

Martin Avenue Draft Design Concepts

This attachment lists the design concepts and alternatives for a new Class IV separated bikeway on Martin Avenue between Lafayette Street and De La Cruz Boulevard. The attachment shows the existing condition/no-build option on Martin Avenue, followed by three concepts.

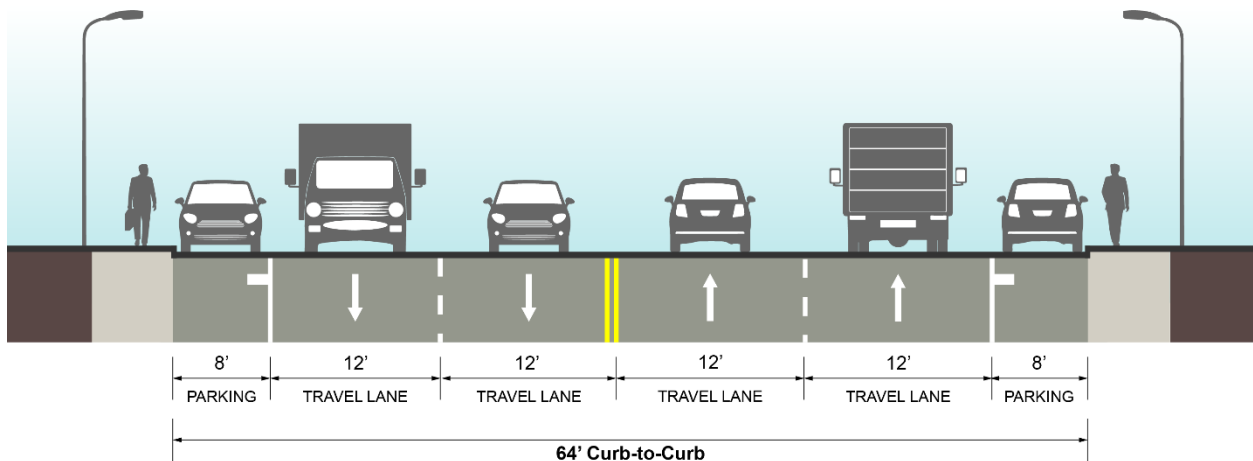
Existing Conditions / No Build

Section 5 - Martin Avenue (Lafayette Street to De La Cruz Boulevard) – No Build

- 64 feet Curb to Curb width
- 12 feet Travel Lanes
- 8 feet On-street Parking Lanes on Both Sides

This is the existing configuration on Martin Avenue between Lafayette Street and De La Cruz Boulevard. This 64 feet wide section of Martin Avenue is a four lane bi-directional roadway with an 8 feet wide on-street parking on either side.

Martin Avenue - No Build (Section 5)



Proposed Martin Avenue Design Concepts

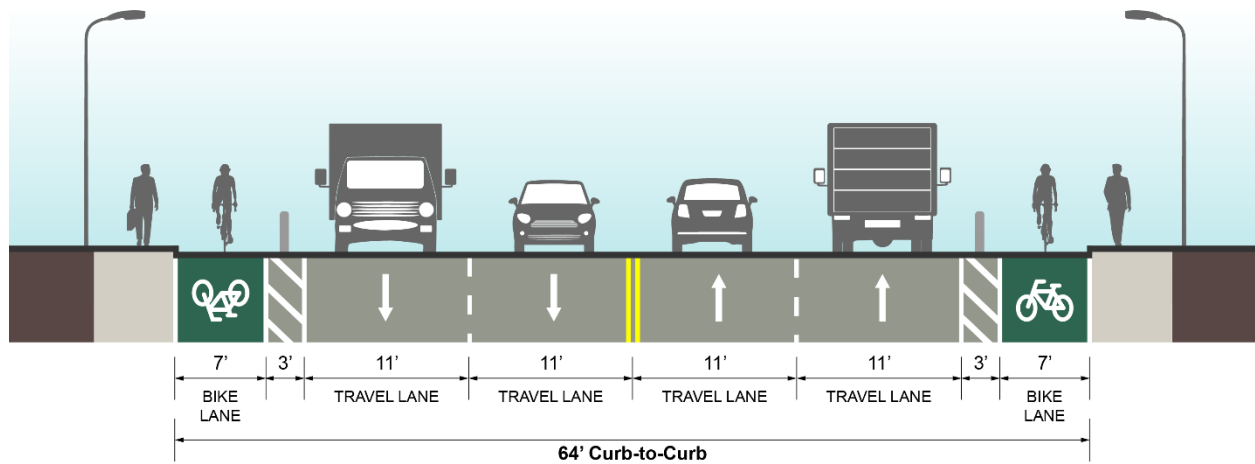
Martin Avenue - Concept D – Four Lanes, No Parking

