




**City Council
Study Session**

Item No. 2, RTC 22-1669
Pruneridge Avenue
Complete Streets Plan

March 8, 2022

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**City of
Santa Clara**
The Center of What's Possible

Agenda

- History of Pruneridge Avenue
- Project Scope/Funding/Goals/Schedule
- Outreach Summary
- Traffic Data and Analysis Process
- Improving **walking** conditions
- Improving **bicycling** conditions
- Next Steps
- Questions & Answers

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Pruneridge Ave at Cedar Way

History of Pruneridge Avenue



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Pruneridge Avenue


- 3-mile east-west minor arterial street
- 2 to 4 lane roadway
- City and Cross-County Bicycle Corridor



Countywide Bicycle Plan
2018



City of Santa Clara
Bicycle Plan Update
2018



CITY OF CUPERTINO CITY OF SAN JOSE

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Pruneridge Avenue Project Map

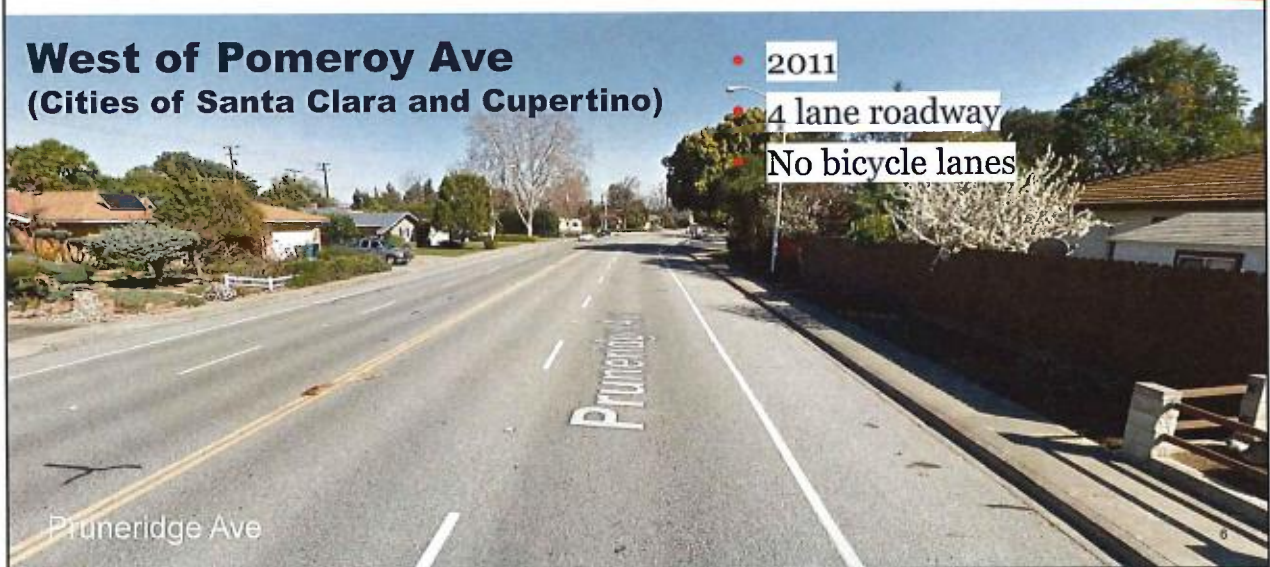


- - - 2012 Bicycle Lanes
- - - 2018 San Jose Bicycle Lanes Project
- - - Project Area
- 1 Bicycle Lane Improvements at Lawrence Expy
- 2 New Traffic Signal at Cronin Dr

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West of Pomeroy Ave (Cities of Santa Clara and Cupertino)



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West of Pomeroy Ave (Cities of Santa Clara and Cupertino)



- Completed in 2012
- Converted 4-lanes to 2-lanes
- Retained parking
- Installed striped bicycle lanes
- Installed two-way center turn lane

Pruneridge Ave

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Pruneridge Ave at San Tomas Expressway

Project Scope / Funding / Goals / Schedule



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Project Scope and Funding

- Study 2.2 miles of Pruneridge Avenue (Pomeroy to Winchester) for Complete Streets improvements
- Caltrans planning grant funding of \$351,077
- Council approval of agreement with Alta Planning + Design in November 2020



