POST MEETING MATERIAL
Item 7A
RTC 24-1180

# De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bicycle Improvements

## BPAC Meeting

**January 27th, 2025**

# Agenda

1. Project Team
2. Project Origin and Goals
3. Outreach Overview
4. De La Cruz Blvd
5. Lick Mill Blvd
6. Scott Boulevard
7. Next Steps

# Project Team

- City of Santa Clara Staff
  - Ralph Garcia, Project Manager
  - Steve Chan, Transportation Manager
  - Mike Liw, Assistant Public Works Director
  - Nicole He, Associate Engineer
- Kimley-Horn
  - Adam Dankberg
  - Zachary Esquivel
- Circlepoint
  - Regina Merrill

# Project Origin and Goals

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# Project Origin

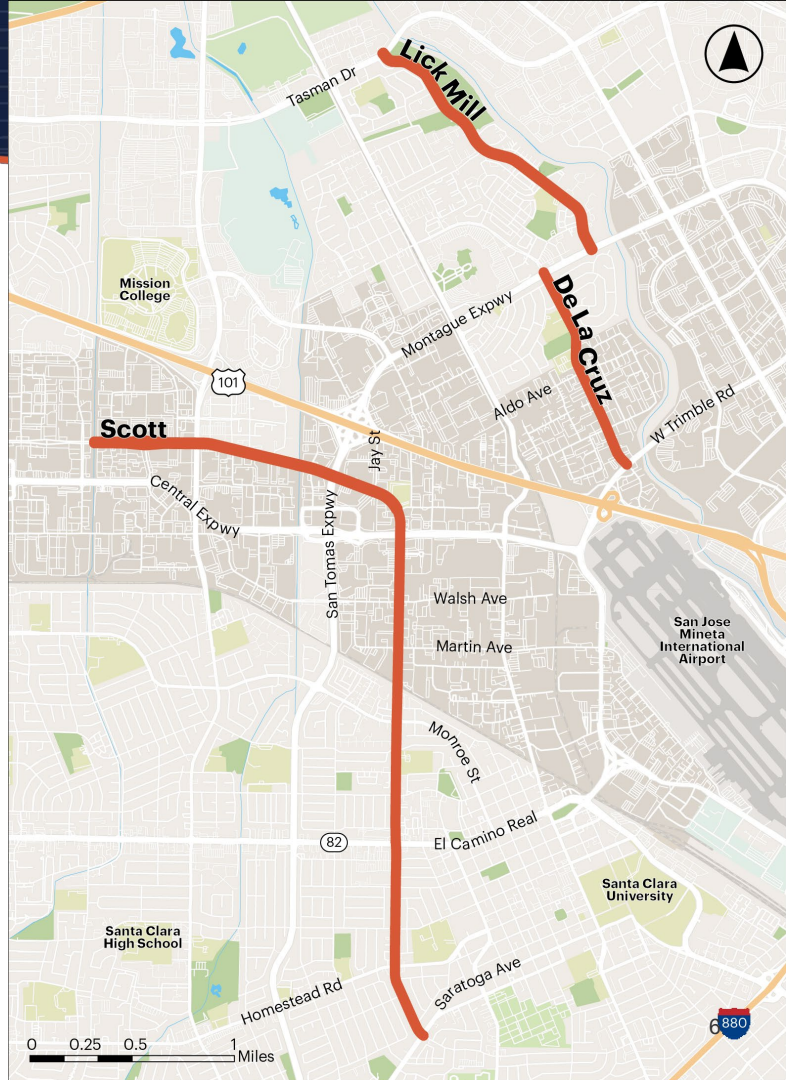
- In 2022, the City was allocated $2,725,000 from the Federal Community Project Funding/Congressionally Directed Spending program "Federal Earmarks" for the:

  De La Cruz, Lick Mill, Scott Boulevards Bicycle Improvements Project

- Total Budget: $3,079,000 ($2,725,000 – Fed Earmarks; $354,000 – local funds) includes study, design and construction
- Expenditure Deadline: 9/30/2030; Obligation Deadline: 9/30/2025

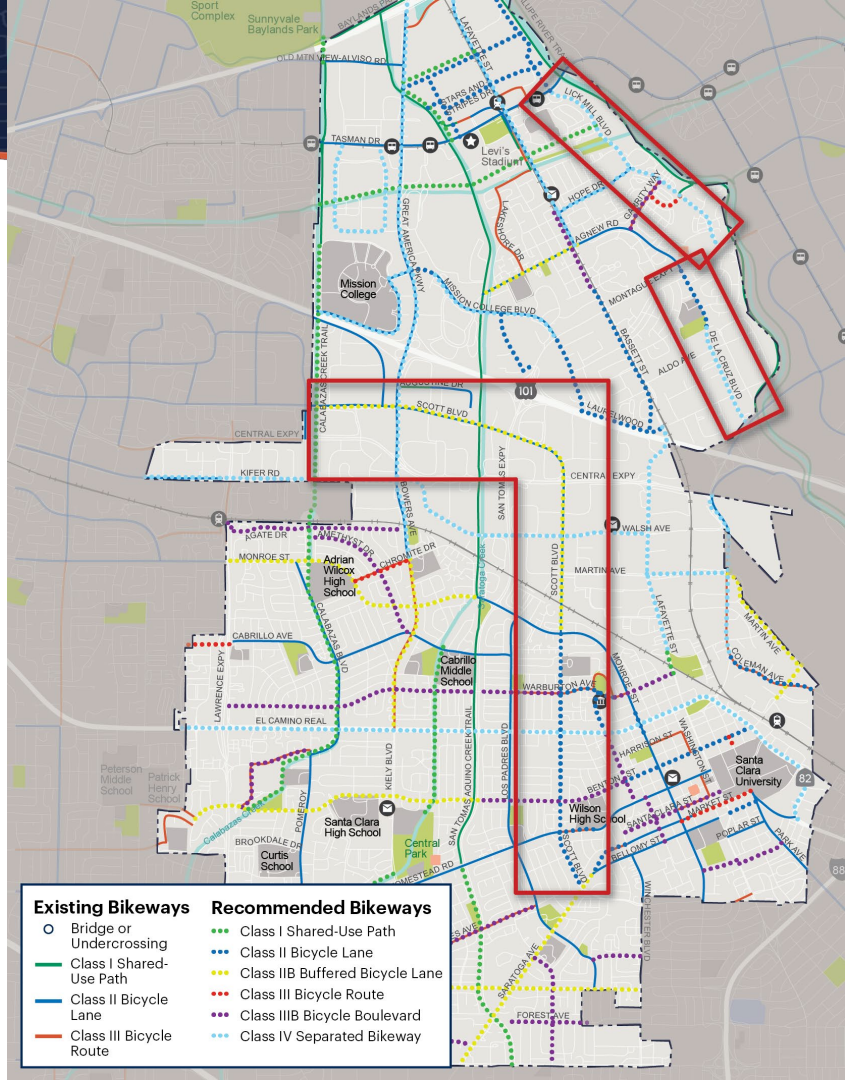
# Project Goals

- Install bikeway facilities on De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd per 2018 Bike Plan Update
- Improve safety
- Close gaps in and/expand the City's bike network



# Bike Plan Recommendations

- De La Cruz Blvd
  - Class II Bike Lane N of Montague Park
  - Class IV Separated Bikeway S of Park
- Lick Mill Blvd
  - Class IV Separated Bikeway
- Scott Blvd
  - Class IIB Buffered Bike Lane N of Monroe
  - Class II Bike Lane S of Monroe



# Plan Process

- Phase 1: Data Collection and Develop Alternatives
  - **COMPLETED – Community Meeting Round 1**
- Phase 2: Evaluate Alternatives
  - **COMPLETED – Community Meeting Round 2 (Dec 10th and 11th)**
- Phase 3: Select Preferred Alternative
  - **CURRENT PHASE – Bicycle and Pedestrian Advisory Committee (BPAC) Meeting in January**
  - **City Council Meeting in February**
- Phase 4: Perform Environmental Clearance and Prepare Final design

# Evaluation Approach

- Collision analysis to identify safety challenges
- Parking analysis to assess existing utilization, parked cars that would be displaced, and where they could relocate to
  - Parking counts collected Tuesday - Thursday & Saturday in September 2024
  - Data collected 7AM – 7PM and 11PM – 2AM
- Traffic analysis to assess congestion with any lane reductions
  - Traffic counts collected weekdays in April and May of 2024

# Outreach Overview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# Outreach Activities

- 2 Pop-up events
- 3 Community meetings
- Community feedback though Project email and voicemail
  - 27 Emails and 2 Voicemails
- Online survey


# Online Survey

- Respondents voted on a preferred alternative by segment along the project corridors

| Corridor | Number of Respondents |
|---|---|
| De La Cruz Blvd | 140 |
| Lick Mill Blvd | 180 |
| Scott Blvd | 231 |

# De La Cruz Blvd
# Proposed Alternatives

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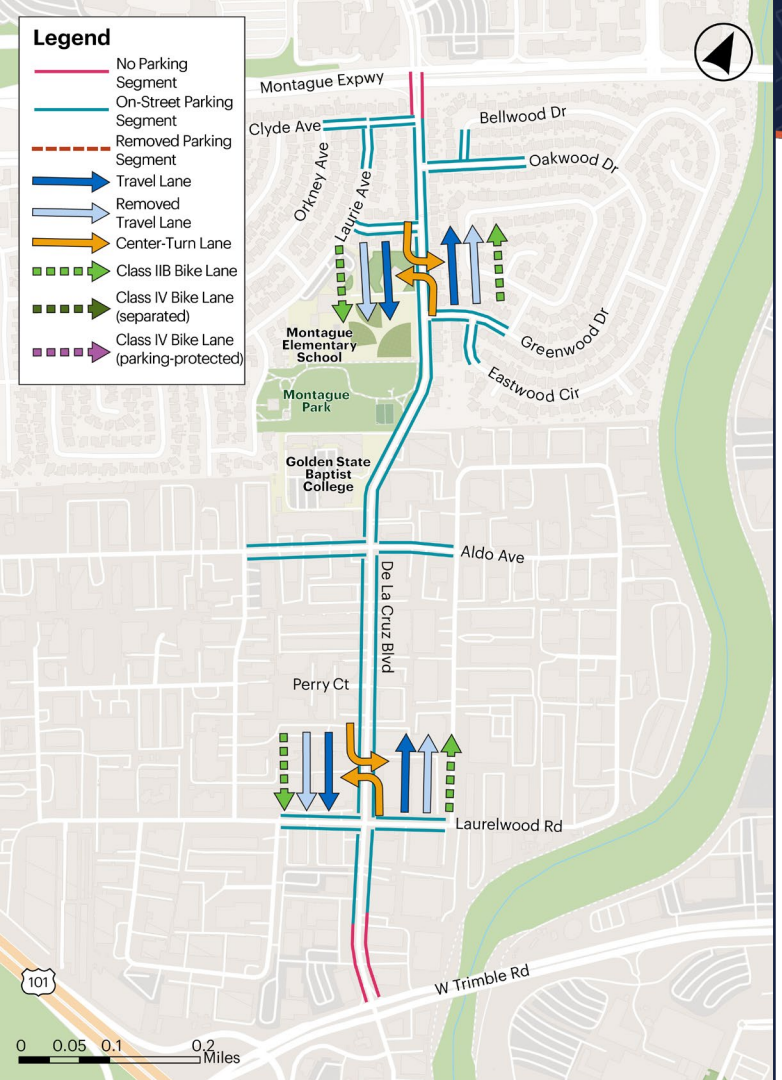
# De La Cruz: Existing/No Build

| On-Street Parking | Posted Speed Limit (mph) | 85th Percentile Speed (mph) | Existing Bike Facilities | Number of Lanes |
|---|---|---|---|---|
| Both Sides of the Street | 35 | 41 | None | 4 |

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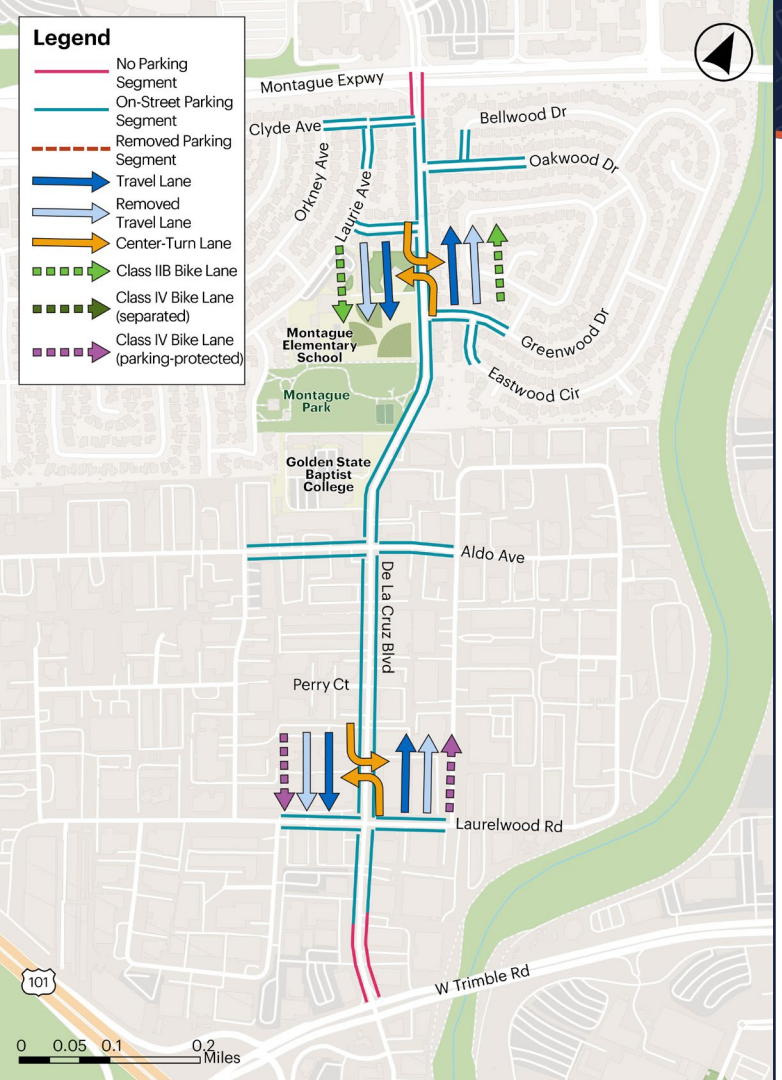
# De La Cruz: Concept A

