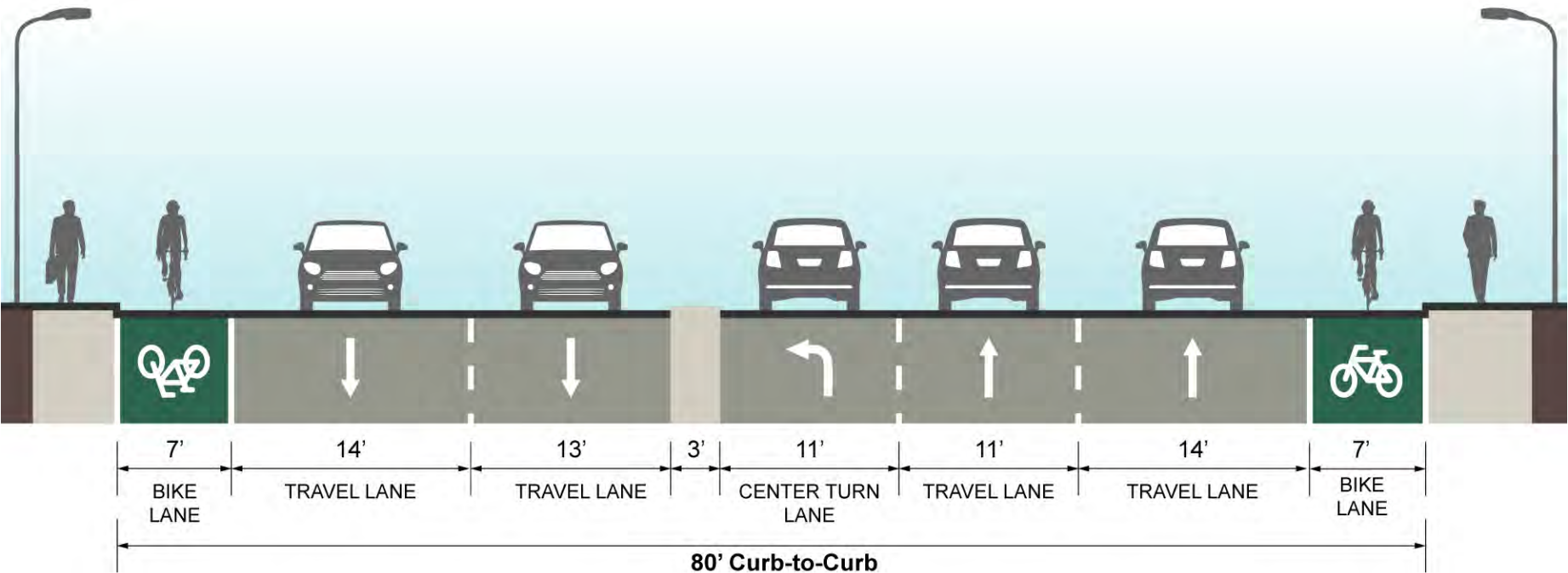
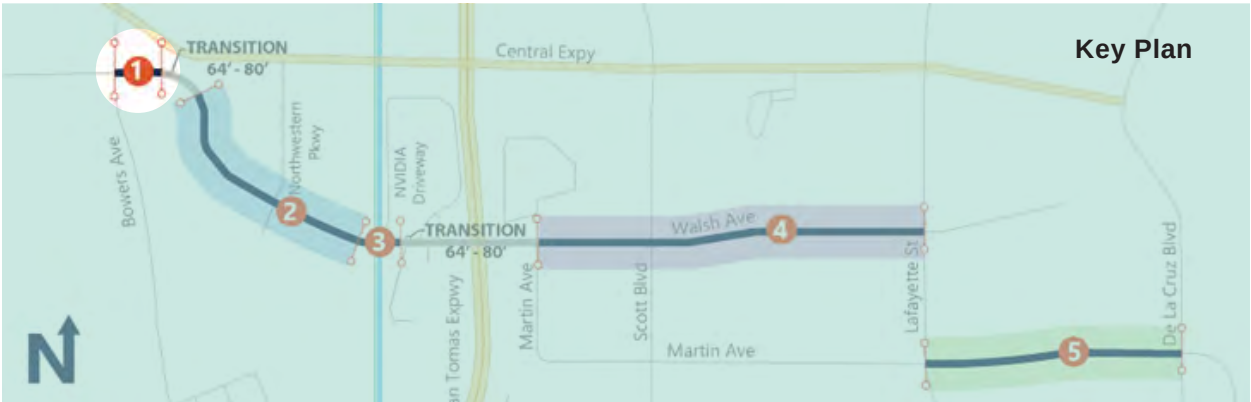


