



CITY OF CUPERTINO

AGENDA

BICYCLE PEDESTRIAN COMMISSION

10185 N Stelling Rd, Quinlan Community Center
Wednesday, May 15, 2024
7:00 PM

Members of the public wishing to observe the meeting may do so in one of the following ways:

- 1) Attend in person at Quinlan Community Center, 10185 N. Stelling Road
- 2) The meeting will also be streamed live on and online at <https://youtube.com/@cupertinocitycommission>

Members of the public wishing to comment on an item on the agenda may do so in the following ways:

- 1) Appear in person at Quinlan Community Center.
- 2) E-mail comments by 4:00 p.m. on Wednesday, May 15 to the legislative body at bikepedcommission@cupertino.gov. These e-mail comments will also be posted to the City's website after the meeting.

Oral public comments may be made during the public comment period for each agenda item.

Members of the audience who address the legislative body must come to the lectern/microphone and are requested to complete a Speaker Card and identify themselves. Completion of Speaker Cards and identifying yourself is voluntary and not required to attend the meeting or provide comments.

ROLL CALL

APPROVAL OF MINUTES

1. Subject: April 17, 2024 Bicycle Pedestrian Commission minutes
Recommended Action: Approve the April 17, 2024 Bicycle Pedestrian Commission minutes
[A - Draft Minutes](#)

POSTPONEMENTS

ORAL COMMUNICATIONS

This portion of the meeting is reserved for persons wishing to address the Commission on any matter within the jurisdiction of the Commission and not on the agenda. Speakers are limited to three (3) minutes. In most cases, State law will prohibit the Commission from making any decisions with respect to a matter not on the agenda.

WRITTEN COMMUNICATIONS

OLD BUSINESS

NEW BUSINESS

2. Subject: Transportation Development Act (TDA) Article 3 Fund Allocation (Stillman)
Recommended Action: Approve the Allocation of Cupertino's TDA Article 3 Allocation for Cupertino's Active Transportation Plan
[A - Cupertino TDA Article 3 Application](#)
[B - VTA TDA Article 3 Call for Projects](#)

STAFF AND COMMISSION REPORTS

3. Subject: Staff Update and Commissioner Activity Report (All)
Recommended Action: Receive Updates from Staff and Commissioners Regarding Recent Activities

FUTURE AGENDA SETTING

ADJOURNMENT

In compliance with the Americans with Disabilities Act (ADA), anyone who is planning to attend this meeting who is visually or hearing impaired or has any disability that needs special assistance should call the City Clerk's Office at 408-777-3223, at least 48 hours in advance of the meeting to arrange for assistance. In addition, upon request, in advance, by a person with a disability, meeting agendas and writings distributed for the meeting that are public records will be made available in the appropriate alternative format.

Any writings or documents provided to a majority of the members after publication of the agenda will be made available for public inspection. Please contact the City Clerk's Office in City Hall located at 10300 Torre Avenue, Cupertino, California 95014, during normal business hours.

IMPORTANT NOTICE: Please be advised that pursuant to Cupertino Municipal Code section 2.08.100 written communications sent to the Cupertino City Council, Commissioners or City staff concerning a matter on the agenda are included as supplemental material to the agenda item. These written communications are accessible to the public through the City's website and kept in packet archives. Do not include any personal or private information in written communications to the City that you do not wish to make public, as written communications are considered public records and will

be made publicly available on the City website.

Members of the public are entitled to address the members concerning any item that is described in the notice or agenda for this meeting, before or during consideration of that item. If you wish to address the members on any other item not on the agenda, you may do so during the public comment.



CITY OF CUPERTINO

Agenda Item

24-13187

Agenda Date: 5/15/2024
Agenda #: 1.

Subject: April 17, 2024 Bicycle Pedestrian Commission minutes

Approve the April 17, 2024 Bicycle Pedestrian Commission minutes



DRAFT MINUTES
MINUTES OF THE REGULAR MEETING OF THE
BICYCLE PEDESTRIAN COMMISSION

April 17, 2024

Draft Minutes

The meeting was called to order at 7:01 p.m.

ROLL CALL:

Present: Ilango Ganga, Grace John, Hervé Marcy (VC), Joel Wolf (C), John Zhao (pursuant to Government Code Section 54953(b)(2); 855 Jipu Road, Shanghai, China)

Absent:

Staff: Marlon Aumentado, Staff Liaison

Others Present: David Stillman, Transportation Manager, Matt Schroeder, Senior Transit and Transportation Planner, Chad Mosley, Director of Public Works, Hassan Basma, Valley Transportation Authority (VTA) Project Manager, Zila Shafie, Deenscorp Consultant

APPROVAL OF MINUTES

1. March 28, 2024 Bicycle Pedestrian Commission minutes

MOTION: Commissioner Ganga moved, seconded by Vice Chair Wolf to approve the minutes as presented.

MOTION PASSED: 4-0, John Abstain

POSTPONEMENTS

No Postponements

ORAL COMMUNICATIONS

DW Sakkas, public speaker spoke about McClellan Road in the City of Cupertino and described how cars stopped in the bike lane in front of the school created a hazard. He gave a presentation.

WRITTEN COMMUNICATIONS

None

OLD BUSINESS

2. Rodrigues Avenue Safety Recommendations (Staff)

David Stillman, Transportation Manager gave a presentation on Rodrigues Avenue Safety Recommendations.

Commissioner Ganga confirmed the discussion was meant to inform the Bicycle Pedestrian Commission (Commission). Mr. Stillman said no action was expected.

Commissioner Zhao wanted to know if the data collection was going to be varied by time of day and weekday/weekend. Mr. Stillman said yes. Vice Chair Wolf confirmed the data collected was going to be completed by the end of May. Mr. Stillman said yes.

Chair Marcy wanted a definition of jaywalking. Mr. Stillman replied any crossing that was not at a controlled crossing; anywhere in between Blaney Avenue and Torre Avenue. Chair Marcy noted the mention of unintended consequences of mid-block crossing in the presentation and asked for more explanation. Mr. Stillman explained the most critical was the tendency for pedestrians to be less cautious at a mid-block crosswalk because there was an expectation that the driver saw the pedestrian and that the driver would yield. Due to that, it was more likely for people to step out into a crosswalk without looking. Mid-block crosswalks also needed to be right where it was convenient for people, otherwise they might not use the crosswalk and jaywalk at other locations. If the City did install a crosswalk, he needed to make sure it was going to be used at that location. He also mentioned sight visibility issues, and anywhere a mid-block crosswalk was installed, there were requirements that a driver be able to see a pedestrian in advance of the crosswalk. If a crosswalk was too close to a curve in the road, there might not be enough time for a driver to stop; this was dependent on sight visibility.

Vice Chair Wolf questioned why the jaywalking survey was being done. Mr. Stillman said there might be more of a tendency for people to cross if there was a mid-block crosswalk. He thought if people were not jaywalking now and choosing to cross at the intersection, they were doing what they felt was safe. He encouraged people to cross at a controlled crossing. Chair Marcy said things needed to be safe, but they also needed to be convenient.

Commissioner Ganga disclosed that he lives near Regnart Creek Trail (RCT).

Teresa Olson, public speaker said people were jaywalking long before the RCT was open; it was the library, Eaton, and the shady side of the street that drew people to cross.

Harvey, public speaker wanted to make Rodrigues Avenue safer for walkers and bikers. There needed to be a crosswalk where the new creek path exited so people were able to get across the street safely.

Liz Sahomoto, public speaker frequently walked and biked Rodrigues Avenue and there was a lot of jaywalking. The speed limit sign did not do any good. She emphasized the need for speed bumps.

Mia Vu, public speaker found that the new trail was a success and as a result, traffic increased. She suggested lowering the speed limit and adding two crosswalks near the trail entrance that were raised with flashing beacons.

Vice Chair Wolf felt cars drove too fast, and there were a lot of children present. There needed to be improvements on Rodrigues Avenue to allow pedestrians to cross mid-block, he suggested two crosswalks and having them be raised, and he suggested including all other safety features that coincided with these other features; this was needed to get the driver's attention.

Commissioner Ganga pointed out that the issues were made known to the Commission, the Commission made a formal recommendation to the City Council, the Council discussed this issue, and the Council directed staff to do an analysis and to come back with data. The City hired a consultant, so he suggested commissioners wait until the consultant's recommendation was brought before the Commission again to make further recommendations.

Commissioner John echoed the same comments. The speed limit needed to be lowered, there needed to be two crosswalks, flashing beacons, and some signs as well.

Commissioner Zhao agreed and said the data collection was going to help things. He recommended staff take in the qualitative data from residents because they were the most impacted by what was going on.

Chair Marcy disclosed that he lived in the Biltmore complex but did not have a financial interest. The fact that this corridor was an issue was something that was raised in the past. There were a lot of questions, and residents commented that there were a lot of people crossing. The most important point was this crossing was an issue.