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

- Remove travel lanes in each direction
- Add Class IIB buffered bike lanes
- Add center turn lane
- Retain on-street parking

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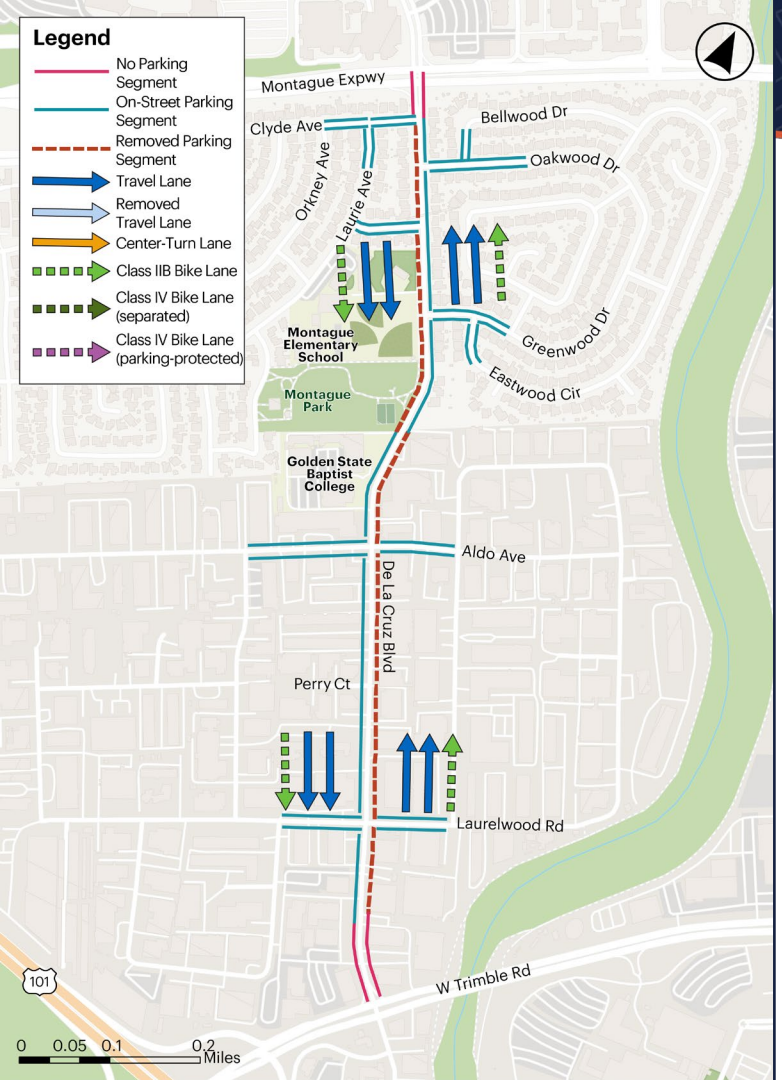
# De La Cruz: Concept B

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

- Remove travel lanes in each direction
- Add Class IIB buffered bike lanes with on-street parking north of Montague Park
- Add Class IV parking-protected bike lanes south of Montague Park
- Add center turn lane

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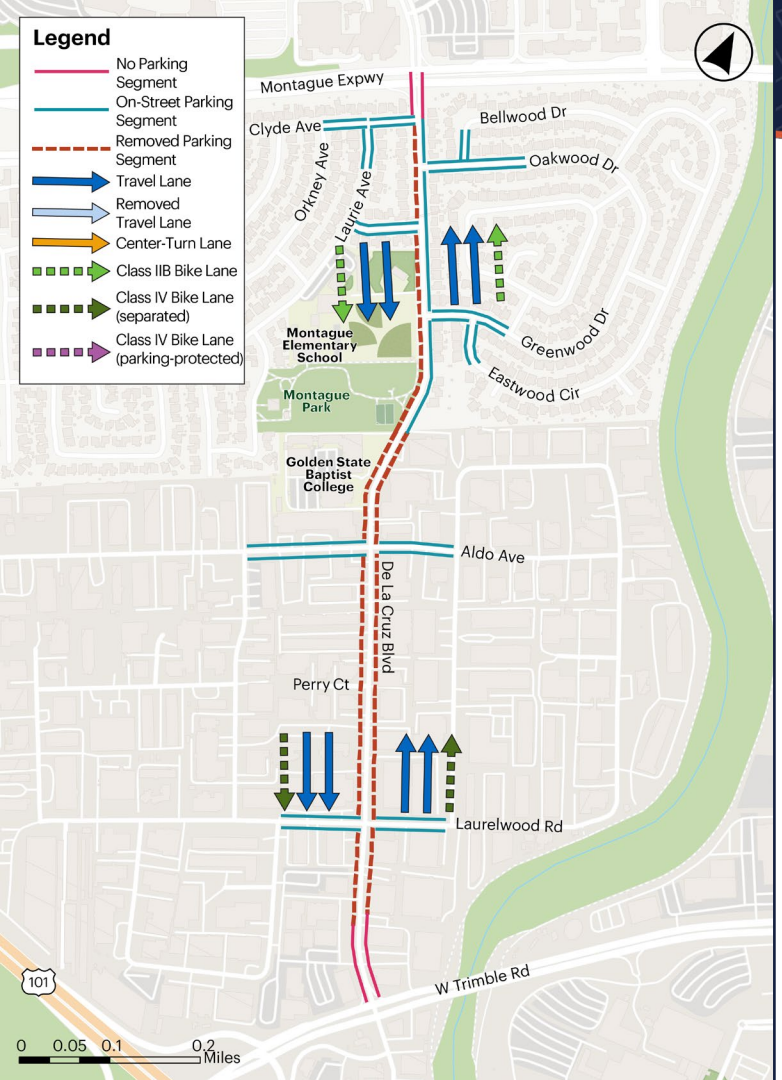
# De La Cruz: Concept C

## Four Lanes, Buffered Bike Lanes, Remove Parking On One Side

- Remove parking lane on west side, north of Montague Park
- Remove parking lane on east side, south of Montague Park
- Add Class IIB buffered bike lanes

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# De La Cruz: Concept D

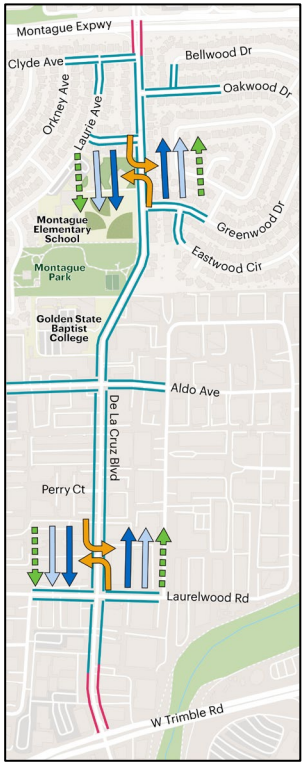
## Four Lanes, Buffered and Protected/Buffered Bikeways, Remove Parking

- Remove parking lane on southbound side of the street north of Montague Park
- Add Class IIB buffered bike lanes north of Montague Park
- Remove parking lane on both sides of the street south of Montague Park
- Add Class IV separated bike lanes south of Montague Park

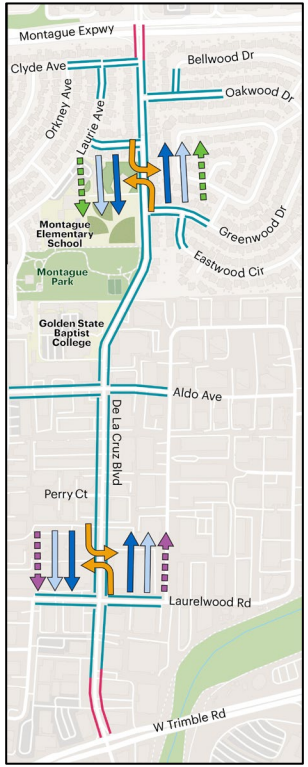
# De La Cruz Alternatives

## No Build

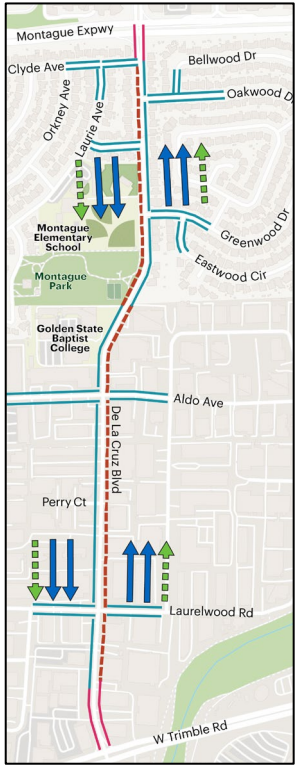

## Concept A



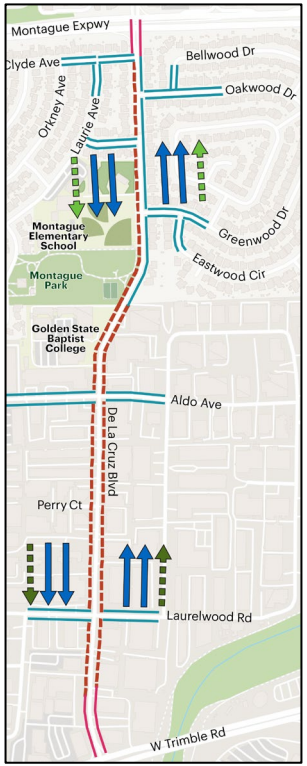

## Concept B

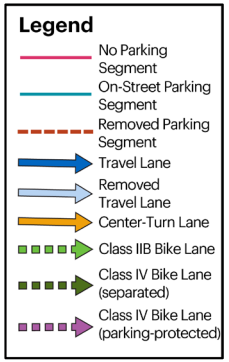



## Concept C




## Concept D

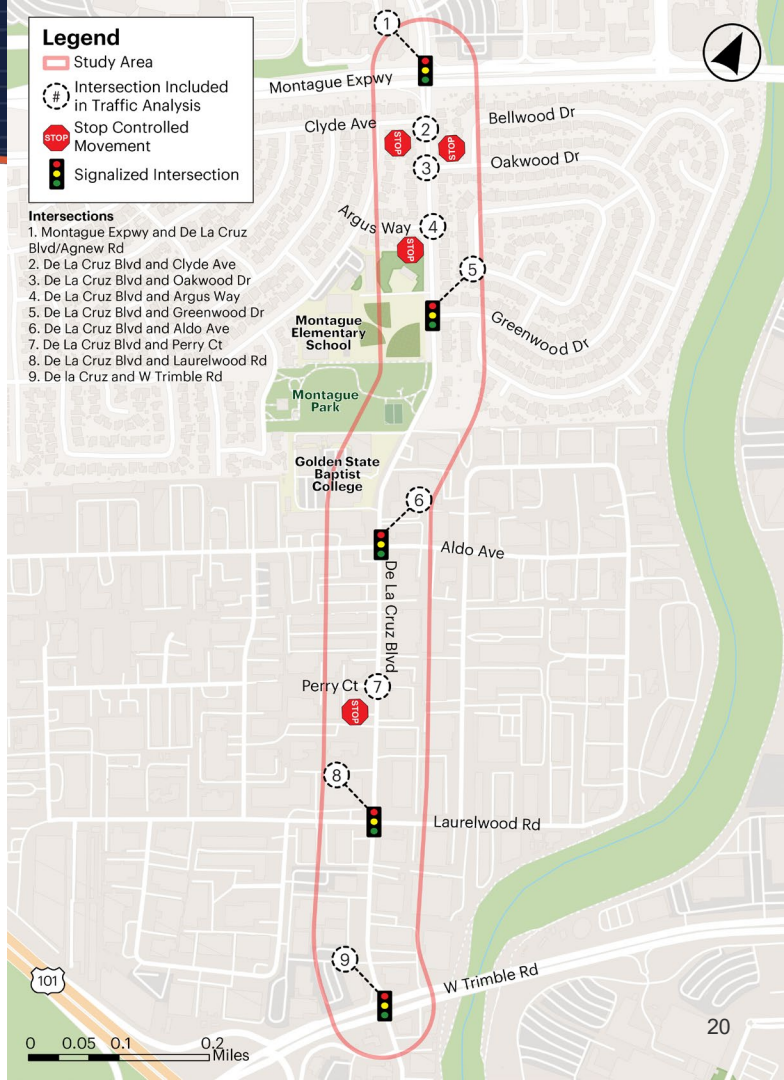


# Traffic Analysis Findings

## Concepts A & B w/ Lane Reduction

- All Intersections besides Laurelwood @ De La Cruz operate within the City's LOS Standard
- No significant impacts are expected at Laurelwood due to Project
- Otherwise, traffic analysis shows that an increase of 0-3 seconds of delay per intersection is expected with the removal of a travel lane

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# De La Cruz: Parking Analysis

| De La Cruz Boulevard Alternatives | Estimated Parking Availability | # of Cars Relocated |
|---|---|---|
| Existing Conditions/No Build/ Concept A *(shown in image)* | 66% | N/A |
| Concept B: | 62% | 10 |
| Concept C: | 55% | 21 |
| Concept D: | 51% | 42 |

*Daytime parking counts were collected in September 2024, Tuesday through Thursday from 7 AM to 7 PM. The peak occupancy hour was 10 AM to 11 AM on weekdays. Occupancy was averaged across all 3 days of data collection.*

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# Analysis Summary

| De La Cruz Concepts | Bike Facility | Travel Lane Reduction | Corridor Travel Time^ | Parking Elimination | Parking Availability | Collision Reduction Potential |
|---|---|---|---|---|---|---|
| Existing / No Build Option | None | N/A | 5 Minutes 16 Seconds | N/A | 66% | N/A |
| Concept A | Class IIB | 2 Lanes | +12 Seconds | No | Same as No Build | Yes |
| Concept B | Class IIB/ Class IV | 2 Lanes | +12 Seconds | Negligible | 62% | Yes |
| Concept C | Class IIB | No | Same as No Build | One Side Corridor-wide | 55% | Negligible |
| Concept D | Class IIB/ Class IV | No | Same as No Build | One Side n/o Montague Park Both Sides s/o Montague Park | 51% | Negligible |

^ *Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).*

# Online Survey Summary

| De La Cruz Alternative | Preferred Concept Between Montague Expwy and Montague Park | Preferred Concept Between Montague Park and W Trimble Road |
|---|---|---|
| Existing / No Build Option | 21% | 20% |
| Concept A: Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides | 35%[1] | 11% |
| Concept B: Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides | 35%[1] | **31%** |
| Concept C: Four Lanes, Buffered Bike Lanes, Remove Parking On One Side | **44%**[1] | 13% |
| Concept D: Four Lanes, Buffered and Protected/Buffered Bikeways, Remove Parking | **44%**[1] | 25% |

[1] From Montague Expwy to Montague Park, Concepts A and B are identical, and Concepts C and D are identical. Percent of respondents favoring applied to both concepts.

