Walsh Avenue/Martin Avenue Class IV Bikeway Planning Study

Phase 2: Community Workshop – Roadway Concepts

September 20, 2023

Welcome

- **Thank you for being here!**
- This meeting is being recorded and will be posted on the project website.
- Connect with us via:
  - Voicemail: **(925) 223-8332**
  - Email: Walsh-MartinBikePlan@TJKM.com
  - Website: SantaClaraCA.gov/BikePedProjects
  - Survey: Accessible via the project website

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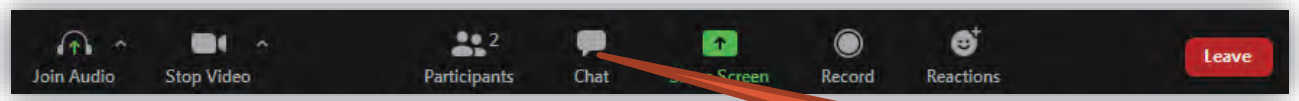
The Center of What's Possible

How to use Zoom

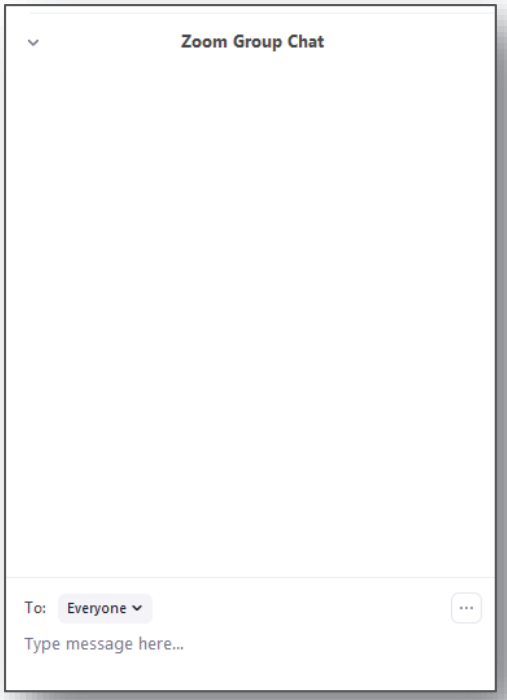
This meeting is being recorded

Free Zoom app

How to send us your questions and feedback?

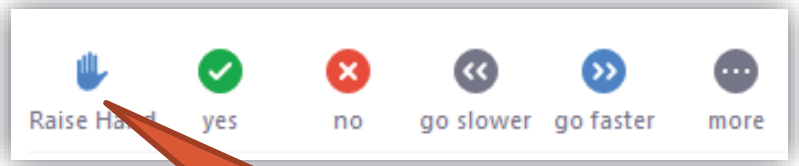


Use the chat feature to send us your questions



Zoom controls

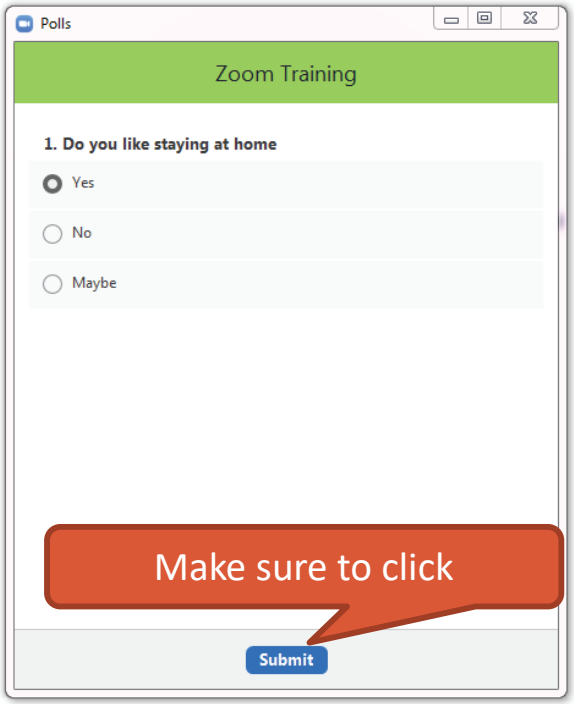
How to ask questions during Q&A?



Use “Raise Hand” feature if you would like to speak. Click participants to see the option

Phone Controls
*6 - Toggle mute/unmute
*9 - Raise hand

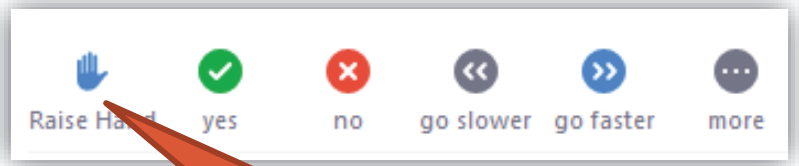
How to answer a poll?



Polling might not be available on Phone app

Zoom controls

How to ask questions?



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Phone Controls
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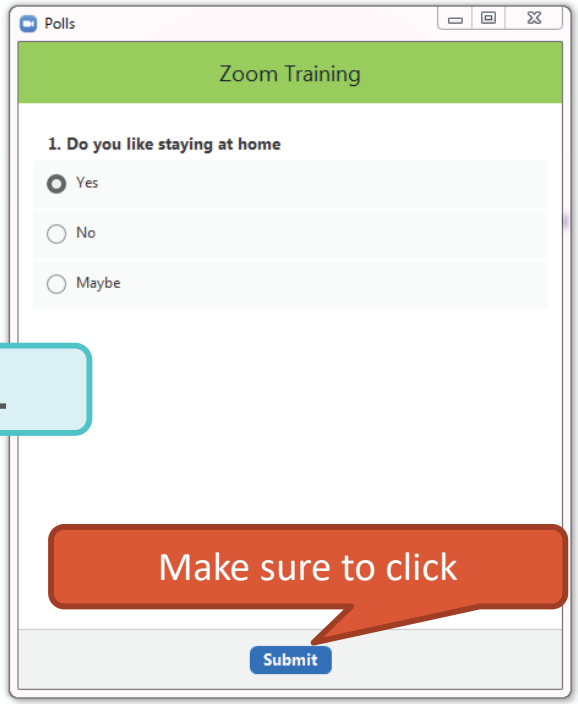
*9 - Raise hand

How to answer a poll?

Launch Poll #01



Polling might not be available on the call in option

Workshop Agenda

1. Introductions
2. Project Schedule and Activities to Date
3. Corridor Collision and Parking Analysis
4. Design Concepts and Alternatives
5. Question & Answers
6. Next Steps & How to get involved

Introductions

- City of Santa Clara Staff
  - Nicole He, Project Manager
  - Carol Shariat, Principal Transportation Planner
  - Michael Liw, Assistant Public Works Director
  - Steve Chan, Transportation Manager
- TJKM Transportation Consultants
  - Ruta Jariwala, Project Manager
  - Anna Highsmith, Transportation Engineer
  - Devyani Padubidri, Assistant Transportation Planner

Schedule


We are here !
Community Meeting #1
BPAC Meeting #1
BPAC Meeting #2
Community Meeting #2
Community Meeting #3
BPAC Meeting #3
BPAC Meeting #4
Council Adoption
2023 WINTER
SPRING
SUMMER
FALL
2024 WINTER
SPRING
Business Stakeholder Meeting #1
Business Stakeholder Meeting #2
Information Gathering & Public Input
Corridor Analysis & Develop Roadway Concepts
Draft Project Report
Final Project Report

Study Area Today

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Project Study Area

Existing Condition

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Walsh Avenue

- From Bowers Ave to Lafayette St:
  - 1.7-mile east-west minor arterial street
  - 4 lane roadway
  - Adjacent land use is predominantly office buildings and industrial park
  - Currently it has Class II bike lanes from Bowers Avenue to San Tomas Expressway
  - VTA ACE shuttle runs along Walsh Avenue
  - On-street parking available between Martin Ave and Lafayette St

