




City Council Meeting

Item No. 7, RTC 24-513

Action on Resolutions Accepting the Monroe Street Bikeway Planning Study, Selecting a Preferred Design Concept and, as appropriate, Taking Related Actions Regarding Parking and Curb Modifications

September 24, 2024

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City of Santa Clara
The Center of What's Possible

Agenda

- Project Update/Goals/Schedule
- Outreach Efforts
- Existing Traffic and Parking Data
- Roadway Design Concepts
- Comparison Summary
- Community/BPAC Feedback
- Recommendations

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POST MEETING MATERIAL



Overall Update

- Planning level document only (bicycle)
- Robust community outreach
- Potential roadway concepts
- Corridor Transportation Analysis



WE ARE
HERE



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Project Goals

- Install Class II buffered bicycle lanes on Monroe Street from Lawrence Expressway to San Tomas Expressway
- Create safe streets for everyone
- Provide convenient, comfortable, and connected transportation choices
- Robust community outreach and involvement

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Outreach Efforts

- Postcards, website, City Hall news, emails, Inside SC, social media
- Street project signs, Q/R code, website
- 5 community workshops
- 3 online surveys
- 6 pop-up events
- 4 BPAC meetings
- Youth, Senior Advisory, & Parks and Recreation Commissions



Survey Link

Pop-up event at Caltrain



Pop-up event at Wilcox HS



Art & Wine Festival

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Project Overview

Monroe St - Lawrence Expwy to San Tomas Expwy



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Collision Data (2017-2022)

- 130 collisions
 - 2 fatal collisions
 - 3 collisions with severe injuries
 - 9 collisions (bicyclist)
 - 7 collisions (pedestrian)
- Below the Bay Area average for urban roadways

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Existing Level of Service

Morning (AM) Peak


- 22 meets standard
- 4 substandard

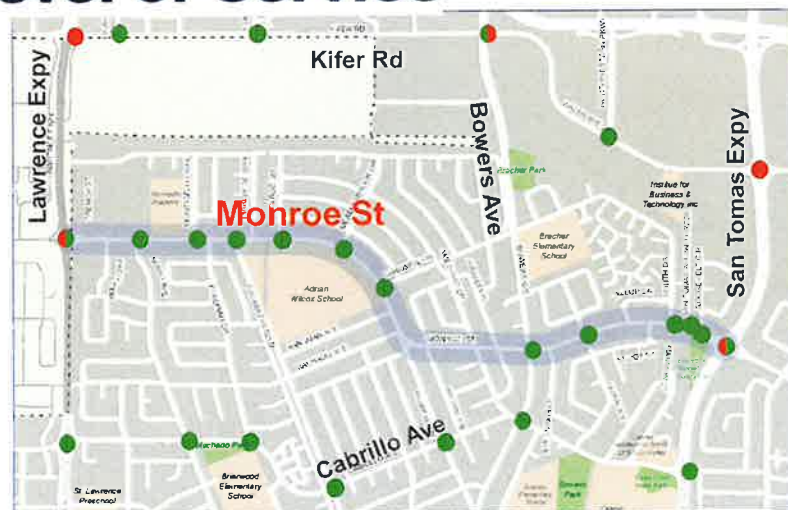
Evening (PM) Peak

- 23 meets standard
- 3 substandard

AM  PM

 Meets
Standard

 Substandard



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Corridor Parking Data

Location	Parking Availability (%)
Monroe Street - North Side	61%
Monroe Street - South Side	64%
Monroe Street - Overall	62%
Side Streets	63%