- Maintains four travel lanes
- Eliminates the center turn lane
- Class IV Separated Bicycle Lanes on both sides

In this concept, we are proposing to maintain four travel lanes. Parking on both sides is removed to accommodate the installation of seven-foot Class IV separated bicycle lanes, with a three-foot buffer separating it from the travel lanes.

Concept D

Four Travel Lanes, No Parking



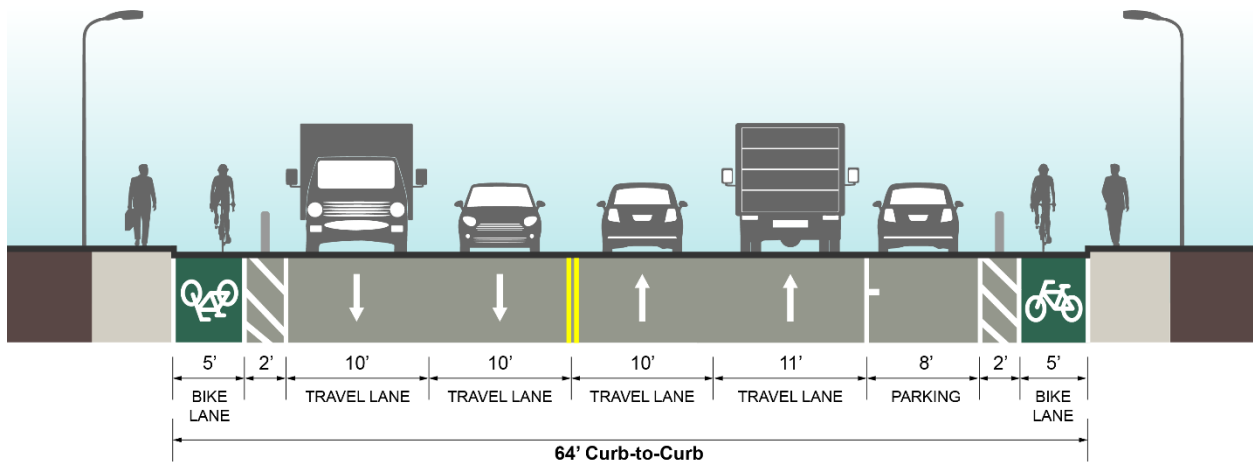
Martin Avenue - Concept E – Four Lanes, Remove Parking on One Side

- Maintains four travel lanes
- Maintains parking on one side
- Class IV Separated Bicycle Lanes on both sides

This concept also maintains four travel lanes. Parking is retained on one side and removed on the other. This concept eliminates the parking lane on one side to accommodate the installation of a five-foot Class IV separated bicycle lanes with a two-foot buffer separating it from the travel lanes.

Concept E

Four lanes, Remove Parking on One Side



Martin Avenue - Concept F – Two Lanes, Center Turn Lane, Parking on Both Sides

- Road Diet - Reduces the number of lanes from four lanes to two lanes
- Adds center turn lane to improve access
- Maintains parking on both sides
- Class IV Separated Bicycle Lanes on both sides

This concept proposes a road diet. It proposes two travel lanes and a center turn lane, maintains the existing parking on both sides and adds a Class IV bikeway lane on both sides. The Class IV separated bicycle lane is five feet wide and includes a three-foot buffer separating it from the travel lanes. At full implementation, this concept may require modifications to intersection design, signal timing, and incorporation of bicycle signal heads.

Concept F

Two lanes, Center Turn Lane, Parking on Both Sides