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Project Goals

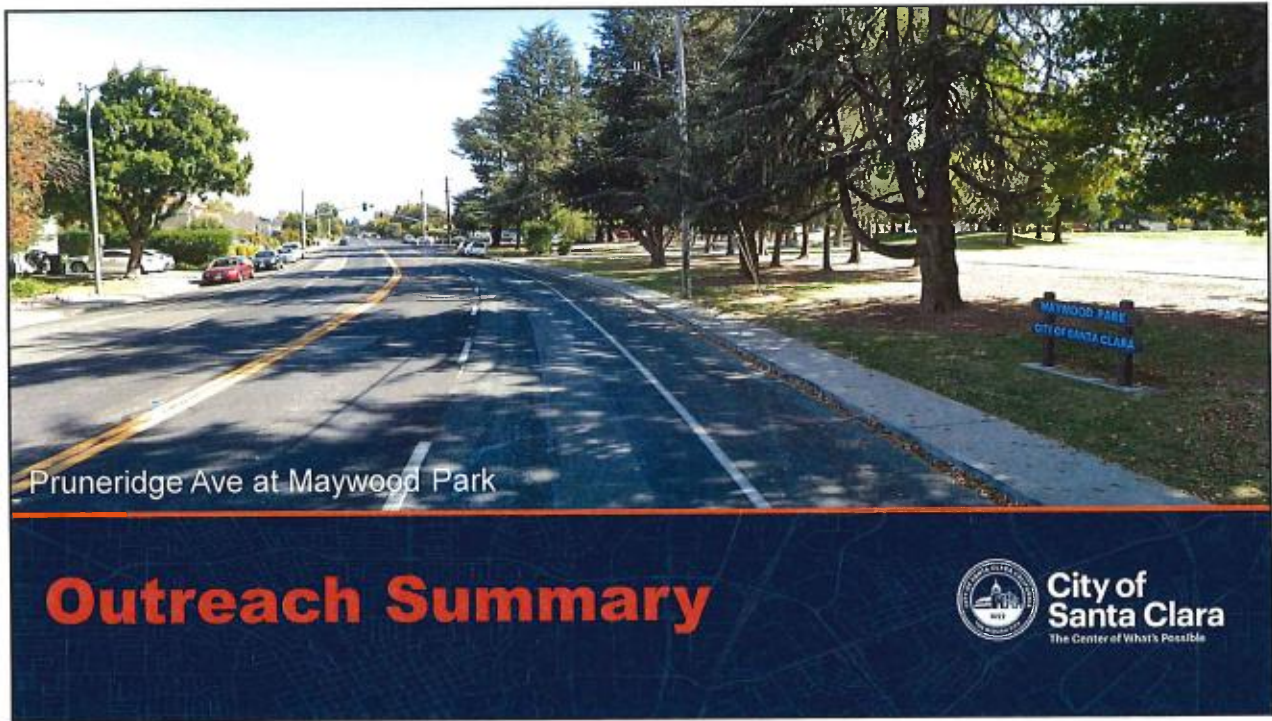
- Create a “*Complete Street*” plan for everyone, no matter who they are or how they choose to travel.
 - Improve bicycle and pedestrian connections
 - Improve the comfort and safety of all users of the roadway
- Analyze and summarize traffic, parking, and collisions along the corridor
- Seek and record community input on options at multiple points in the process

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Outreach Completed

- 23,238 postcards mailed
 - 115 emails received
 - 40 messages received
 - 1,026 responses to 3 surveys
- 5 stakeholder interviews
- 6 Committee & Commission Meetings
- Celebrate Santa Clara & Christmas Tree Lighting Ceremony
- 6 online workshops (259 attendees)



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Community Feedback Themes

- Reduce traffic congestion (50%)
- Improve bicycle conditions (18%)
- Calm traffic speeds (15%)
- Improve walking conditions (13%)
- Preserve on-street parking (4%)

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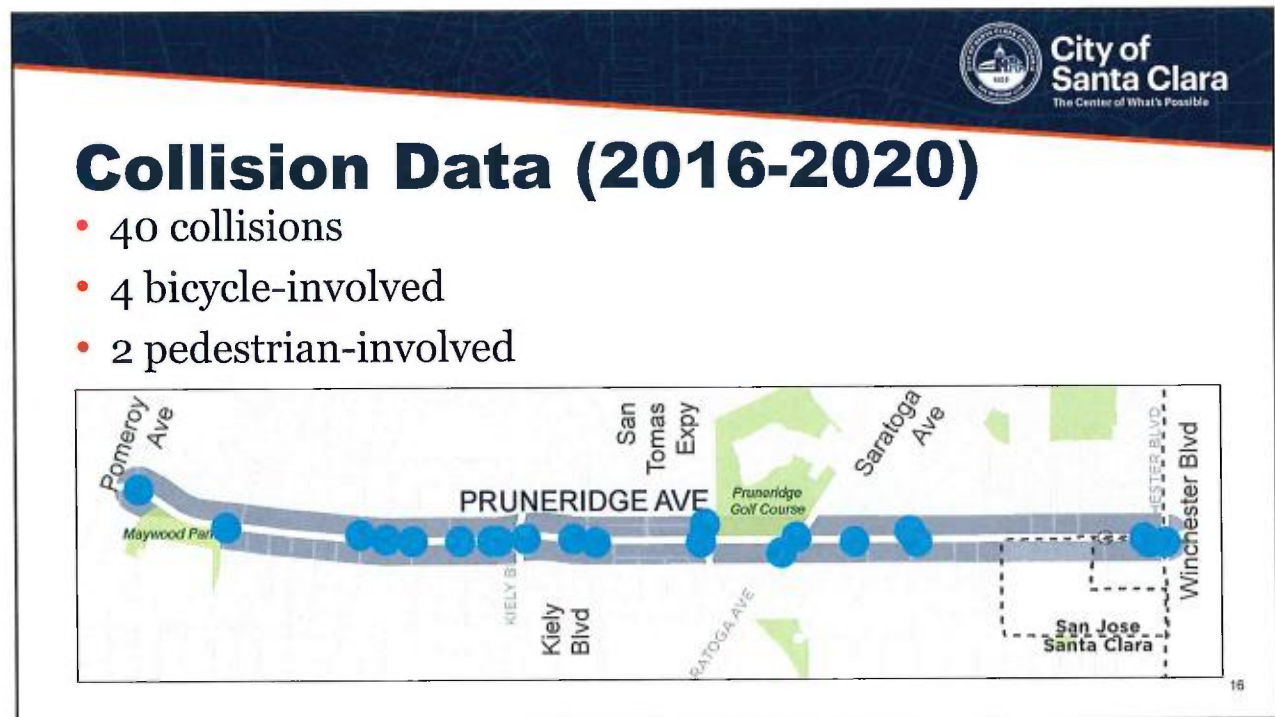
Pruneridge Ave at Kiely Blvd

Traffic Data & Analysis Process



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Collision Data (2016-2020)