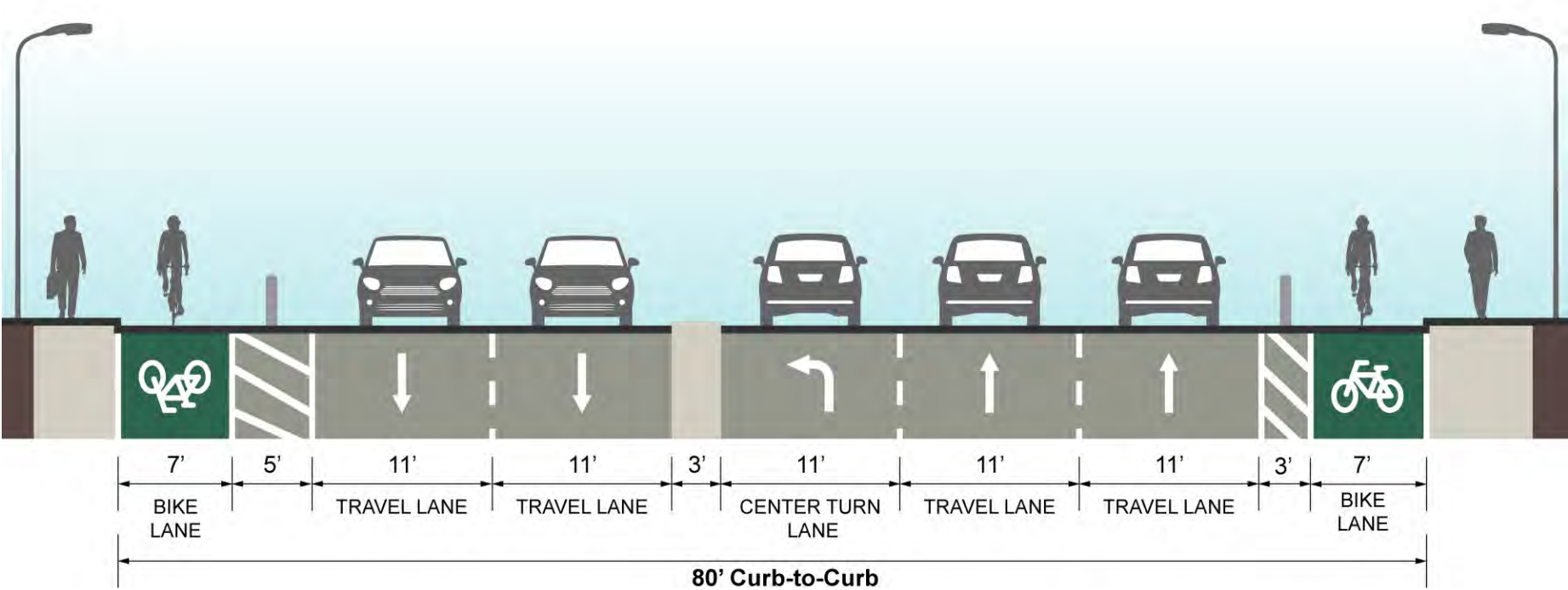
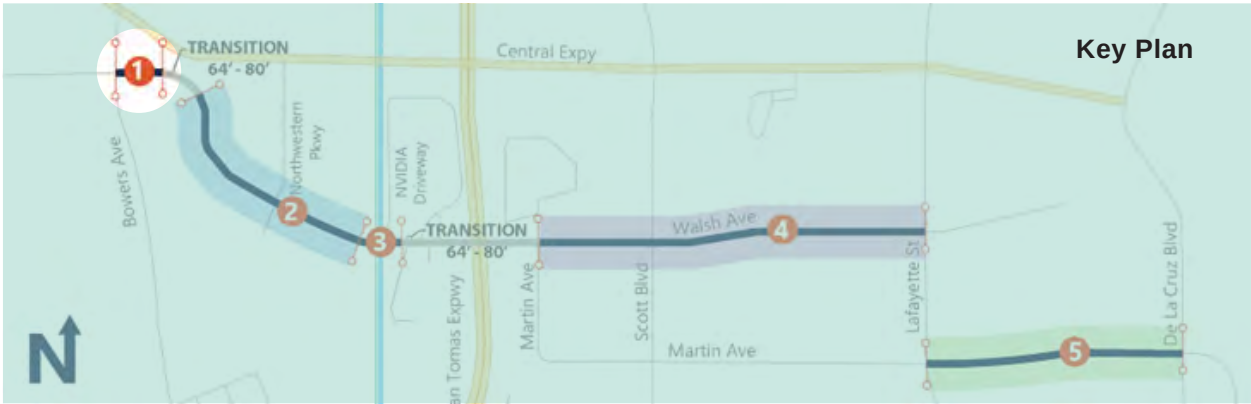
Walsh Avenue (80-foot typical section)