Vice Chair Wolf questioned how the data collection was going to determine decisions. Mr. Stillman said there were warrants related to pedestrian crosswalks that looked at pedestrian volumes, collision history, sight visibility, and subjective evaluations as well, such as talking to the Sheriff. The data was a mixture of qualitative and quantitative information.

Vice Chair Wolf inquired if the data would be received by the June meeting. Mr. Stillman replied that the next step was to go to City Council. Staff planned on coming to the Commission to present the data, then the Commission was going to make a recommendation, and then staff planned to take the item to the City Council with both staff's and the Commission's recommendation. Chair Marcy inquired about the timeframe. Mr. Stillman planned to go to Council shortly after the Commission meeting. Chair Marcy wanted this to happen before school began.

Commissioner Ganga clarified that the recommendation also came with solutions. Mr. Stillman said yes depending on what problems if any were observed. Commissioner Ganga confirmed there was an opportunity for the public to provide input. Mr. Stillman said yes and remarked

that if there was any additional information the Commission wanted him to collect to let him know.

NO ACTION TAKEN

NEW BUSINESS

3. Homestead Safe Routes to School Improvements Project (VTA)

Hassan Basma, Valley Transportation Authority (VTA) Project Manager gave a presentation on the Homestead Safe Routes to School Improvements Project.

Commissioner Zhao referenced a slide and wanted confirmation about whether cyclists could continue eastbound on Homestead Avenue to get to Homestead High School. David Stillman, Transportation Manager repeated that Commissioner Zhao was saying that the eastbound direction ended on the north side. Zila Shafie, Deenscorp Consultant said Cupertino Middle School had an access road but if cyclists took Homestead Road, it took about 100 feet to get to Bernardo Avenue. From there, there were bicycle facilities that went all the way to Homestead High School.

Vice Chair Wolf said the improvements looked like they went all the way to Stelling Road, but there was nothing in the presentation that indicated that it went beyond Highway 85 near Homestead High School. Mr. Basma said not everything was shown in the presentation. Vice Chair Wolf confirmed the 35% plans showed whatever existed at this point. Mr. Basma said yes.

Commissioner Ganga asked about the protected bike lane in the slide; there was a two-foot buffer and then there were bollards. He wanted to know if that was the plan for the entire project. Mr. Basma said there would not be a protected bike lane for the entire project.

Chair Marcy noted some slides pertained to streets in other jurisdictions. It was more interesting to see improvements that pertained to Cupertino.

Chair Marcy inquired about the crossing at Bernardo Avenue and wondered if it was expected that children come from the Homestead corridor and bike to Cupertino Middle School that way. He wondered how children got back to the corridor. Ms. Shafie replied that there was not a sufficient right of way and currently there was about five feet of sidewalk. She said VTA was planning to widen the sidewalk and reduce the roadway width.

Alon Golan, public speaker lived in Los Altos and his kids used the Homestead corridor. It was hard to improve things because it involved many jurisdictions. Second, Homestead Road was not a through road, and it was built for car travel. Students used the bike lane on the wrong side.

Sharlene Liu, public speaker lived in the Homestead High School neighborhood. She brought out dangers with the Kennewick bike route: 1) hazards for bicyclists to get legally/safely to the bike racks; 2) dangerous maneuvers by road users. Homestead ridership was down 34%.

Jon Blum, public speaker, showed a video where a student was hit by a car because of unsafe road users near Homestead High School. He suggested a scramble phase as a solution.

David Wessel, public speaker, spoke about the intersection near Homestead High School. He used to be a lawyer who defended municipalities against personal injury accidents, and he investigated intersections to see how they would be described as unsafe: this area was unsafe.

Kevin Jackson, public speaker spoke about the intersection near Homestead High School and pointed out that school traffic was dangerous. He proposed closing the exit and moving traffic to the east side, as well as an enhanced traffic signal. Regarding the student parking lot, the goal was to move traffic to the northeast corner.

Mark Hlady, public speaker talked about the intersection near Homestead High School and how dangerous that was. He hoped all stakeholders worked together to fix that intersection. He mentioned the scramble phase and how that should be applied here.

Vice Chair Wolf observed the intersection on Kennewick Drive and Homestead Road when school was in session; it was a total disaster. He liked the idea of the scramble and a multi-use path. Mr. Basma clarified none of these projects were within the VTA jurisdictions. Chair Wolf wanted to know what it took to widen the path. Mr. Basma replied that meant permission from the school district and the cities.

Chair Marcy questioned if any of the VTA projects addressed the issue. Mr. Basma said the City of Sunnyvale said they were trying to talk to other jurisdictions. Chair Marcy questioned whether improvements could be made without VTA involvement. Mr. Basma said yes.

Commissioner Zhao was not clear about the discussion of including the Kennewick project in the VTA improvements, but he thought a multi-use path was good. It was good to separate cyclists and pedestrians. He strongly supported any type of improvement.

Chair Marcy questioned whether there were plans to improve that corridor. Mr. Stillman said they were open to discussions with the City of Sunnyvale because that intersection was the City of Sunnyvale's jurisdiction.

NO ACTION TAKEN

4. Appointment of a Cupertino Representative to VTA Bicycle Pedestrian Advisory Committee (Staff)

Marlon Aumentado, Assistant Engineer said the Valley Transportation Authority Bicycle Pedestrian Advisory Committee (VTA BPAC) had a vacancy.

Chair Marcy wanted to know if the person appointed needed to be on the Bicycle Pedestrian Commission (Commission). Mr. Aumentado replied that VTA preferred it be someone who was currently on the Commission.

Chair Marcy asked for clarification as to when the meetings were held. Mr. Aumentado said the meetings were on the second Wednesday of the month. Chair Marcy asked if the representative needed to be in person. Mr. Aumentado said yes.

Vice Chair Wolf confirmed a person was not able to miss more than four meetings. Mr. Aumentado believed that was correct. Chair Marcy asked what time they were held. Mr. Aumentado said they were at 6:30 p.m. at the VTA office in the City of San Jose.

MOTION: Commissioner Zhao moved, seconded by Commissioner Ganga to recommend to the City Council to appoint Chair Marcy to the Valley Transportation Authority Bicycle Pedestrian Advisory Committee beginning July 1, 2024, through June 30, 2026.

MOTION PASSED: 5-0

5. Bike Event Coordination (Staff)

Marlon Aumentado, Assistant Engineer gave a presentation on the Bike Event Coordination.

Vice Chair Wolf remarked that last year the booth was held at the southeast corner of McClellan Road and Stelling Road at St. Jude's Church. Mr. Aumentado confirmed the location was good for this year. Vice Chair Wolf said yes, all that was needed was to ask the church for permission to park in their parking lot. Vice Chair Wolf thought it was from 7- 10 a.m. last year, with setup at 6:30 a.m.

Mr. Aumentado wondered if there was a lead for this event. Chair Marcy recommended that all be present.

Commissioner Zhao noted that he will not be back from China until May 20.

Mr. Aumentado said someone needed to pick up the tote bags. Vice Chair Wolf needed to know how many he needed to pick up. He requested 100 last year. Mr. Aumentado gave the dates for the one-hour Zoom orientation.

Mr. Aumentado said in terms of snacks, he left that to the individual. Chair Marcy promised to coordinate with each person individually.

NO ACTION TAKEN

STAFF AND COMMISSION REPORTS

6. Staff Update and Commissioner Activity Report (All)

Marlon Aumentado, Assistant Engineer said Earth and Arbor Day was this weekend. The next Safe Routes to School Working group meeting was May 8 and the next person to attend was Commissioner Zhao. The meeting was via Zoom. Regarding project updates, construction was in progress for McClellan Phase 3; he was looking to a June completion date. Last night at the City Council meeting, the contract for the De Anza Boulevard Buffered Bike Lane Project was awarded. The next Stevens Creek Corridor Vision Study meeting was on April 25 at 5 p.m. at the Cypress Community Center as well as a Transit Tour on April 27 at 10 a.m., starting at De

Anza College. Lastly, Bike to Wherever Days were from May 16-18. The June meeting landed on a City Holiday. He wanted to know if a special meeting could be held either the week after or the week before.

Vice Chair Wolf reported on the last Safe Routes to School meeting.

FUTURE AGENDA SETTING

Work Plan

- Bicycle Facilities – In Progress
- Vision Zero – In Progress – May meeting
- 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

- Kennewick Drive/Homestead Road Study
 - Stop Gap Measures/Temporary Solutions
- Invite a Representative from the City of Fremont regarding Vision Zero
- Study on McClellan Ave bike lanes in front of Monte Vista High School
- Staff update - Rodrigues Ave Speed Study and Street Crossing Behavior-suggested for July meeting
- 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 Monte Vista HS
- Regnart Creek Trail Crossing at Blaney Avenue
- Speed Limit Reduction Study on Blaney, Rodrigues, McClellan (Public Request)
- Speed Limits Studies
- Bollinger Road Corridor

Projects

- Staff update - Stevens Creek Boulevard, Phases 3
- Staff update - Safe Routes to School (SR2S)
- Staff update – De Anza Blvd Buffered Bike Lanes
- Carmen Road Bridge
- I-280 Wolfe Interchange

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)
- Inventory of Traffic Lights (triggering traffic light from a detector) – Staff update
 - Is there a sensitivity setting?