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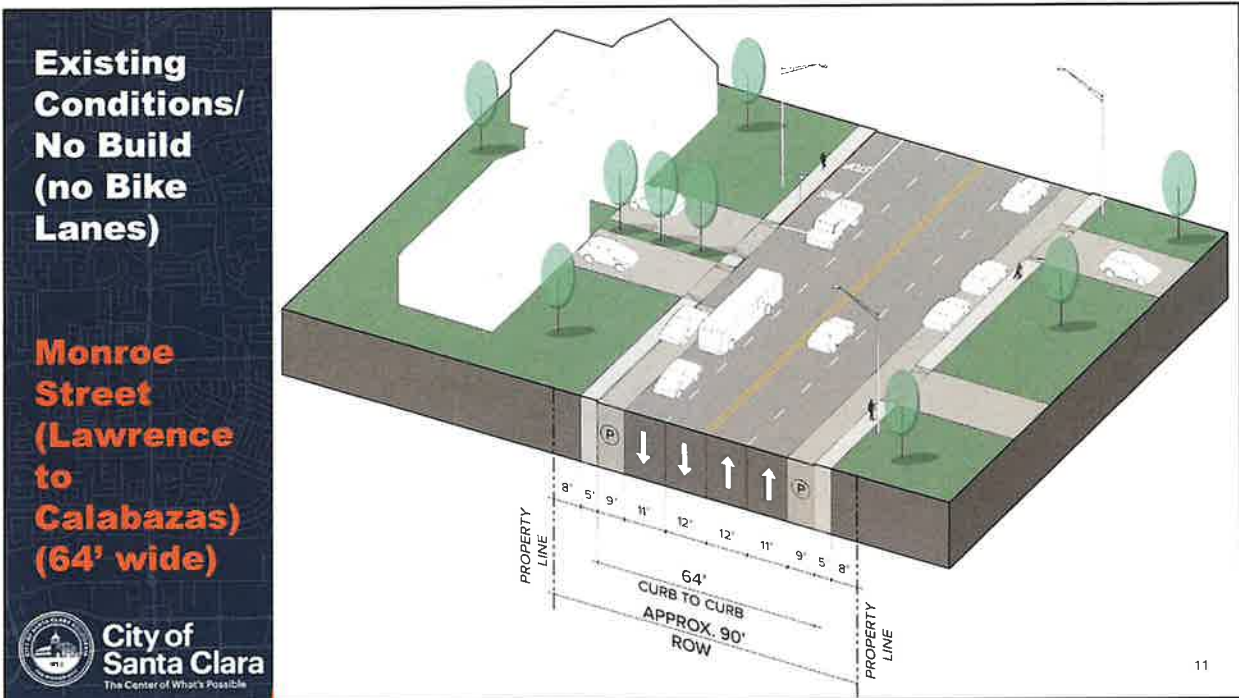


Roadway Concepts

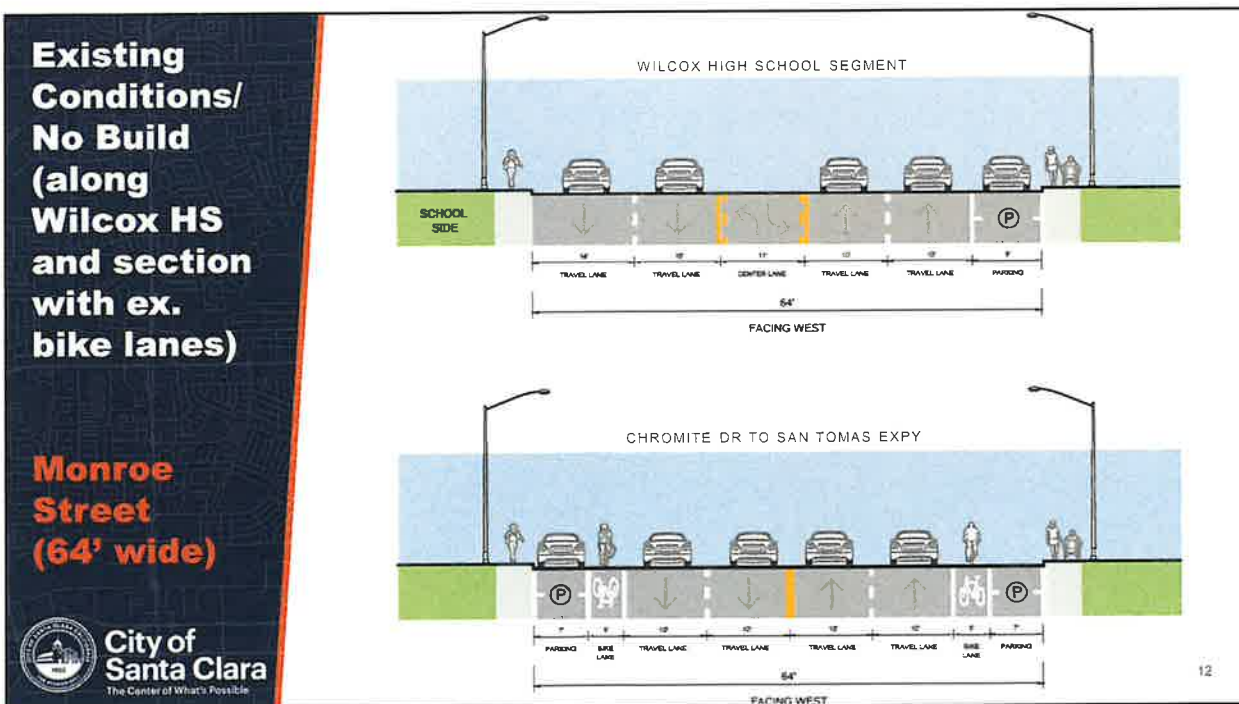
- Four Roadway Concepts
 - Existing Conditions/No Build (4 vehicle lanes w/parking)
 - **Two Lanes**, Buffered Bike Lanes, Center Turn Lane, **Parking** on Both Sides
 - **Two Lanes, Parking-Protected** Bike Lanes, Center Turn Lane
 - **Four Lanes**, Buffered Bike Lanes, Remove Parking on One Side
- Concepts analyzed against parking and traffic