No Build - Walsh Avenue between Bowers Avenue and Transition (Section 1)



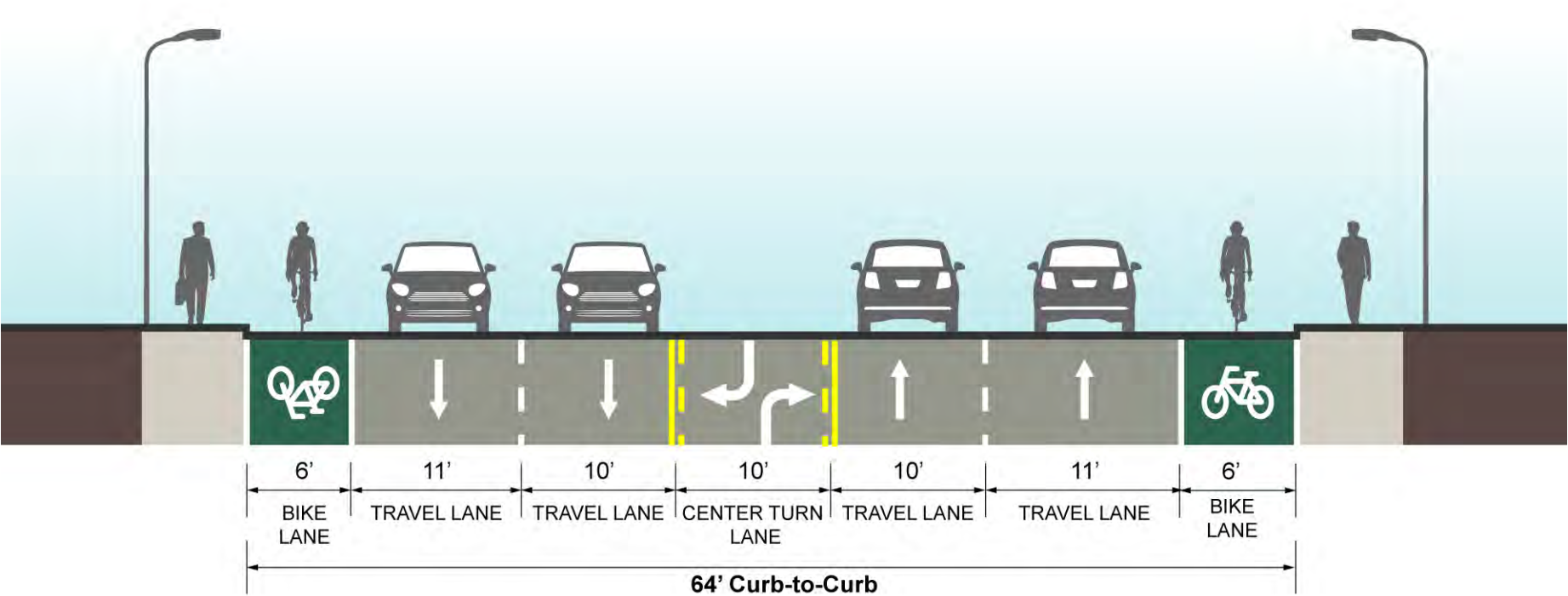
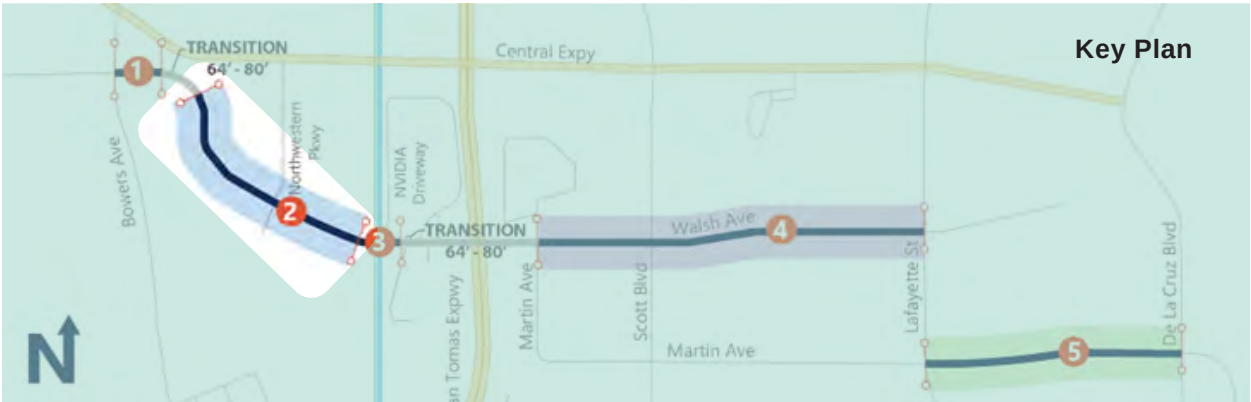
Walsh Avenue (80-foot typical section)

