



City Council Meeting

Item No. 3, RTC 25-1230
Action on Resolutions Accepting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Planning Study, Selecting Preferred Design Concepts and Taking Related Actions Regarding Parking and Curb Modifications
March 4, 2025

1



Agenda

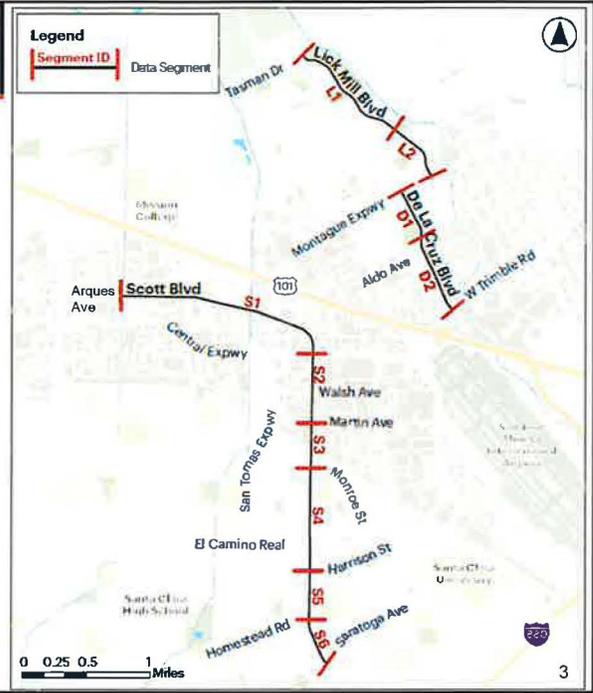
- Study Area
- Schedule
- Outreach Efforts
- Potential Roadway Cross-Sections
- Corridor Comparison Summaries
- Community/BPAC Feedback
- Next Steps
- Questions & Answers

2

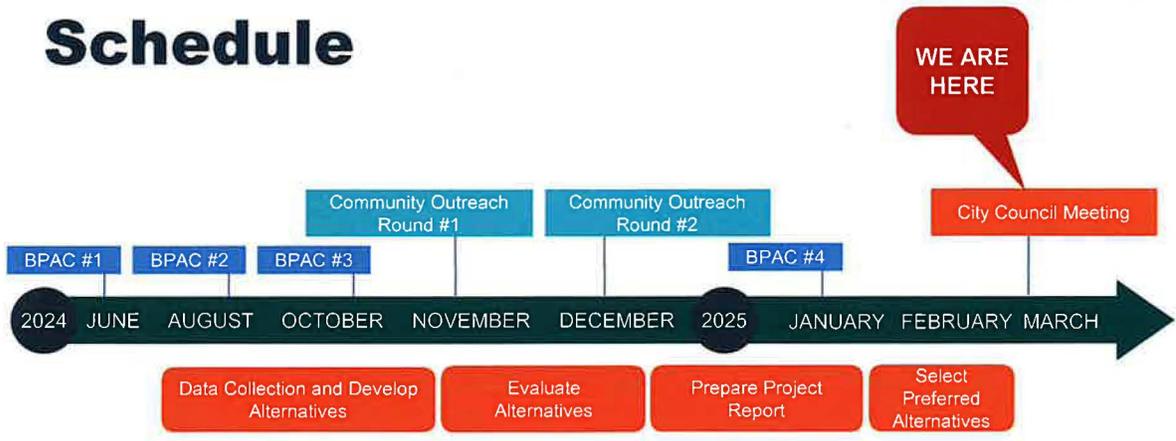
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Study Area

- **De La Cruz Boulevard**
(Montague Expy - W Trimble Rd)
- **Lick Mill Boulevard**
(Tasman Dr - Montague Expy)
- **Scott Boulevard**
(Arques Ave - Saratoga Ave)



Schedule





Outreach Efforts

- Thousands of postcards mailed, City Hall News, City emails, social media
- Street project signs, Q/R code, website
- 2 rounds of Community Workshops
- 3 online surveys
- 2 pop-up events
- 3 BPAC Meetings