ADJOURNMENT

Meeting adjourned at 9:24 p.m.

SUBMITTED BY:

David Stillman, Staff Liaison

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

Rodrigues Avenue Update Report

Staff Report

PW - Transportation



Site Plan



Background / Timeline

June 15, 2022 – BPC Motion

“Recommend...a pedestrian crosswalk according to concept A [Rodrigues gate]” Motion passed 3-0

“Determine the need for additional crosswalks based on studies within the first year of opening; [...]” Motion passed 3-0

September 20 / October 18, 2022 – City Council Action

“Directed staff to return to City Council one year after the opening of Regnart Creek Trail ...with recommendations on the necessity for, and location of, potential crosswalks across Rodrigues Avenue in the vicinity of the public pathway easement through Tract 9405 [...] – City Council (Unanimous)

March 18, 2023 – Regnart Creek Trail Officially Opens to the Public

Feb 28, 2024 – BPC

- Received report from Commissioner on Rodrigues Avenue Bicycle / Pedestrian Safety (Chair Marcy)

Staff Input / Next Steps

Data Collection:

- Data collection postponed to date due to:
 - Time allowance for trail usage to stabilize
 - Pattern of inclement weather
 - Intermittent trail closures
- Staff has contracted with consulting firm to collect traffic and usage data:
 - Trail Usage (Pedestrian / Bicyclists)
 - Trail ingress/egress at access points along Rodrigues Ave
 - Prevalence of jaywalking at Rodrigues Ave access points
 - Vehicle speeds along Rodrigues Ave
 - Collision history
 - Other suggestions/areas of concern?
- Counts anticipated to be collected by end of May 2024

Staff Input / Next Steps

Next steps:

- Following data collection, staff will evaluate need for improvements, considering:
 - Documented safety concerns
 - Trail usage patterns
 - Public input
 - Site constraints
 - County Sheriff experience
 - MUTCD and CVC guidance and requirements relating to pedestrian safety improvements and setting of speed limits
- Staff will return to BPC with final recommendation, followed by presentation to Council per direction given at September 20/October 18, 2022 meeting

Safety on Rodrigues Avenue – More Crosswalks are High Priority

Town Center Village Residents (across the City Hall)

Mia Vu*, Caroline Bangham, Nancy Granzella, Ramola Gokhale, Pane Stojanovski

1. We are also Board members of the Homeowners Association of the Town Center Village.
 - *Significant number of our residents have reduced or severely reduced mobility (older residents, young families with small children) and are at risk when crossing Rodrigues for access to the trail and / or library and city hall area.*
2. Our concern for safety on Rodrigues avenue is unanimous:
 - Regnart Creek Trail is a success. However, now traffic has significantly increased - pedestrians, bikes, and cars in a very busy traffic area.
 - Many pedestrians are crossing Rodrigues Ave to access the trail and / or library and city all area having no access to a nearby crosswalk.
 - High car speed, > 35 MPH, and
 - Accidents are prone to happen.
- 3. We have THREE requests:
 - Lower car speed to 25 MPH
 - Add 2 crosswalks on Rodrigues Ave near trail entrances, one of them very close to the entrance to our Pinntage Parkway complex .
 - The crosswalks should be a raised crosswalk with bright flashers and large visible bulb-outs

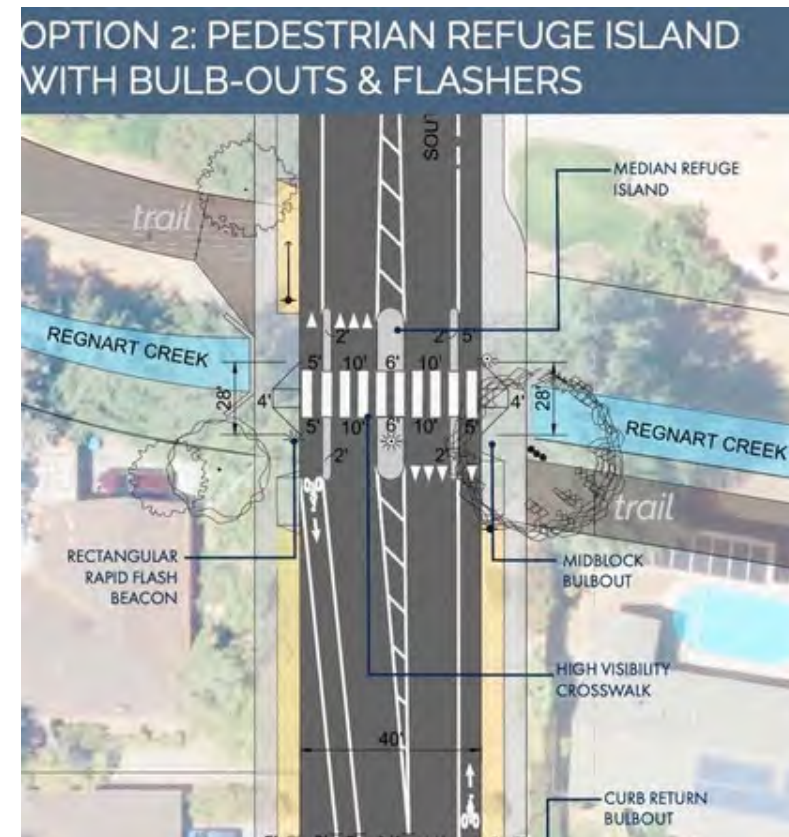
(*) - presenting





EXISTING REGNART CREEK & BLANEY
CROSSWALK:

Crossing with inadequate safety –
cars do not stop



FOR THE RODRIGUES & PINNTAGE
CROSSWALK:

Use the approved by the City Trail
Feasibility Study Option 2:

A raised crosswalk with bright
flashers and large visible bulb-outs.

Homestead Road Safe Routes to School Project

Cupertino BPAC Meeting

April 17, 2024

Introduction

- ▶ Hassan Basma, VTA Project Manager
- ▶ Lauren Ledbetter, VTA Senior Planner
- ▶ Zila Shafie, DEENSCORP Project Manager
- ▶ Nabilah Hazara, DEENSCORP Project Engineer

Agenda

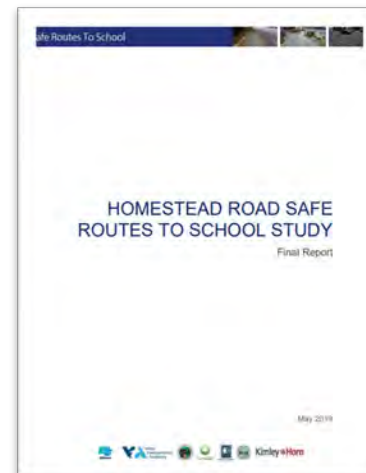
- ▶ Purpose of the Presentation
- ▶ Project Background & Overview
- ▶ Project Goals & Design Considerations
- ▶ Project Cost & Schedule
- ▶ Upcoming Outreach Meetings
- ▶ Q&A

Purpose of the Presentation

- ▶ Update this committee on the Homestead Road Safe Routes to School Project

Project Background

- ▶ **November 2016** - Voters of Santa Clara County approved Measure B, a 30 year, ½ cent sales tax measure to support transportation projects and services
- ▶ Local streets, roads, bicycles and pedestrian programs were included in the Measure B list of programs
- ▶ **2018** - County Board of Supervisor Joe Simitian championed this project
- ▶ **2019** - County of Santa Clara Roads & Airports completed the Homestead SRTS Study Report
- ▶ **2023** - 2016 Measure B funds were secured. Project went to bid for design and was awarded.