Walsh Ave looking Westbound

Walsh Ave looking Eastbound

Martin Avenue

- From Lafayette St to De La Cruz Blvd:
  - 0.5-mile east-west collector in central Santa Clara
  - 4 lane roadway
  - Adjacent land use is predominantly industrial park
  - On-street parking available on both sides of the corridor

Martin Ave looking Westbound

Outreach Efforts

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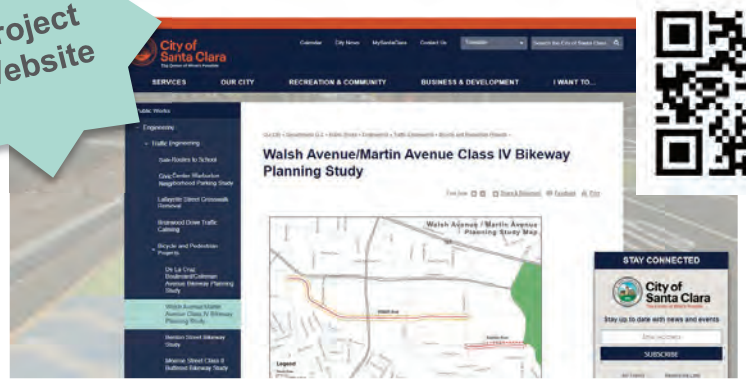
Project Website

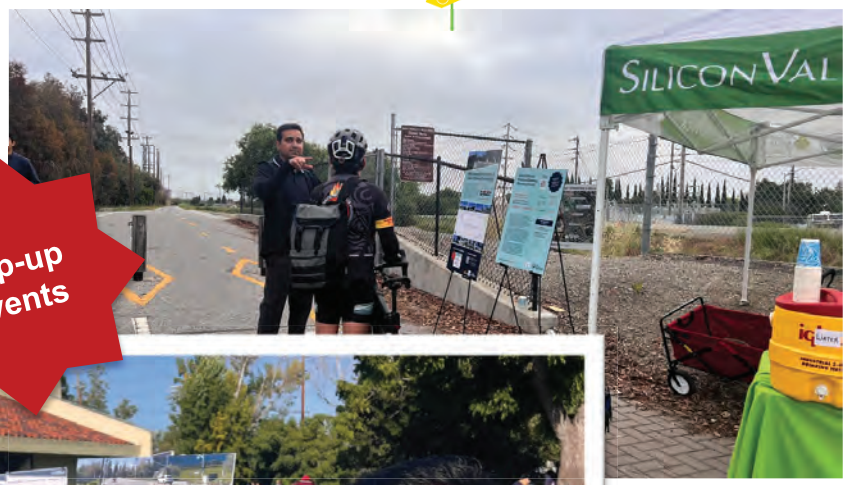


WWW.SantaClaraCA.gov/BikePedProjects

Map input Platform

BIKE TO WHEREVER DAYS

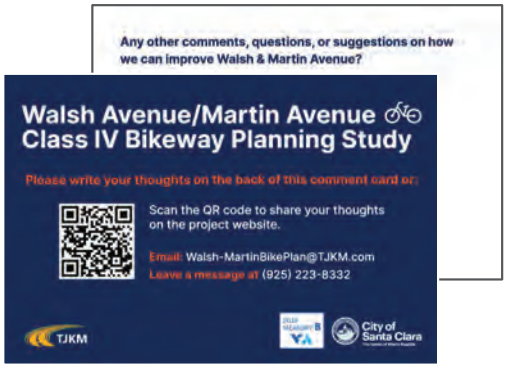
Pop-up Events



TJKM

Yard Signs

1100+ Postcards



Comment Cards
(Bike to work day)

Call and leave a voice message: **(925) 223-8332** – No phone calls were recorded

Email us at Walsh-MartinBikePlan@TJKM.com – 3 emails were received

Community Meeting #01

- Conducted on **May 25, 2023**
- 7 Community Members Participated
- Discussed – Project Purpose, Approach, Scope of Work and Community Vision
- **86 percent** of the participants were residents
- **50 percent** use Walsh/Martin Avenue for recreational purposes
- **71 percent** said Class IV bicycle lanes will encourage biking along the corridor

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Community concerns

Intersection Improvement for Bicycle Safety & Continuity

Need for Bicycle Facility

Speeding

Need for Center Turn Lane

- **49 comments were received**
- **32 comments were received along Walsh Avenue**
- **15 comments were received for Martin Avenue**
- **2 overall comments**

Collision Analysis

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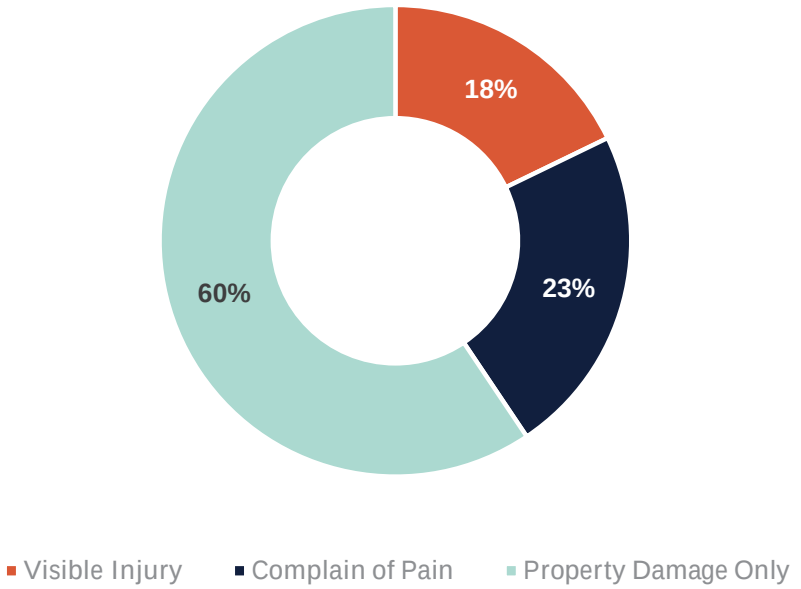
Collision Trends

- **57 collisions** recorded **41 collisions** on **Walsh Avenue** and **16 collisions** on **Martin Avenue**
- **No** fatalities or severe injuries reported between 2018 - 2022
- **10 collisions** resulted in visible injuries
- **13 collisions** resulted in complaint of pain
- **34 collision** were classified as Property Damage Only (PDO)

Collision by severity (2018 – 2022)



Injury collisions at intersection and on block

- **14 collisions** at the intersection of San Tomas Expressway and Walsh Ave
- **13 collisions** at the intersection of De Le Cruz Blvd and Martin Ave

