



**DRAFT MINUTES**  
**MINUTES OF THE REGULAR MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**  
**December 21, 2022**

**Draft Minutes**

The meeting was called to order at 7:00 p.m.

**ROLL CALL:**

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

Absent: None

Staff: David Stillman, Staff Liaison

Others Present: Marlon Aumentado, Assistant Engineer

**APPROVAL OF MINUTES**

**1. November 16, 2022 Bicycle Pedestrian Commission Minutes**

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

**MOTION PASSED:** 5-0

**POSTPONEMENTS**

No Postponements

**ORAL COMMUNICATIONS**

Jennifer Shearin, public speaker sent the Bicycle Pedestrian Commission a letter with proposed locations for new bike racks. It was important that bike racks be placed in locations that were useful. She also mentioned debris found in bike lanes, and the bike lanes did not seem to ever be cleaned.

Chair Ganga mentioned that the comments were received and there was a plan to bring this item on the agenda in January 2023.

## WRITTEN COMMUNICATIONS

None

## 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

Reassess the Intersection at Bubb Road/McClellan Road

Stevens Creek Boulevard, Phases 1-3

Vision Zero (Workplan Item)

Lead Pedestrian Walk Interval (LPI) (start the pedestrian green before vehicles)

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 (to what extent we can reduce speed limits)

Bicycle Licensing (to prevent bike theft)

Bicycle Facilities (Workplan Item)

Land Donation from Richard Lowenthal (Carter)

Review Progress toward BPC Objectives (Six months to annually)

BPC Input at the VTA BPAC Meeting Regarding Adult Bicycle Education (Lindskog/Ganga)

League of American Bicyclists Application – Due 2/2023

Review Bicycle/Pedestrian Improvements and Provide Input from the Public

Pedestrian Safety around Shopping Centers

Update from Safe Routes to School (SR2S)

Examine Pedestrian Walkways for Safety

Chair Ganga wanted a link of the future agenda items posted on the website. David Stillman, Transportation Manager said that could be done.

### 3. Cristo Rey Drive Bicycle Striping Improvements (Stillman)

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

Jennifer Shearin, public speaker said the road was extremely curvy and that made it a safety risk. A hybrid option was the most confusing, and most expensive; Class 2 lanes were the best for cyclists.

Matt W, public speaker relied on Cristo Rey Drive to access to the City of Cupertino. He echoed Ms. Shearin's comments and said there should be some physical separation, but of the options presented, Class 2 bike lanes were the best.

Commission Lindskog inquired if a Class 2 bike lane were installed, were there places that the bike lane would be along where cars were parked. Mr. Stillman said there was no parking on the section of Cristo Rey Drive within the City limits and the City had no jurisdiction over the portion of Cristo Rey within the City of Los Altos city limits. Commissioner Lindskog thought Class 2 bike lanes would be the best solution.

Vice Chair Carter recalled there was about 30 feet of pavement, which left five feet on either side for bicyclists. Bicyclists were going at speed when going downhill and having to ride on five feet of road was tight.

Commission John felt it was hard to maneuver around cars when going downhill. Cristo Rey Drive was like Bollinger Road. She did notice cars parked on the street. She was not convinced about staff's proposal but did not have answers either.

Commissioner Eschelbeck repeated that there were constraints and agreed that the Class 2 bike lane was the best option. Chair Ganga thought, ideally, it was good to have Class 2 bike lanes on both sides and it was confusing to divide the road into segments where some parts were Class 2, and some parts were sharrows. There was a lot of traffic on the weekends, and he wanted to make sure the roads were safe for bicyclists.

Chair Ganga inquired if it was possible to widen the road to add a Class 2 bike lane on both sides, and secondarily, would the other jurisdictions be able to share the cost. Mr. Stillman clarified that Class 2 bike lanes could exist with the existing road width. It was not practical to widen the roads currently due to substantial grade changes, and it would be an expensive project. That option was a possibility but that would be a much longer-term solution.

Vice Chair Carter preferred a Class 2 bike lane going uphill and sharrows going downhill. That allowed for more room in the road. Chair Ganga preferred to do Class 2 on both sides.

