Contact Name	Nicole He
Email Address	nhe@santaclaraca.gov
Contact Phone Number	408-615-3023
City/Jurisdiction/Agency (If your option is not listed, select "Other")	Santa Clara
County	Santa Clara
Is your project seeking regional discretionary funds or an endorsement?	Regional discretionary funding
Please include the name of the regional discretionary funding program that this project is seeking.	MTC Housing Incentives Pool
Project Name/Title	Pruneridge Avenue Bicycle and Pedestrian Improvements
Project Area/ Location	In City of Santa Clara: Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard
Project Area Map (Attach if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	Att 1_City of Santa Clara_Pruneridge Bike and Ped Improvements_Project Location Map
Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.	In City of Santa Clara: the project will design and construct Class II buffered bicycle lanes and quick-build pedestrian improvements such as curb extensions on Pruneridge Avenue between Pomeroy Avenue and Winchester Street (2.2 miles). Pavement treatments would be completed to improve roadway surfaces as well as eliminate traces of removed markings. New markings would be used to install new bicycle facilities. See Attachment 2 for proposed bikeway concepts and bicycle and pedestrian improvements along project corridor.
Please choose the project phase(s).	PE CON

Project Supporting Material (Upload if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	Att 2_City of Santa Clara_Pruneridge Bike and Ped Improvements_Proposed Improvements
Do you think your project qualifies for a Statement of Exception?	No

Topic: Bicycle, Pedestrian and Transit Planning

Does the project implement relevant plans, or other locally adopted recommendations?	Yes
Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.	City's 2010-2035 General Plan, 2018 Bicycle Plan Update, and Pruneridge Avenue Complete Streets Plan (adopted on August 30, 2022).
Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]	Yes
If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's	The proposed bicycle and pedestrian improvements followed the NACTO guideline and ADA design guidelines, which are all included in City's Bicycle and Pedestrian Master Plans.

"Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."	
Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	No
Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.	The City is in the process of developing a Vision Zero Plan and the HIN. For this project, the City has evaluated historical collision data from January 2015 to December 2021. During this time period, a total of 60 collisions resulting in an injury or fatality were recorded; this includes one fatal collision, four collisions involving people biking, and three collisions involving people walking. The project has several proposed traffic safety measures: 1. road diet, which reduces existing four lanes to two lanes and slows vehicular traffic; 2. curb extensions to reduce pedestrian crossing distances, 3. painted buffers at driveways to improve sight distances and increase visibility for both vehicles and pedestrians; 4. narrowing vehicle travel lanes to ten feet will help reduce vehicle speeding by narrowing the visual appearance of the roadway.
Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?	Yes
Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	Currently there is no bicycle facilities and the project seeks to provide buffered bike lanes for cyclists.
A. Are there existing public transit facilities (stop or station) in the project area?	No
B. Have all potentially affected transit agencies had the	No

opportunity to review this project? If yes, please save the email from transit operator(s) below.	
C: Is there a MTC Mobility Hub (map) within the project area?	No
If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).	The pedestrian improvements include quick build curb extensions and crosswalks. The City follows these design standards: Caltrans Highway Design Manual and associated Deputy Directives and Design Information Bulletins, California Manual of Uniform Traffic Control Devices, AASHTO Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, NACTO Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities and the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, VTA Pedestrian Technical Guidelines.
If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.	Class II Buffered bikeway in the project will follow Caltrans Highway Design Manual and associated Deputy Directives and Design Information Bulletins, California Manual of Uniform Traffic Control Devices, AASHTO Policy on Geometric Design of Streets and Highways, AASHTO Guide for the Development of Bicycle Facilities, NACTO Urban Bikeway Design Guide, VTA Bicycle Technical Guidelines.
Will the project improve active transportation in an Equity Priority Community (EPC)?	No
Has a local (city is preferred and county is an option) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.	The submission of this checklist will be reviewed by the BPAC. This option exists to use this CS Checklist submission (pdf emailed to you) for the BPAC review.
Please provide the meeting date(s). BPAC meeting date should occur before the grant funding request application or endorsement is submitted.	1/27/2025

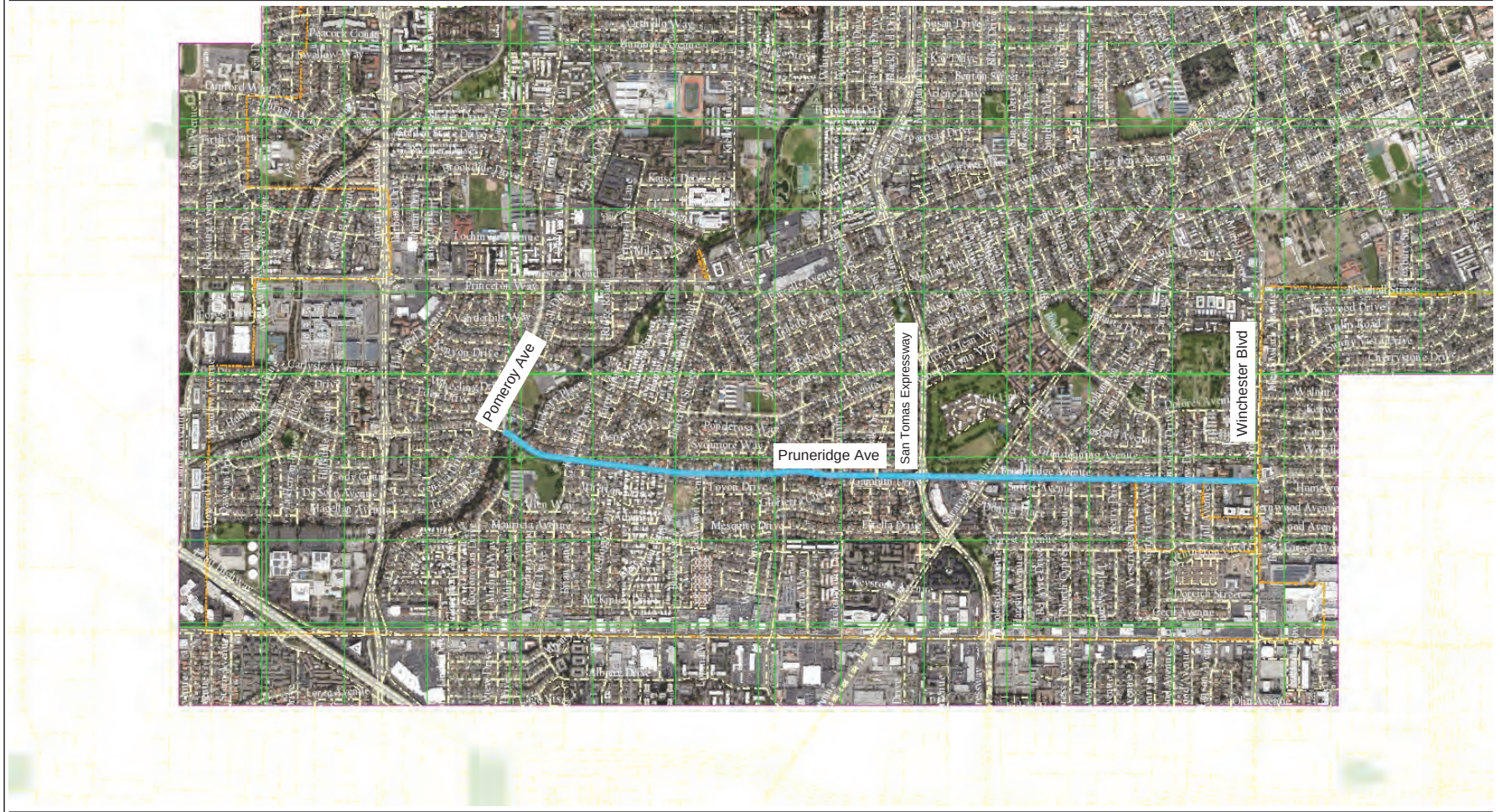
Compliance and Exemption

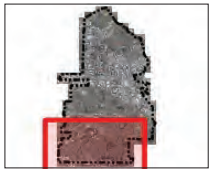
Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.	No
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.	The Checklist is being submitted to send to the BPAC for review.
Please provide the meeting date(s).	1/27/2025
Please provide a summary of comments/discussion.	The City's BPAC will review this checklist at 1/27/2025 meeting.
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians. Yes/No?	No
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost). Yes/No?	No
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route. Yes/No?	No
4. Conditions exist in which policy	No

requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints. Yes/No?	
Describe condition(s) that prohibit implementation of CS policy requirements	N/A
Name of Department Director or Equivalent for Exceptions.	N/A

City of Santa Clara

Pruneridge Avenue Bicycle and Pedestrian Improvements - Project Location Map





Legend

- Park
- Streets
- Official City Limit
- Boundary
- Footprint
- Image
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3
- Project Corridor

1: 16,000

0.5 0 0.25 0.5 Miles

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US

Notes

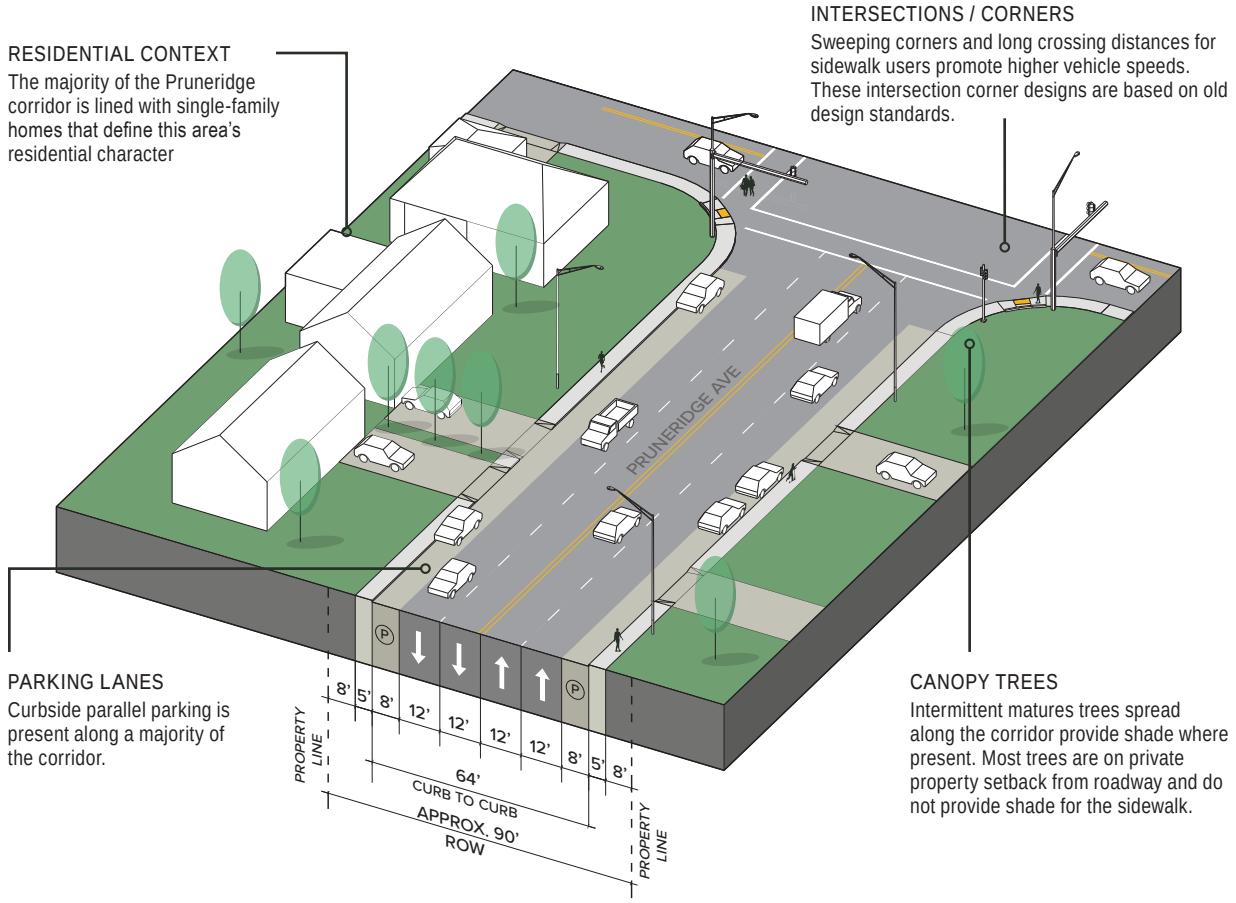
This map was automatically generated using Geocortex Essentials.