- 40 collisions
- 4 bicycle-involved
- 2 pedestrian-involved



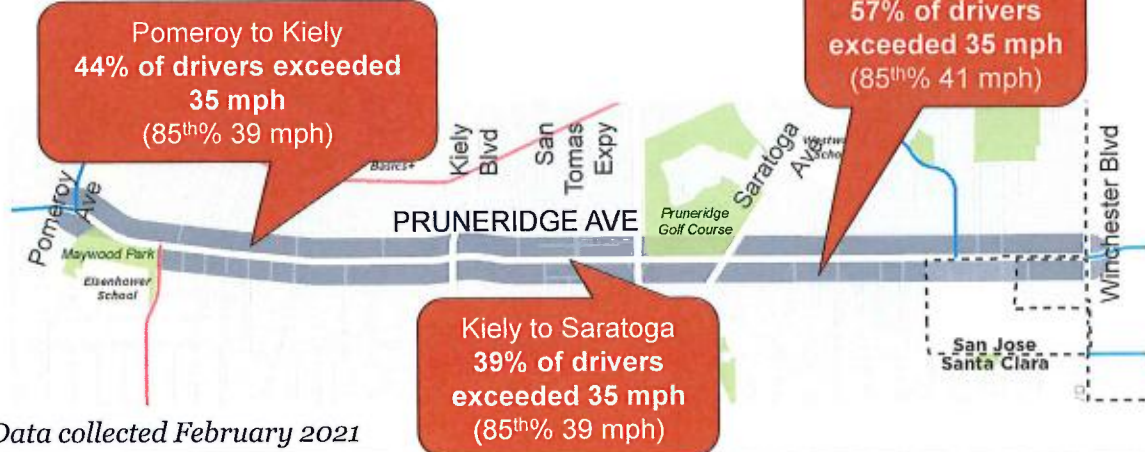
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Vehicle Speed Data

- Posted speed limit: 35 MPH



Parking Utilization Data

Location	# of Available Parking	Average Cars Observed	Utilization Rate
Pruneridge - North Side	220	43	19%
Pruneridge - South Side	233	38	16%
Pruneridge - Overall	453	81	18%
Side Streets	539	75	14%

On a typical block, there are 8 out of 10 parking spaces available.



Traffic Analysis Process

- Traffic modeling completed in the project area
- Intersections evaluated using the City's Level of Service (LOS) scores A through F
 - LOS D acceptable operations for City
 - LOS E acceptable operations for County
- Traffic counts collected Feb. 2021 and adjusted to represent pre-COVID traffic volumes



Existing Intersections LOS

Morning (AM) Peak

- 24 acceptable
- 1 unacceptable

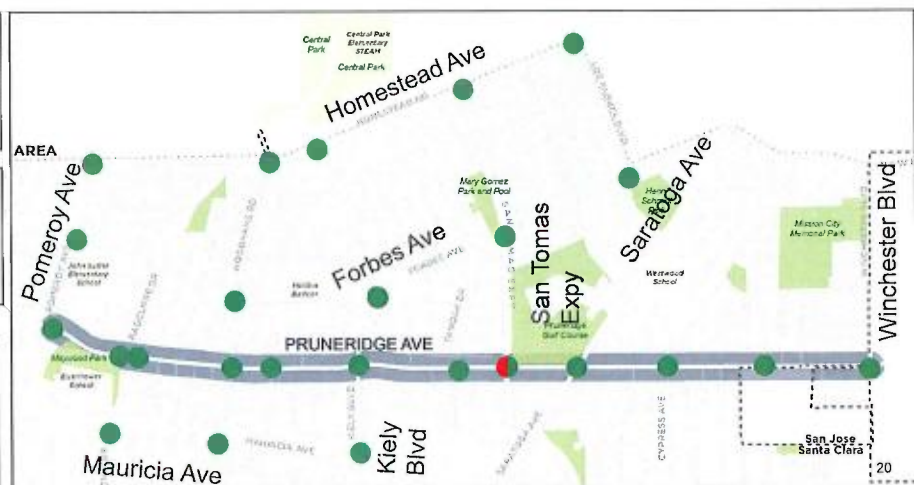
Evening (PM) Peak

- 25 acceptable
- 0 unacceptable

AM ⊕ PM

● Acceptable

● Unacceptable






Pruneridge Ave and Los Padres Blvd

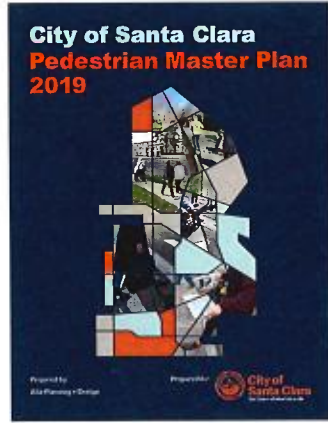
Improving walking conditions








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Pedestrian Improvements Toolbox



Toolbox Item	Description
	Installation of Pedestrian Signal A pedestrian signal is a traffic signal that allows pedestrians to cross the street safely. It is typically installed at intersections with high pedestrian volume or where the crossing is difficult.
	Traffic Signal Study A traffic signal study is a process of evaluating the timing and operation of traffic signals to improve traffic flow and safety. It involves collecting data on traffic volume, delay, and safety, and then using this data to recommend changes to the signal timing and operation.
	Pedestrian Signal Study (PSS) A Pedestrian Signal Study (PSS) is a study that evaluates the need for a pedestrian signal at a specific intersection. It involves collecting data on pedestrian volume, crossing behavior, and safety, and then using this data to recommend whether a pedestrian signal is warranted.

