

Bicycle Pedestrian Commission

Cristo Rey Drive Bicycle Improvements



CUPERTINO

December 21, 2022

History

- Midpeninsula Regional Open Space District conducted Rancho San Antonio Multimodal Access Study 2021
 - Considered viable TDM strategies
 - Six strategies approved by Board for implementation
 - Carpool-restricted parking lot
 - Improved signage
 - Consideration of shuttle and ride-hail programs
 - Improved bike facilities at, and bike access into, Preserve
 - Cristo Rey bike improvements consistent with final strategy
- District approached City to partner on cost-sharing proposal for completing Cristo Rey improvements

History

- Cristo Rey Class II bike lanes identified as Tier III improvement in Cupertino Bike Plan
- Opportunity to complete project this year with cost-sharing

Aerial Vicinity Map



Challenges

- Cristo Rey 30' wide with substantial grade changes
- Speed limit 30 mph
- Moderately high vehicle speeds and volumes, variable bicycle speeds

Options

- Five primary striping alternatives
 - Install Class II bike lanes throughout, both directions
 - 10' vehicle lanes, 5' bike lanes
 - Challenging for downhill riding
 - Install sharrows throughout, both directions
 - Doesn't meet intent of bike plan
 - Provides minimal added safety benefit

Options

- Alternate Class II bike lanes uphill, sharrows downhill
 - Unusual configuration
 - 10' vehicle lane, 5' bike lane uphill
- Alternate Class II bike lanes uphill, sharrows downhill, widen lane on uphill (bike lane) side
 - Potentially awkward transitions
 - Highest cost due centerline relocation
- Do nothing

Alternating Bike Lane/Sharrows Scheme



Next Steps

- City Council approval of cost-sharing agreement
- Installation Spring/Summer 2023



Questions?

De Anza Blvd Buffered Bike Lanes

Public Works - Transportation



Contents

- Background
- Existing Layout
- Design Constraints
- Proposed Design
- Construction Schedule
- Guidance & Feedback

Background

2016 Bicycle Transportation Plan

- Tier 2 Bicycle Improvement Project

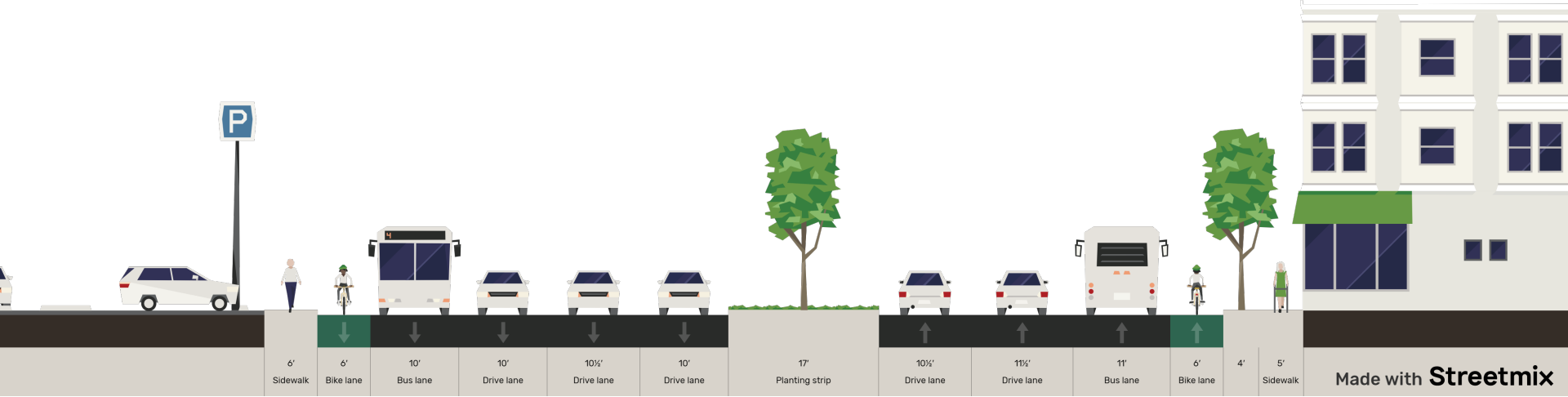
Recommends to “Study reconstruction of medians and/or lane reduction in both directions to accommodate buffered bike lanes”

