



**FINAL MINUTES
MINUTES OF THE REGULAR MEETING OF THE
BICYCLE PEDESTRIAN COMMISSION**

October 18, 2023

Final Minutes

The meeting was called to order at 7:03 p.m.

ROLL CALL:

Present: Grace John, Ilango Ganga, Joel Wolf (C), John Zhao

Absent: Hervé Marcy (VC)

Staff: Marlon Aumentado, Staff Liaison

Others Present: Cherie Walkowiak, Safe Routes to School Coordinator

APPROVAL OF MINUTES

1. September 20, 2023 Bicycle Pedestrian Commission Minutes

MOTION: Commissioner Zhao moved, seconded by Commissioner John to approve the minutes as presented.

MOTION PASSED: 3-0, Marcy Absent, Ganga Abstain

POSTPONEMENTS

No postponements

ORAL COMMUNICATIONS

None

WRITTEN COMMUNICATIONS

None

OLD BUSINESS

2. Future Agenda Items (Wolf)

Work Plan

- Bicycle Facilities – In Progress
- Vision Zero – In Progress
- Lawson Middle School Bikeway – Completed

- New Bicycle Pedestrian Plan (FY 24-25)

Grants

- Know/Understand Fed Grant Funding with Caltrans on updated bike ped planning
- Understand/Educate on what funding standards are (Fed/State)

Studies / Plans

- Staff update - Rodrigues Ave Speed Study and Street Crossing Behavior
- Staff update - Stevens Creek Corridor Vision Study
- Examine Pedestrian Walkways for Safety
- Install Bollards at existing buffered bike lanes (Public Request)
- Path between Lincoln Elem and Monta Vista HS
- Regnart Creek Trail Crossing at Blaney Avenue
- Speed Limit Reduction Study on Blaney, Rodrigues, McClellan (Public Request)
- Speed Limits Studies

Projects

- Staff update - Stevens Creek Boulevard, Phases 2-3
- Staff update - Safe Routes to School (SR2S)
- Staff update – De Anza Blvd Buffered Bike Lanes
- Carmen Road Bridge

Education

- Adult Bicycle Education
- Impact of Semi-Rural Designation on Bike and Ped Projects/Priorities
- Lead Pedestrian Walk Interval (LPI) – Start pedestrian green before vehicles

Miscellaneous

- Bicycle Licensing (Theft Prevention)
- Review Progress toward BPC Objectives & Grant Applications (6 mo.)
- Status – VTA BPAC Adult Bicycle Education (Lindskog)

NEW BUSINESS

3. 2023 Cupertino Fall Bike Fest Recap

Cherie Walkowiak, Safe Routes to School Coordinator gave a presentation on the 2023 Cupertino Fall Bike Fest.

Ms. Walkowiak wanted to schedule a date to discuss feedback for the long and the short bike rides. October 25 at 7 p.m. was decided on.

NO ACTION TAKEN

4. De Anza Boulevard Buffered Bike Lane Project Update (Aumentado)

Marlon Aumentado, Assistant Engineer gave a presentation on the De Anza Boulevard Buffered Bike Lane Project Update.

Chair Wolf preferred at least a five-foot-wide bike lane and then the gutter. There was often debris in the gutter and a person could get a flat tire. Mr. Aumentado inquired if the Bicycle Pedestrian Commission (Commission) was in support of adding an edge line. He was focusing in on this area because there was a surplus of space. Chair Wolf inquired of the dimension of the bike lane. Mr. Aumentado said generally it was five feet, unless specifically noted as different; this included the curb. He noted that, in the segments that did not have additional space, there was difficulty getting the bike lane fully out of the curb and gutter without adding space.

Chair Wolf wondered if there was a minimum width for vehicle lanes. Mr. Aumentado said ten feet. If the road was adjacent to an obstruction, in this case a median, then ten and a half feet were allowed. It was also required to add a ten-and-a-half-foot lane on the far most right lane for trucks and transit vehicles. Chair Wolf said if there was ten and a half feet, was there potential to have some lanes be ten feet and give a little extra space for the bike lane. Mr. Aumentado reiterated the minimum was ten feet, which was tight.

Commissioner Ganga stated that as part of the California State guidelines, a Class 2 bike lane was five feet. Mr. Aumentado said yes, the minimum width for a bike lane was five feet, which included the gutter. Commissioner Ganga said it was good to leave the left-over space to the bicyclists.