Commissioner Eschelbeck inquired if it was possible to further reduce the speed for vehicles. Mr. Stillman said a speed survey would need to be done to determine what the speed was, and he needed to follow the California Vehicle Code recommendations. Commissioner Eschelbeck asked, assuming the Commission settled on a Class 2 bike lane tonight if the speed reduction survey could be done independently. He did not want to delay the one for the other. Mr. Stillman said the striping of the bike lanes would help in reducing the speed limits because it provided a visually narrower lane for vehicles to drive in, which forced drivers to slow down.

Chair Ganga asked about the parking issue. Commissioner John did see cars parked. Mr. Stillman said it was illegal to park along the Cupertino section of Cristo Rey Drive. He saw them parked outside the City's boundary and there were no parking signs as well.

Chair Ganga wanted to know if there was any data about vehicle counts and bicycle usage. Mr. Stillman said there were some counts done back in 2018 and 2019 but he did not have any data at hand. There were not bike counts on Cristo Rey Drive.

Commissioner Lindskog commented that if a Class 2 lane was made on the downhill side, the bicyclists could take the vehicle lane. If there were problems with the parking, the installation of a Class 2 bike lane discouraged that. He suggested a buffered bike lane along where there were parked cars.

Chair Ganga was concerned about hazards in relation to the vehicle shoulder because there was only five feet on either side. Mr. Stillman understood there was a standard curb and gutter on both sides. A thorough look into the area was to be done before striping started. If the Commission wanted additional studies, this could be done, and then this item could be brought back to the Commission.

**MOTION:** Commissioner Eschelbeck moved, seconded by Commissioner Lindskog to recommend that:

1. Staff survey the street for unsafe conditions prior to installation of Class II bike lanes; and
2. Recommend to the City Council to:
  - a. Install Class II bike lanes in both directions on Cristo Rey Drive in Cupertino; and
  - b. Survey and adjust, if appropriate, the speed limit following Class II striping installation.

**MOTION PASSED:** 3-2, Carter and John No

## **NEW BUSINESS**

### **4. De Anza Boulevard Buffered Bike Lane Project**

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

Vice Chair Carter wanted to know what happened to the bicycles going north, after the lane reduction, understanding some cars needed to do a lane change to get onto the freeway. Mr. Aumentado replied there was still a bike lane there and it was easy to put a two-foot buffer.

Chair Ganga wanted to know if any traffic studies were done. Mr. Aumentado said not lately.

Seema Lindskog, public speaker wanted to know why there were separated bike lanes being proposed, as opposed to protected bike lanes; separated bike lanes were worse. Given that striping the road did not work, why would separated bike lanes be pursued.

Jennifer Shearin, public speaker agreed with Ms. Lindskog. The bolt down barriers were cheaper than what was done on McClellan Road. The buffered bike lanes were going to be a

vast area of conflict between cars merging on the freeway and bicyclists going straight. She wanted to know if there was going to be a change in signals.

Commissioner Lindskog pointed out that the City of San Jose made buffered bike lanes on De Anza Boulevard and reduced their lanes, so he did not see why the City could not do the same. He wanted the vehicle lanes as narrow as possible to make room for bicyclists, as well as removing a lane on the road. Vice Chair Carter agreed and said taking a lane away right before Home Depot eliminated the bottle neck in that area. He was more concerned about the area by the freeway.

Commissioner Eschelbeck wondered why bollards would not be placed on De Anza Boulevard in this phase. Mr. Aumentado commented that the budget was the main constraint and agreed to look at the cost. Commissioner Eschelbeck asked if one side could have a separated bike lane installed and then have the other side installed later. Mr. Aumentado said that was not in the Work Plan. Mr. Stillman remarked that the intent of the project was to fulfill the objective of the Bike Plan, which was vetted through the Commission. There were some other reasons why the buffered bike lanes were moving forward, as opposed to the protected bike lanes. These included higher speeds on De Anza Boulevard, which introduced other potential safety problems, additional cost, and ongoing maintenance and upkeep of the protected bike lanes. He recommended continuing with the buffered bike lane and said it provided an extra layer of protection beyond what was there now. This did not preclude installing a protected bike lane in the future. Chair Ganga agreed with Mr. Stillman and said this project was already approved by the Council.

Vice Chair Carter asked about bus stops and wanted to know if the proposed work was going to make it harder to install bus stops later. Mr. Aumentado said no.