# Lick Mill Blvd
# Proposed Alternatives

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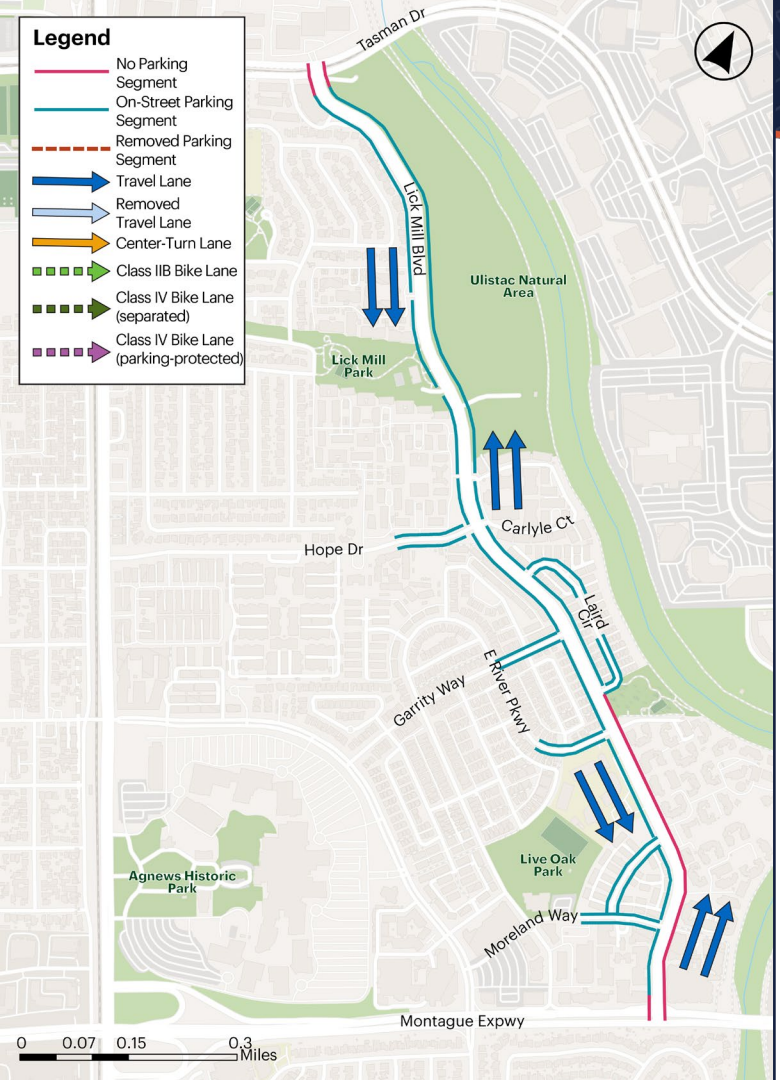




# **Lick Mill:** Existing/No Build

| On-Street Parking | Posted Speed Limit (mph) | 85th Percentile Speed (mph) | Existing Bike Facilities | Number of Lanes |
|---|---|---|---|---|
| Both Sides of the Street North of Laird Cir (S), One Side of the Street South of Laird Cir (S) | 35 | 43 | Class III | 4 |


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# Lick Mill: Concept E

## Two Lanes, Buffered Bike Lanes, Parking on Both Sides

- Remove travel lanes in each direction
- Add Class IIB buffered bike lanes


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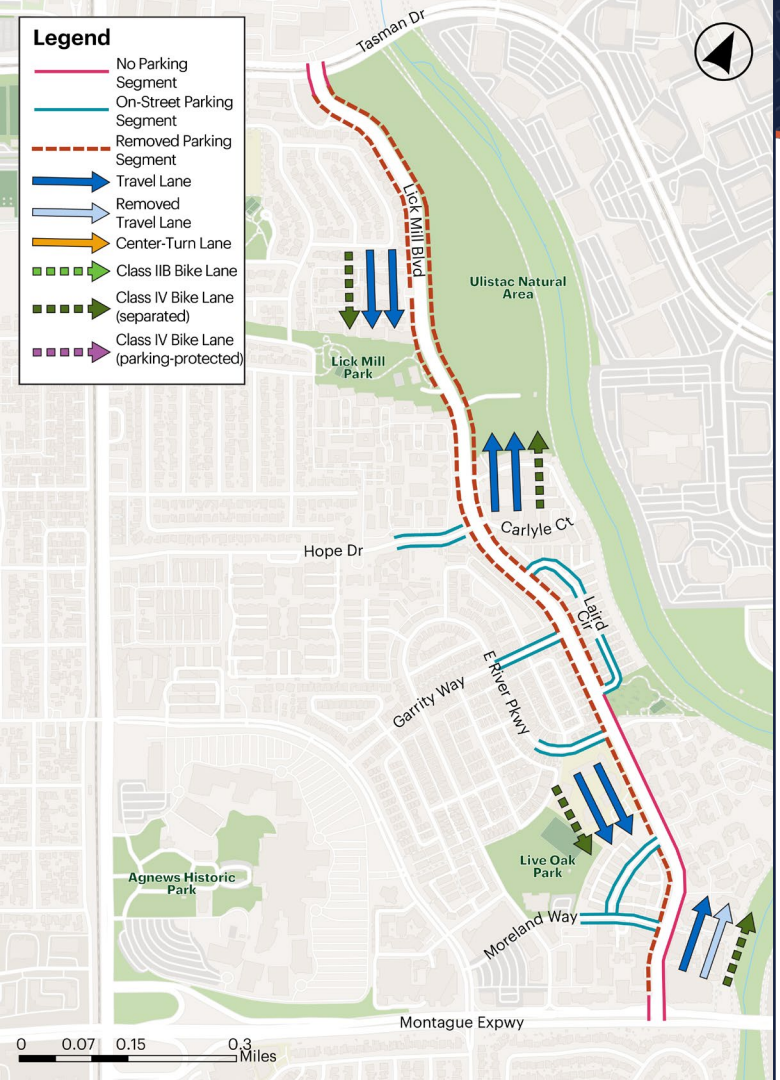
# Lick Mill: Concept F

## Two Lanes, Parking Protected Bike Lanes

- Remove travel lanes in each direction
- Add Class IV parking-protected bike lanes and Class IV separated bike lanes where no parking exists

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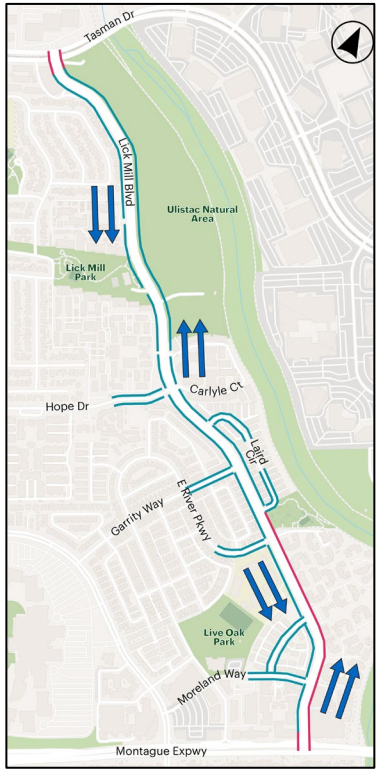
# Lick Mill: Concept G

## Three/Four Lanes, Protected and Buffered Bike Lanes, Remove Parking

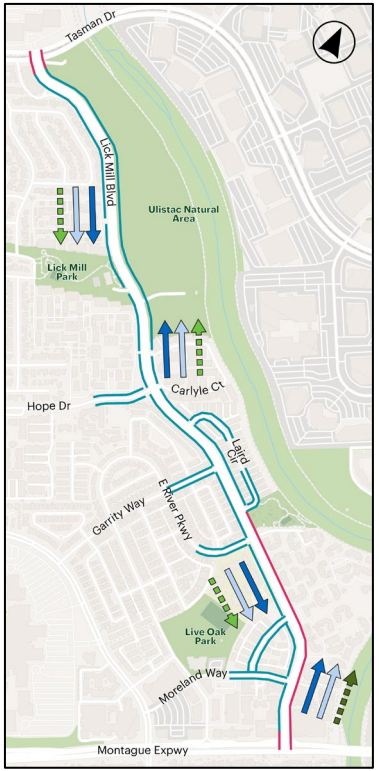
- Remove parking lanes on each side of corridor
- Add Class IV separated bike lanes

# Lick Mill Alternatives

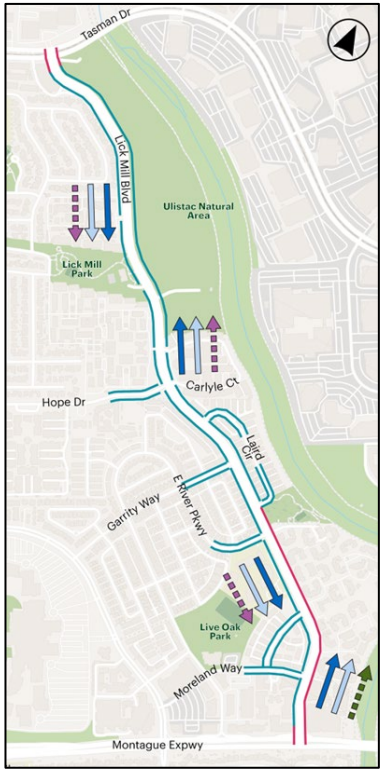
## No Build



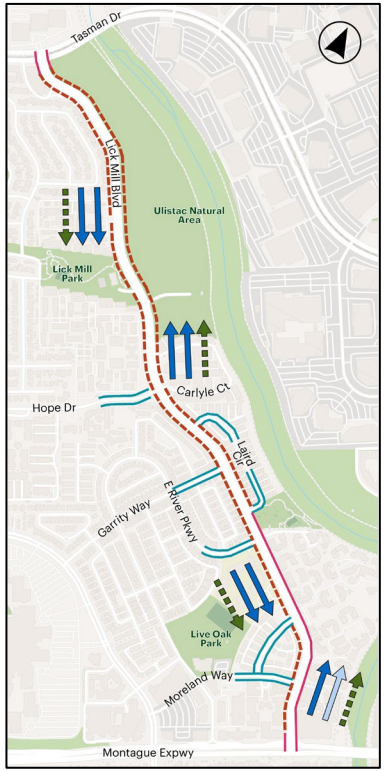

## Concept E

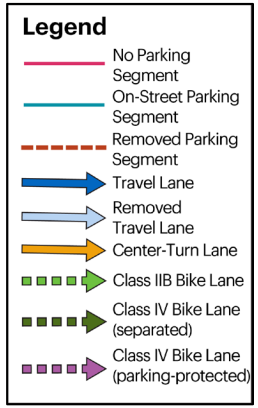



## Concept F




## Concept G

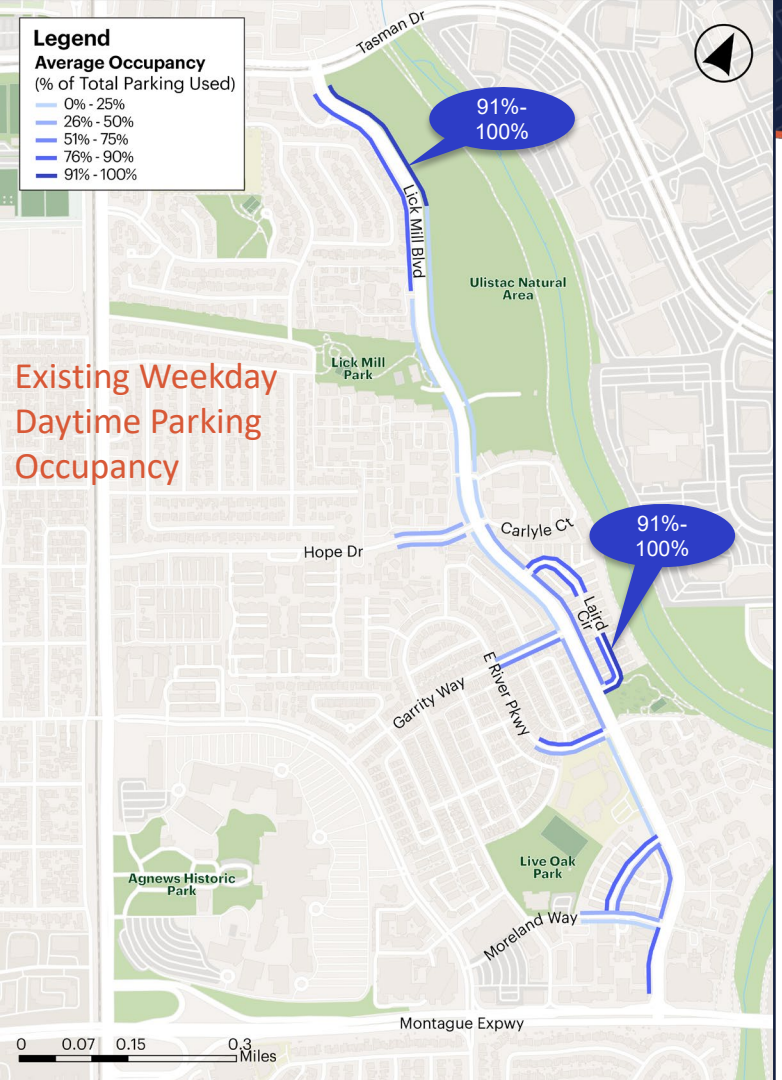


# Traffic Analysis Findings

## Concepts E & F w/ Lane Reduction

- All but three intersections operate within the City's standard for LOS (Tasman Dr, E River Pkwy, Fitzpatrick Way)
- Traffic analysis shows a 0-14 second increase of delay per intersection with the removal of travel lanes
- Those turning left off of Mansion Park Dr. or E River Pkwy may experience increased delay in the AM peak period hours

