real to Santa Clara Town Center where, at Sprouts, we purchased a few items and enjoyed the good restroom facilities. Bike parking is also good. Some of us ordered lunch items for our next stop at Fatima Bazaar, while others purchased their lunch at Sprouts.

We then progressed to Fatima Bazaar where still others purchased their lunch items. There is an outdoor seating area where we all enjoyed our lunches, snack bars from Diane, and tea & cookies supplied by Fatima Bazaar.

After this leisurely lunch, our next stop was at Grocery Outlet. A number of items were purchased by ride participants, and we took a few group photos. Grocery Outlet lacks bike parking and restrooms, but low prices are the draw.

Our final stop was at Choc Cookies where we picked up the four boxes of cookies from Councilmember Hardy. As the location was less than attractive for eating, we headed south to Earl Carmichael Park where we all enjoyed the most amazing cookies most of us had ever eaten along with leisurely conversation for about an hour.

Stores skipped this year included Whole Foods and Nob Hill.



BIKE TO SHOP DAY RIDE  
 CLASS 1 11.3 MILES  
 STARTING AT: **OFF-RAMP BIKE SHOP - discount**  
 ENDING AT: NOB HILL FOODS

Direction	Roadway	Distance	To End?	Note
W	Cross San Tomas Expwy	.0	N	Ride or walk
R	San Tomas Aquino Creek Tr.	2.0	N	Look for turning cars at Cabrillo
L	Ramp to path	.1	Y	Just before 101
R	Augustine Dr.	.3	N	At end of path
L	Coronado Place	.0	N	
R	Stop sign	.0	N	to Santa Clara Square

STORE 1 – Whole Foods (2732 Augustine Dr Ste 1600 - good restrooms, good bike parking) –  
 not giving out anything

Return	to same stop sign	.0	Y	
L	Coronado Place	.0	Y	
R	Augustine Dr.	.3	N	
L	Path & up ramp	.1	Y	
R	San Tomas Aquino Creek Tr.	1.0	N	
L	Monroe St.	.2	N	
R	Los Padres Blvd.	.7	N	
L	Bray Ave.	.2	N	
R	Parking Lot at rear of El Camino Center shopping center			

STORE 2 – Patel Brothers (2039 El Camino Real - some bike parking) - not giving out anything

STORE 3 – Smart N' Final (2065 El Camino Real - OK restrooms) - not giving out anything

Cross	Parking Lot to signal light	.0	N	Cross at light
South	McCormick Dr.	.1	Y	Into Santa Clara Town Center

STORE 4 – Sprouts (2060 El Camino Real - good restrooms, good bike parking) - not giving out  
 anything. Can also visit Baskin Robbins, Summit Bike Shop, Target, and many other shops here

R/east	Anna Ave.	.2	Y	
St.	Clay St.	.6	Y	
R	Lincoln St.	.4	N	
R	Homestead Rd.	.5	N	To Scott
R	Fatima Bazaar	.0	Y	

**STORE 5 – Fatima Bazaar (805 Scott Blvd - no bike parking, poor restrooms) - Tea & Cookies – can order prepared food at <https://direct.chownow.com/order/38723/locations/58942>**

Direction	Roadway	Distance	To End?	Note
R	Homestead Rd.	1.6	N	
L	Pomeroy Ave.	.1	N	
R	Princeton Way	.3	N	
L	Lawrence Station Center	.0	N	Before car wash

**STORE 6 – Grocery Outlet (3520 Homestead Rd - no bike parking, locked restrooms) – not giving out anything**

R	Princeton Way	.3	Y	
L	Pomeroy Ave.	1.2	N	
L	Choc Cookies	.0	N	Just after gas station

**STORE 7 – Choc Cookies (1614 Pomeroy Ave - no bike parking) – Box of cookies from Councilmember Karen Hardy**

L	Pomeroy Ave.	.1	N	
L	Warburton Ave.	.1	N	
R	Nobili Ave.	.9	Y	
St.	Monticello Center		Y	

**STORE 8 – Nob Hill (good restrooms, good bike parking) – not giving out anything**

If you wish to go back to the start, go east on Monroe, right on the San Tomas Aquino Creek Trail to El Camino, then cross San Tomas Expressway back to the bike shop.







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## Agenda Report

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25-811

Agenda Date: 8/25/2025

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### REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

#### **SUBJECT**

Subcommittee on Roundabouts (Megas, Kratz, and Harrison)

#### **BACKGROUND**

At the June 28, 2021, Bicycle and Pedestrian Advisory Committee (BPAC) meeting, staff presented Item 21-690, "Roundabouts for Better Traffic Control in Santa Clara (Garcia)." In response, a BPAC subcommittee was formed to review and recommend potential locations to staff for roundabouts. Members Megas and Kratz, and former Members Cha, Ganesh, and Harrison volunteered to serve on this subcommittee. At the August 23, 2021, meeting, the BPAC voted to approve Ken Kratz to be on the subcommittee. At the April 1, 2024 meeting, former Member Harrison volunteered to be on the subcommittee.

#### **DISCUSSION**

The subcommittee will provide an update to the BPAC.

Written by: Nicole He, Associate 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