



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

**July 20, 2022**

**Draft Minutes**

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

**ROLL CALL:**

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

Absent: Grace John, Erik Lindskog

Staff: David Stillman, Transportation Manager and Staff Liaison

Others Present: Cherie Walkowiak, Safe Routes to School Coordinator, Evelyn Moran, Project Manager, and Marlon Aumentado, Assistant Engineer

**APPROVAL OF MINUTES**

**1. Approve the June 13, 2022 Minutes**

**MOTION:** Vice Chair Carter moved, seconded by Commissioner Eschelbeck to approve the June 13, 2022 Parks and Recreation Commission, Planning Commission, and Bicycle Pedestrian Commission Joint Special Meeting minutes as presented.

**MOTION PASSED:** 3-0, John and Lindskog Absent

**2. Approve the June 15, 2022 Minutes**

**MOTION:** Commissioner Eschelbeck moved, seconded by Vice Chair Carter to approve the June 15, 2022 Bicycle Pedestrian Commission minutes as presented.

**MOTION PASSED:** 2-0, John and Lindskog Absent, Ganga Abstain

**POSTPONEMENTS**

No Postponements

**ORAL COMMUNICATIONS**

None

## **WRITTEN COMMUNICATIONS**

None

## **OLD BUSINESS**

### **3. Develop and Maintain a List of Future Agenda Items for the Bicycle Pedestrian Commission**

Carmen Road Bridge

Public Places for Bike Racks (include e-bike parking)

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

Diagonal Crosswalks

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)

Cristo Rey Drive Bike Lanes

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

## **NEW BUSINESS**

### **4. Receive an Update and Discuss Planning Activities Related to the 2022 Cupertino Fall Bike Fest**

Cherie Walkowiak, Safe Routes to School Coordinator gave a presentation, updating the Bicycle Pedestrian Commission (Commission) on the 2022 Cupertino Fall Bike Fest and discussing the logistics, activities, Commission feedback and the assignment of Commission roles. The proposed event details were at the City Hall Parking Lot on Torre Avenue on Saturday September 24 from 9 a.m. to 1 p.m.

Vice Chair Carter was concerned about the bike ride going on Foothill Boulevard past the freeway. Commissioner Eschelbeck suggested crossing the Don Burnett Bridge. Ms. Walkowiak noted that the segment of Homestead Road from Stelling Road to Mary Avenue was going to showcase the Valley Transportation Authority's (VTA) upcoming Safe Routes to School project. Coming back on Mary Avenue to avoid Foothill Boulevard was good. Ms. Walkowiak noted the bike ride was going to be led on the right side of the street, which was where most of the conflicts were.

Vice Chair Carter commented that biking on Foothill Boulevard going past the freeway was a concern. Chair Ganga suggested signage to alert motorists on that day. Commissioner Eschelbeck suggested coming back on Mary Avenue and Stevens Creek Boulevard, then going through Blackberry Farm.

Vice Chair Carter said there was a need to keep all the bicyclists together because people had gotten lost on previous rides, plus there was a lot of uphill on that suggested route. Commissioner Eschelbeck suggested avoiding Foothill and Homestead completely.

Vice Chair Carter reminded the Commission that there were no bikes allowed on the Linda Vista Trail. Chair Ganga suggested going through Blackberry Farm to Stevens Creek Boulevard and then take Mary Avenue and Don Burnett Bridge to Homestead Road. Commissioner Eschelbeck agreed. He then suggested going all the way to Blaney Avenue.

Ms. Walkowiak asked the Commission if they wanted to do two bike rides. Vice Chair Carter countered by asking how many volunteers were needed. Ms. Walkowiak thought it would be nice to have one Commissioner per ride, then she could ask for additional chaperones to fill in the other spots. Vice Chair Carter asked about marking intersections and having Police escorts. Commissioner Eschelbeck said if there was going to be two-rides, it needed to be made clear that the longer ride was only for experienced cyclists.

Vice Chair Carter suggested an electronic map. Chair Ganga suggested a self-guided bike ride. Commissioner Eschelbeck did not think the turn-by-turn instructions were necessary. Chair Ganga thought the smaller bike ride was good, but more chaperones were needed for a bike ride with younger children.

Vice Chair Carter asked if there was going to be a demonstration about locking a bike, bike registration, safety, and visibility; he suggested having the Sheriff's Department do that presentation.

Commissioner Eschelbeck offered to do the registration table and to chaperone a ride. Vice Chair Carter offered to chaperone a ride with the little kids. Chair Ganga volunteered to chaperone the smaller bikers and agreed to help with registration if needed. Vice Chair Carter offered to help finalize the bike route.

## **5. Receive Presentation and Provide Feedback on the Junipero Serra/I-280 Trail 65% Design**

Evelyn Moran, Project Manager gave a presentation on the I-280 Trail, east segment, providing an update and requesting feedback from the Bicycle Pedestrian Commission (Commission.)

