



**City Council Meeting**

**Item No. 5, RTC 24-514**

**Action on Resolutions Accepting the Walsh/Martin Avenue Bikeway Planning Study, Selecting a Preferred Design Concept and, as Appropriate, Taking Related Actions Regarding Parking Curb Modifications**

**October 22, 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



# Project Goals

- Install Class IV protected and buffered bikeways on Walsh Avenue and Martin Avenue
- Create safe streets for everyone
- Provide convenient, comfortable, and connected transportation choices
- Robust community outreach and involvement



# 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
- 5 pop-up events
- 4 BPAC meetings
- Youth, Senior Advisory, & Parks and Recreation Commissions



Postcards



Pop-up event at Caltrain



Art & Wine Festival



Holiday Tree Lighting <sup>5</sup>



# Project Overview

- **Walsh Avenue** (Bowers Ave to Lafayette St)
- **Martin Avenue** (Lafayette St to De La Cruz Blvd)



\*Adequate road space in the 80-foot section to include protected bike lanes



# Collision Data (2017-2022)

- Walsh Avenue: 52 collisions
  - 1 collision (bicyclist)
  - 1 collision (pedestrian)
- Martin Avenue: 23 collisions
  - No collisions with a bicyclist or pedestrian
- No fatalities or severe injuries on either street
- Below the Bay Area average for urban roadways



# Existing Level of Service

## Morning (AM) Peak

- 21 meet standard
- 2 substandard

## Evening (PM) Peak

- 20 meet standard
- 3 substandard

AM PM

Meets Standard

Substandard







## Corridor Parking Data

Location	Parking Availability (%)
Walsh Avenue – North Side	53%
Walsh Avenue – South Side	75%
<b>Walsh Avenue – Overall</b>	<b>63%</b>
Martin Avenue – North Side	84%
Martin Avenue – South Side	67%
<b>Martin Avenue – Overall</b>	<b>76%</b>
Side Streets	81%

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## Roadway Concepts

### Walsh Ave (80' Wide Section)

#### Two Roadway Concepts

- Existing Conditions/No Build (4 Lanes)
- **Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking**

*No issues as there is adequate roadway space to include a Protected/Buffered bikeway.*