FY 2022-2023 CIP Work Plan

- Amount allocated : \$525k

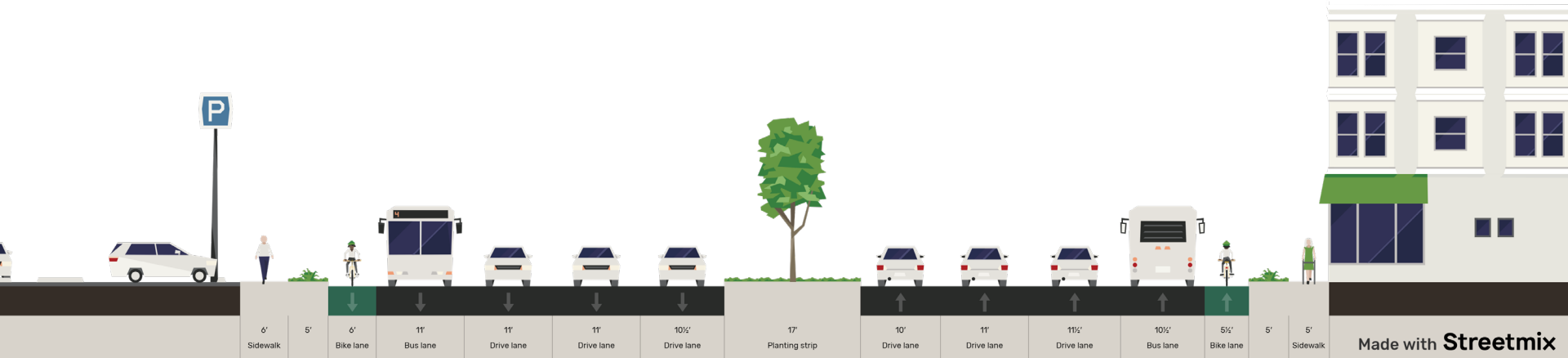
Existing Conditions

De Anza Blvd (South of SCB)



Existing Conditions

De Anza Blvd (North of SCB)

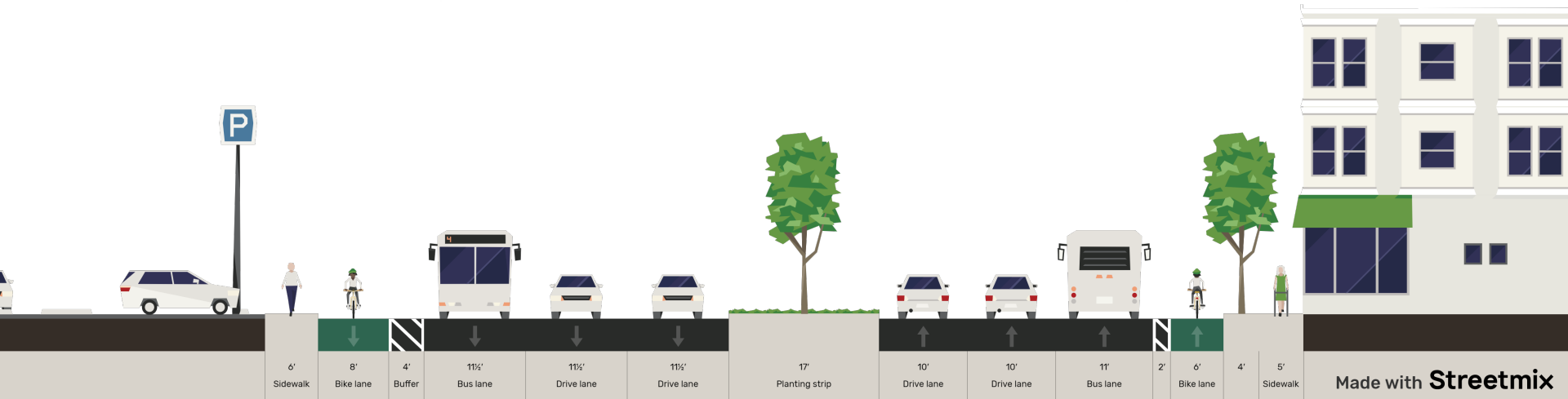


Design Constraints

- Budget
 - \$525k build
 - TDA3 Funds : \$167k
- Roadway width
 - Lane elimination may be necessary at
 - NB De Anza Blvd between SCB and Lazaneo Dr
 - SB De Anza Blvd between SCB and Bollinger Rd
 - Staff to observe, collect data, and make recommendation
 - Lane width to be preserved for trucks and transit
 - *“For designated truck or transit routes, one travel lane of 11 feet may be used in each direction.”* – NACTO Urban Street Design