Pop-up event at Tree Lighting Ceremony



Community Meeting



De La Cruz Boulevard

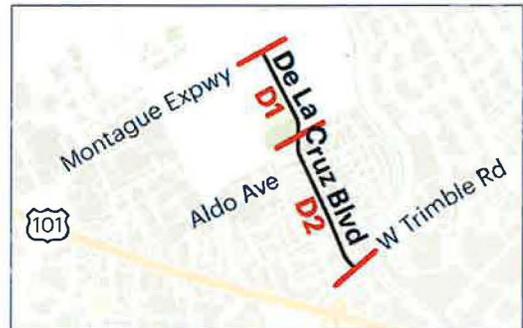




Project Overview

De La Cruz Boulevard

- **Montague Expy to W Trimble Rd**
 - 1-mile north-south segment
 - 4 lane roadway
 - 64-foot wide roadway
 - Posted speed limit 35 MPH
 - Residential/school/park – n/of Montague Park
 - Office/Industrial – s/of Montague Park



7

7



Potential Roadway Cross-Sections

De La Cruz Boulevard (64-foot wide)

- Montague Expy to Montague Park
- Three Roadway Cross-Sections

8

8

De La Cruz Blvd

(Montague Expy to Montague Park)

Three Roadway Cross-Sections



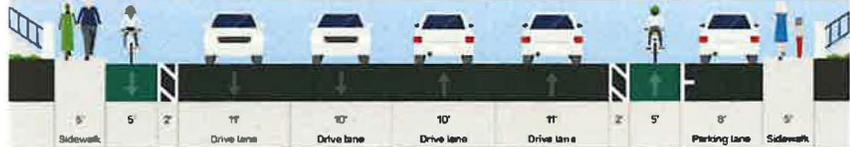
Existing Conditions/No Build



Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides



Four Lanes, Buffered Bike Lanes, Remove Parking on One Side



Potential Roadway Cross-Sections

De La Cruz Boulevard (64-foot wide)

- Montague Park to W. Trimble Road
- Five Roadway Cross-Sections

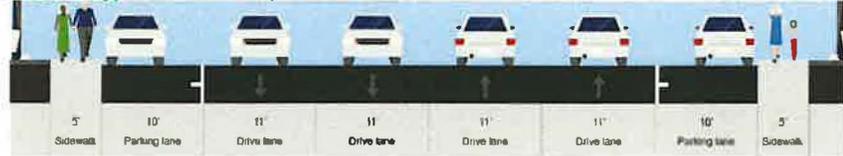
De La Cruz Blvd

(Montague Park to W. Trimble Rd)

Five Roadway Cross-Sections (1, 2, 3)



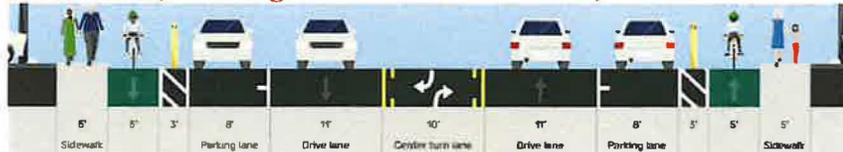
Existing Conditions/No Build



Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides



Two Lanes, Parking-Protected Bike Lanes, Center Turn Lane



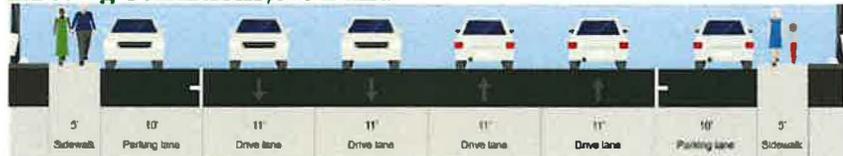
De La Cruz Blvd

(Montague Park to W. Trimble Rd)

Five Roadway Cross-Sections (1, 4, 5)