Collision by mode

- **One** Pedestrian Collision
- **One** Bicycle Collision

Parking Analysis

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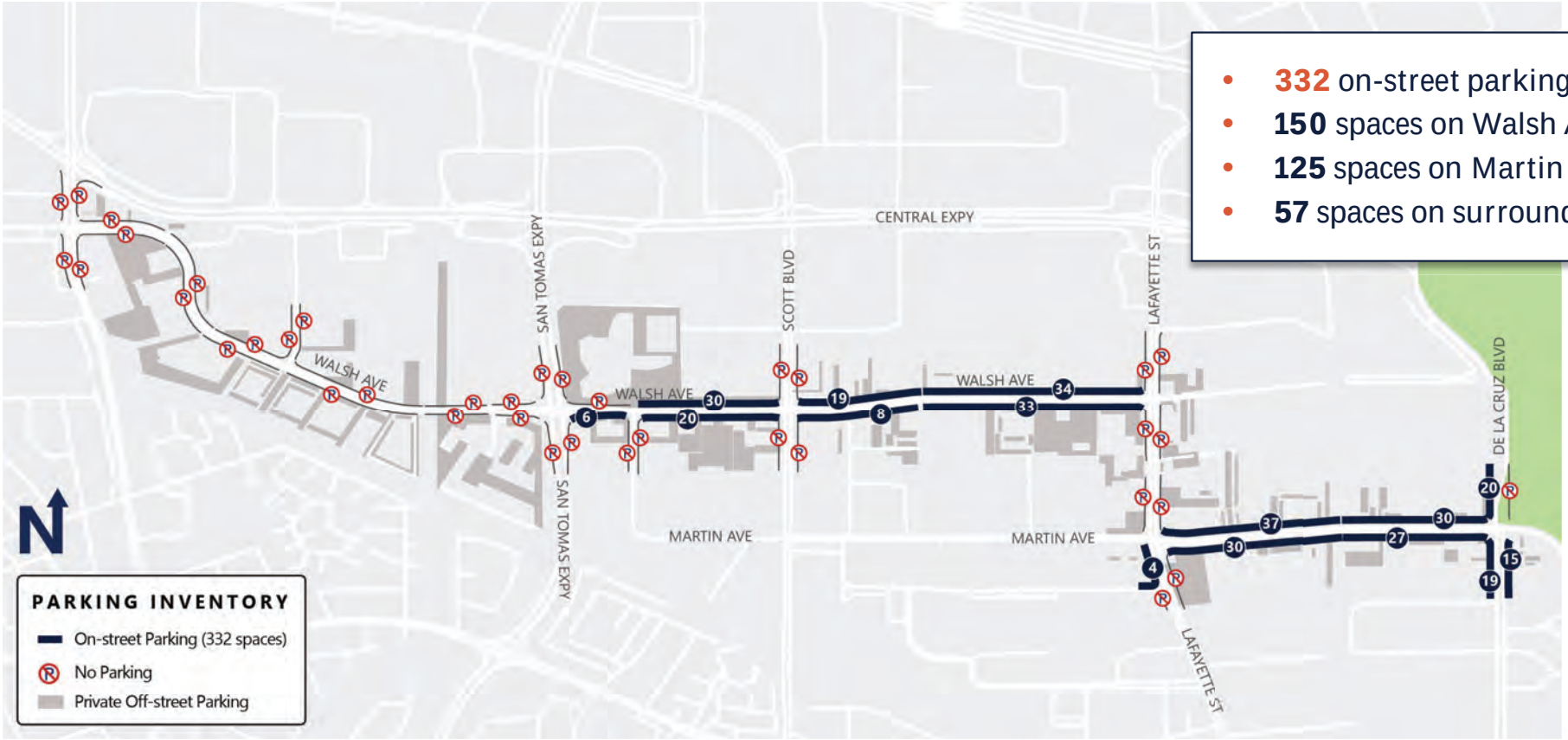
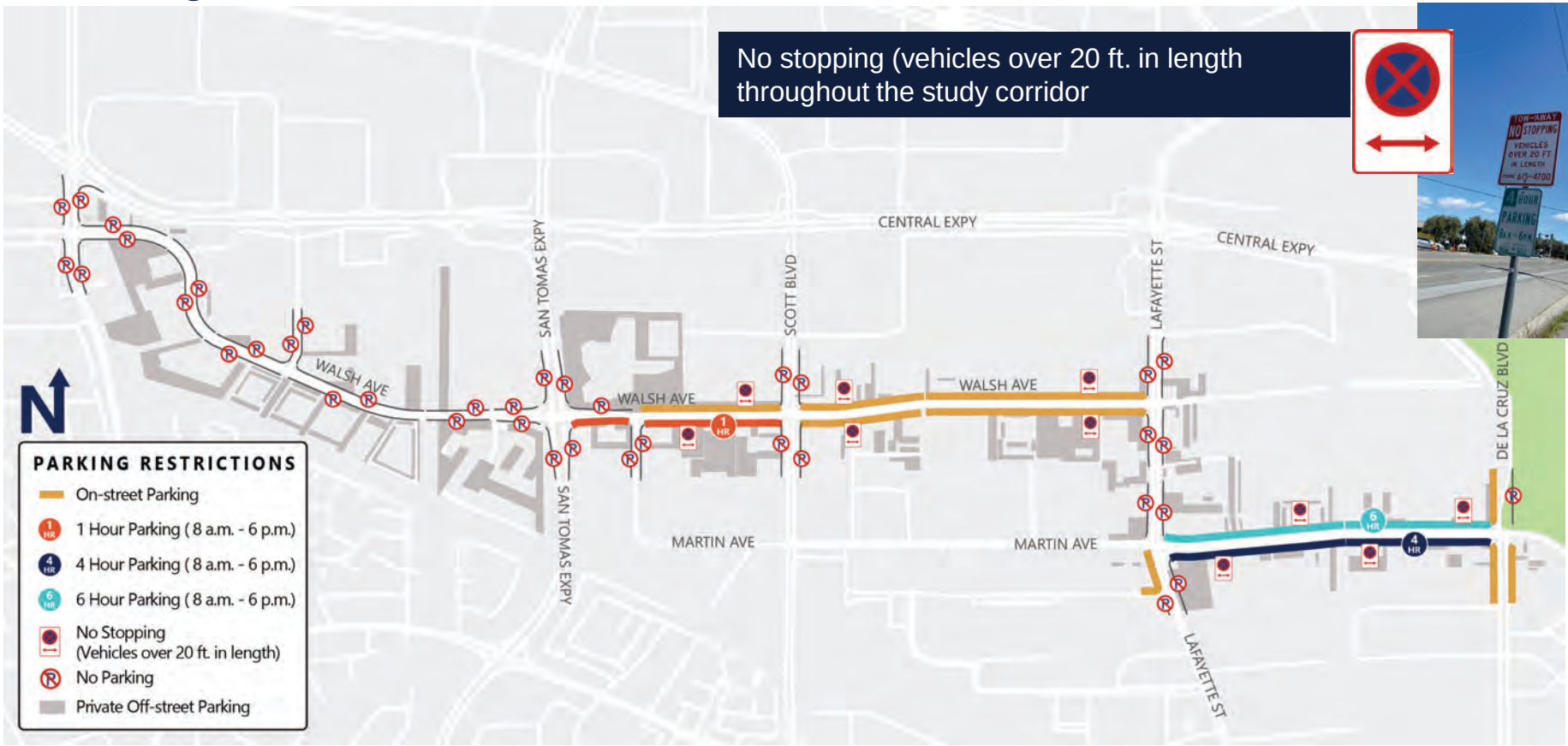
Parking Inventory