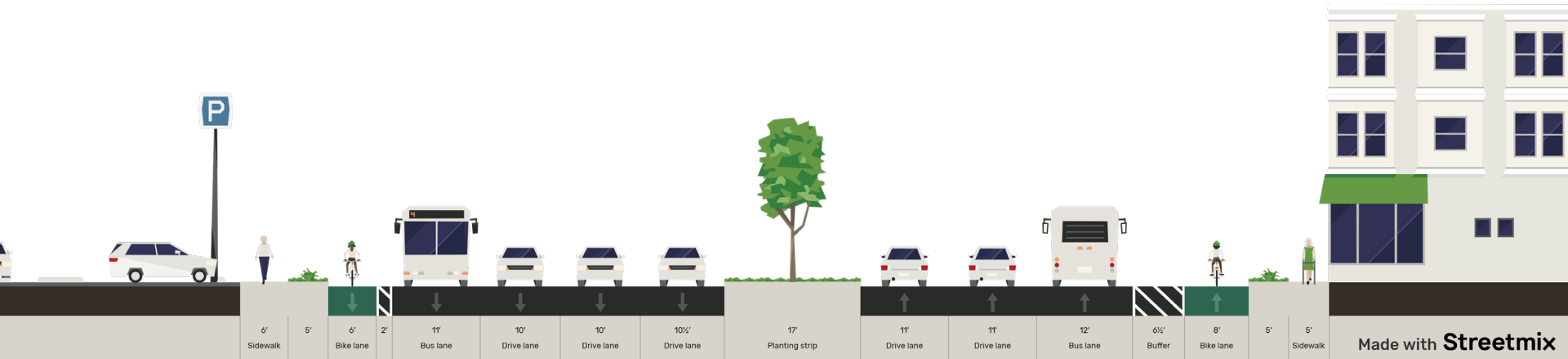
Proposed Design - Typical

De Anza Blvd (South SCB)



Proposed Design - Typical

De Anza Blvd (North SCB)



Construction Schedule

Dec '22 – March '23

- Design

April '23 – June '23

- Bid / Award

July 23' – August 23'

- Construction

Commission Action

- Staff is seeking guidance and feedback from on proposed conceptual design

Next Steps

- Draft final design layout
- Bid out project to contractors

Bicycle Pedestrian Commission
Agenda Item #5
December 21, 2022

Bicycle Pedestrian Commission

Bicyclist Safety – Education and Enforcement



CUPERTINO

December 21, 2022

Outline

- Bicyclist Safety Aspects
 - Stop sign requirements
 - Helmet use
 - Lights and reflectors
 - Best practices
- Mitigation Measures
 - Education
 - Enforcement

Stop Sign Requirements and Behavior

- Per CVC 21200, bicyclists have same rights and responsibilities as motor vehicle
- Must stop at stop signs like motor vehicle
- In 2022 California AB 1713, to allow bicyclists to roll through stop sign when deemed safe, withdrawn pending governor's veto

Helmet Requirements

- Per CVC 21212 bicycle riders under age 18 must wear helmet when riding on public roads
- Helmet should be properly fitted, worn to manufacturers instructions

Bicycle Lights and Reflectors

- CVC 21201 (d) requires use of lights and reflectors at night
 - Includes highway, sidewalk (where allowed) or bikeway
 - Rear red reflector (solid or flashing) visible 500 feet
 - White or yellow reflector on each pedal, shoe or ankle visible from front and rear 200 feet
 - CVC 21201 for additional requirements on side reflectors and reflectorized tires

Best Practices for Bicyclists

- Bicyclists regularly observed violating stop signs, riding without proper helmet and lights, and violating other laws and best practices in Cupertino and elsewhere
- Use hand signals before making turns or changing lanes
- Use designated bike lanes when possible
- Avoid the “door zone”
- For further guidelines on bicyclist safety, see DMV guidelines [Bicyclist and Pedestrian Safety - California DMV](#)

Education

- Important to encourage bicyclists and pedestrians to follow safety practices and create a safer environment to make Cupertino's roads safer
- Partner with City SR2S and schools on bicycle and pedestrian safety programs and best practices
- Explore partnering with other organizations on resources, family workshops or adult bicycle education classes for community
- City SR2S active bicycle and pedestrian safety programs:
 - 2nd grade pedestrian education
 - 3rd and 5th grade bike safety presentations
 - Bike rodeos
 - Middle school after-school bike workshops

Enforcement

- City contracts with Santa Clara County Sheriff for enforcement
- Sheriff partners with City SR2S and Transportation Division
 - Patrols at schools during drop-off and pick-up times
- Ongoing two-way communication with Sheriff relating to observed/documented problem areas and proposed solutions