Existing Conditions/No Build



Four Lanes, Buffered Bike Lanes, Remove Parking on One Side



Four Lanes, Protected and Buffered Bikeways, Remove Parking on Both Sides





Corridor Concepts - Comparison

De La Cruz Boulevard

Overall Corridor Concept	Collision Reduction Potential	Overall Parking Available on De La Cruz Blvd	Travel Time (min:sec)	Substandard Level of Service	Annual VMT Reduction
Existing Conditions/No Build	None	66%	5:16	AM: 1 PM: 1	N/A
2 Lanes + Buffered Bike Lanes + Center Turn Lane + Parking	Yes	66%	5:28	AM: 1 PM: 1	9,782
2 Lanes + Buffered and Parking Protected Bike Lanes + Center Turn Lane + Parking on both sides	Yes	62%	5:28	AM: 1 PM: 1	9,782
4 Lanes + Buffered Bike Lanes + Remove Parking on one side	Negligible	55%	5:16	AM: 1 PM: 1	9,782
4 Lanes + Buffered and Protected/Buffered Bike Lanes + Remove Parking	Negligible	51%	5:16	AM: 1 PM: 1	9,782

13

13



Corridor Concepts - Community Feedback

De La Cruz Boulevard

Overall Corridor Concept	Public Support	
	Montague Expy - Montague Park	Montague Park - W Trimble Rd
Existing Conditions/No Build	21%	20%
2 Lanes + Buffered Bike Lanes + Center Turn Lane + Parking		11%
2 Lanes + Buffered and Parking Protected Bike Lanes + Center Turn Lane + Parking on both sides	35%*	31%
4 Lanes + Buffered Bike Lanes + Remove Parking on one side		13%
4 Lanes + Buffered and Protected/Buffered Bike Lanes + Remove Parking	44%*	25%

*For this portion of De La Cruz Blvd, the concepts for two and four lane options are identical. Public support applied to both concepts.

14

14



Lick Mill Boulevard



City of
Santa Clara
The Center of What's Possible

15

15

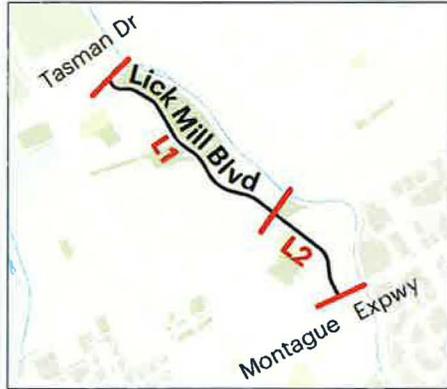


City of
Santa Clara
The Center of What's Possible

Project Overview

Lick Mill Boulevard

- **Tasman Drive to Montague Expy**
 - 1.5-mile north-south segment
 - 4 lane roadway
 - 72-80-foot-wide roadway
 - Landscaped median island
 - Posted speed limit 35 MPH
 - Residential/Ulistac Natural Area/Don Callejon School, Lick Mill Park



16

16



Potential Roadway Cross-Sections

Lick Mill Boulevard (80-foot wide)

- Tasman Drive to Laird Circle
- Four Roadway Cross-Sections

Lick Mill Blvd

(Tasman Dr to Laird Circle)

Four Roadway Cross-Sections (1, 2, 3)



Existing Conditions/No Build



Two Lanes, Buffered Bike Lanes, Landscaped Median Island, Parking on Both Sides



Two Lanes, Parking-Protected Bike Lanes, Landscaped Median Island



Lick Mill Blvd

(Tasman Dr to Laird Circle)

Four Roadway Cross-Sections (1, 4)



Existing Conditions/No Build



Four Lanes, Protected and Buffered Bike Lanes, Remove Parking on Both Sides



Potential Roadway Cross-Sections

Lick Mill Boulevard (72-foot wide)

- Laird Circle to Montague Expy
- Four Roadway Cross-Sections

Lick Mill Blvd

(Laird Circle to Montague Expy)