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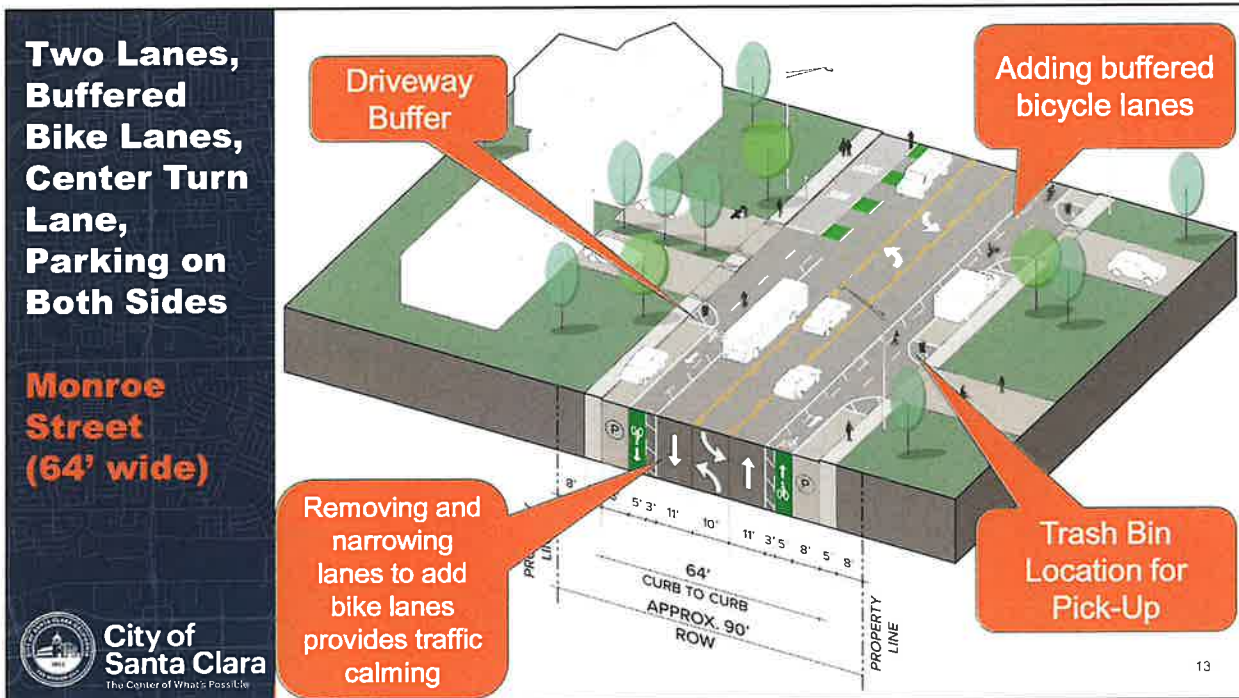
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