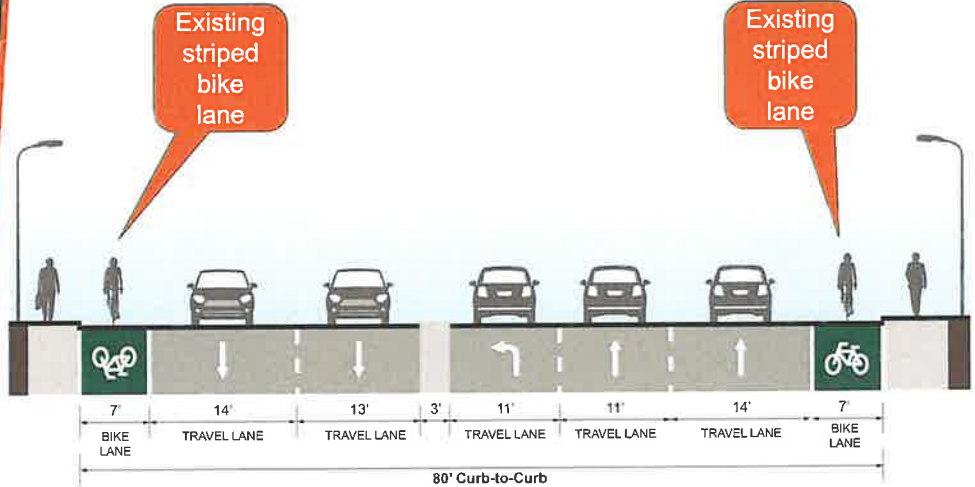


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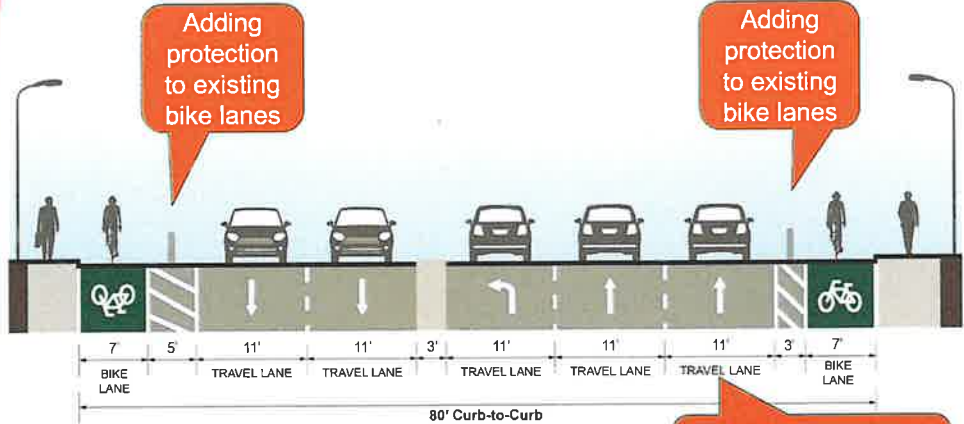
**Existing Conditions/  
No Build**

**Walsh Avenue  
(80' wide)**



**Four Lanes,  
Protected/  
Buffered  
Bikeway,  
Center Turn  
Lane,  
Maintain No  
Parking**

**Walsh Avenue  
(80' wide)**



Narrowing lanes to calm traffic





# Roadway Concepts

## Walsh Ave (64' Wide, East of Bowers to Lafayette)

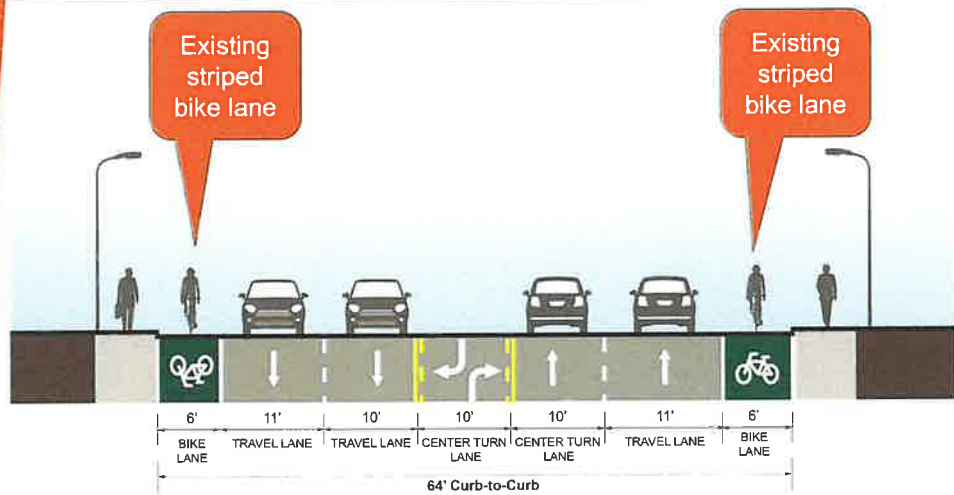
- Four Roadway Concepts
  - Existing Conditions/No Build (4 vehicle lanes)
  - **Four Lanes, Protected/Buffered Bike Lanes, Remove Parking**
  - **Four Lanes, Protected and Parking Protected Bike Lanes, Remove Parking on One Side**
  - **Two Lanes, Parking Protected Bike Lanes, Center Turn Lane**
- Concepts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



