

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Ralph Garcia

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Contact Phone Number:

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Project Sponsor:

Santa Clara Public Works Department

County:

Santa Clara

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

Pruneridge Avenue Complete Streets

Project Location:

Santa Clara

Project Description:

The project proposes improvements which include 2.2 miles of buffered bike lanes along Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard, pedestrian enhancements including quick-build curb extensions, Americans with Disabilities Act (ADA) compliant curb ramps, and upgraded accessible pedestrian signals.

Project Phase(s):

Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, Community-Based Transportation Plan, Bicycle, Pedestrian and/or Active Transportation Plan(s), Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

- City of Santa Clara Bicycle Plan Update 2018 (Adopted 2018) - The plan recommends Class 2 buffered bike lanes to provide connectivity and gap closure in the bicycle network along the project corridor
- Pruneridge Avenue Complete Street Plan (Adopted 8/30/2022) - The plan recommends hybrid Concept 4 as the preferred design concept approved by Council. Hybrid Concept 4 proposes a Class 2 buffered bike lanes, with a mix of on-street parking and a center turn lane between a two-lane and four-lane facility.
- City of Santa Clara Vision Zero Action Safety Plan (Adopted 3/10/2026) - The plan identifies the project corridor as a priority High-Injury Network (HIN) roadway with the 8th highest KSI collision rate per ADT in the city and recommends curb extensions, high-visibility crossings, and buffered bike lanes to improve multi-modal safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The project contains segments of the regional Active Transportation Network at Winchester Boulevard and San Tomas Expressway. Pruneridge Avenue in the project area is 35-mph with an ADT of up to 15,000 vehicles. Per NACTO guidelines, the existing conditions of Pruneridge Avenue recommend protected bicycle lanes to provide an "All Ages & Abilities Bicycle Facility". The project approved by City Council intends to install buffered Class 2 bike lanes for horizontal bicycle separation from the vehicle travel lane which will alleviate traffic stress and enhance bicycle mobility. The project also intends to enhance pedestrian mobility and safety along Pruneridge Avenue by installing new curb ramp facilities and high-visibility crossings that adhere to PROWAG guidelines for ADA access.

Is there a MTC Mobility Hub within the project area?

No

Is 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?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The project is identified as #8 priority High Injury Network corridor from City of Santa Clara Vision Zero Action Safety Plan. This road segment had the 8th highest KSI collision rate per ADT in the city. Traffic safety countermeasures include

- Proposed buffered Class II bike lanes to enhance bicycle mobility
- Protected intersection treatments with curb extensions and high visibility crossings for bike/ped access

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Updated Crosswalk/Crosswalk Enhancements, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

VTA (Santa Clara Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

There are no VTA Transit Routes that operate along Pruneridge Avenue within the project area. Proposed Class II buffered bike lanes will maintain existing transit operations between Pomeroy Avenue and Winchester Boulevard by providing conflict striping and designing bicycle facilities outside of existing bus travel area.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-06-29

Summary of BPAC meeting comments:

City of Santa Clara BPAC will review project checklist at 6/29/2026 meeting.

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This is a DRAFT version - not yet submitted



Project Area