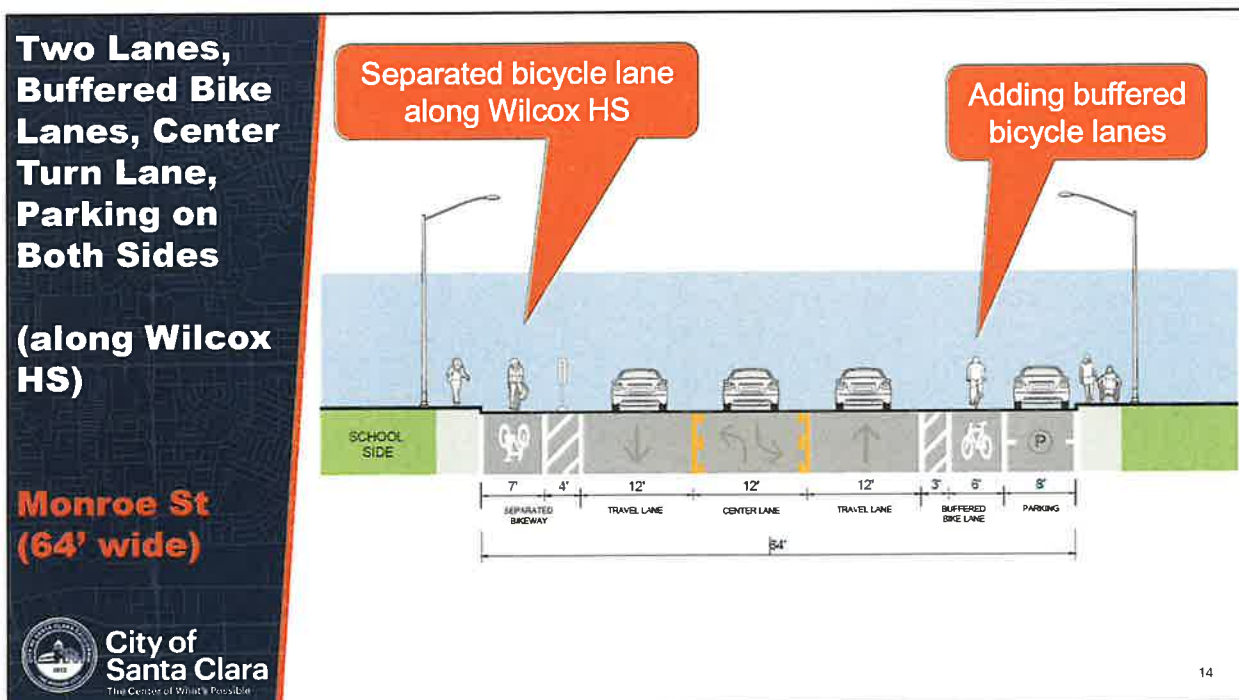
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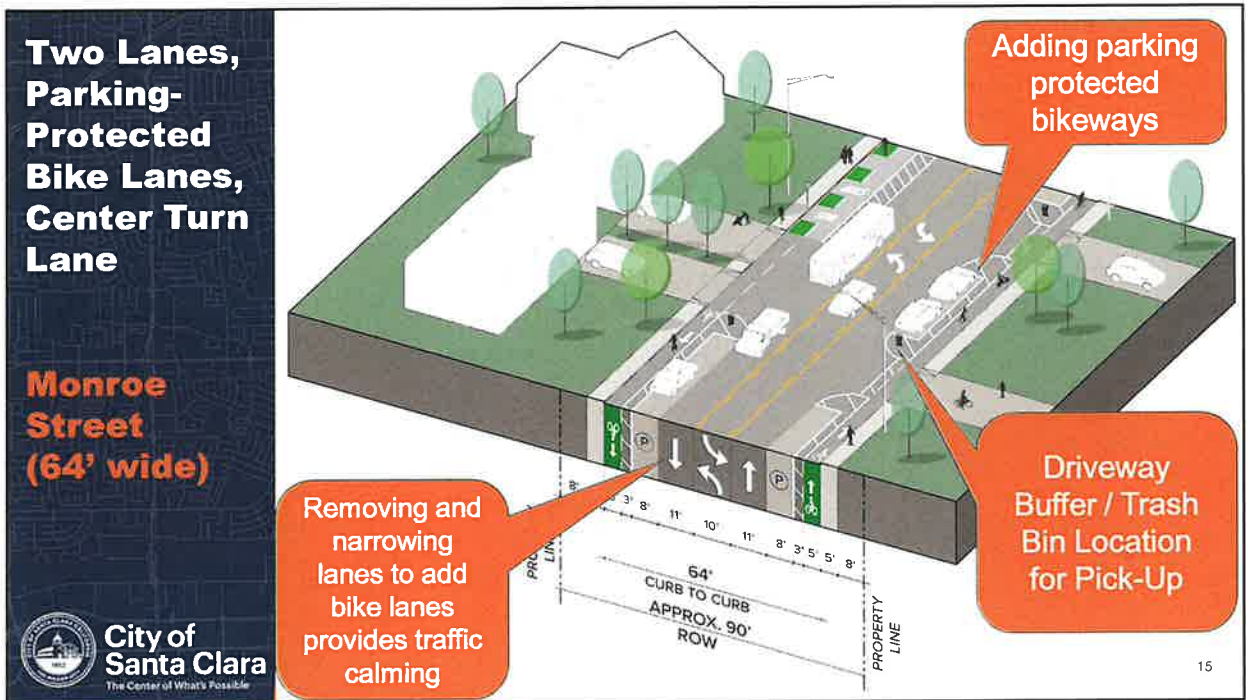
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