### Existing Conditions/ No Build

Four Lanes,  
Center Turn  
Lane, Bike  
Lanes, No  
Parking

### Walsh Avenue (64' wide)

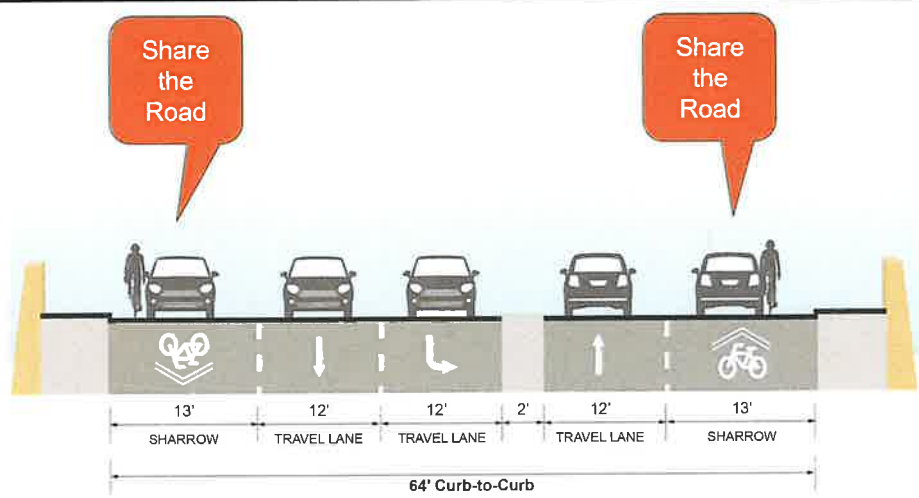




**Existing Conditions/  
No Build**

**Four lanes,  
Left/Center  
Turn Lane,  
No Parking,  
Sharrow**

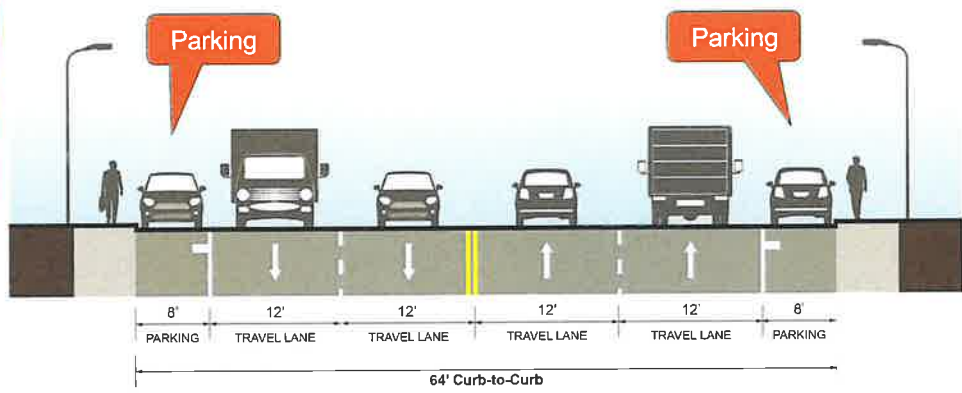
**Walsh  
Avenue  
(64' wide)**



**Existing Conditions/  
No Build**

**Four Lanes,  
Parking,  
No Bike  
Lanes**

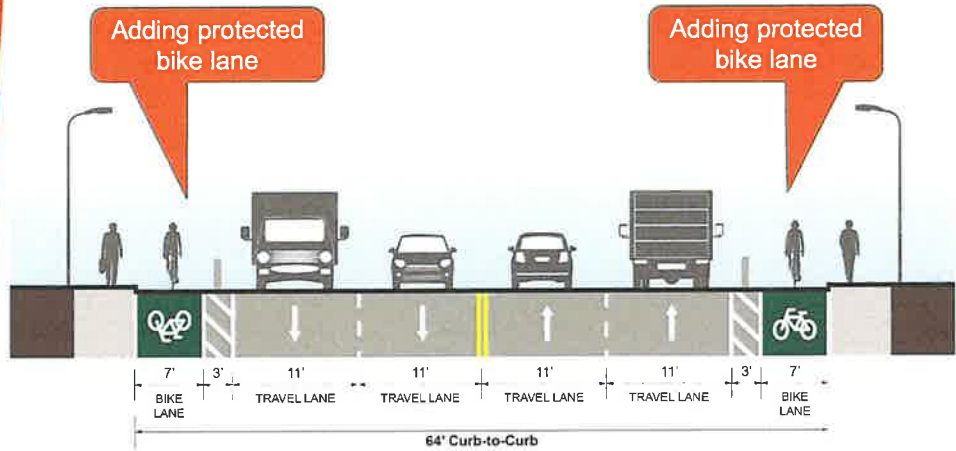
**Walsh  
Avenue  