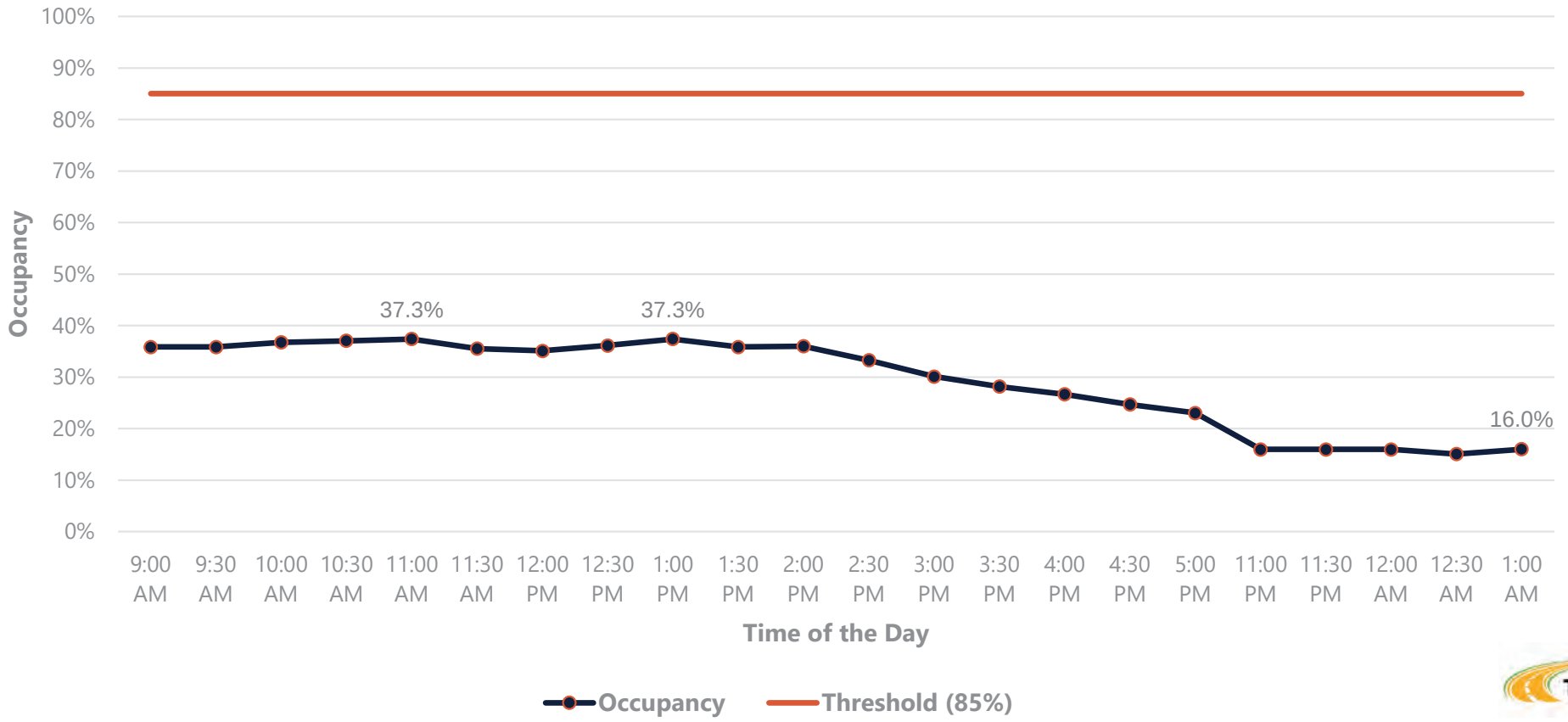
- **332** on-street parking spaces
- **150** spaces on Walsh Avenue
- **125** spaces on Martin Avenue
- **57** spaces on surrounding streets

Parking Restriction

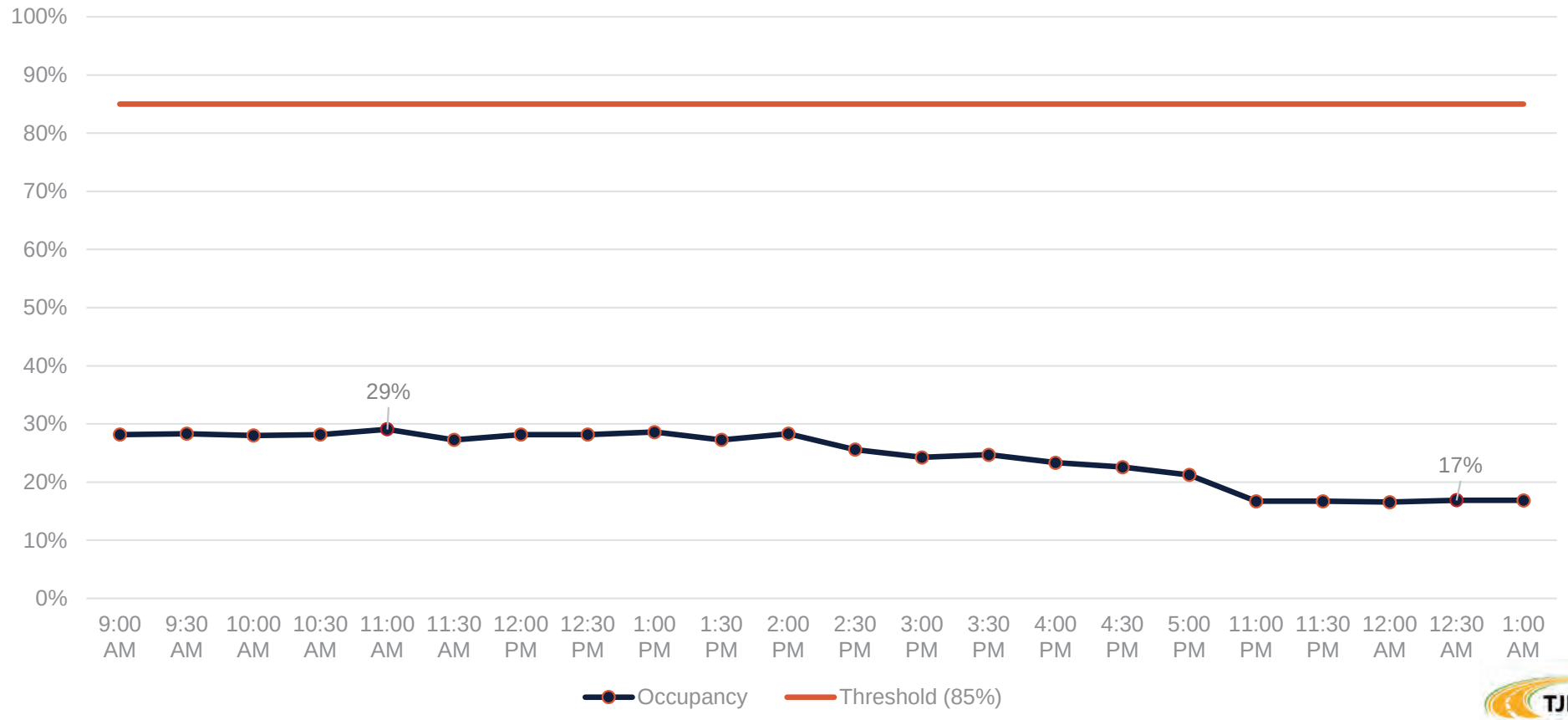
No stopping (vehicles over 20 ft. in length throughout the study corridor