Existing Conditions / No Build

4 Lanes - Parking on Both Sides

- 12’ Traffic Lanes
- 64’ Curb to Curb Width
- 90’ Total ROW

This is the existing configuration on Pruneridge Avenue, present along a majority of the corridor between Pomeroy and Winchester, with four vehicle travel lanes and parking on both sides with no bicycle lanes and older intersection designs.



Proposed Bikeway Concept

The Hybrid Concept

- Created to meet project goals and reduce traffic congestion based on community and Council feedback.
- Buffered bike lanes or separated bikeways along entire corridor.
- Minimize Level of Service impacts at critical intersections
- Buffers sidewalk with bike lane and parking
- Improves pedestrian and bicyclist visibility at intersections

This concept combines numerous elements from the three previous concepts to strike a balance between modal considerations. This concept has two different design variations:

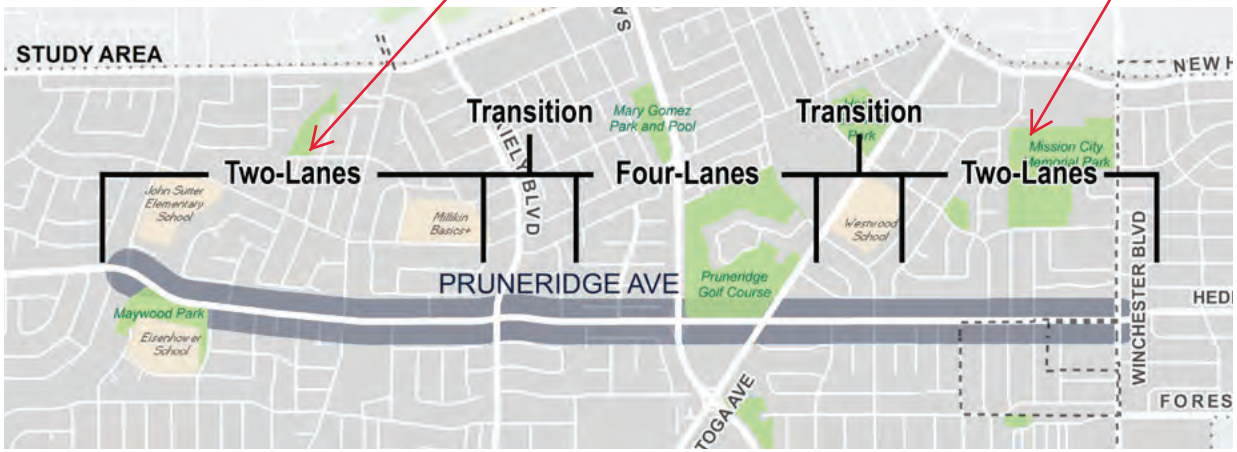
- With Buffered Bike Lanes (Class IIB) or;
- With Parking-Protected Bike Lanes (Class IV)

Under each design variation, this concept would reconfigure the portion of the roadway between Pomeroy Avenue and Luther Drive, as well as Harold Avenue to Winchester Boulevard, to have two travel lanes in each direction with a center-turn lane (Concept 2/3). The center section would include four ten-foot-wide travel lanes and a center-turn lane along with buffered bike lanes, shown on the next page. The road would transition between these different configurations through multi-block sections from Luther Drive to Gamblin Drive and from Saratoga Avenue to Harold Avenue, as shown to the right.

See "Two Lanes" concept on the following page.

See "Two Lanes" concept on the following page.

Map 4. ***Concept 4 Segment Map***

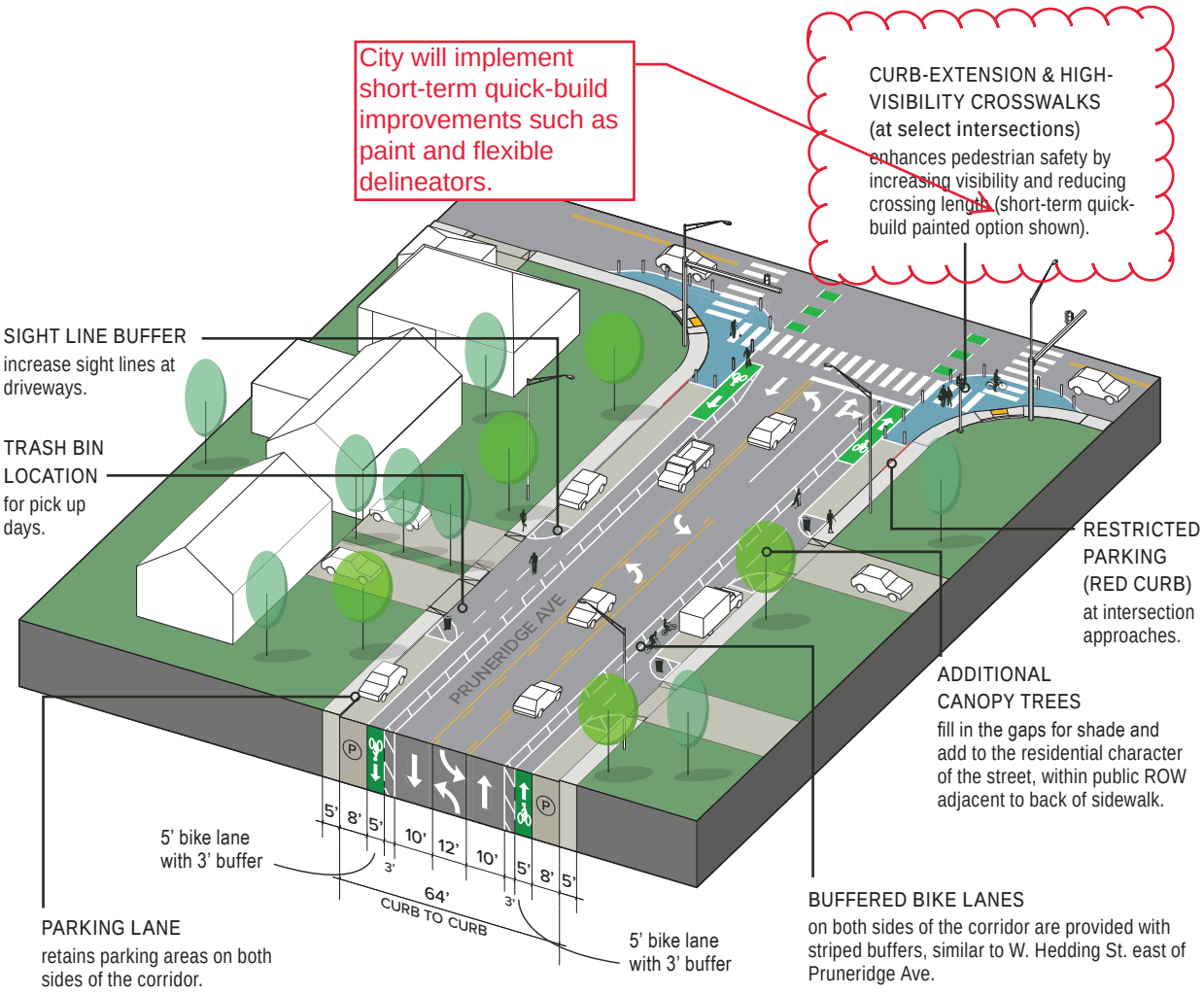


Two Lanes

- Maintain two travel lanes
- Center two-way left turn lane
- Parking on both sides of roadway
- Buffered bike lanes
- Curb-extensions and high-visibility crosswalks at select intersection locations
- Canopy trees

This concept provides two travel lanes and a center-turn lane with parking on both sides of the street, buffered bike lanes, canopy trees, and curb-extensions and high-visibility crosswalks at selection intersections. Sightline buffers at the driveways improve visibility for cars, bicyclists, and pedestrians while aiding driveway entry/exit. This concept includes two eastbound through lanes between San Tomas and Saratoga with the outermost lane becoming a right-turn lane at Saratoga Avenue.

At full implementation, this concept may require modification of signal timings and incorporation of pedestrian and bicycle intervals and bicycle signal heads.