(64' wide)**





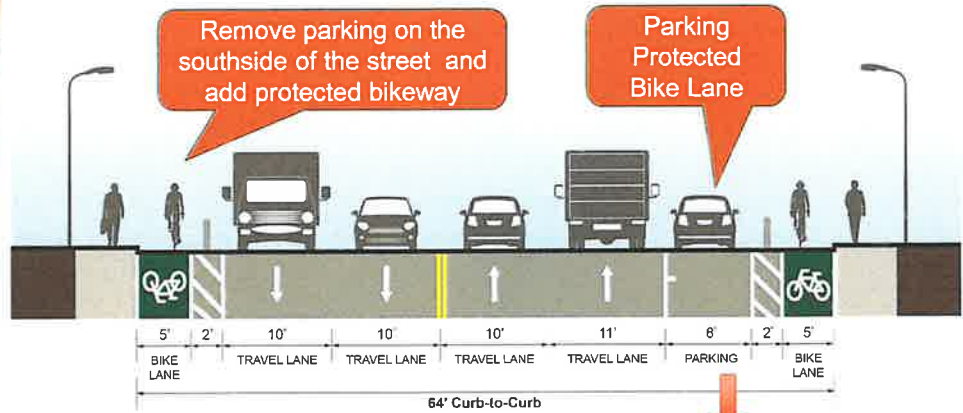
**Four Lanes, Protected/Buffered Bike Lanes, Remove Parking**

**Walsh Avenue (64' wide)**

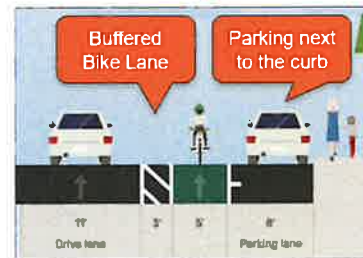


**Four Lanes, Protected and Parking Protected Bike Lanes, Remove Parking on One Side**

**Walsh Avenue (64' wide)**

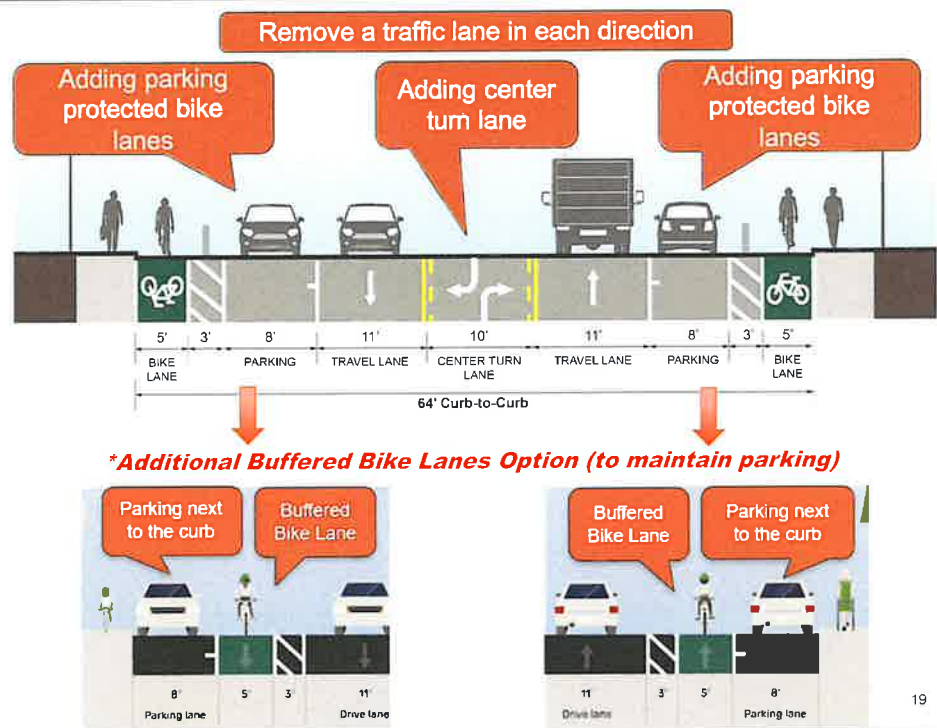


**\*Additional Buffered Bike Lanes Option (to maintain parking)**



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

Walsh Avenue (64' wide)