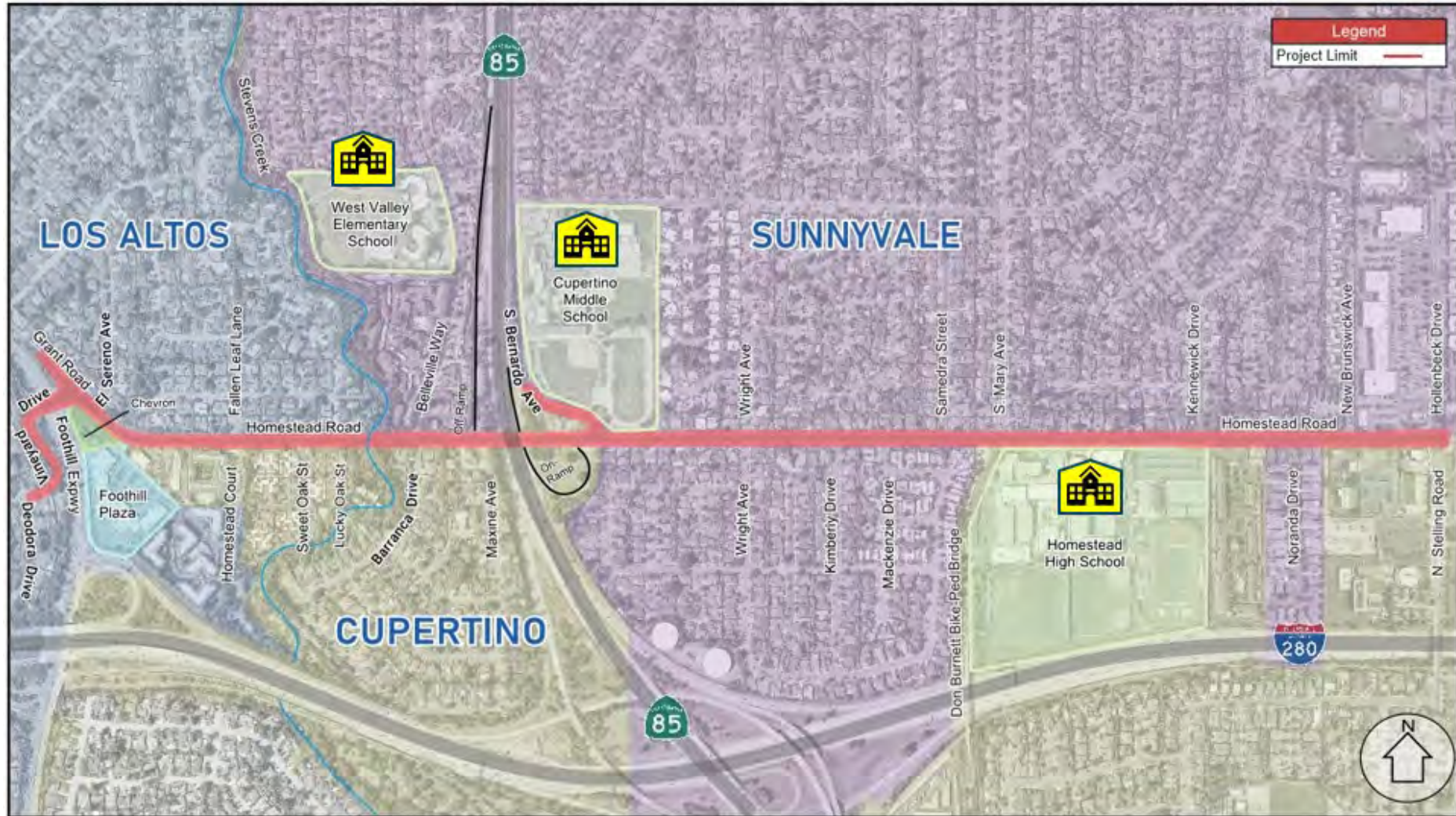


Past Project Activities

- ▶ **Previous Public Outreach:**
 - ▶ Two Community Meetings were held with extensive public outreach
- ▶ **Collaboration between Stakeholders:**
 - ▶ Cities of Sunnyvale, Los Altos, and Cupertino
 - ▶ Caltrans and County of Santa Clara
 - ▶ School districts, parents, students, and staff



Project Area Map



Project Goals

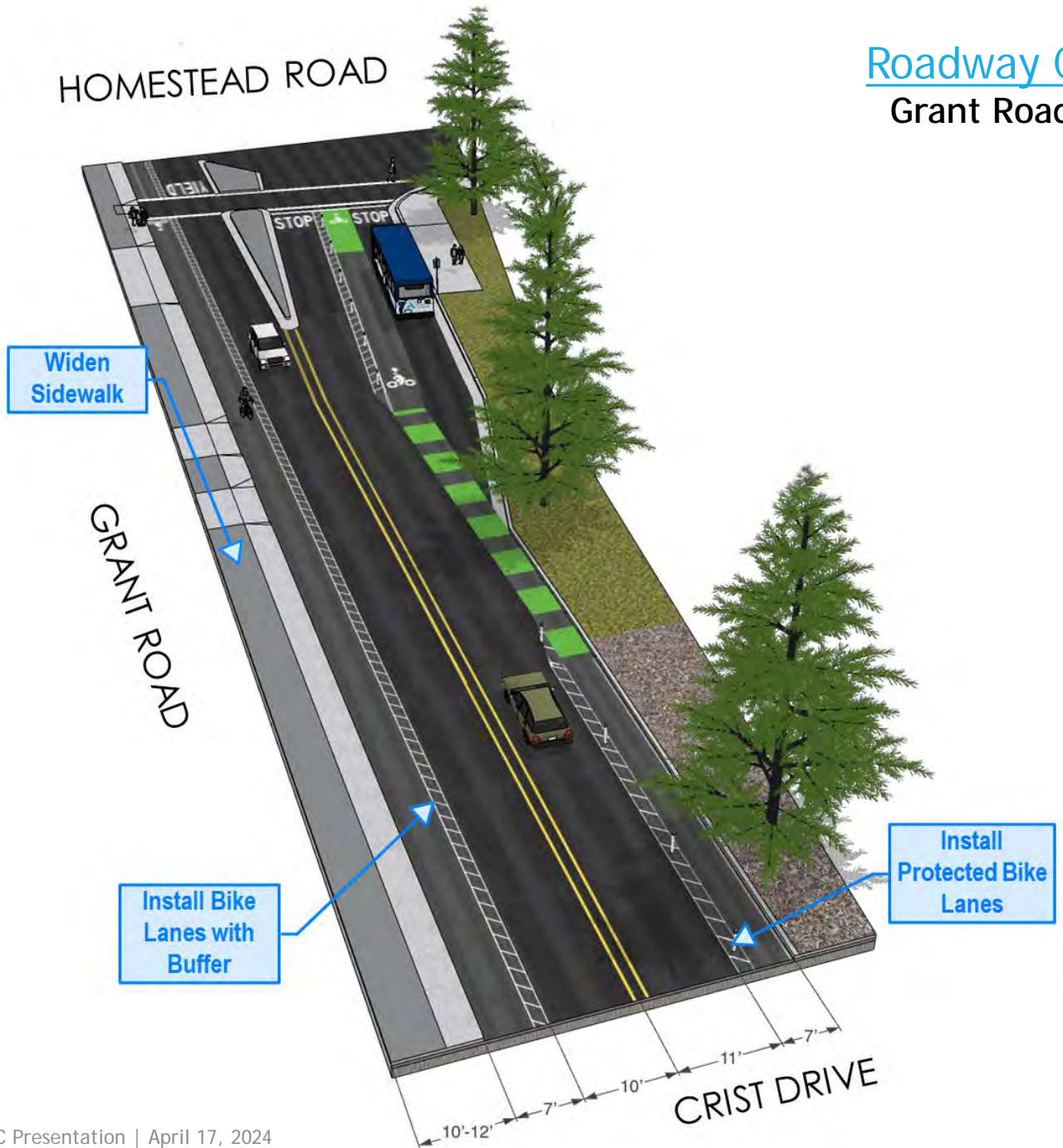
- ▶ Implement bicycle and pedestrian infrastructure improvements for **Safe Routes to Schools**
- ▶ Support safe and efficient modes of transportation:
Biking, walking, driving, and riding public transit
- ▶ **Connect students from three schools along project corridor:**
 - ▶ West Valley Elementary School
 - ▶ Cupertino Middle School
 - ▶ Homestead High School

Design Considerations

- ▶ Installation of new sidewalks to close gaps in connectivity
- ▶ Widen sidewalks and shared use path where feasible
- ▶ Convert bike lanes to Buffered or Protected where feasible
- ▶ Tighten corner curb radii and shorten crossing distance
- ▶ Install new ADA curb ramp for improved accessibility
- ▶ Traffic Signal Improvements
- ▶ Upgrade to high visibility crosswalks to enhance crosswalk visibility for pedestrian safety
- ▶ Eliminate free-right lanes (Foothill Expwy, SR-85 On Ramp)

