



City of Santa Clara

Meeting Agenda

Senior Advisory Commission

Monday, September 25, 2023

10:00 AM

Hybrid Meeting
City Manager's Conf. Room
City Hall - East Wing
1500 Warburton Avenue
Santa Clara, CA 95050

The City of Santa Clara is conducting the Senior Advisory Commission meeting in a hybrid manner (in-person and a method for the public to participate remotely).

Via Zoom:

<https://santaclaraca.zoom.us/j/97590069803>

Meeting ID: 975 9006 9803

Or join by phone: 669-900-6833

CALL TO ORDER AND ROLL CALL

CONSENT CALENDAR

1.A. 23-1108 [Senior Advisory Commission Minutes of August 28, 2023](#)

Recommendation: Approve the Senior Advisory Commission Minutes of August 28, 2023

1.B. 23-1104 [Senior Advisory Commission Calendar of Meetings for 2024](#)

Recommendation: Recommend that Council Approve the Senior Advisory Commission Calendar of Meetings for 2024.

PUBLIC PRESENTATIONS

[This item is reserved for persons to address the body on any matter not on the agenda that is within the subject matter jurisdiction of the body. The law does not permit action on, or extended discussion of, any item not on the agenda except under special circumstances. The governing body, or staff, may briefly respond to statements made or questions posed, and appropriate body may request staff to report back at a subsequent meeting.]

GENERAL BUSINESS

2. 23-1099 [Receive a Presentation and Provide Feedback on Benton, Monroe, and Walsh-Martin Bikeway Planning Projects](#)

Recommendation: Receive a presentation and provide feedback on Benton, Monroe, and Walsh-Martin Bikeway Planning Projects.

3. 23-1100 [Senior Advisory Commission Work Plan & Goals for FY2023/24](#)

STAFF REPORT

COMMISSIONERS REPORT

ADJOURNMENT

The next scheduled meeting is on Monday, October 23, 2023, at 10:00 AM.

MEETING DISCLOSURES

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

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City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
@SantaClaraCity

Agenda Report

23-1108

Agenda Date: 9/25/2023

REPORT TO SENIOR ADVISORY COMMISSION

SUBJECT

Senior Advisory Commission Minutes of August 28, 2023

RECOMMENDATION

Approve the Senior Advisory Commission Minutes of August 28, 2023

Prepared by: Jennifer Herb, Recreation Supervisor

Reviewed by: Kimberly Castro, Recreation Manager

Approved by: Dale Seale, (Acting) Director of Parks & Recreation

ATTACHMENTS

1. Draft Senior Advisory Commission Meeting Minutes August 28, 2023



City of Santa Clara

Meeting Minutes

Senior Advisory Commission

08/28/2023

10:00 AM

Hybrid Meeting
City Manager's Conf. Room
City Hall - East Wing
1500 Warburton Avenue
Santa Clara, CA 95050

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CALL TO ORDER AND ROLL CALL

The regular meeting was called to order by **Chair Hubbard** at 10:07

a.m. **Commissioner Vaz** arrived at 10:08 a.m

Commissioner Sterling arrived at 10:15 a.m.

Present 6 - Vice Chair Edmund Drozek, Commissioner Tom Freitas, Chair Judy Hubbard, Commissioner Veena Sterling, Commissioner Rick Andrews, and Commissioner Maria Vaz

A motion was made by Commissioner Freitas, seconded by Commissioner Vaz to excuse Commissioner Sterling.

Aye: 5 - Vice Chair Drozek, Commissioner Freitas, Chair Hubbard, Commissioner Andrews, and Commissioner Vaz

Absent: 1 - Commissioner Sterling

CONSENT CALENDAR

- 1.A. [23-1004](#) Senior Advisory Commission Minutes of July 24, 2023

Recommendation: Approve the Senior Advisory Commission Minutes of July 24, 2023

**Commissioner Andrews made a motion, seconded by
Commissioner Drozek to approve the minutes from July 24, 2023.**

Aye: 5 - Vice Chair Drozek, Chair Hubbard, Commissioner Sterling,
Commissioner Andrews, and Commissioner Vaz

Abstained: 1 - Commissioner Freitas

PUBLIC PRESENTATIONS

Santa Clara Women's League member Wanda Buck invited the women to attend the Santa Clara Women's League meeting on September 12 at 1:00 p.m., at the Santa Clara Senior Center.

GENERAL BUSINESS

2. [23-1007](#) Informational Presentation and Discussion on the Age-Friendly Cities and Communities Initiative

Recommendation: Hear the presentation and consider the Age-Friendly Domains for a Livable City in the development of the FY 2023/24 Senior Advisory Commission work plan.

Parks & Recreation Staff provided an overview to the Commission that explained the concepts of an Age-Friendly City is and what the City has done to activate the Age-Friendly goals which began in 2015.

3. [23-1006](#) Senior Advisory Commission FY2023/24 Work Plan & Goals Discussion

Chair Hubbard facilitated a discussion with the Commission to review the list of brainstormed goals and worked with the Commission to narrow down their ideas. The Commission may amend or adopt the Work Plan & Goals at the September 25 meeting.

Advocate for Affordable and Convenient Housing

1. Educate the Senior Advisory Commission on current low-income projects in Santa Clara
 - a. Provide education presentations at Senior Advisory Commission meetings.

Encourage and Promote the use of Outdoor Spaces and Buildings

1. Work with the Parks & Recreation Department to promote pickle ball in Santa Clara
 - a. Meet monthly with City Staff for updates.

Advocate for Affordable, Convenient, and Safe Transportation and Streets

1. Educate the older adult community on transportation resources in Santa Clara
 - a. Schedule presentations at the Senior Center.
2. Send a representative to attend the Bicycle & Pedestrian Advisory Committee meeting

Develop Opportunities to Promote Health, Wellness & Nutrition

1. Senior Needs Assessment
 - a. Review current Senior Needs Assessment and provide input on survey content and outreach plan.

Provide Access to Community Resources and Information

1. Send a representative to attend the City's ADA Committee meetings
2. Promote educational presentations and awareness to the older adult community
 - a. Fraud/Scam
 - b. Personal trust development
 - c. Promote tricycle use
 - d. Artificial Intelligence
 - e. Alzheimer's Awareness
 - f. Stop the Bleed
3. Health & Wellness Fair - May 2024
 - a. Participate as an exhibitor booth, providing information about the Senior Advisory Commission.
 - b. Send a representative to attend the planning committee.

Commissioner Andrews left at 12:01 p.m.

Commissioner Sterling left at 12:11 a.m.

STAFF REPORT

Recreation Supervisor Herb reported on the following items:

- The Senior Center Ice Cream Social will be on Wednesday, August 30 from 11 a.m. - 1 p.m.

Recreation Manager Castro reported on the following items:

- The joint meeting with City Council will be held on September 12 at 5 p.m.
- The Art & Wine Festival will be held on September 16 and 17 at Central Park.
- Construction at Westwood Oaks will begin in late September.
- The State of the City will be held on Wednesday, September 27 at 6 p.m.
- There are two community surveys available for public comment; The Community Arts Center and Riverside Park.
- There will be a special meeting with the Youth Commission and the Senior Advisory Commission to hear about the Community Arts Center. The meeting will be held on October 10 at 7 p.m.

COMMISSIONERS REPORT

Commissioner Freitas and Drozek shared that they participated in the LifeMoves charity event bike ride on Sunday, August 27 to reduce homelessness. They rode 33 miles to support the movement.

Commissioner Freitas shared that the transitional housing development on Benton and Lawrence will now be for families.

Commissioner Hubbard shared her concern for ADA accessibility seating during football games at Levi's Stadium.

ADJOURNMENT

A motion was made by Commissioner Freitas, seconded by Commissioner Drozek that the meeting be adjourned at 12:18 p.m.

Aye: 4 - Vice Chair Drozek, Commissioner Freitas, Chair Hubbard, and Commissioner Vaz

Absent: 2 - Commissioner Sterling, and Commissioner Andrews

MEETING DISCLOSURES

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Agenda Report

23-1104

Agenda Date: 9/25/2023

REPORT TO SENIOR ADVISORY COMMISSION

SUBJECT

Senior Advisory Commission Calendar of Meetings for 2024

BACKGROUND

In 1987, the City Council adopted Resolution No. 5195 regarding the dates and times of commission meetings. The Senior Advisory Commission meets on the fourth Monday of each month at 10:00 a.m. On November 15, 2022, the City Council adopted Resolution No. 22-9159 to establish the Senior Advisory Commission meeting schedule as 11 meetings per year to be held on the fourth Monday of the month at 10:00 a.m. from January through November.

DISCUSSION

At the September 25, 2023 Senior Advisory Commission meeting, the Commission will review the draft resolution (Attachment 1) and Senior Advisory Commission meeting schedule for 2024 (Attachment 2), which includes eleven (11) meetings to be held at 10:00 a.m. on the fourth Monday of each month from January through November.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational or administrative activity that will not result in direct or indirect changes in the environment.

FISCAL IMPACT

There is no fiscal impact other than administrative time and expense to set the meetings.

COORDINATION

This report has been coordinated with the City Attorney’s Office.

PUBLIC CONTACT

Public contact was made by posting the Senior Advisory Commission’s agenda on the City’s official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City’s website and in the City Clerk’s Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk’s Office at (408) 615-2220, e-mail clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>> or at the public information desk at any City of Santa Clara public library.

RECOMMENDATION

Recommend that Council Approve the Senior Advisory Commission Calendar of Meetings for 2024.

Prepared by: Jennifer Herb, Recreation Supervisor
Reviewed by: Kimberly Castro, Recreation Manager
Approved by: Dale Seale, Acting Director of Parks & Recreation

ATTACHMENTS

1. Draft Resolution Senior Advisory Commission Meeting Dates for 2024
2. Proposed Senior Advisory Commission Meeting Calendar 2024

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA
APPROVING THE SENIOR ADVISORY COMMISSION
CALENDAR OF MEETINGS FOR 2024, SETTING THE NUMBER
AND START TIME OF REGULAR SENIOR ADVISORY
COMMISSION MEETINGS, AND DELEGATING TO THE SENIOR
ADVISORY COMMISSION THE AUTHORITY TO ADOPT
FUTURE ANNUAL MEETING CALENDARS**

BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, Section 2.120.030 of the Santa Clara City Code (“SCCC”) requires City boards and commissions to hold regular meetings at the times and on the days indicated by resolution of the Council;

WHEREAS, the City Council in 1987 adopted Resolution 5195 to set the original dates and times of the Senior Advisory Commission, and on November 15, 2022 the Council adopted Resolution No. 22-9159 setting the fourth Monday of the month at 10:00 a.m. as the regular meeting date and time; and

WHEREAS, on September 25, 2023, the Senior Advisory Commission recommended to the City Council its meeting schedule for 2024, which proposes eleven (11) meetings per year (January-November) and a start time of 10:00 a.m..

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. The City Council hereby approves the Senior Advisory Commission Schedule of Meetings, 2024 attached hereto.
3. Subject to the foregoing, the City Council hereby delegates to the Senior Advisory Commission the authority set forth in SCCC Section 2.120.030 to establish the days and time of

regular meetings. In accordance with these parameters, the Senior Advisory Commission shall adopt a Calendar of Meetings annually.

4. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE ___ DAY OF _____, 2023, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:
NOES:	COUNCILORS:
ABSENT:	COUNCILORS:
ABSTAINED:	COUNCILORS:

ATTEST: _____

NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. Proposed Senior Advisory Commission Meeting Schedule for 2024
S:\Attorney\RESOLUTIONS\Form Resolution-City.doc



**City of
Santa Clara**
The Center of What's Possible

SENIOR ADVISORY COMMISSION

City Hall East Wing
City Manager's Conference Room
1500 Warburton Avenue
Santa Clara, CA 95050

**Schedule of Meetings
2024**

Regular meetings are typically held on the fourth Monday of the month, beginning at 10:00 a.m., in accordance with the following schedule. Location Subject to Change

Meeting Dates

January 22, 2024

February 26, 2024

March 25, 2024

April 22, 2024

May 27, 2024

June 24, 2024

July 22, 2024

August 26, 2024

September 23, 2024

October 28, 2024

November 25, 2024



Agenda Report

23-1099

Agenda Date: 9/25/2023

REPORT TO SENIOR ADVISORY COMMISSION

SUBJECT

Receive a Presentation and Provide Feedback on Benton, Monroe, and Walsh-Martin Bikeway Planning Projects

COUNCIL PILLAR

Deliver and Enhance High Quality Efficient Services and Infrastructure

BACKGROUND

In 2018, the City of Santa Clara approved the 2018 Bicycle Master Plan Update document, which identified the priority projects of installing new or improved existing bikeways and trails across Santa Clara. The City is now working on three bikeway planning studies (“Projects”) from the Bicycle Master Plan on the following corridors:

- 1) Benton Street from Dunford Way to Lincoln Street;
- 2) Monroe Street from Lawrence Expressway to San Tomas Expressway; and
- 3) Walsh Avenue from Bowers Avenue to Lafayette Street and Martin Avenue from Lafayette Street to De La Cruz Boulevard.

Attachment 1 shows the location of the Projects. The City and project consultants began work on the Projects in January 2023. Each project will take approximately 18 months to complete the preliminary concept design of bikeway facilities including reviewing potential options for parking removal and travel lane reductions. The Projects will identify improvements to complete bicycle network gaps, increase mobility, and make biking more comfortable for people of all ages and abilities.

DISCUSSION

Since the properties in the study area are developed with private housing, commercial buildings, schools, parks, and retail, the preferred bikeway facilities for each project corridor, as recommended in the 2018 Bicycle Plan, will be constructed within the existing roadway space. Each bikeway planning study will evaluate different approaches to reallocate the limited existing roadway space. The implementation of recommended bicycle facilities may require travel lanes and/or parking to be removed along each project corridor. In addition to a traffic and parking analysis, each study will include community engagement to obtain public comments on the preference of design concepts.

In spring 2023, the project teams collected data for the traffic and parking analysis including traffic counts, parking counts, and corridor travel times, and analyzed collision records for the project area. Members of the project team also conducted walk audits of each project corridor to observe the peak

demand for traffic and bicycling along the corridor.

The initial round of public outreach for each project has been completed. Activities included multiple community workshops, an online survey, pop-up events at Bike-to-Work Day and Earth Day, and Bicycle and Pedestrian Advisory Committee meetings. Project notifications have been sent through the City's social media channels and City newsletters. The City also posted project signs throughout each project corridor with a link to the project webpages. Members of the public can contact the project teams directly through dedicated project emails and phone numbers found on each project webpage.

Based on the initial analysis, observations, and public outreach activities, the project teams have developed draft concepts for all three projects. The City is planning the second round of community engagement events such as committee/commission meetings, additional pop-up events, community workshops, and new online surveys to gather feedback on the draft concept plans.

Senior Advisory Commission and members of the public may also provide written feedback on the concepts by accessing the surveys via individual project webpages at [santaclaraca.gov/BikePedProjects](http://www.santaclaraca.gov/BikePedProjects) <<http://www.santaclaraca.gov/BikePedProjects>>

Benton Street Bikeway Study

The Benton Street corridor is primarily fronted by residential uses and schools, including the Santa Clara High School. There are also many important community destinations along or just off the corridor, including Carmichael Park, Central Park, Carli Park, and the San Tomas Aquino Creek Trail. VTA bus route 53 runs every 30 minutes along Benton Street.

The Bicycle Plan Update 2018 document recommended installing a Class II Buffered Bicycle Lane on Benton Street from Dunford Way to Maryann Drive and a Class IIIB Bicycle Boulevard from Maryann Drive to Lincoln Street.

Class II Buffered Bicycle Lanes are conventional bicycle lanes on the street paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Class III Bicycle Boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and traffic calming measures to discourage speeding by vehicles and create safe, convenient bicycle crossings.

The list below summarizes proposed design concepts of Benton Street. Attachment 2 shows more information on proposed dimensions and design considerations of the draft concepts.

Benton Street (Dunford Way to Lawrence Expressway)

- Existing Conditions (60' Wide): Two Lanes with parking on both sides
- 60' Wide - Proposed Concept: Two lanes, buffered bike lanes and parking on both sides

Benton Street (Lawrence Expressway to MaryAnn Drive)

- Existing Conditions (64' Wide): Four lanes with parking on both sides

- Concept 01 (64' Wide): Two lanes, center turn lane & buffered bike lanes. Parking is maintained on both sides.
- Concept 02 (64' Wide): Two lanes, center turn lane & parking protected bike lanes. Parking is maintained on both sides.
- Concept 03 (64' Wide): Four lanes, parking removal on one side & buffered bike lanes

Benton Street (Live Oak Drive to Kiely Boulevard)

- Existing Conditions (64' Wide) Alongside High School: Four travel lanes, a two-way left turn lane, parking only along the north side of the street and parking restricted along the south side of the street in front of the Santa Clara High School.
- Proposed Concept (64' Wide) Alongside High School: Protected Bikeway
 - This concept provides additional protection for cyclists arriving at the high school or traveling through the area.
 - This concept removes one travel lane in each direction and keeps the parking on the north side of the street.
 - A nine-foot wide buffered bike lane is added to the north side of the street and an 11-foot wide protected bikeway (Class IV) is added to the south side of the street (school side).

Benton Street (Maryann Drive to Lincoln Street)

- Existing Conditions (38' Wide): Two traffic lanes with parking on both sides
- Concept 01 (38' Wide): Bicycle boulevard - No changes to parking
- Concept 02 (38' Wide): Buffered bike Lanes - Removes parking on both sides
- Concept 03 (38' Wide): Standard bike lanes with parking on one side

Monroe Street Bikeway Study

The Monroe Street corridor is primarily fronted by residential uses and schools, including Wilcox High School. A small pocket of mixed-use commercial is also located on the corridor near the Lawrence Expressway intersection. Many important community destinations along or just off the corridor include Lawrence Caltrain Station, Everett "Eddie" Souza Neighborhood Park, and the San Tomas Aquino Creek Trail. VTA bus route 21 runs every 30 minutes along Monroe Street.

The Bicycle Plan Update 2018 document recommended installing a Class II Buffered Bicycle Lane on Monroe Street from Lawrence Expressway to San Tomas Expressway. The list below summarizes proposed design concepts of Monroe Street. Attachment 3 shows more information on proposed dimensions and design considerations of the draft concepts.

- Existing Conditions - Four traffic lanes with parking on both sides
- Concept 01: Two lanes, center turn lane & buffered bike lanes. Parking is maintained on both sides.
- Concept 02: Two lanes, center turn lane & parking protected bike lanes. Parking is maintained on both sides.
- Concept 03: Four lanes, parking removal on one side & buffered bike lanes

- Concept Along High School: Protected Bikeway
 - This concept considered additional protection for cyclists arriving at the high school or traveling through the area.
 - This concept removes one travel lane in each direction and keeps the parking on the north side of the street.
 - A nine-foot wide buffered bike lane is added to the north side of the street and an 11-foot wide protected bikeway (Class IV) is added to the south side of the street (school side).

Walsh-Martin Avenue Class IV Bikeway Study

The project corridors are primarily characterized by office buildings, industrial uses, and surface parking lots. The VTA Altamont Commuter Express (ACE) Yellow shuttle runs along Walsh Avenue corridor during weekday morning and afternoon peak hours.

The Bicycle Plan Update 2018 document recommended installing Class IV bicycle facilities along Walsh Avenue from Bowers Avenue to Lafayette Street and Martin Avenue from Lafayette Street to De La Cruz Boulevard. Class IV bicycle facilities provide cyclists with physical separation from vehicle traffic.

Attachment 4 and Attachment 5 show additional information on proposed dimensions and design considerations of Walsh Avenue and Martin Avenue respectively.