Commissioner Ganga stated the City was reducing or removing the number of lanes from four to three from Stevens Creek Boulevard to Bollinger Road and wanted to know if there were any traffic studies done. Mr. Aumentado replied that staff performed a traffic count study on the segments of road that were being proposed. Congestion was not foreseen on northbound from Stevens Creek Boulevard to Lazaneo Drive. There was interest regarding whether there was congestion between Rodrigues Avenue and McClellan Road and after further review, staff determined they were able to move forward with the lane reduction in those places.

Commissioner Zhao wanted to know what a right turn pocket was. Mr. Aumentado replied that a right turn pocket was a designated right turn only lane for vehicles. Bicyclists had to go to the left of the right turn pocket. The other option was a traditional buffer zone (he referred a slide.)

Chair Wolf wanted to know what the 85-percentile speed was on De Anza Boulevard. Mr. Aumentado did not have that information at this time. A speed study had not been conducted on De Anza Boulevard in a while. Chair Wolf pointed out that the more space there was, the more comfortable the biker felt. If traffic was going 45 miles per hour (MPH) then an eight-foot bike lane was preferred. Mr. Aumentado did not recommend anything bigger than a seven-foot bike lane because vehicles may mistakenly want to drive through the bike lane because it looked wide enough. That was why when a bike lane was striped, it was kept at seven foot maximum in the City of Cupertino.

Seema Lindskog, public speaker referred to National Association of City Transportation Officials website, which said lane widths of ten feet were appropriate. Unless there was a bike

or truck lane, it was good to standardize 10-feet across and put the extra footage in the bike lane. She made other suggestions.

Justin Imai, public speaker spoke regarding the right turn pockets. He suggested having the right turn be on the left side of the bike lane. This removed the conflict of vehicles proceeding through the bike lane. The five-to-seven-foot bike lanes was enough for bikers, as long as the gutters were maintained.

Commissioner Zhao inquired if the focus was to get guidance on the design. Mr. Aumentado said yes, just feedback in general. The project was at 90% design, so there was not a lot of room for change, but he wanted to collect feedback from the Commission and the public.

Commissioner Zhao remarked about plans to add bollards or protection on the bike lane and wanted to know the timeline. Mr. Aumentado replied that was a possibility, but it was not currently in the forecast. It needed to be in the Capital Improvement Programs (CIP) Work Plan but that was not something that could be committed to.

Commissioner Ganga commented regarding the buffer and said there was a minimum of two feet that were maintained throughout. Mr. Aumentado replied that from Homestead Road to Lazaneo Drive there was one and a half to two feet to preserve the amount of lanes. The goal was to keep things as consistent as possible, he did not want bike lanes to go from five to seven feet, so people had a short amount of time to maneuver through the corridor. Commissioner Ganga agreed to keeping things simple and consistent.

Commissioner Ganga suggested green markings, especially when someone was leaving the intersection. It needed to be clear that the green lanes were bike lanes.

Commissioner Zhao wanted to know the width of the concrete buffers on McClellan Road. Mr. Aumentado answered one and a half feet. Commissioner Zhao inquired if there were places where there was one and a half feet, was that sufficient to install the buffers, or was additional space needed. Mr. Aumentado remarked there was space to add the buffer on McClellan Road, but when they measured space, it was from face of curb through the center lane of the next stripe. Some lanes did not have the space. Commissioner Zhao wanted to know how long the stretch was where the buffer was one and a half feet. Mr. Aumentado commented that the area was not long.

Commissioner Zhao asked if there were areas where it was possible to add additional width to the bike lane. There were concerns about cars going through the bike lane, but with the buffer markings it should be obvious that cars were not supposed to drive through that designated area. Mr. Aumentado clarified that the areas he was talking about were areas where there was edge line markings, such as south of Stevens Creek Boulevard. There was about three feet of additional space there and he wanted to know what the Commission wanted to do with that extra space. Commissioner Zhao said the seven feet included the gutter. Mr. Aumentado said yes, in some areas. Commissioner Zhao did not think it was a good idea to have the gutter as part

of the bike lane, idealistically, the gutters were supposed to be clean, but there was always debris there.

Commissioner Zhao echoed support for the two-stage left turn box.

Commissioner Ganga recalled there were already right turn pockets in the City on De Anza Boulevard and Stevens Creek Boulevard. Mr. Aumentado said yes. Commissioner John echoed comments about the left turn pocket and the buffered lanes.

Commissioner Ganga stated there were two places of a potential increase in width. He wondered what the point in adding more space was, was there a return on the investment and was there a better way to use space. Mr. Aumentado asked if Commissioner Ganga was talking about the right turn pockets. Commissioner Ganga was talking about the spot south of Stevens Creek Boulevard on De Anza Boulevard. The whole idea of a buffered bike lane was to keep a separation between the car and the bike lane and to keep the bicyclists safer. He wanted to know if the City was able to get a return on their investment by making things wider. Commissioner Ganga preferred the bike lane to be marked green.