INTERSECTION APPROACH CONSIDERATIONS:

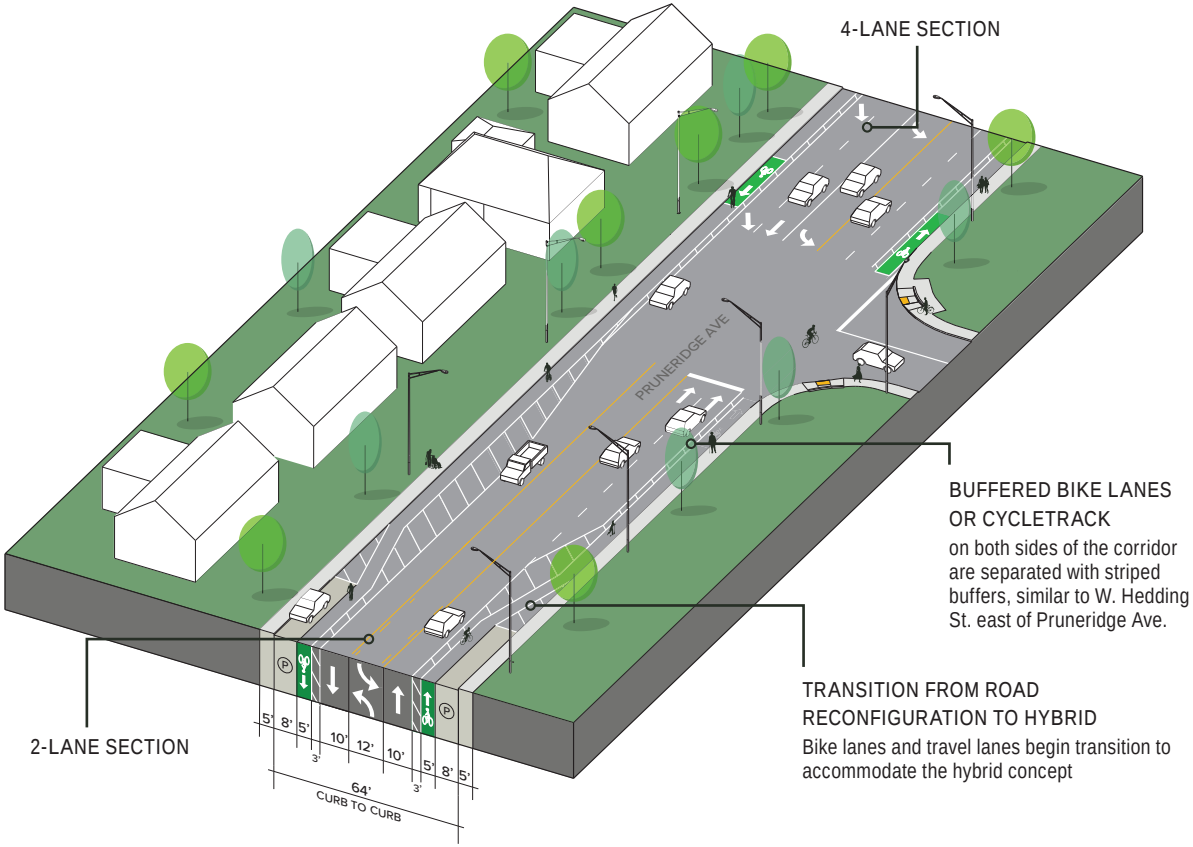
- Include green-backed bike symbol at intersection approach for visibility
- Include bulb-outs, option for curb extensions or short-term quick-build painted option
- Add vertical barrier to further protect bicyclists from right turn movements. If installed, vehicles are restricted from turning right on red.
- Parking is restricted at corners with bollards and bike lanes - improved sight lines is a co-benefit
- Modify signal timing to include leading pedestrian and bike intervals

Transition

Corridor Map

- This concept was produced in response to concerns expressed about the vehicle travel time delay possible with Concept 2 and Concept 3.
- This concept transitions the roadway between sections with four travel lanes and two travel lanes at the approach to the intersections of Gamblin and Saratoga to reduce traffic delays.
- Concept 4 has two distinct design variations:
  - With Buffered Bike Lanes (Concept 2) or
  - With Parking Protected Bike Lanes (Concept 3)

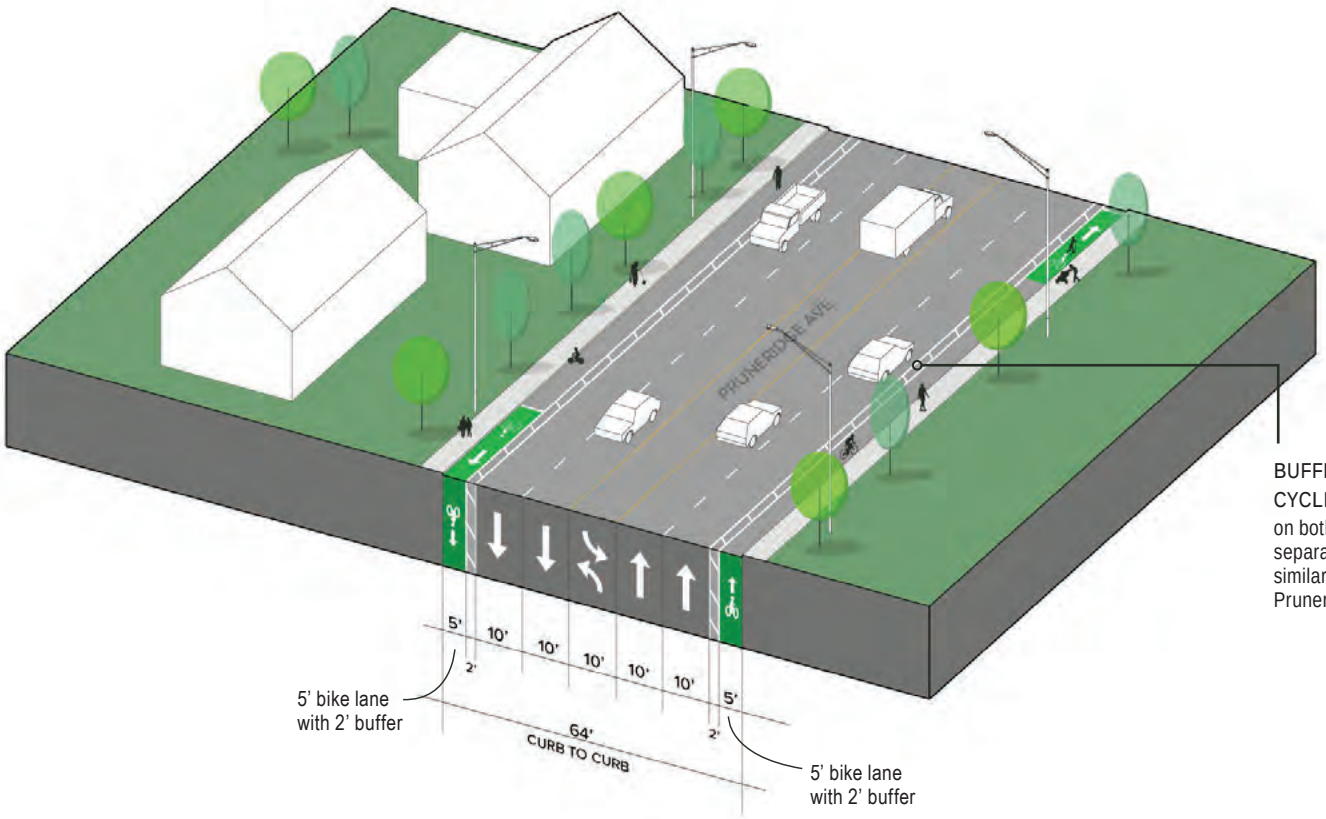
TRANSITION ZONES



TRANSITION:

- Beginning of the transition from roadway configuration concepts to hybrid concepts
- 5' Bike Lanes with 2' Buffer in transition zone. Buffer widens to 3' when roadway becomes Concept 2 or 3.
- 64' Curb to Curb Width
- 10' Travel Lanes

Mid-Block Design

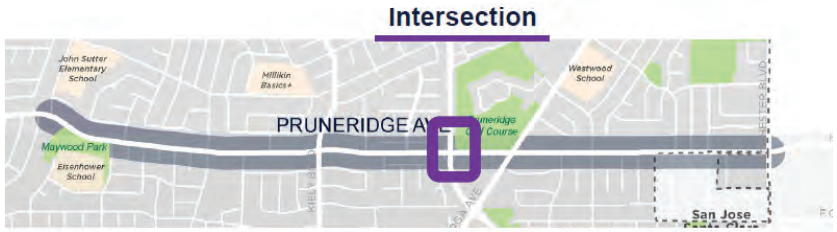


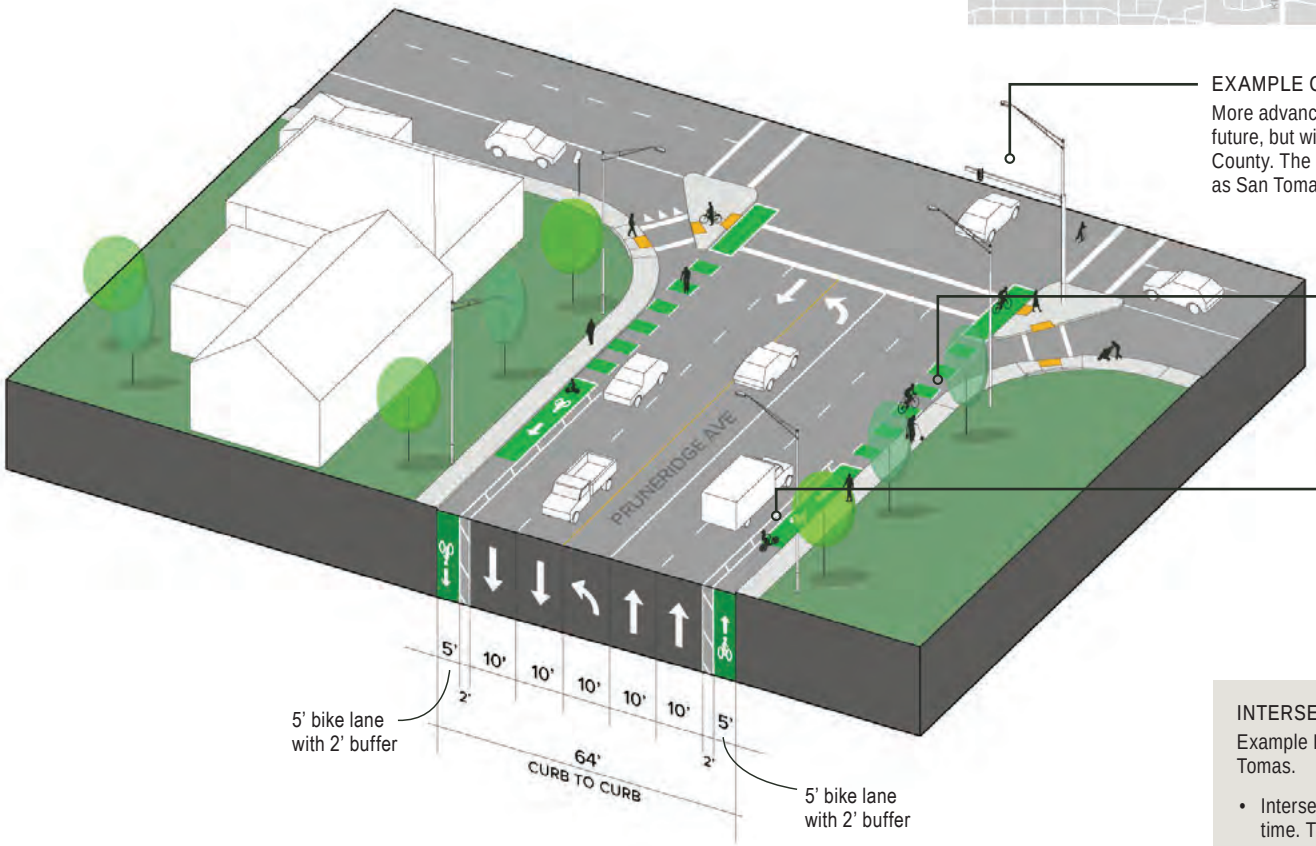
BUFFERED BIKE LANES OR CYCLETRACK
on both sides of the corridor are separated with striped buffers, similar to W. Hedding St. east of Pruneridge Ave.