Walsh Avenue - Section A: From Bowers Avenue to Transition (80' Wide)

- Existing Conditions: Four Travel Lanes, Center Turn lane, Class II Bicycle Lanes and No Parking
- Proposed Alternative: Four travel lanes, center turn lane, Class IV bicycle lane, no parking

Walsh Avenue - Section B: From Transition to Bridge (64' Wide)

- Existing Conditions: Four Travel Lanes, Center Turn Lane, Class II Bicycle Lanes, No Parking
- Alternative - Four Travel Lanes, No parking, Class IV Bike Lanes
- Alternative - Two Travel Lanes, Center Turn Lane, No Parking, Class IV Bike Lanes

Walsh Ave - Section C: Bridge Section (64' Wide)

- Existing Conditions: Four Travel Lanes, Center Turn Lane, Class III (shared/narrow) Bicycle lanes and No Parking
- Alternative - Four Travel Lanes, No Parking, Class IV Bike Lanes
- Alternative - Two Travel Lanes, Center Turn lane, No Parking, Class IV Bike Lanes

Walsh Avenue - Section D: From Martin Avenue to Lafayette Street (64' Wide)

- Existing Conditions: Four travel lanes with parking on both sides
- Alternative - Four Travel Lanes, No Parking, Class IV Bike Lanes
- Alternative - Four Travel Lanes, No Parking on One Side, Class IV Bike Lanes
- Alternative - Two Travel Lanes, Center Turn Lane, Parking on Both Sides, Class IV Bike Lanes

Martin Avenue - Section E: From Lafayette Street to De La Cruz Boulevard (64' Wide)

- Alternative - Four Travel Lanes, No Parking, Class IV Bike Lanes
- Alternative - Four Travel Lanes, No Parking on One Side, Class IV Bike Lanes
- Alternative - Two Travel Lanes, Center Turn Lane, Parking on Both Sides, Class IV Bike Lanes

Stay Involved in Bikeway Studies

There are multiple methods for staying up to date on the projects and providing input:

1) Benton Street Bikeway Study:

- Email: BentonStudy@altago.com
- Voicemail: 408-381-4240

2) Monroe Street Bikeway Study:

- Email: MonroeStudy@altago.com
- Voicemail: 408-320-7060

3) Walsh-Martin Avenue Class IV Bikeway Study:

- Email: Walsh-MartinBikePlan@TJKM.com
- Voicemail: 925-223-8332

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational or administrative activity that will not result in direct or indirect changes in the environment.

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RECOMMENDATION

Receive a presentation and provide feedback on Benton, Monroe, and Walsh-Martin Bikeway Planning Projects.

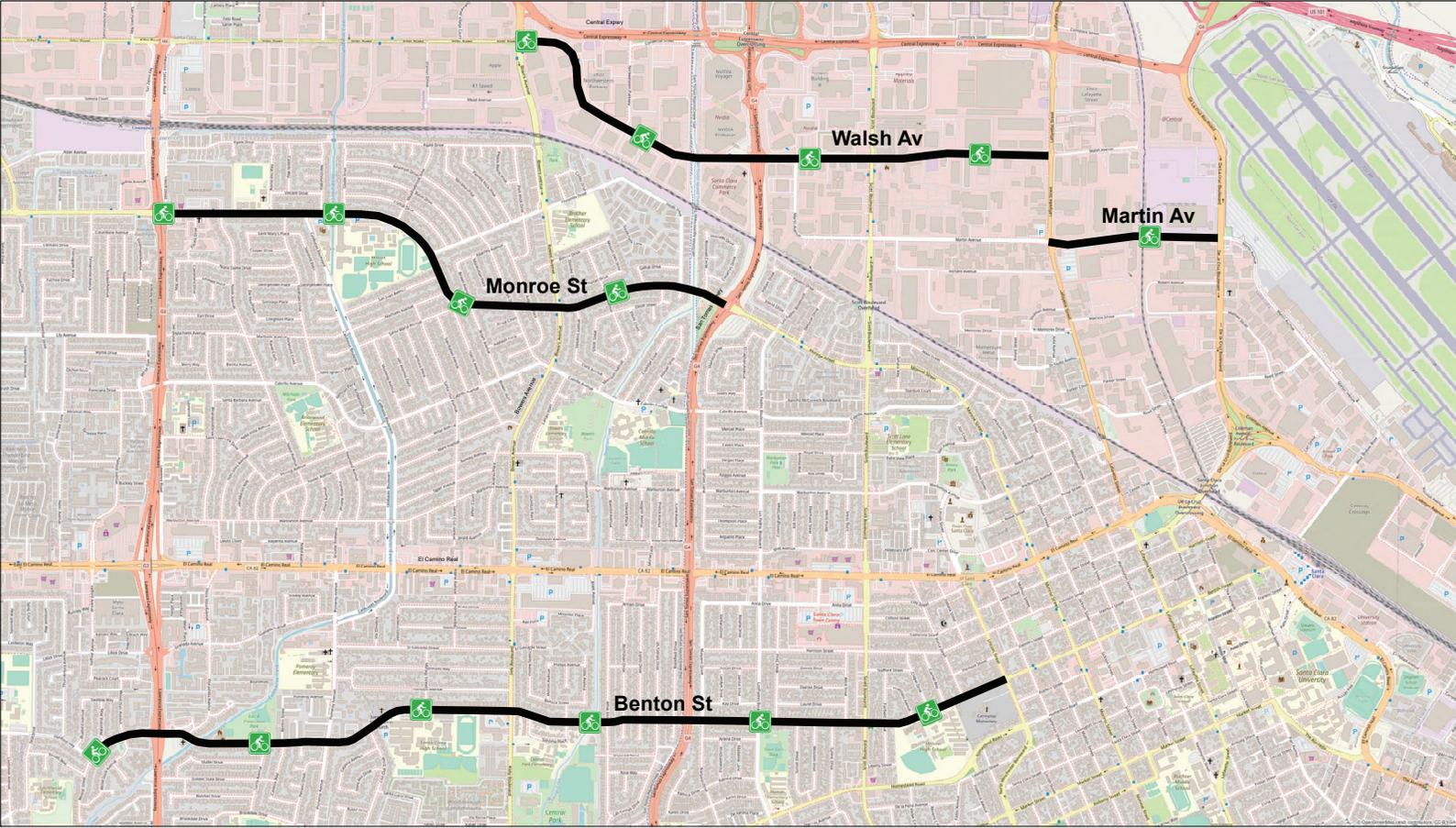
Prepared by: Ralph Garcia, Senior Civil Engineer and Nicole He, Associate Engineer
Reviewed by: Jennifer Herb, Recreation Supervisor
Approved by: Dale Seale, Acting Director of Parks & Recreation Department

ATTACHMENTS

1. Bikeway Projects Location Map
2. Benton Street Bikeway Draft Design Concepts
3. Monroe Street Bikeway Draft Design Concepts
4. Walsh Avenue Bikeway Draft Design Concepts
5. Martin Avenue Bikeway Draft Design Concepts
6. Bikeway Studies Presentation September 25, 2023



City of Santa Clara Bikeway Planning Projects



Visit SantaClaraCA.gov/BikePedProjects for more information about the City's Bike Planning Projects and to participate in upcoming events.



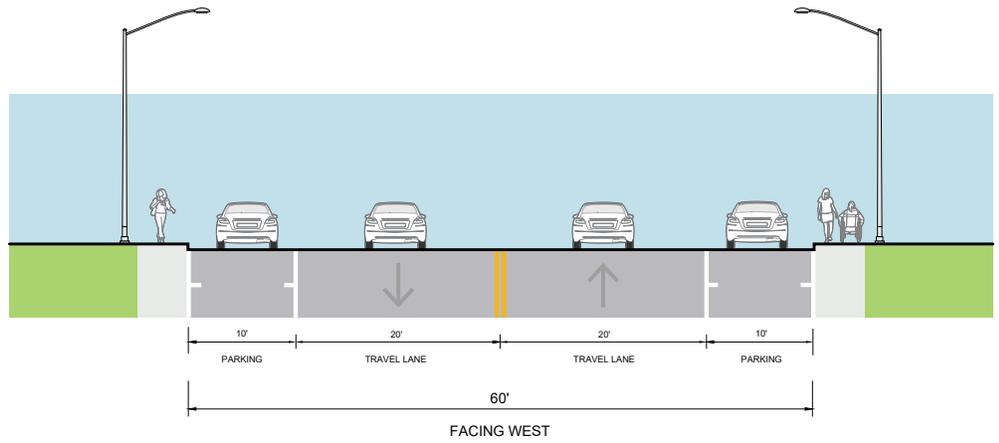
Attachment 2: Benton Street Bikeway Draft Concepts

60' WIDE
Existing Conditions

VARIATION FROM TYPICAL EXISTING CONDITION

BENTON ST FROM DUNFORD WAY TO LAWRENCE EXPWY

- Wide travel lanes

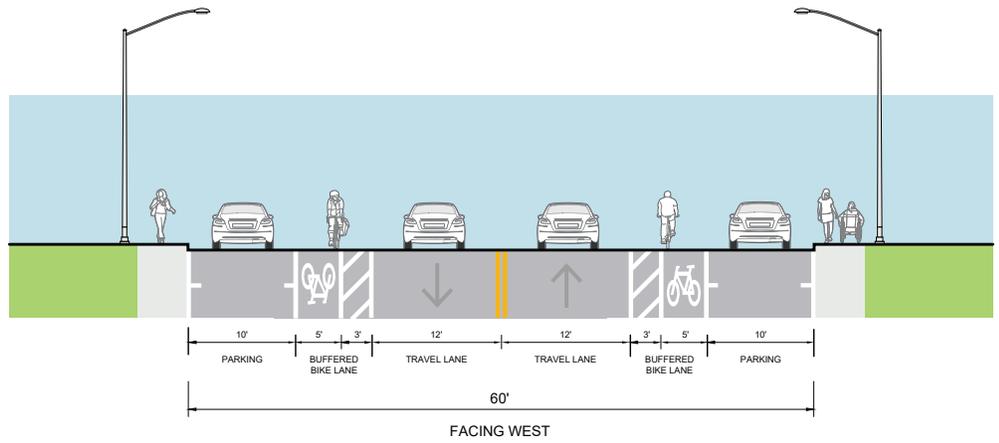


60' WIDE
Proposed Concept

VARIATION FROM TYPICAL EXISTING CONDITION

BENTON ST FROM DUNFORD WAY TO LAWRENCE EXPWY

- Buffered bike lanes
- Standardized travel lanes



64' WIDE TYPICAL

Existing Conditions

BENTON ST FROM LAWRENCE EXPWY TO MARYANN DR (~1.8 MI)

- Bike throughlanes from Las Palmas Dr to Maryann Dr
- 11'-12' Traffic lane width varies
- 8'-9' Parking lane width varies
- 90' Total ROW

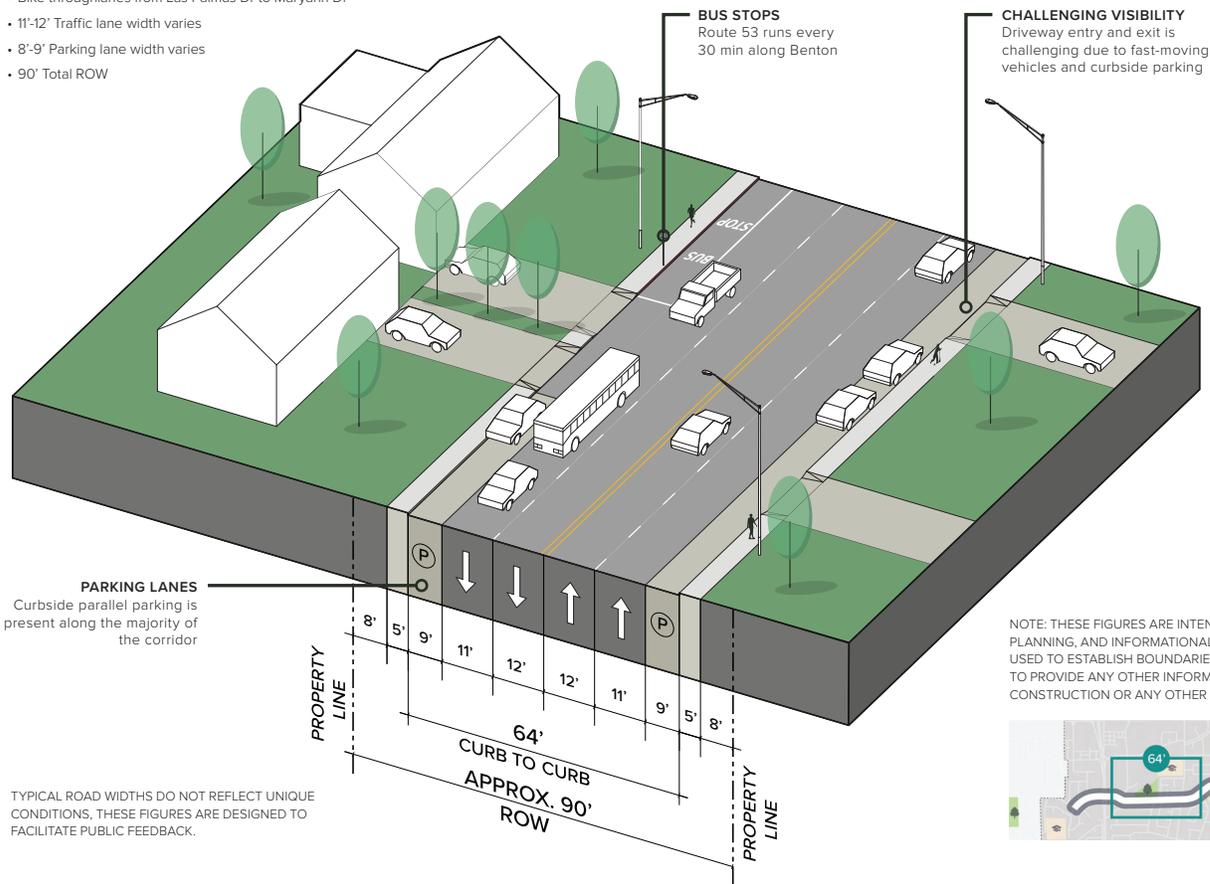
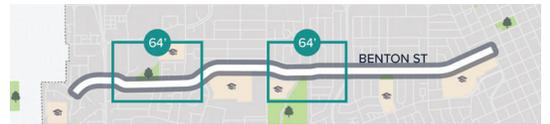


PHOTO: EXISTING CONDITIONS ON BENTON



NOTE: THESE FIGURES ARE INTENDED ONLY FOR REFERENCE, CONCEPTUAL PLANNING, AND INFORMATIONAL PURPOSES. THESE FIGURES SHOULD NOT BE USED TO ESTABLISH BOUNDARIES, PROPERTY LINES, LOCATION OF OBJECTS, OR TO PROVIDE ANY OTHER INFORMATION TYPICALLY NEEDED FOR FINAL DESIGN, CONSTRUCTION OR ANY OTHER PURPOSE WHEN ENGINEERED PLANS ARE REQUIRED.



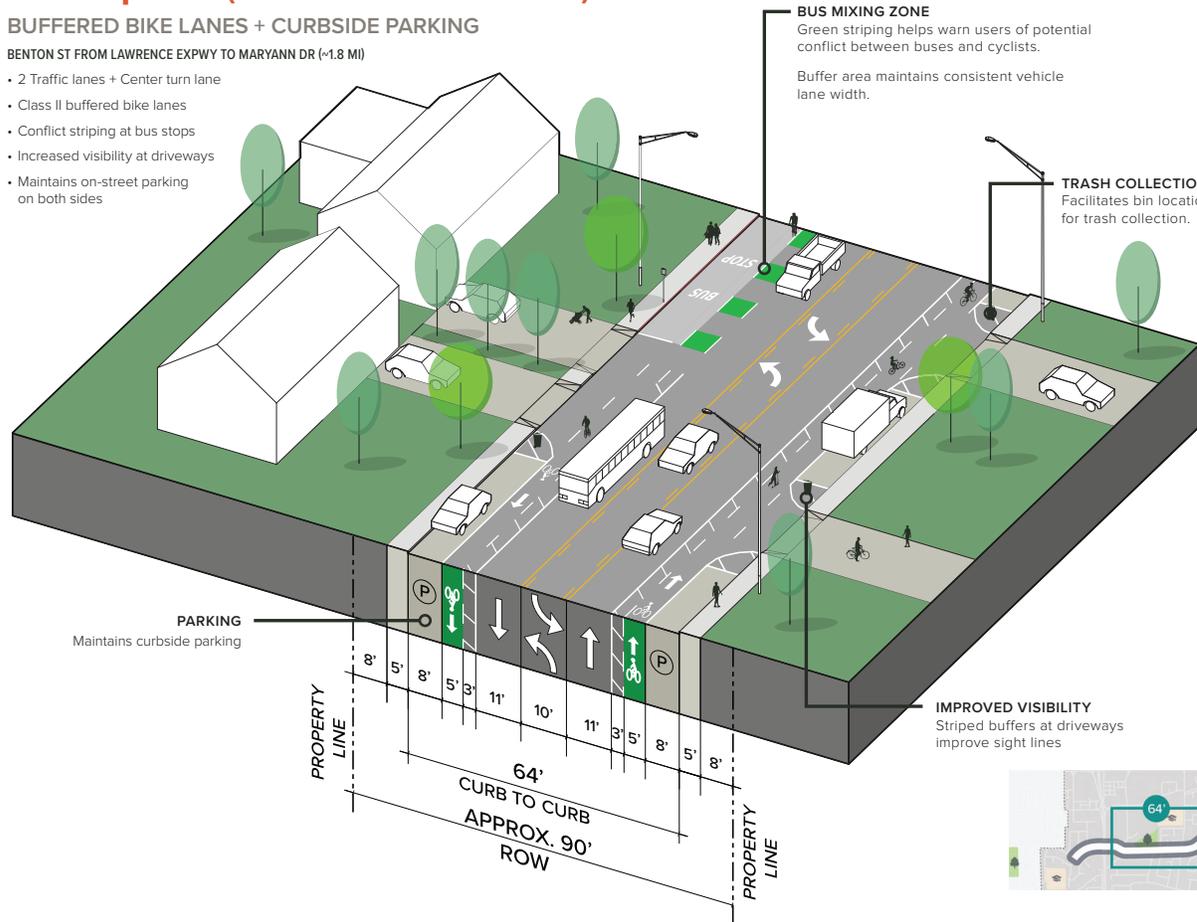
64' WIDE TYPICAL

Concept 01 (Reduce Travel Lanes)

BUFFERED BIKE LANES + CURBSIDE PARKING

BENTON ST FROM LAWRENCE EXPWY TO MARYANN DR (~1.8 MI)

- 2 Traffic lanes + Center turn lane
- Class II buffered bike lanes
- Conflict striping at bus stops
- Increased visibility at driveways
- Maintains on-street parking on both sides



BUFFERED BIKE LANES
A buffer between vehicle traffic provides additional horizontal separation from vehicles.



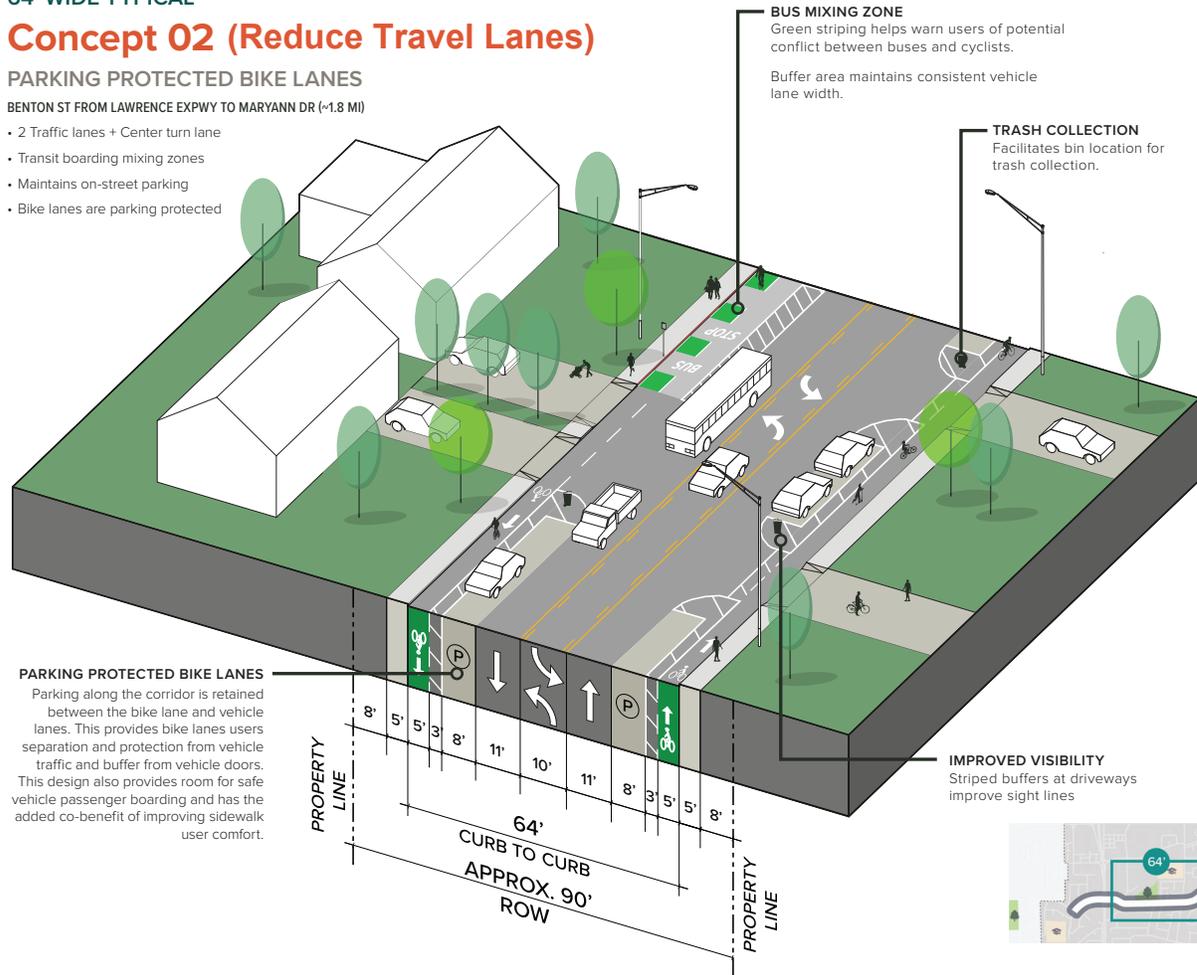
64' WIDE TYPICAL

Concept 02 (Reduce Travel Lanes)

PARKING PROTECTED BIKE LANES

BENTON ST FROM LAWRENCE EXPWY TO MARYANN DR (~1.8 MI)

- 2 Traffic lanes + Center turn lane
- Transit boarding mixing zones
- Maintains on-street parking
- Bike lanes are parking protected



BUS MIXING ZONE
Green striping helps warn users of potential conflict between buses and cyclists.
Buffer area maintains consistent vehicle lane width.