Chair Wolf sited the example of infinity loop and how the dash markings for the bike lane were extended across the intersection. He liked that for all intersections because of the high speeds, it alerted drivers of the bike lane. He wanted that done on both sides and the more space given bikers, the better. He did not see a lot of people turning right on Bollinger Road and he did not think the dedicated right turn lane was necessary. Anytime there was a car crossing a bike lane, it introduced a conflict. He also did not think Rodriguez Avenue needed a dedicated right turn either. He had the same comment for Lazaneo Drive. If those right turn lanes ended up being installed, he suggested that there be clear markings, along with signage for bicyclists. Mr. Aumentado replied there was only signage allowed indicating a right turn pocket. It was possible to include green conflict markings.

Chair Wolf recalled a specific sign for vehicles crossing a bike lane to make a right-hand turn. Mr. Aumentado reminded the Commission this scope of work was particularly about the striping.

Chair Wolf spoke regarding less experienced riders making a left turn and how there was a two-stage turn queue box; more experienced riders preferred having the box in the left turn vehicle lane. He wanted to know if it was possible to have it on both sides. Mr. Aumentado wanted to investigate this before he answered. Turn boxes meant adding green thermos striping and adding it to the cost of removal and placement.

Commissioner Zhao did not think the left turn box in the left turn lane was a good use of resources. The majority did not make use of that. He preferred to prioritize the two-stage turns at all intersections. Chair Wolf generally agreed with Commissioner Zhao. He wanted both, but if that was not possible, he preferred the two-stage queue box. Commissioner Ganga concurred with Commissioner Zhao.

Chair Wolf asked if a bicycle triggered the sensor for the left turn. Mr. Aumentado said yes if there was a bike symbol at the vehicle lane.

Commissioner Zhao noticed there were a lot of driveways on De Anza Boulevard, as a result, he anticipated cars turning right into busy plazas. He wanted to know what was in the design to minimize conflicts. Mr. Aumentado, not much other than dash lane markings and the possibility of adding the green conflict boxes. Commissioner Zhao cited the example of the City of San Francisco and said they did things to make bicyclists more visible. Mr. Aumentado offered to look at site visibility.

Commissioner Ganga asked about clarification for the right turn pockets and requested the pros and cons. He assumed the purpose was to stay away from blocking ongoing traffic when a car is waiting to turn right. The pro was that there was a designated space for right turn vehicles as well as for bicyclists at the intersection. The con was bicyclists had to weave to the left of vehicle traffic for the right turn vehicles. Without those modifications, people had to handle those turns as they do now and share the lane width.

Chair Wolf relayed if a person had to move over a lane, as a cyclist, it had to occur before cars were going at a higher speed. Scarier encounters were when cars were already moving over a lane, then a cyclist had to get to the left side of the car. Commissioner Zhao commented on the right turn pocket because the further a cyclist was away from the intersection; he felt more danger. Shorter right turn pockets were better.

Commissioner Ganga said if there was some data showing a less risky option, he would go with that option.

NO ACTION TAKEN

STAFF AND COMMISSION REPORTS

5. Staff Update and Commissioner Activity Report (All)

Malon Aumentado, Assistant Engineer said McClellan Road Phase 3 was approved by City Council last week. Staff was now proceeding to award of a contractor and was looking to start that work in November. Everyone was aware of the roadwork on Stevens Creek Boulevard. Speed surveys were moving forward related to Class 4 bike lanes.

Commissioner Ganga gave an update on the Vision Zero Stakeholders meeting. Feedback was given regarding the policy and action plan. The plan was to present this to the public. He wanted to know if this item was coming back to the Bicycle Pedestrian Commission (Commission). Mr. Aumentado said there was feedback from Commissioner Zhao to bring that back to the Commission.

Commissioner Ganga wanted to know if there was a way for the Commission and the community to provide feedback. Mr. Aumentado said he will look into that.

Commissioner Zhao said he and Chair Wolf attended the Stevens Creek Boulevard Vision Study Community Advisory Group last week. The meeting was about the vision for the Stevens Creek Boulevard Corridor from the City of Cupertino to the City of San Jose.

Chair Wolf said there was no Mayor's meeting for October, it will be every other month; the next is in November. He also attended the Safe Routes to School meeting, and he updated the Commission on that.

ADJOURNMENT

Meeting adjourned at 8:30 p.m.

SUBMITTED BY:

Marlon Aumentado

Marlon Aumentado, Staff Liaison

Note: Any attachments can be found on the Cupertino Website

<https://www.cupertino.org/our-city/agendas-minutes>