



Bicycle & Pedestrian Advisory Committee Agenda

City of Campbell, 70 N. First Street, Campbell, California

NOTE: To protect our constituents, City officials, and City staff, the City requests all members of the public follow the guidance of the California Department of Health Services', and the County of Santa Clara Health Officer Order, to help control the spread of COVID-19. Additional information regarding COVID-19 is available on the City's website at www.campbellca.gov.

This Regular Meeting of the Bicycle and Pedestrian Advisory Committee will be conducted in person as well as telecommunication and is compliant with provisions of the Brown Act.

Those members of the public wishing to participate virtually can access the meeting at: <https://zoom.us/j/94742073934?pwd=K1dFWUx4TnN0cGRSa3huMkhSN0QyZz09>

Meeting ID: 947 4207 3934
Passcode: 173499

Public comment will also be accepted via email at Publicworks@campbellca.gov prior to the meeting. Please indicate in the subject line "FOR PUBLIC COMMENT." Written comments received by 4:00 p.m. on the day of the meeting will be posted on the website and distributed to the Committee before the meeting.

A video recording will be available on the City YouTube Channel at: <https://www.youtube.com/user/CityofCampbell> following the meeting.

REGULAR MEETING OF THE CAMPBELL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Thursday, March 16, 2023 5:00 P.M
City Hall, Doetsch Conference Room
70 N. First Street

1. Roll Call
2. Oral Requests
3. [Countywide Trails Map Update Presentation*](#)
4. Approval of Minutes* – January 19, 2023
5. Ongoing Projects*
 - a. Harriet Avenue Sidewalk Project
 - b. SRTS Maps
 - c. Campbell PDA Enhancements (OBAG)—Downtown Bicycle & Pedestrian Improvements

6. Grant Applications*

- a. Measure B Bicycle/Pedestrian Planning Grant: Hamilton Avenue/Highway 17 Bicycle Overcrossing Study**
- b. PDA Planning Grant: Hamilton Avenue Precise Plan**
- c. Sustainable Transportation Planning Grant: Campbell Multimodal Transportation Plan***

7. VTA BPAC Update

8. Next meeting: May 18, 2023 (Thursday) at 5:00 p.m.

9. Adjourn

CC: Todd Capurso, Public works Director

John Brazil, City of San Jose

Ryan Smith, City of San Jose

***Indicates Written Attachment**

In compliance with the Americans with Disabilities Act, if you require accommodation to participate in this meeting, please contact JoAnna Thomason in the Public Works Department, at least 48 hours prior to the meeting, at Joannat@campbellca.gov or (408) 866-2701.

**Campbell, CA
MEETING MINUTES
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

DRAFT MINUTES

SUBJECT: Regular Meeting

MEETING DATE: Thursday, January 19, 2023

LOCATION: Doetsch Conference Room

ATTENDEES: Mark Nakamura/Campbell BPAC
Matt Schroeder/Campbell BPAC
Catherine Brady/Campbell BPAC
Barton Smith/Campbell BPAC (via Zoom)
Todd Capurso/City of Campbell
Matthew Jue/City of Campbell
JoAnna Thomason/City of Campbell
Adam Buchbinder, Member of the Public
Matthew Minic (via Zoom), Member of the Public

MINUTES BY: Matthew Jue Date: November 18, 2022

DISTRIBUTION: File 230 (Bicycle Advisory Committee Meeting Minutes), BPAC, Todd Capurso, John Brazil/City of San Jose, Ryan Smith/City of San Jose, Laura Smith

ISSUES	NEXT ACTION
1. Roll Call – Roll call was taken at 5:00 p.m.	• Noted.
2. Oral Requests: Adam Buchbinder shared his desire for the City to prepare a citywide bicycle plan. He had previously submitted a letter to staff. He asked that the City Council allocate staff time to prepare the citywide bicycle plan.	• Staff will share with the BPAC Mr. Buchbinder’s letter.
3. Approval of Minutes: Minutes from November 17, 2022, were approved.	• Noted.
4. Ongoing Projects: Staff updated the BPAC on the following.	
• Harriet Avenue Sidewalk Project. The concrete improvements and roadway paving has been completed. Outstanding work includes pavement striping and marking (e.g., sharrows), utility adjustments, tree planting, and streetlight pole installation. Weather permitting, construction is anticipated	• Noted.

