



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

August 17, 2022

Final Minutes

The meeting was called to order at 7:02 p.m.

ROLL CALL:

Present: Jack Carter (VC), Gerhard Eschelbeck, Ilango Ganga (C), Erik Lindskog

Absent: Grace John

Staff: David Stillman, Staff Liaison

Others Present: Cherie Walkowiak, Safe Routes to School Coordinator

APPROVAL OF MINUTES

1. July 20, 2022 Bicycle Pedestrian Commission Minutes

MOTION: Commissioner Eschelbeck moved, seconded by Vice Chair Carter to approve the July 20, 2022 minutes as presented.

MOTION PASSED: 4-0, John Absent

POSTPONEMENTS

No Postponements

ORAL COMMUNICATIONS

Byron Rovegno, public speaker spoke about the \$5 million given to the City of Cupertino to rebuild the bridge on McClellan Road. He wanted an underpass added for that bridge to the list of discussion topics.

Vice Chair Carter stated the Linda Vista Trail was not open for bicyclists, but it could be used for pedestrians.

Yuko Shima, public speaker spoke about the intersection on Stevens Creek Boulevard and Saratoga Sunnyvale and how students were crossing this intersection. This was

unsafe. She suggested having crossing guards or posting a sign saying, “no right of way.”

Chair Ganga commented there was already a discussion about the Stevens Creek Boulevard Phase 2 and there was a discussion of an upgrade of this intersection.

WRITTEN COMMUNICATIONS

David Stillman, Transportation Manager noted there was one Written Communication, but it was posted to the website, and it related to an item that is on this agenda.

Yuko Shima, public speaker spoke about the safety of cars and pedestrians at the intersection on Bandley Drive and Stevens Creek Boulevard.

OLD BUSINESS

2. Future Agenda Items (Ganga)

Carmen Road Bridge

Education on How to Use Two-Stage Left Turn Boxes

Path between Lincoln Elementary and Monta Vista High School

The Impact of Semi-Rural Designation on Bike and Ped Projects/Priorities

Adaptive Traffic Signal Pilot Update

Multi-Modal Traffic Count Pilot Update

Reassess the Intersection at Bubb Road/McClellan Road

Stevens Creek Boulevard, Phases 1-3

Legally Allowed Behavior at Stop Signs for Bicyclists

Vision Zero

Lead Pedestrian Walk Interval

Lawson Middle School Bike Path

Input from Seniors on the Bicycle Pedestrian Improvements

Bollinger Road Safety Corridor Project

AB 43 – Summary and how Commission can support implementation

Bicycle Licensing (to prevent bike theft)

Improvement of existing Class IV Bike Lanes, including maintenance

Bicycle Facilities (Workplan Item)

Review Objectives for the Bicycle Pedestrian Commission Website - Update as Needed

3. 2022 Cupertino Fall Bike Fest (Walkowiak)

Cherie Walkowiak, Safe Routes to School Coordinator gave a presentation on the 2022 Cupertino Fall Bike Fest. She discussed the roles of the volunteers, the timing of when people needed to be at the Bike Fest, the bike ride update and Sheriff activity. She requested feedback on a ride chaperone meeting date, possibly September 7 or 8, and feedback on the time for the chaperones to arrive at the festival.

Ms. Walkowiak wanted the ride chaperones to meet at 5:30 p.m. on September 8. All Commissioner's agreed.

Chair Ganga noted there was another event happening on that same day of the Fall Bike Fest and wondered if the events could join. Ms. Walkowiak said it was not safe to hold the two festivals together.

Commissioner Eschelbeck asked if there were any activities happening after the rides and if the two bike rides would return at different times. Ms. Walkowiak said the short ride would start at 10:30 a.m. and the long ride at 11 a.m. In the past people were not as engaged after the bike ride.

Vice Chair Carter requested road markers for the ride.

Chair Ganga asked if there were any booths discussing bicycle safety. Ms. Walkowiak agreed to ask the Sheriff to discuss this.

All Commissioners were fine with the general chaperone meeting happening at the festival at 9:30 a.m.

Commissioner Lindskog volunteered for the short bike ride and to train bike blender volunteers.