Roadway Cross-section

Grant Road - Looking East

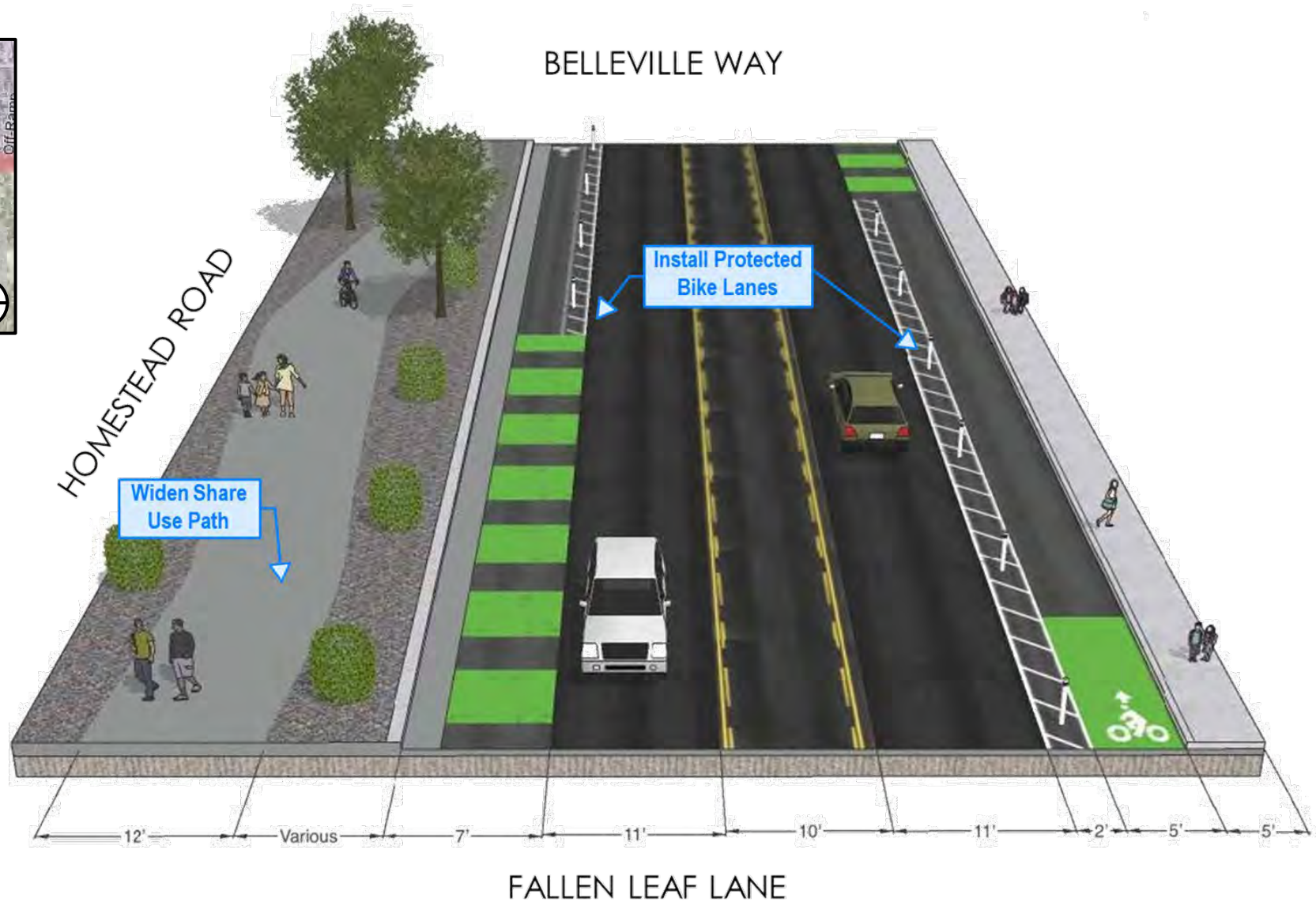


CONCEPT 35% DESIGN



Roadway Cross-section

Fallen Leaf Lane - Looking East



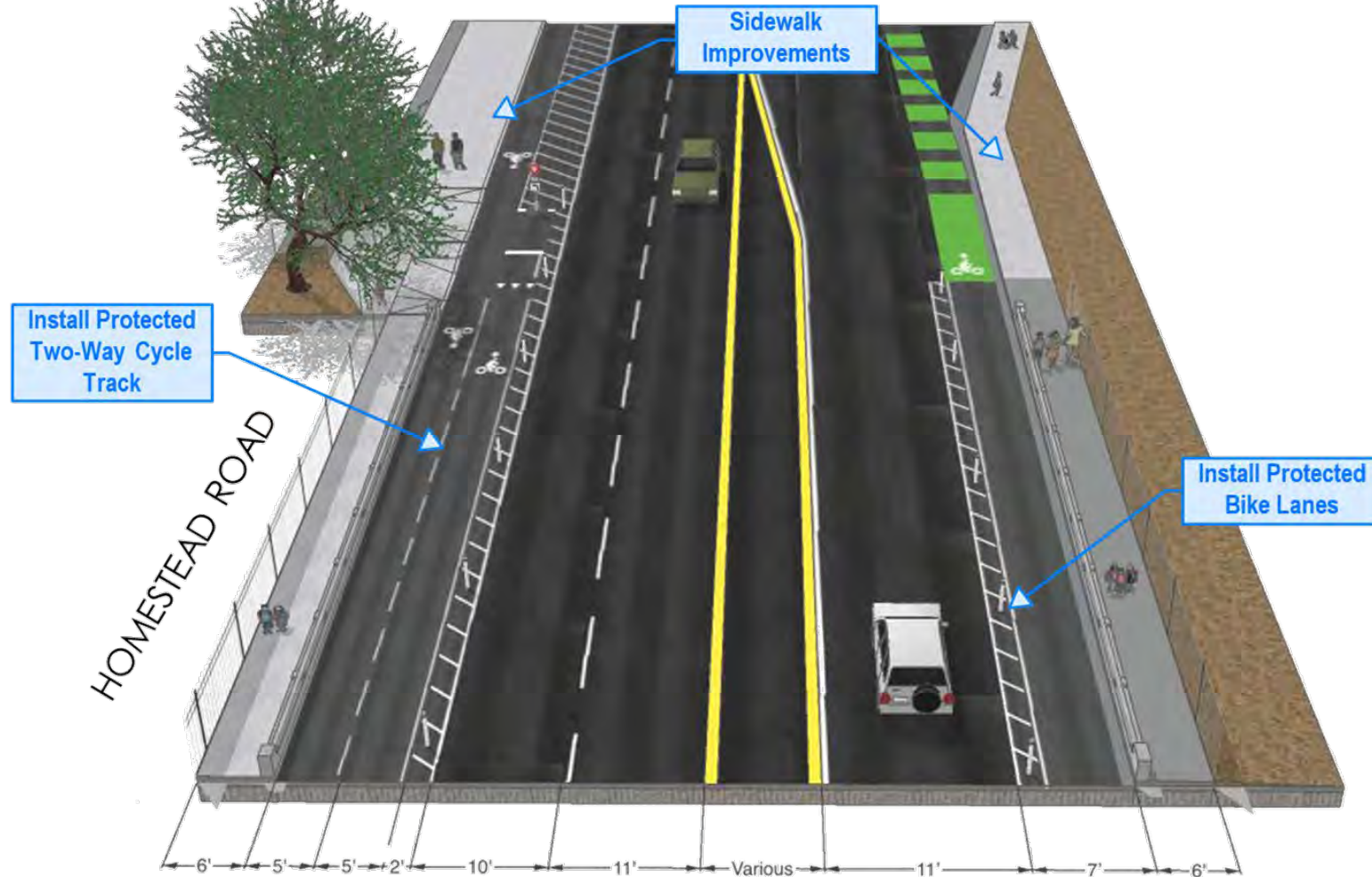
CONCEPT 35% DESIGN



Roadway Cross-section SR-85 Bridge - Looking East



BERNARDO AVENUE/SR-85 ON-RAMP



HOMESTEAD ROAD

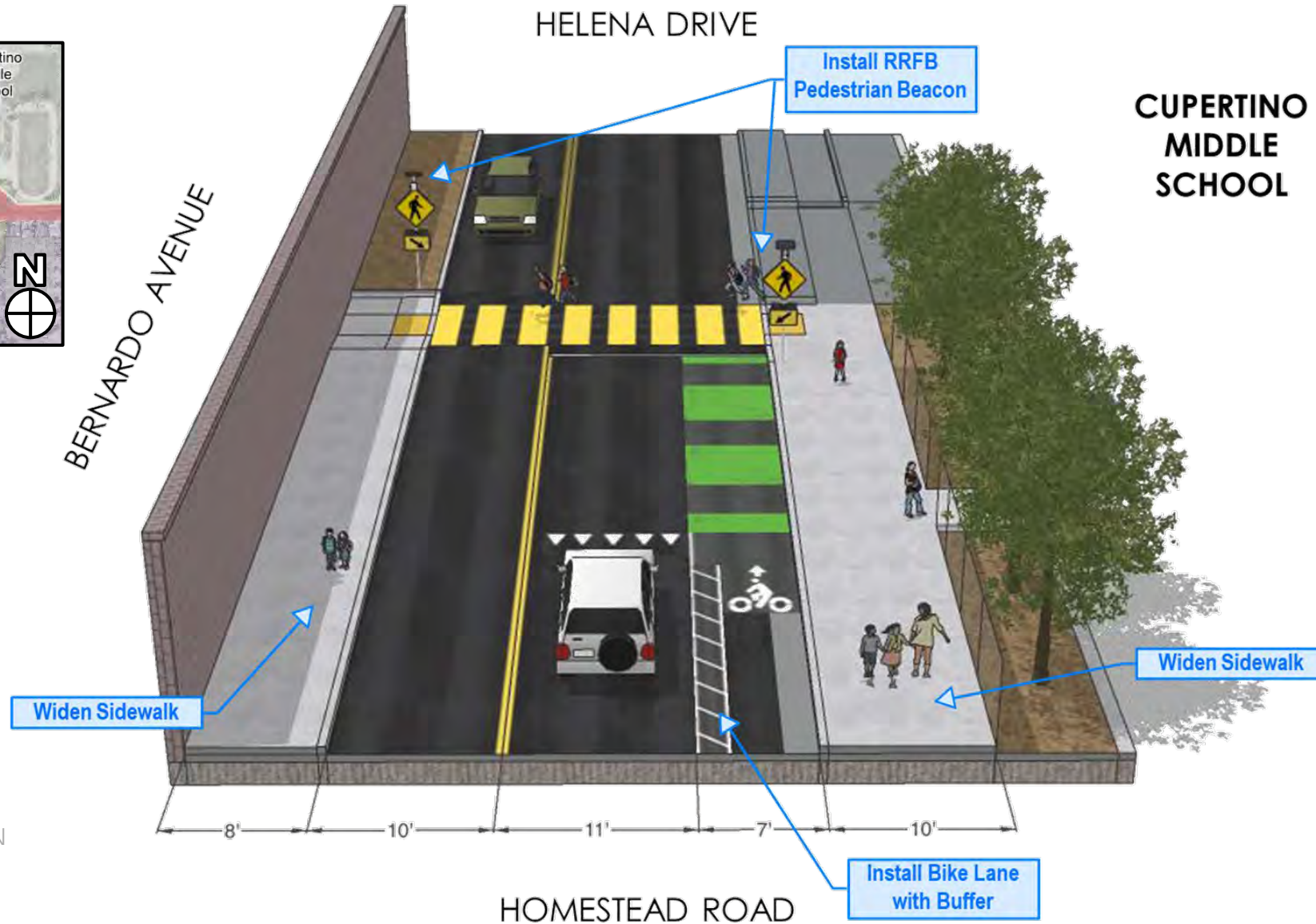
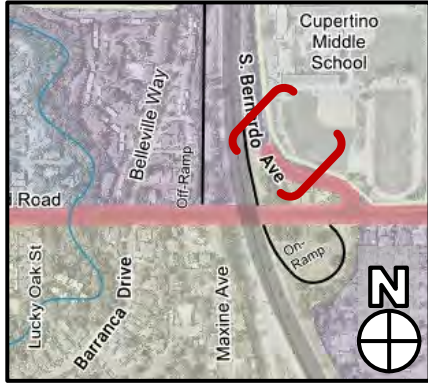
CONCEPT 35% DESIGN



MAXINE AVE/SR-85 OFF-RAMP

Roadway Cross-section

Bernardo Avenue - Looking North



CONCEPT 35% DESIGN



Funding

Funding Source	Amount
VTA Measure B	\$1,167,600
Santa Clara County Roads & Airports	\$350,400
Total	\$1,518,000

Construction Cost Estimate

Estimate	Amount
35% Design Level Estimate	\$12,000,000
Construction Management	\$2,400,000
Contingency Amount	\$2,400,000
Total	\$16,800,000

Schedule

Scope Item	Completion Date
Project Study Report	2019
35% Plans Draft	February 2024
35% Final	June 2024
Public Meetings (BPAC and City Council Meetings)	April - June 2024
Environmental Clearance	May 2024 - February 2025
Final plans*	October 2025
Bidding*	January 2026 - June 2026
Construction*	June 2026 - December 2027

*Pending future funds

Upcoming Outreach Meetings

- ▶ Sunnyvale BPAC
- ▶ Los Altos Complete Streets Commission
- ▶ VTA BPAC
- ▶ Sunnyvale City Council
- ▶ Los Altos City Council

Questions & Answers