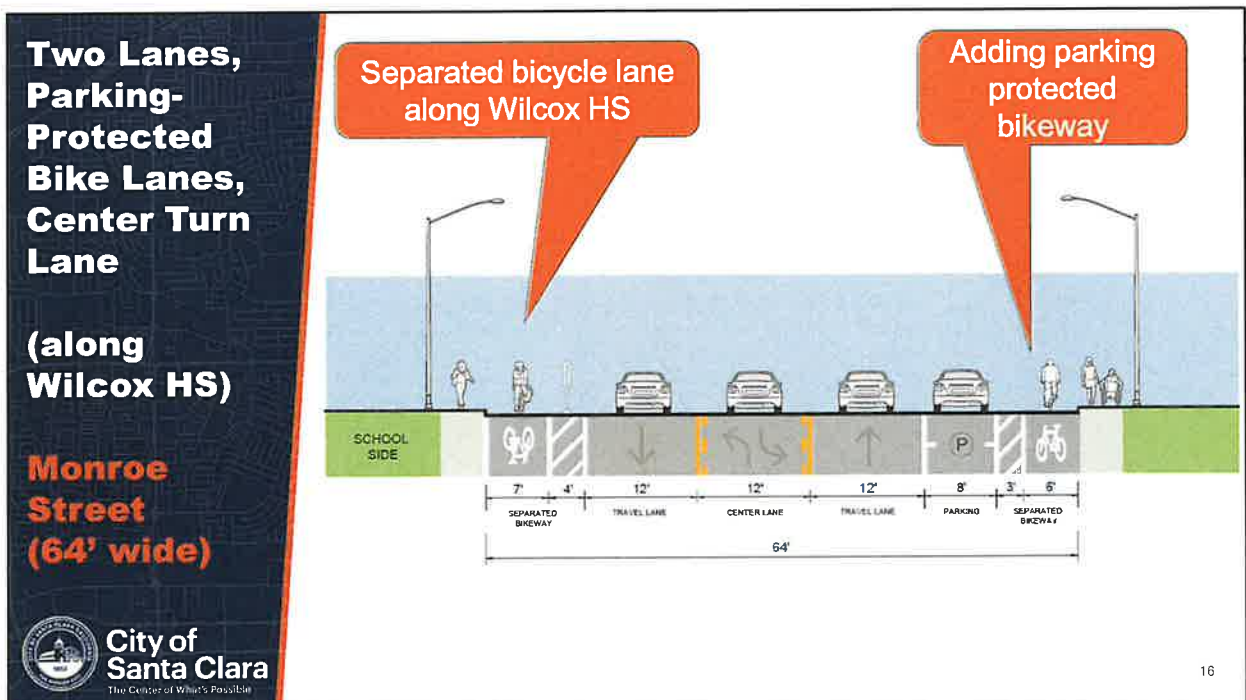
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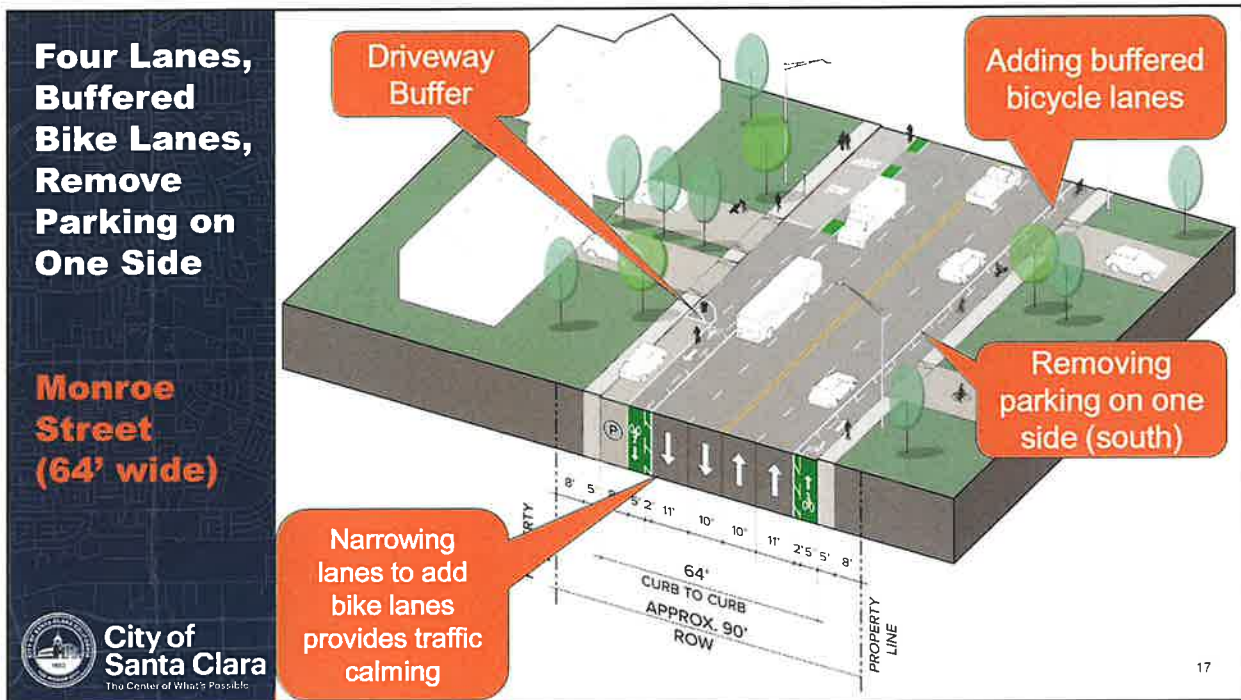
