

From: [Marlon Aumentado](#)
To: [Kim Lunt](#)
Subject: FW: Request for a crosswalk on Rodrigues Avenue, near the entrance of the Regnart Creek Trail
Date: Tuesday, April 2, 2024 9:21:33 AM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)

Good morning Kim

FYI, please see below to post on the website?



Marlon Aumentado

Assistant Engineer
Public Works
MarlonA@cupertino.gov
408-777-3215



From: Mia Vu <miavu2008@yahoo.com>
Sent: Friday, March 29, 2024 10:11 AM
To: City of Cupertino Bike and Ped Commission <bikepedcommission@cupertino.org>; David Stillman <davids@cupertino.gov>
Subject: Request for a crosswalk on Rodrigues Avenue, near the entrance of the Regnart Creek Trail

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Dear Sir/ Madam:

The Regnart Creek Trail has proven to be a tremendous success, greatly benefiting our community, particularly families, seniors, and students. Since its inauguration on March 18th, 2023, it has been frequented daily by hundreds of students and parents traveling to Eaton Elementary or Cupertino High School, visiting the Cupertino Library, or enjoying leisurely walks, runs, or bike rides.

However, the proximity of the trail's entrance to City Hall's entrance has led to even more vehicular and pedestrian traffic on Rodrigues Avenue, heightening the risk of accidents and injuries for pedestrians attempting

to cross the street. Therefore, implementing a crosswalk on Rodrigues Avenue would significantly enhance the safety of our community for all residents and visitors, mirroring similar measures taken by the City on Blaney Avenue and E. Estates Drive where entrances to the Regnart Creek Trail are situated.

I am confident that the City will prioritize this matter and take prompt action to address it. Thank you for considering my request.

Sincerely,

**Mia Vu, Cupertino resident
20276 Pinntage Parkway,
Cupertino, CA 95014
408-839-6756**

Sent from my iPad

From: [J Shearin](#)
To: [City of Cupertino Bike and Ped Commission](#)
Cc: [David Stillman](#)
Subject: Vision Zero: please make changes before it is approved
Date: Thursday, March 28, 2024 6:25:05 PM
Attachments: [pastedGraphic.png](#)
[pastedGraphic_1.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bicycle Pedestrian Commissioners and Transportation Staff,

I write to you as a concerned resident who bikes, walks, and drives in Cupertino and not as the Chair of the Parks and Recreation Commission. This is a long email, but the information was important. I hope you understand and read it. **Please include this email in your Written communication for tonight's meeting.**

I ask that you do not approve this report tonight at the commission meeting. The study needs some major updates and should come back to this commission again, preferably very soon, before it is approved.

The idea of creating this report is well-meaning. No one wants to have someone die or be seriously injured in Cupertino. We all want to work toward a future where we can be safe whether driving, riding a bike, or talking a walk. Unfortunately, this report in its current form will not advance that desired outcome.

Most shocking is that this report was \$100,000 for its toolbox of standard practices, some charts showing where accidents and injuries occurred, and recommended projects on the obvious high volume corridors already identified in other plans and studies. It does not provide any new insights for the City of Cupertino or its transportation staff who are very conversant with these roadways and the items listed in the countermeasures toolbox.

Furthermore, I am concerned about the pressure to support the report in its current form from Transportation Staff stating it must be approved tonight to apply for grant funding. There have been requests for years to create a new Complete Streets Plan or a combined Bicycle-Pedestrian Plan which would qualify the city for grant funding, but these were not recommended by staff in the Work Plan. To now threaten that grant funding cannot be received without approval of this particular study is unacceptable. Our city should not accept this flawed study in lieu of work that should have been done in the past few years.

Below are some of the issues that I found when reviewing the document.

Recommended Projects

Overall the recommended projects do not list any innovative improvements, and tend to be non-specific. The analysis of each road corridor does not dive into the root causes of the accidents at a particular location, but rather recommends standard remedies in a superficial manner. The advice given in the report is like being told to provide first aid if you find someone injured. It is true, but it is not actionable.

Below are some specific issues related to the Recommended Projects section.

