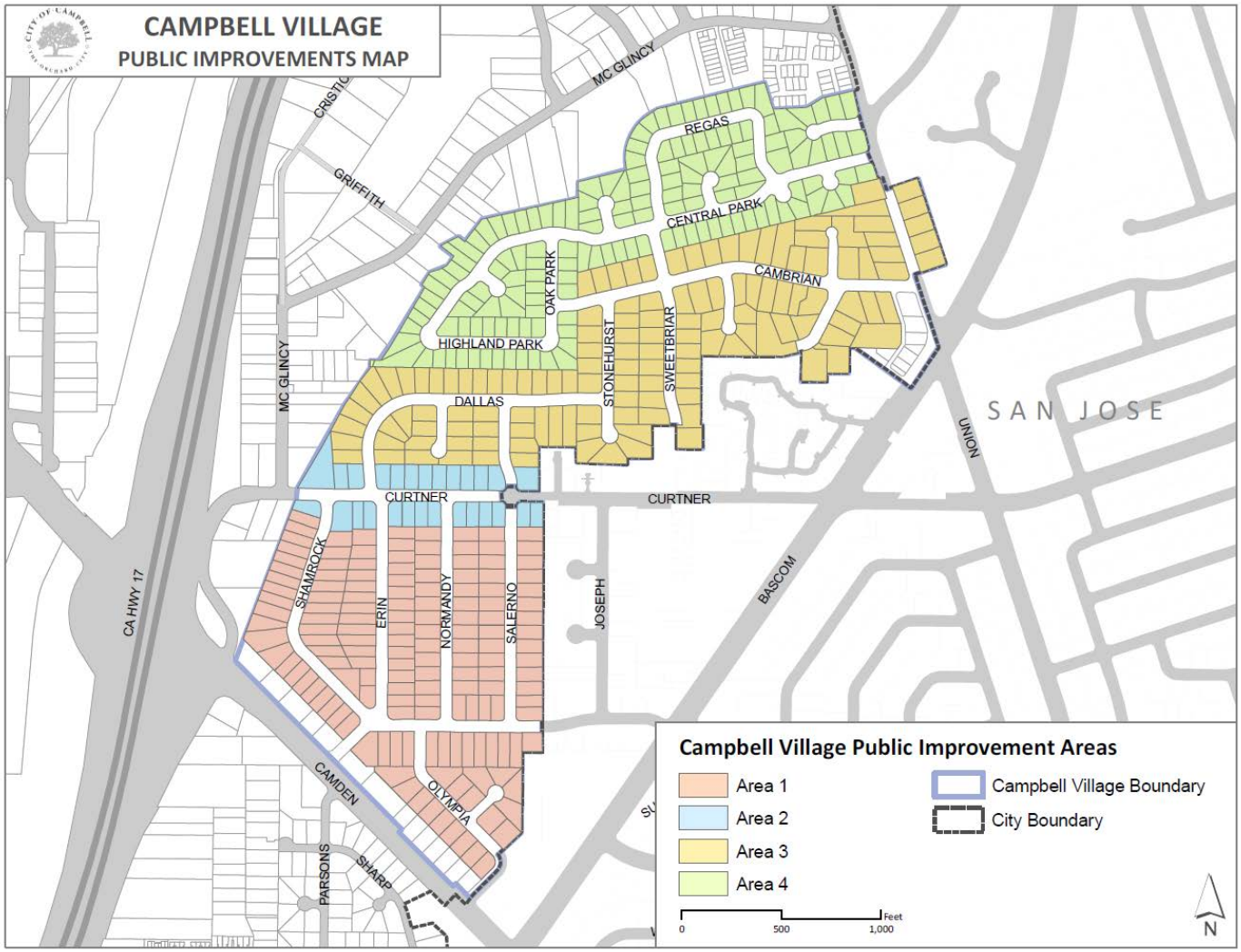
CAMPBELL VILLAGE

Public Improvement Plan

Goal Statement

"The Campbell Village Neighborhood should be an area that is safe and inviting to bicyclists and pedestrians. The City should manage and develop transportation systems in the area that retain its more rural nature."