TRASH COLLECTION
Facilitates bin location for trash collection.

PARKING PROTECTED BIKE LANES
Parking along the corridor is retained between the bike lane and vehicle lanes. This provides bike lanes users separation and protection from vehicle traffic and buffer from vehicle doors. This design also provides room for safe vehicle passenger boarding and has the added co-benefit of improving sidewalk user comfort.

IMPROVED VISIBILITY
Striped buffers at driveways improve sight lines



PARKING PROTECTED BIKE LANES



64' WIDE TYPICAL

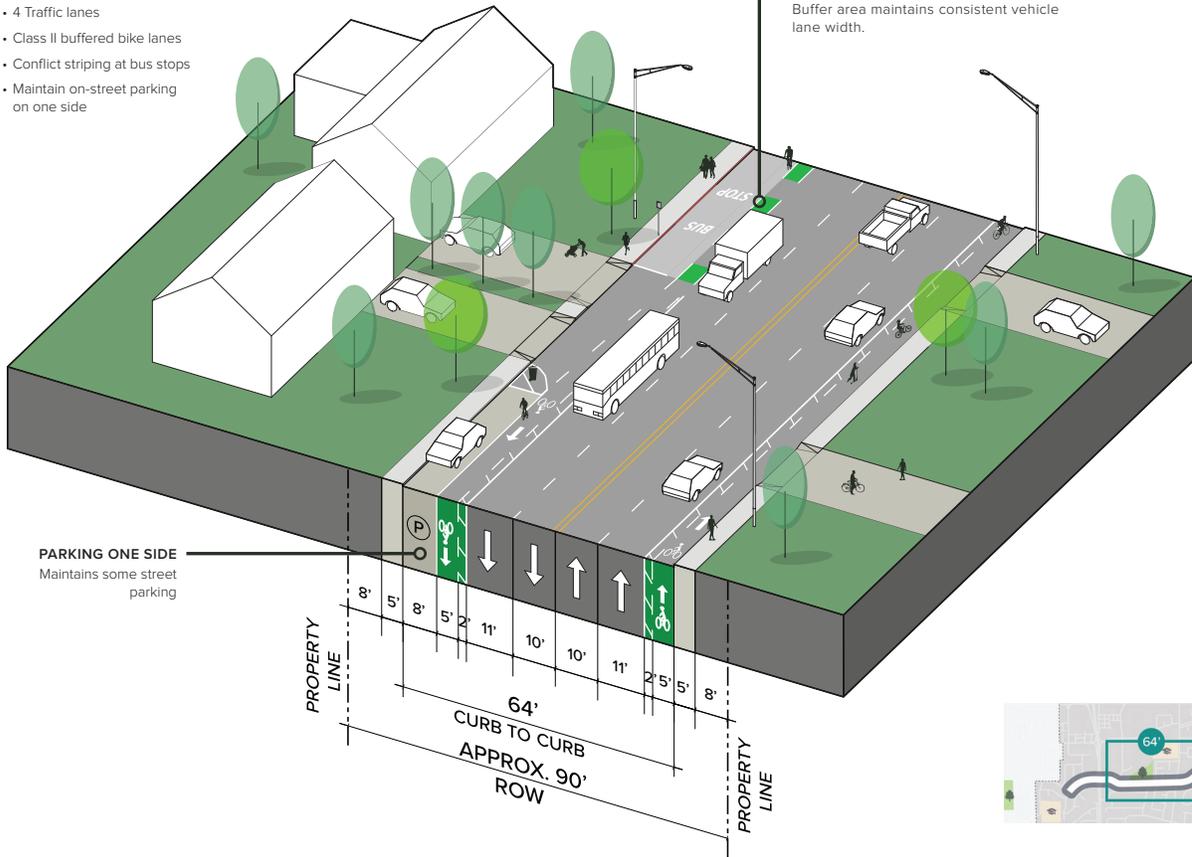
Concept 03 (Remove Parking on One Side)

BUFFERED BIKE LANES + 4 VEHICLE LANES

BENTON ST FROM LAWRENCE EXPWY TO MARYANN DR (~1.8 MI)

- 4 Traffic lanes
- Class II buffered bike lanes
- Conflict striping at bus stops
- Maintain on-street parking on one side

BUS MIXING ZONE
 Green striping helps warn users of potential conflict between buses and cyclists.
 Buffer area maintains consistent vehicle lane width.



PARKING ONE SIDE
 Maintains some street parking



BUFFERED BIKE LANES
 A buffer between vehicle traffic provides additional comfort for cyclists.

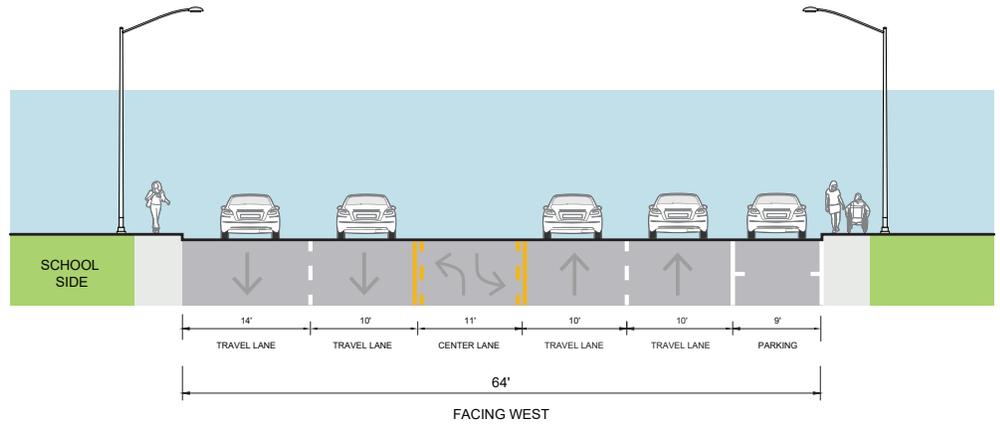


64' WIDE
Existing Conditions

ALONGSIDE HIGH SCHOOL

BENTON ST FROM LIVE OAK DR TO KIELY BLVD

- One side parking + center lane

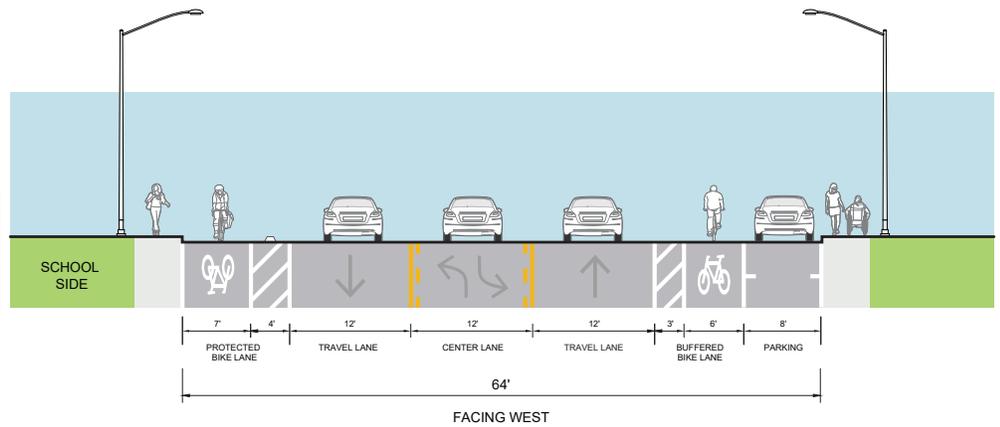


64' WIDE
Proposed Concept

ALONGSIDE HIGH SCHOOL

BENTON ST FROM LIVE OAK DR TO KIELY BLVD

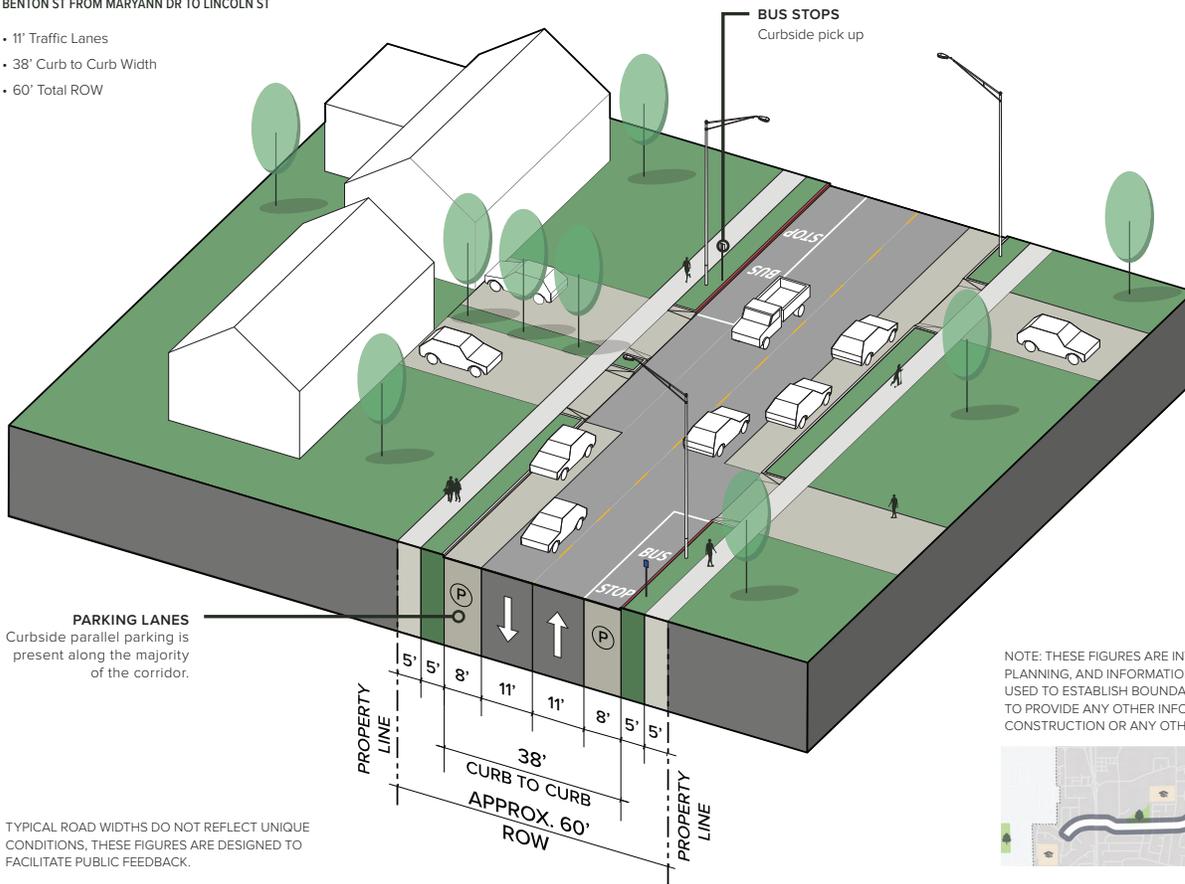
- South side protected bike lane
- North side buffered bike lane



38' WIDE TYPICAL Existing Conditions

BENTON ST FROM MARYANN DR TO LINCOLN ST

- 11' Traffic Lanes
- 38' Curb to Curb Width
- 60' Total ROW



TYPICAL ROAD WIDTHS DO NOT REFLECT UNIQUE CONDITIONS, THESE FIGURES ARE DESIGNED TO FACILITATE PUBLIC FEEDBACK.

PHOTO: EXISTING CONDITIONS ON BENTON



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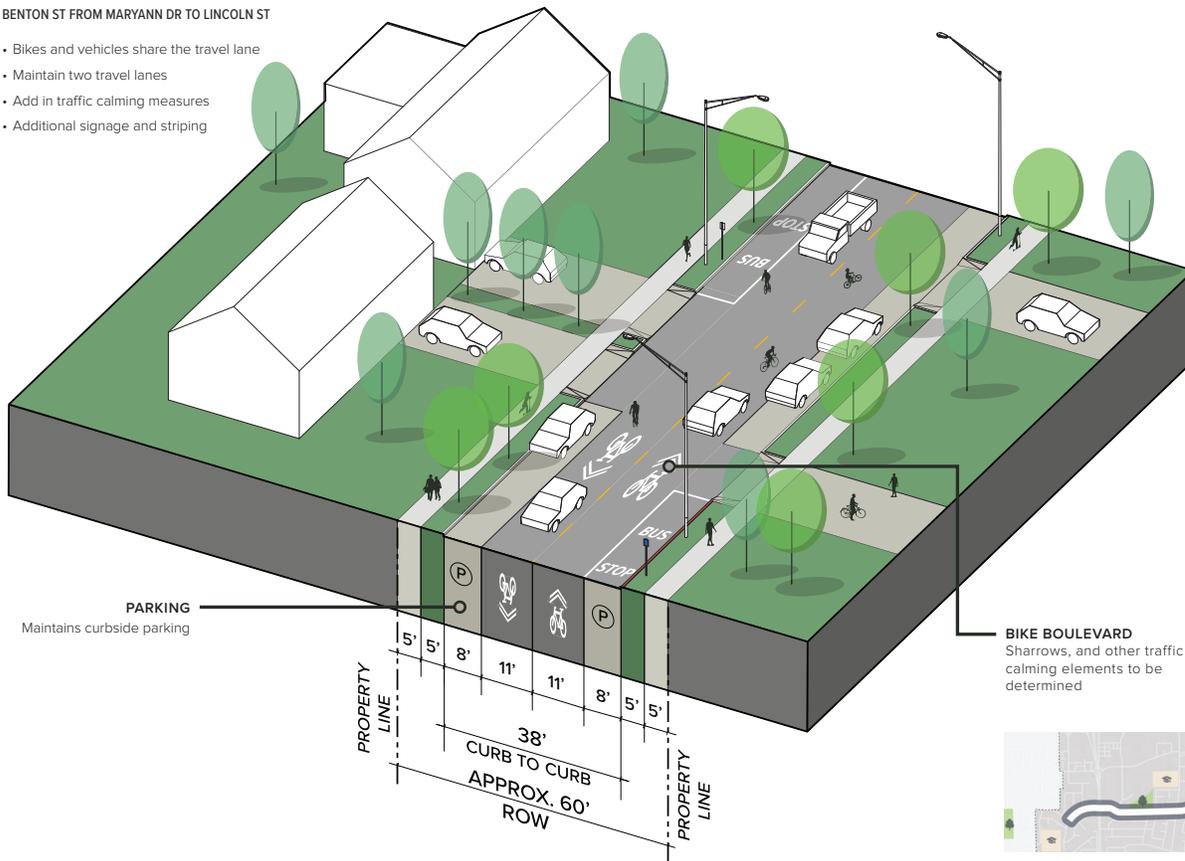
38' WIDE TYPICAL

Concept 01 (No Changes to Parking)

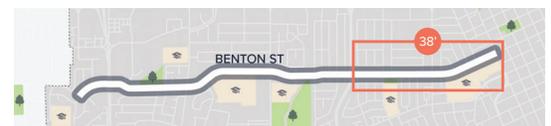
BICYCLE BOULEVARD

BENTON ST FROM MARYANN DR TO LINCOLN ST

- Bikes and vehicles share the travel lane
- Maintain two travel lanes
- Add in traffic calming measures
- Additional signage and striping



BIKE BOULEVARD
Bike boulevards share roadway priority with cyclists. Traffic calming elements may be introduced to deter excess vehicle speeds for comfort and safety on the shared roadway.



38' WIDE TYPICAL

Concept 02 (Parking Removed on Both Sides)

BUFFERED BIKE LANES + PARKING REMOVED

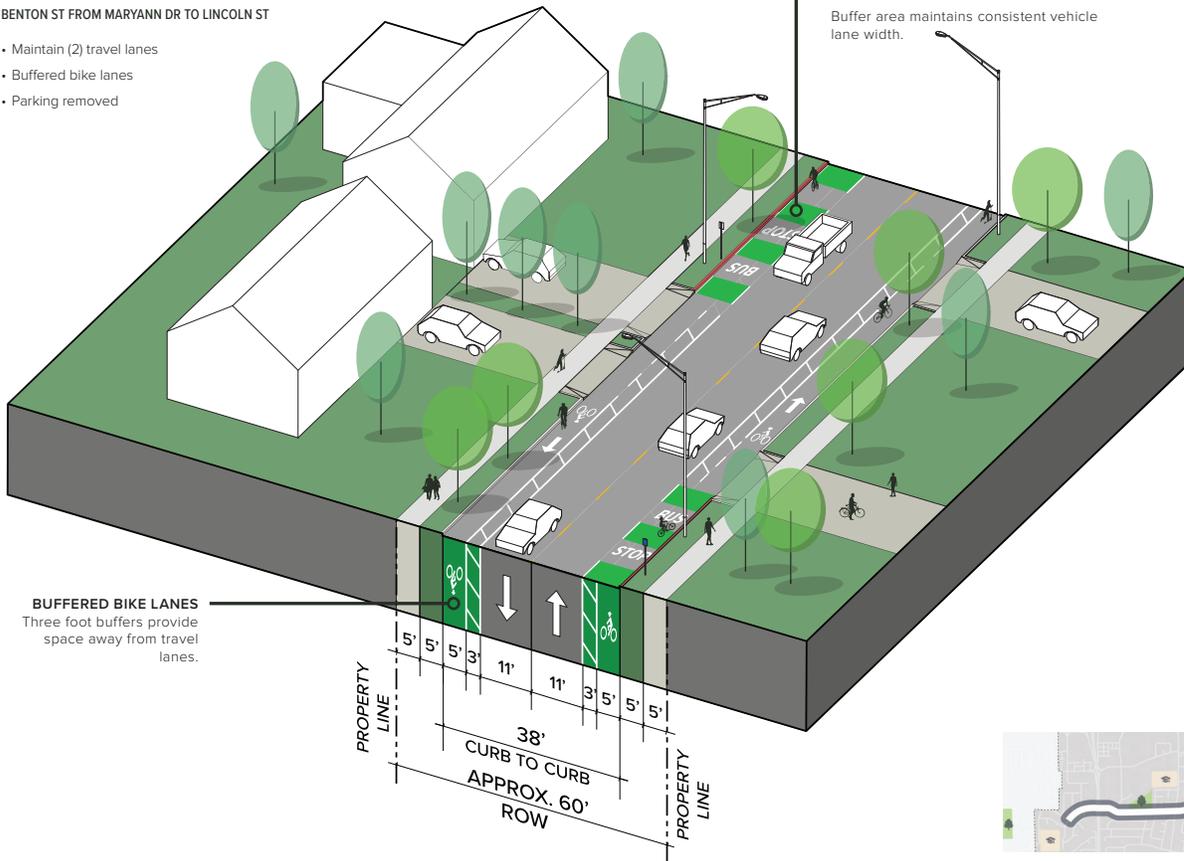
BENTON ST FROM MARYANN DR TO LINCOLN ST

- Maintain (2) travel lanes
- Buffered bike lanes
- Parking removed

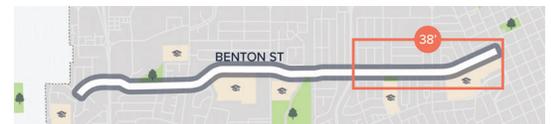
BUS MIXING ZONE

Green striping helps warn users of potential conflict between buses and cyclists.

Buffer area maintains consistent vehicle lane width.



BUFFERED BIKE LANES
Three foot buffers provide space away from travel lanes.