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to conclude in late-February.

- **SRTS Maps.** The cost-share agreements with partner agencies have been circulated for signatures. • Noted.
- **Campbell PDA Enhancements (OBAG) for Downtown Pedestrian Improvements.** Staff selected Bellecci & Associates to be the design consultant for this project. The agreement has been executed and the Notice to Proceed has been prepared. • Noted.
- **Blind Spot on Los Gatos Creek Trail just north of San Tomas Expressway.** Matt Schroeder sent staff photos of the newly-installed warning signs. • Noted.



5. **2016 Measure B Bicycle & Pedestrian Planning Studies Grant Application: Hamilton Avenue/Highway 17 Bicycle Overcrossing Project.** VTA issued a call for projects for planning studies. Only projects on Attachment A of the 2016 Measure B ballot measure are eligible to compete. The project that staff recommends is the Hamilton Avenue/Highway 17 Bicycle Overcrossing Project. Staff summarized how the project ties in with the Hamilton Avenue Precise Plan, the grant application scoring criteria, tentative scope, and the BPAC's involvement. • Noted.

Staff asked the BPAC for its concerns and impressions of Hamilton Avenue over Highway 17.

- Hamilton Avenue is loud and not inviting for pedestrians.
- Not safe for pedestrians or

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- bicyclists at freeway ramps
- Absolute nightmare
 - No bike markings on the bridge
 - Two ramps in each direction present serious conflicts for bicyclists
 - The bridge is long and there are no dedicated bike lanes
 - Where the southbound off-ramp triple left-turn lane pours traffic onto eastbound Hamilton, it is not clear where bikes should ride
 - Regarding equity, Hamilton is designed for cars
 - Whereas the Campbell Avenue Portals serves recreational bicyclists, Hamilton Avenue does not serve the Equitable Priority Community to the west whose population depends on bicycling for commuting.
 - Safety concerns are the same for eastbound and westbound directions of Hamilton Avenue
 - Eastbound loop on-ramp introduces a “right hook” conflict with bicyclists who are hugging the curb
 - The new curb ramps have helped pedestrians
 - An overcrossing like what crosses over Highway 280 west of Meridian Avenue would be nice.

Staff informed the BPAC that Caltrans will be installing accessible pedestrian signals and high-visibility crosswalks at the Hamilton Avenue/Salmar Avenue and Creekside Way/Highway 17 Northbound Off-ramp intersections.

The BPAC voted to support the City’s pursuit of a Measure B grant to prepare a planning study for the Hamilton Avenue/Highway 17 Bicycle Overcrossing Project.

6. **AB 2097 and Bike Parking Requirements.** Staff explained that AB 2097 states, “A public agency shall not impose or enforce any minimum automobile parking requirement on a
- Noted.

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residential, commercial, or other development project if the project is located within one-half mile of public transit.” The problem is that many governments base their bicycle parking requirements on automobile parking requirements.

Campbell Municipal Code (CMC) 21.28.070 Bicycle Parking cites the Green Building Standards Code (CalGreen). Short- and long-term parking is generally 5% of vehicle parking space requirements. CMC 21.28.070 adds, “The decision-making body may require additional bicycle parking beyond this requirement in order to further the purpose of this chapter.”

Staff explained that the City is preparing objective standards for residential and nonresidential off-street parking. The public review draft will be released in late-January or early-February. Staff is asking the BPAC to discuss and make recommendations on the following draft wording:

Bicycle Parking

Short-term and long-term bicycle parking facilities shall be provided in compliance with Part 11, Title 24, California Code of Regulations, as required by Chapter 18.26, (Green Building Code) **except that in no case shall less than one bicycle parking space per residential dwelling unit and/or 2,500 square feet of non-residential gross floor area.** The decision-making body may require additional bicycle parking beyond this requirement for **non-residential uses** in order to further the purpose of this chapter.

Question 1: Is one bicycle parking space per residential dwelling unit is appropriate? Matt responded that the number seems appropriate and logical. Catherine asked what the purpose was for restricting car parking requirements near transit. Staff mentioned greenhouse gas reductions, complete streets goals, and supporting transit.