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# Lick Mill: Parking Analysis

| Lick Mill Boulevard Alternatives | Estimated Parking Availability | # of Cars Relocated |
|---|---|---|
| **Existing Conditions/ No Build/ Concept E** (shown in image) | 54% | - |
| **Concept F: Includes parking-protected bike lanes** | 53% | 0 |
| **Concept G: Includes removal of all on-street parking on Lick Mill Boulevard** | No Parking Available (121 Cars with No Available Parking)* | 158 |

*Daytime parking counts were collected in September 2024, Tuesday through Thursday from 7 AM to 7 PM. The peak occupancy hour was 7 AM to 8 AM on weekdays. Occupancy was averaged across all 3 days of data collection.*

**A total of 121 cars would not have nearby and available on-street parking to relocate to. This includes 98 cars that are assumed to be associated with temporary construction parking. Excluding the cars associated with temporary construction, the estimated parking availability would be -5%.*

# Analysis Summary

| Lick Mill Concepts | Bike Facility | Travel Lane Reduction | Corridor Travel Time^ | Parking Lane Elimination | Estimated Parking Availability | Collision Reduction Potential |
|---|---|---|---|---|---|---|
| Existing/ No Build Option | Class III | N/A | 6 Minutes and 33 Seconds | N/A | 54% | N/A |
| Concept E | Class IIB | 2 Lanes | +3 Seconds | No | Same as existing | Yes |
| Concept F | Class IV | 2 Lanes | +3 Seconds | No | 53% | Yes |
| Concept G | Class IV | 1 NB Lane SO Laird Cir (S) | +1 Second | Both Sides Corridor-wide | No Parking Available (121 Cars with No Available Parking)* | Yes |

**A total of 121 cars would not have nearby and available on-street parking to relocate to. This includes 98 cars that are assumed to be associated with temporary construction parking. Excluding the cars associated with temporary construction, the estimated parking availability would be -5%.*

*^ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).*

# Online Survey Summary

| Lick Mill Alternative | Preferred Concept Between Tasman Dr and Laird Cir (S) | Preferred Concept Between Laird Cir (S) and Montague Expwy |
|---|---|---|
| Existing / No Build Option | 24% | 30% |
| Concept E: Two Lanes, Buffered Bike Lanes, Parking on Both Sides | 12% | 11% |
| Concept F: Two Lanes, Parking Protected Bike Lanes | **38%** | **38%** |
| Concept G: Three/Four Lanes, Protected and Buffered Bike Lanes, Remove Parking | 26% | 21% |

# Scott Blvd
# Proposed Alternatives

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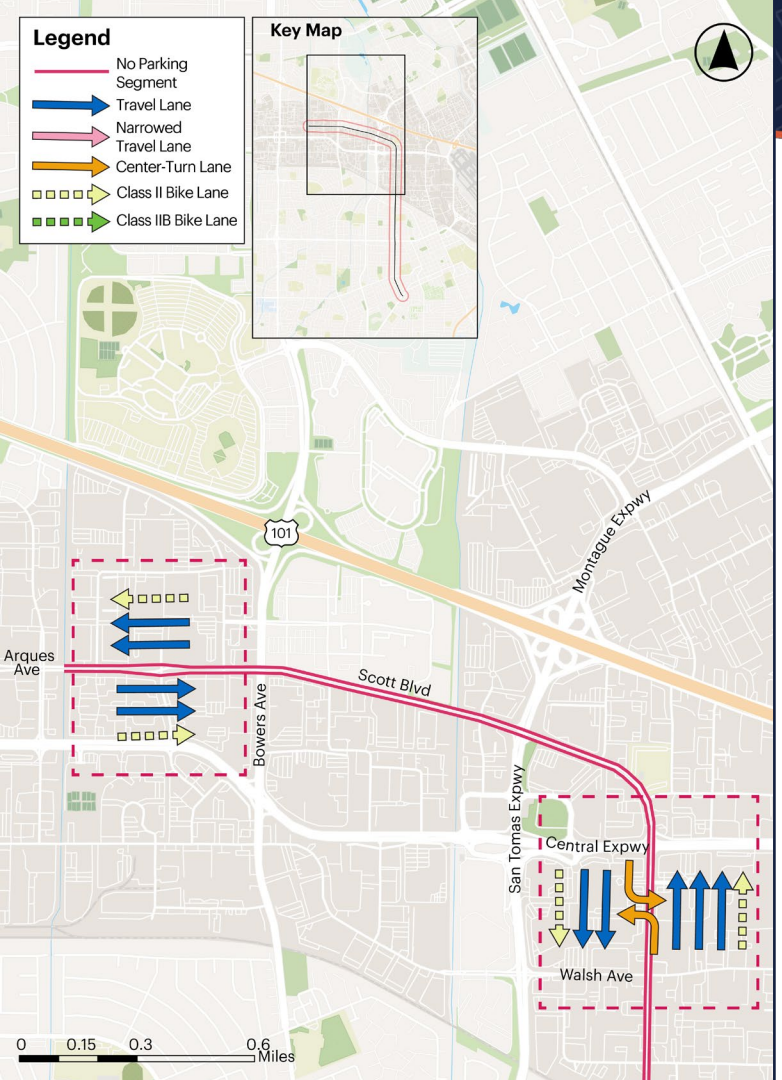


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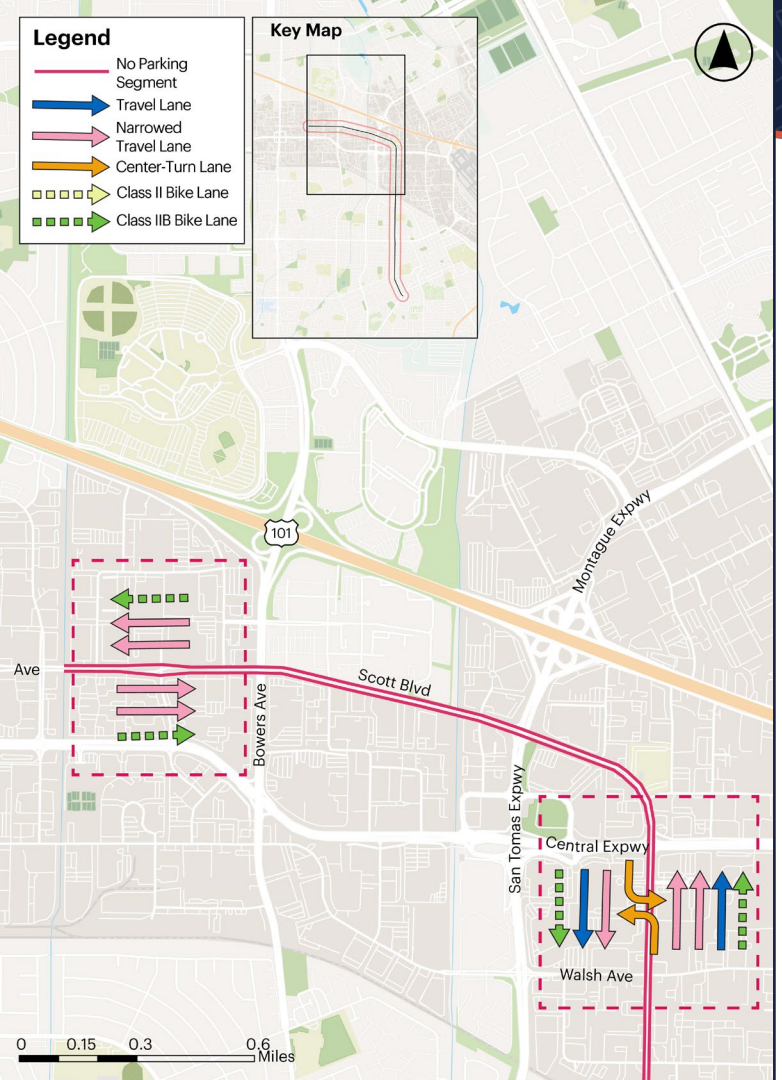
# Scott Boulevard Between Arques Avenue and Martin Avenue: Existing/No Build

| On-Street Parking | Posted Speed Limit (mph) | 85th Percentile Speed (mph) | Existing Bike Facilities | Number of Lanes |
|---|---|---|---|---|
| None | 40 | - | Class II Bike Lanes | 4-5 |

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# Scott Boulevard Between Arques Avenue and Martin Avenue: Concept H

## Four/Five Lanes, Buffered Bike Lanes

- Narrow travel lanes
- Upgrade existing bike lanes to Class IIB buffered bike lanes

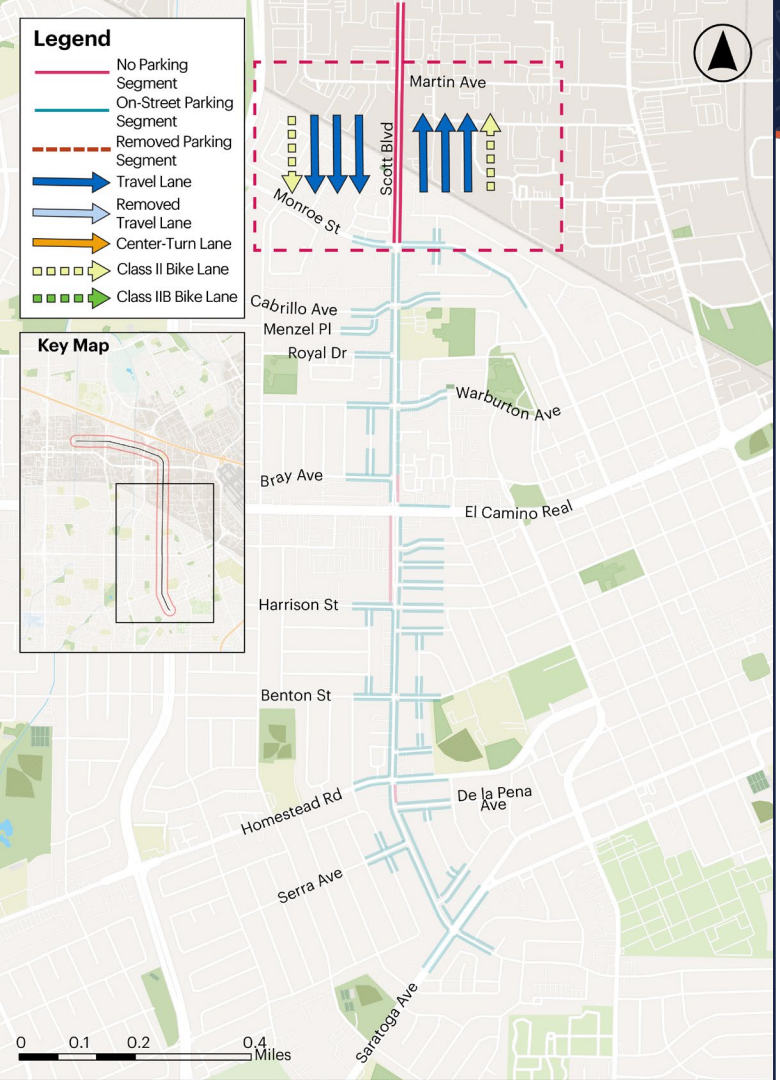
# Analysis Summary

| Scott Boulevard (between Arques Ave and Martin Ave) | Bike Facility | Travel Lane Reduction | Corridor Travel Time^ | Parking Elimination* | Parking Availability* | Collision Reduction Potential |
|---|---|---|---|---|---|---|
| Existing / No Build Option | Class II | N/A | 8 Minutes 50 Seconds | N/A | N/A | N/A |
| Concept H | Class IIB | No | Same as No Build | N/A | N/A | Negligible |

**There is currently no on-street parking on Scott Boulevard between Arques Ave and Martin Ave, and it will not be added with the project.*
*^ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).*