Tools to improve crossings identified in Santa Clara's Pedestrian Master Plan (Chapter 5)

Note: All suggested improvements could be pursued independently.

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Sample Pedestrian Improvements

**ADA Improvements
(Curb Ramps and
Accessible
Pedestrian Signals)**



**Pedestrian
Signage**



**Advance Yield/
Crosswalk Markings**



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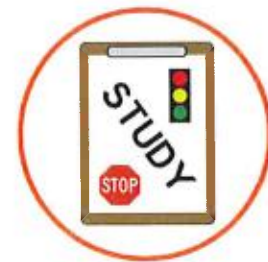


Sample Pedestrian Improvements

**Curb Radius
Improvements**



**Traffic
Engineering
Studies**



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Pedestrian Improvement Map

- Pedestrian Improvement (City jurisdiction)
- Pedestrian Improvement (multi-jurisdictional)



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Pruneridge Ave and Saratoga Ave

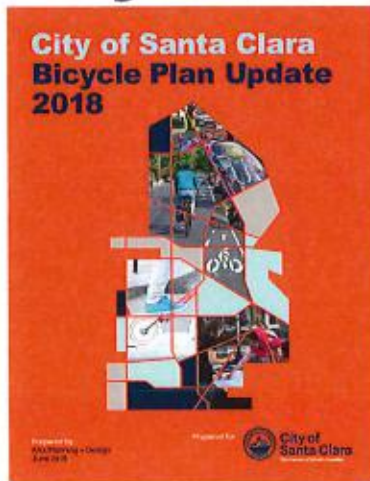
Improving bicycling conditions



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Bicycle Master Plan (2018)



Buffered Bicycle Lanes Recommended on Pruneridge Avenue


**Number 2 Priority Project in Bicycle Master Plan*



Developing and Analyzing Roadway Concepts


- Four Roadway Concepts
 - Current Conditions / No Build
 - Concept 1 – **Four Lanes** w/ parking removal on one-side
 - Concept 2 – **Two Lanes** w/ parking and bike lanes
 - Concept 3 – **Two Lanes** w/ **parking protected** bicycle lanes
- Concepts analyzed against parking and traffic

Current Conditions / No Build



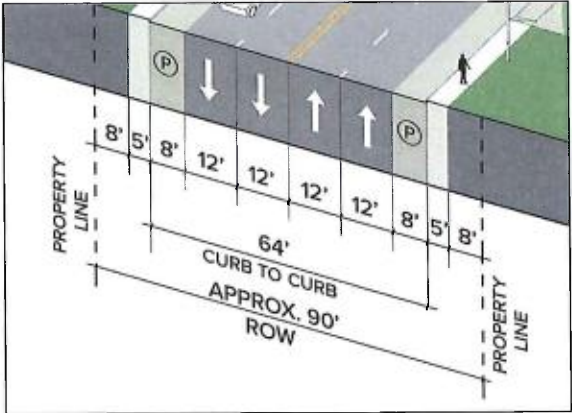
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Current Conditions/ No Build


- Parking remains the same
- Traffic lanes remain the same
- LOS remains the same
- Travel time remains the same
- Speeds remain the same
- Collision frequency remains the same
- No bicycle improvements



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Concept 1: Four Lanes w/ parking removal on one-side



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Concept 1: Four Lanes

- Narrowing lanes
- Improves walking
- Improves bicycling
- Traffic lanes remain the same
- Removes parking on side of the street

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Concept 1: Four Lanes

- Maintains four lanes so changes to vehicular travel are minimal
 - No changes to LOS
 - No change in travel time
 - Speed reduction of 1 mph - 6 mph
- Removes parking on one side




Concept 1: Four Lanes

- Parking analysis information
- Resident concerns about crossing the street

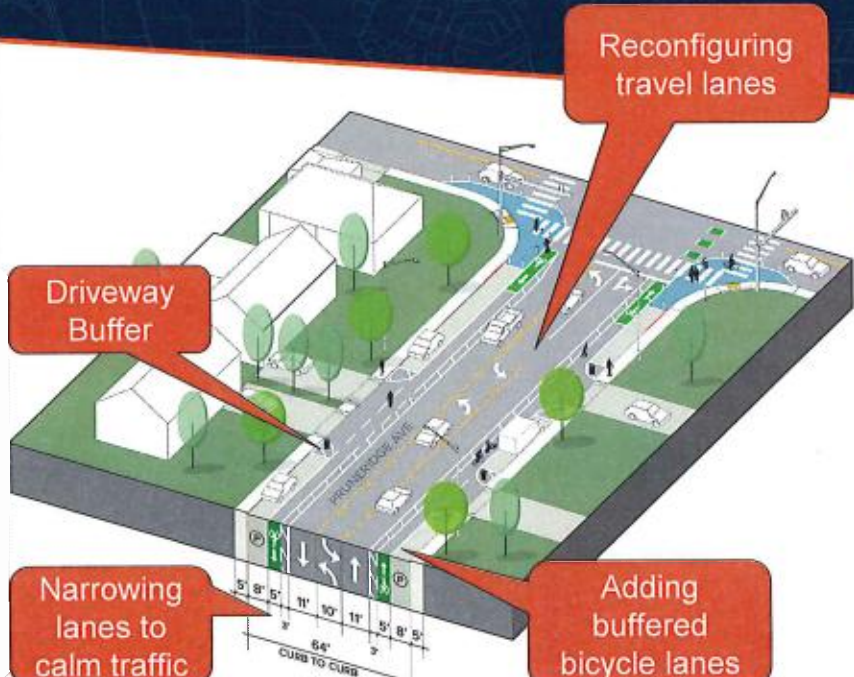

Concept	Parking Utilization	Typical available parking
Current Conditions / No Build	16 - 18% per side	8 of 10 spaces available
Concept 1: Four Lanes (parking removal on one-side)	35 - 38% on one side (w/ remaining parking)	6 of 10 spaces available