Next Steps

- Discussion
- Action Plan

END SLIDE

**City of Cupertino
Bicycle Pedestrian Commission**



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December 21, 2022

VTA BPAC Report

Reporting on selected items

For the Dec 7, 2022

Joint VTA BPAC and CAC/CWC meeting

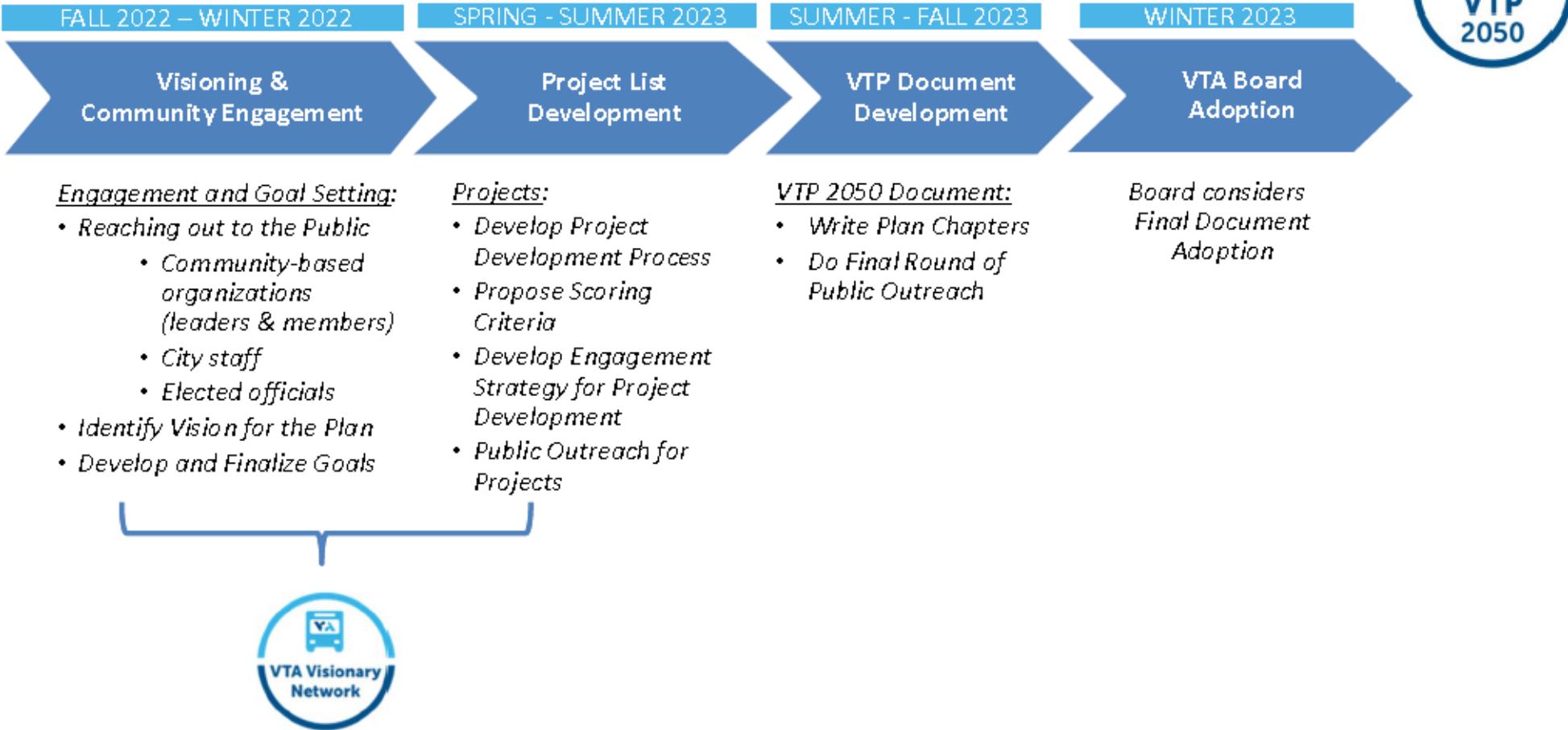
Erik Lindskog

Valley Transportation Plan 2050 – VTP 2050

Valley Transportation Plan 2050

- What are we asking for VTP?
 - What are we asking at this stage:
 - What goals should be developed for VTP?
 - What are your priorities for transportation?
 - How do we achieve our shared vision for transportation?