MID-BLOCK:

- Five (5) 10'-wide travel lanes
- Buffered bike lanes

Intersection Example





EXAMPLE OF INTERSECTION

More advanced bicycle protection may be possible in the future, but will require additional coordination with the County. The example shown here is for intersection such as San Tomas, a County owned roadway

MIXING ZONE

signage and roadway markings alert all users to a shared transition zone near the intersection

BUFFERED BIKE LANES OR CYCLETRACK

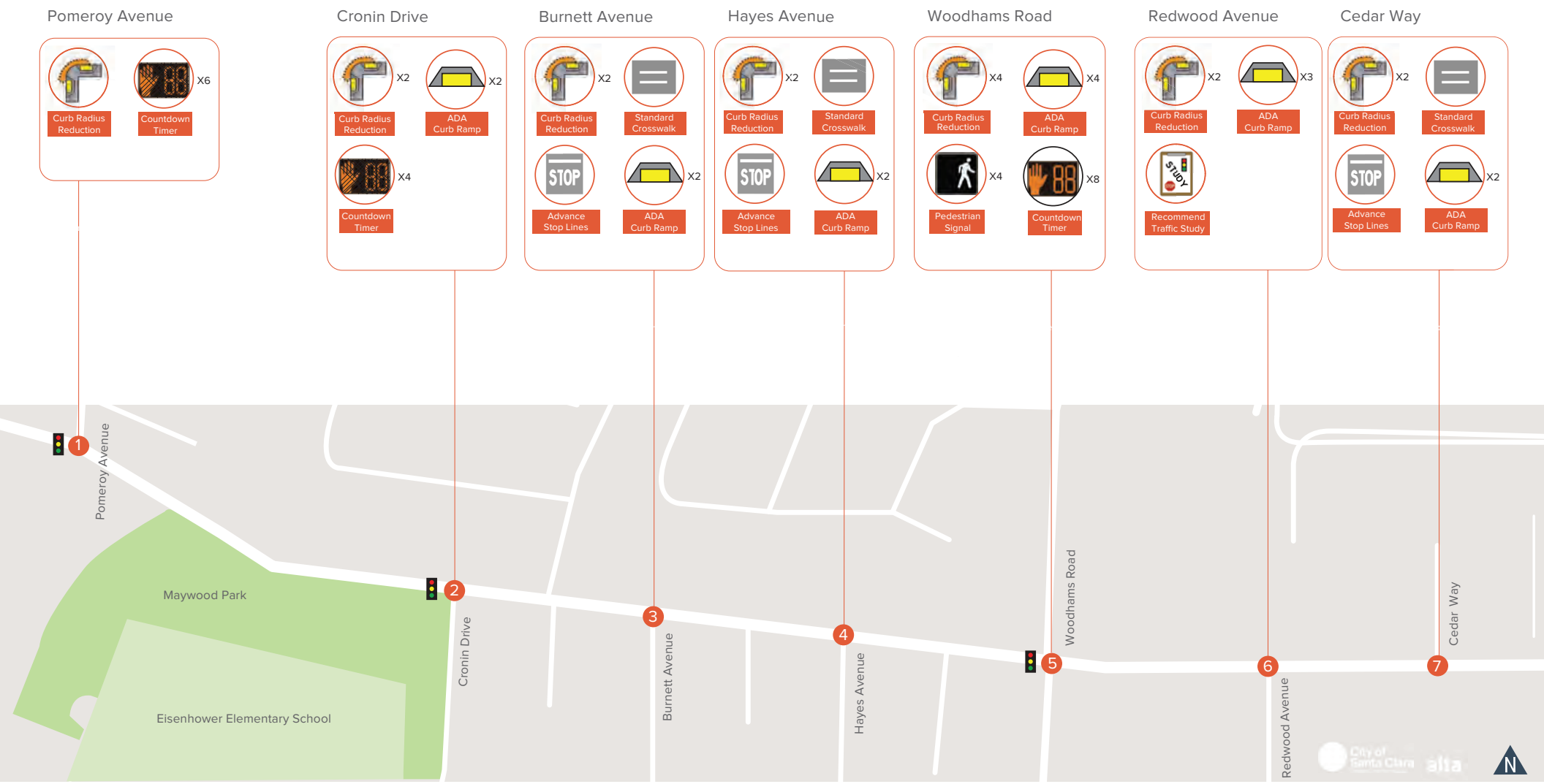
on both sides of the corridor are separated with striped buffers, similar to W. Hedding St. east of Pruneridge Ave.

INTERSECTION:

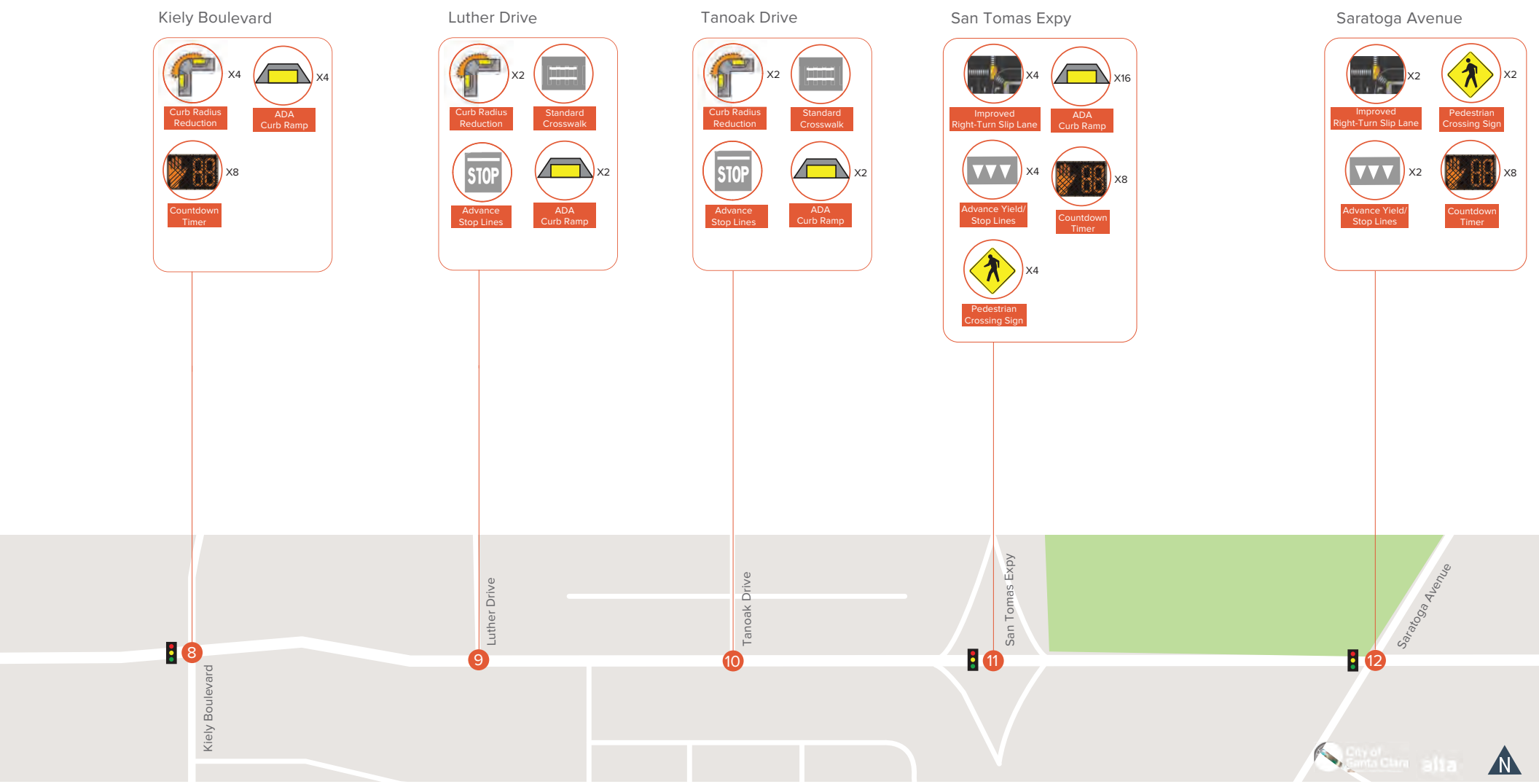
Example Illustration of County owned intersection like San Tomas.

- Intersection improvement possibilities are limited at this time. There may be opportunities to coordinate with the County on future improvements as shown on the Pedestrian Improvements Map for this location
- Buffered bike lanes
- Striping and signage in bike and car mixing zone near intersection

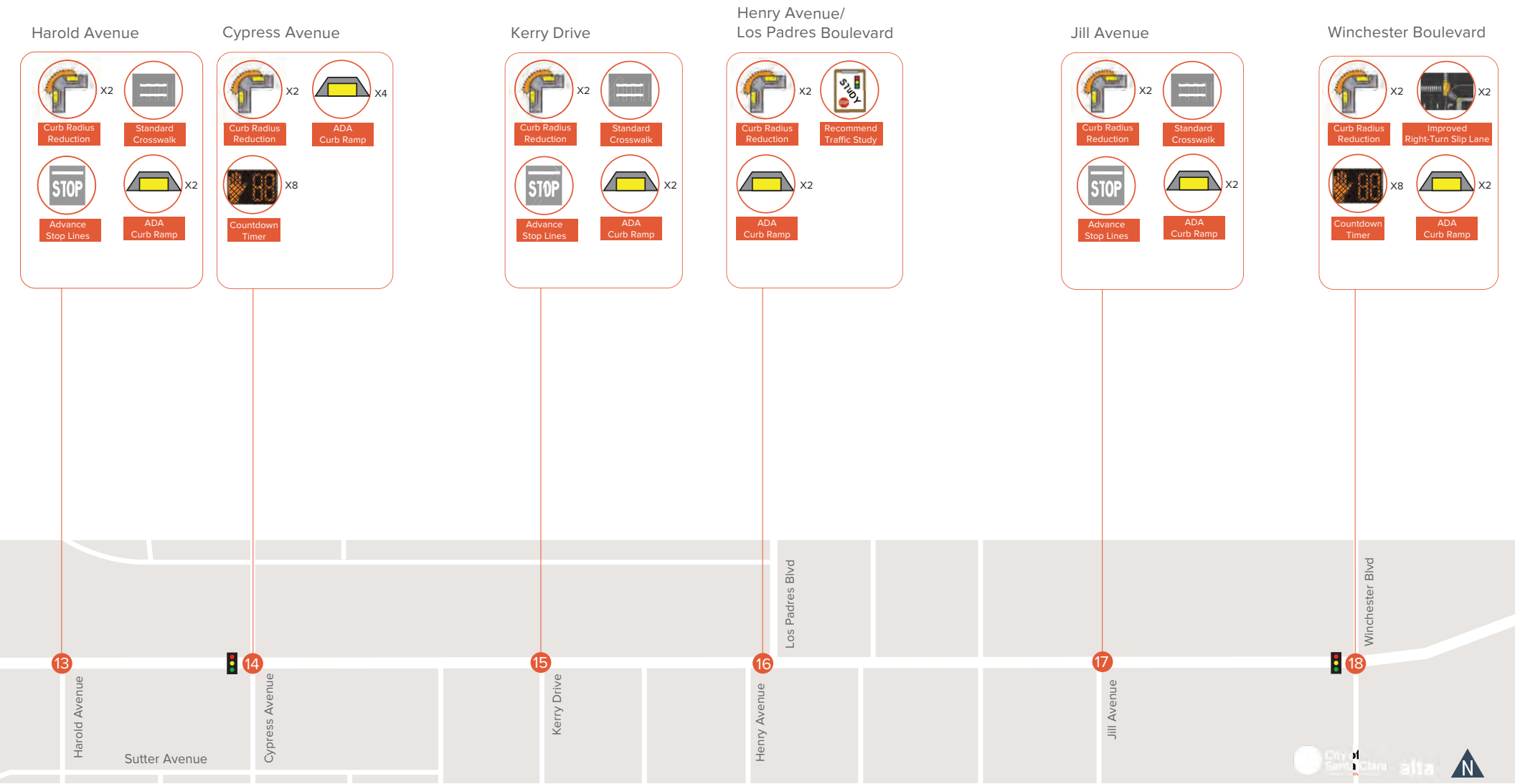
PRUNERIDGE AVENUE
PEDESTRIAN IMPROVEMENTS MAP - Segment 1