## Comparison Summary – Walsh Avenue (64' Wide)

Concepts (64' Wide)	Walsh Avenue Corridor					Entire Study Area
	Speed Reduction	Collision Reduction Potential	Parking Availability	Travel Time (min:sec)	Annual VMT Reduction	Substandard Level of Service
Existing Conditions / No Build	None	None	N:53% S:75%	AM: 5:51 PM: 5:23	None	AM: 2 PM: 3
4 Lanes, Protected/Buffered Bike Way, Remove Parking	1 - 6 mph slower	Negligible	No parking on both sides	AM: 5:51 PM: 5:23	1,822	AM: 2 PM: 3
4 Lanes, Protected/Buffered and Parking Protected Bike Ways, Remove Parking on One Side	1 - 6 mph slower	Negligible	N: 33%	AM: 5:51 PM: 5:23	1,822	AM: 2 PM: 3
Two Lanes, Parking Protected Bike Lanes, Center Turn Lane	3 - 6 mph slower	Yes	N:53% S:75%	AM: 7:53 PM: 6:19	1,822	AM:4 (+2) PM:2 (-1)

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



## Community Feedback – Walsh Ave

Roadway Width	Concept	Public Support*
80-foot-wide	Existing Conditions/No Build	26%
80-foot-wide	Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking	74%
64-foot-wide	Existing Conditions/No Build	16%
64-foot-wide	Four Lanes, Protected/Buffered Bikeway, Remove Parking	30%
64-foot-wide	Four Lanes, Protected/Buffered and Parking Protected Bikeways, Remove Parking on One Side	16%
64-foot-wide	Two Lanes, Parking Protected Bike Lanes, Center Turn Lane	39%

\*Community First Choice Voting

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## Roadway Concepts

### Martin Ave (64' Wide, Lafayette to De La Cruz)

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



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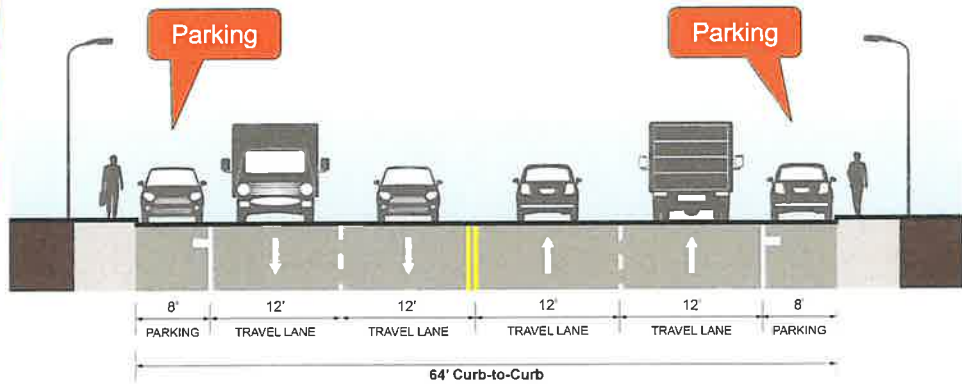
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**Existing Conditions/  
No Build**

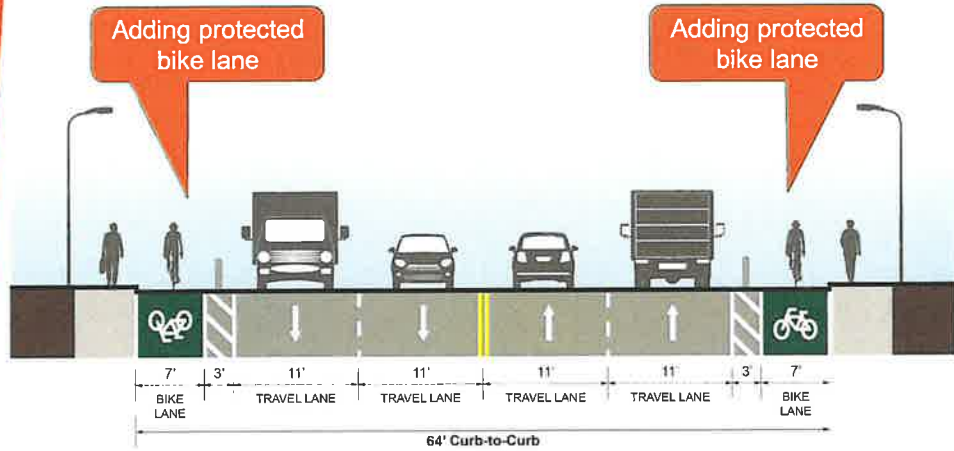
**Four lanes,  
Parking,  
No Bike  
Lanes**