Overview

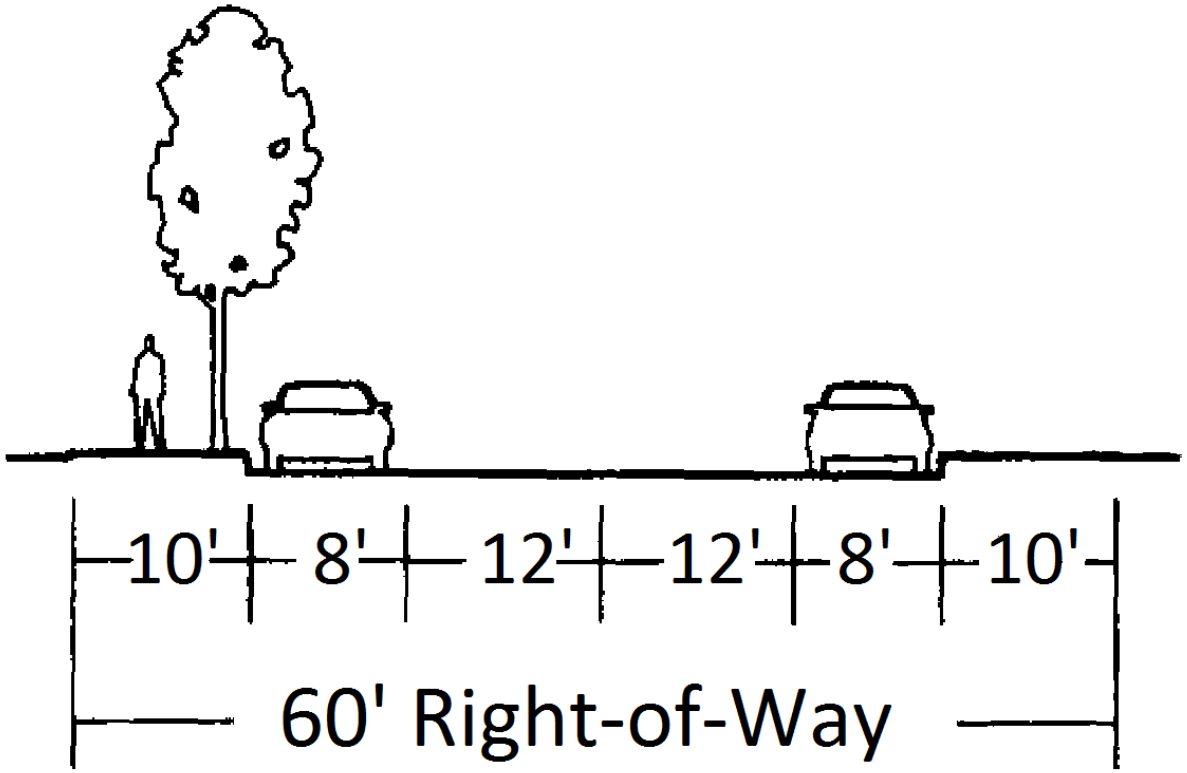

CAMPBELL VILLAGE
PUBLIC IMPROVEMENTS MAP
MC GLINCY
REGAS
CENTRAL PARK
CAMBRIAN
GRIFFITH
OAK PARK
HIGHLAND PARK
STONEHURST
SWEETBRIAR
DALLAS
MC GLINCY
SAN JOSE
UNION
CURTNER
CURTNER
SHAMROCK
ERIN
NORMANDY
SALERNO
JOSEPH
BASCOM
CA HWY 17
CAMDEN
OLYMPIA
PARSONS
SHARP
Campbell Village Public Improvement Areas
Area 1
Area 2
Area 3
Area 4
Campbell Village Boundary
City Boundary
0
500
1,000
Feet
N

Terminology

- **Centerline** – typically the middle of the street
- **Right-of-Way** – the area between private properties managed by the City and typically used for roadway improvements (pavement, curb, gutter, sidewalk, etc.)
- **Attached Sidewalk** – sidewalk that is connected to the curb and gutter
- **Detached Sidewalk** – sidewalk that is separated from the curb and gutter by a landscaped park strip

Right-of-Way (ROW)

Most streets in the Campbell Village area have a *right-of-way* width of 60 feet



ROW Example

Area 1- South of Curtner Avenue

No curb, gutter or sidewalk (60 feet of pavement)

Area 1- South of Curtner Avenue

Rolled curb (40 feet of pavement)

Area 1- South of Curtner Avenue

Rolled curb and attached sidewalk

Area 2 - Curtner Avenue

Rolled curb and intermittent attached sidewalk

Area 2 - Curtner Avenue

Rolled curb and intermittent attached sidewalk

Area 2 - Curtner Avenue

Curtner Avenue in San Jose

- Vertical curb & gutter
- Park strip with street trees
- Detached (separated) sidewalk

Area 3 - North of Curtner Avenue

No curb, gutter or sidewalk

Area 3 - North of Curtner Avenue

Rolled curb

Area 4 – The “Sliver”

Curb, gutter and detached sidewalk

Special Street Improvements

- Curtner Avenue – design a street section that facilitates pedestrian and possibly bicycle access
  - Only have 60 feet of right-of-way to work with
  - Construction on a house-by-house basis would be slow and challenging
  - Potential to construct as a City project, however funding will be a challenge
  - Grant funding? Safe Routes to School?