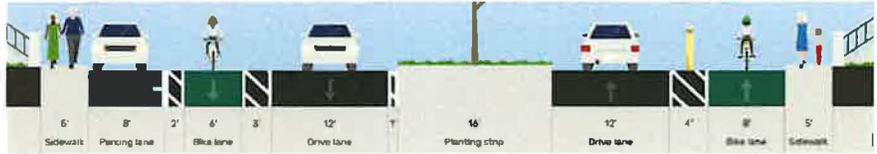
Four Roadway Cross-Sections (1, 2, 3)



Existing Conditions/No Build



Two Lanes, Buffered and Protected/Buffered Bike Lanes, Parking on One Side



Two Lanes, Protected/Buffered and Parking Protected Bikeways



Lick Mill Blvd

(Laird Circle to Montague Expy)

Four Roadway Cross-Sections (1, 4)



Existing Conditions/No Build



Three Lanes, Protected/Buffered Bike Lanes, Remove Parking on West Side





Corridor Concepts - Comparison

Lick Mill Boulevard

Overall Corridor Concept	Collision Reduction Potential	Overall Parking Available on Lick Mill Blvd	Travel Time (min:sec)	Substandard Level of Service	Annual VMT Reduction
Existing Conditions/No Build	None	54%	6:33	AM: 2 PM: 1	N/A
2 Lanes + Buffered Bike Lanes + Parking on Both Sides	Yes	54%	6:36	AM: 2 PM: 1	16,095
2 Lanes + Parking Protected Bike Lanes	Yes	53%	6:36	AM: 2 PM: 1	16,095
3/4 Lanes + Protected and Buffered Bike Lanes + Remove Parking	Yes	0%	6:34	AM: 2 PM: 1	16,095

23

23



Corridor Concepts - Community Feedback

Lick Mill Boulevard

Overall Corridor Concept	Public Support	
	Tasman Dr - Laird Cir	Laird Cir - Montague Expy
Existing Conditions/No Build	24%	30%
2 Lanes + Buffered Bike Lanes + Parking on Both Sides	12%	11%
2 Lanes + Parking Protected Bike Lanes	38%	38%
3/4 Lanes + Protected and Buffered Bike Lanes + Remove Parking	26%	21%

24

24



Scott Boulevard



City of Santa Clara
The Center of What's Possible

25

25



City of Santa Clara
The Center of What's Possible

Project Overview

Scott Boulevard

- **Arques Ave (City Limit) to Saratoga Ave**
 - 4-mile north-south segment
 - 4-6 lane roadway
 - 64 to 80-foot-wide roadway
 - Posted speed limit 35-40 MPH
 - Commercial/Industrial n/of Caltrain
 - Crosses Central Expressway
 - Scott Blvd overpass over Caltrain Residential s/of Caltrain
 - Scott Lane Elementary
 - Crosses El Camino Real and nearby retail



26



Potential Roadway Cross-Sections

Scott Boulevard (80-foot wide)

- Arques Ave to Central Expressway
- Two Roadway Cross-Sections

Scott Blvd

(Arques Ave to Central Expy)

Two Roadway Cross-Sections



Existing Conditions/No Build



Four Lanes, Buffered Bike Lanes



➤ NOTE: No issues as there is adequate roadway space and 69% public support to include buffered bikeways.



Potential Roadway Cross-Sections

Scott Boulevard (80-foot wide)

- Central Expressway to Martin Ave
- Two Roadway Cross-Sections

Scott Blvd

(Central Expy to Martin Ave)

Two Roadway Cross-Sections



Existing Conditions/No Build



Five Lanes, Buffered Bike Lanes



➤ NOTE: No issues as there is adequate roadway space and 69% public support to include buffered bikeways.



