



**FINAL MINUTES**  
**MINUTES OF THE REGULAR MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**  
**September 20, 2023**

**Final Minutes**

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

**ROLL CALL:**

Present: Grace John, Hervé Marcy (VC), Joel Wolf (C), John Zhao

Absent: Ilango Ganga

Staff: Marlon Aumentado, Staff Liaison

Others Present: None

**APPROVAL OF MINUTES**

**1. August 16, 2023 Bicycle Pedestrian Commission Minutes**

**MOTION:** Vice Chair Marcy moved, seconded by Commissioner Zhao to approve the minutes as presented.

**MOTION PASSED:** 4-0, Ganga Absent

**POSTPONEMENTS**

No Postponements

**ORAL COMMUNICATIONS**

None

**WRITTEN COMMUNICATIONS**

None

Chair Wolf asked when written communications were put into the record. Marlon Aumentado, Assistant Engineer explained that if a written communication was sent 72 hours before the meeting, it did not need to be included into the record.

**OLD BUSINESS**

**2. Future Agenda Items**

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 – presentation by Winter Consultants
- 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)

#### 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
- AB 43 – Summary: How can commission support implementation to reduce speed limits
- 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)
- VTA Pedestrian Access to Transit Plan – Focus Area J: Cupertino (SCB & Stelling)

## NEW BUSINESS

### 3. Speed Limit Setting Practices

Marlon Aumentado, Assistant Engineer gave a presentation on speed limit setting practices.

Chair Wolf asked if the 85-percentile rule applied to every street in the City of Cupertino. Mr. Aumentado answered that not every roadway had to be determined. For example, there were areas where the speed limit was already implied, like a local residential area was already designated as a 25 mile per hour (MPH) zone. This was what was called prima facie speed, an area where the speed limit was set as a default. For example, the prima facie speed for an alley

way was 15 MPH. City Council had to adopt an ordinance to designate prima facie roadway speeds outside of residential areas. Commissioner John asked about school zones. Mr. Aumentado cited the example of the City of San Francisco: they implemented 15 MPH school zones based off a previous Assembly Bill and designated 20 MPH zones around senior facilities. This needed to be established by local council's by means of local city ordinances.

Chair Wolf noted that a lot of streets did not have speed postings and he wanted to know the prima facie speed for those neighborhoods. Mr. Aumentado said it was 25 MPH; anywhere the speed limit was not posted it was 25 MPH, generally. Chair Wolf observed areas where road lanes were wide and straight. Vehicles drove at speeds around 50-55 MPH in those areas at times. He suggested a correlation between the design of a street and the high speed. Mr. Aumentado replied that engineers looked at the 85-percentile, which included traffic data study, and it was found that the majority were not going 50-55 mph. There were other things engineers were able to do to lower speeds. It was not recommended to lower the speed so much that people continually fought traffic citations.

Chair Wolf inquired about the reason Assembly Bill (AB) 43 passed, he wanted to know if it was because of Vision Zero. Mr. Aumentado replied that it was a combination of things. For example, AB 43 was connected to a task force in 2018 that helped get the bill signed in 2021. Then AB 1938 came and added more definition to AB 43.

Vice Chair Marcy understood speed limits were a trailing indicator of the way the infrastructure was built in the City because if there were a lot of traffic calming devices, the average speed tended to be lower. He asked if the City was willing to implement infrastructure that encouraged drivers to drive slower. The indicator was interesting because where there was a problem with speed, it needed to be tackled with infrastructure first. Mr. Aumentado replied that a change in infrastructure was not the City's initial response to tackle speeding.

Commissioner Zhao had a question related to what came first, infrastructure or speed limits and asked if the determining factor was always based off what the current condition was or were engineers looking at what was anticipated to be built. For example, regarding De Anza Boulevard, there were going to be buffered bike lanes installed, was it possible to preemptively adjust the speed limit there. Mr. Aumentado replied that speed surveys were performed based off the existing conditions of the roadway in question, but added that when the roadway conditions change, the City was able to reperform another speed survey to see what the new 85-percentile speed was.

Commissioner Zhao inquired if there was any action needed for this item. Mr. Aumentado said it was just an Information Item, no action needed.

Mr. Aumentado recanted what he was working on right now and said speed surveys were currently being studied on the roadways that Class 4 bike lanes were implemented on. This included McClellan Road from Imperial Avenue to Torre Avenue, Mary Avenue between Stevens Creek Boulevard and the Don Burnett Bridge, and Bubb Road between Stevens Creek

Boulevard and McClellan Road. He noted from initial observations that a vehicle traveled at reduced speeds. A speed survey on Blaney Avenue was included as well; this was an item of interest for the public.