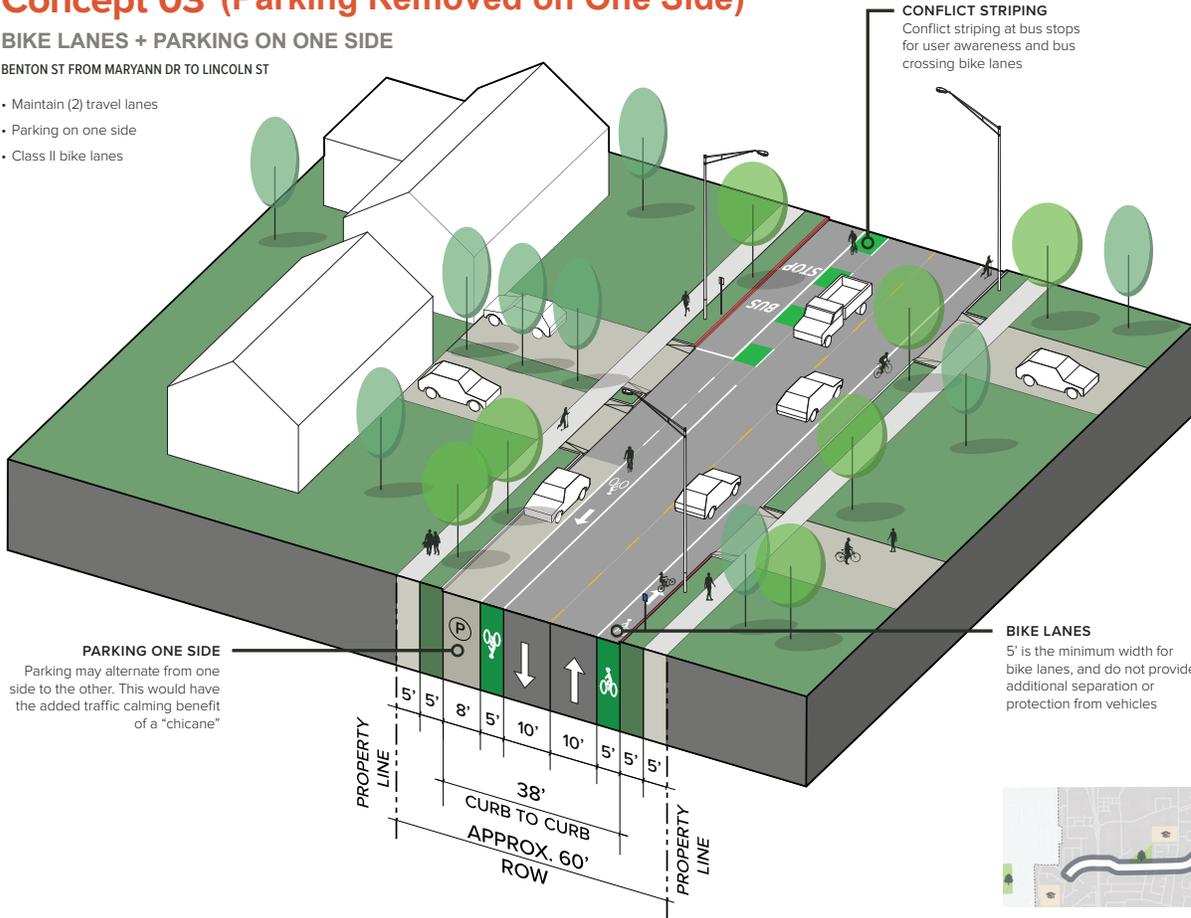
38' WIDE TYPICAL

Concept 03 (Parking Removed on One Side)

BIKE LANES + PARKING ON ONE SIDE

BENTON ST FROM MARYANN DR TO LINCOLN ST

- Maintain (2) travel lanes
- Parking on one side
- Class II bike lanes



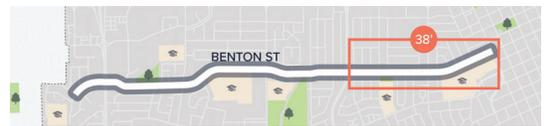
CONFLICT STRIPING
Conflict striping at bus stops for user awareness and bus crossing bike lanes

PARKING ONE SIDE
Parking may alternate from one side to the other. This would have the added traffic calming benefit of a "chicane"

BIKE LANES
5' is the minimum width for bike lanes, and do not provide additional separation or protection from vehicles



POTENTIAL CHICANE CONCEPT
Alternating street parking from one side to the other mid-block can act as a traffic calming element. Deterring excess vehicle speeds contributes to bike users comfort along this segment.



Attachment 3: Monroe Street Bikeway Draft Concepts

64' WIDE TYPICAL
Existing Conditions

MONROE ST FROM LAWRENCE EXPWY TO SAN TOMAS EXPWY (~1.7 MI)

- Sharrows from Nobili Ave to Cromite Dr
- Bike lanes from Cromite Dr to San Tomas Expressway
- 11'-12' Traffic lane width varies
- 8'-9' Parking lane width varies
- 90' Total ROW

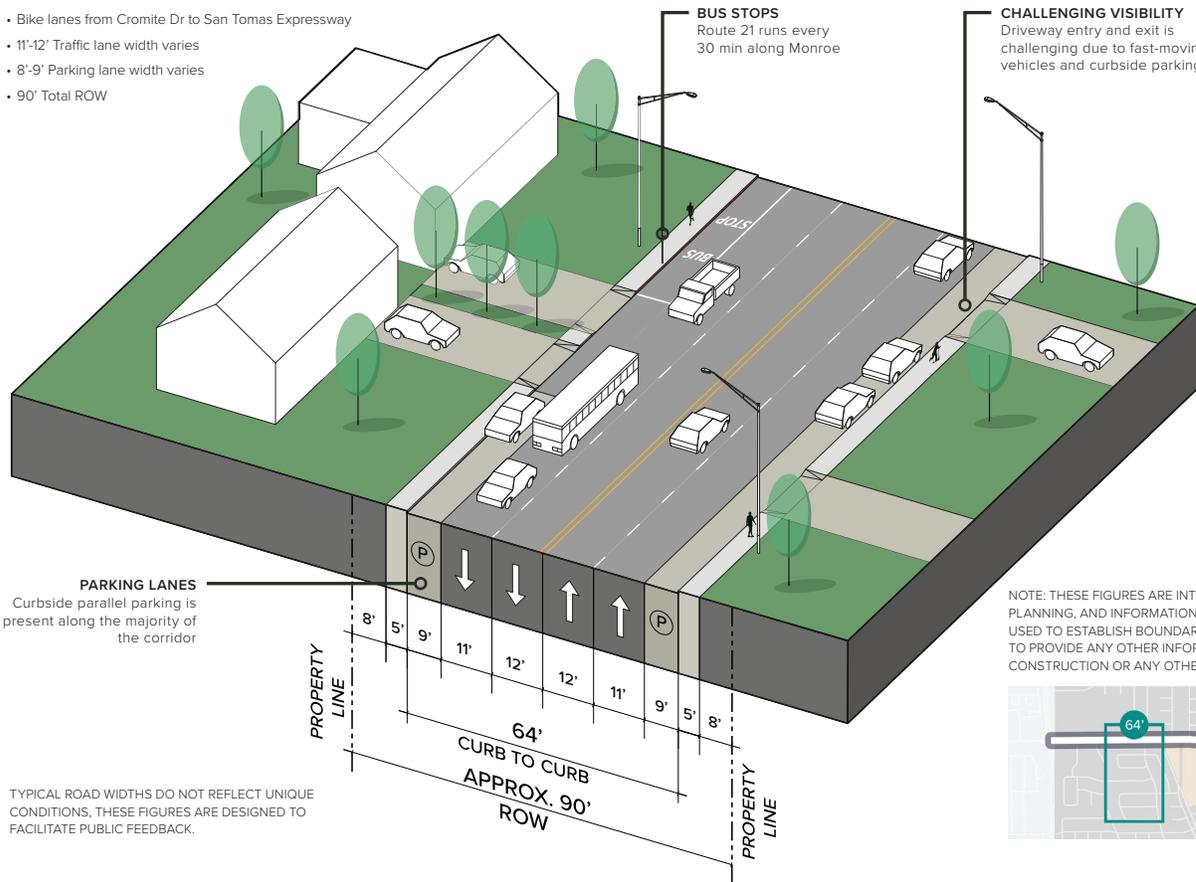
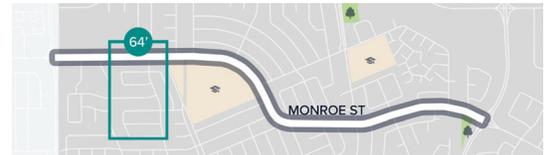


PHOTO: EXISTING CONDITIONS ON MONROE

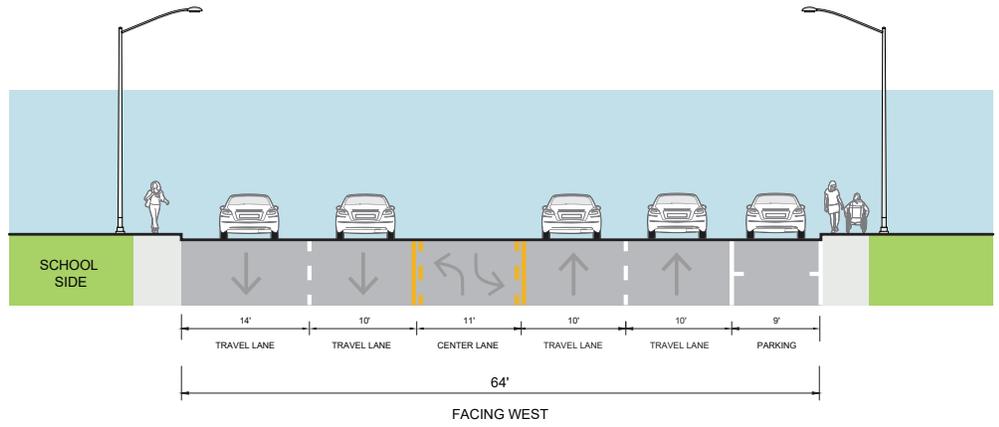


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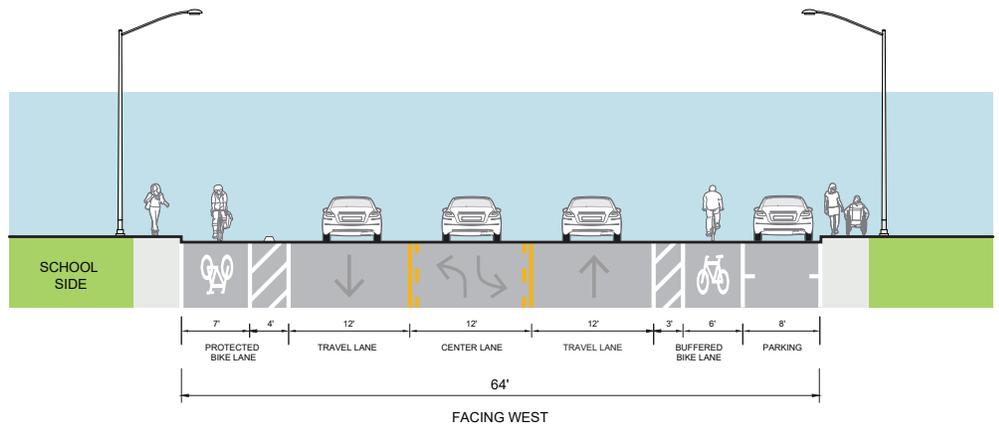
64' WIDE
Existing Conditions

ALONGSIDE HIGH SCHOOL
 MONROE ST FROM MARCHESE WAY TO CHROMITE DR
 • One side parking + center lane



64' WIDE
Proposed Concept

ALONGSIDE HIGH SCHOOL
 MONROE ST FROM MARCHESE WAY TO CHROMITE DR
 • South side protected bike lane
 • North side buffered bike lane



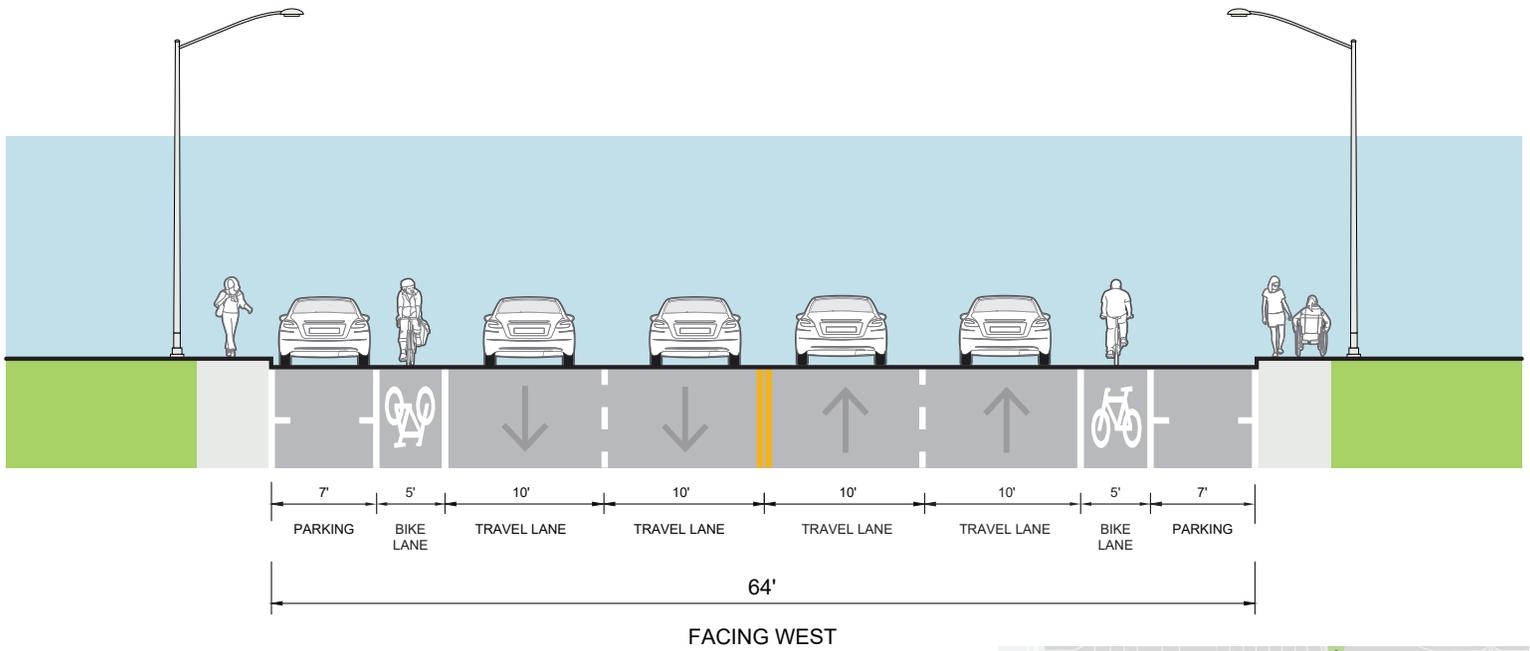
64' WIDE

Existing Conditions

VARIATION FROM TYPICAL EXISTING CONDITION

MONROE ST FROM CHROMITE DR TO SAN TOMAS EXPY

- Two sides parking + Class II bike lanes



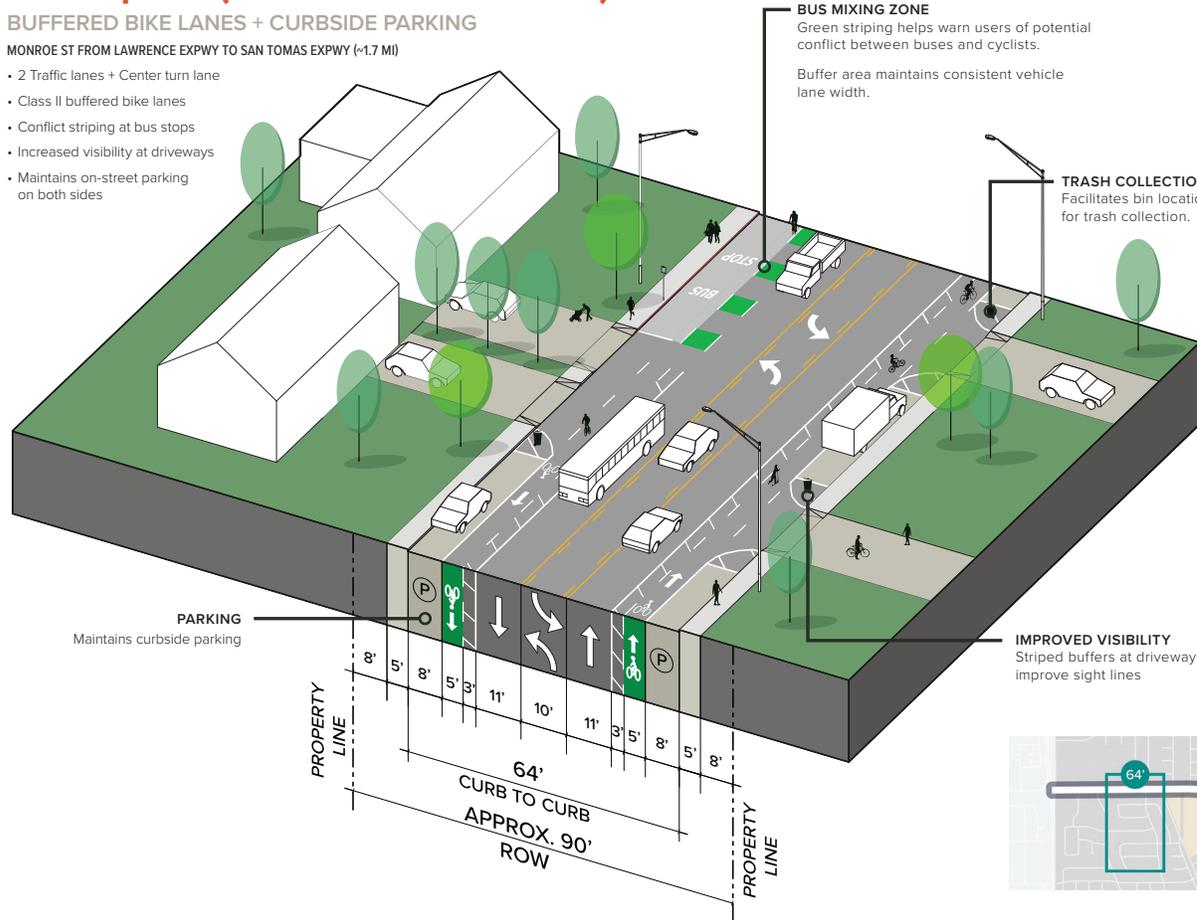
64' WIDE TYPICAL

Concept 01 (Reduce Travel Lanes)

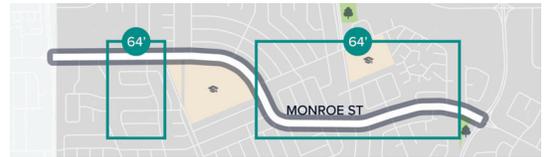
BUFFERED BIKE LANES + CURBSIDE PARKING

MONROE ST FROM LAWRENCE EXPWY TO SAN TOMAS EXPWY (~1.7 MI)

- 2 Traffic lanes + Center turn lane
- Class II buffered bike lanes
- Conflict striping at bus stops
- Increased visibility at driveways
- Maintains on-street parking on both sides



BUFFERED BIKE LANES
A buffer between vehicle traffic provides additional horizontal separation from vehicles.