Potential Roadway Cross-Sections

Scott Boulevard (78-foot wide)

- Martin Ave to Monroe St
- Two Roadway Cross-Sections

Scott Blvd

(Martin Ave to Monroe St)

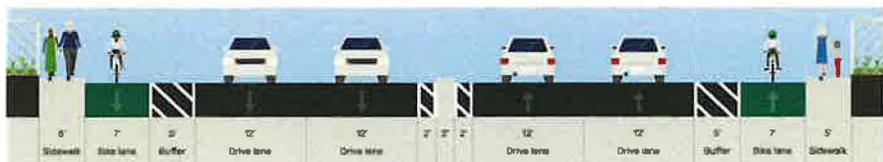
Two Roadway Cross-Sections



Existing Conditions/No Build



Four Lanes, Upgrade to Buffered Bike Lanes



➤ NOTE: No issues as there is no travel time increases and 64% public support to include buffered bikeways.



Potential Roadway Cross-Sections

Scott Boulevard (68-foot wide)

- Monroe St to Harrison St
- Five Roadway Cross-Sections

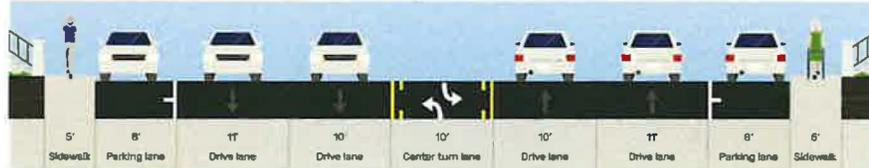
Scott Blvd

(Monroe St to Harrison St)

Five Roadway Cross-Sections (1, 2, 3)



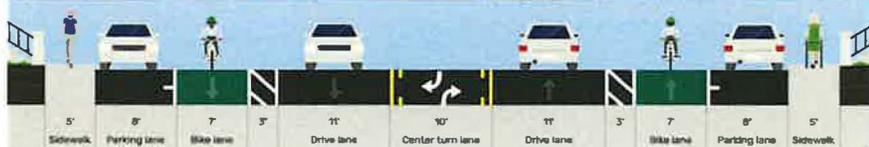
Existing Conditions/No Build



Four Lanes, Standard Bike Lanes, Remove Parking on One Side



Two Lanes, Buffered Bike Lanes, Parking on Both Sides



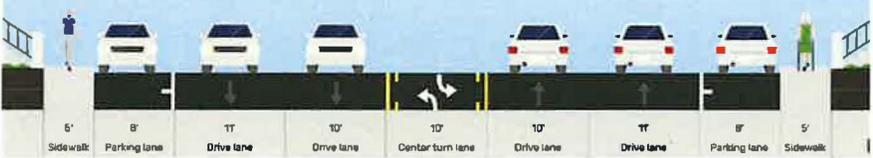
Scott Blvd
(Monroe St to Harrison St)

Five Roadway Cross-Sections (1, 4, 5)



City of Santa Clara
The Center of What's Possible

Existing Conditions/No Build



Three Lanes, Standard Bike Lanes, Parking on Both Sides



Three Lanes, Buffered Bike Lanes, Remove Parking on One Side



35



City of Santa Clara
The Center of What's Possible

Potential Roadway Cross-Sections

Scott Boulevard (70-foot wide)

- Harrison St to Homestead Rd
- Four Roadway Cross-Sections

36

36

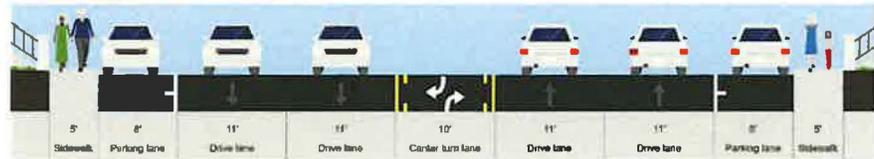
Scott Blvd

(Harrison St to Homestead Rd)

Four Roadway Cross-Sections (1, 2, 3)



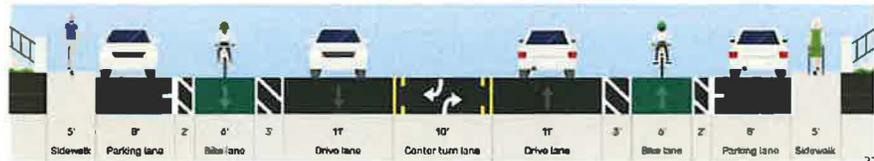
Existing Conditions/No Build



Four Lanes, Standard Bike Lanes, Remove Parking on One Side



Two Lanes, Buffered Bike Lanes, Parking on Both Sides



37

37

Scott Blvd

(Harrison St to Homestead Rd)