# Online Survey Summary

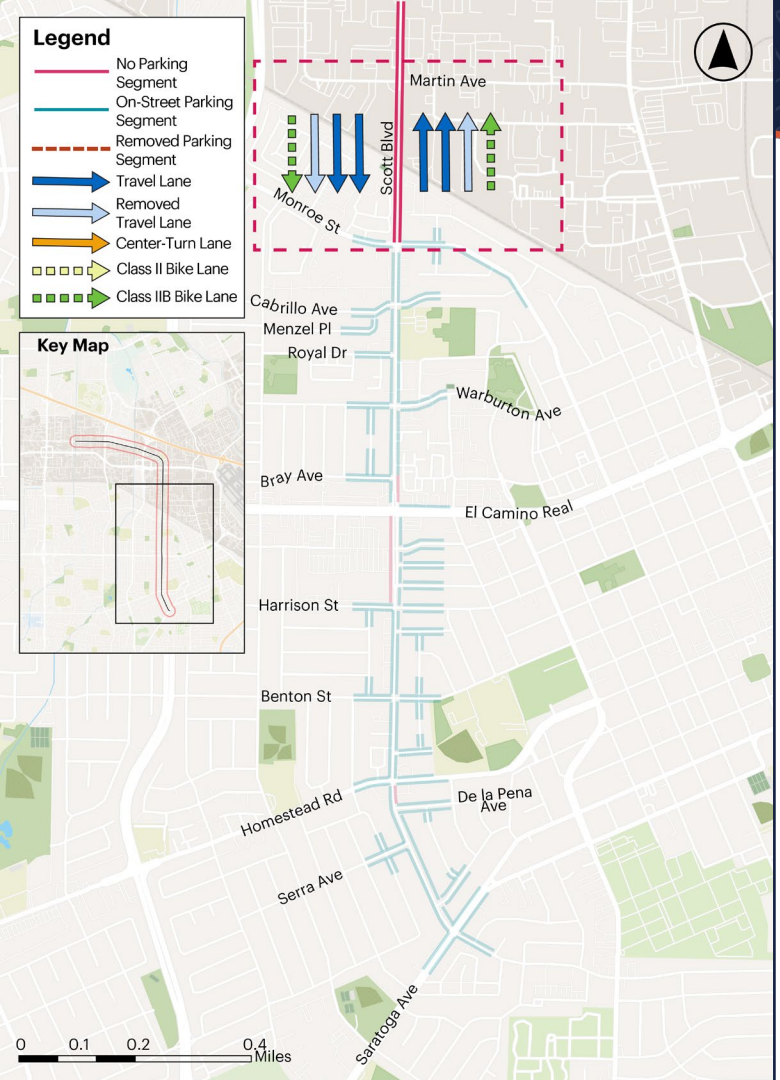
| Scott (Arques Ave to Martin Ave) Alternative | Preferred Concept |
|---|---|
| Existing / No Build Option | 31% |
| Concept H: Four/Five Lanes, Buffered Bike Lanes | **69%** |






# Scott Boulevard Between Martin Avenue and Monroe Street: Existing/No Build

| On-Street Parking | Posted Speed Limit (mph) | 85th Percentile Speed | Existing bike Facilities | Number of Lanes |
|---|---|---|---|---|
| None | 40 | 38 | Class II Bike Lanes | 6 |

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# Scott Boulevard Between Martin Avenue and Monroe Street: Concept I

## Four Lanes, Buffered Bike Lanes

- Remove travel lanes in each direction
- Upgrade existing bike lanes to Class IIB buffered bike lanes

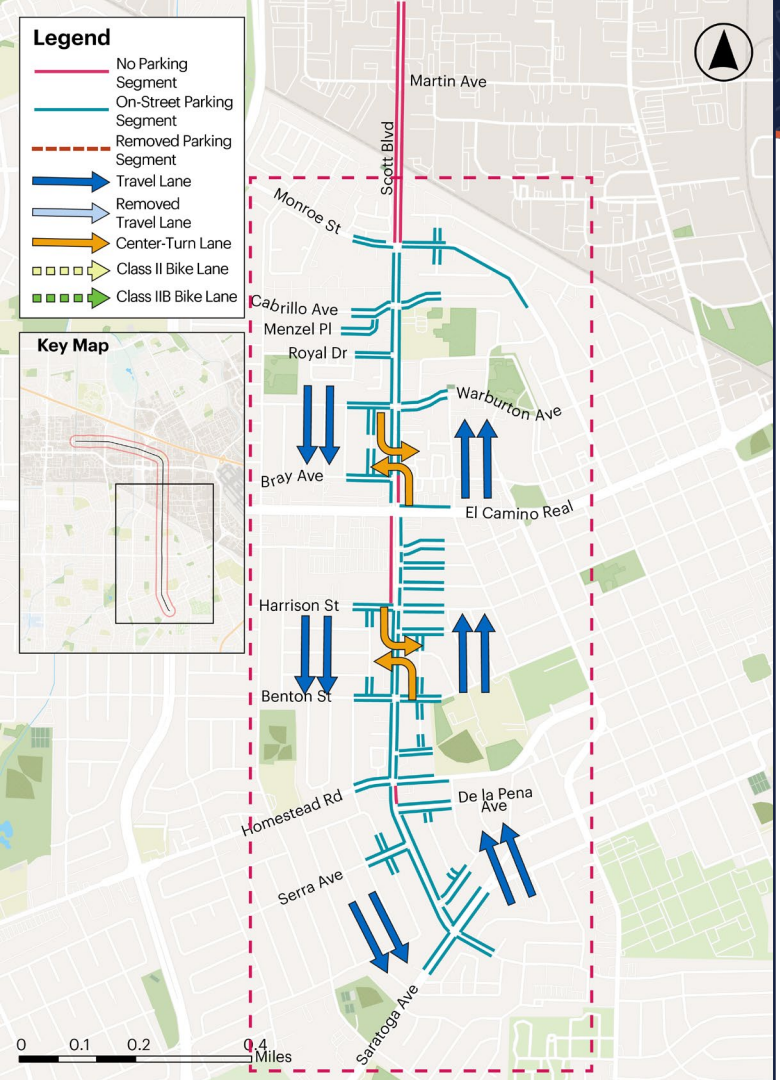
# Analysis Summary

| Scott Boulevard (between Martin Ave and Monroe St) | Bike Facility | Travel Lane Reduction | Corridor Travel Time^ | Parking Elimination* | Parking Availability* | Collision Reduction Potential |
|---|---|---|---|---|---|---|
| Existing / No Build Option | Class II | N/A | 1 Minute 43 Seconds | N/A | N/A | N/A |
| Concept I | Class IIB | 2 Lanes | Same as No Build | N/A | N/A | Negligible |

**There is currently no on-street parking on Scott Boulevard between Arques Ave and Martin Ave, and it will not be added with the project.*
*^ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).*

# Online Survey Summary

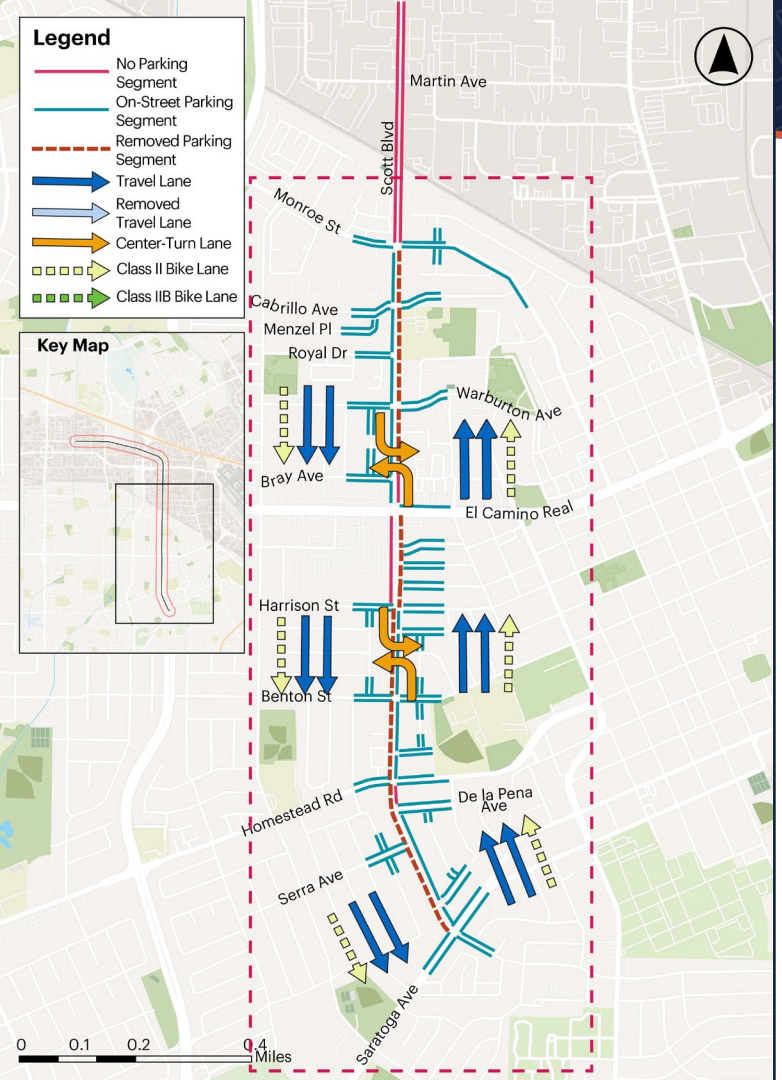
| Scott (Martin Avenue to Monroe Street) Alternative | Preferred Concept |
|---|---|
| Existing / No Build Option | 36% |
| Concept I: Four Lanes, Buffered Bike Lanes | **64%** |






# Scott Boulevard Between Monroe Street and Saratoga Avenue: Existing/No Build

| On-Street Parking | Posted Speed Limit (mph) | 85th Percentile Speed | Existing bike Facilities | Number of Lanes |
|---|---|---|---|---|
| Both Sides of the Street | 35 | 39 | None | 4-5 |

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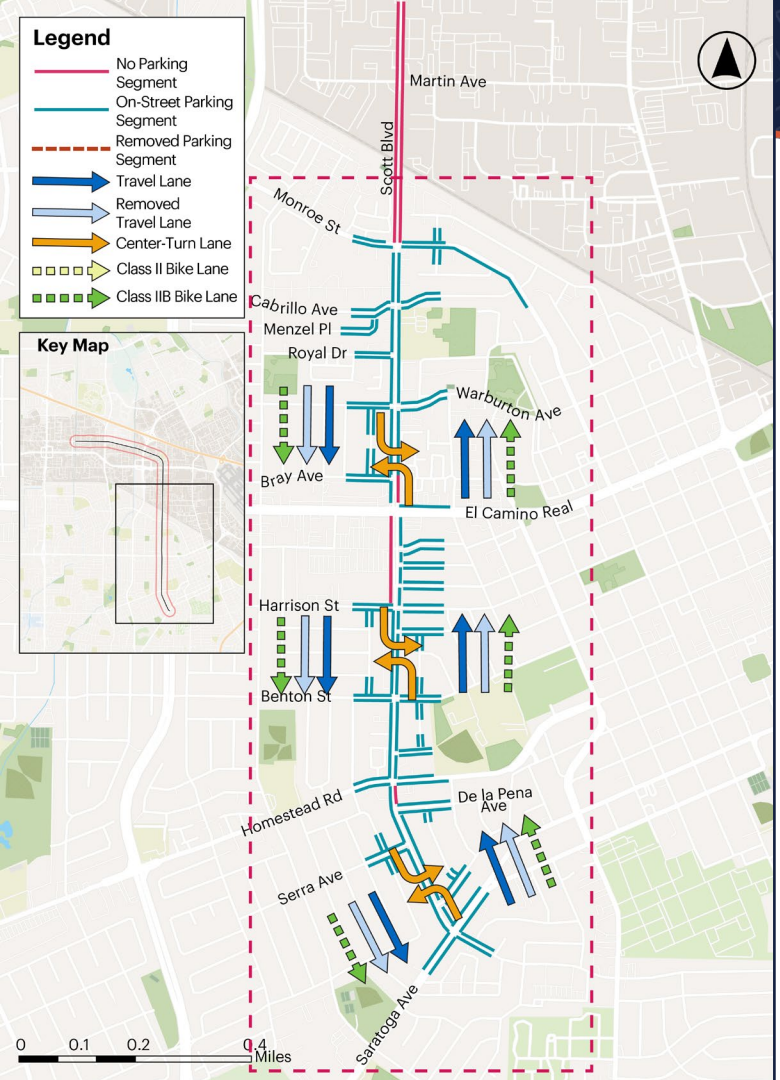
# Scott Boulevard Between Monroe Street and Saratoga Avenue: Concept J

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

- Remove parking lane on east side north of Harrison Street
- Remove parking lane on west side south of Harrison Street
- Add Class II bike lanes

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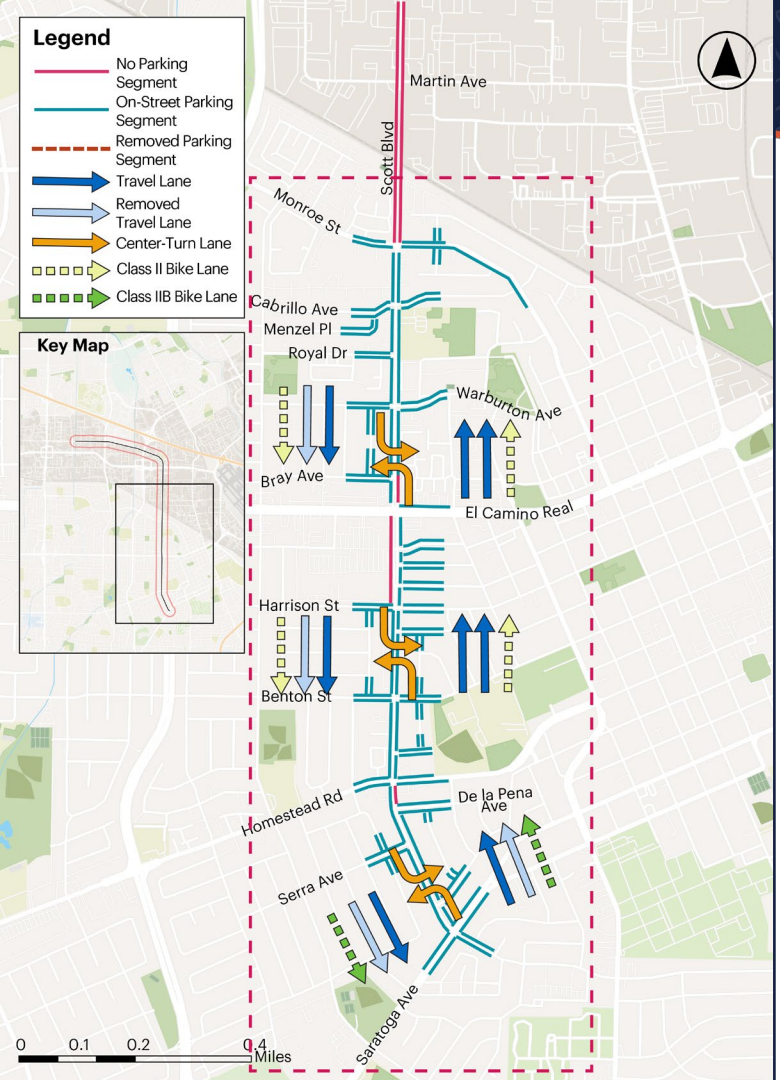
# Scott Boulevard Between Monroe Street and Saratoga Avenue: Concept K