Eliminate check marks, be more specific about locations

Many of the recommended improvements for these projects show a check mark () which indicates that this improvement is in process. Unfortunately, this is frequently not true or misleading. Not only often are these improvements unapproved concepts, but many of those are only for segments of the road, not even in the areas where the majority of the KSIs occurred. **The recommended improvements in the Recommended Projects need to be more specific about what stage a proposed improvement is in, on what stretch of the road it is planned, and where no improvements have been considered yet.** Eliminate the check marks.

The information on planned road improvements is available publicly (or is available from city transportation staff) and should be included in the report. I personally found the information on the county Homestead Road project with a simple google search and found exactly where the Class IV lanes (indicated by a check mark in this study that they were in progress for the road) where going to be on Homestead. They are only planned for a short stretch in two places on Homestead. A large

percentage of the KSI's are on Homestead at the DeAnza intersection—where the Class IV bike lanes are not planned.

Further, there is no reason not to include at what stage these improvements are. There is a big difference between an improvement that is in the concept stage—with many approvals and funding to pass before construction—and one that is already in construction. Again, this information is easily available publicly and should be included in the report.

Miller Avenue should be a part of the Wolfe Road Recommended Project

One of the recommended projects is for Wolfe Road, but ignores that Wolfe Road becomes Miller Avenue without interruption, a four lane road which continues through Cupertino past Stevens Creek Boulevard to Bollinger. If the KSIs for Miller were combined with Wolfe they would be to the same level as they were for North and South Stelling which is a parallel stretch of the same length. **Miller Avenue needs to be added to the Wolfe Road Recommended Project.**

Lack of significant Speed Reducing improvements on Recommended Projects

The recommended improvements do not encourage speed reducing measures on roads despite their prevalence as the cause of the KSIs. There are many other methods not considered, including making changes to lane configuration, traffic calming measures, lowered speed limits with automatic speed enforcement, raised intersections, changes in road texture, and narrowing lanes. None of these are listed in the recommendations except high friction pavement, which is most effective only on curves, and speed monitoring signs. There's no mention of a city-wide ordinance to reduce speeds. **The recommendations for speed reducing measures should be updated and enhanced before approval.**

The list of Recommended Projects are on obvious high volume corridors, and do not address the 30% of KSIs elsewhere in the city

The list of Recommended Projects do not address other areas which show KSIs than the obvious high volume streets. These high volume streets have already been identified as areas to address in the 2016 Bike Plan, the 2018 Ped Plan, and last year's LRSP. Some of the places where KSIs occurred elsewhere are obviously closely linked geographically and could be grouped by use, most likely by students or on a regular commute path. **An analysis of how the 30% other KSIs could be linked and what improvements could be made should be part of the report.**

Lack of any analysis on high-accident intersections.

Intersections are where pedestrians, cyclists, and motorists face the most risk, as shown by the KSI data here in Cupertino and across the U.S. **Specific intersections such as DeAnza/Homestead, DeAnza/Stevens Creek, and Blaney/Stevens Creek should have their own analyses.** The recommended intersection changes (listed under each corridor project) in the report are non specific. For example, below in Figure 1 is a sample of how Fremont is changing one of its intersections:



Figure 1.

None of these improvements which will make a significant improvement to safety are mentioned in the report for the corridors, including tighter turning curves, elevated protected bikeways, connections to Class I trails, wider paths for pedestrians to wait, pedestrian refuge islands (not shown here) or frontage roads with connector paths. A report that is planned to reduce deaths and KSIs for all transportation users should be a reasonable blueprint for how to do that at our intersections.

Quick build fixes

The report does not consider ideas that could be implemented quickly, such as bollards where there are already buffered bike lanes or in front of schools, or reducing speed limits and adding inexpensive drop-in infrastructure to support them.

Recommended General Plan Updates

The report uses boilerplate encouragement (used for all cities’ Vision Zero plans) instead of making specific recommendations for Cupertino that would be useful to reduce our KSI’s. Some examples of this are:

- **Add an ordinance, like San Jose, that whenever a street is ‘touched’ for paving or other improvements, it is evaluated for Complete Streets best practices.** Easy and inexpensive items are implemented easily, such as painted/buffered bike lanes, bollards, etc. Concepts are made for further improvements.
- **Add a speed reduction ordinance city-wide for major thoroughfares, places where speeding is prevalent, and near schools and senior residential facilities.** There are traffic calming measures that can naturally enforce this.
- **Create a comprehensive Bicycle-Pedestrian Plan or Complete Streets Plan for the city.** The ones we have are out of date, and have conflicting levels of priorities. If this had been done already, then there would not be such a push to approve the Vision Zero plan in its current state.
- **Find a way to report accidents other than via the police, such as through a city-sponsored app.** Make it easy for residents to use. (One idea is to have the Cupertino Hackathon develop this.) This would provide a reasonable way to track progress in improvements quickly, instead of waiting for another 10 years of data.