**Martin  
Avenue  
(64' wide)**



**Four Lanes,  
Protected  
Bike Lanes,  
Remove  
Parking**

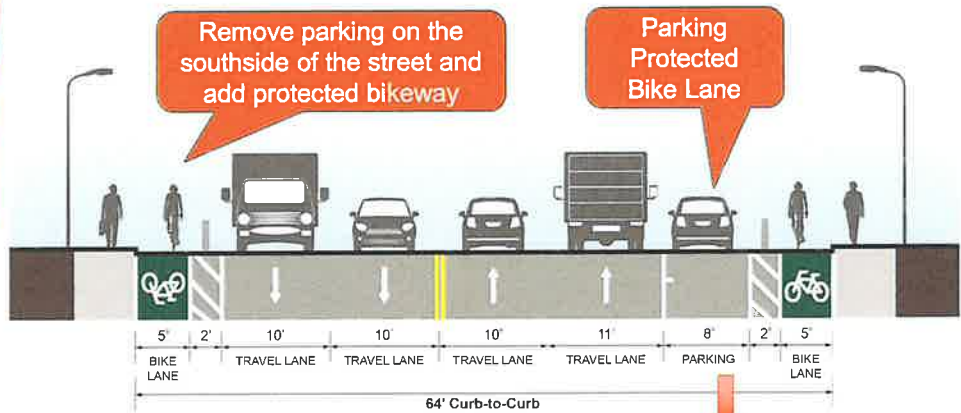
**Martin  
Avenue  
(64' wide)**



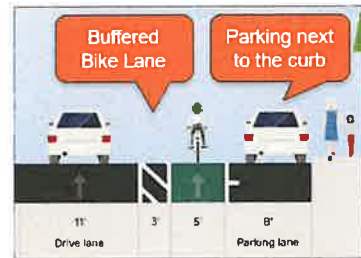


# Four Lanes, Protected and Parking Protected Bike Lanes, Remove Parking on One Side

Martin Avenue (64' wide)

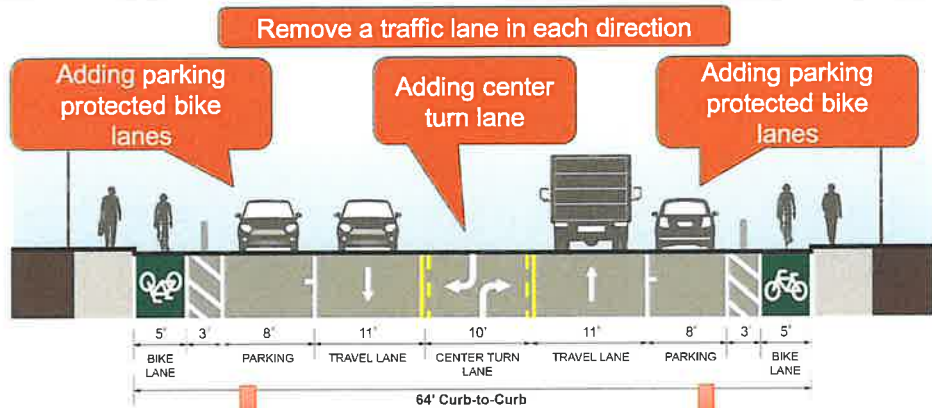


*\*Additional Buffered Bike Lanes Option (to maintain parking)*

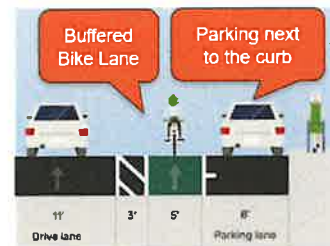
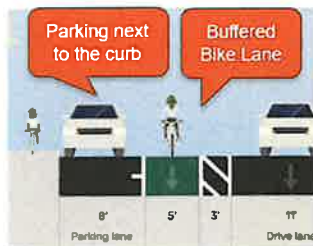


# Two Lanes, Parking Protected Bike Lanes, Center Turn Lane

Martin Avenue (64' wide)