Vice Chair Marcy asked if Rodriguez Avenue was included. Mr. Aumentado answered that was part of a separate study; David Stillman, Transportation Manager was working on that. Commissioner Zhao asked if Stevens Creek Boulevard was included. Mr. Aumentado stated that there was a possibility in the future, after Phase 2 of the Class IV bike lanes were implemented. Stevens Creek Boulevard was a little difficult because it was what was called a principle arterial and funneling traffic efficiently through that area was necessary. Also, the City tries to be consistent with the speeds of adjacent agencies that share the same roadway.

Vice Chair Marcy asked if the cables on the road were speed counters. Mr. Aumentado confirmed they were. Commissioner John wanted to know how long the speed counts were. Mr. Aumentado said over a two-week period. The speed surveys for the roadways were to be completed in December. He noted that if speeds were recommended in an area and Council approved the change, police officers gave a 60-day grace period for vehicles traveling on the roadway.

Chair Wolf inquired how speed limit setting related to Vision Zero. He believed speeds needed to be looked at from a safety standpoint rather than the 85-percentile speed. Infrastructure determined the speed. Education worked to a point, but speed was more set by infrastructure. He sited the example of the cement bike buffers on McClellan Road. Once those were installed, he noticed a speed reduction. He struggled with how speed limits were set against safety issues for pedestrians and cyclists because speed was so important when related to injury. Mr. Aumentado communicated that the new Assembly Bill gave local agencies more flexibility to establish lower speed limits. This bill helped justify more of a lower speed reduction.

Chair Wolf wondered how often the City updated their map showing fatalities and accidents throughout the City. Mr. Aumentado answered that the City pulled data from the Statewide Integrated Traffic Records System (SWITERS.) All accident history from the last five years was pulled from SWITERS. He explained it was advisable to pull at least the last five years of data because pulling beyond five years may not be useful.

Vice Chair Marcy recalled mention of San Francisco's priority on improving crossings and reducing speeds. He wanted to know if that would be something the City implemented after they updated their Bicycle Pedestrian Plan. Mr. Aumentado said that fell under the umbrella of the Vision Zero strategy.

NO ACTION TAKEN

## **STAFF AND COMMISSION REPORTS**

### **4. Staff Update and Commissioner Activity Report (All)**

Eric Lindskog gave a presentation on the VTA BPAC.

Commissioner John said she was getting a prompt to attend every Mayor's Meeting.

Chair Wolf said the Mayor's Meeting will now be attended by the Chair, if not the Chair, then the Vice Chair. Every other meeting was to be on Zoom, the alternating in-person.

Marlon Aumentado, Assistant Engineer asked who directed Chair Wolf to attend the Mayor's meeting. Chair Wolf answered Debra Nascimento, Executive Assistant to the City Manager. Chair Wolf planned on taking the next Mayor's meeting on November 8. The back up was the Vice Chair, and if not the Vice Chair, then a Commissioner. Commissioner Zhao agreed to be backup.

Chair Wolf announced the next Vision Zero meeting was on October 4.

Mr. Aumentado repeated there will be a Vision Zero meeting on October 4, and a Vision Zero Stakeholder Meeting on September 28. He requested a volunteer to attend the Stakeholder Meeting. Mr. Aumentado thought it was during the day but said he would check. He added that the meeting was going to be on Zoom. Commissioner Zhao said he could go if it was after 3 p.m. Chair Wolf said he was available if Commissioner Zhao was not able.

Mr. Aumentado said there was a Stevens Creek Corridor Vision Study meeting next Wednesday, September 27.

The Public Works Department were getting a lot of notices regarding safety issues at two specific intersections. One at Regnart Creek Trail at Blaney Avenue, the other at McClellan Road near Felton Way. An in-street-crosswalk sign/yield to pedestrian sign was added on that trail as a countermeasure until staff were able to look at further enhancements to help make the trail safer. Blaney Avenue was added to the speed survey to potentially lower speeds on Blaney Avenue between Stevens Creek Boulevard and Bollinger Road. Staff was also looking at installing chicanes on the trail, which hopefully slowed riders down as they entered the roadway upon exit of the trail. Rectangular rapid flashing beacons were installed at Felton Way as a safety measure as well.

Vice Chair Marcy recalled a discussion at the last meeting about a raised crosswalk installation. Mr. Aumentado replied it was thought there was a conceptual design for that at Blaney Avenue but there was not; it was at East Estates Drive.

Chair Wolf said the Bike Fest was a week from this Saturday. Commissioner Zhao said he planned on being there.

## **ADJOURNMENT**

Meeting adjourned at 8:21 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>