Homestead High School

Bike Route from Kennewick to Bike Racks

Presented by HHS community to Bicycle Pedestrian Commission
April 2024

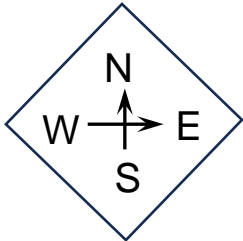
Routes and Hazards

Sidewalk and
bike lane


Student parking
lot exit

Kennewick/
Homestead Rd
intersection

Student parking
lot



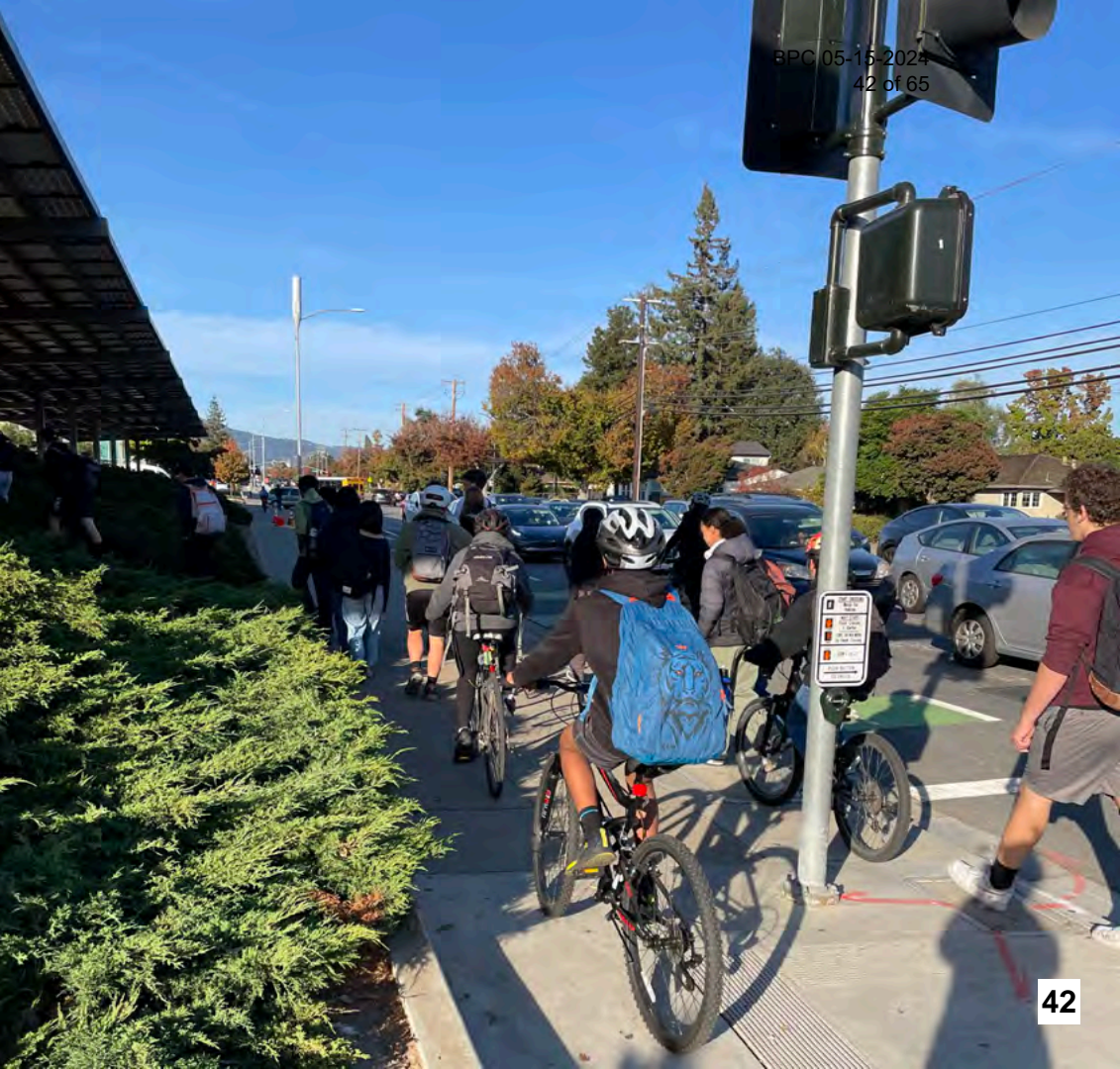
Legend

- bike route
- bike route
-  hazard

1. Kennewick-Homestead Rd Intersection



2. Sidewalk and Bike Lane



Bike to Wherever Day

Commissioner Coordination





Bay Area BTWD

Bike to Work
Bike to Wherever Days

Energizer Station

Help Fuel Local Cyclists' Trips

Dates:

Thursday, May 16

Friday, May 17

Saturday, May 18



Cities Challenge



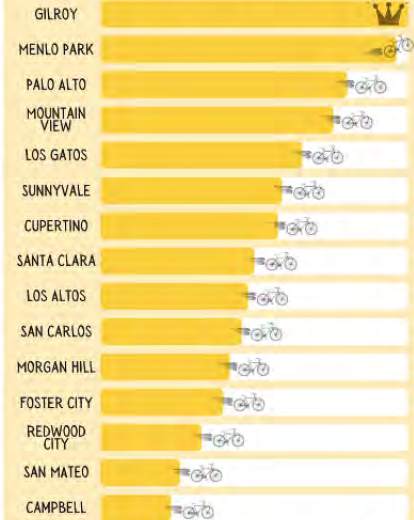
PRESENTED BY



Pledge to Ride:
bikesiliconvalley.org/p2r

BIKE TO WHEREVER DAYS 2023

PEDAL POWER CHALLENGE LEADERBOARD



LAST UPDATED 5-22-2023



Energizer Station Host Responsibilities

- Sign Up to Host Energizer Station
- Pick Up Tote Bags
- Read Energizer Station Host Guide
- Attend one-hour Zoom orientation
- Recruit volunteers to help staff booth
- Coordinate table/chairs/canopy with City
- Provide refreshments

Energizer Station Host Responsibilities

Sign up to Host Energizer Station

Sign Up by April 19:

<https://bikesiliconvalley.org/energize>

Decisions needed to sign up:

- Date?
- Location?
- Time?