Concept 2: Two Lanes w/ Parking and Bicycle Lanes



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Concept 2: Two Lanes

- Narrowing lanes
- Improves walking
- Improves bicycling
- Preserves parking
- Removes travel lanes
- Adds center turn lane

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Concept 3: Two Lanes w/Parking Protected Bicycle Lanes



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Concept 3: Parking Protected

- Narrowing lanes
- Improves walking
- Improves bicycling w/ protection
- Preserves parking
- Removes travel lanes
- Adds center turn lanes

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Concepts 2 and 3

- Collision, Speed, LOS, and Travel Time for both concepts the same due to two travel lanes for each concept
- Difference - Buffered or Parking protected bike lane

Features	Potential Collision Reduction	Potential Speed Reduction
Lane Narrowing & Lane Reduction	19 - 47% reduction	3 - 6 mph slower

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Concepts 2 and 3 (LOS)

Morning (AM) Peak

- 21 acceptable
- 4 unacceptable

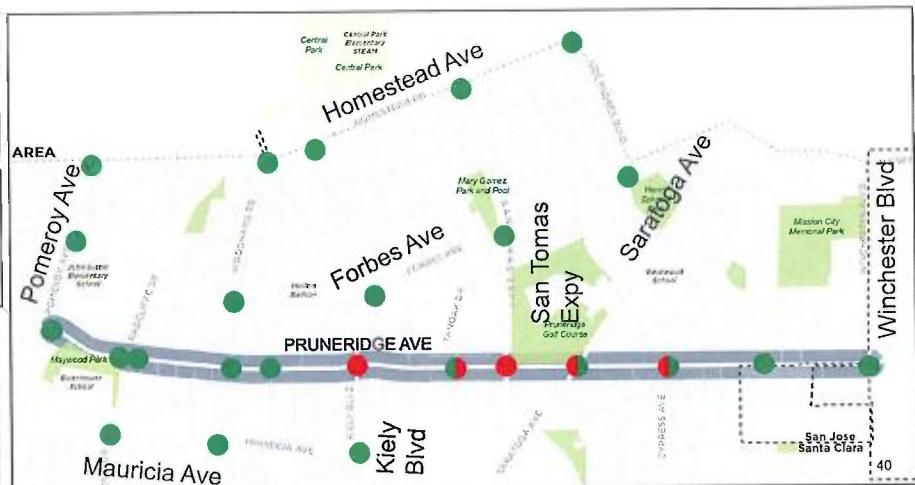
Evening (PM) Peak

- 22 acceptable
- 3 unacceptable

AM ⊕ PM

● Acceptable

● Unacceptable



40

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Concepts 2 and 3

- Level of Service Results (assumes traffic diversion)

Concept	Intersection Operations			
	AM Peak Hour		PM Peak Hour	
	Acceptable	Unacceptable	Acceptable	Unacceptable
Current Conditions / No Build	24	1	25	0
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	21	4	22	3

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Concepts 2 and 3

- Corridor Travel Time Results (simulation)

Concept	Travel Time (min)	
	Morning Westbound (peak direction)	Evening Eastbound (peak direction)
Current Conditions/No Build Option	8.2	10.8
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	16.8	14.7

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Concepts 2 and 3

- Lane reduction results in estimated traffic diversion along adjacent streets
- Major Roads: San Tomas Expressway, Stevens Creek Blvd
- Collectors Roads: Homestead Rd, Kiely Blvd, Scott Blvd, Benton St, Winchester Blvd
- Minor Roads: Forbes Ave, Los Padres Blvd

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Summary of Analyses



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Collisions and Speed Summary

Concept	Lane Narrowing	Lane Reduction	Potential Collision Reduction	Potential Speed Reduction
Current Conditions/No Build	No	No	None	None
Concept 1: Four Lanes w/ parking removal on one-side	Yes	No	None	1 - 6 mph slower
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	Yes	Yes	19 - 47% reduction	3 - 6 mph slower

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Parking and Travel Time

Concept	Typical available parking	Travel Time (min)	
		Morning Westbound (peak direction)	Evening Eastbound (peak direction)
Current Conditions/No Build Option	8 of 10 available	8.2	10.8
Concept 1: Four Lanes w/ parking removal on one-side	6 of 10 available	8.2	10.8
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	8 of 10 available	16.8	14.7

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Traffic Diversions and LOS

Concept	Traffic Diversion	Intersection Operations			
		AM Peak Hour		PM Peak Hour	
		Acceptable	Unacceptable	Acceptable	Unacceptable
Current Conditions / No Build	No	24	1	25	0
Concept 1: Four lanes w/ parking removal on one-side	No	24	1	25	0
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	Yes	21	4	22	3

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Summary

Concept	Reduces Speeding	Improves Safety	Preserves On-Street Parking	Minimizes Additional Congestion	Improve Walking and Bicycling Conditions
Current Conditions / No Build			👍	👍	
Concept 1: Four lanes w/ parking removal on one-side	👍	👍		👍	👍
Concept 2 & 3: Two Lanes w/ parking and bicycle lanes	👍	👍	👍		👍

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Next Steps

- Prepare Public Draft Plan
- Release Public Draft Plan for public review /community input
- Present Public Draft Plan to BPAC
- Update Public Draft Plan based on public review/BPAC
- Present Final Draft Plan to Council in Fall 2022

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QUESTIONS ?