Commissioner Lindskog remarked that if there was a concern for high speeds on De Anza Boulevard, was it not better to install the concrete barriers. If more aggressive planning was made, was there a possibility for grants. Mr. Stillman reiterated that the project that was approved was the buffered bike lane.

Chair Ganga asked about studies and remarked that it was always good to have data on hand. Mr. Aumentado said traffic collection data was to be done.

NO ACTION TAKEN

## **5. Bicycle Safety Aspects Including Stop Sign Behavior, Lights and Helmet Use, Education and Enforcement (Ganga)**

David Stillman, Transportation Manager gave a presentation on bicycle safety aspects in the City of Cupertino.

Seema Lindskog, public speaker suggested using data to guide decisions. The best way to make things safer was to build safer cycling infrastructure.

Jennifer Shearin, public speaker thought improving safety was good but giving away items such as bike lights or helmets worked. Education was needed for motorists as well as bicyclists.

Commissioner Lindskog remarked that both cars and bicyclists did not follow the rules but the impact for vehicles not following the rules had a much bigger impact. It was difficult to enforce bicyclists stopping at stop signs. He suggested having the police encourage bicycle safety rather than enforce it. He suggested focusing on vehicle safety first, then bicycle safety.

Commissioner Eschelbeck thought enforcement needed to be equal to both parties. He commented about the hours of darkness, especially in the winter, and the lack of lighting for bicyclists. This was a problem.

Vice Chair Carter felt rules did not seem to apply to bicyclists. He found that because so many bicyclists did not follow the rules that it confused drivers when bicyclists did follow the rules. Both groups needed to follow the rules. Since bicycle tests were not required like vehicle tests were required, people did not know how to ride on the roads.

Commissioner John thought bike safety was everyone's responsibility. There needed to be some type of program to encourage bike safety and the resources needed to be easily available. Proactive education programs needed to be encouraged more. She suggested having the rules posted on the website.

Chair Ganga remarked that the discussion was not about motorists verses the bicyclists. While pedestrian infrastructure was being made safer, it also needed to be ensured that bicyclists followed the right guidelines so accidents were avoided. Preventative measures were the subject at hand, it was better to be defensive, so collisions did not happen. He saw people not following the correct guidelines for bicyclists, which could cause harm. He discussed resources available and referenced Valley Transportation Authority, Silicon Valley Bicycle Coalition, and others in San Francisco. He encouraged continued partnership with Safe Routes to School. Regarding enforcement that was established, he wanted to have an open discussion and ensure things were done safely.

Commissioner Lindskog pointed out that there were violations for vehicles, which needed to be enforced better, such as speeding and many others. Education was needed for drivers, but it was clear they did not know what rules to follow.

Vice Chair Carter felt that if there were classes for drivers that got ticketed, then there should be classes for bicyclists. The same was the case for pedestrians needing to follow traffic laws. Enforcement was needed for all groups.

**MOTION:** Commissioner Lindskog moved, seconded by Vice Chair Carter to recommend that staff consider the following action plan:

- 1) Bicycle and pedestrian safety education resource availability
- 2) Encourage third-party education classes to come to the City of Cupertino

- 3) Driver safety education with respect to bicyclists and pedestrians, for example flyers
- 4) Programs related to bicycle lights

**MOTION PASSED:** 5-0

## **STAFF AND COMMISSION REPORTS**

### **6. Staff Update and Commission Activity Report (All)**

David Stillman, Transportation Manager relayed that there was a kick-off meeting with the Vision Zero consultant. The first public meeting and an update to the Bicycle Pedestrian Commission was coming soon. A survey was to be open from January 6-30, 2023, for the naming of the I-280 trail. The pedestrian scramble at Bubb Road/McClellan Road was expected to be activated January 23, 2023.

Commissioner Lindskog gave a presentation on the VTA BPAC Meeting on December 7.

Vice Chair Carter reported that the Mayor's meeting was cancelled and the Safe Routes to School meeting did not happen for December. Vice Chair Carter volunteered to attend these meetings in January 2023.

## **ADJOURNMENT**

Meeting adjourned at 9:40 p.m.

## **SUBMITTED BY:**

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David Stillman, Staff Liaison

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