PRUNERIDGE AVENUE
PEDESTRIAN IMPROVEMENTS MAP - Segment 2



PRUNERIDGE AVENUE
PEDESTRIAN IMPROVEMENTS MAP - Segment 3



Attachment 3: Public Feedback

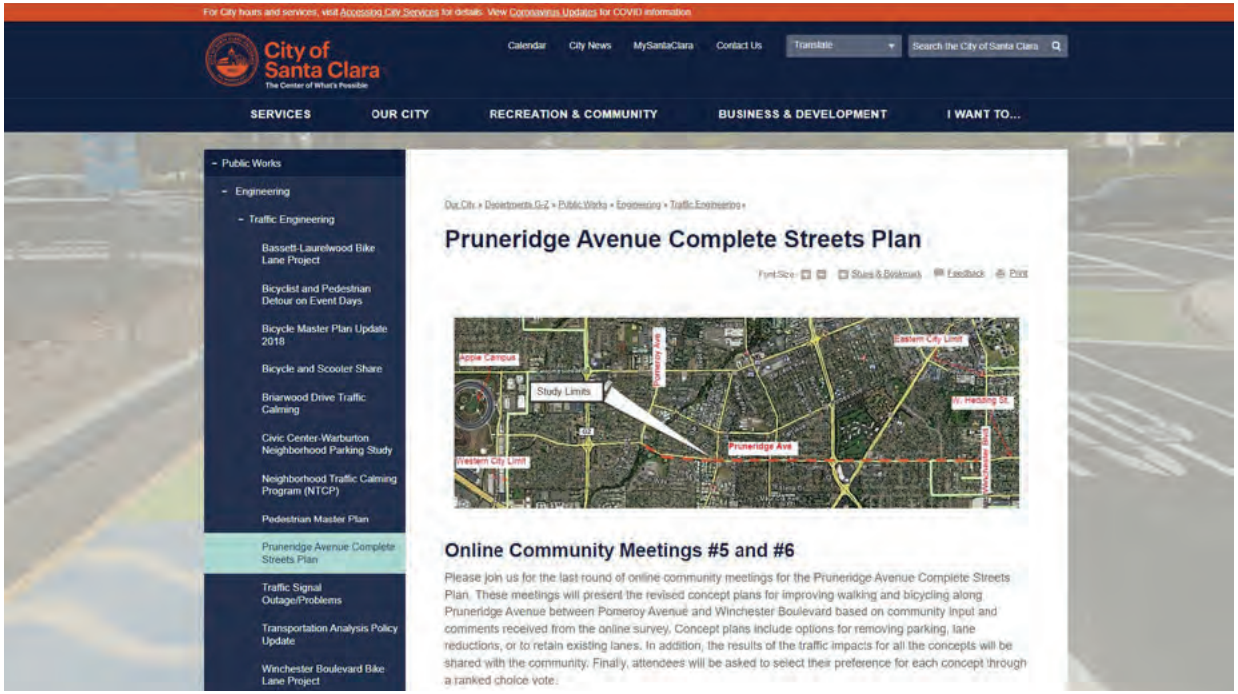
04.
Community Engagement

Due to COVID-19 restrictions, most public outreach and engagement was conducted virtually, which allowed for continued engagement with the community while promoting public health and safety. This allowed the project to continue moving forward during shelter-in-place orders and resulted in a higher level of engagement than typically received with in-person focused engagement.

Engagement Strategies

Project Website

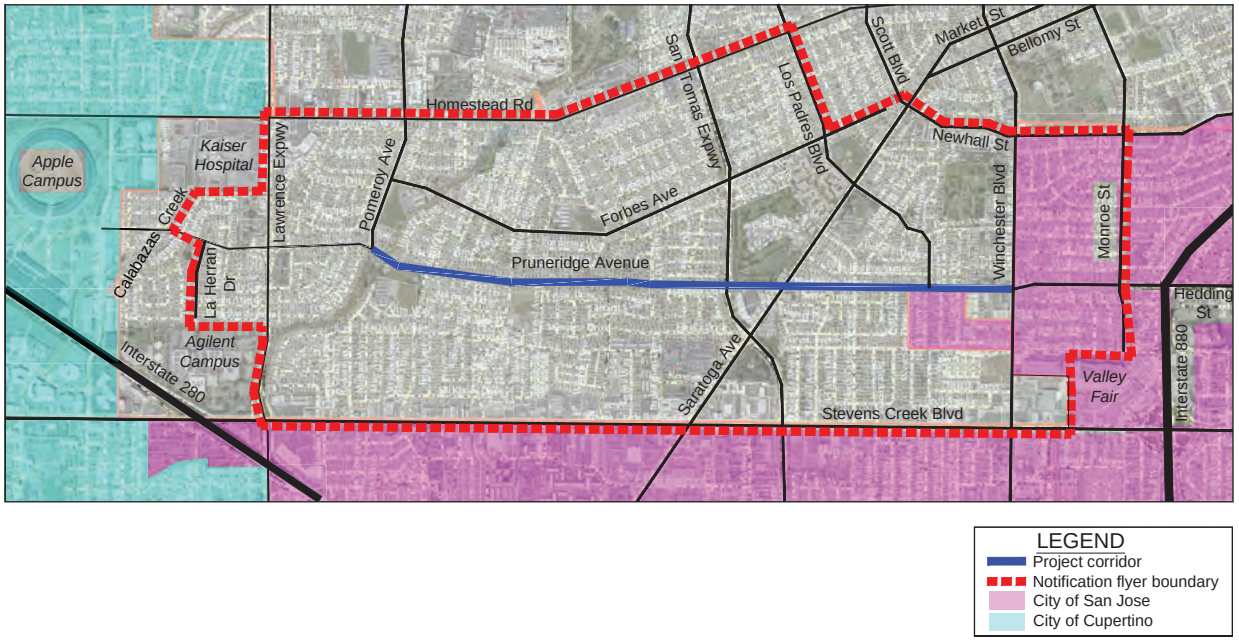
The City of Santa Clara hosted the project website for the Plan and provided information about the project throughout the life of the study. This website was a key landing page for residents looking for project information, including project documents, public event details, and recordings of public workshops. The website also provided an opportunity to submit feedback directly to the project throughout the life of the project, including through online surveys. The project website was launched in December 2020. (www.SantaClaraCA.gov/PruneridgeAvePlan)



Community Survey

The project included an online community survey intended to gather feedback and input from the public to identify barriers and recommendations for multimodal improvements along the corridor. The City team sent a total of 23,238 notices to **7,746 residents within ½ mile of the corridor** (as shown in Map 5) in order to generate feedback directly from local residents and those who use the corridor most frequently for each round of outreach. The online survey was available from 2/12/2021 to 5/8/2021 and generated 678 responses. Two additional online surveys were created to gather community feedback specifically on the draft and revised corridor concepts. The second online survey sought feedback on the draft corridor concepts. The second survey was available between September 2021 and January 2022. The survey received 352 responses. The third survey asked respondents to prioritize their preferences on the revised corridor concepts. This survey had a total of 144 completed responses. The survey ran from February 2022 - March 2022 and was re-issued on May 23, 2022 and ran through June 28, 2022 to gather additional public feedback. This additional survey captured 188 total responses. A full analysis of the survey results is available in **Appendix B**.

Map 5. ***Mailer Notification Boundaries***



Stakeholder Interviews

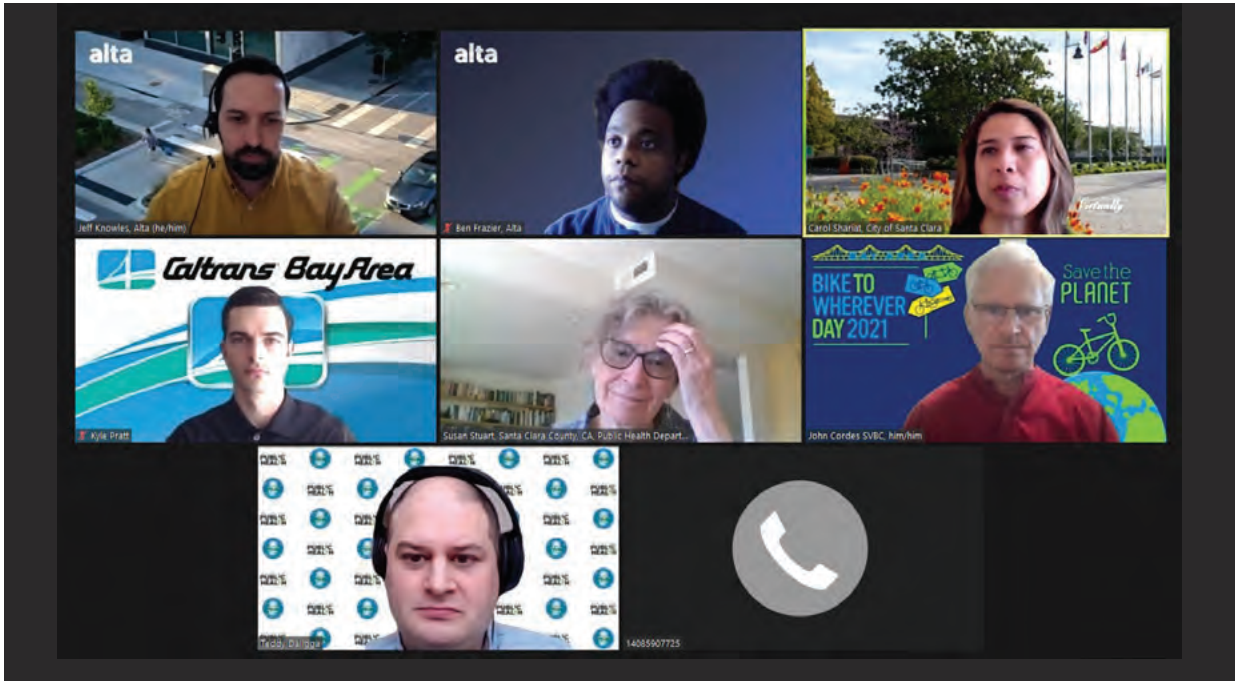
The City team conducted multiple interviews with a diverse group of stakeholders to understand their mobility needs along the corridor. Each meeting helped the City team identify known issues and opportunities along the corridor as well as the diverse needs of project stakeholders. Interviews were conducted with the following stakeholders:

- Old Quad Residents Association - March 29, 2021
- Apple - March 29, 2021
- Santa Clara County Public Health Department (SCCPHD) - April 1, 2021
- Silicon Valley Bicycle Coalition (SVBC) - April 1, 2021
- Santa Clara Unified School District CUSD - April 21, 2021

Stakeholder interview summaries

Santa Clara Unified School District (CUSD)

Pruneridge Avenue does not have a significant number of students crossing for school purposes because this road acts as a boundary for Eisenhower Elementary school. CUSD staff was supportive of additional bicycle facilities and improved safety on routes to school.