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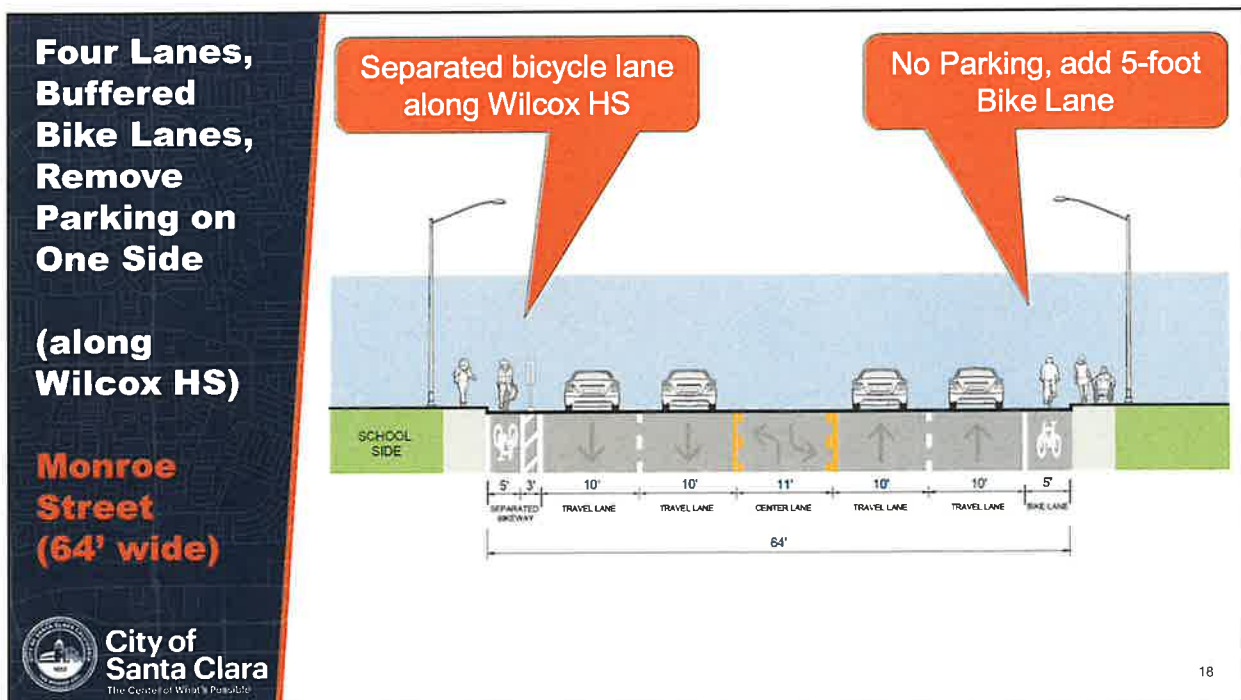
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Comparison Summary