Vice Chair Carter suggested stops on the long bike ride. Ms. Walkowiak noted there could be space constraints at some of the stops so there will be preregistration for the long ride, and the registration will be capped at 25.

Chair Ganga said the family ride had two stops in the past, he suggested having it short, so people did not get lost.

NEW BUSINESS

4. Cristo Rey Drive Bicycle Striping Improvements (Stillman)

David Stillman, Transportation Manager gave a presentation on Cristo Rey Drive Bicycle Striping Improvements.

Vice Chair Carter wondered how many children took this road. Mr. Stillman did not see lesser experienced bicyclists on Cristo Rey Drive.

Commissioner Eschelbeck wondered about the cost. Mr. Stillman said the cost varied based on the option listed in the recommendation. For just sharrows it would cost a few thousand dollars, the option with the bike lanes and the center line being moved would cost between \$30-40,000, which did not include any signage. The City of Cupertino's

portion was funded through the General Fund and the other half would come from MidPeninsula Regional Open Space District. He noted that the stretch of roadway being discussed was about half a mile

Chair Ganga wanted to know if this project was identified as part of a Class 2 Bike Lane in the Bicycle Transportation Plan. Mr. Stillman said yes, and it was a Tier 3 project.

Susanna Chan, Assistant General Manager, MidPeninsula Regional Open Space District (MidPen.) voiced her support for implementing bike improvements on Cristo Rey Drive. MidPen. was prepared to share the cost with the City. She understood this improvement was lower on the Bicycle Pedestrian Commission's (Commission) priority list but hoped that the cost share would move this item up on the priority list.

Vice Chair Carter liked the proposal of the part-time bike path and part time sharrows but wondered if this proposal was confusing because the bike path would disappear and then reappear. Commissioner Eschelbeck agreed. He preferred the bike path be laid out all the way and understood one foot would be gained if there were alternating bike path and sharrows. Mr. Stillman said the centerline offset could be whatever the Commission decided. He noted it would be about 1-2 feet, it was not going to be more.

Commissioner Lindskog repeated the option of having more space going uphill and wondered if there was a wider vehicle lane or a wider bike lane. Mr. Stillman explained the road was 30 feet from curb to curb through the entire segment. Commissioner Lindskog wondered what the benefit was of having a wider road surface going uphill. Mr. Stillman replied that it was an alternative because otherwise there would be 10-foot vehicle lane next to a five-foot bicycle lane, resulting in two minimum width lanes next to one another. To provide an extra margin of safety, either the vehicle lane or the bicycle lane could be widened. Commissioner Lindskog wondered if the other lane would have sharrows or would it also have a bike lane. Mr. Stillman said there could be sharrows or a bike lane downhill. Commissioner Lindskog thought if the road was not shared with cars downhill, it would make sense to make the bike lane wider on the downhill. Vice Chair Carter pointed out there was 30 feet to work with, the minimum for a vehicle was 10 feet on each side. If the bike lane was wider on one side, it would reduce the bike lane on the other side resulting in a non-standard lane. Vice Chair Carter said they would never split the bike lane to be four feet on one side and six feet on the other, they would have sharrows, which would mean no bike lane on one side. Mr. Stillman said if there was a bike lane striped, there needed to be at least 15 feet to the center line because the bike lane needed to be five feet and the vehicle lane had to be 10 feet. Commissioner Lindskog wondered if a five-foot bike lane downhill was wide

enough. Chair Ganga noted that staff's recommendation was to have a bike lane uphill and to have sharrows downhill.

Vice Chair Carter only saw experienced bikers on this road. Chair Ganga remarked that if it was too steep, why not just go with sharrows.

Commissioner Lindskog understood one of the concerns for the proposal was due to parking concerns. He suggested the Commission ride this path before they decide. Vice Chair Carter underscored this was not a ride for children. Commissioner Lindskog said if the Commission was only catering to experienced cyclist, then there was no need to do anything.

Commissioner Eschelbeck thought five and five was a reasonable approach. Mr. Stillman pointed out there could be secondary benefits to striping bike lanes, one was possible speed reduction. Chair Ganga wondered if there were guidance between sharrows and a Class 2 bike lane. Mr. Stillman said there was no guidance one way or the other. Chair Ganga thought it could be confusing if there were Class 2 bike lanes and sharrows. Mr. Stillman clarified that he did not say it was not safe to stripe downhill, only that it could be uncomfortable for a bicyclist to be confined in a five-foot lane next to the gutter. A bicyclist's tendency was to straddle the bike lane or just take the vehicle lane and share the road.