Four Roadway Cross-Sections (1, 4)



Existing Conditions/No Build



Three Lanes, Standard Bike Lanes, Parking on Both Sides



38

38



Potential Roadway Cross-Sections

Scott Boulevard (64-foot wide)

- Homestead Rd to Saratoga Ave
- Three Roadway Cross-Sections

Scott Blvd

(Homestead Rd to Saratoga Ave)

Three Roadway Cross-Sections



Existing Conditions/No Build



Four Lanes, Standard Bike Lanes, Remove Parking on One Side



Two Lanes, Buffered Bike Lanes, Parking on Both Sides





Corridor Concepts - Comparison

Scott Boulevard (Monroe St to Saratoga Ave)

Corridor Concept	Collision Reduction Potential	Overall Parking Available on Scott Blvd	Travel Time (min:sec)	Substandard Level of Service	Annual VMT Reduction
Existing Conditions/No Build	None	38%	4:50	AM: 1 PM: 3	N/A
4 Lanes, Standard Bike Lanes, Remove Parking on One Side	Negligible	31%	4:50	AM: 1 PM: 3	18,117
2 Lanes, Buffered Bike Lanes, Parking on Both Sides	Yes	38%	5:18	AM: 1 PM: 2 (-1)	18,117
2 Lanes, Buffered Bike Lanes, Standard Bike Lanes	Yes	38%	5:16	AM: 1 PM: 2 (-1)	18,117
2/3 Lanes, Buffered Bike Lanes	Yes	36%	5:18	AM: 1 PM: 2 (-1)	18,117

41

41



Corridor Concept - Community Feedback

Scott Boulevard (Monroe St to Saratoga Ave)

Corridor Concept	Public Support		
	Monroe St - Harrison St	Harrison St - Homestead Rd	Homestead Rd - Saratoga Ave
Existing Conditions/No Build	29%	28%	28%
4 Lanes, Standard Bike Lanes, Remove Parking on One Side	15%	17%	18%
2 Lanes, Buffered Bike Lanes, Standard Bike Lanes	6%	12%	54%*
2 Lanes, Buffered Bike Lanes, Parking on Both Sides	28%	43%*	
2/3 Lanes, Buffered Bike Lanes	22%		

*For various portions of Scott Blvd, the concepts are identical. Public support applied to these concepts.

42

42



BPAC Recommendation

Recommend the City Council:

- Accept the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Study
- **De La Cruz Boulevard** - Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides
- **Lick Mill Boulevard** - Two Lanes, Buffered Bike Lanes, Parking on Both Sides

43

43



BPAC Recommendation (con't)

- **Scott Boulevard:**
 - **Arques Avenue to Martin Avenue** - Four/Five Lanes, Buffered Bike Lanes
 - **Martin Avenue to Monroe Street** - Four Lanes, Buffered Bike Lanes
 - **Monroe Street to Saratoga Avenue** - Two Lanes, Buffered Bike Lanes, Parking on Both Sides.

44

44



Recommendation

1. Adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study;

- 2c. Approve Corridor Concept - **Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides** for De La Cruz Boulevard;

- 3b. Approve Corridor Concept - **Two Lanes, Buffered Bike Lanes, Parking on Both Sides** for Lick Mill Boulevard;

45

45



Recommendation

- 4b. Approve Corridor Concept - **Four/Five Lanes, Buffered Bike Lanes** for Scott Boulevard between Arques Avenue and Martin Avenue;

- 5b. Approve Corridor Concept - **Four Lanes, Buffered Bike Lanes** for Scott Boulevard between Martin Avenue and Monroe Street;

- 6e. Approve Corridor Concept - **Two Lanes, Buffered Bike Lanes, Parking on Both Sides** for Scott Boulevard between Monroe Street and Saratoga Avenue;

46

46



Recommendation

7. Adopt a resolution establishing no parking zones as necessary on De La Cruz Boulevard between Montague Expressway and West Trimble Road, Lick Mill Boulevard between Tasman Drive and Montague Expressway, and Scott Boulevard between Monroe Street and Saratoga Avenue.