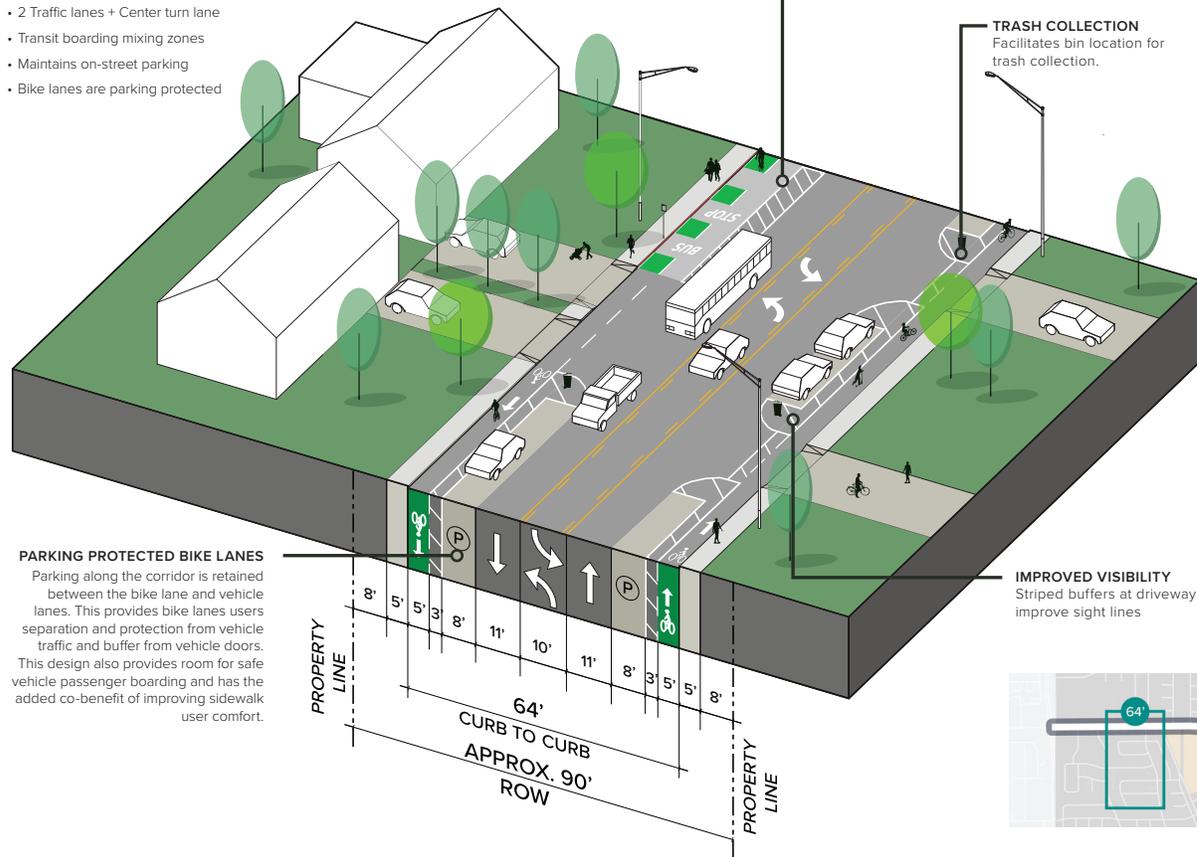
64' WIDE TYPICAL

Concept 02 (Reduce Travel Lanes)

PARKING PROTECTED BIKE LANES

MONROE ST FROM LAWRENCE EXPWY TO SAN TOMAS EXPWY (~1.7 MI)

- 2 Traffic lanes + Center turn lane
- Transit boarding mixing zones
- Maintains on-street parking
- Bike lanes are parking protected



BUS MIXING ZONE
Green striping helps warn users of potential conflict between buses and cyclists.

Buffer area maintains consistent vehicle lane width.

TRASH COLLECTION
Facilitates bin location for trash collection.

PARKING PROTECTED BIKE LANES

Parking along the corridor is retained between the bike lane and vehicle lanes. This provides bike lanes users separation and protection from vehicle traffic and buffer from vehicle doors. This design also provides room for safe vehicle passenger boarding and has the added co-benefit of improving sidewalk user comfort.

IMPROVED VISIBILITY
Striped buffers at driveways improve sight lines



PARKING PROTECTED BIKE LANES



64' WIDE TYPICAL

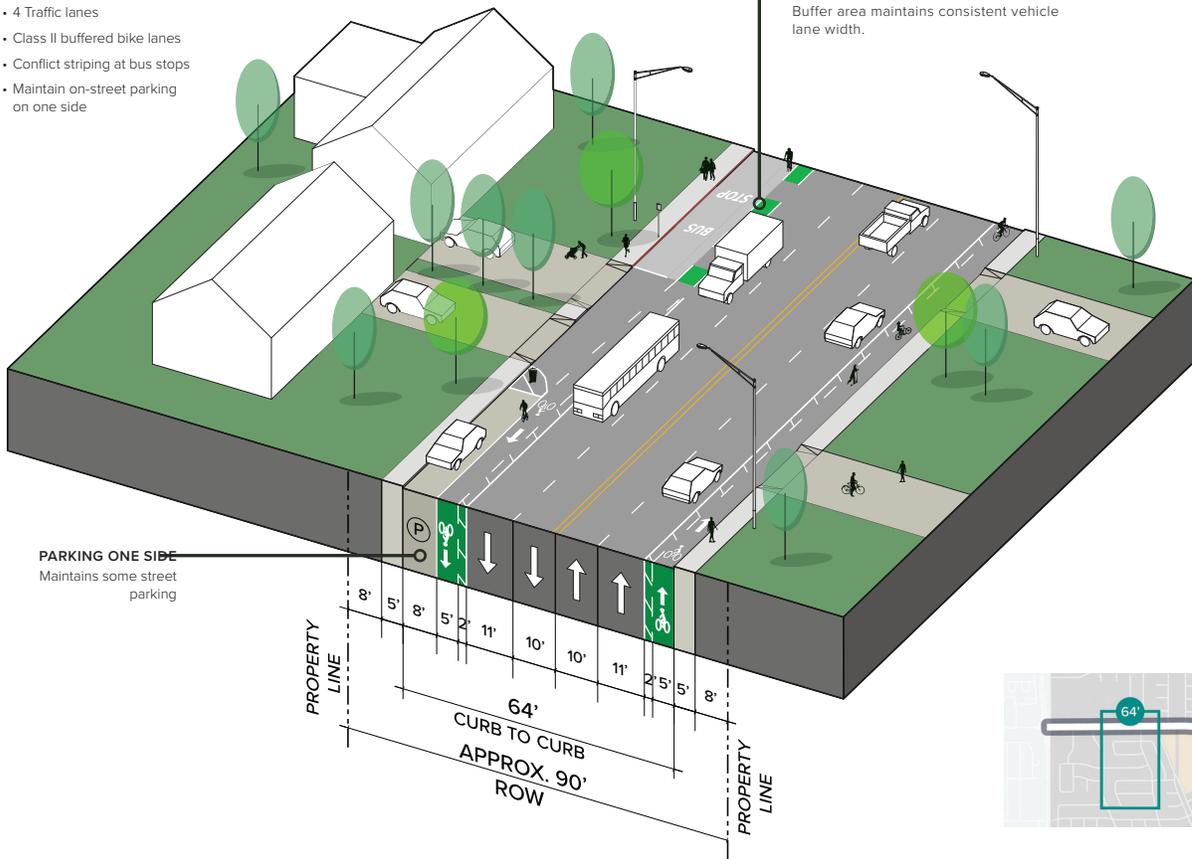
Concept 03 (Removes Parking on One Side)

BUFFERED BIKE LANES + 4 VEHICLE LANES

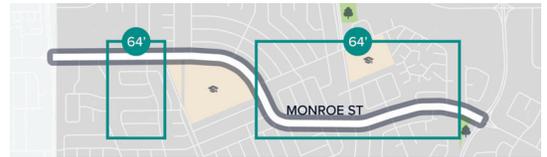
MONROE ST FROM LAWRENCE EXPWY TO SAN TOMAS EXPWY (~1.7 MI)

- 4 Traffic lanes
- Class II buffered bike lanes
- Conflict striping at bus stops
- Maintain on-street parking on one side

BUS MIXING ZONE
 Green striping helps warn users of potential conflict between buses and cyclists.
 Buffer area maintains consistent vehicle lane width.



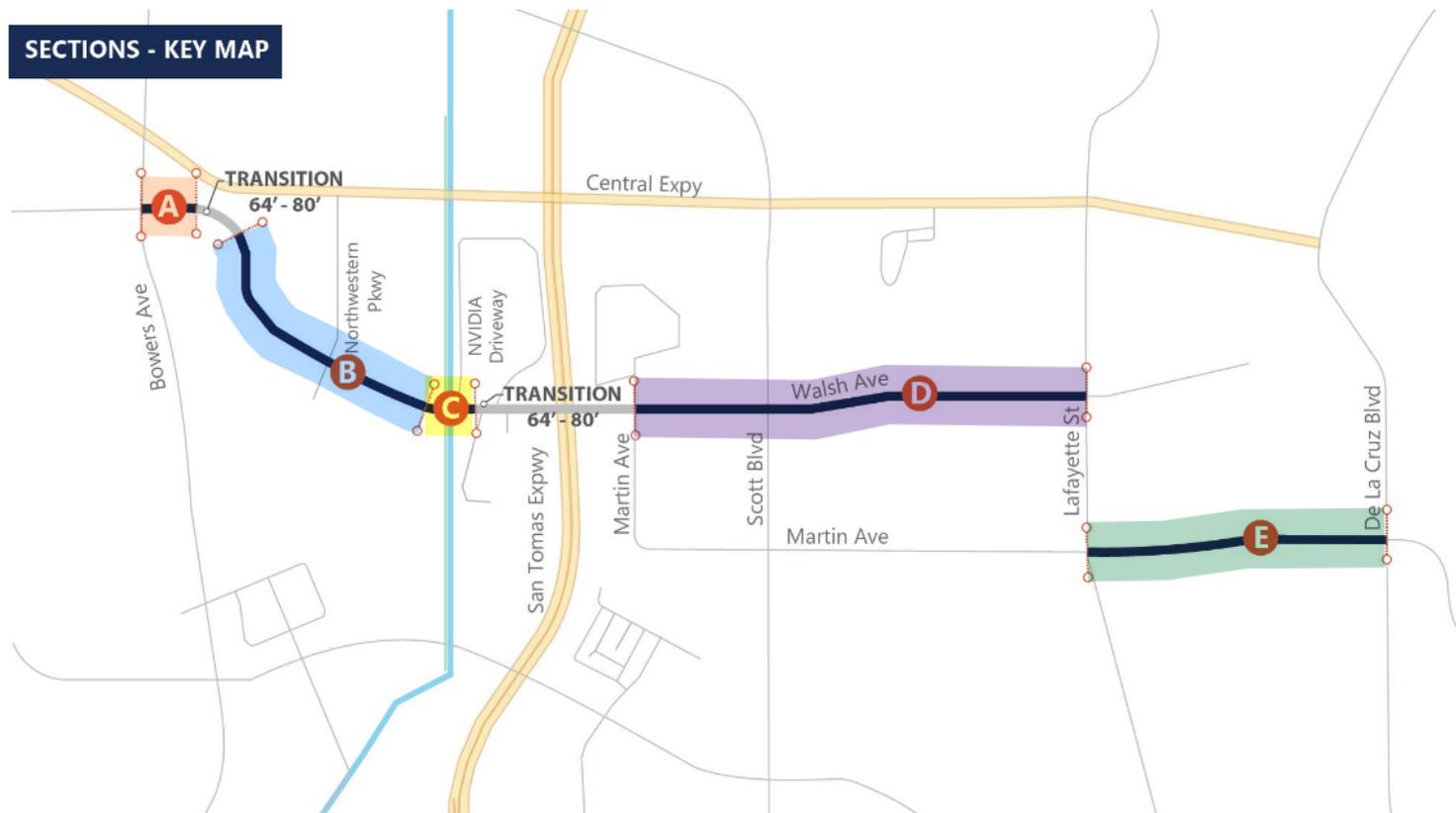
BUFFERED BIKE LANES
 A buffer between vehicle traffic provides additional comfort for cyclists.



ATTACHMENT 4

Walsh Avenue (Bowers Avenue to Lafayette Street) Bikeway Draft Design Concepts

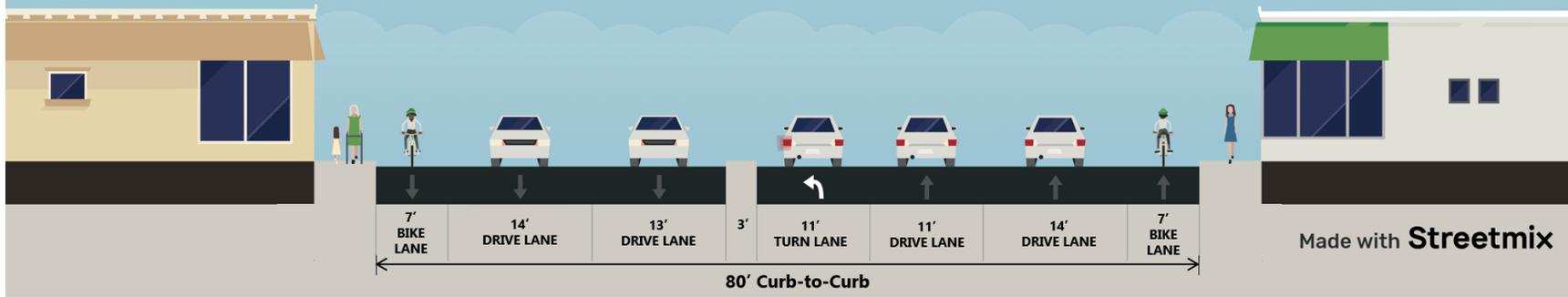
This attachment lists the potential design concepts and alternatives for Walsh Avenue between Bowers Avenue and Lafayette Street within City of Santa Clara. The attachment shows the existing conditions, followed by proposed alternatives and provides the pros and cons of each of the alternatives. The study segment has been divided into five sections: Section A, Section B, Section C, Section D, and Section E. Note that the design of transition areas will align with the chosen design alternatives outlined in Sections A, B, C, and D. The transition areas are wider than 64' typical roadway width allowing opportunities to fit wider Class IV protected bikeways. Section A, B, C and D are along Walsh Avenue. The key map below shows the location of each of these sections on the study corridors. This attachment also illustrated the design alternatives for sections of Walsh Avenue that include ACE bus stops. **Table 1** shows the list of proposed alternatives by section



Existing Section A

Walsh Ave (From Bowers Ave to Transition)

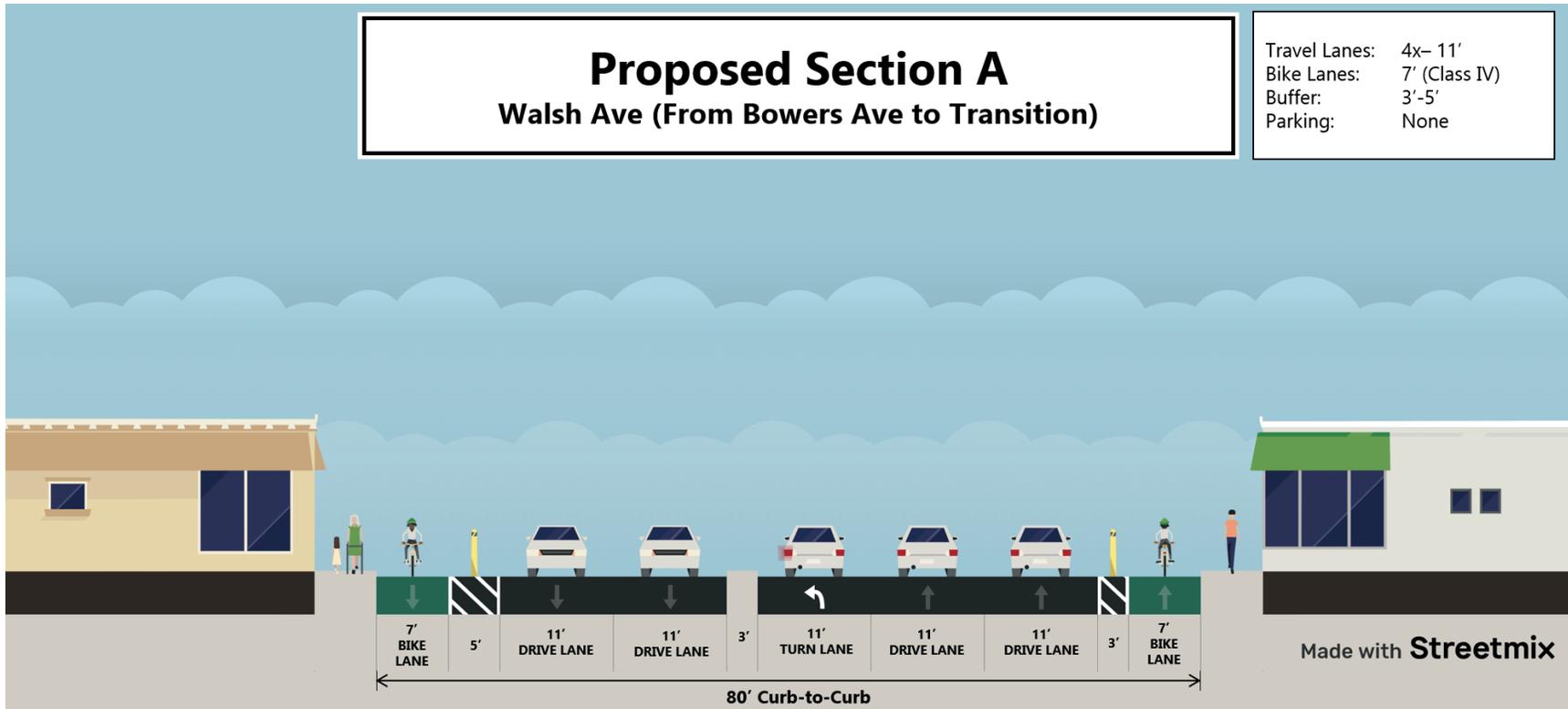
Travel Lanes: 4x – 11'-14'
Bike Lanes: 7' (Class II)
Buffer: None
Parking: None



Proposed Section A

Walsh Ave (From Bowers Ave to Transition)

Travel Lanes: 4x- 11'
 Bike Lanes: 7' (Class IV)
 Buffer: 3'-5'
 Parking: None



Proposed Section A	
Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	

Existing Section B

Walsh Ave (From Transition to Bridge Section)

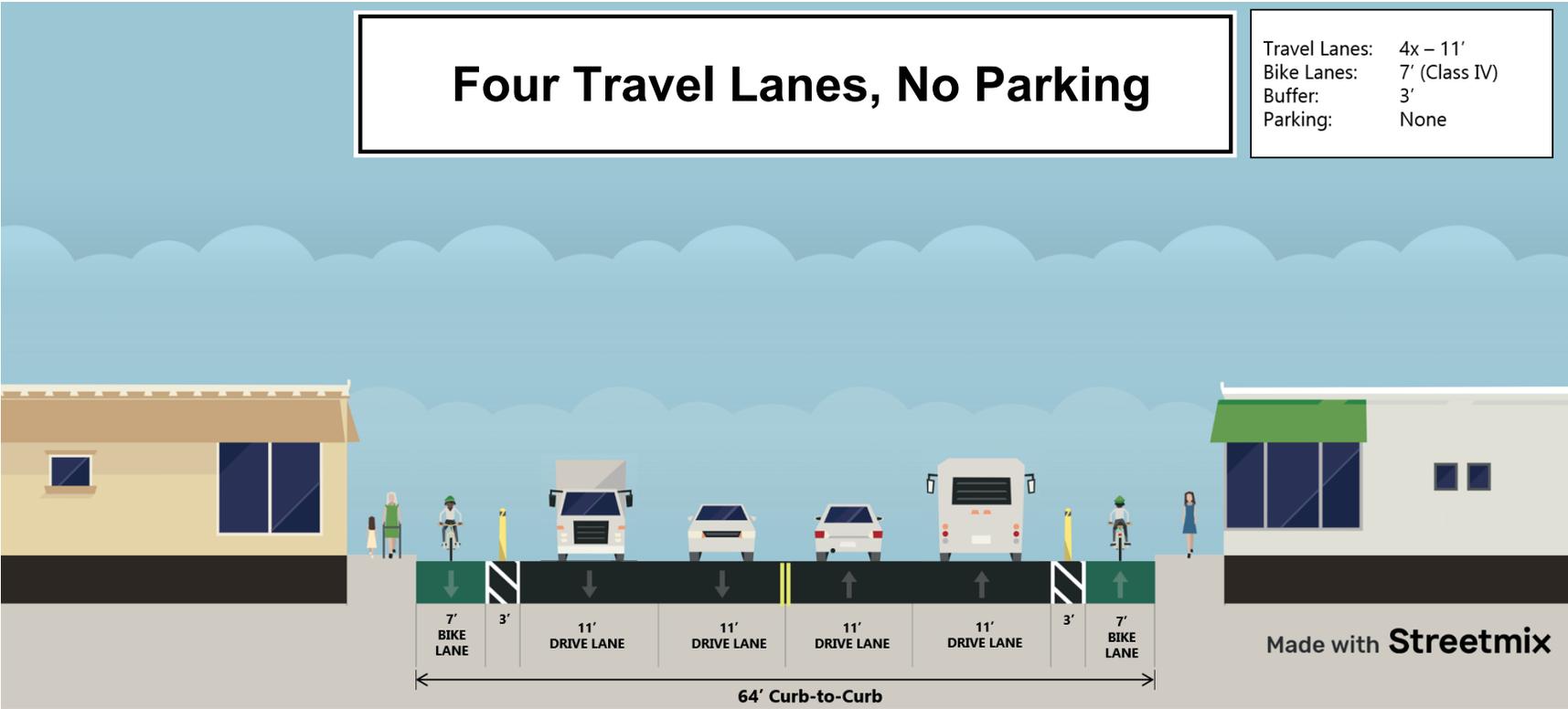
Travel Lanes:	4x - 10'/11'
Bike Lanes:	6' (Class II)
Buffer:	None
Parking:	None