Vice Chair Carter thought sharrows on both sides made drivers more alert and he was good with that. Chair Ganga supported having sharrows. He noted sharrows were less of an expense. Later, if the Commission saw a need, they could talk about another option.

Commissioner Lindskog said continuing with a bike lane on both sides was a better option. Vice Chair Carter said the problem with the bike lane was it was very narrow.

Chair Ganga asked the Commission if they had enough data to make the decision, or did they need more information. Vice Chair Carter said he had experience. Commissioner Eschelbeck suggested the Commission ride that road and push this item back a month; he supported either one of the options. Chair Ganga agreed.

Chair Ganga wanted to know the cost of a Class 2 Bike Lane, in comparison with sharrows. Mr. Stillman said the cost was \$10,000 if the center line was kept where it was, and over \$30,000 if they shifted the center line. He recommended 10-foot and 5-foot lanes on both sides. Mr. Stillman noted that if the Commission liked the bike lane option over the sharrows option, then the recommendation would be to keep the bike

lane consistent at five feet, the vehicle lane consistent at 10 feet and to keep the center line at the middle of the road.

Chair Ganga recalled there would be a 50% cost share with MidPen. Mr. Stillman said the cost-sharing agreement would need to go to the City Council.

Chair Ganga said Commissioners would make the ride and then this item would be brought back.

5. Bicycle Facilities Improvements (Stillman)

David Stillman, Transportation Manager presented to the Bicycle Pedestrian Commission (Commission) on Bicycle Facilities Improvements, an item on the Commission and City Council work program for the current fiscal year. He was looking for some type of action tonight.

Yuko Shima, public speaker wanted to know what bike amenities and facilities were.

Chair Ganga asked if the City Council gave any guidance on how the money for this item would be spent. Mr. Stillman said no. Chair Ganga suggested maps online, as opposed to printed ones. He brought up that sometimes with bike racks there was a cost sharing agreement with the business, and he wanted to know if that was possible. Mr. Stillman said if bike racks were installed within the boundary of a private property, permission would be needed to install anything, regardless of the cost. His thoughts were to install them within the public right of way.

Vice Chair Carter felt the City of Cupertino was not set up to facilitate safe and secure bike parking in the public right-of way. It should be close to where bike owners' shop and dine. A facility or an amenity could be a bike rack, or it could be a bike repair station. When a business needed to remodel, they could install reasonable bike storage.

Commissioner Eschelbeck inquired of an inventory of spaces where bike facilities could be installed in the public right of way. Mr. Stillman said there was no inventory. His thought was they would likely be installed on main streets, such as Stevens Creek Boulevard and De Anza Boulevard. There were generally wide park strip areas along those streets. Commissioner Eschelbeck suggested Phase 1 of this project include a map of where potential locations could be, then have this item come back to the Commission. Mr. Stillman said if the Commission wanted, he could come back with specific recommendations on locations.

Commissioner Lindskog inquired if Walk/Bike Cupertino submitted a study on bike parking. He suggested converting car parking to bike parking. He did not suggest

spending City money on bike racks, he suggested reviewing the Building Code and parking requirements and updating them to encourage bike parking. He noted that the Valley Transportation Authority (VTA) updated their bike parking recommendations recently, so Cupertino could compare with them.

Chair Ganga suggested both: have staff come back with suggested locations and checking to see if businesses would be willing to convert some car parking to bike parking. Mr. Stillman cautioned against converting a car parking space to bike parking because there was usually minimum parking for new developments. Usually, businesses need every single space to meet their parking requirements. Commissioner Lindskog replied that was exactly what we wanted, to change requirement rules. Mr. Stillman agreed to look at the Code and see what changes were possible. Chair Ganga stated that would apply only to the future, not current developments. Commissioner Lindskog wondered if a Code change would apply to a certain redevelopment that might trigger a rearrangement of parking. Mr. Stillman replied that any time a discretionary permit was required from a developer, that would be the City's opportunity to put the requirement on the developer. Commissioner Lindskog suggested maybe both can be done, work on changing the Code requirements and use the money to install bike parking in the public right of way.