The Old Quad Residents Association

This association represents residents of the 'Old Quad' neighborhood in the heart of the City of Santa Clara. In general, this group was supportive of increased multimodal connections into downtown Santa Clara and providing an east-west bicycle facility south of Homestead Road.

Santa Clara County Public Health Department (SCCPHD)

Staff from the SCCPHD were supportive of safety improvements and creating comfortable alternative transportation facilities to encourage more bicycling and walking. SCCPHD staff highlighted the need for improved crossings for children, seniors, disabled individuals, and those who otherwise can not drive.

Silicon Valley Bicycle Coalition (SVBC)

The SVBC is a non-profit organization focused on promoting and expanding the bicycle network in San Mateo and Santa Clara Counties. SVBC representatives expressed strong support for creating protected bicycle facilities, expanding the bicycle network, and implementing complete streets strategies along Pruneridge Avenue.

Apple

Apple staff supported providing comfortable bicycle facilities along Pruneridge in order to increase employee bicycle mode share and create a strong east-west connection. Staff expressed a desire for Pruneridge Avenue to connect to north/south facilities and the larger bicycle network.

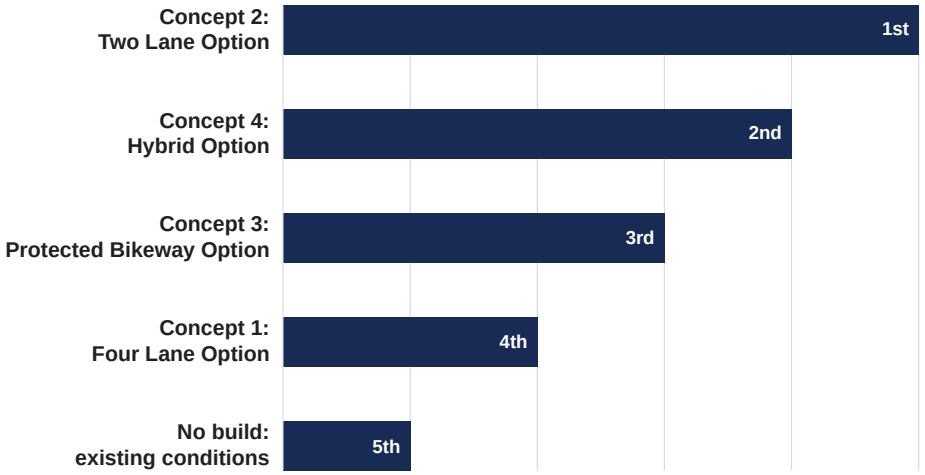
Committee/Commission and Council Meetings

The City team met with the following Committee/Commissions and the City Council to provide project updates and receive feedback and direction. In general, Committee/Commission members participated in online poll questions, asked clarifying questions about the concept designs, and provided verbal feedback. Meeting dates and content provided are summarized below.

Bicycle and Pedestrian Advisory Committee (BPAC)

- **March 2021** - Alta presented during the regularly scheduled March 22, 2021 BPAC meeting. The purpose of this meeting was to provide project information and gather feedback on existing conditions and known issues on the corridor.
- **August 2021** - Alta presented as part of a regularly scheduled August 23, 2021 BPAC meeting. At this meeting, the draft concepts were presented to them and general comments received focused on making the corridor consistent with either end and enhancing bicycle and pedestrian visibility at driveways and throughout the design. Concept 2 received the highest level of support from the Commission: 63% fully supported Concept 2 and 38% supported with minor changes.

Figure 15. ***BPAC Concept Preferences***



The BPAC ranked their preference of all concepts presented, results are highlighted in Figure 15. The BPAC showed a strong preference for buffered bike lanes and a continuous bicycle facility.

- **January 2022** - Alta presented to the BPAC during the regular meeting on January 24, 2022. Alta presented a project overview and updates as well as updated design concepts based on previous public input. BPAC members voted on updated project concepts and provided general comments. Comments focused on design considerations (trash can pick-up locations, driveway visibility, etc.) and ensuring that the movements of people biking are predictable and visible for all concepts. Concept 3 was ranked as the most preferred concept by the Committee. See image below for the full BPAC ranking.
- **March 2022** - City staff presented to the BPAC during the regular meeting on March 28, 2022. Staff shared City Council comments provided at the March 8, 2022 Council meeting study session and obtained additional BPAC feedback.

- **May 2022** - Alta presented at a specially held BPAC meeting on May 11, 2022. Alta provided the Committee with information about the most recent revisions to the analysis based on public comments and the newly developed Concept 4 Hybrid Option. The Committee members provided feedback on the revised analysis and hybrid option. Ultimately the preferred option selected by BPAC was Concept 2: Two Lane Option with Concept 4 ranking second.
- **June 2022 BPAC meeting** - Alta presented the draft Pruneridge Complete Streets Plan to the BPAC during the regular meeting on June 27, 2022. The Committee received a presentation on the plan and design concepts. Following the presentation, BPAC took an action to recommend that the City Council adopt the Pruneridge Avenue Complete Streets Plan and recommended that the Council adopt Concept 4 with the buffered bike lanes (Concept 2).

Parks and Recreation Commission

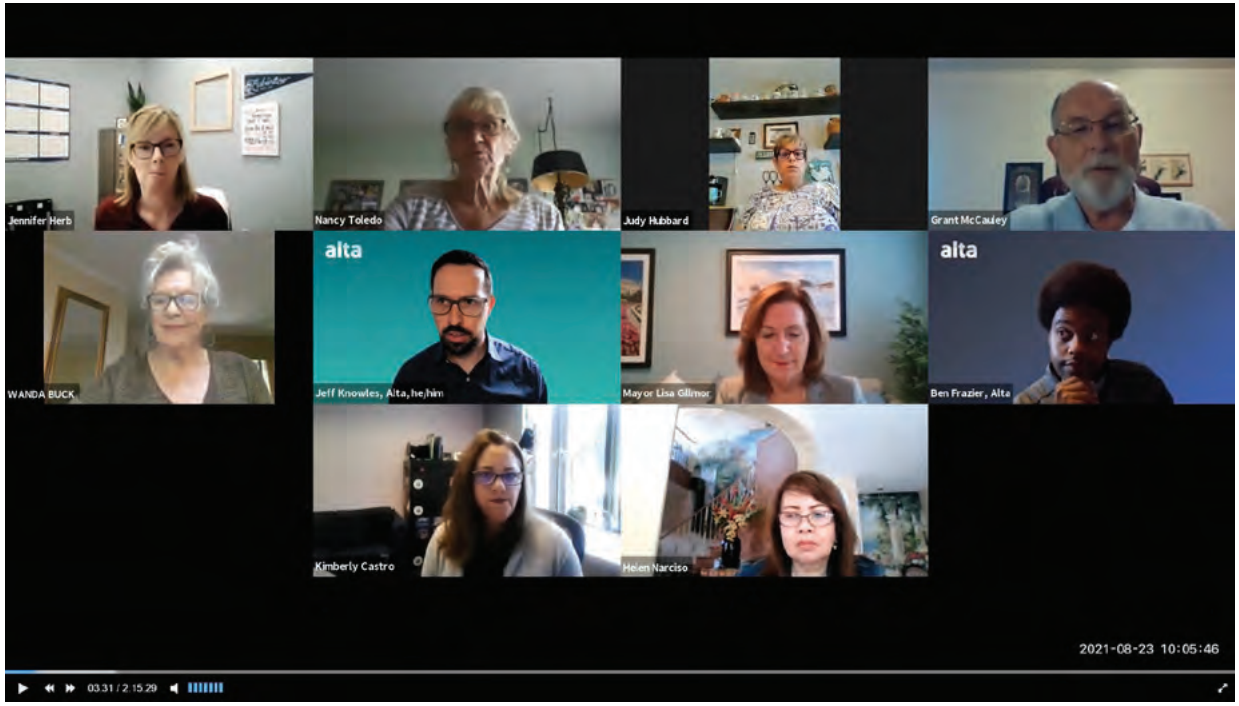
Alta presented as part of a regularly scheduled Parks & Recreation Commission meeting on September 21, 2021. General comments included questions about the impact of designs and potential for cut-through traffic on side-streets. Concept 2 received the highest support from the Commission with 60% voting in full support or support with minor changes.

Youth Commission

Alta presented as part of a regularly scheduled Youth Commission meeting on September 14, 2021. The Commission provided feedback on the designs and were generally in favor of Concept 1 and Concept 3. General comments included questions about next steps and timeline for construction.

City Council Study Session

The City Council was presented with information regarding the project on March 8, 2022. This study session included an overview of the project and what was completed to date. The Council study session was informational in nature and intended to provide Councilmembers with a full review of technical analysis completed for the design concepts. Councilmembers asked questions and provided feedback regarding short and long-term traffic operational and safety concerns as well as potential options for implementation. The Council also heard public comments on the project which were in favor of more traffic calming and a single lane along with a general concern regarding potential congestion.