Made with **Streetmix**

Four Travel Lanes, No Parking

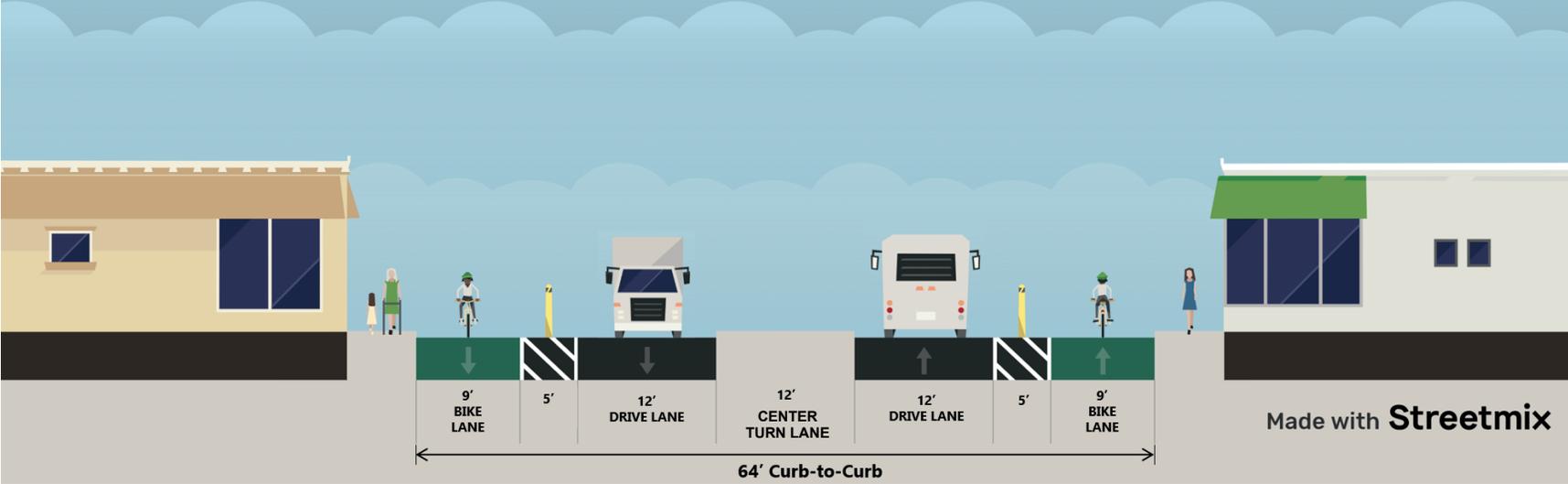
Travel Lanes:	4x – 11'
Bike Lanes:	7' (Class IV)
Buffer:	3'
Parking:	None



Alternative - Four Travel Lanes, No Parking	
Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Removal of center turn lane could increase left-turn vehicle conflicts along the corridor

Two Travel Lanes, No Parking

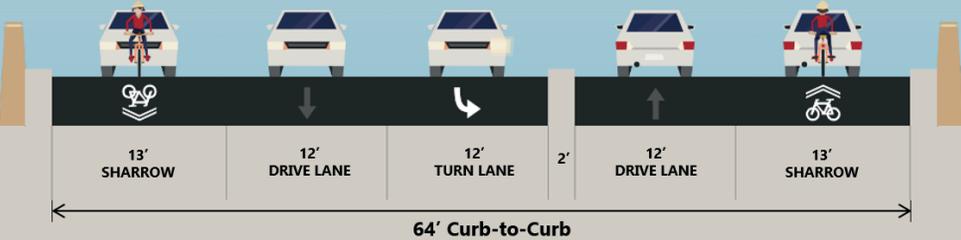
Travel Lanes: Reduced to 2
 Bike Lanes: 9' (Class IV)
 Buffer: 5'
 Parking: None



Alternative - Two Travel Lanes, No Parking	
Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	

Existing Section C Walsh Ave (Bridge Section)

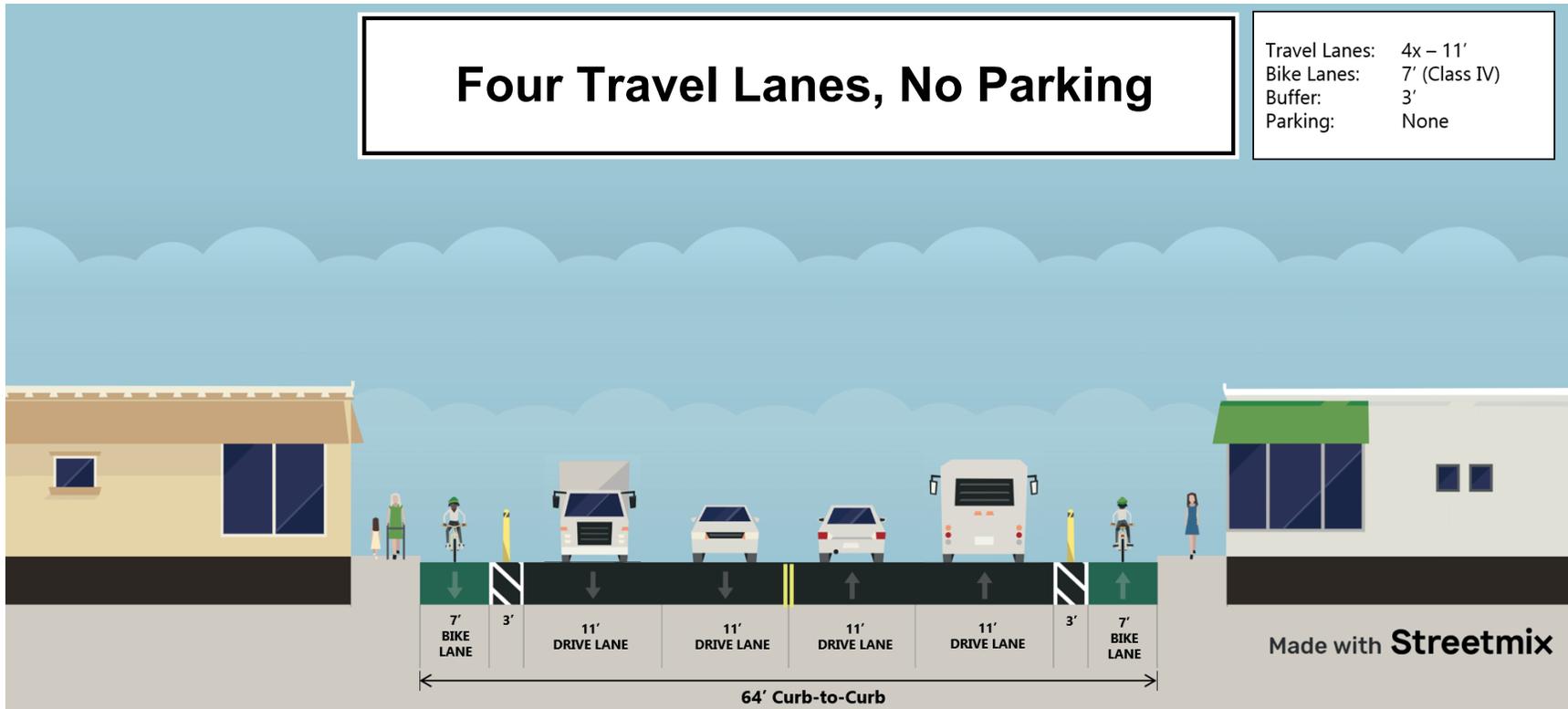
Travel Lanes: 4x – 12'/13'
Bike Lanes: Class III
Buffer: None
Parking: None



Made with **Streetmix**

Four Travel Lanes, No Parking

Travel Lanes: 4x – 11'
 Bike Lanes: 7' (Class IV)
 Buffer: 3'
 Parking: None

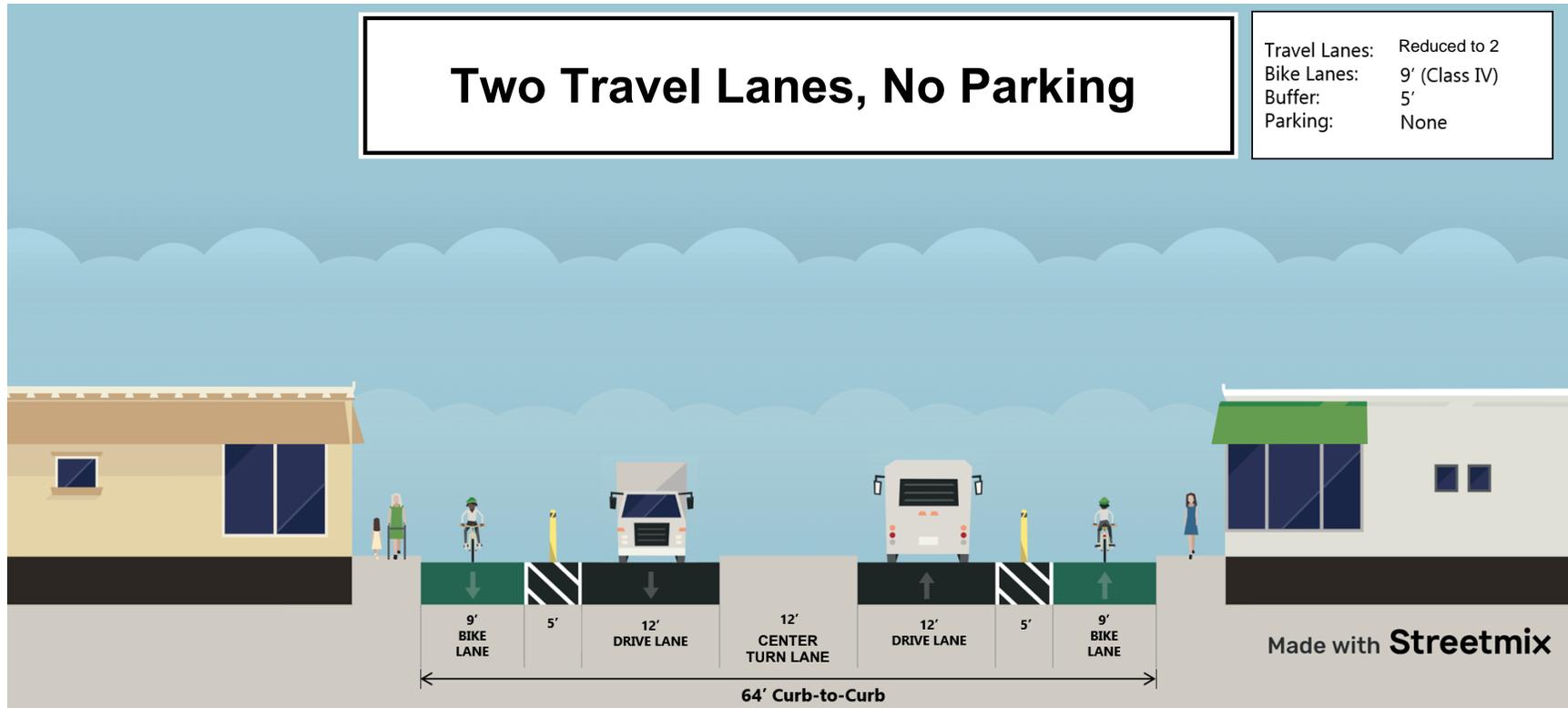


Alternative - Four Travel Lanes, No Parking

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Removal of center turn lane could increase left-turn vehicle conflicts along the corridor

Two Travel Lanes, No Parking

Travel Lanes: Reduced to 2
 Bike Lanes: 9' (Class IV)
 Buffer: 5'
 Parking: None



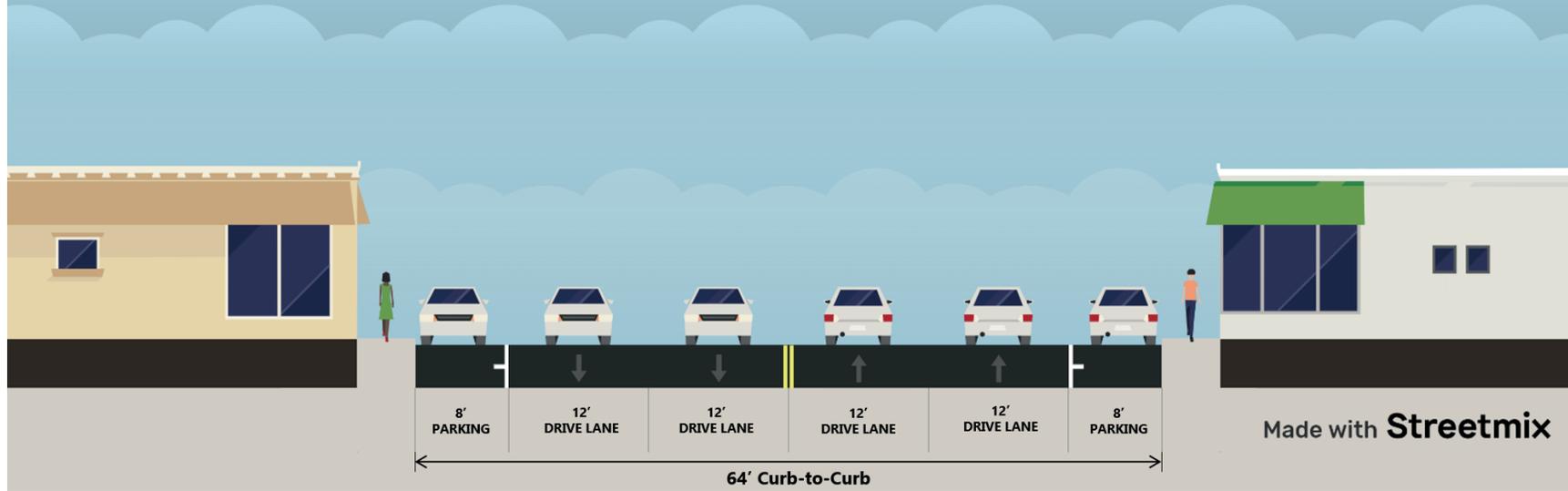
Alternative - Two Travel Lanes, No Parking

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	

Existing Section D

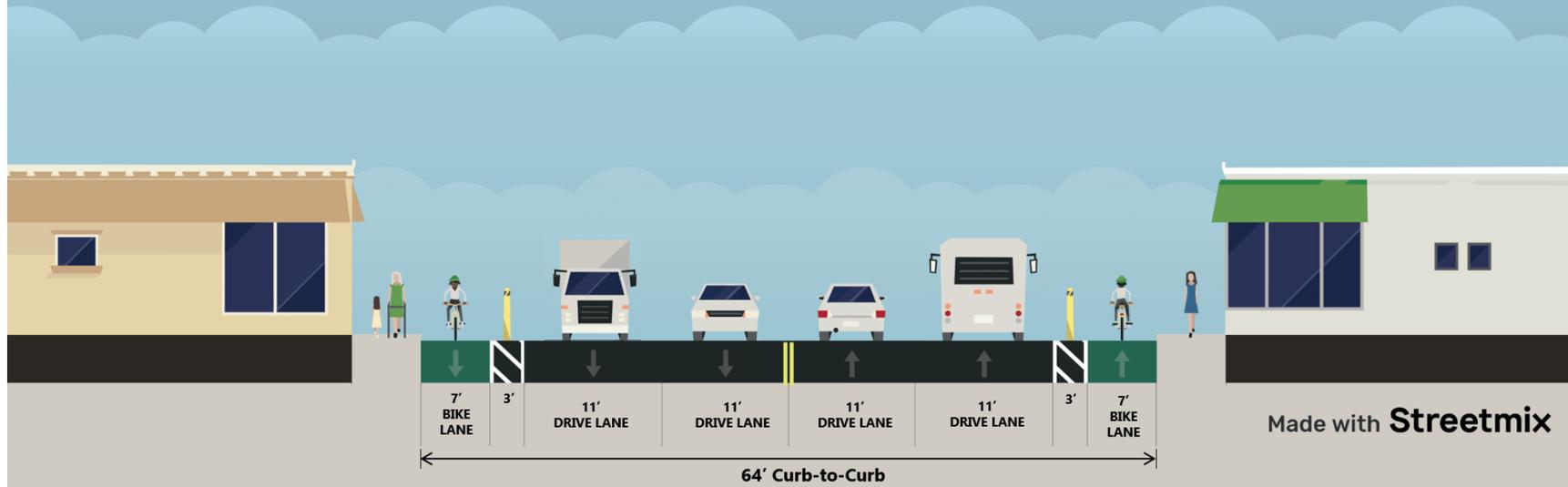
Walsh Ave (From Martin Ave to Lafayette St)

Travel Lanes: 4x - 12'
Bike Lanes: None
Buffer: None
Parking: On-Street



Four Travel Lanes, No Parking

Travel Lanes: 4x – 11'
 Bike Lanes: 7' (Class IV)
 Buffer: 3'
 Parking: Removed on both sides

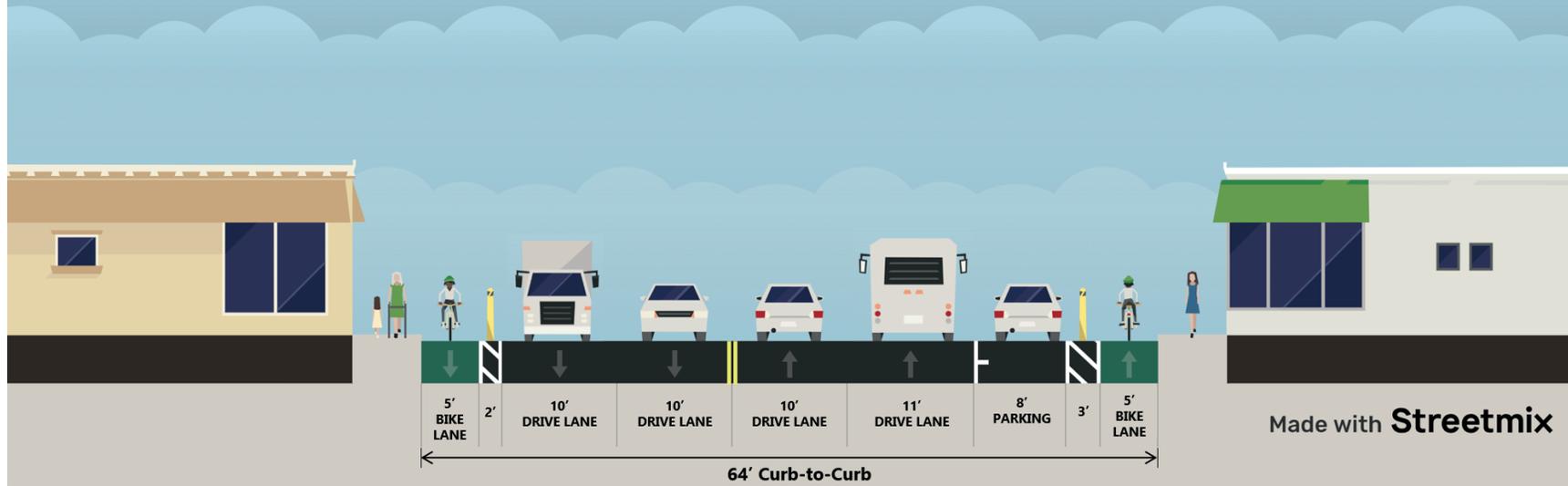


Alternative - Four Travel Lanes, No Parking

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Removal of center turn lane could increase left-turn vehicle conflicts along the corridor • No on-street parking available

Four Travel Lanes, No Parking on One Side

Travel Lanes: 4x – 10'/11'
 Bike Lanes: 5' (Class IV)
 Buffer: 2'/3'
 Parking: Removed on one side