Energizer Station Host Responsibilities

Pick Up Tote Bags

Monday, May 6
12 noon to 3 pm
Sports Basement
1177 Kern Ave
Sunnyvale, CA 94085



Energizer Station Host Responsibilities

Read Energizer Station Host Guide

[Guide](#)

Energizer Station Host Responsibilities

Attend one-hour Zoom orientation

- Date Options:
 - Monday April 29, 7-8pm
 - Tuesday April 30, 9-10am
 - Thursday May 2, 12-1pm
- Register via links in Energizer Station Host Guide (link in previous slide)

Energizer Station Host Responsibilities

Recruit volunteers to help staff booth

- Bring friends and family!
- Walk Bike Cupertino has historically been a wonderful partner to the BPC

Energizer Station Host Responsibilities

Provide refreshments

- \$100 reimbursement from City
- Submit receipts to David Stillman

Coordination Questions

- **Station Details & Staff Recommendations**
 - Date? **May 16**
 - Location? **McClellan/Stelling or DB Bridge**
 - Time? **7:00 a.m. to 10:00 a.m.**
- Who will coordinate this year's station?
 - Fill out form by April 19
 - Pick up tote bags May 6
- Who else can staff the table?

Thank You!



CITY OF CUPERTINO

Agenda Item

24-13188

Agenda Date: 5/15/2024
Agenda #: 2.

Subject: Transportation Development Act (TDA) Article 3 Fund Allocation (Stillman)

Approve the Allocation of Cupertino's TDA Article 3 Allocation for Cupertino's Active Transportation Plan



MEMORANDUM

TO: TDA Article 3 Bicycle and Pedestrian Program Grant Applicants
Technical Advisory Committee CIP Working Group Members

FROM: Bill Hough, Transportation Planner

DATE: February 26, 2024

SUBJECT: Call for Projects, Transportation Development Act Article 3
FY 2024/25 Program

TDA Article 3 Funds Available

This memorandum serves as the Call-for-Projects for the FY 2024/25 Transportation Development Act (TDA) Article 3 Program funding cycle. **Please note that if the instructions in this document conflict with MTC’s TDA3 program guidance, the latter will govern.**

TDA Article 3 Policies and Procedures Updates

Listed below are recent changes to TDA3 Policies and Procedures adopted by MTC:

1: Update to list of eligible project types:

Capital purchases for maintenance of Class I or Class IV separated bikeways such as compact street sweeping vehicles.

2: Additional application and invoice documentation:

- a. Project sponsors must provide a mapped link of the project site in their application.
- b. In addition to the paragraph summary of the work completed with final reimbursement request, sponsors shall submit to MTC a photo(s) of the completed project. (Does not apply to non-construction projects.)

3: Formalized extension request process:

If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with supporting materials to MTC no later than three months before the project sunset date (e.g., March 31st). MTC staff will review the list of extension requests and recommend approval.

Please contact MTC’s TDA program manager Luis Garcia, at lgarcia@bayareametro.gov for additional information on these requirements.

Eligible Project Types and Requirements

TDA Article 3 projects must be ready to implement within ONE year of the application cycle.

Refer to Appendix A in MTC’s Resolution No. 4108 (<https://mtc.ca.gov/sites/default/files/RES-4108.pdf>) for examples of eligible projects.

To obtain TDA Article 3 funding, a sponsor must submit a resolution from its governing board that addresses six key points (use MTC’s Model Governing Body Resolution at <https://mtc.ca.gov/sites/default/files/documents/2022-11/Applicant-Resolution-and-Application-Template-11-2022.docx>).

There are two components to the TDA Article 3 program:

1. Guarantee Funds

Table 1 below shows each city and the County’s “Guarantee” share of MTC’s TDA Article 3 Fund Estimate. There is \$3,673,344 available for guarantee projects this year. These amounts are based on 2022 (May 2022 release) California Department of Finance (DOF) population figures and funds banked or rescinded from previous years. **Please note that an agency’s total applications cannot exceed its guaranteed share listed in the following table:**

Table 1: 2024/25 TDA ARTICLE 3 GUARANTEE FUNDS FOR SANTA CLARA COUNTY	
Agency	Guarantee Amount (Includes banked and rescinded funds from prior years)
Campbell	\$61,847
Cupertino	\$334,349
Gilroy	\$168,744
Los Altos	\$44,917
Los Altos Hills	\$12,134
Los Gatos	\$47,930
Milpitas	\$182,573
Monte Sereno	\$12,842
Morgan Hill	\$261,646
Mountain View	\$121,052
Palo Alto	\$244,482
San Jose	\$1,388,980
Santa Clara	\$191,822
Saratoga	\$44,260
Sunnyvale	\$411,038
Santa Clara County	\$144,728
Grand Total	\$3,673,344

2. 2016 Measure B Bicycle & Pedestrian Capital Projects Set-Aside

On November 5, 2020, the VTA Board of Directors approved directing 25% of the TDA Article 3 funds to eligible projects on the 2016 Measure B Bicycle & Pedestrian Capital Projects Ten-year Fiscally Constrained Priority List. (Prior to 11/2020 the set-aside went to the Bicycle Expenditure Program.) There is currently \$1,852,460 available for 2016 Measure B projects. This includes \$760,333 in new funding and \$1,092,127 in previously banked funds.

On November 5, 2009, the Board committed \$150,000 of this 25% set-aside to County Expressway Pedestrian Projects, this has since been expanded to include both bicycle and pedestrian improvements along Expressways as eligible projects. This year, \$900,000 is available for this program. This includes \$150,000 in new funding and \$750,000 in previously banked funds.

Rescind/Reallocation Requests

Agencies may only allocate up to their estimate in any given year. Sponsors may rescind prior year projects, but once this Call for Projects is released, VTA cannot reallocate the funds until the next TDA funding cycle. For example, funds rescinded in FY2024/25 will be added to the sponsor's guarantee in FY2025/26.

After the project list is approved, MTC will issue specific allocation instructions. It is the project sponsor's responsibility to monitor project expiration deadlines. Agencies must inform MTC and VTA of intent to rescind/reallocate TDA3 funds prior to the expiration deadline, work with MTC to properly rescind the funds, obtain a disencumber letter, and inform VTA that it was done. **Failure to do so means that the funds revert to the countywide pool in the next cycle.**

Banking Funds

“Guarantee” TDA Article 3 funds may be banked for up to four years plus one year to program funds. To bank TDA funds, project sponsors must submit a letter or email to VTA stating that funds will be banked. If banked funds are not programmed by the end of the fifth year, they will be redistributed to the countywide TDA Article 3 pool for the following fiscal year. **A member agency must inform VTA in writing of its intent to either claim or bank its TDA3 guarantee funds; failure to do so means that the funds revert to the countywide pool in the next cycle.**

Environmental Clearance

If the project includes construction, it must meet the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor must submit an environmental document that has been stamped by the County Clerk within the past three years. Sponsors applying for engineering/final design are not required to submit a County stamped notice. Additional information is included in TDA Article 3 policies and procedures which can be found on [MTC's website](#).

Bicycle and Pedestrian Advisory Committee Requirement

Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and **prioritize** TDA Article 3 bicycle and pedestrian projects and plans, as stipulated in MTC's [Resolution No. 4108](#) under Priority Setting.

Complete Streets Checklist Requirement

A Complete Streets checklist is required if the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000. More information on the Complete Streets checklist can be found in the application, under Project Eligibility H, and on [MTC's website](#).

VTA Bicycle Technical Guidelines

The VTA Board of Directors adopted the revised [VTA Bicycle Technical Guidelines](#) on December 13, 2012. The purpose of the *Guidelines* is to provide a uniform set of optimum standards for the planning, design, and construction of bicycle facilities that are part of the countywide bicycle system. Bicycle projects funded by TDA Article 3 funds must comply with the *Guidelines*.

Application and Required Submittals

FY2024/25 TDA Article 3 Project Submittal Requirements

If banking the funds, then submit:		If programming the funds, then submit:
Due by Friday, May 24, 2024		Due by Friday, May 24, 2024
An email stating the intent to bank the TDA3 Guarantee Funds. Failure to do so will revert funds to the countywide pool in the next cycle.	OR	A cover email or letter including a statement that the project will be implemented within one year of the application cycle.
		The TDA Article 3 Project Application Form (Attachment B of the Resolution template). This includes the BPAC or equivalent body review requirement.
		If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, then submit a draft Complete Streets checklist (More information can be found in the application, under Project Eligibility H).
		The transit agency coordination required in the checklist will occur after the draft checklists are submitted.
		Due by Friday June 28, 2024
		Governing body resolution supporting the project(s). The required boilerplate is on the Metropolitan Transportation Commission's website . Do not modify MTC's language without checking first.
		Documentation of environmental clearance, if applicable. The environmental document must be stamped by the County Clerk within the past three years.