Commissioner Lindskog wondered about incentives and suggested having the bike rack partially funded by the business owner and partially by the City. Vice Chair Carter said it first needs to be known where bike racks can be installed. He said a business owner would need some reason to move forward with this. Chair Ganga said it encouraged shoppers to visit their facility. Vice Chair Carter wanted to know where the bike racks could be installed, perhaps having a map, and then set up some new or changed development requirement on where bike racks could be installed.

Chair Ganga said after a survey of potential bike parking facilities, then the Commission could look at businesses that were closer to that facility and a conversation could be had about a cost sharing arrangement. Commissioner Eschelbeck said for the sake of discussion, 'facility' means bike parking. Mr. Stillman said 'facility' could be anything, such as a repair kiosk. Vice Chair Carter noted that when talking about bike parking, electric bikes need to be considered because they have thicker larger wheels.

Commissioner Lindskog said compiling every place where a bike rack could be installed in the City was a lot of work. He suggested it be demand driven. Maybe there could be a website and people can submit requests on where they want a rack installed. Mr. Stillman said it would probably be a lot of work to convince businesses to install

bike racks. Commissioner Lindskog replied that the request could be made from a private person, which might help.

Chair Ganga thought it was best for City Staff to come up with a list of proposed bike facility spots. Vice Chair Carter suggested there be six to 12 locations. He suggested there possibly be bike racks just around the proposed repair stations.

Chair Ganga suggested identifying areas where bike facilities could be installed first. In addition, he suggested having staff come up with a draft guideline for future developments. A third item could be negotiating with nearby businesses to have a bike rack. Commissioner Lindskog noted that a bike facility could be shower and change facilities with bigger companies. Chair Ganga felt larger companies were already doing that, smaller companies may not be able to afford that.

Vice Chair Carter felt requiring mandatory showering and changing facilities was like a company offering medical insurance; it was a benefit they offered. He did not feel comfortable requiring a company to have showers or such because they may not be able to afford it. Commissioner Lindskog was okay requiring a shower for bikers.

Chair Ganga suggested leaving the shower and changing station to a future discussion.

Yuko Shima, public speaker understood the discussion involved a bike parking rack at private facilities, but she suggested a parking lot next to a public library because children go to these places.

Mr. Stillman did not need a formal action. He understood the Commission asked him to come back with a list of recommendations for bike facilities. Part two was to take a closer look at Building Codes, looking at requirements and regulations for developers for bike parking and bike facilities, and determining recommended changes. Chair Ganga said yes, the item could be brought back as one item or separate items.

STAFF AND COMMISSION REPORTS

6. Staff Update and Commissioner Activity Report (All)

David Stillman, Transportation Manager sent a Request for Proposal (RFP) a few weeks ago regarding the Lawson Middle School Bikeway item and expected responses this week. Staff was going to review those and hopefully select a consultant. Regarding Vision Zero, he was going to meet with a Project Manager next week to talk about RFP's and advertising in the next month. He did not necessarily need Bicycle Pedestrian Commission (Commission) input on that. He suggested convening with the Vision Zero Subcommittee after he met with the Project Manager. He wanted to communicate and get feedback before he moved onto advertising the RFP. Chair Ganga suggested a

Subcommittee meeting after the finalized RFP. Mr. Stillman said school was in session and due to some delays, staff was not able to have the bollards in place by Kennedy Middle School before school started. He hoped that would be in place within the next month. There were some new suggested Safe Routes to School (SR2S) maps for Eaton and Lincoln Elementary Schools, because of the school closures.

Commissioner Lindskog reported on the VTA BPAC meeting for August 10.

Chair Ganga reported on the Mayor's meeting. Next month, Commissioner Eschelbeck was to attend the Mayor's meeting and SR2S meetings.

ADJOURNMENT

Meeting adjourned at 9:21 p.m.

SUBMITTED BY:

David Stillman

David Stillman, Staff Liaison

Note: Any attachments can be found on the Cupertino Website
<https://www.cupertino.org/our-city/agendas-minutes>