Concept	Speed Reduction	Collision Reduction Potential	Parking Availability on Monroe St	Travel Time (min:sec)	Substandard Level of Service	Annual VMT Reduction
Existing Conditions/No Build	None	None	N: 61% S: 64%	AM: 10:25 PM: 11:19	AM: 4 PM: 3	None
2 Lanes + Buffered Bike Lanes + Parking	3-6 mph slower	Yes	N: 61% S: 64%	AM: 18:18 PM: 13:35	AM: 4 PM: 4 (+1)	11,911
2 Lanes + Parking Protected Bikeway	3-6 mph slower	Yes	N: 61% S: 64%	AM: 18:18 PM: 13:35	AM: 4 PM: 4 (+1)	11,911
4 Lanes + Remove parking on one side	1-6 mph slower	Negligible	N:51%*	AM: 10:25 PM: 11:19	AM: 4 PM: 3	11,911

*Assumes parking is removed on the south side of the street.

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Community Feedback

Concept	Public Support*
Existing Conditions/No Build Option	17%
2 Lanes + Buffered Bike Lanes + Parking	16%
2 Lanes + Parking Protected Bikeway	50%
4 Lanes + Remove parking on one side	17%

*Community Ranked Choice Voting

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BPAC Recommendation

1. Recommend the City Council adopt the Monroe Street Bikeway Planning Study
2. Recommend the City Council select **Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides** as the preferred design concept

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Recommendation

- Alternative 1: Adopt a resolution adopting the Monroe Street Bikeway Planning Study;
- Alternative 3: Approve roadway concept titled "Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides" as the preferred alternative; and
- Alternative 6: Adopt a resolution establishing no parking zones as necessary on Monroe Street between Lawrence Expressway and San Tomas Expressway to accommodate the approved bikeway facilities

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The seal of the City of Santa Clara, California, is circular. It features a central illustration of a mission-style building with a red-tiled roof and a bell tower, set against a blue sky with clouds and a green field. The year "1852" is inscribed below the building. The outer ring of the seal contains the text "CITY OF SANTA CLARA CALIFORNIA" at the top and "THE MISSION CITY" at the bottom.

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September 24, 2024

Marisa Welling

From: Johnny Le <johnny.le@berkeley.edu>
Sent: Tuesday, September 24, 2024 8:56 AM
To: Clerk
Subject: Public Comment for 09/24 Council Meeting Agenda Item 7

You don't often get email from johnny.le@berkeley.edu. [Learn why this is important](#)

I would like to voice my support primarily for Concept B over the other options on Monroe Street.

Many of my coworkers would like to cycle to work, both due to limited parking available at the office, and to reduce their daily carbon footprint. But the current bike lane situation on Monroe does not provide enough safety for all road users to encourage cycling. Only a small percentage of the general public is willing to ride on painted bike lanes that do not offer any physical separation between cars and bicycles.

