

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

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Project Sponsor:

Santa Clara Public Works Department

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Walsh-Martin Bikeway Improvements

Project Location:

Santa Clara

Project Description:

The project will design and construct bikeway improvements on Walsh Avenue and Martin Avenue based on the 2024 Council approved Walsh/Martin Avenue Bikeway Planning Study. Improvements include Class IV separated bikeways, vertical barriers, green-backed bicycle pavement markings in high conflict areas, curb ramps and signal modifications. The project will improve bicyclist safety, increase bicycle ridership, and improve connectivity to regional job centers such as NVIDIA, VTA frequent transit line 57, Altamont Corridor Express shuttle, the Lawrence Caltrain Station, and San Tomas Aquino Creek Trail.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

- City of Santa Clara Bicycle Plan Update 2018 (Adopted 2018) - The plan recommends a Class 4 separated bikeway facility to provide safety and gap closure in the bicycle network along the project corridor on Walsh Avenue
- Walsh/Martin Avenue Bikeway Planning Study (Adopted 10/22/2024) - The plan recommends a preferred design concept approved by Council. This concept consists of "Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking" for the 80-foot-wide section of Walsh Avenue; "Four Lanes, Protected/Buffered Bikeway, Remove Parking" for the 64-foot-wide section of Walsh Avenue; and "Four Lanes, Protected/Buffered Bikeway, Remove Parking" for Martin Avenue between San Tomas Expressway and Lafayette Street
- City of Santa Clara Vision Zero Action Safety Plan (Adopted 3/10/2026) - The plan identifies Lafayette Street as a High-Injury Network (HIN) roadway which bisects the project corridor between Walsh and Martin Avenue. The plan recommends curb extensions and removal of right-turn slip lanes at project intersections to improve multi-modal safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project contains segments of the regional Active Transportation Network along Walsh Avenue between Bowers Avenue and Lafayette Street. Walsh and Martin Avenue in the project area is 35-mph with an ADT of up to 6,000 vehicles. Per NACTO guidelines, the existing conditions of Walsh and Martin Avenue recommend protected bicycle lanes to provide an "All Ages & Abilities Bicycle Facility". The project approved by City Council intends to install buffered Class 4 separated bike lanes for both vertical and horizontal bicycle separation from the vehicle travel lane which will alleviate traffic stress and enhance bicycle mobility.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

Between January 2017 and December 2022, there were a total of 75 recorded collisions within the project area with no reported collisions involving a fatality or severe injury. On Walsh Avenue, the 85th percentile speed varied between 39 mph to 44 mph where 52% of the traffic traveled at higher than the 35 mph posted speed limit. On Martin Avenue, the 85th percentile speed varied between 41 mph to 44 mph where 59% of the traffic traveled at higher than the 35 mph posted speed limit. Proposed traffic safety countermeasures include Class IV separated bikeways, vertical barriers, green-backed bicycle pavement markings in high conflict areas, curb ramps, and signal modifications to address vehicle speeds and enhance bicycle mobility along the corridor.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

505202

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

VTA (Santa Clara Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

VTA Transit Route Ace Yellow (South Santa Clara) operates along Walsh Avenue within project area. Proposed Class II buffered bike lanes will maintain existing transit operations between Bowers Avenue and Lafayette Street by providing conflict striping at bus stops and designing bicycle facility outside of existing bus travel area.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-06-29

Summary of BPAC meeting comments:

City of Santa Clara BPAC will review project checklist at 6/29/2026 meeting.

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This is a DRAFT version - not yet submitted

Study Area - Walsh Avenue and Martin Avenue Study Corridors

