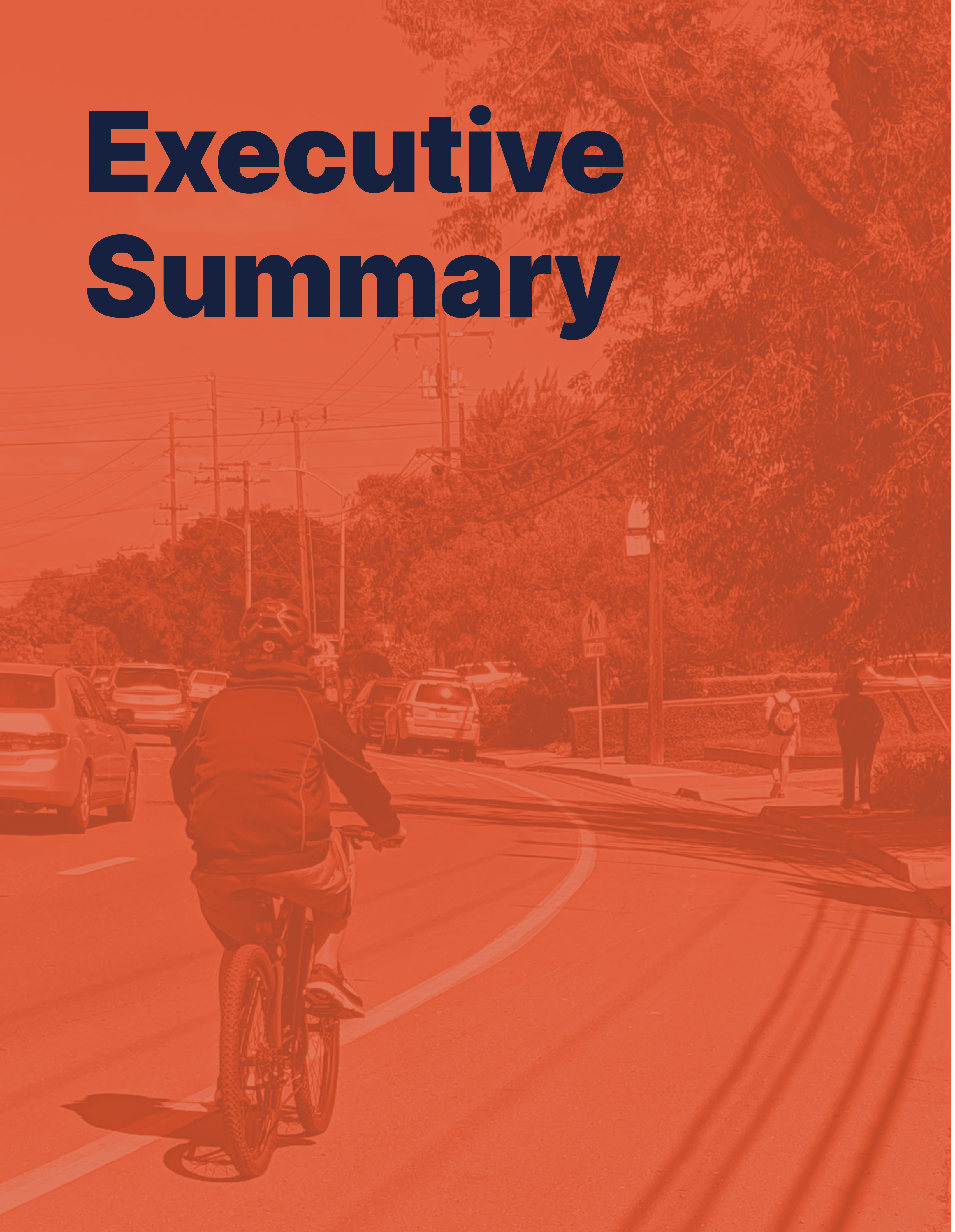
Executive Summary



Scope of Study

The City and project consultant, Alta Planning + Design, began working on the Monroe Street Bicycle Planning Study in January 2023 and completed in fall 2024. The study identified the most feasible design to reallocate roadway space to provide 1.75 miles of bike facilities along Monroe Street from San Tomas Expressway to Lawrence Expressway. The goal of the study is to identify bicycle infrastructure improvements that will close bicycle network gaps, increase mobility, and encourage the public to choose more sustainable modes of transportation. The study includes reviewing potential project options with parking or lane removal. The project team has invited nearby residents, business owners, public health professionals, school staff, commuters, and community leaders to take part in the study process. This report contains a traffic and parking analysis, street design concepts, and a discussion on opportunities and constraints of the potential design options.

It should be noted that the study is only a planning level document and does not include design, environmental review, or construction of any alternative. Additional funds would be required to design and construct the preferred alternative.

Approved Concepts

On September 24, 2024, the City Council reviewed the project and approved the following concept:

- Two Lanes, Buffered Bike Lanes, Center Turn Lane, Parking on Both Sides from Lawrence Expressway to to San Tomas Expressway.

The City Council also adopted a resolution establishing no parking zones as necessary on Monroe Street to accommodate the approved bicycle facilities. See Figures ES-1 and ES-2 for each approved concept.