Pop-up Events

The City team conducted two pop-up style events during the project. These events provided an opportunity to meet residents where they are and generate additional project feedback and awareness of the project. Both pop-up events included information booths with a welcome board that provided an overview of the project and a QR code linked to the project website. Each of the four corridor alternatives (including existing) had a board, and visitors could walk

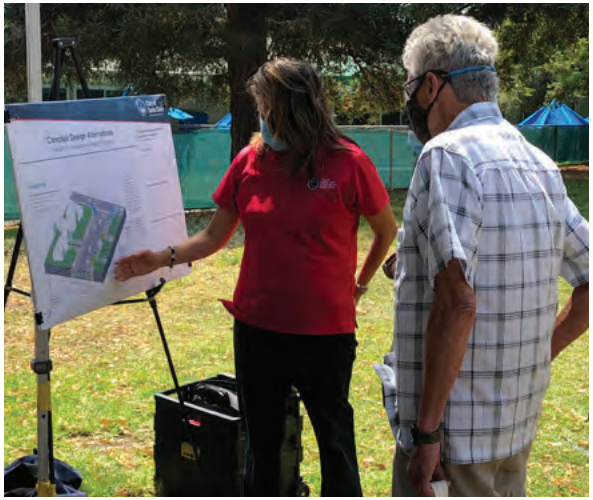
around the booth and receive an explanation of each concept and the differences between them. Residents then had the opportunity to vote for which alternative was their preference. iPads were also available for residents to take the Concept Alternative Survey.

Celebrate Santa Clara - August 21, 2021

Celebrate Santa Clara was an outdoor community event held in Santa Clara Central Park with food, entertainment, and booths from local organizations and City departments. The Public Works Department hosted a booth for the Pruneridge Avenue Complete Street Study. The City team interacted with 45 residents during the afternoon. Concepts 2 and 3 received the most support from residents who voted on the concept designs during the event.

Christmas Tree Lighting - December 3, 2021

This outdoor event featured performances from local groups, food, pictures with Santa, a snow park, and booths from local organizations and City departments. The Public Works Department hosted a booth for the Pruneridge Avenue Complete Streets Study which provided a welcome board, sign-in sheet, comment cards, and project information virtually and through paper handouts. The City team interacted with approximately 86 residents during the event. Concept 3 received the most support from residents during the event.



Community Workshops

Community workshops provide an opportunity to meet directly with residents to provide information, identify existing issues, and gather feedback on project concepts. The project included three distinct phases of workshops with two workshops at various times to allow for increased participation. One workshop was held on a weekday evening and one workshop was held on a Saturday afternoon. Information shared at each workshop was the same for each round. Community workshops were promoted through postcards mailed to 7,746 mailing addresses within ½ mile of the corridor for each of the three rounds (23,238 total notices mailed); social media posts from the City, stakeholders, and community partners; the City Manager's Blog; and the project website which included a link for registration to the community workshops. Meeting dates, times, and general themes for each round are identified below, see **Appendix C** to view postcard notifications, sign-in sheets, and materials provided.

Phase 1 - Workshops 1 & 2

Participants in Phase 1 workshops received information about the project and were provided with an opportunity to voice concerns and issues experienced along the corridor.

- **Workshop #1** had a total of 92 participants and was held virtually on Zoom at 7pm on February 25th, 2021. There were a total of 90 comments provided through chat or video conference at the meeting.
- **Workshop #2** had a total of 28 participants who submitted 40 comments and suggestions through the chat or video conference meeting functions. This meeting occurred at 1 pm on February 27, 2021 on Zoom.

Phase 2 - Workshops 3 & 4

Phase 2 workshops included initial conceptual designs for Concept 1, 2, and 3. Attendees were provided with existing condition data about the corridor and given an overview of the draft conceptual designs. Participants were asked to rank the conceptual designs and provide feedback.

- **Workshop #3** had a total of 62 participants and was held virtually on Zoom at 6pm on July 22, 2021. There were a total of 103 comments made by residents through the Zoom chat and video conference functions.
- **Workshop #4** had a total of 17 participants and was held virtually on Zoom at 1pm on July 24, 2021. There were a total of 31 comments received at this meeting through the chat and video conference.

Phase 3 - Workshops 5, 6 & 7

Phase 3 workshops focused on refining the conceptual designs by gathering feedback from the community. Workshops 5 and 6 provided participants with final design concepts and the technical analysis related to Concepts 1, 2, and 3. Concept 4 was introduced to the public at Workshop 7.

- **Workshop #5** had a total of 61 participants and was held virtually on Zoom at 6pm on February 9, 2022. There were a total of 80 comments provided through chat or video conference at the meeting.
- **Workshop #6** had a total of 20 participants and was held virtually on Zoom at 1pm on Saturday, February 12, 2022. There was a total of 25 comments provided through chat or video conference at the meeting.
- **Workshop #7** had a total of 44 participants and was held virtually on Zoom at 6pm on May 12, 2022. Participants provided a total of 40 comments and suggestions through the chat or video conference functions.

Additional Outreach Strategies

In addition to the engagement events detailed above, the City team also used a combination of promotional strategies to increase awareness of and participation with the Plan. Events, surveys, and other items were promoted using the project website, the City Manager's Blog, social media posts on Facebook, Nextdoor, and Twitter, and "Inside Santa Clara" articles. The City provided a dedicated phone number and email address for the project. The City also emailed everyone who signed up to receive notifications about the project every time new information or materials were posted on the project website including meeting details. The City also posted 20 street signs along the corridor to direct people to the project website.

Phase 1 Outreach Summary Findings

Travel trends / preferences summary

The City team asked respondents about their typical destinations when traveling along Pruneridge Avenue and developed a word cloud from the responses. The size of each word indicates the frequency it was used with the largest words below being used most often by respondents. The most common responses were traveling to and from home and work.

In order to gain a deeper understanding of how Pruneridge Avenue is used and what destinations the road provides access to, residents were asked to identify their top locations that they use Pruneridge Avenue to access. The combined feedback from both Phase 1 workshops are shown in Figure 16 and 17. Many of the responses came from local residents and those who work in the area. The most commonly identified phrases were “Home”, “Work”, and “Everywhere”. Based on this feedback, it is apparent that Pruneridge Avenue serves many purposes for the local community and will continue to support these uses now and in the future.

Figure 16. ***Workshop 1 & 2 - Pruneridge Destination Results***

Vision

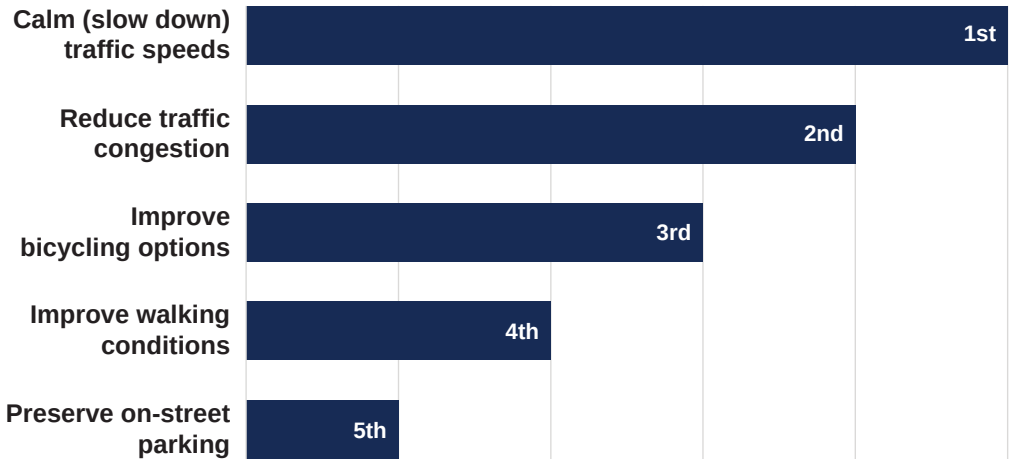
In order to gain a better understanding of the long-term community vision for the corridor, the City team asked respondents to identify one to three words which come to mind when thinking of the future of Pruneridge Avenue. Some of the most common phrases identified for the future of Pruneridge include 'Safe', 'Bike Lanes', and 'parking' as shown in the word-clouds to the right.

Figure 17. ***Workshop 1 and 2 - Visioning Results***

Community priorities summary

The community ranked their priorities for the corridor and identified calming traffic speeds as their top priority, as shown to the right.

Figure 18. ***What should Pruneridge's priorities be? (ranking)***



Phase 2 Outreach Summary Findings

The City team brought initial designs for Concept 1, 2, and 3 to the public for their input in July, 2021. Meeting attendees were asked to provide their support for or against each design concept and provide general comments on the designs. Feedback from the public helped to shape the final three concepts and are summarized below. Please refer to **Appendix B** for all survey responses.

Concept 1: Four Lane Option

The combined results of the Round 2 workshops indicate that approximately 47% of respondents did not support this concept with just 38% of respondents supporting this concept either fully or with minor changes.

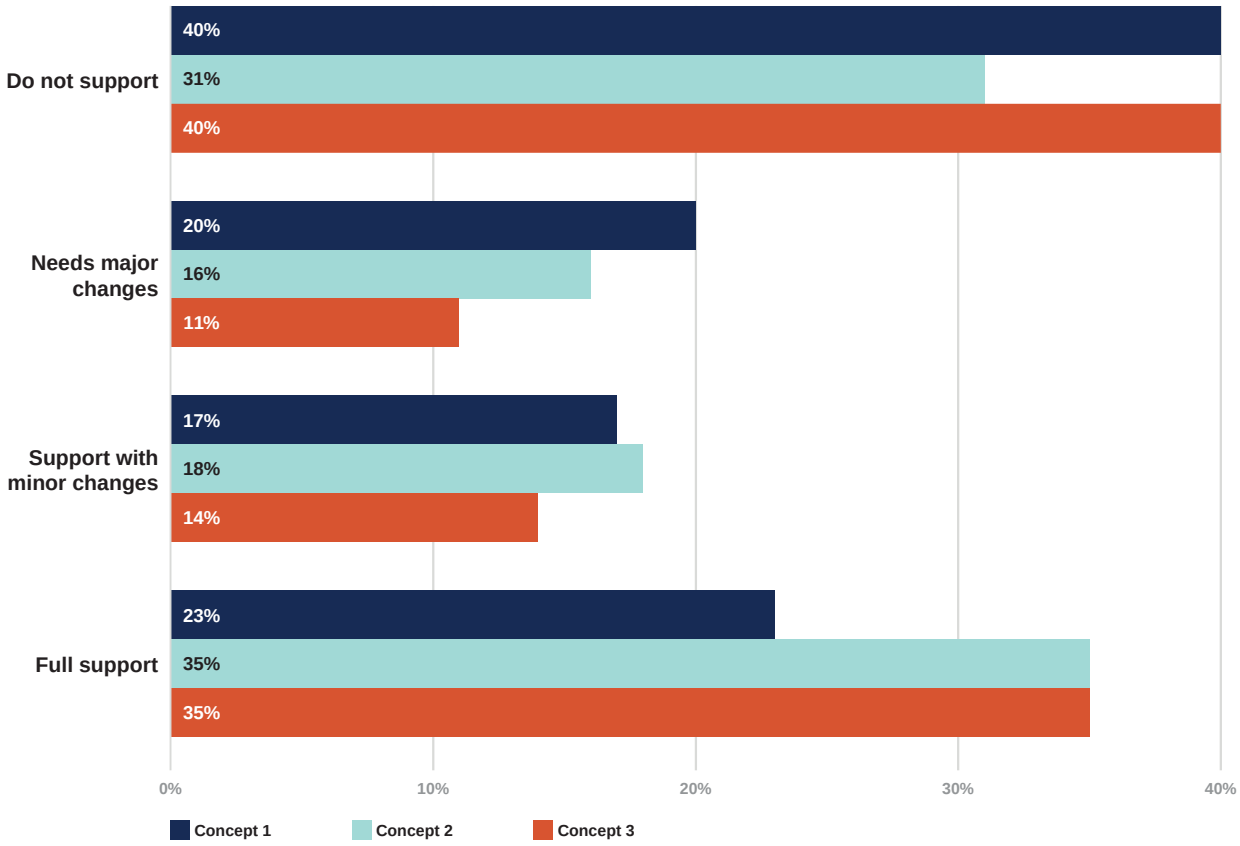
Concept 2: Two Lane Option

Approximately 64% of survey respondents indicated that they support this concept either fully or with minor changes.