On-street Parking Occupancy on a Weekday for Study Corridor



On-street Parking Occupancy on a Weekend for Study Corridor

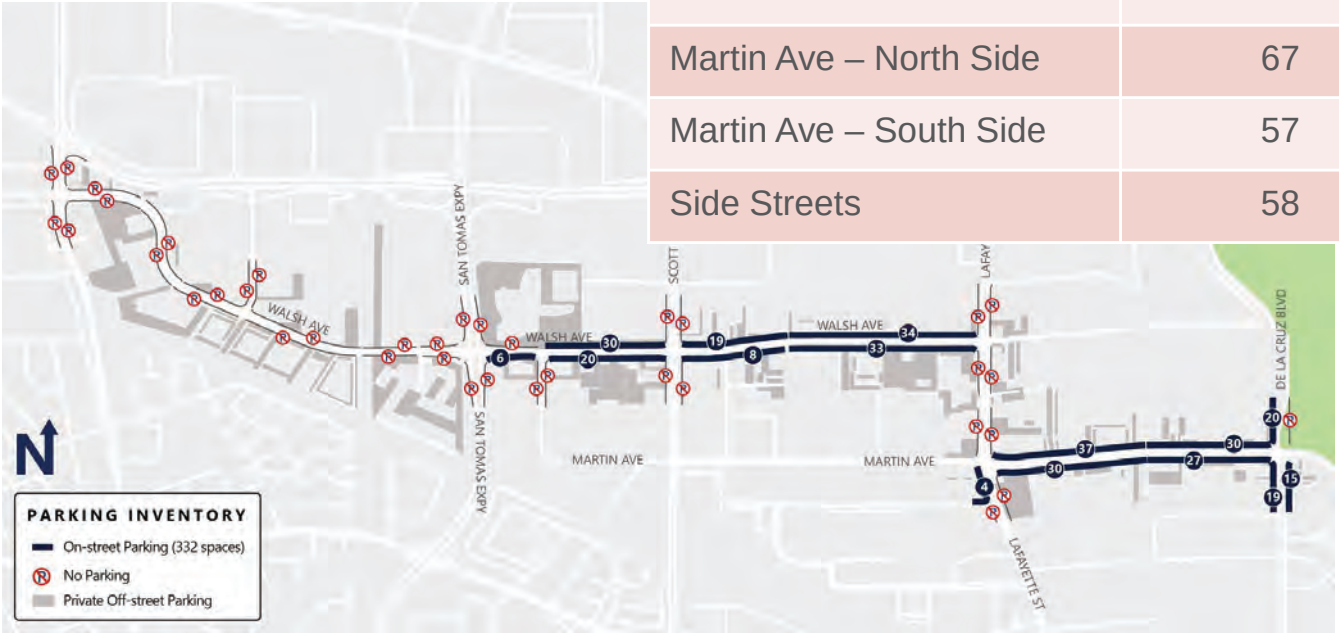


Peak Demand: Weekday (11 a.m.)

- ~ 37 percent Occupancy
- 124 occupied spaces
- 208 unoccupied spaces
- The overall parking occupancy on a typical weekday is significantly lower than the 85% threshold throughout the day.

Estimated Parking Utilization

On-street Parking Location	Inventory	Average Cars Estimated	Estimated Utilization Rate
Walsh Ave – North Side	83	39	47%
Walsh Ave – South Side	67	17	25%
Martin Ave – North Side	67	11	16%
Martin Ave – South Side	57	19	33%
Side Streets	58	11	19%



Design Concepts and Alternatives

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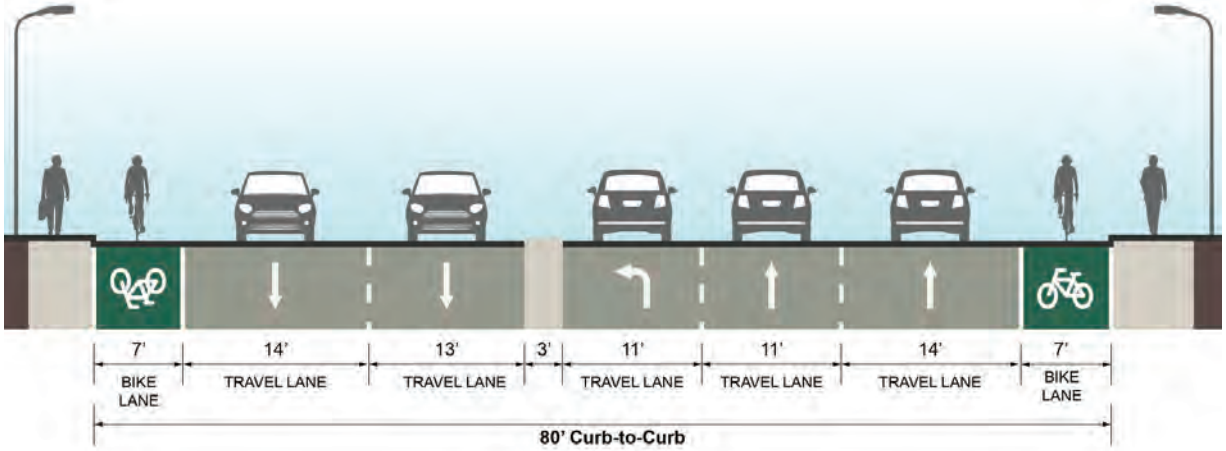
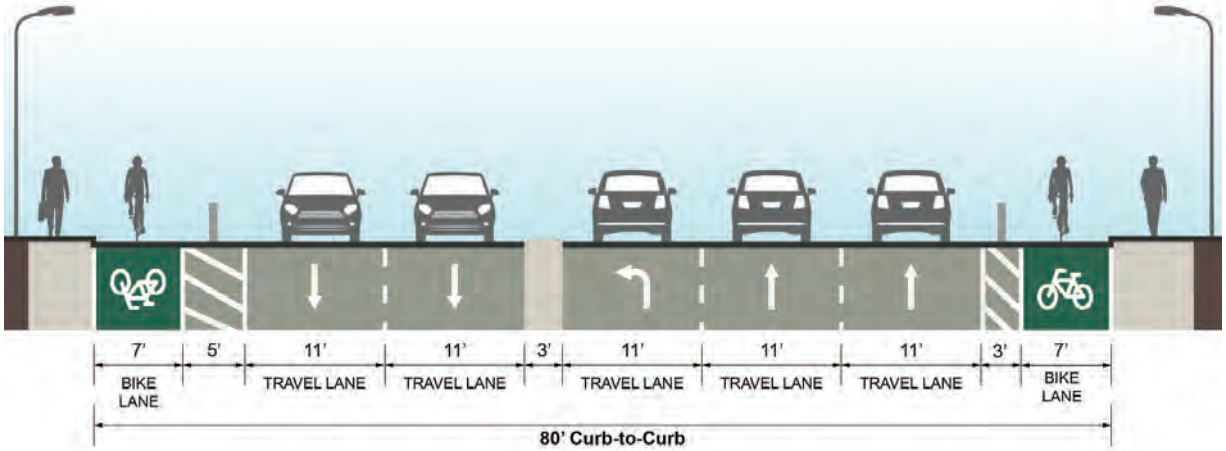
Key Plan


TRANSITION
64' - 80'
A
B
C
TRANSITION
64' - 80'
D
E
Central Expy
Bowers Ave
Northwestern Pkwy
NVIDIA Driveway
an Tomas Expwy
Martin Ave
Scott Blvd
Walsh Ave
Lafayette St
Martin Ave
De La Cruz Blvd
N