Other issues

There are many other issues with the report. I mention two here that are particularly concerning.

Countermeasures Toolbox

A major concern is the countermeasures toolbox and its ratings. The ratings seem arbitrary, especially efficacy, and at times unrelated to the latest studies or costs. No data is shown to demonstrate the ratings are accurate. One example is the efficacy rating of three blocks shown below in fig 2.

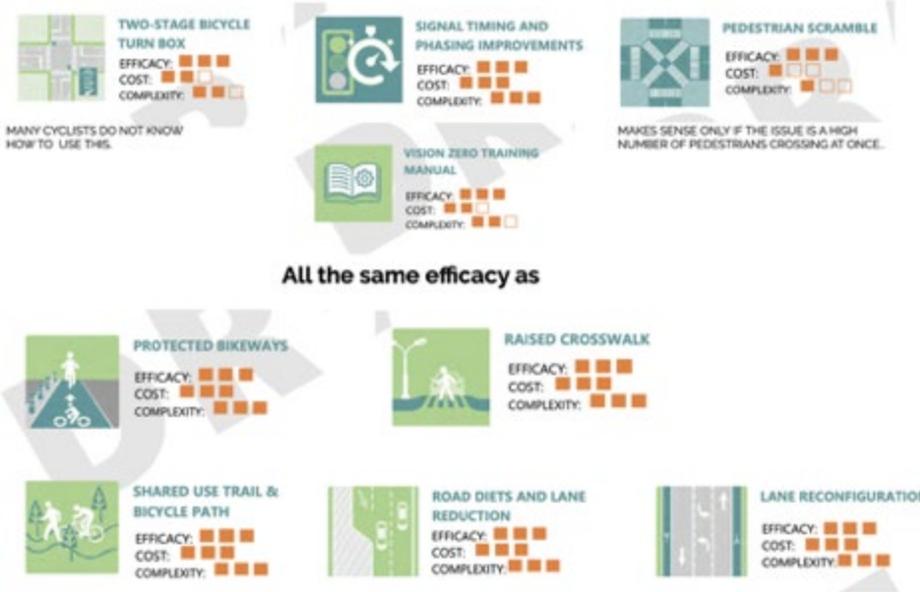


figure 2.

A two -stage bicycle turn box and a training manual is rated as highly as protected bike lanes. Many cyclists do not even understand how to use a two-stage bicycle turn box. To claim these three items have the same efficacy does not seem reasonable or likely.

The cost ratings also do not match real-world use. One example how some projects can be combined (going from a buffered bike lane to a protected bike lane can be very reasonable, depending on the intersection treatment) or the use of drop-in items such as speed tables that require no concrete work. There's no discussion of what is a one-time cost and what (like Safe Routes to School) requires ongoing expenses.

Student Safety

A last concern is that student safety seems to be given short shrift. Most of the corridors in the recommended projects are avoided if at all possible by students, and only used if not. DeAnza, other than the crossing at Mariani, doesn't have student use at all. There's only two recommendations in all the projects for students: high visibility crosswalks, and traffic safety classes. This seems inadequate considering these are our most vulnerable residents, and one of them (high visibility crosswalks) seem to be already in most of these locations.

I cannot see how this report will enhance safety in our city in its present form. I've heard from the Director of Public Works that it is just a toolbox, and I understand that could be the intent. Unfortunately, some of our Council members and the public are taking it as much more, and so it's important that you make sure that this report is accurate, complete, and substantial. Until it is, it should not be approved. I hope that these changes are made quickly and to an appropriate extent.

Thank you for considering my input, and your work on behalf of Cupertino.

Jennifer Shearin
Cupertino resident

This message is from my personal email account. I am only writing as myself, not as a representative or spokesperson for any other organization.