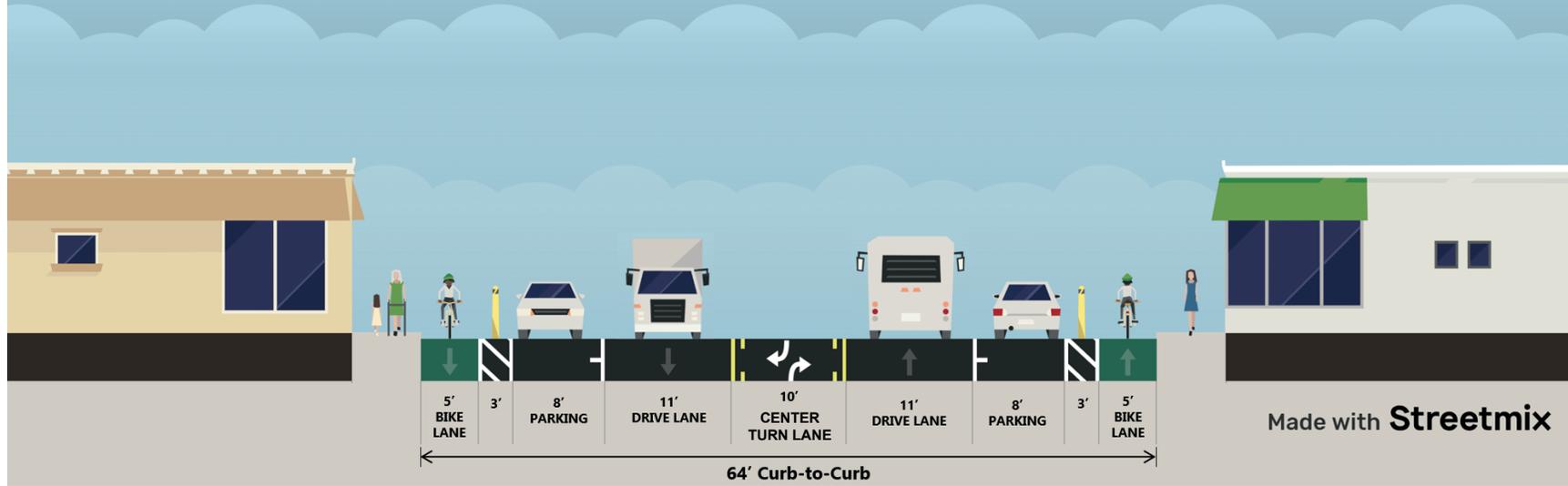


Alternative - Four Travel Lanes, No Parking on One Side

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Limited parking and loading zone availability for commercial activities. This may affect businesses, delivery services, or people looking for parking in the area. • No on-street parking available on one side

Two Travel Lanes, Center Turn Lane Parking on Both Sides

Travel Lanes: Reduced to 2
 Bike Lanes: 5' (Class IV)
 Buffer: 3'
 Parking: 2-8'



Alternative - Two Travel Lanes, Center Turn Lane, Parking on Both Sides

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles increases cyclist comfort and confidence. • On-street parking remains same. • Reduced travel lane will reduce vehicular speed through the corridor 	<ul style="list-style-type: none"> • Center turn lanes are smaller than 11' preferred

Transit stop details

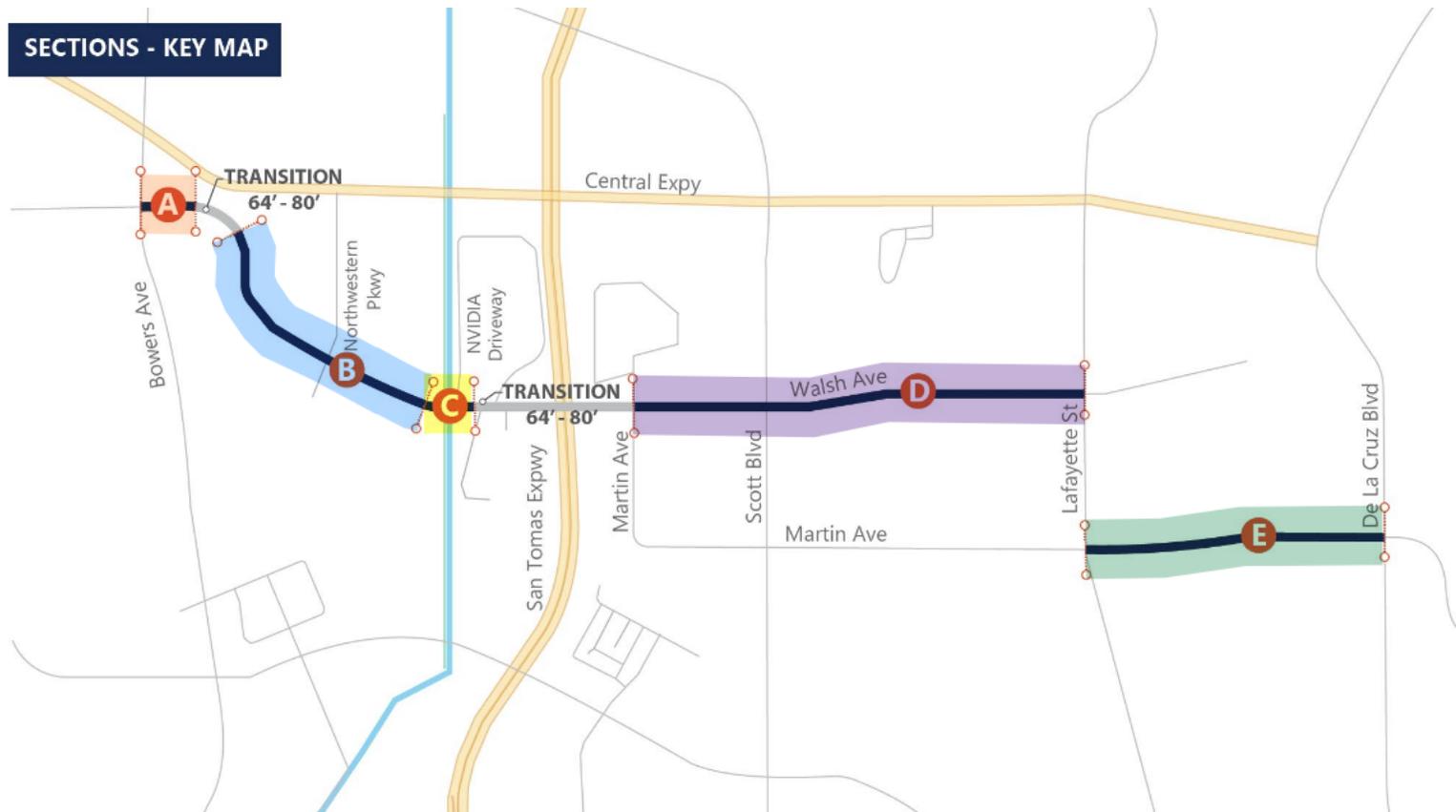
WALSH-MARTIN AVENUE BIKE PLANNING STUDY MAP - TRANSIT STOPS



ATTACHMENT 5

Martin Avenue (Lafayette Street to De La Cruz Blvd) Bikeway Draft Design Concepts

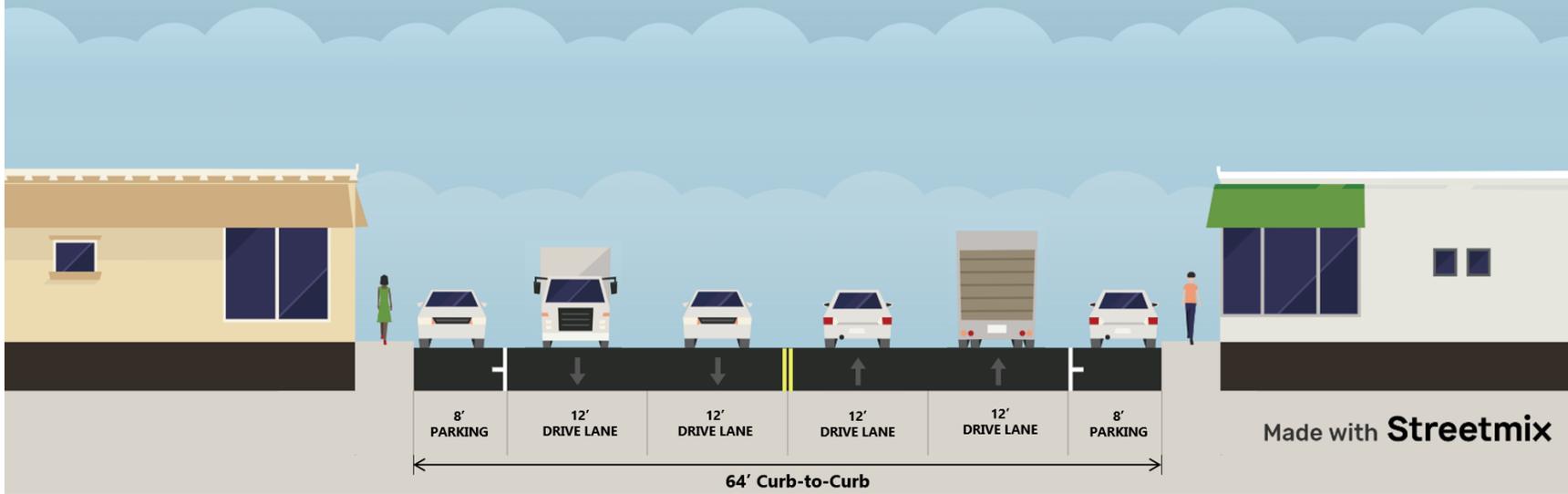
This attachment lists the potential design concepts and alternatives for the Martin Avenue between Lafayette Street and De La Cruz Boulevard within City of Santa Clara. The attachment shows the existing condition on Martin Avenue, followed by three alternatives, and provides the pros and cons of each of the alternatives. The study segment has been divided into five sections: Section A, Section B, Section C, Section D, and Section E. Section E is along Martin Avenue. The key map below shows the location of each of these sections on the study corridors. **Table 1** shows the list of proposed alternatives by section



Existing Section E

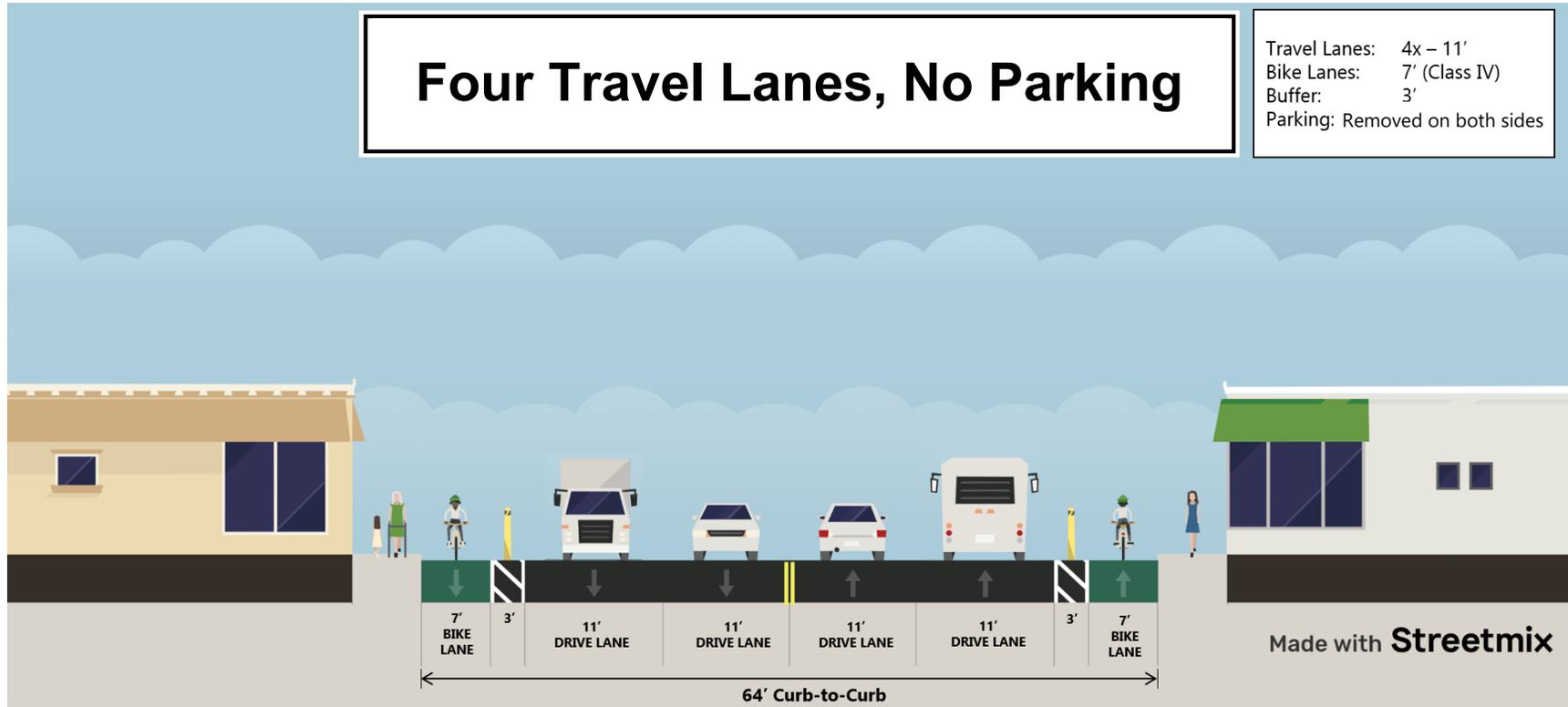
Martin Ave (From Lafayette St to De La Cruz Blvd)

Travel Lanes:	4x - 12'
Bike Lanes:	None
Buffer:	None
Parking:	On-Street



Four Travel Lanes, No Parking

Travel Lanes: 4x – 11'
 Bike Lanes: 7' (Class IV)
 Buffer: 3'
 Parking: Removed on both sides

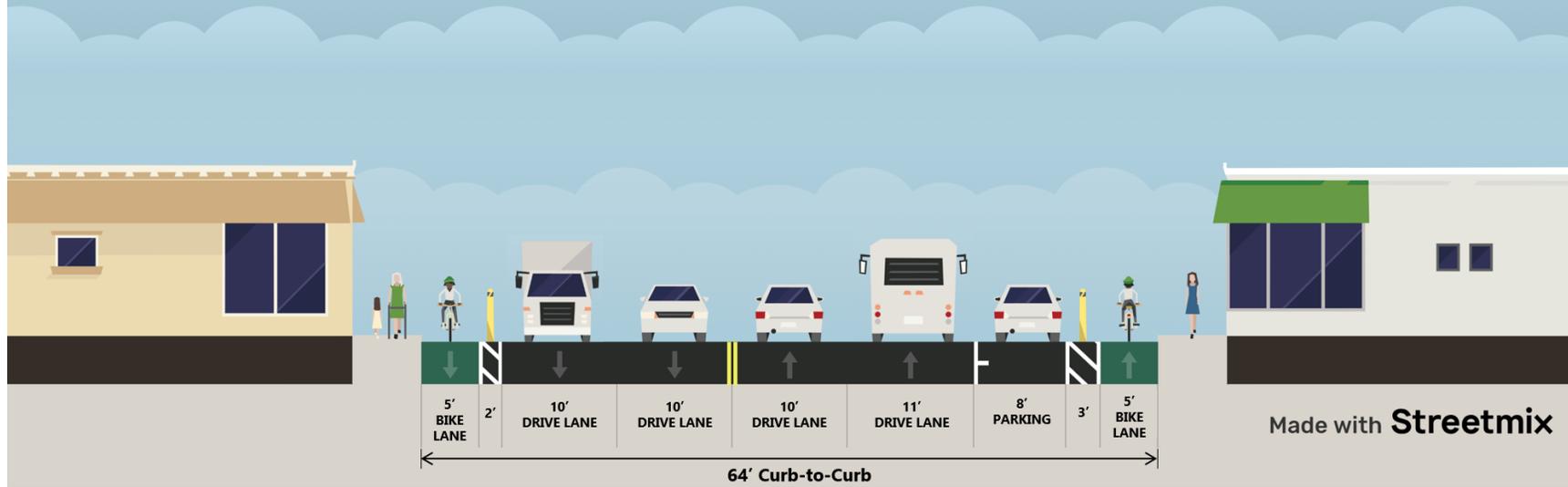


Alternative - Four Travel Lanes, No Parking

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Removal of center turn lane could increase left-turn vehicle conflicts along the corridor • No on-street parking available

Four Travel Lanes, No Parking on One Side

Travel Lanes: 4x – 10'/11'
 Bike Lanes: 5' (Class IV)
 Buffer: 2'/3'
 Parking: Removed on one side

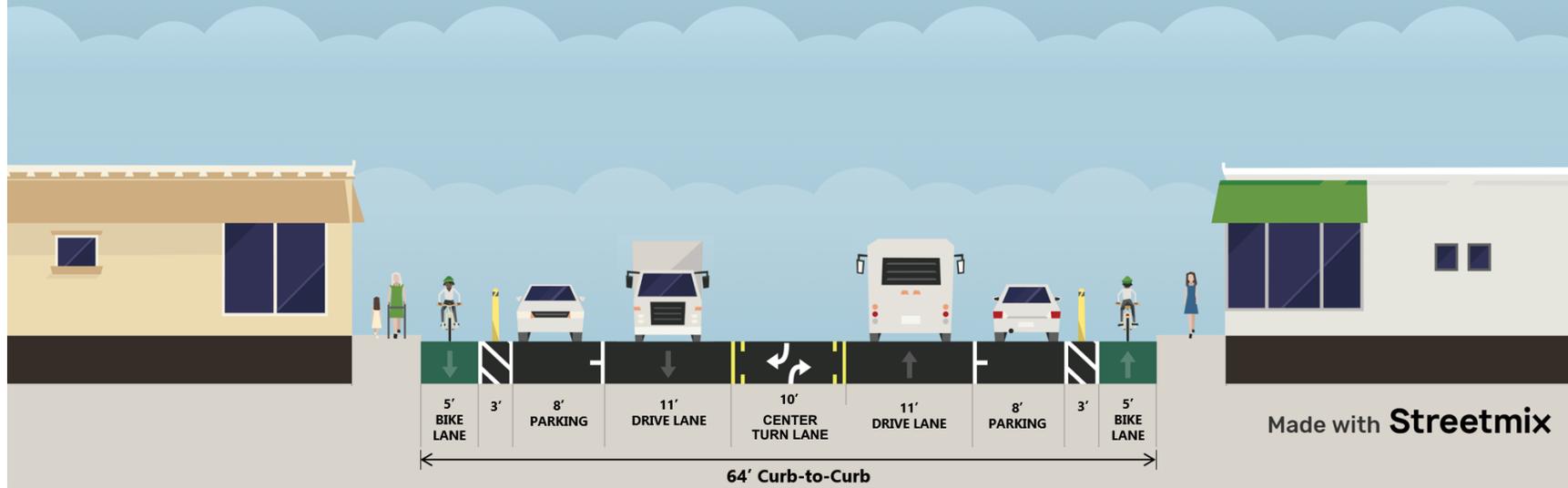


Alternative - Four Travel Lanes, No Parking on One Side

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles. Increases cyclist comfort and confidence. 	<ul style="list-style-type: none"> • Limited parking and loading zone availability for commercial activities. This may affect businesses, delivery services, or people looking for parking in the area. • No on-street parking available on one side

Two Travel Lanes, Center Turn Lane, Parking on Both Sides

Travel Lanes: Reduced to 2
 Bike Lanes: 5' (Class IV)
 Buffer: 3'
 Parking: 2-8'



Alternative - Two Travel Lanes, Center Turn Lane, Parking on Both Sides

Pros	Cons
<ul style="list-style-type: none"> • Buffer-separated bike lanes provide physical separation between cyclists and vehicles increases cyclist comfort and confidence. • On-street parking remains same. • Reduced travel lane will reduce vehicular speed through the corridor 	<ul style="list-style-type: none"> • Center turn lanes are smaller than 11' preferred



Benton, Monroe, Walsh-Martin Bikeway Projects

Senior Advisory Commission

September 25, 2023





Agenda

1. Introductions
2. Overview of Bikeway Projects & Existing Conditions
3. Concept Designs
4. Next Steps



Project Teams

- City of Santa Clara Staff
 - Nicole He, Project Manager for Benton and Walsh-Martin
 - Ralph Garcia, Project Manager for Monroe
 - Carol Shariat, Principal Transportation Planner
 - Steve Chan, Transportation Manager
 - Michael Liw, Assistant Director/City Engineer
- Project Consultant
 - Alta Planning + Design: Benton and Monroe
 - TJKM: Walsh-Martin



Plan Process

- Phase 1: Information Gathering and Existing Conditions Analysis
- Phase 2: Develop and Share Roadway Concepts **(WE ARE HERE)**
- Phase 3: Review Technical Analysis and Revised Concepts
- Phase 4: City Council Review and Consideration