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The seal of the City of Santa Clara, California, is circular. It features a central illustration of a mission-style building with a red roof and a bell tower, set against a blue sky and green landscape. The year "1852" is written in white on a green banner at the bottom of the illustration. The outer ring of the seal contains the text "CITY OF SANTA CLARA CALIFORNIA" at the top and "THE MISSION CITY" at the bottom, separated by a dotted line.

**City Council
Study Session**

**Item No. 2, RTC 22-1669
Pruneridge Avenue
Complete Streets Plan**

March 8, 2022



City of Santa Clara

The Center of What's Possible

Date: March 8, 2022

To: City Manager's Office

From: Executive Assistant, Mayor & City Council Office

Subject: Correspondence received regarding Item 2 on the March 8, 2022, City Council Meeting Agenda

As of March 8, at 3:00 p.m. the Mayor and City Council Offices received the attached correspondence regarding agenda item 2, Study Session – Pruneridge Avenue Complete Streets Plan.

Martha Martinez
Executive Assistant

Documents Related to this Report:

1) *Communications received*

POST MEETING MATERIAL

From: Kirk Vartan <kirk@asliceofny.com>
 Sent: Sunday, March 6, 2022 12:02 PM
 To: Mayor and Council
 Cc: contact@coryneighborhood.org; Art Maurice
 Subject: Item 22-1669 - Study Session - Pruneridge Ave Complete Streets - SUPPORT CONCEPT C

Mayor and Council,

I have been part of many Complete Street discussions, including this one. I help to communicate this activity to the neighborhood and surrounding communities.

I hope you will recommend preceding with further fleshing out Concept C. The reasons I am suggesting this one are as follows:

1. It reduces the vehicle lanes, thus slowing down vehicular speeds to speed limits (current, it is a very fast and dangerous corridor)
2. It will align well with San Jose’s connector to the east of Winchester
3. It will provide leadership in developing future cycle and pedestrian friendly corridors
4. It creates a protected bike-lane (critical in reducing bicycle accidents)
5. It maintaining all existing parking (not a huge fan of that, but it seems like a good compromise)
6. It creates a buffer for bikes not to get clipped by car door openings (happens a lot)
7. Allows for better visibility for residents to see any oncoming bikes
8. Crates a turn lane so general traffic flow is not impacted
9. Create large visual cues for bike awareness
10. Will encourage more cars to head to Stevens Creek or El Camino for express travel
11. Pruneridge is already a dead-end due to Apple, so there is no reason to have four vehicle lanes

I hope you will recommend Concept C for future development. I know there is no funding for construction at this time and you are simply looking at concepts, but selecting Concept C is the most forward looking and robust solution there. There is a lot of development in the area, including the Agrihood, that encourages non-vehicle mobility. This concept embraces it the best.

Thanks for considering this.

Kirk Vartan

=====

A Slice of New York, a Worker Cooperative A New York Experience in the Bay Area
 3443 Stevens Creek Blvd. (San Jose/Santa Clara)
 1253 W El Camino Real (Sunnyvale)
 SJ: (408) 24-SLICE / SV: (650) 938-NYNY
<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.asony.com%2F&data=04%7C01%7CmayorandCouncil%40santaclaraca.gov%7C275918b5022b4afe421908d9ffac3dfa%7C28ea354810694e81aa0b6e4b3271a5cb%7C0%7C0%7C637821937798173672%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000&sd=uc1EfOq3ud71J3a5daFFR7cYwBYQnhsxEKOPD%2FyFcl0%3D&reserved=0>
<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.911memorial.org%2F&data=04%7C01%7CmayorandCouncil%40santaclaraca.gov%7C275918b5022b4afe421908d9ffac3dfa%7C28ea354810694e81aa0b6e4b3271a5cb%7C0%7C0%7C637821937798173672%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000&sd=9wpEY9XGOB%2B%2BhP7qHMAINVaxgn3fmoevdCmjbuo9sUc%3D&reserved=0>

From: art maurice <amaurice@yahoo.com>
Sent: Sunday, March 6, 2022 9:33 PM
To: Mayor and Council; Kirk Vartan
Cc: contact@coryneighborhood.org
Subject: Re: Item 22-1669 - Study Session - Pruneridge Ave Complete Streets - SUPPORT CONCEPT C

Dear Mayor and Council,

I apologize for missing this last meeting but I have been in previous ones. Kirk and I have long been community activist and are both officers of the Cory Neighborhood Association which borders Pruneridge Avenue.

First a point of clarification, I believe Kirk is talking about Concept 3, not "C", from the powerpoint presentation. While I like Concept 3 and Kirk made some very valid points, I have a couple concerns.

1. It is not the current bike lane standard. Every Monday, Wednesday and Thursday, I ride my bike on the Santa Clara streets to get to Airborne Gymnastics at 1515 Walsh. Those are the days they have adult classes. The bike lane I use are similar to concept 2. So the I'm asking is, "If we go to Concept 3, are all the bikes lanes going to be reformatted to match that or is Pruneridge going to be the one of few streets with this new concept?"
2. Using Concept 3, cars coming out of the driveway will have to cross the bike lane, then the parking zone and finally merge onto Pruneridge. During commuter hours, which should have the most cars and bicyclists, there may be cars trying to merge onto Pruneridge that block the bike lane. Which leaves two options for the bicyclists: a) go in front of the car, possibly onto the street, to get around it or b) go behind the car, possibly onto the sidewalk, to get around it. With Concept 2, the cars normally drive into the parking zone and wait. They wait there for an opening to get onto the street and usually don't block the bike lane.