Please send information to: Bill Hough, Transportation Planner, at william.hough@vta.org. Late submissions will not be accepted.

Evaluation Process, Programming and Invoicing Funds

VTA staff will review projects for eligibility. The resulting countywide program will be reviewed by the VTA advisory committees before adoption by the VTA Board of Directors.

VTA's role in the TDA Article 3 process is limited to prioritizing the annual program of projects. After the VTA Board adopts the countywide list of projects, staff will forward the adopted resolutions to MTC for technical review and allocation. Once MTC staff verifies the program, MTC's Finance Section will issue allocation instructions to your agency. Please review these instructions carefully because they contain guidance on invoicing, expiration of funds, and annual audit requirements. Project sponsors apply for reimbursement directly to MTC and reimbursement requests should be emailed to acctpay@bayareametro.gov.

TDA Audit Information

In accordance with MTC Resolution 875, all claimants that have received an allocation of TDA funds are required to submit an annual fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year. **All TDA audits are due to MTC by December 31 of each year.** Failure to submit the audit will prohibit MTC from making a new TDA allocation. If no TDA funds were expended during the fiscal year, the applicant should file a statement to that effect with MTC. Please contact MTC's TDA program manager Luis Garcia, at lgarcia@bayareametro.gov, for additional information on audit requirements.

If you have any questions about the application process, contact Bill Hough, Transportation Planner, at william.hough@vta.org. For post-approval questions (e.g., invoicing, audits, time extensions, rescissions) contact MTC's TDA program manager Luis Garcia, at lgarcia@bayareametro.gov.

Attachment B

TDA Article 3 Project Application Form

1. Agency	City of Cupertino		
2. Primary Contact	David Stillman		
3. Mailing Address	10300 Torre Ave, Cupertino, CA 95014		
4. Email Address	davids@cupertino.gov	5. Phone Number	(408) 777-3249
6. Secondary Contact (in the event primary is not available)	Matthew Schroeder		
7. Mailing address (if different) N/A <input checked="" type="checkbox"/>			
8. Email Address	matts@cupertino.gov	9. Phone Number	408-777-3174
10. Send allocation instructions to (if different from above):			
11. Project Title	Cupertino Active Transportation Plan		
12. Amount requested	\$330,000	13. Fiscal Year of Claim	2024/2025

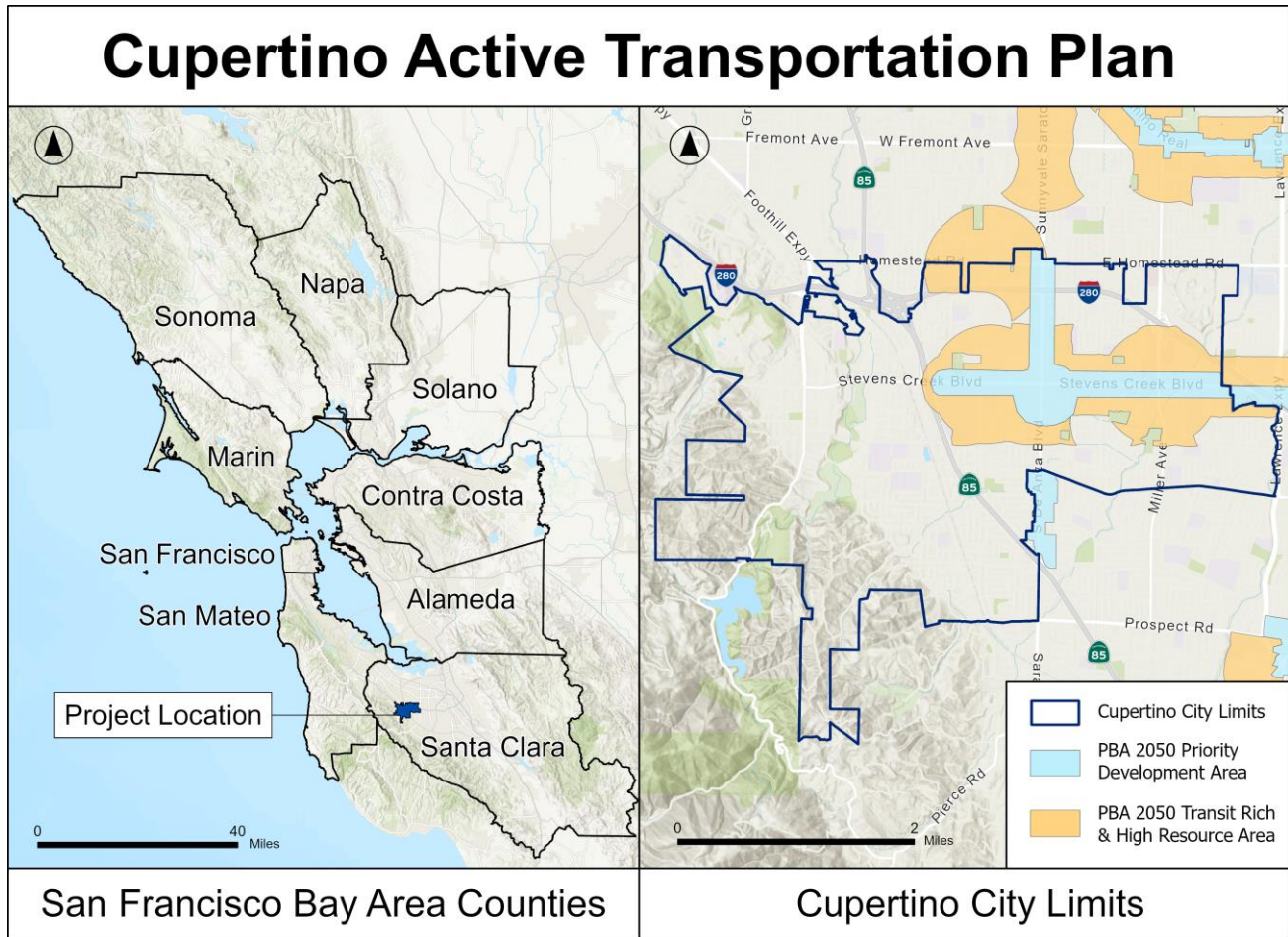
14. Description of Overall Project:

The Cupertino Active Transportation Plan (ATP) aims to enhance the City's transportation infrastructure by promoting and facilitating active transportation modes, such as walking and bicycling, for all ages and abilities over the next ten years. This strategic project will consolidate and update Cupertino's existing Bicycle Plan (2016) and Pedestrian Plan (2018), integrating them into a single document that reflects the latest in design practices and policies. The project will review existing infrastructure, policies, and community needs associated with bicycling and walking. This analysis will involve data collection and close community engagement with diverse stakeholders, including local businesses, schools, and community organizations.

15. Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The project will rely on data analysis, community engagement, and a review of modern best practices to develop a comprehensive ATP for the City of Cupertino. It will identify current gaps in the pedestrian and bicycle networks and examine collision and injury data to propose infrastructure improvements that will increase safety and accessibility for all non-motorized roadway users. Community input will shape the final recommendations, ensuring the ATP aligns with local needs and values. Key deliverables include implementation strategies, budget estimates, and a prioritized list of capital projects with a phased project delivery schedule.

16. **Project Location:** A map of the project location is attached or a link to an online map of the project location is provided below:



Project Relation to Regional Policies (for information only)

17. Is the project in an [Equity Priority Community](#)? Yes No

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)? Yes No

19. Project Budget and Schedule

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan	\$330,000			July '26
ENV				
PA&ED				
PS&E				
ROW				
CON				
Total Cost				

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes No

If "YES," identify the date and provide a copy or link to the agenda. May 15, 2024

If "NO," provide an explanation).

- B.** Has the project been approved by the claimant's governing body? Yes No
If "NO," provide expected date: June 18, 2024
- C.** Has this project previously received TDA Article 3 funding? Yes No
(If "YES," provide an explanation on a separate page)
- D.** For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to [Chapter 1000 of the California Highway Design Manual](#)? Yes No
- E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes No
- 2.** If "NO" above, is the project is exempt from CEQA for another reason? Yes No
Cite the basis for the exemption. N/A
If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.
- F.** Estimated Completion Date of project (month and year): July 2025
- G.** Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.) Yes No
- H.** Is a Complete Streets Checklist required for this project? Yes No
If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>



CITY OF CUPERTINO

Agenda Item

24-13189

Agenda Date: 5/15/2024
Agenda #: 3.

Subject: Staff Update and Commissioner Activity Report (All)

Receive Updates from Staff and Commissioners Regarding Recent Activities