*Proposed Concept: Four travel lanes, a center turn lane, a Class IV separated bikeway, and no parking*



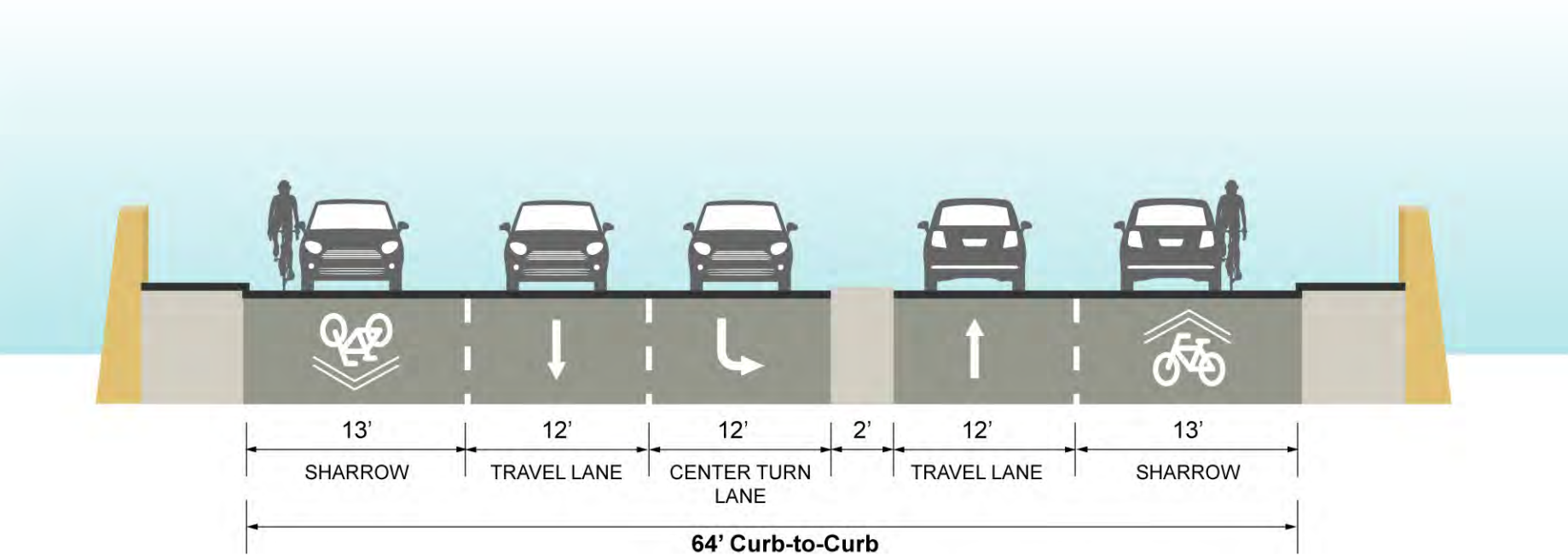
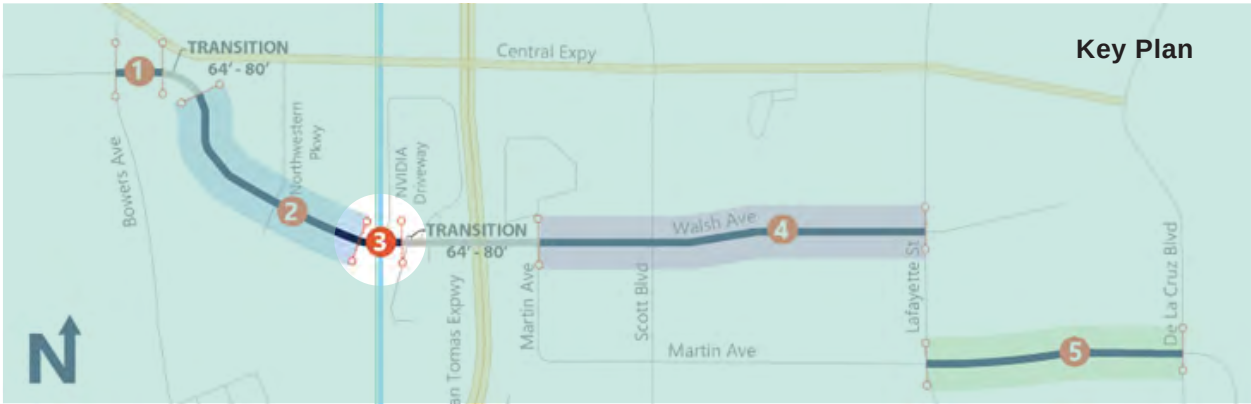
Walsh Avenue (64-foot typical section)