Figure ES-1. **Approved—Concept A: Two Lanes, Center Turn Lane, Buffered Bike Lanes, Parking on Both Sides - Typical Condition**

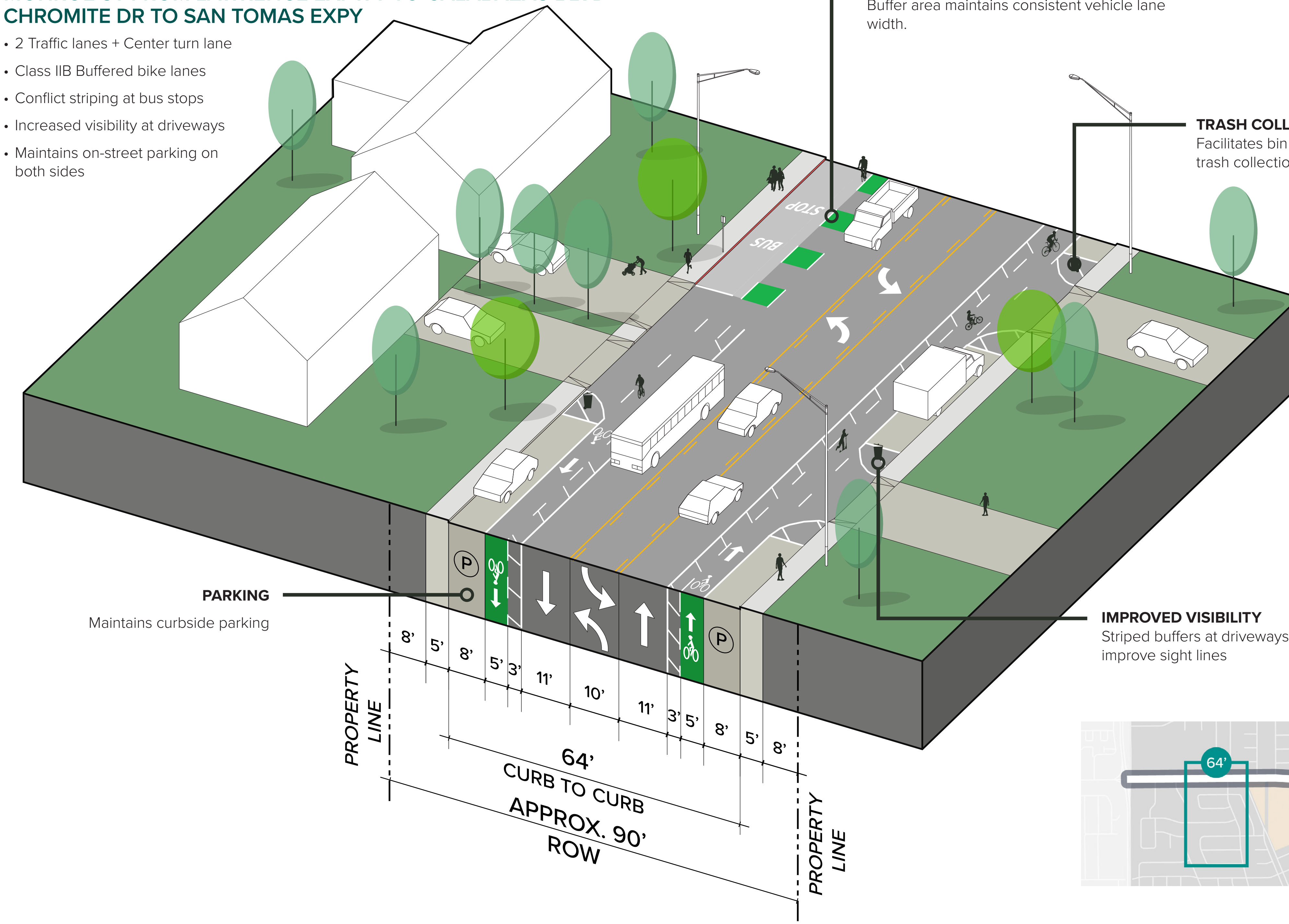
64' WIDE TYPICAL

Concept A

TWO LANES, CENTER TURN LANE, BUFFERED BIKE LANES, PARKING ON BOTH SIDES

MONROE ST FROM LAWRENCE EXPWY TO CALABAZAS BLVD + CHROMITE DR TO SAN TOMAS EXPY

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



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
Maintains curbside parking

IMPROVED VISIBILITY
Striped buffers at driveways improve sight lines

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

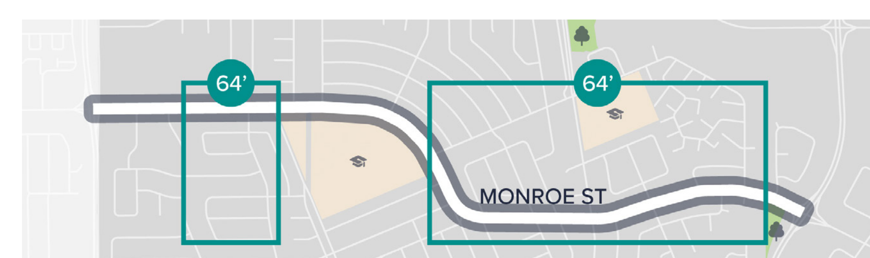


Figure ES-2. Approved—Concept A: Two Lanes, Center Turn Lane, Buffered Bike Lanes, Parking on Both Sides - Alongside Wilcox High School

64' WIDE

Concept A

ALONGSIDE HIGH SCHOOL
MONROE ST FROM CALABAZAS BLVD TO CHROMITE DR

- South side separated bikeway - in front of high school
- North side buffered bike lane - in front of residences