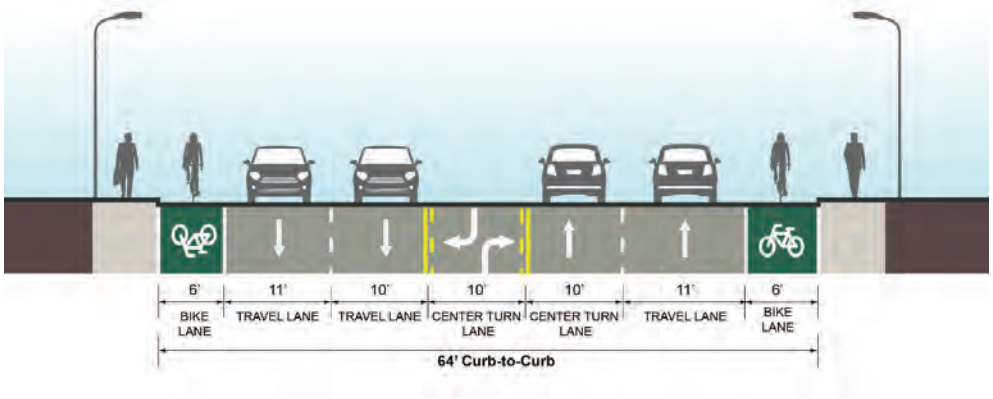
Existing
Section A

Launch Poll #02

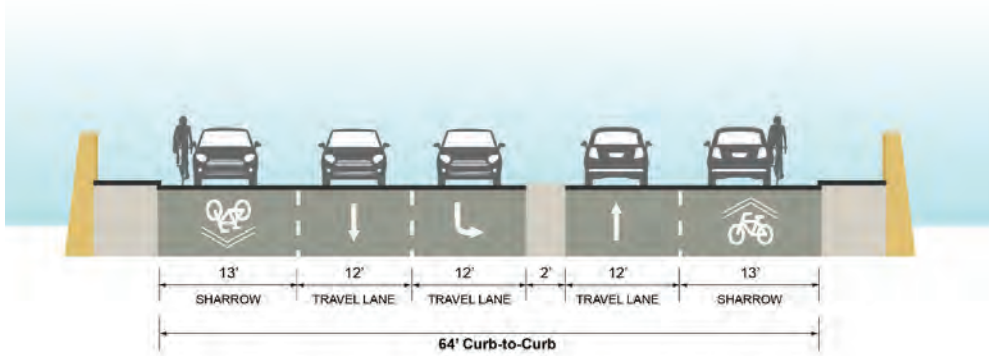


Proposed
Section A

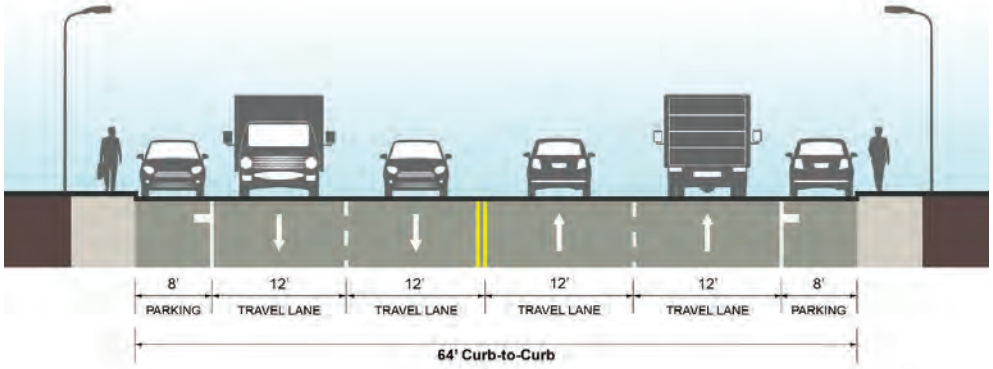
Existing Section B



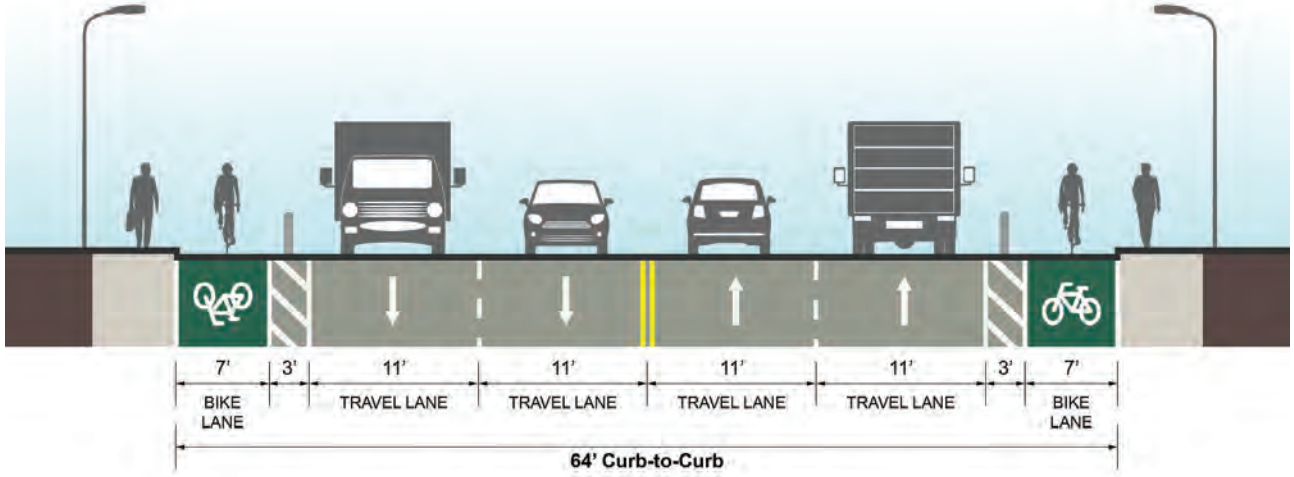
Existing Section C



Existing Section D & E



Four Travel Lanes, No Parking

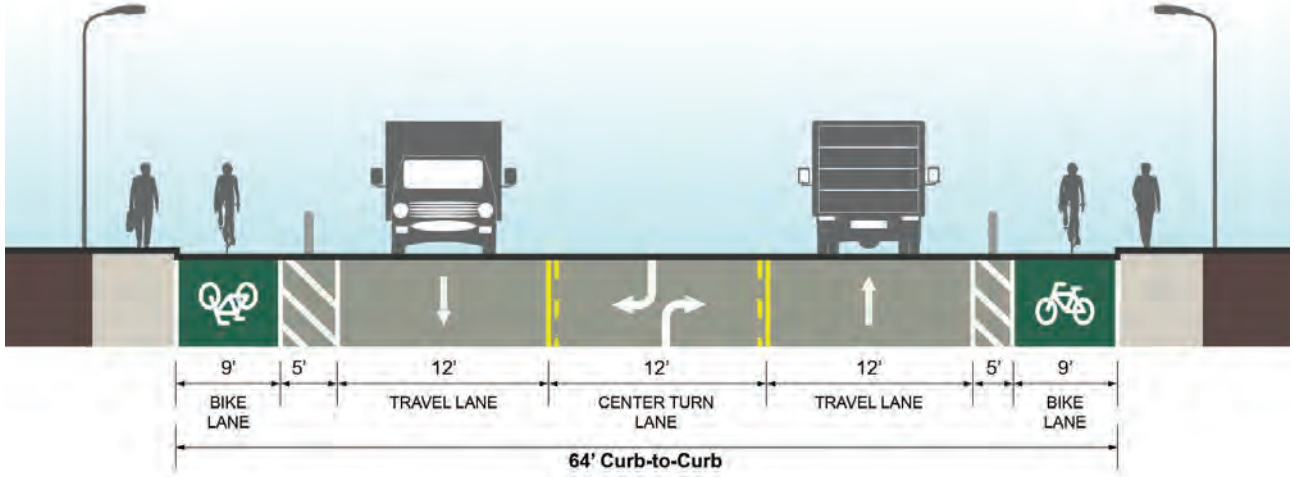


- Remove center turn lane
- 10' Bikeway on each side

Launch Poll #03

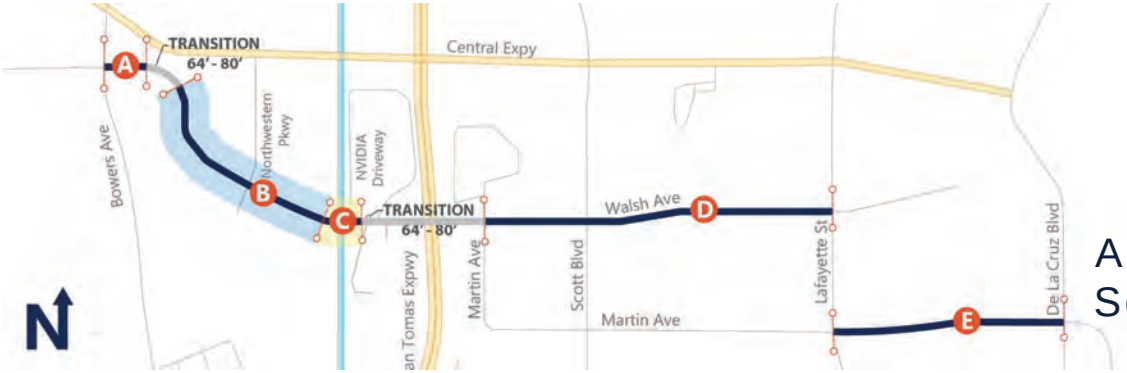
Applicable to Sections B, C, D, and E

Two Travel Lanes, Center Turn Lane, No Parking



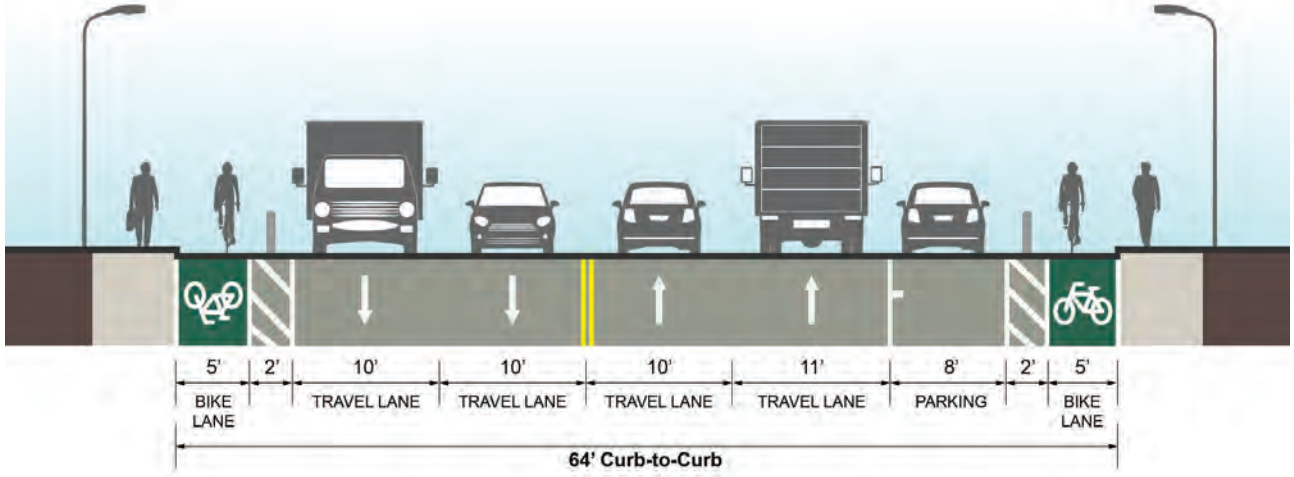
- Reduce to 2 travel lanes
- Keeps center turn lane
- 14' Bikeway on each side

Launch Poll #04



Applicable to Sections B and C

Four Travel Lanes, No Parking on One Side