Concept 3: Parking Protected Option

Through both community workshops, approximately 51% of respondents supported Concept 3 either fully or with minor changes.

Figure 19. ***Concepts 1 through 3 Feedback***



Additional feedback

The public also expressed concerns regarding existing pedestrian and bicycle comfort and safety needs in addition to the potential impacts on parking, congestion, and bicycle & pedestrian comfort from the concept designs. A full summary of feedback is provided in **Appendix B**.

Phase 3 Outreach Summary Findings

During Workshops 5 & 6, the City team engaged with meeting attendees regarding revised design concepts, based on community feedback. Meeting attendees were asked to rank each concept based on which they would most like to see implemented. The combined results from both workshops are presented in Figure 20.

Concept 1 feedback

Four lanes was identified as the third or fourth choice by the majority of workshop attendees (57%).

Concept 2 feedback

Two Lanes received 65% of votes from respondents as their first or second choice.

Concept 3 feedback

Parking Protected was selected as the top choice by the highest number of respondents (38%). Furthermore, a majority of respondents (61%) selected this concept as their top one or two options.

No Build feedback

The rankings from Phase 3 workshops highlight that the existing or 'No Build' option is the last choice for a majority of respondents. In Phase 3 43-57% of respondents indicated that this option was their last choice.

Figure 20. ***Workshops 5 and 6 Combined Concept Ranking Preferences***

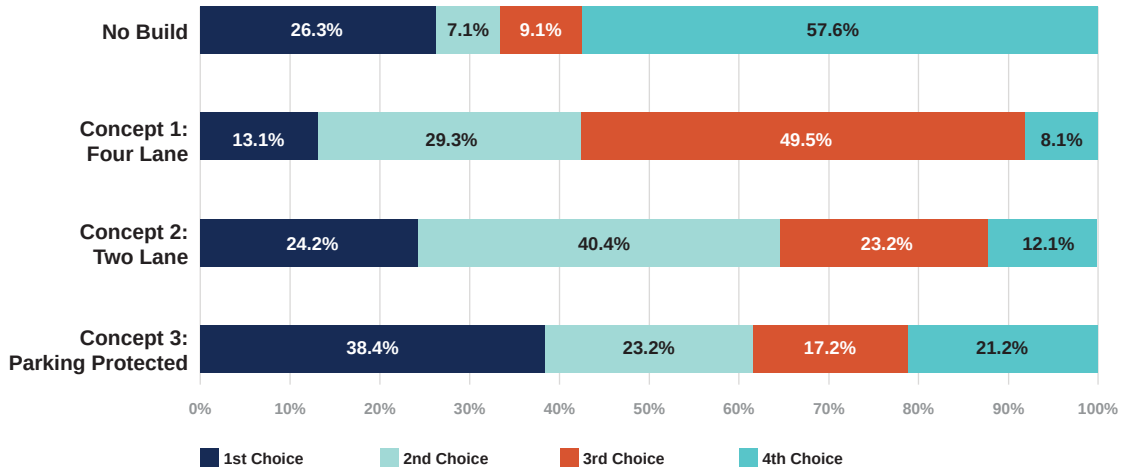
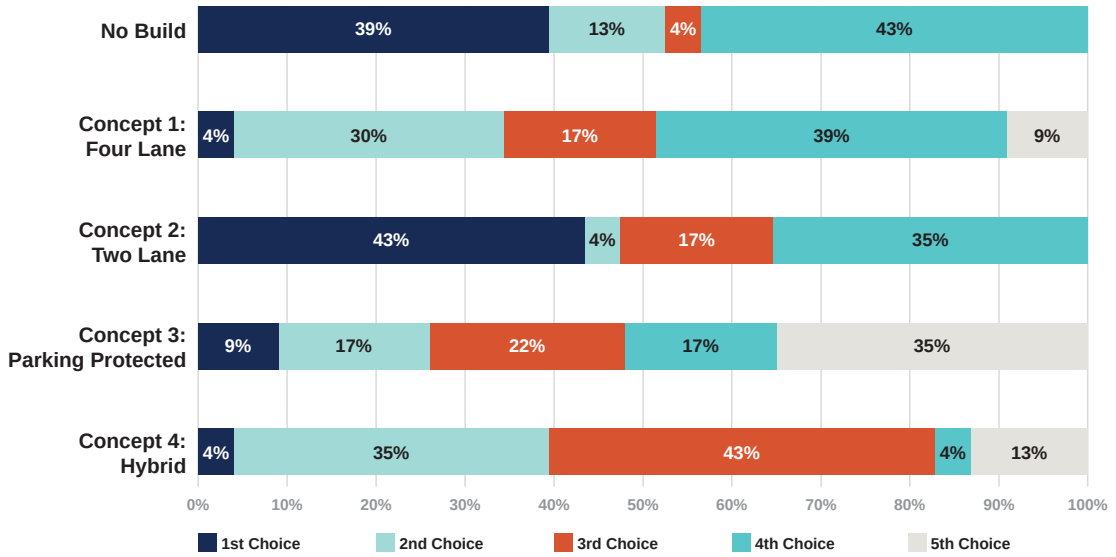


Figure 21. ***Workshop 7 Concept Ranking***



Concept 4 feedback

During Community Workshop 7, attendees were asked to rank the design concepts once again, including the hybrid option Concept 4. The results of this ranking are highlighted in Figure 21. This ranking highlights that Concept 2 was selected as the first choice for the largest portion of respondents (43%) and Concept 4 was selected as the second choice by the largest number of respondents (35%).

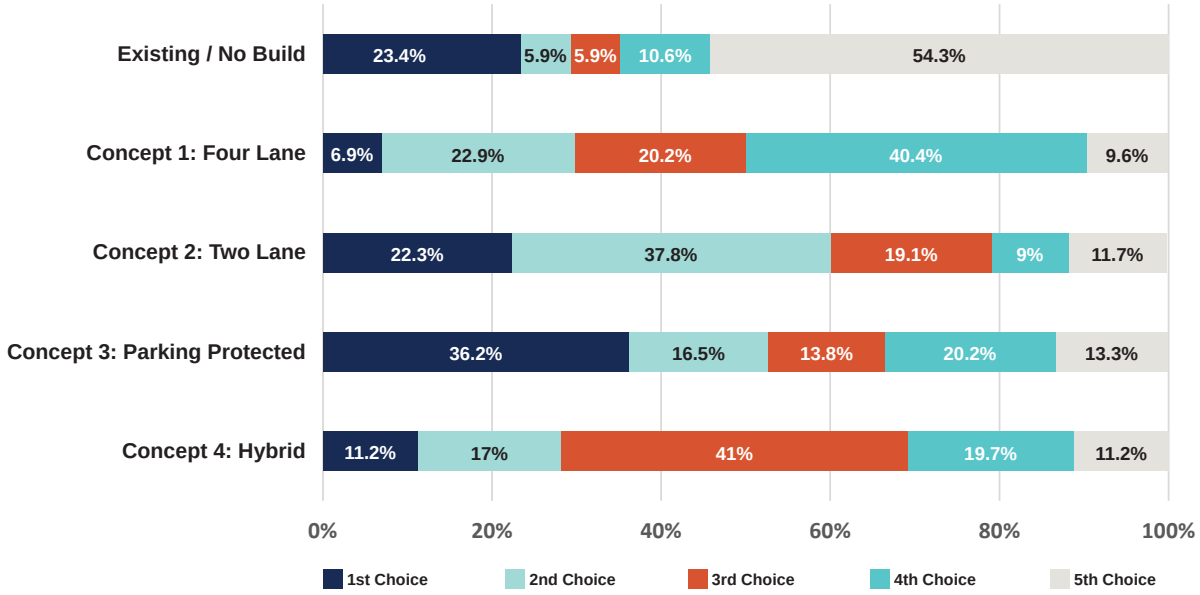
Additional feedback

Workshop attendees provided additional feedback during the meeting on a variety of items regarding the project including potential vehicle congestion, benefits to bicycle comfort, vehicle speeding impacts, and potential for mixing concept alternatives. All comments are reflected in the Comment Summary Spreadsheet included in **Appendix B.**

Community Survey Results

The final community survey was available online from May 23 through June 28, 2022. The results of this survey indicate a strong preference for redesigning the roadway, with 36% of respondents selecting Concept 3: Parking Protected Option as their preferred concept and 37% selecting Concept 2: Two Lane Option as their second most preferred concept. The No Build option received nearly 54% of last place votes.

Figure 22. Final Community Preference Survey Results



The City provided residents multiple opportunities to engage with the project throughout the 18 month duration. Table 10 categorizes all survey responses, community workshop polls, and emails and phone calls received throughout the project into either supporting a change or not supporting a change. On average, 74% of workshop attendees, 52% of survey responses, and 38% of emails and phone calls supported a changed design on the corridor. A majority of responses received throughout the project (55.4%) indicate support for implementing a redesign concept on the corridor.

Table 10. Consolidated Corridor Rankings

Outreach Activity	Total Responses	Supports No Change		Supports Change	
		Responses	Percentage	Responses	Percentage
Workshop 3	130	34	26%	96	74%
Workshop 4	12	0	0%	12	100%
Workshop 5	39	9	23%	30	77%
Workshop 6	15	5	33%	10	67%
Workshop 7	23	9	39%	14	61%
All Workshops	**219**	**57**	**26%**	**162**	**74%**
Online Survey 1	659	371	56%	288	44%
Online Survey 2	36	8	22%	28	78%
Online Survey 3	288	44	23%	144	77%
All Online Surveys	**883**	**423**	**47.9%**	**460**	**52%**
Total Email/Phone Calls	64	40	63%	24	38%
Total	**1,166**	**520**	**44.6%**	**646**	**55.4%**

Pruneridge Avenue Bicycle Improvements

Gap closure: The project will close the only gap in an otherwise continuous 10-mile, east-west bikeway spanning Cupertino, Santa Clara, and San Jose. When complete, Pruneridge Avenue will connect to jobs, schools, transit, and trails, and provide direct access to the Santa Clara County's first under-development bicycle superhighway: Central Bikeway in San Jose.