No Build - Walsh Avenue between Transition to San Tomas Aquino Creek Trail Bridge (Section 2)



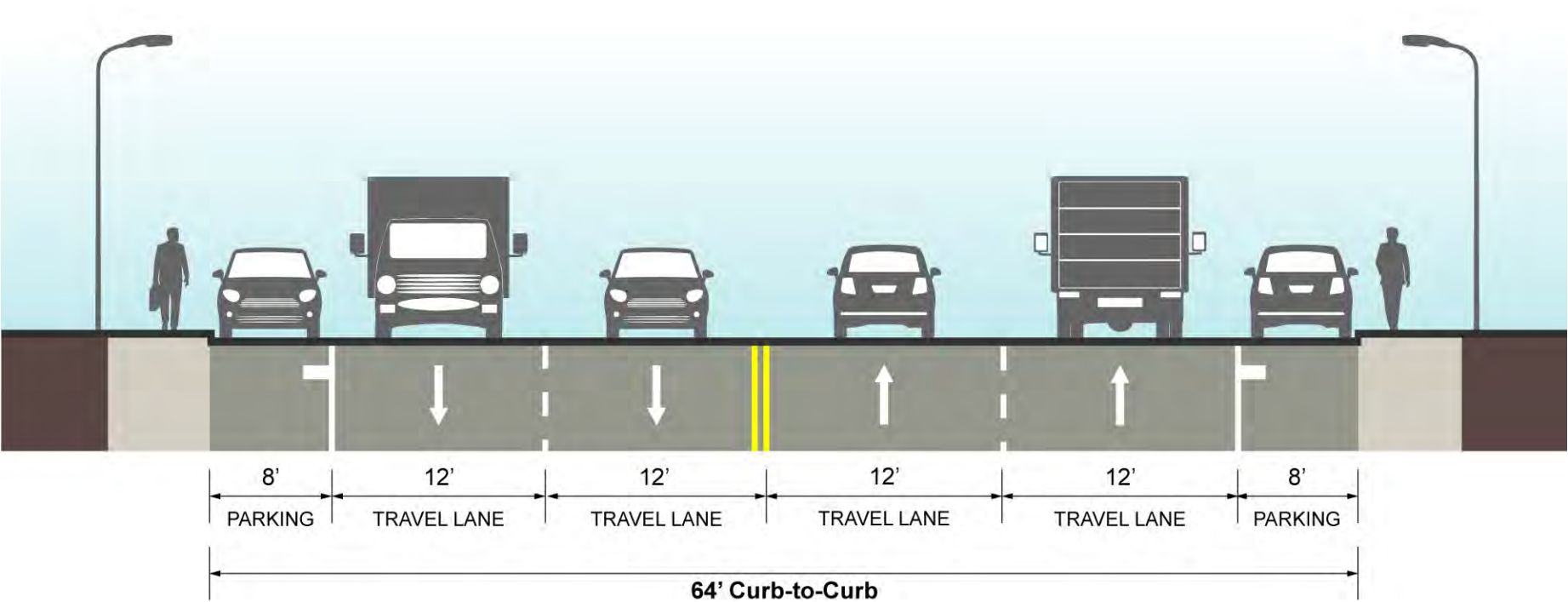
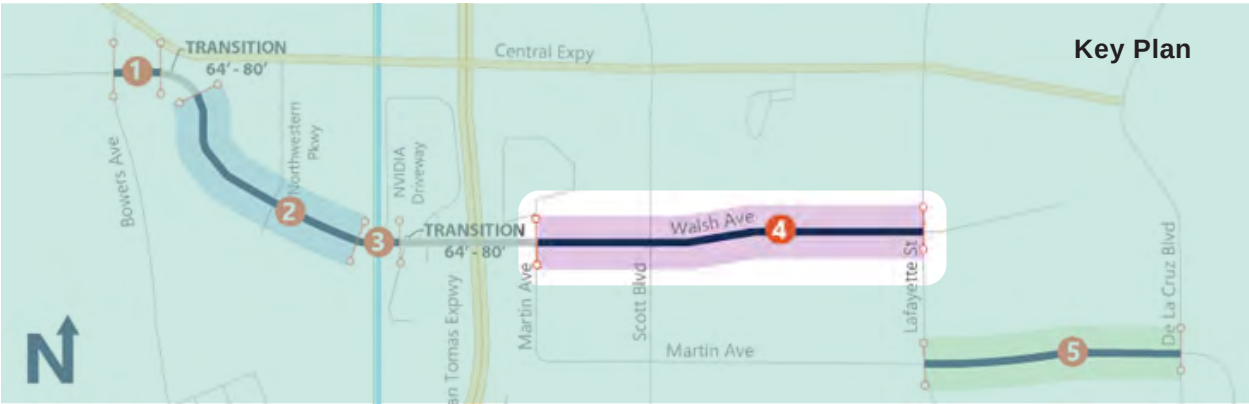
Walsh Avenue (64-foot typical section)

No Build - Walsh Avenue - San Tomas Creek Trail Bridge Section (Section 3)