*\*Additional Buffered Bike Lanes Option (to maintain parking)*





## Comparison Summary – Martin Avenue (64' Wide)

Concepts (64' Wide)	Martin Avenue Corridor					Entire Study Area
	Speed Reduction	Collision Reduction Potential	Parking Availability	Travel Time	Annual VMT Reduction	Substandard Level of Service
Existing Conditions / No Build Option	None	None	N: 84% S: 67%	AM: 2:35 PM: 2:33	None	AM: 2 PM: 3
4 Lanes, Protected/Buffered Bike Way, Remove Parking	1 - 6 mph slower	Negligible	No parking on both sides	AM: 2:35 PM: 2:33	447	AM: 2 PM: 3
4 Lanes, Protected/Buffered and Parking Protected Bike Ways, Remove Parking on One Side	1 - 6 mph slower	Negligible	N: 55%	AM: 2:35 PM: 2:33	447	AM: 2 PM: 3
Two Lanes, Parking Protected Bike Lanes, Center Turn Lane	3 - 6 mph slower	Yes	N: 84% S: 67%	AM: 2:49 PM: 2:43	447	AM: 4 (+2) PM: 2 (-1)

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

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## Community Feedback – Martin Ave

Roadway Width	Concept	Public Support*
64-foot-wide	Existing Conditions/No Build Option	16%
64-foot-wide	Four Lanes, Protected/Buffered Bikeway, Remove Parking	30%
64-foot-wide	Four Lanes, Protected/Buffered and Parking Protected Bikeways, Remove Parking on One Side	7%
64-foot-wide	Two Lanes, Parking Protected Bike Lanes, Center Turn Lane	47%

\*Community Ranked Choice Voting

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## BPAC Recommendation

- Recommend the City Council accept the Walsh/Martin Avenue Bikeway Planning Study
- Recommend the City Council select **Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking** as the preferred concept for Walsh Avenue 80-foot-wide section
- Recommend the City Council select **Four Lanes, Protected/Buffered Bikeway, Remove Parking** as the preferred concept for both Walsh Avenue *and* Martin Avenue 64-foot-wide sections

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## Recommendation

1. Adopt a resolution accepting the Walsh/Martin Avenue Bikeway Planning Study;
- 2b. Approve the roadway concept Four Lanes, Protected/Buffered Bikeway, Center Turn Lane, Maintain No Parking for the 80-foot-wide section of Walsh Avenue;

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## Recommendation

- 3b. Approve the roadway concept Four Lanes, Protected/Buffered Bikeway, Remove Parking for the 64-foot-wide section of Walsh Avenue;  
adopt a resolution amending parking regulations to remove on-street parking on both sides of Walsh Avenue between San Tomas Expressway and Lafayette Street
- 4b. Approve the roadway concept Four Lanes, Protected/Buffered Bikeway, Remove Parking for Martin Avenue;  
adopt a resolution amending parking regulations to remove on-street parking on both sides of Martin Avenue between Lafayette Street and De La Cruz Boulevard; and

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## Recommendation

5. Adopt a resolution to establish no parking zones as necessary on Walsh Avenue between Bowers Avenue and Lafayette Street and Martin Avenue between Lafayette Street and De La Cruz Boulevard.

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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 roof and a bell tower, set against a blue sky with clouds and a green lawn. The year "1852" is written in white on a green banner at the bottom of the illustration. The outer ring of the seal contains the text "CITY OF SANTA CLARA CALIFORNIA" at the top and "THE MISSION CITY" at the bottom, separated by a dotted line.

**City Council Meeting**

**Item No. 5, RTC 24-514**

**Action on Resolutions Accepting the Walsh/Martin Avenue Bikeway Planning Study, Selecting a Preferred Design Concept and, as Appropriate, Taking Related Actions Regarding Parking Curb Modifications**

**October 22, 2024**

**Marisa Welling**

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**From:** Lisa Bernard Jicha <lasslisa137@gmail.com>  
**Sent:** Tuesday, October 22, 2024 5:11 AM  
**To:** Clerk  
**Subject:** Please accept the plans to improve bike safety along De La Cruz and Walsh

You don't often get email from lasslisa137@gmail.com. [Learn why this is important](#)

Dear Santa Clara city council,

I have been looking for months now for a safe and comfortable path to bicycle from my home in Sunnyvale to my work in San Jose, as a former bike commuter who would like very much to do so again. I have been stymied by wanting to find a route around De La Cruz. Both areas you are considering today, Walsh/Martin and the De La Cruz improvements, are on my planned route and having a safe protected lane there would make it so much easier and more appealing to ride that way. Please adopt the recommended improvements to help protect and encourage bicycling!

Much thanks,  
Lisa Jicha