Concept C is not acceptable in this regard, as it provides absolutely no safety assurance for all but the most fearless cyclists. Having two car lanes in both directions encourages higher car speeds, which will further endanger all other road users, while being unnecessary for the majority of the day. This option provides almost no benefit versus the current conditions today, as seen by the paltry difference in collisions reduced.

Concept A would be a major improvement over the current conditions on Monroe, but there is still no physical barrier to prevent cars from hitting cyclists. There is also a direct conflict between cars pulling in to park and cyclists riding in the bike lane. I have often experienced near misses by cars that attempt to cut me off on my bike in an attempt to park, as well as cars pulling out of parking spots without signaling. Both of these create a hostile environment for cyclists and would reduce the willingness of an average individual to cycle on Monroe.

Concept B removes this conflict between parked cars and cyclists, as well as providing a wide barrier between moving cars and cyclists. Concerns about visibility of bikes can be reduced by daylighting near right turn conflicts, and forcing cars into sharper angles to slow down turning speeds. This gives more time for drivers to see approaching cyclists and properly yield. Trash collection concerns can be mitigated by designating certain parking spaces as no-parking on collection days, to accommodate the trash bins. This option is the best move for ensuring safety and encouraging cycling mode share within Santa Clara

Thank you.

Marisa Welling

From: Kevin Wang <kjw@leftsock.com>
Sent: Tuesday, September 24, 2024 7:36 AM
To: Clerk
Subject: City Council meeting: Monroe Street Class II Buffered Bikeway Study

You don't often get email from kjw@leftsock.com. [Learn why this is important](#)

Today, I bike to work 5 days a week down the west portion of Monroe. We need this project to fix problems such as:

- 1- The bike lanes disappear right before the high school. We need to protect our kids from cars!
- 2- No bike lanes in the most heavily trafficked areas lead to honking cars and close passes (< 3 ft passing distances) (from Lawrence to Chromite)
- 3- Wide streets lead to excessively high vehicle speeds.
- 4- STACT crossing at Monroe is one of the worst spots for red light runners. It's much better than it used to be, but I still see lots of red light runners for people who "don't see" that it's an intersection that they need to stop for and just roll through. Also, it's not just "traffic for the left turn onto San Tomas Expwy" that backs up into the crossing, but traffic going straight as well. Both lanes are regularly blocked with cars having nowhere to go.

I've biked this route on and off (different jobs) for over 10 years, and the increasing traffic has only made it less livable. Please approve this project to make it safer for others to get out of their cars and bike and walk to school, work, and shop at the Nob Hill market on the corner of Monroe and Lawrence Expwy.

I am a Santa Clara Homeowner on Bowers Ave

- Kevin Wang

Marisa Welling

From: matthew garrett <matthew2_71828@yahoo.com>
Sent: Tuesday, September 24, 2024 9:44 AM
To: Clerk
Subject: Monroe St bike infrastructure agenda item, 09/24 council meeting

You don't often get email from matthew2_71828@yahoo.com. [Learn why this is important](#)

It is my understanding that improved bicycle infrastructure on Monroe St is up for review at tonight's council meeting.

I strongly support this.

I have traveled Monroe for years on bicycle as the best connector between my apartment in downtown Sunnyvale and much of Santa Clara, including using it to connect to the excellent bike lanes on Calabazas to get to Central Park Library, to ride to the San Tomas Greenway, to get to locations near Santa Clara University and the Rose Garden, and even all the way to Santana Row. Despite being the best bike route for that area - I've tried many different ones - there is still room for improvement. There are several sections that have no bike lanes at all, which, coupled with fast moving traffic, has resulted in several scary encounters, and is discouraging for anyone but the most confident cyclist to try.

I encourage council to adopt the proposed reduction of lanes, reduction of speed limits, the addition of protected bike lanes, and any removal of street parking that would be necessary to accomplish this. This would make Monroe safer for all road users, and make the existing bike and pedestrian infrastructure in surrounding roads more accessible to a broader range of people, and, simply, make getting to places in Santa Clara easier and more enjoyable.

Matthew Garrett