You can probably tell that I prefer Concept 2 as it sticks with the current standards and there's safety inherent in standards. Now if with there's new money from the federal infrastructure bill that the city is planning on using to change the standard to Concept 3...well then my argument is moot.

But that still leaves my second concern of cars blocking the bike lane as they try to get onto the street. I can see that being a big issue during commute times. It could be even worse during off-commute times as drivers see no traffic and rush to beat the bicyclist to get on the street.

It's the "beat the train" mentality. A driver sees the train coming but thinks they can cross the railroad tracks before the train gets there. I don't know the statistics of who makes it and who doesn't but we've all seen news report of trains slamming into cars as they try to "beat the train" across the railroad tracks. But this time the bicyclist is the train and they are going to lose to the car.

I bring this up as I bike a lot and this has happened to me quite often. Both coming out of the driveway and going in. Cars going in are much worse as you're pinned and you have to react fast. A handful of times I've had to jump the curb and use a bush to help me stop. It's not fun but it's better than a car.

With concept 3, the bicyclist is pinned on both sides, assuming there's a parked car in the parking section. In a fast reaction situation, I don't know where the bicyclist would go. My guess is you use the parked car to help stop you.

There is one indirect concern that should be considered. The state of California has funded \$10 million dollars for a program to give rebates to people buying electric bicycles. This should start at the end of 2022 or the beginning of 2023. Therefore in the coming years, there will be many more electric bicycles, meaning more bikes going faster than current bikes.

These bikes go 20 to 25 miles per hour. My normal speed is between 15 to 18 mph. I've pushed myself to get into the 20 mph range but that takes a lot of effort and usually the wind to my back. This speed will become more commonplace and with that the reaction times will be longer.

Thank you for your time,
Art Maurice
President, Cory Neighborhood Association

On Sunday, March 6, 2022, 12:01:41 PM PST, Kirk Vartan <kirk@asliceofny.com> wrote:

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Sent: Sunday, March 6, 2022 10:05 PM
To: Mayor and Council
Cc: contact@coryneighborhood.org; Art Maurice; Teresa O'Neill; Bob Levy
Subject: Re: Item 22-1669 - Study Session - Pruneridge Ave Complete Streets - SUPPORT CONCEPT C

Thank you Art! Yes, I did mean Concept 3. And I really appreciate the perspective, especially from an avid bike rider (and I know you are one!).

Here is my main issue with Concept 1 and 2: Neither of them utilize protected bike lanes. As a driver, one of the biggest hazards I feel is a side swipe from a car to a bike. I think this is the more common-place and statistically substantial concern. By having the parked cars on the street next to the moving traffic, you completely isolate the bike lane and the cyclists. The only way a vehicle will interact with a bike is from the driveway. And only in Concept 3 can the driver see the bike lane completely when they are existing their property onto the street. Both of the other Concepts block all bike activity with parked cars. And if there is a van, pick-up truck, or SUV, there is a high likelihood the rider will be hidden until the hood is completely in the bike lane and the driver inches out to look around the car.

I do agree that consistency is a basis for safety. And it is true that the San Jose connection that would link to this path looks more like Concept 2. But let's be clear, San Jose didn't select the best option, they picked one that they could afford (and they are kinda broke) and that wouldn't disrupt the many driveways. I asked multiple times of the planned why there were not protected bike lanes, and I don't feel there was an acceptable response.

So I would like to suggest Santa Clara lead the area with how bike lanes should be constructed: In a way that pay difference to the most vulnerable, the cyclist. Creating better visibility and separation from 2-ton cars that are consistently driving distracted is the safe way to move forward and show the others what needs to be done. Again, I would love to see the parked cars completely removed and decorative planters or other physical barriers erected, but I doubt that will ever happen.

I am copying two other avid cyclists very familiar with Santa Clara so they may weigh in. Here is the link to the plans:

[Pruneridge Avenue Design Concepts](#)

Kind regards,

Kirk Vartan
Vice President, Cory Neighborhood Association
Lead, Forest-Pruneridge Nextdoor Community, made up of both Santa Clara and San Jose residents

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But that still leaves my second concern of cars blocking the bike lane as they try to get onto the street. I can see that being a big issue during commute times. It could be even worse during off-commute times as drivers see no traffic and rush to beat the bicyclist to get on the street.

It's the "beat the train" mentality. A driver sees the train coming but thinks they can cross the railroad tracks before the train gets there. I don't know the statistics of who makes it and who doesn't but we've all seen news report of trains slamming into cars as they try to "beat the train" across the railroad tracks. But this time the bicyclist is the train and they are going to lose to the car.

I bring this up as I bike a lot and this has happened to me quite often. Both coming out of the driveway and going in. Cars going in are much worse as you're pinned and you have to react fast. A handful of times I've had to jump the curb and use a bush to help me stop. It's not fun but it's better than a car.

With concept 3, the bicyclist is pinned on both sides, assuming there's a parked car in the parking section. In a fast reaction situation, I don't know where the bicyclist would go. My guess is you use the parked car to help stop you.

There is one indirect concern that should be considered. The state of California has funded \$10 million dollars for a program to give rebates to people buying electric bicycles. This should start at the end of 2022 or the beginning of 2023. Therefore in the coming years, there will be many more electric bicycles, meaning more bikes going faster than current bikes.

These bikes go 20 to 25 miles per hour. My normal speed is between 15 to 18 mph. I've pushed myself to get into the 20 mph range but that takes a lot of effort and usually the wind to my back. This speed will become more commonplace and with that the reaction times will be longer.