Bicycle Master Plan 2018

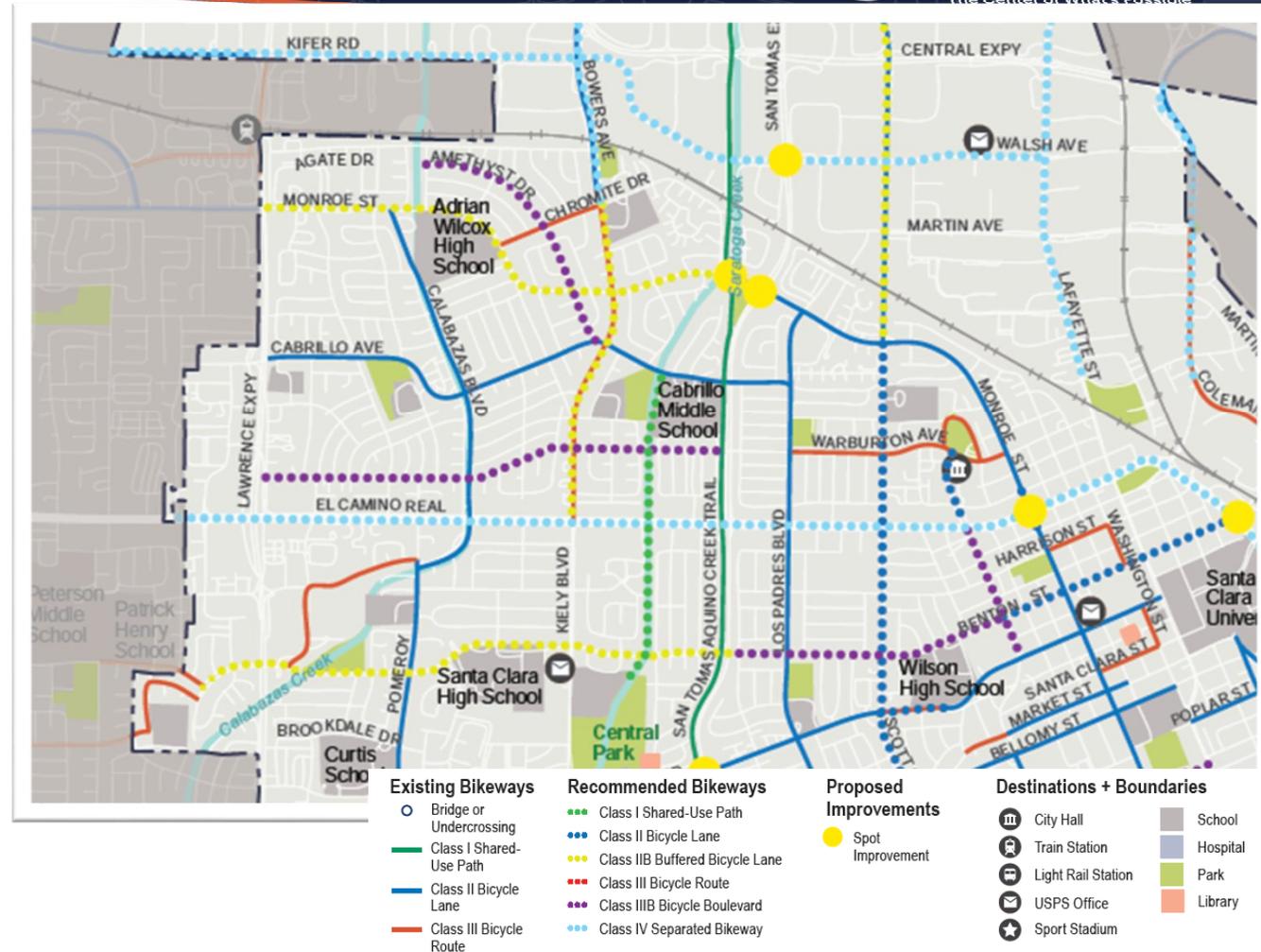


City of Santa Clara
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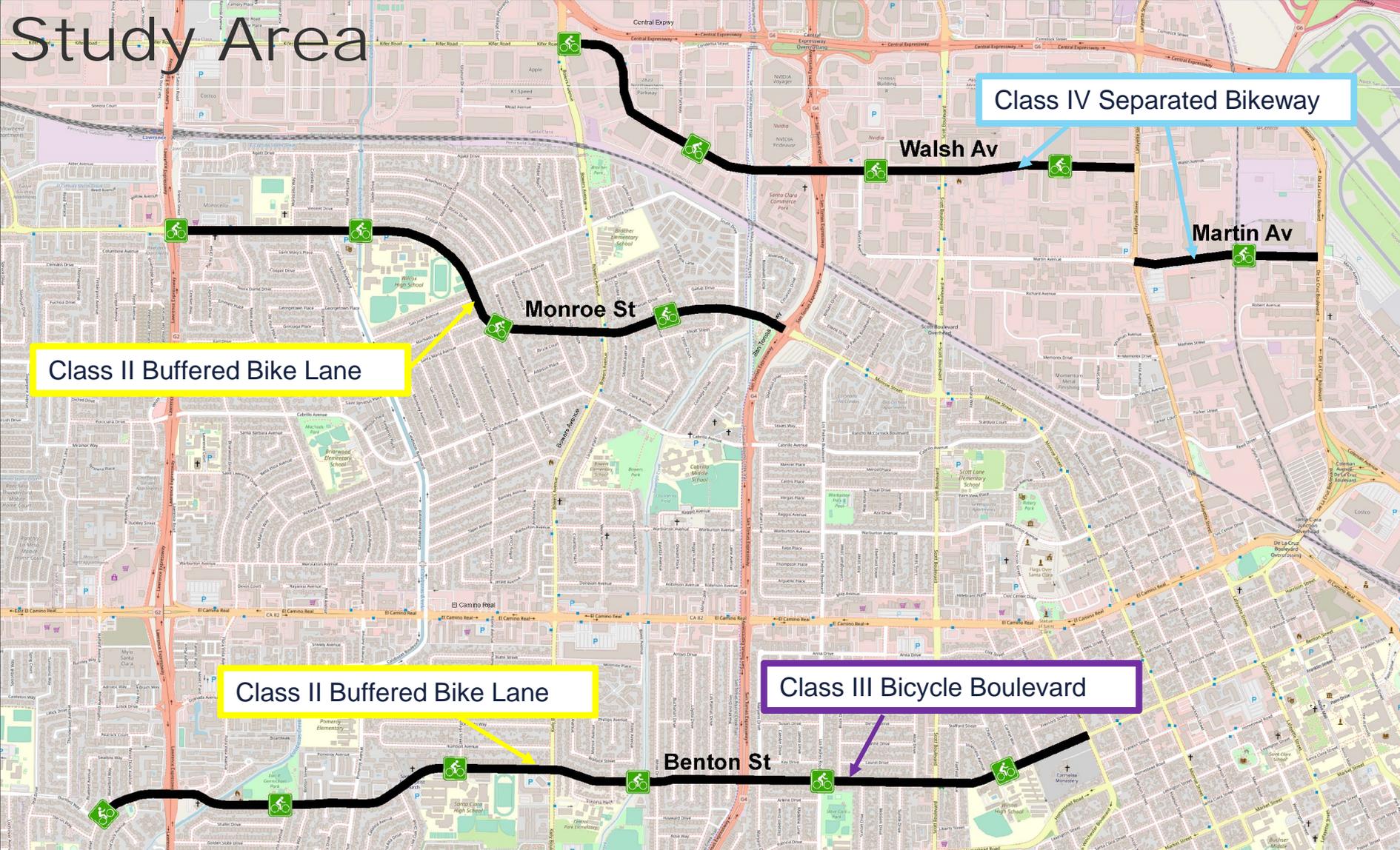
**City of Santa Clara
Bicycle Plan Update
2018**

Prepared by
Alta Planning + Design
June 2019

Prepared for
City of Santa Clara
The Center of What's Possible



Study Area



Class IV Separated Bikeway

Walsh Av

Martin Av

Monroe St

Class II Buffered Bike Lane

Class II Buffered Bike Lane

Class III Bicycle Boulevard

Benton St



Benton Street

- Dunford Way to Maryann Drive
 - 1.8-mile east-west segment
 - 4 to 5 lane roadway
 - Posted speed limit 25-30 MPH
- Maryann Drive to Lincoln Street
 - 0.8 mile east-west segment
 - 2 lane roadway
 - Posted speed limit 25 MPH
- Primarily residential land use



Four-lane roadway (64 feet typical)



Two-lane roadway (38 feet typical)



Monroe Street

- **Roadway Characteristics**
 - Lawrence Expwy to San Tomas Expwy
 - 1.7-mile east-west segment
 - 4 to 5-lane roadway
 - Posted speed limit: 35 MPH
 - Currently no continuous bicycle facilities
(existing bike lanes in segments)
 - Primarily fronted by houses and Wilcox HS



Four-lane roadway (64 feet typical)



Walsh Avenue

- From Bowers Ave to Lafayette St:
 - Adjacent land use is predominantly office buildings and industrial park
 - Currently it has on-street bike lanes from Bowers Avenue to San Tomas Expressway



Walsh Ave looking Westbound (64 Feet Typical)

Martin Avenue

- From Lafayette St to De La Cruz Blvd:
 - Adjacent land use is industrial park
 - On-street parking available on both sides of the corridor



Martin Ave looking Westbound (64 Feet Typical)

Proposed Bicycle Facility Types



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Class II Buffered Bike Lane



Parking Protected Bike Lane



Note: Pictures shown are examples of bicycle facility types and do not represent final construction of bikeways.



Class III Bike Boulevard



Class IV Separated Bikeway



Note: Pictures shown are examples of bicycle facility types and do not represent final construction of bikeways.

Class IV Bikeway in Front of High Schools



City of Santa Clara

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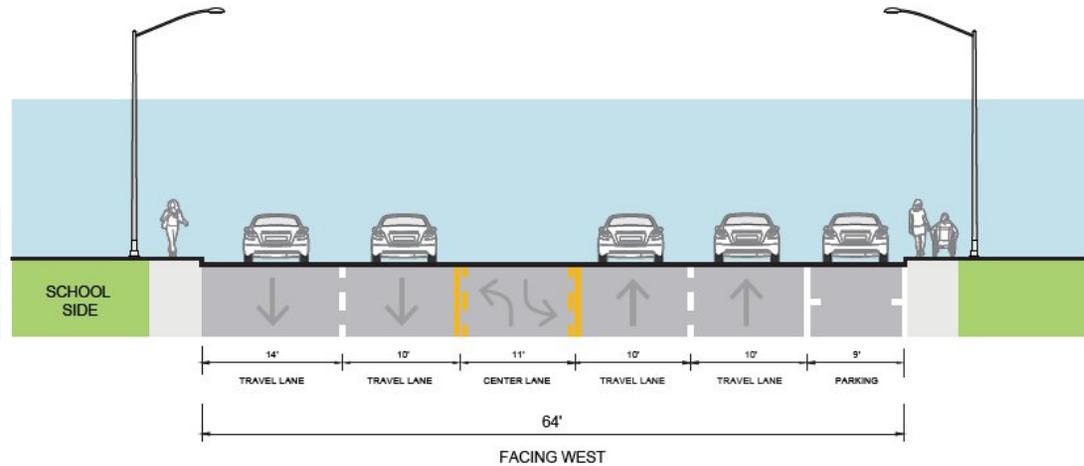
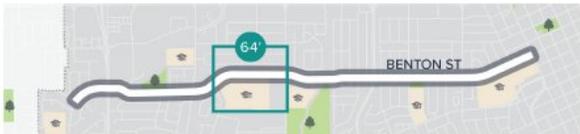
64' WIDE

Existing Conditions

ALONGSIDE HIGH SCHOOL

BENTON ST FROM LIVE OAK DR TO KIELY BLVD

- One side parking + center lane



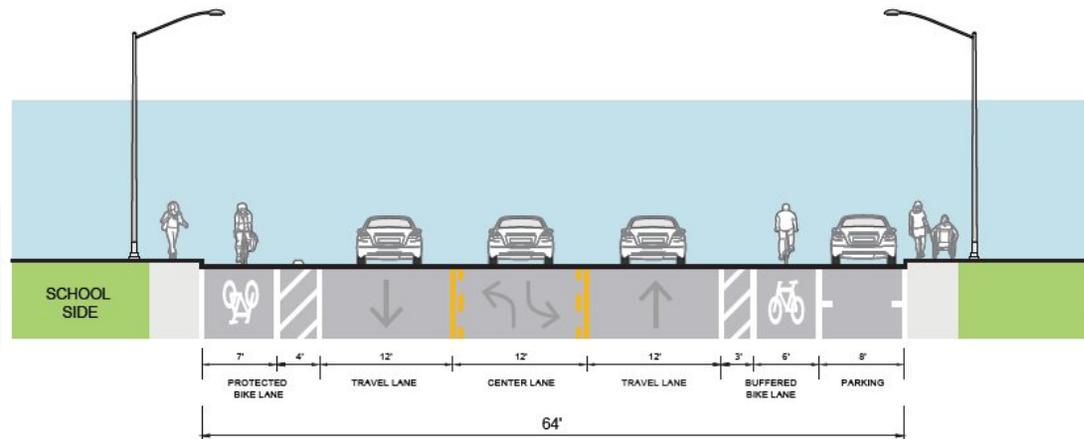
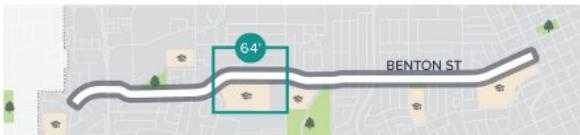
64' WIDE

Proposed Concept

ALONGSIDE HIGH SCHOOL

BENTON ST FROM LIVE OAK DR TO KIELY BLVD

- South side protected bike lane
- North side buffered bike lane





How to Stay Involved?

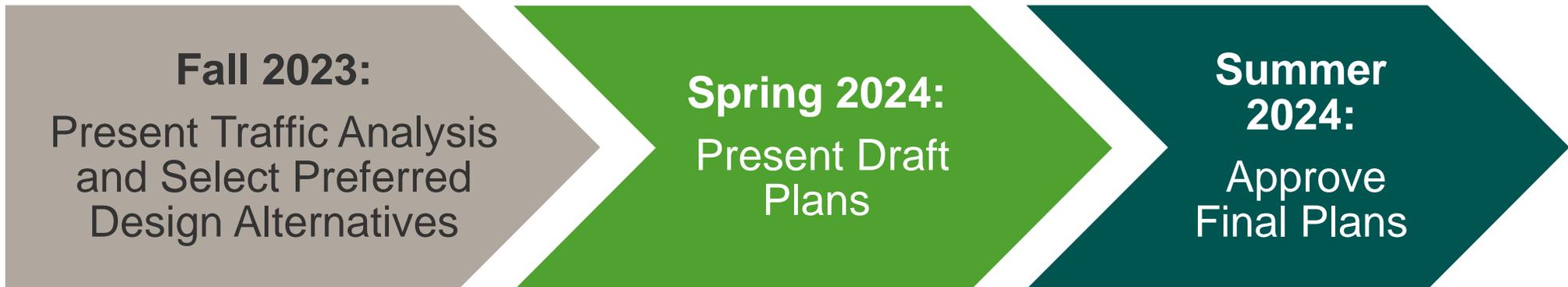
- The Concept Survey are posted on each project website.
- Community Meetings in September
- Pop-up events
 - Santa Clara Art and Wine Festival – Central Park – September 16th & 17th
 - Pop-up with High Schools



**Scan the QR code and
visit project websites
for more information!**



Schedule





Questions and Answers

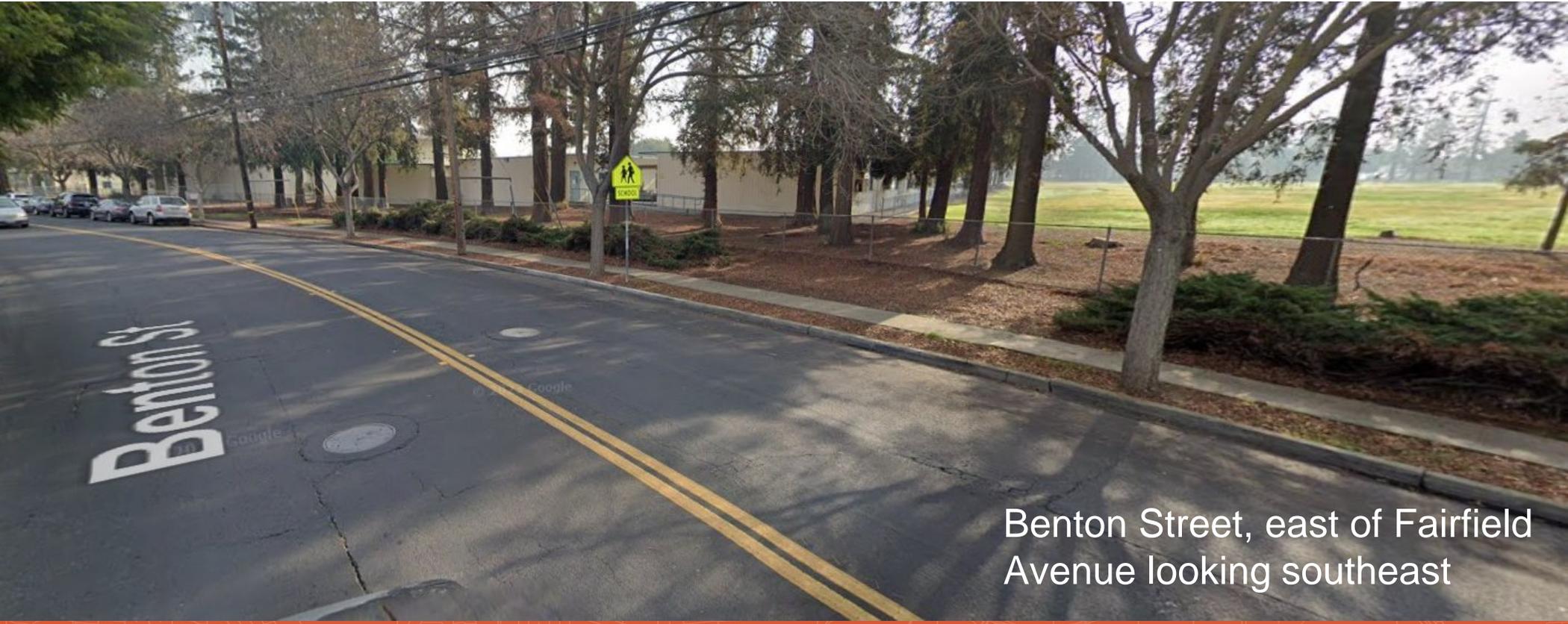


Slide 15

NH39

Moved to the end.

Nicole He, 8/22/2023



Benton Street, east of Fairfield Avenue looking southeast

Thank You!

SantaClaraCA.gov/BikePedProjects



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Agenda Report

23-1100

Agenda Date: 9/25/2023

SUBJECT

Senior Advisory Commission Work Plan & Goals for FY2023/24

BACKGROUND

Taking into consideration the eight (8) domains of the Age-Friendly City domains of: Economics and Employment; Community; Housing; Outdoor Spaces and Buildings; Transportation and Streets; Health, Wellness, and Nutrition; Social and Civic Engagement; and Access to Community Resources and Information. The Senior Advisory Commission prioritized the interests and needs of older adult residents of Santa Clara ages 50 and over, given limitations of available City resources, and narrowed the goals and work plan as follows:

1. Advocate for Affordable and Convenient Housing

- a. Educate the Senior Advisory Commission on current low-income projects in Santa Clara
 - i. Provide educational presentations at Senior Advisory Commission meetings.

2. Encourage and Promote the use of Outdoor Spaces and Buildings

- a. Work with the Parks & Recreation Department to promote the development of pickle ball courts in Santa Clara.
 - i. Meet with City Staff monthly for updates.

3. Advocate for Affordable, Convenient, and Safe Transportation and Streets

- a. Educate the older adult community on transportation resources in Santa Clara.
 - i. Schedule presentations at the Senior Center.
- b. Review and provide feedback to the Pedestrian and Bicycle Master Plans for potential access improvements, and provisions for general safety and develop strategies to address excessive speeding on bike paths.
 - i. Send representative(s) to attend Bicycle & Pedestrian Advisory Committee meeting(s).

4. Develop Opportunities to Promote Health, Wellness, and Nutrition

- a. Review the 2017 Senior Needs Assessment and provide input on survey content and outreach plan to conduct a new community survey in 2024.

5. Provide Access to Community Resources and Information

- a. Appoint representative(s) to attend the ADA Committee Meetings.
- b. Help market and promote awareness to the older adult community of City outreach opportunities.
- c. Host a Senior Advisory Commission Exhibitor booth at the "Be Strong, Live Long" Health & Wellness Fair.

DISCUSSION

The Commission will be given the opportunity to amend or approve the FY2023/24 Work Plan & Goals at the September 25 meeting. Commissioner assignments to serve on subcommittees to work on the goals and objectives may also be made, with the stipulation that subcommittees must have

less than a quorum (no more than 3) of the Commission assigned to each subcommittee.

Subcommittee conduct and work must be in conformance with the Brown Act. Commissioners will provide an update to the Senior Advisory Commission for discussion and action when needed, on their efforts and progress toward accomplishing the FY2023/24 Work Plan & Goals.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational or administrative activity that will not result in direct or indirect changes in the environment.

PUBLIC CONTACT

Public contact was made by posting the Senior Advisory Commission’s agenda on the City’s official -notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City’s website and in the City Clerk’s Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk’s Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>.

Reviewed by: Jennifer Herb, Recreation Supervisor

Approved by: Dale Seale, Acting Director of Parks & Recreation