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Matt was interested in the type of racks (e.g., bike lockers for long-term parking) and type of artistic racks. Mark supported two spaces per dwelling unit to provide a bike perimeter. Catherine said that tenants wanting to use transit would find bike facilities to be appealing and that thoughtful planning should be encouraged. Matt believes that providing bicycle parking would not be a huge expense for developers. He encouraged the maximum number of spaces but also doesn't want to discourage developers.

Question 2: For non-residential, is one bicycle parking space per 2,500 square feet of gross floor area appropriate? The BPAC responded that the figure seems reasonable, but recommended pushing the requirement to the max. To help the BPAC understand the scale of land uses and number of bicycle parking spaces required, staff cited the square footages of Bed Bath & Beyond and the development at 330 East Hamilton Avenue and figured out the number of spaces that would be required of each land use. The BPAC commented that the parking requirement should accommodate both employees and customers. A land use like a coffee shop may require a higher number of spaces.

Question 3: Does the BPAC have any recommendations at this time? Mark asked about single-family housing where bike parking requirements may not apply (i.e., bikes can be stored in garages), and whether such developers could be required to provide bike storage elsewhere in the City. Staff replied that it's unlikely that the City could require improvements on another person's property, but the City could require developer fees for providing more bicycle parking in the public right-of-way.

7. **VTA BPAC Update.** Mark reported on 1) the December VTA BPAC Workshop on Valley Transportation Plan (VTP) 2050. 2) The VTA BPAC elected a new Chair and Vice-Chair. 3) Councilmember Sergio
- Noted.

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Lopez is now on the VTA Board. 4) VTA BPAC will begin in-person meetings in March. 5) BPAC reviewed the Active Transportation Plan. 6) County Roads Commission has openings.

8. **Next Meeting** – The next BPAC meeting will be held tentatively at 5:00 p.m. on March 16 (Thursday), 2023.
 - Noted.
9. **Meeting Adjourned around 6:00 p.m.**
 - Noted.

Ongoing Projects and Grant Application Updates
Regular BPAC Meeting on March 16, 2023

Ongoing Projects Update

- **Harriet Avenue Sidewalk Project:** All work has been completed with the exception of one installed streetlight needing to be energized by PG&E.
- **SRTS Maps:** On March 21, 2023 the City Council is scheduled to adopt a resolution authorizing the award and execution of a Consultant Service Agreement with Alta Planning + Design, Inc.
- **Campbell PDA Enhancements (OBAG)—Downtown Bicycle & Pedestrian Improvements:** Bellecci & Associates are making progress with utility mapping and preliminary intersection layouts. The project is still in its early stages of design.

Grant Application Update

- **Measure B Bicycle/Pedestrian Planning Grant: Hamilton Avenue/Highway 17 Bicycle Overcrossing Study.** The Hamilton Avenue/Highway 17 Bicycle Overcrossing Planning Study would evaluate how best to improve bicycle and pedestrian mobility across State Route 17 near the existing Hamilton Avenue bridge. The goal of the study would be to develop feasible alternatives, assess the impacts of each alternative, and determine a preferred alternative to carry forward to final design. The grant application was submitted in February. The Scoring Committee will convene in March. VTA committees to approve project list in May. VTA Board to approve project list in June.
- **PDA Planning Grant: Hamilton Avenue Precise Plan.** This grant application is seeking grant funding for the same project for which the City had unsuccessfully pursued a One Bay Area Grant (OBAG). The grant application was submitted in February.
- **Sustainable Transportation Planning Grant: Campbell Multimodal Transportation Plan.** Lacking a comprehensive bicycle and pedestrian plan, the City is planning for over 5,000 new housing units to meet housing needs. The preparation of a citywide multimodal transportation plan would create a robust active transportation system that supports the existing community and new housing growth facilitating travel within and through the City using non-motorized transport. This project would prepare a citywide multimodal transportation plan that focuses on the buildout of a comprehensive bicycle and pedestrian network that connects the different neighborhoods and sectors of the community. The grant application was submitted on March 9.