Thank you for your time,
Art Maurice
President, Cory Neighborhood Association

On Sunday, March 6, 2022, 12:01:41 PM PST, Kirk Vartan <kirk@asliceofny.com> wrote:

Mayor and Council,

I have been part of many Complete Street discussions, including this one. I help to communicate this activity to the neighborhood and surrounding communities.

I hope you will recommend proceeding with further fleshing out Concept C. The reasons I am suggesting this one are as follows:

1. It reduces the vehicle lanes, thus slowing down vehicular speeds to speed limits (current, it is a very fast and dangerous corridor)
2. It will align well with San Jose's connector to the east of Winchester
3. It will provide leadership in developing future cycle and pedestrian friendly corridors
4. It creates a protected bike-lane (critical in reducing bicycle accidents)
5. It maintaining all existing parking (not a huge fan of that, but it seems like a good compromise)
6. It creates a buffer for bikes not to get clipped by car door openings (happens a lot)
7. Allows for better visibility for residents to see any oncoming bikes
8. Crates a turn lane so general traffic flow is not impacted
9. Create large visual cues for bike awareness
10. Will encourage more cars to head to Stevens Creek or El Camino for express travel
11. Pruneridge is already a dead-end due to Apple, so there is no reason to have four vehicle lanes

I hope you will recommend Concept C for future development. I know there is no funding for construction at this time and you are simply looking at concepts, but selecting Concept C is the most forward looking and robust solution there. There is a lot of development in the area, including the Agrihood, that encourages non-vehicle mobility. This concept embraces it the best.

Thanks for considering this.

Kirk Vartan

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03-08-22

ITEM #2

POST MEETING MATERIAL

Martha Martinez

From: Frank Lemmon <flemmon@comcast.net>
Sent: Tuesday, March 8, 2022 5:23 PM
To: Mayor and Council
Cc: Frank Lemmon
Subject: Public Comment for Mar 8 Council Meeting

City Staff:

I am submitting the following to be read at the Mar. 8th Council meeting during public comments.

Thank you.

Honorable Mayor and City Council Members:

As the Council looks forward to the annual budgeting process in May and June, I wish to suggest that funding for a study of the economic impact of locating City Hall in the Downtown district at Monroe & Benton be included in the budget plan. A great deal of planning for the downtown district redevelopment has been completed, but for due diligence it's essential to assess the impact of locating City Hall in the downtown district as an option. For example, the downtown district offers a unique opportunity for locating City Hall where it will be part of the plan, instead of a "drop in" to an existing development already in progress. Therefore, I hope the Council will utilize the opportunity to commission a study, as it's the wise and informed thing to do.

Respectfully yours,

Frank Lemmon
District 5 Resident

03-08-22

ITEM #2

POST MEETING MATERIAL

Martha Martinez

From: leroy rodriguez <leroy725@gmail.com>
Sent: Tuesday, March 8, 2022 4:34 PM
To: Mayor and Council
Subject: Pruneridge Complete Streets

Hello, as a resident of Santa Clara I would like to have bicycle lanes on Pruneridge as they have now from Pomeroy to Cupertino. This section of Pruneridge has reduced traffic accidents by reducing the speed of vehicles in both directions and noise in the neighborhood. With the price of gasoline increasing and projected to increase even more in the future. More residents will be using alternative modes of transportation like bicycle riding. More people are using electric bicycles and scooters to travel around the city. I feel safer riding my bicycle on Pruneridge from Pomeroy to Cupertino.

LeRoy Rodriguez

03-08-22

ITEM #2

POST MEETING MATERIAL

Martha Martinez

From: Sharlene Liu <sharlenclimbsamountain@gmail.com>
Sent: Tuesday, March 8, 2022 3:56 PM
To: Mayor and Council
Subject: I support Pruneridge bike infrastructure

Dear Santa Clara city council and mayor,

I am a bike commuter who lives in Sunnyvale and bikes occasionally to San Jose downtown. Having a robust bike lane on Pruneridge in the 2-mile segment that currently has no bike infrastructure is critical to get more people like me to bike. I have had to go on smaller neighborhood streets to skirt Pruneridge, and that makes my commute longer, making it less likely for me to bike. Please support bike commuters.

Thank you.
Sharlene Liu
Sunnyvale resident and bike commuter

03-08-22

ITEM#2

POST MEETING MATERIAL

Martha Martinez

From: Ed Maurer <emaurer@scu.edu>
Sent: Tuesday, March 8, 2022 3:48 PM
To: Mayor and Council
Subject: please approve the Pruneridge Avenue Complete Streets Plan

Dear Mayor and Council Members,

As you contemplate the different concept plans to improve Pruneridge Avenue I urge you to approve one of them (Concepts 2 and 3 are especially promising). The current striping breaks what would otherwise be an important E-W bicycle corridor through Santa Clara County. Concepts 2 and 3 also provide a desperately needed left turn lane, allowing much safer left turns for vehicles and bicycles into and out of driveways and side streets along Pruneridge. The detailed studies show so many benefits of adopting a complete streets approach, so the public right-of-way can better serve all residents, not just those choosing to pass through the City using vehicles.

As a licensed civil engineer for over 30 years, I know how infrastructure must change not just for current needs, but anticipating future demands. The current design of Pruneridge is based on what seemed important more than half a century ago, and it does not serve current needs well. I hope that the City can move forward with a plan that looks to shape a more inclusive and sustainable future, and improving Pruneridge Avenue plays an important role in that.

Thank you.

Ed Maurer
Robert W. Peters Professor and Department Chair
Civil, Environmental and Sustainable Engineering
Santa Clara University
Santa Clara, CA 95053-0563