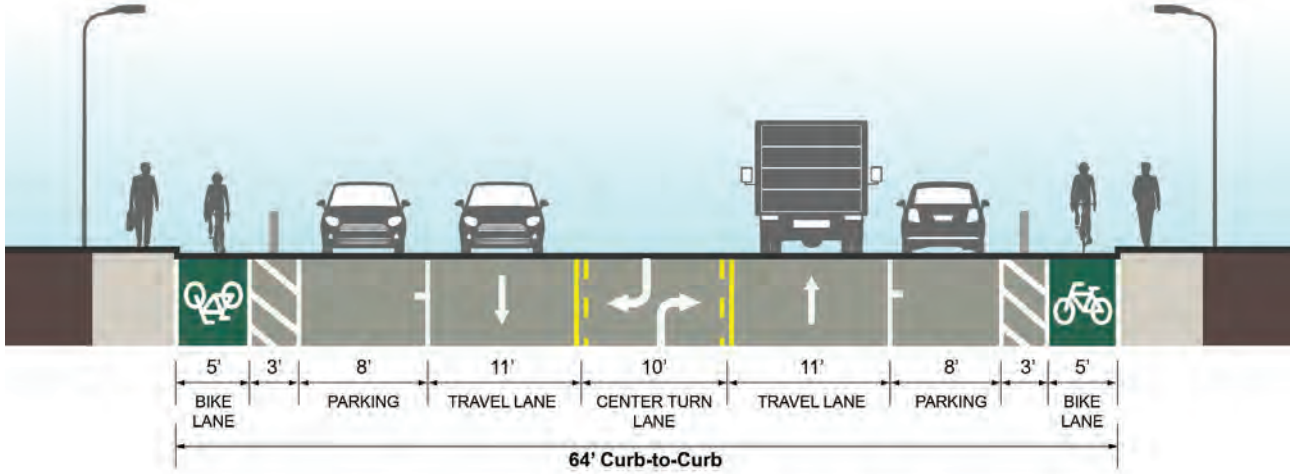


- 7' Bikeway on one side and
- 8' Bikeway next to parking lane

Launch Poll #05

Applicable to Sections D and E

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



- 8' Bikeway on each side

Launch Poll #06

Applicable to Sections D and E

Summary

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Alternative	Cross-section	Travel Lanes	Bicycle Lane	Buffer	Section				
					A	B	C	D	E
Proposed 80' Wide Concept	80'	4 (11')	7'	3'	x				
Four Travel Lanes, No Parking	64'	4 (11')	7'	3'		x	x	x	x
Two Travel Lanes, Center Turn Lane, No Parking	64'	2 (12')	9'	5'		x	x		
Four Travel Lanes, No Parking on One Side	64'	3 (10')/ 1(11')	5'	2'/3'				x	x
Two Travel Lanes, Center Turn Lane, Parking on Both Sides	64'	2 (11')	5'	3'				x	x