## Two Lanes, Buffered Bike Lanes, Parking on Both Sides

- Remove travel lanes in each direction
- Add Class IIB buffered bike lanes
- Add center turn lane south of Homestead Road
- Retain on-street parking

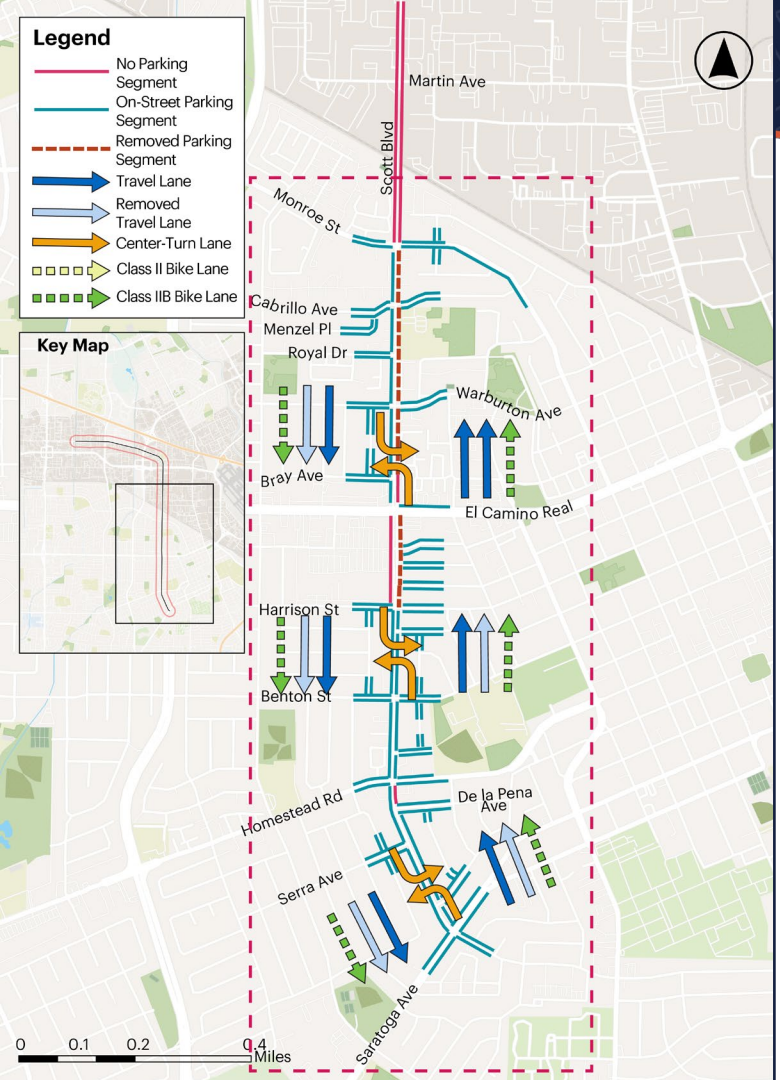





# Scott Boulevard Between Monroe Street and Saratoga Avenue: Concept L

## Two Lanes, Buffered Bike Lanes, Standard Bike Lanes

- North of Homestead Road
  - Remove southbound travel lane
  - Add Class II bike lanes
  - Retain on-street parking
- South of Homestead Road
  - Remove travel lanes in each direction
  - Add Class IIB buffered bike lanes
  - Add center turn lane
  - Retain on-street parking





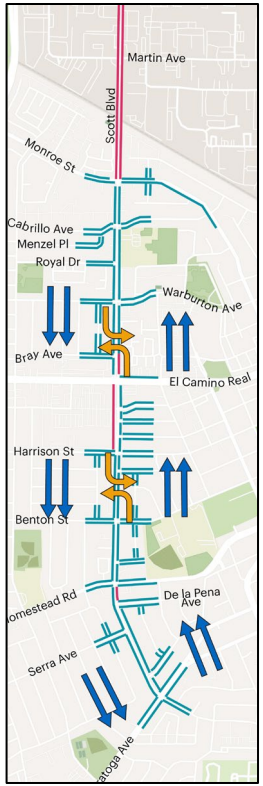

# Scott Boulevard Between Monroe Street and Saratoga Avenue: Concept M

## Two/Three Lanes, Buffered Bike Lanes

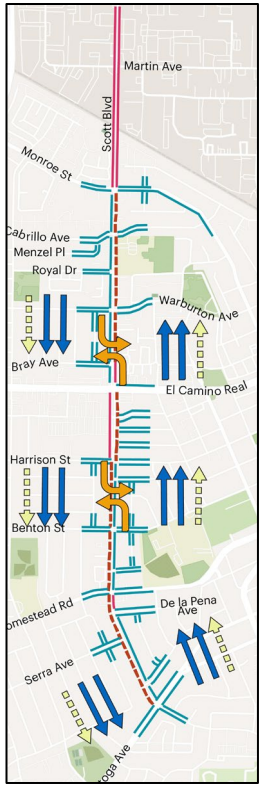
- North of Harrison Street
  - Remove parking lane on east side and southbound travel lane
  - Add Class IIB buffered bike lane
- South of Harrison Street
  - Remove travel lanes in each direction
  - Add Class IIB buffered bike lanes
  - Add center turn lane south of Homestead Rd
  - Retain on-street parking

# Scott Boulevard Alternatives (SO Monroe St)

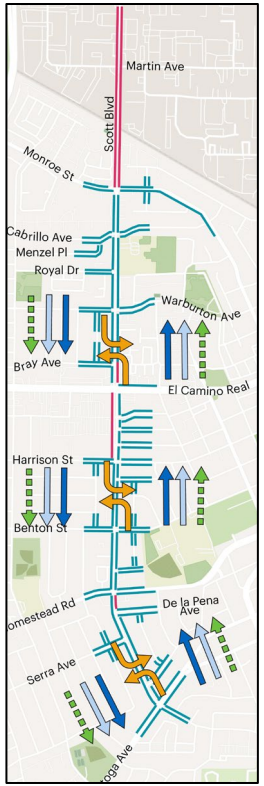
## No Build



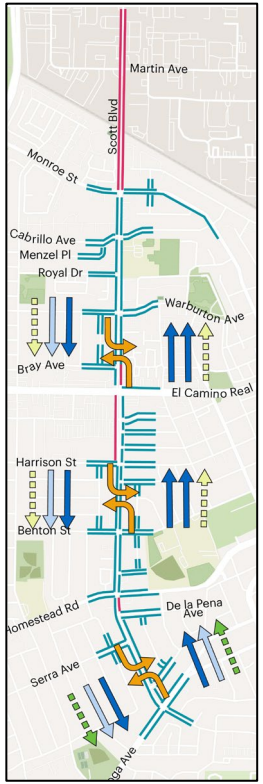

## Concept J



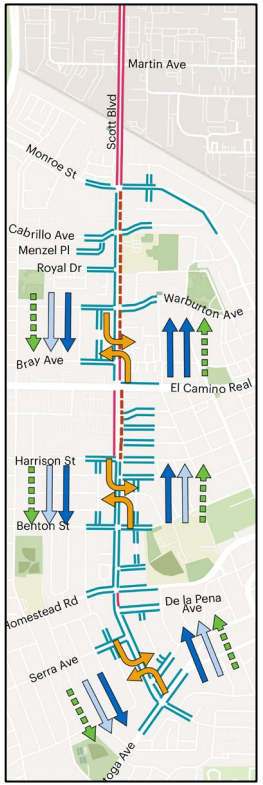

## Concept K




## Concept L




## Concept M



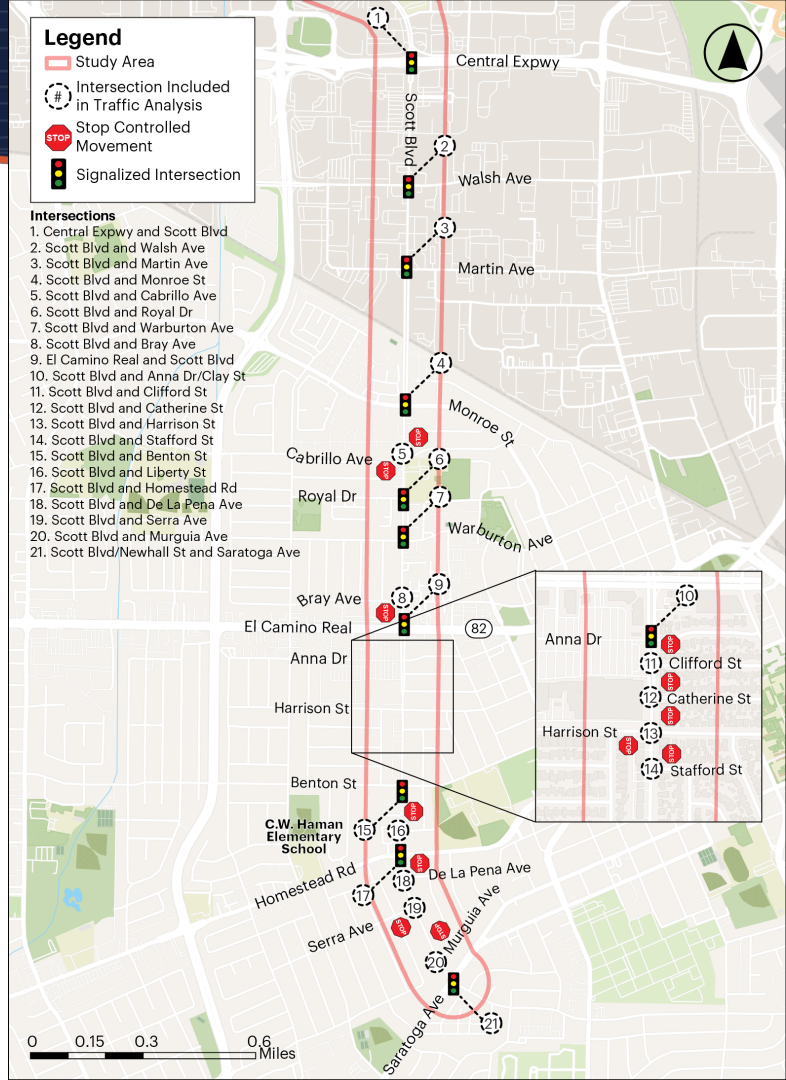

**Legend**

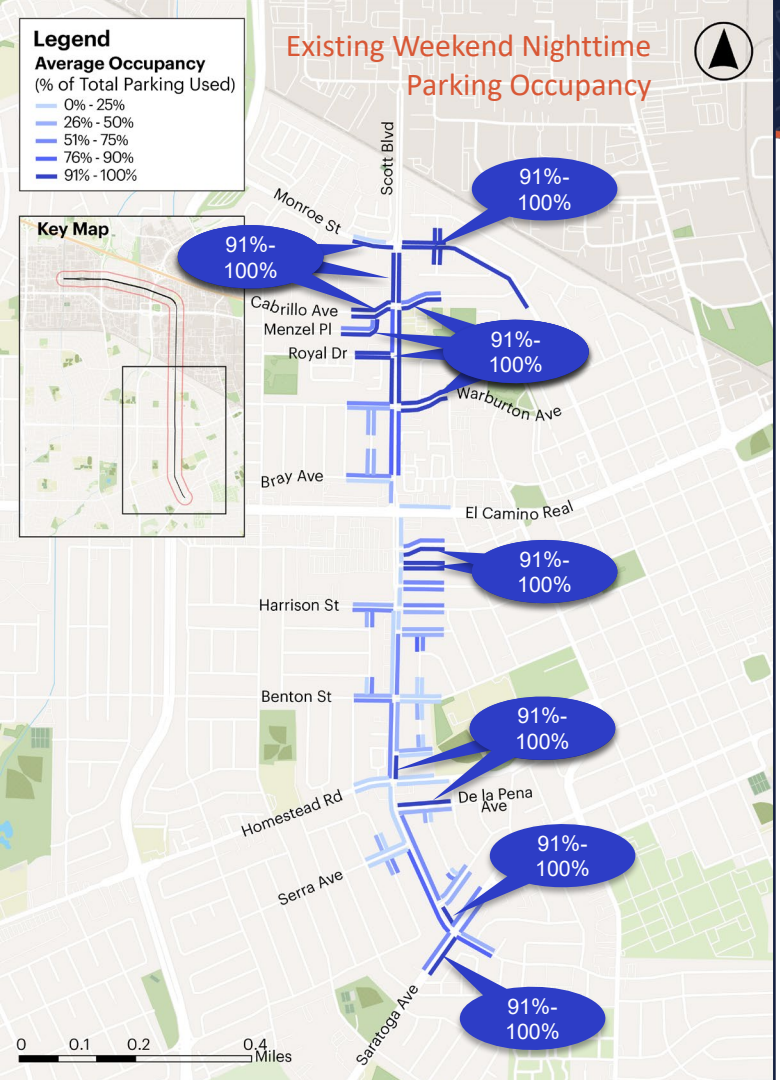
- No Parking Segment
- On-Street Parking Segment
- Removed Parking Segment
- Travel Lane
- Removed Travel Lane
- Center-Turn Lane
- Class II Bike Lane
- Class IIB Bike Lane

# Traffic Analysis Findings

## Concepts K, L & M w/ Lane Reduction

- All but three intersections operate within the City's standard for LOS (Cabrillo Ave, Harrison Street, Serra Ave)
- Many unsignalized intersections improve with the addition of a TWLTL
- Traffic analysis shows that an increase of 0-9 seconds of delay per intersection is expected with the removal of a travel lane