47

47



City Council Meeting

Item No. 3, RTC 25-1230

Action on Resolutions Accepting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Planning Study, Selecting Preferred Design Concepts and Taking Related Actions Regarding Parking and Curb Modifications

March 4, 2025

48

3/4/2025
Item #3

March 4, 2025 - City Council Meeting Regarding Bike Lanes

If bike lanes are installed...

Questions:

Where will people place their trash cans for collection?

Where will buses stop to pick up passengers if there is only one or two lanes with no parking (North bound ~~Concepts K and M~~)?

How are gutters in protected bike lane areas cleaned if street sweeper does not have access?

Items for further consideration:

- 1) It is my belief that removing any traffic lanes is not feasible. Especially with the Proposed El Camino Specific Plan calling for 4,390 residential units from just beyond Lafayette to just beyond Lawrance. In just over 3 miles the new housing will generate an average of 145 to 290 cars per city block! Most of these new residents will have to use corridors such as Scott Blvd. to access Central, Highway 101 and Highway 280. The demand for traffic lanes is increasing, not decreasing.
- 2) Taking away "pork chops" at intersections, where cars can turn right after yielding to pedestrians, will also hinder the traffic flow at such intersections as El Camino and Scott; per the revised El Camino Specific Plan.
- 3) All existing Street Parking should be maintained and increased where possible. The research for determining the feasibility of Bike Lanes was done prior to the State Mandating that Cities cannot require any RESIDENTIAL, COMMERCIAL or Additional Dwelling Unit developers to create any parking spaces. Having street parking is, and will continue to be, essential to residents and customers moving forward. This is the only parking that the City of Santa Clara still has control over!
- 4) Bike lanes are costly to install and many Cities are removing them. A recent example from **Feb 5, 2025** San Mateo City Council will partially remove recently developed bike lanes on Humboldt Street in North Central and plans to replace them with roughly 100 parking spots. (Other cities that have removed bike lanes Clover City and San Francisco, Washington, DC, Baltimore, Milwaukee, Boston, Atlanta, Toronto, London, Melbourne, and Sydney.)
- 5) If bike lanes are installed, consider using white not green paint. All paints eventually break down and end up in our Bay. The green paint is especially toxic as shown below.

Safe Ride made by SealMaster. This product contains the following toxic substances that may pose long term health risks. Quartz, Methyl Alcohol, Titanium Dioxide and Texanol. Their "Safety Data Sheet" says, "Harmful if swallowed" 15. Regulatory Information "Hazard Categories" as "Acute Health Hazard – Yes".

(Quartz – Can cause lung disease and may cause reproductive damage in humans. – New Jersey Department of Health website.

Methyl Alcohol from OEHHA California Office of Environmental Health Hazard Assessment

"Scientists at the National Toxicology Program recently determined that methanol causes birth defects in animals. Based on this finding, methanol was added to the Proposition 65 list of chemicals that cause developmental toxicity.

Methanol can be toxic in other ways. Methanol poisoning happens when people are exposed to more methanol than their bodies can handle. You should never drink pure methanol. Drinking a few teaspoons of undiluted methanol can lead to blindness and can even be fatal. Less-severe symptoms of high methanol exposure include headaches, blurred vision, and muscle pain."

Titanium Dioxide on the European Food Safety Authority website it says that Titanium Dioxide is, "linked to lung tumors in animal studies and no longer considered a safe food additive". and

Texanol - on the ECHEMI website Section 6.2 says, "Environmental precautions Do NOT let this chemical enter the environment.."

<https://www.p65warnings.ca.gov>

I am most in favor of the first concept for Scott Blvd., "No Change". I am strongly opposed to Concepts K, L and M.

Respectfully submitted,



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