Special Street Improvements

- Salerno Drive – complete the existing attached sidewalk as homes are improved / reconstructed

Special Street Improvements

- Erin Way – enhance and beautify the existing street closure at Camden

Street (Frontage) Improvements

- Per Campbell Municipal Code, new structures (home or second unit) and major additions trigger requirement for frontage improvements
- As part of the Building permit process, property owner required to construct frontage improvements
- A Deferred Street Improvement Agreement allowed when construction is not feasible (City Engineer)

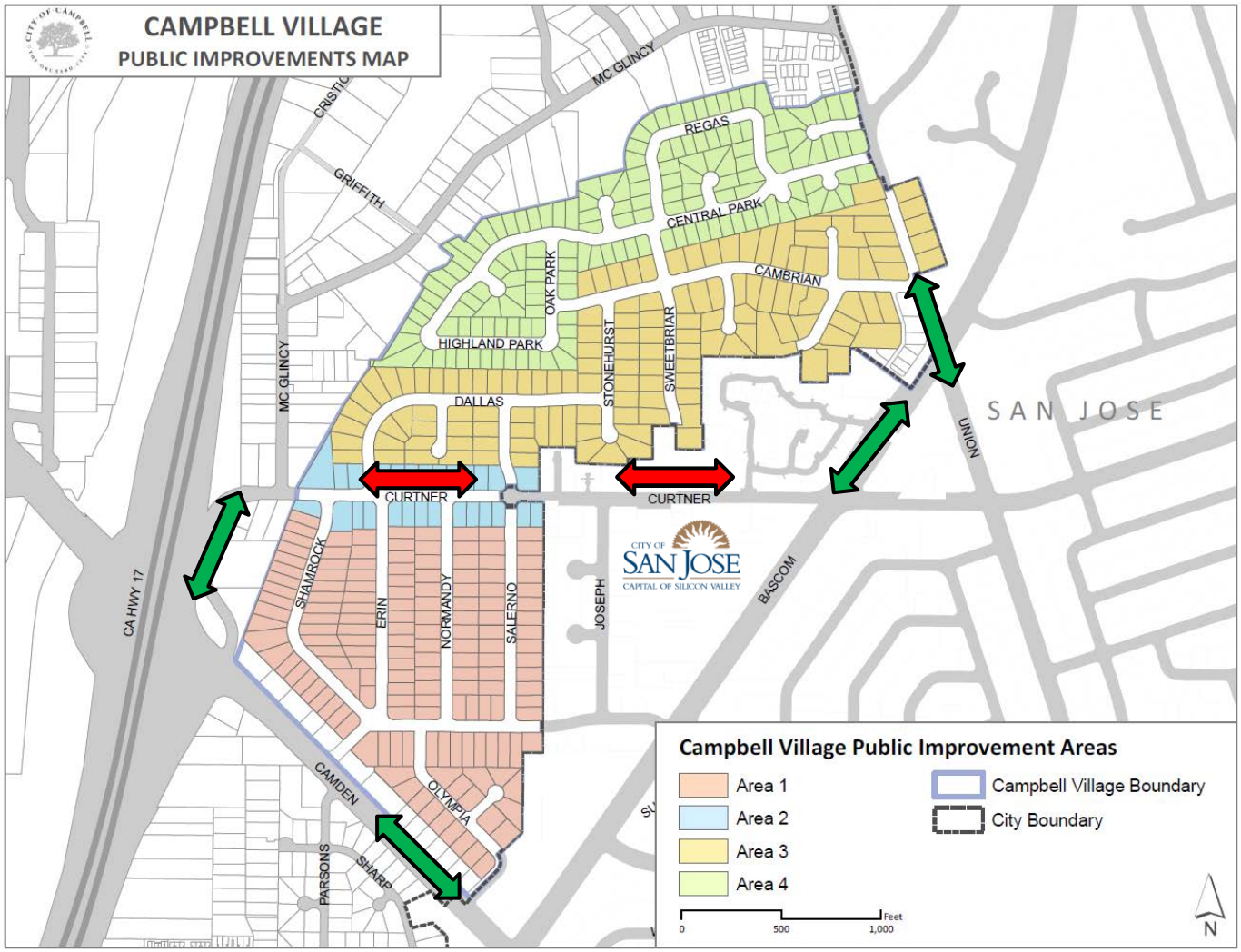
Street (Frontage) Improvements Example

Truck Routes

"Truck routes in the Campbell Village are should be limited to arterial routes and only those collectors where the predominant abutting land uses are commercial and industrial."

- Camden Avenue, Union Avenue
- Curtner Avenue from Camden Avenue South McGlincy Lane

Truck Routes (cont.)



Traffic Calming

- Draft Traffic Calming Policy to City Council on December 6th (same meeting as Council Study Session on the Campbell Village Masterplan)
- Adopted Policy would be used to address issues in the Campbell Village area

Maintenance

- Damage to sidewalk, curb, gutter and pavement repaired by City maintenance crews
- City divided into 16 maintenance zones, with 2 zones targeted for extensive maintenance each year -- Campbell Village is in zone 3 (FY17/18)
- Please notify Public Works Maintenance staff to get your location on the repair list

Q & A

Thank You