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# Scott Blvd: Parking Analysis

| Scott Boulevard Alternatives | Estimated Parking Availability | # of Cars Relocated |
|---|---|---|
| **Existing Conditions/ No Build/ Concept K/ Concept L** (see image) | 38% | 0 |
| **Concept J: Remove Parking on One Side** | 31%* | 43 |
| **Concept M: Remove parking on one side from Monroe Street to Harrison Street** | 36%* | 20 |

*Nighttime parking counts were collected in September 2024, Tuesday through Thursday from 11 PM to 2 AM. The peak occupancy hour was 12 AM to 1 AM on weekdays. Occupancy was averaged across all 3 days of data collection.*

**A total of 11 cars would not have nearby and available on-street parking to relocate to.*

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# Analysis Summary

| Scott (Monroe Street to Saratoga Avenue) Concepts | Bike Facility | Travel Lane Reduction | Corridor Travel Time^ | Parking Lane Elimination | Estimated Parking Availability | Collision Reduction Potential |
|---|---|---|---|---|---|---|
| Existing/ No Build Option | None | N/A | 4 Minutes and 50 Seconds | N/A | 38% | None |
| Concept J | Class II | Same as No Build | Same as No Build | 1 Side Corridor-wide | 31%* | Negligible |
| Concept K | Class IIB | 2 Lanes | +28 Seconds | Same as No Build | Same as No Build | Yes |
| Concept L | Class II & Class IIB | 1 SB Lane North of Homestead Rd<br>2 Lanes South of Homestead Rd | +26 Seconds | Same as No Build | Same as No Build | Yes |
| Concept M | Class IIB | 1 SB Lane North of Harrison St<br>2 Lanes South of Harrison St | +28 Seconds | One Side Between Monroe St and Harrison St | 36%* | Yes |

**A total of 11 cars would not have nearby and available on-street parking to relocate to.*

*^ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s).*

# Online Survey Summary

| Scott (Monroe Street to Saratoga Avenue) Alternative | Preferred Concept Between Monroe St and Harrison St | Preferred Concept Between Harrison St and Homestead Rd | Preferred Concept Between Homestead Rd and Saratoga Ave |
|---|---|---|---|
| Existing Conditions/No Build Option | **29%** | 28% | 28% |
| Concept J: Four Lanes, Standard Bike Lanes, Remove Parking on One Side | 15% | 17% | 18% |
| Concept K: Two Lanes, Buffered Bike Lanes, Parking on Both Sides | 28% | **43%[1]** | **54%[2]** |
| Concept L: Two Lanes, Buffered Bike Lanes, Standard Bike Lanes | 6% | 12% | **54%[2]** |
| Concept M: Two/Three Lanes, Buffered Bike Lanes | 22% | **43%[1]** | **54%[2]** |

*[1]From Harrison St to Homestead Rd, Concepts K and M are identical. Percent of respondents favoring applied to both concepts.*
*[2]From Homestead Rd to Saratoga Ave, Concepts K, L, and M are identical. Percent of respondents favoring applied to all three concepts.*


# Next Steps

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# Next Steps & Schedule

- Public review of Draft Report through February 16th
- City Council Meeting – February 25th, 2025 (tentative)
- If City Council adopts build alternatives, then commence environmental clearance and final design

# Alternatives

1. Adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study.
2. Do Not Adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study.

# Alternatives – De La Cruz Boulevard

3. Select the Existing Conditions/No Build Option as the preferred alternative.
4. Select Concept A titled "Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides" as the preferred alternative.
5. Select Concept B titled "Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides" as the preferred alternative.
6. Select Concept C titled "Four Lanes, Buffered Bike Lanes, Remove Parking On One Side" as the preferred alternative.
7. Select Concept D titled "Four Lanes, Buffered and Protected/Buffered Bikeways, Remove Parking" as the preferred alternative.

# Alternatives – Lick Mill Boulevard

8. Select the Existing Conditions/No Build Option as the preferred alternative.
9. Select Concept E titled "Two Lanes, Buffered Bike Lanes, Parking on Both Sides" as the preferred alternative.
10. Select Concept F titled "Two Lanes, Parking Protected Bike Lanes" as the preferred alternative.
11. Select Concept G titled "Three/Four Lanes, Protected and Buffered Bike Lanes, Remove Parking" as the preferred alternative.

# Alternatives – Scott Boulevard Between Arques Avenue and Martin Avenue

12. Select the Existing Conditions/No Build Option as the preferred alternative.
13. Select Concept H titled "Four/Five Lanes, Buffered Bike Lanes" as the preferred alternative.

# Alternatives – Scott Boulevard Between Martin Avenue and Monroe Street

14. Select the Existing Conditions/No Build Option as the preferred alternative.
15. Select Concept I titled "Four Lanes, Buffered Bike Lanes" as the preferred alternative.

# Alternatives – Scott Boulevard Between Monroe Street and Saratoga Avenue

16. Select the Existing Conditions/No Build Option as the preferred alternative.
17. Select Concept J titled "Four Lanes, Standard Bike Lanes, Remove Parking on One Side" as the preferred alternative.
18. Select Concept K titled "Two Lanes, Buffered Bike Lanes, Parking on Both Sides" as the preferred alternative.
19. Select Concept L titled "Two Lanes, Buffered Bike Lanes, Standard Bike Lanes" as the preferred alternative.
20. Select Concept M titled "Two/Three Lanes, Buffered Bike Lanes" as the preferred alternative.

# Recommendations:

1. **Alternative 1: Recommend** to City Council to adopt a resolution adopting the De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard Bikeway Improvements Planning Study; and…
2. Select one of the following for each project roadway/segment:

# Select one of the following for De La Cruz Boulevard between Montague Expwy and W Trimble Rd

**Alternative 3:** Recommend City Council approve the Existing Conditions/No Build Option as the preferred alternative.

or

**Alternative 4:** Recommend City Council approve Concept A titled "Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides" as the preferred alternative.

or

**Alternative 5:** Recommend City Council approve Concept B titled "Two Lanes, Buffered and Parking Protected Bike Lanes, Center Turn Lane, Parking on Both Sides" as the preferred alternative.

or

**Alternative 6:** Recommend City Council approve Concept C titled "Four Lanes, Buffered Bike Lanes, Remove Parking On One Side" as the preferred alternative.

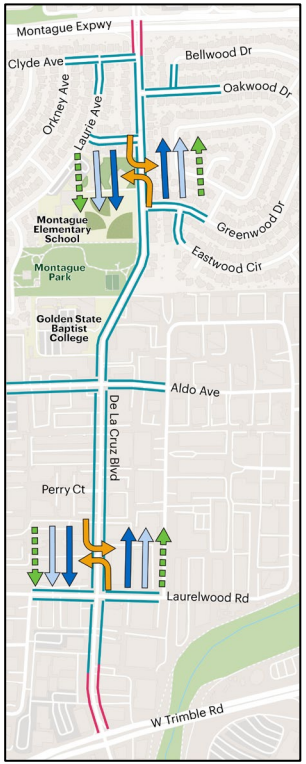
or

**Alternative 7:** Recommend City Council approve Concept D titled "Four Lanes, Buffered and Protected/Buffered Bikeways, Remove Parking" as the preferred alternative.

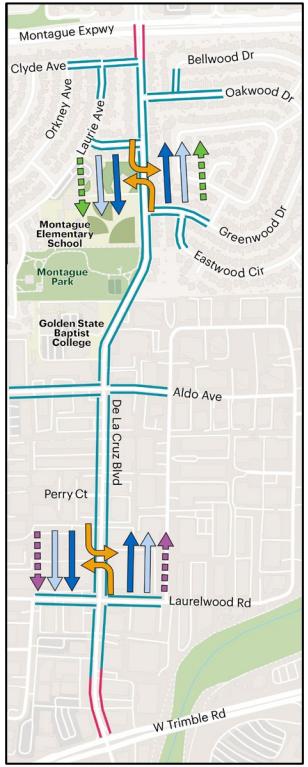
# De La Cruz Alternatives

## No Build

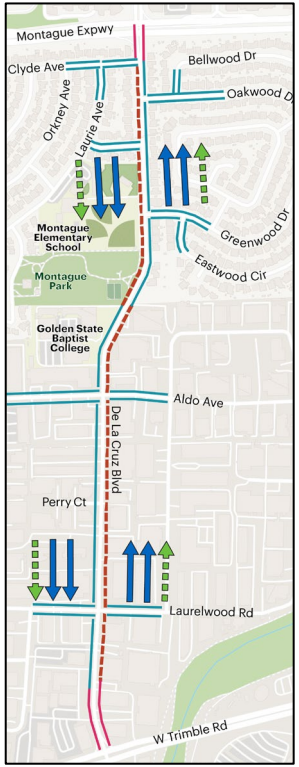

## Concept A



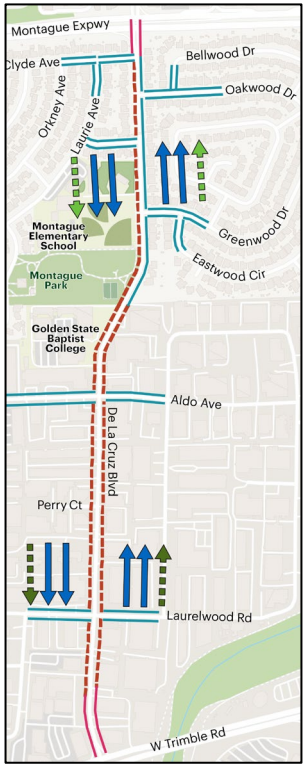

## Concept B

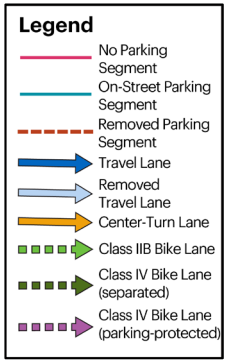



## Concept C




## Concept D



# Select one of the following for Lick Mill Boulevard between Tasman Drive and Montague Expwy

**Alternative 8:** Recommend City Council approve the Existing Conditions/No Build Option as the preferred alternative.

or

**Alternative 9:** Recommend City Council approve Concept E titled "Two Lanes, Buffered Bike Lanes, Parking on Both Sides" as the preferred alternative.

or

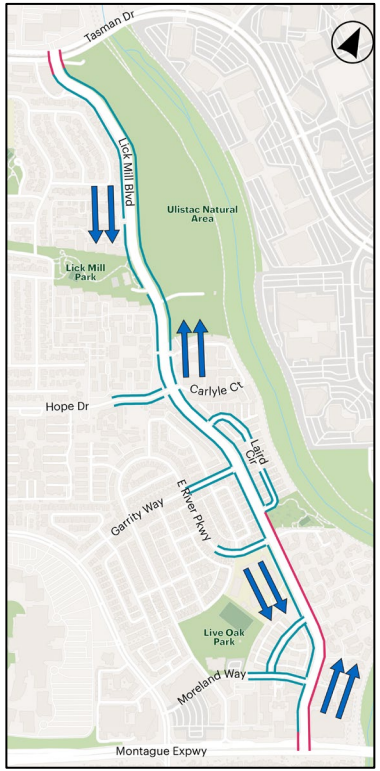
**Alternative 10:** Recommend City Council approve Concept F titled "Two Lanes, Parking Protected Bike Lanes" as the preferred alternative.

or

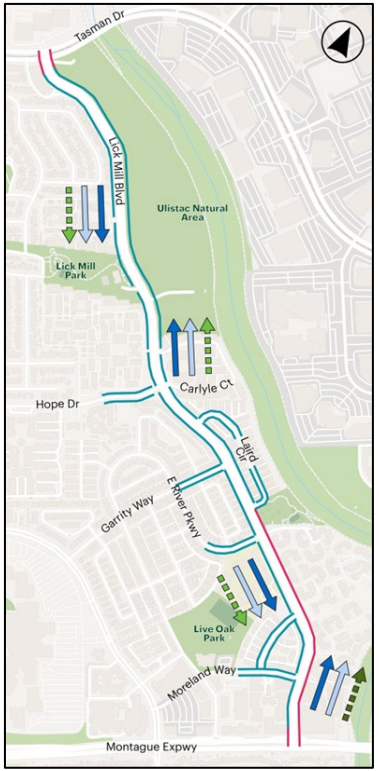
**Alternative 11:** Recommend City Council approve Concept G titled "Three/Four Lanes, Protected and Buffered Bike Lanes, Remove Parking" as the preferred alternative.