Questions and Answers

Next Steps

- Corridor Traffic Analysis
- Community Outreach Round #3

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Ways to stay involved

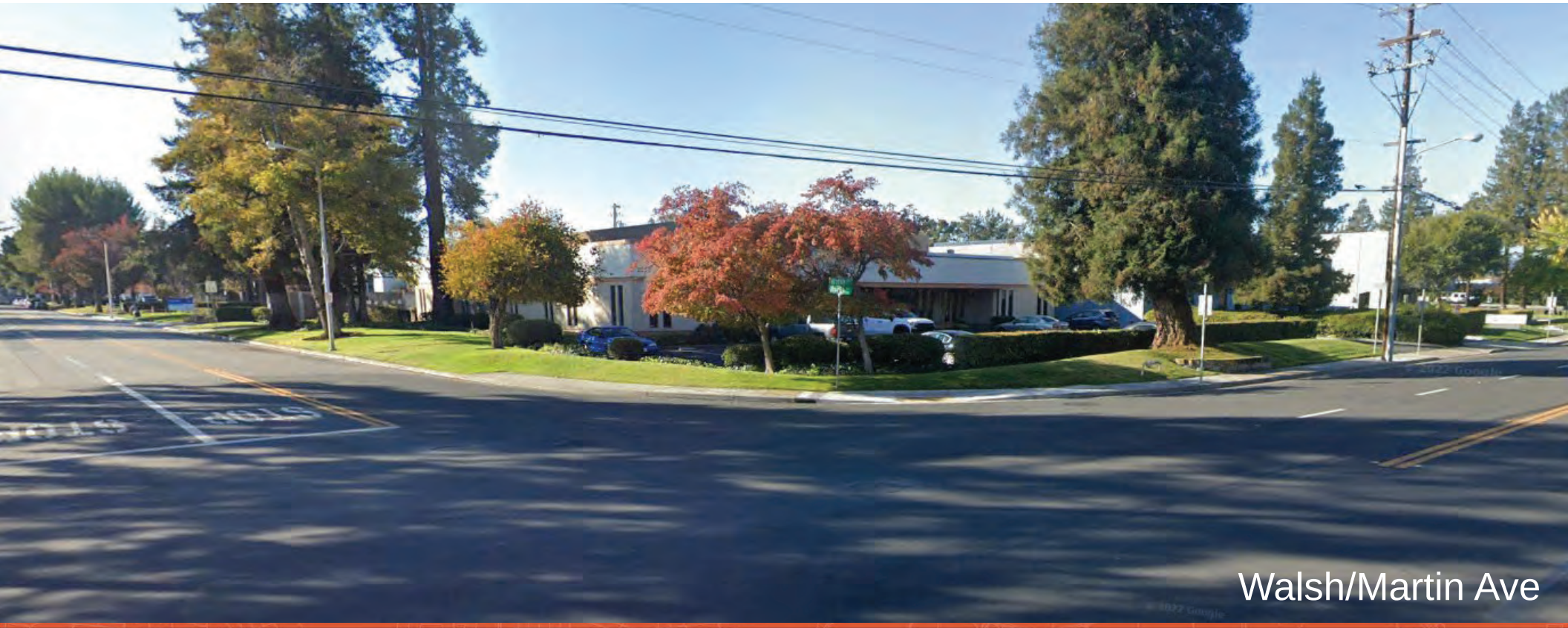
1. Project updates: WWW.SantaClaraCA.gov/BikePedProjects
2. Send us an email: Walsh-MartinBikePlan@TJKM.com
3. Provide your input on the design concepts:

https://www.surveymonkey.com/r/WalshMartin

Take the survey!

Survey Closes October 31,2023

4. Call and leave a voice message: **(925) 223-8332**
5. Attend future community meetings



Walsh/Martin Ave

Thank You!

Walsh-MartinBikePlan@TJKM.com

(925) 223 8332– voicemail only

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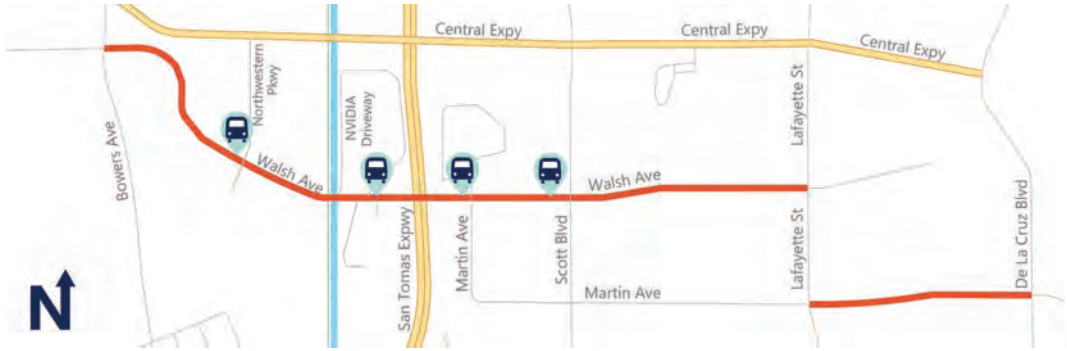
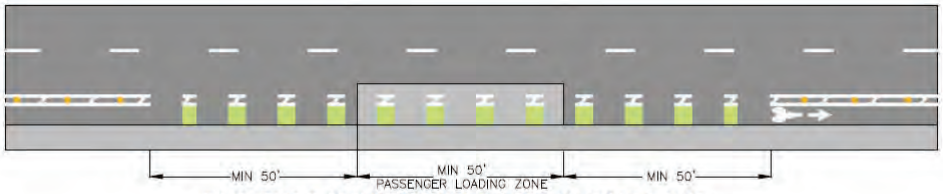
WWW.SantaClaraCa.gov/BikePedProjects

Other consideration

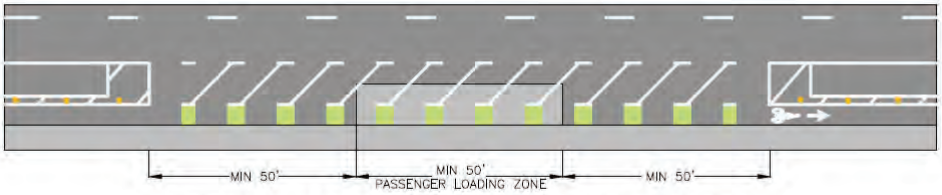
Transit stop considerations



ACE Bus Stop Locations along the Study Corridor

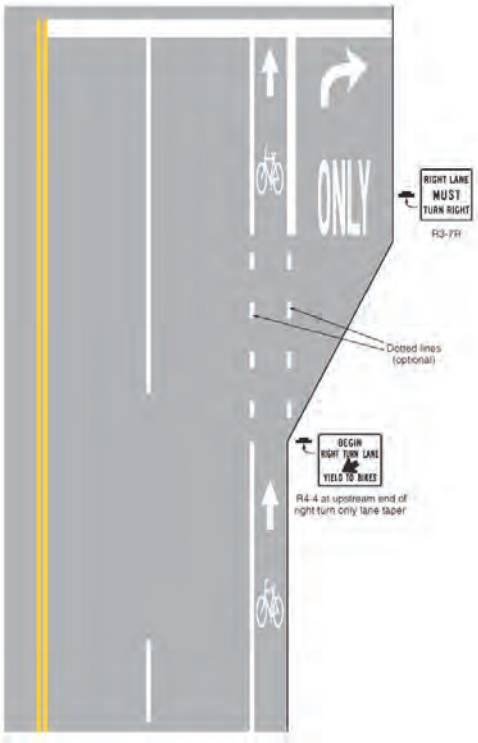


BUS STOP NEXT TO PROTECTED BIKE LANE

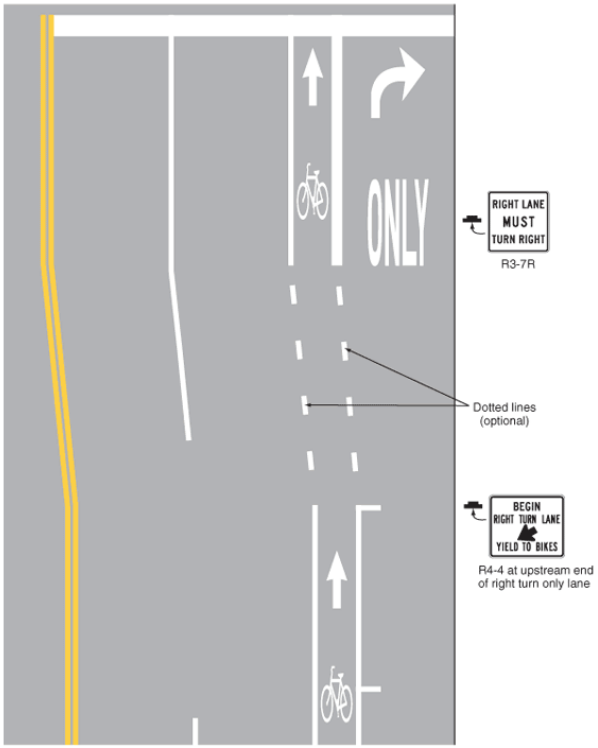


BUS STOP NEXT TO PARKING PROTECTED BIKE LANE

Bicycle conflict with right turning lane



This figure illustrates an example of bicycle lane treatment at a right turn only lane.



This figure illustrates an example of bicycle lane treatment at a parking lane that changes into a right turn only lane.

Protected intersections

Source : NACTO