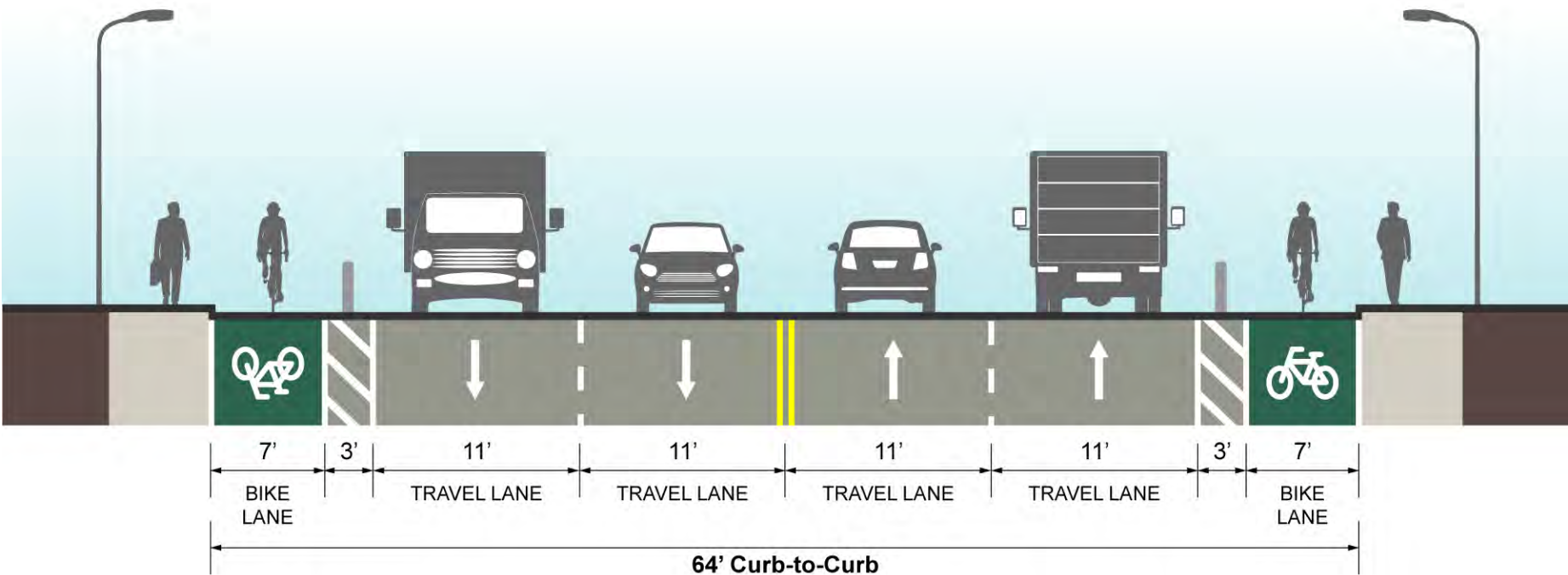
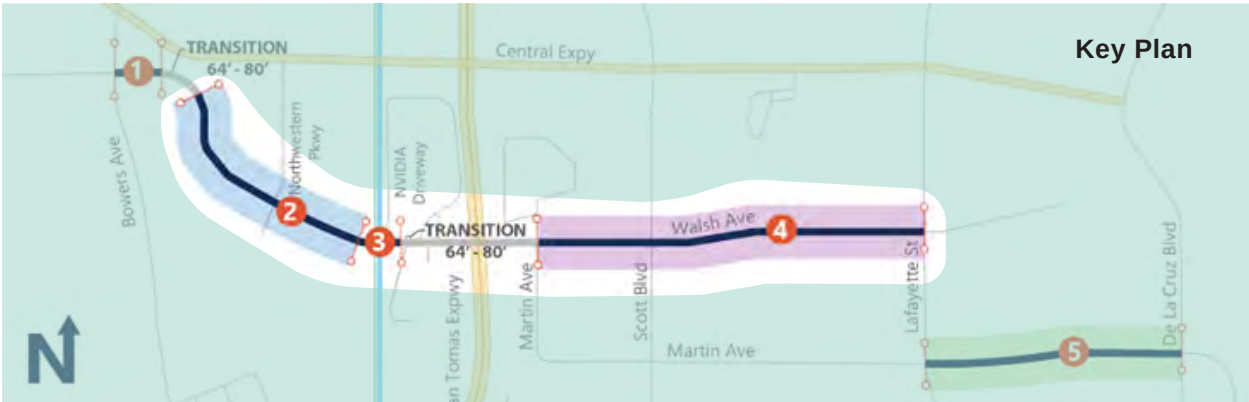
Walsh Avenue (64-foot typical section)

No Build - Walsh Avenue between Martin Avenue and Lafayette Street (Section 4)