# Lick Mill Alternatives

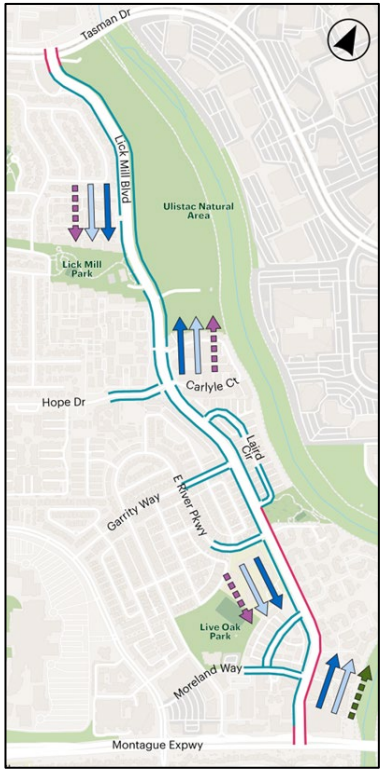
## No Build



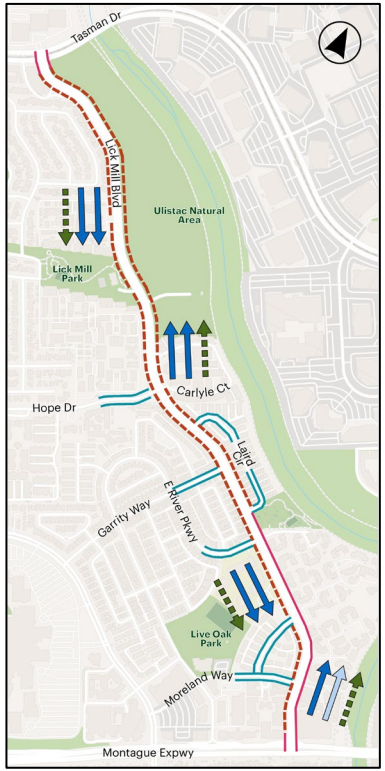

## Concept E

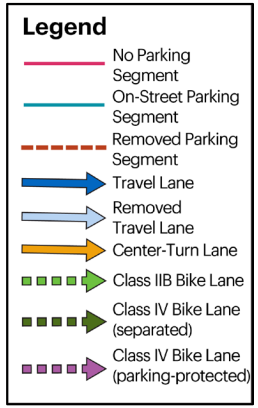



## Concept F




## Concept G



# Select one of the following for Scott Boulevard between Arques Avenue and Martin Avenue

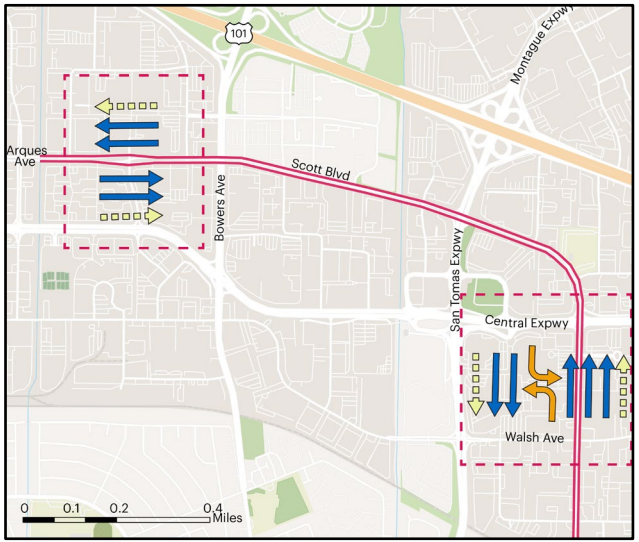
**Alternative 12:** Recommend City Council approve the Existing Conditions/No Build Option as the preferred alternative.

or

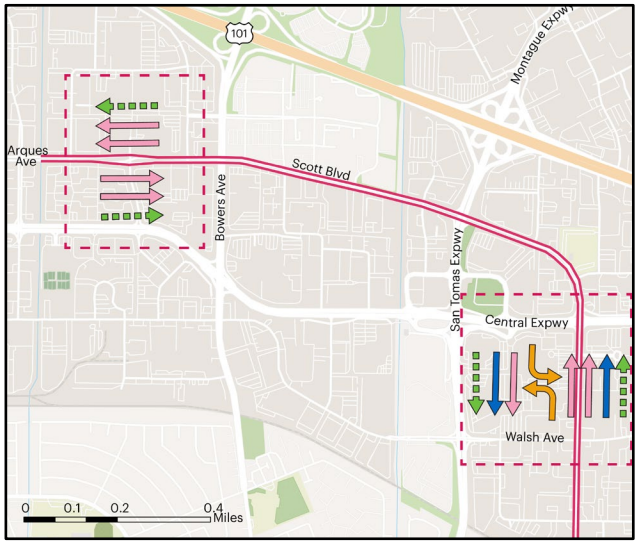
**Alternative 13:** Recommend City Council approve Concept H titled "Four/Five Lanes, Buffered Bike Lanes" as the preferred alternative.

# Scott Boulevard Alternatives Arques Avenue to Martin Avenue

## No Build




## Concept H




**Legend**

- No Parking Segment
- Travel Lane
- Narrowed Travel Lane
- Center-Turn Lane
- Class II Bike Lane
- Class IIB Bike Lane

# Select one of the following for Scott Boulevard between Martin Avenue and Monroe Street

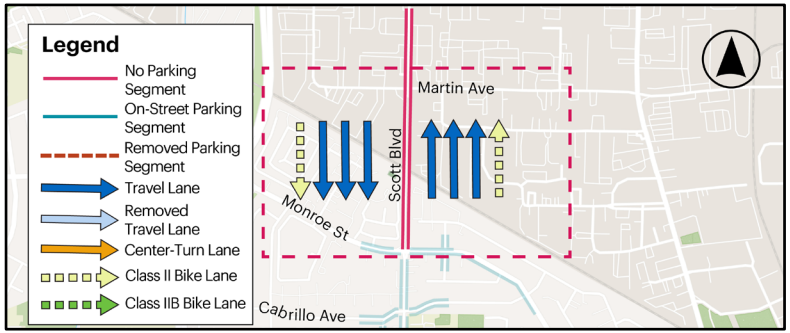
**Alternative 14:** Recommend City Council approve the Existing Conditions/No Build Option as the preferred alternative.

or

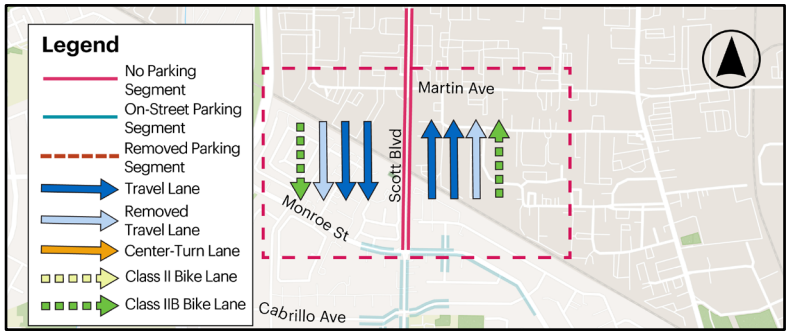
**Alternative 15:** Recommend City Council approve Concept I titled "Four Lanes, Buffered Bike Lanes" as the preferred alternative.

# Scott Boulevard Alternatives Martin Avenue to Monroe Street

## No Build




## Concept I



# Select one of the following for Scott Boulevard Between Monroe Street and Saratoga Avenue

**Alternative 16:** Recommend City Council approve the Existing Conditions/No Build Option as the preferred alternative.

or

**Alternative 17:** Recommend City Council approve Concept J titled "Four Lanes, Standard Bike Lanes, Remove Parking on One Side" as the preferred alternative.

or

**Alternative 18:** Recommend City Council approve Concept K titled "Two Lanes, Buffered Bike Lanes, Parking on Both Sides" as the preferred alternative.

or

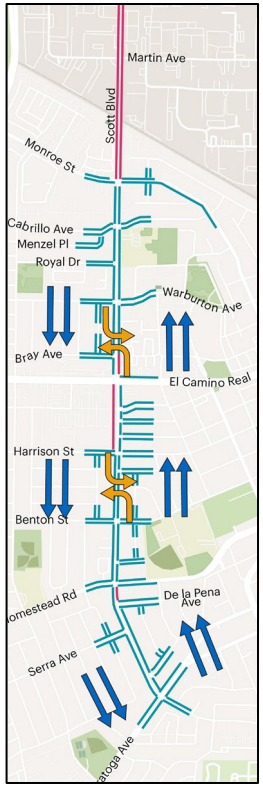
**Alternative 19:** Recommend City Council approve Concept L titled "Two Lanes, Buffered Bike Lanes, Standard Bike Lanes" as the preferred alternative.

or

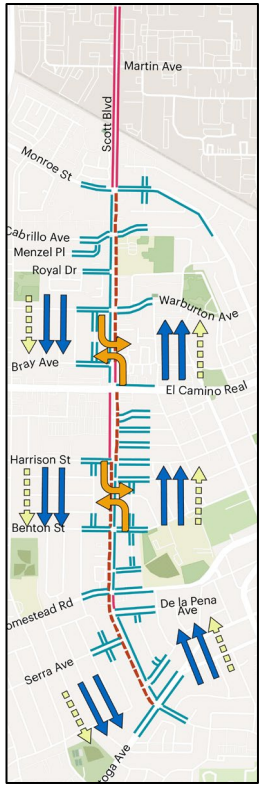
**Alternative 20:** Recommend City Council approve Concept M titled "Two/Three Lanes, Buffered Bike Lanes" as the preferred alternative.

# Scott Boulevard Alternatives (SO Monroe St)

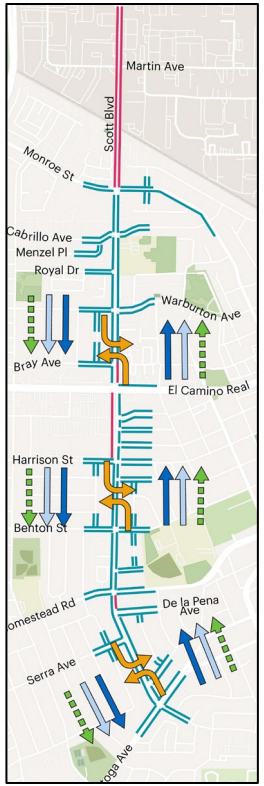
## No Build



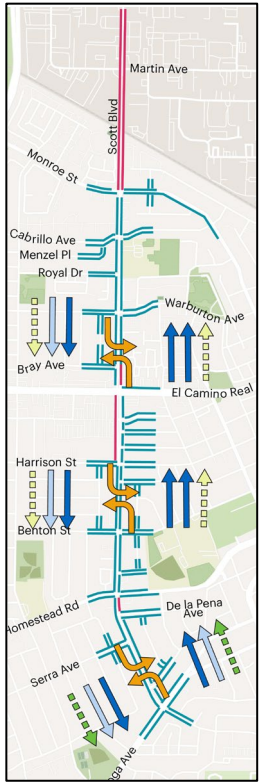

## Concept J



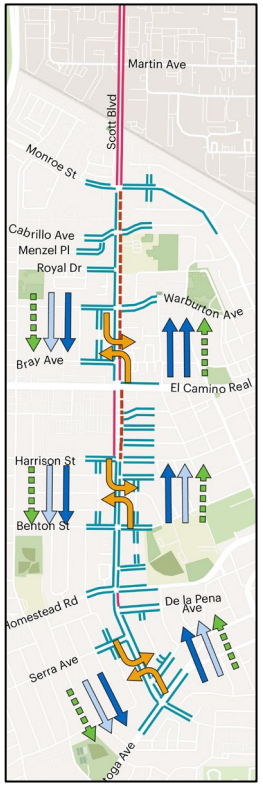

## Concept K




## Concept L




## Concept M



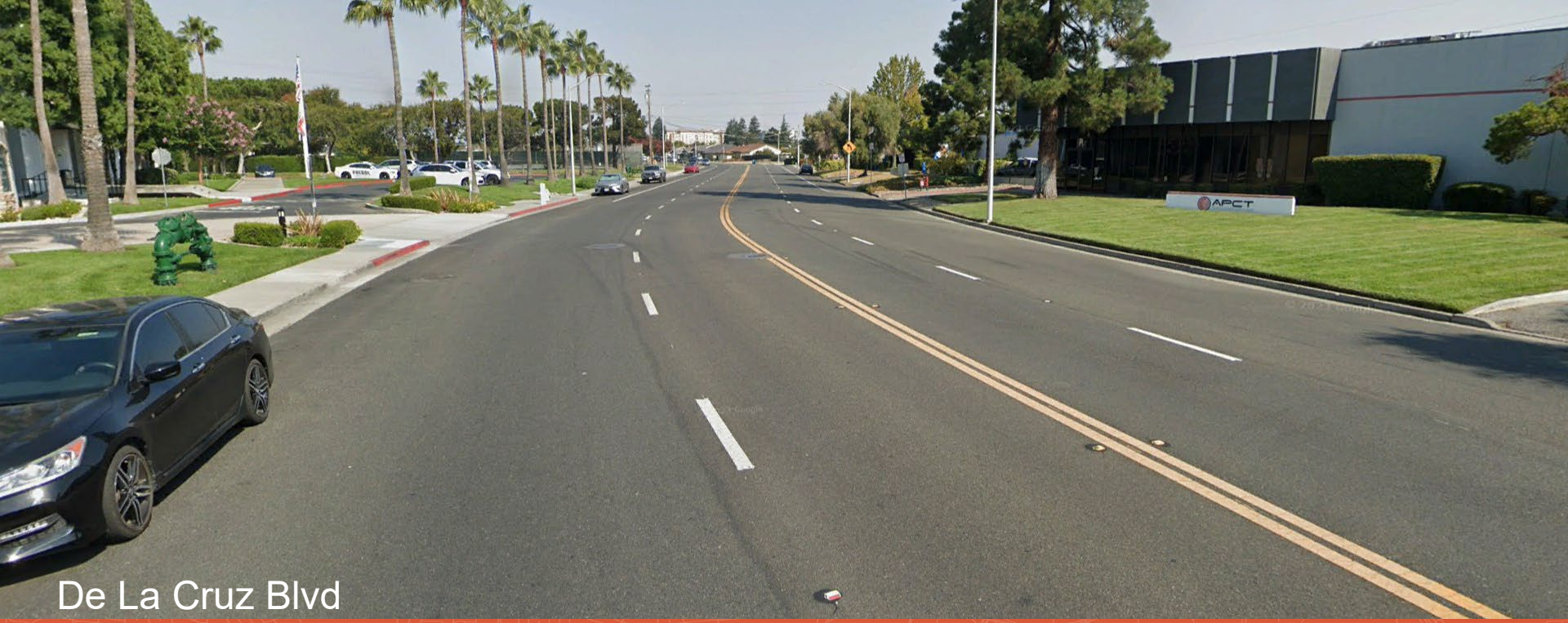

**Legend**

- No Parking Segment
- On-Street Parking Segment
- Removed Parking Segment
- Travel Lane
- Removed Travel Lane
- Center-Turn Lane
- Class II Bike Lane
- Class IIB Bike Lane

# Ways to stay involved

1. Review Draft Report from project webpage and submit comments to project email/phone
2. Check the project website for updates: Go to **www.SantaClaraCA.gov/BikePedProjects** and click on the link:
   "De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bikeway Improvements Project"
3. Send us an email: **SCBikeProject@circlepoint.com**
4. Call and Leave a voice message: **(408) 620-6556**

Scan QR Code →




De La Cruz Blvd

# Thank You!

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SantaClaraCA.gov/BikePedProjects