VTP 2050 Timeline



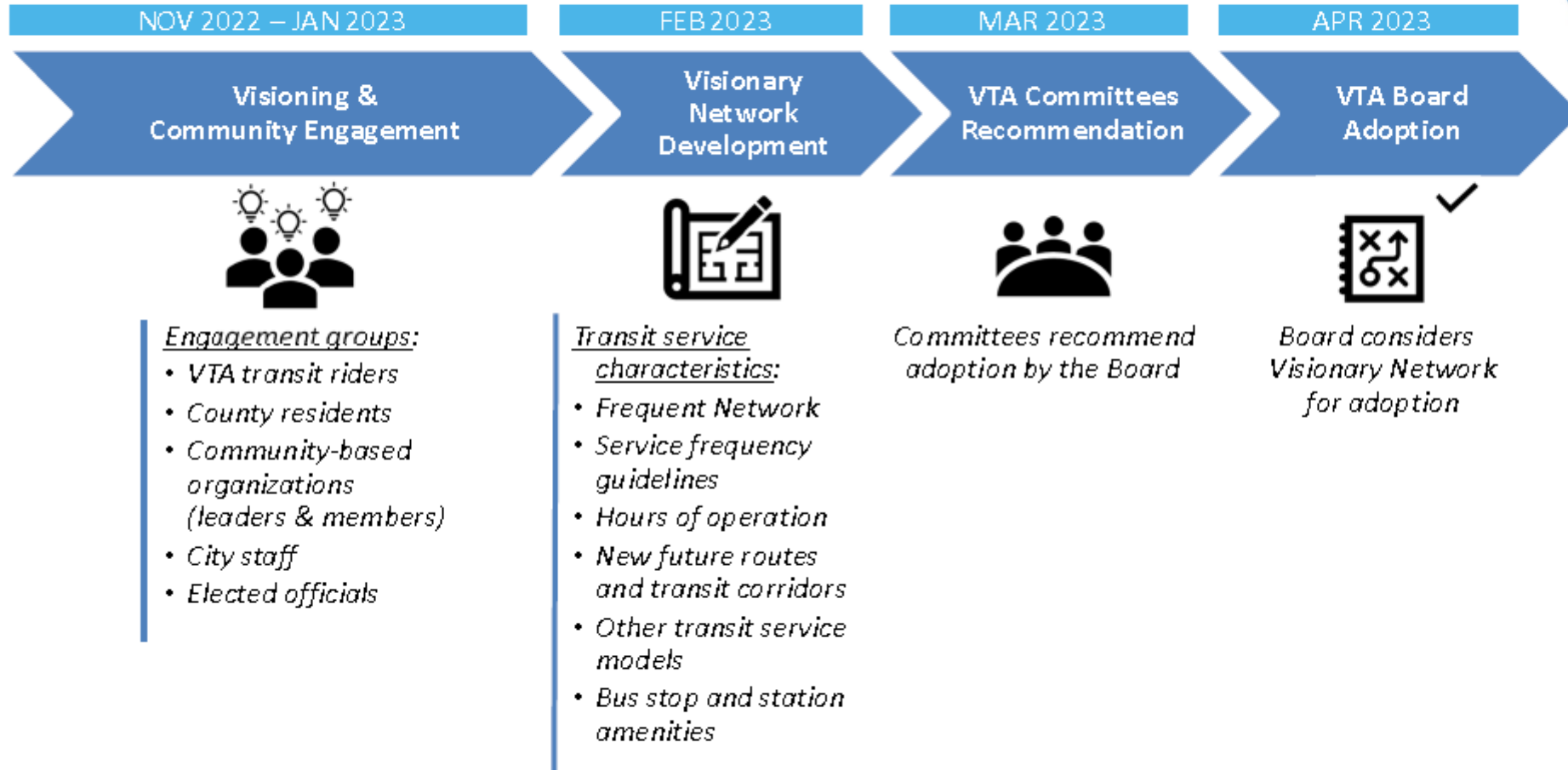
Visionary Network for Transit

A vision for transit

The **Visionary Network** will define how transit service in Santa Clara County should look over the next 30 years, including:

- Street corridors it should serve in the future
- How often buses and trains should arrive
- How early and late-night service should run
- What bus stops and stations should look like and provide

Visionary Network Timeline



So far missing in the VTA VTP 2050

- Visionary Bicycle Network plan
- Visionary Pedestrian Plan
- Visionary Motor Vehicle plan

Valley Transportation Plan 2050 - Next Steps

Next Steps: Future Engagement Opportunities for Community Based Orgs & General Public



Community Based Organization (CBO)
Roundtable
Tuesday, December 6
2:00 – 3:00 p.m.



Visionary Network
Virtual Community Meeting #2
Monday, December 12
6:00 – 8:00 p.m.



VTP 2050
Virtual Community Meeting #2
Tuesday, January 24 (*tentative*)
6:00 – 8:00 p.m.



Transit Center Pop-Ups
Chat with VTA staff at
various transit centers.
*Details posted online
as they are scheduled.*