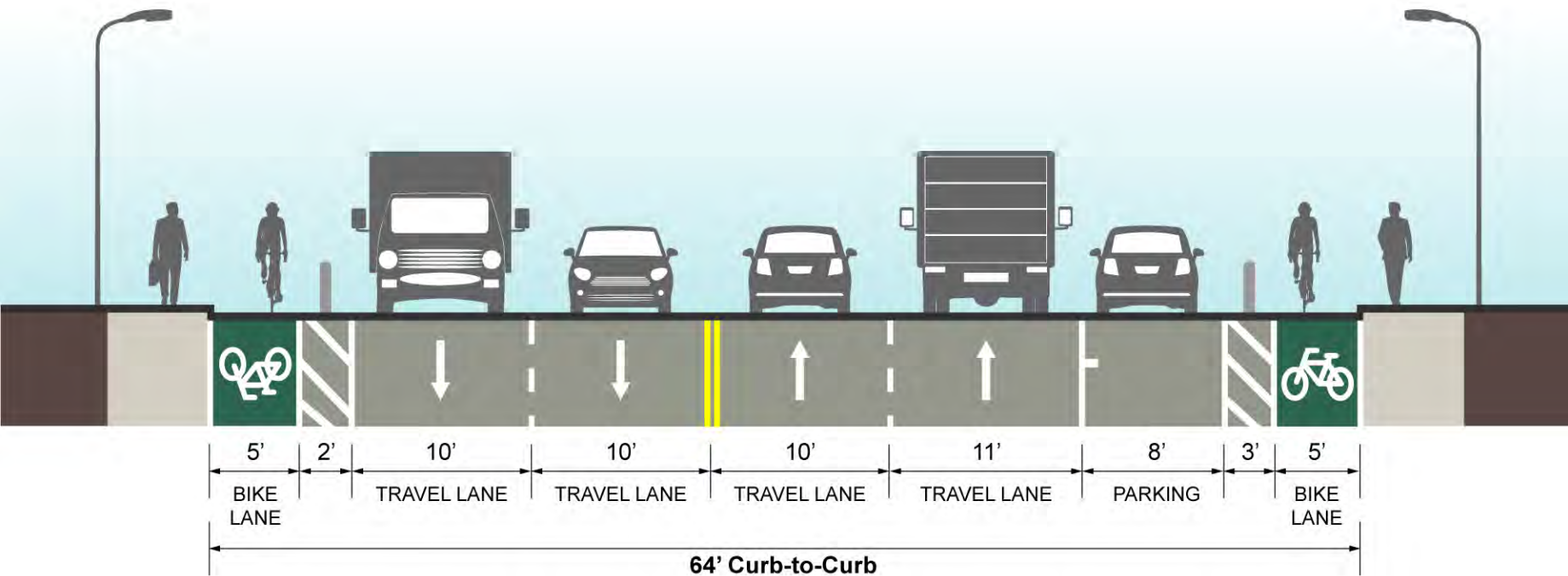
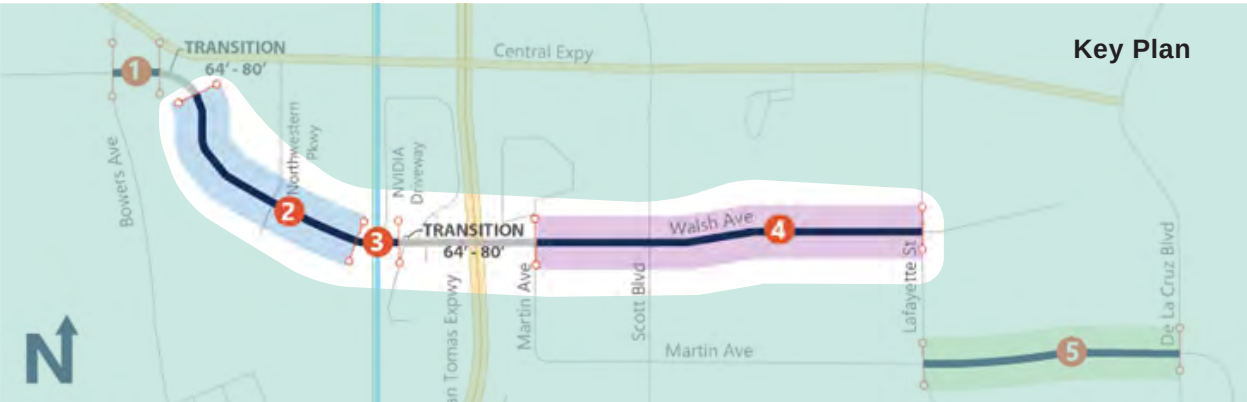
Walsh Avenue (64-foot typical section)

*Concept A: Four travel lanes with no parking*



Walsh Avenue (64-foot typical section)

*Concept B: Four travel lanes, remove parking on one side from Martin Avenue to Lafayette Street*



Walsh Avenue (64-foot typical section)

Concept C: Two travel lanes with center turn lane, parking on both sides from Martin Avenue to Lafayette Street