Chair Ganga asked about the length of each segment. Ms. Moran answered that the section adjacent to Calabasas Creek was wider and had a 14-foot trail. The section along the Junipero Serra channel was 10 feet. The area along Calabasas Creek was 10 feet of asphalt and two feet of shoulder. Chair Ganga felt there needed to be shoulder on both sides of the trail, not just one.

Commissioner Eschelbeck inquired where continuation of the trail in Phase 2 began. Ms. Moran answered that the east segment ended at Hyatt House, then the Central segment would continue on Perimeter Road under Wolfe Road. Commissioner Eschelbeck asked if the underpass already existed. Ms. Moran said yes. Commissioner Eschelbeck asked where bicyclists landed at the end of the trail. Ms. Moran answered Vallco Parkway or Hyatt House. David Stillman, Transportation Manager interjected that there were bike lanes on Vallco Parkway. He added that there was a signalized intersection near the Vallco Parkway trailhead and a sidewalk connection.

Chair Ganga stated that from the Class 2 bike lane was an access point to the shared use path, which was one direction. Mr. Stillman clarified that the connection from the sidewalk to the trail was a two-way connection. Chair Ganga pointed out that there was a guideline for a Class 1 shared use path, which was why he was concerned about the width. He wanted to ensure the guidelines were followed.

Ms. Moran asked if there was feedback regarding local flora and fauna. Vice Chair Carter thought that was important and suggested some education.

Vice Chair Carter was concerned with there being a collision point where people exited the path near the shortcut and where people entered the path. Chair Ganga agreed and brought out that the people exiting the path might collide with people on the sidewalk. He suggested “slow down” signs. Ms. Moran offered a rendering which showed the

suggested placement of signs. She suggested additional signage where the paths met that say something like 'reduce speed' or 'watch for pedestrians.' Mr. Stillman agreed.

Chair Ganga wanted there to be an entry way further down Vallco Parkway and said people crossing the intersection on Vallco Parkway should be able to enter the trail. Ms. Moran answered that there was a possibility to continue the striping, but she needed to verify. Chair Ganga wanted to see renderings of the bike path on the south side of Vallco Parkway and how access was provided to bikers there, including signage. Ms. Moran remarked that was outside of the design, there was nothing prepared to present for that. Mr. Stillman suggested green bike lane striping parallel to the crosswalk.

Vice Chair Carter observed that after the path was complete, the Commission may need to revisit some things. Ms. Moran promised to bring the feedback to the design engineers to see what could be incorporated.

## **6. Receive Presentation and Provide Feedback on Stevens Creek Boulevard Separated Bike Lane Project, Phase 2**

Marlon Aumentado, Assistant Engineer gave a presentation on the Stevens Creek Boulevard Separated Bike Lane Project, Phase 2.

Commissioner Eschelbeck inquired if there were any updates on the connection to the Stevens Creek Boulevard bridge over Highway (HWY) 85. David Stillman, Transportation Manager replied that the Westport Project was responsible for covering the frontage between Mary Avenue and the HWY 85 northbound ramp. The ramp onto HWY 85 all the way to Mary Avenue was Caltrans right of way. The installation of those improvements was dependent on the City of Cupertino and Westport Development getting the necessary approvals from Caltrans. Transportation staff could look at doing some kind of protection for bikes across the bridge, much like what was done on McClellan Road over HYW 85 bridge. There were posts, instead of the concrete buffers; Caltrans did not approve any kind of structural alteration to the existing bridge.

Commissioner Eschelbeck remarked that space was constrained on the Stevens Creek Boulevard bridge over HWY 85 and there was going to be a need to widen the bridge in the future, to make space for a bike lane. He wanted to make sure what was done on Stevens Creek Boulevard Separated Bike Lane Project, Phase 2 did not hinder that possibility. Mr. Stillman assured the Commission that nothing that was to be done would preclude any improvements across the bridge in the future.

Commissioner Eschelbeck asked what 95% meant in terms of timeframe. Mr. Aumentado answered that he was wrapping up the minor details and then the project

would be ready to go out to bid, which would be October/November timeframe. He thought construction would begin around December/January 2023.

Vice Chair Carter wanted to discuss the bicycle traffic lights and wondered how long they had been installed. Mr. Aumentado indicated since May. Vice Chair Carter wondered if there was any feedback from the public, such as any problems. Mr. Stillman remarked that a few changes were needed at Stevens Creek Boulevard and Wolfe Road. Just within the last few weeks he settled on a function that worked 85% of the time and he had some ideas to get it close to 100%. There were some complaints related to what was installed before, which was about the shoulder lane being a right turn only lane. The intersection was now back to three through lanes, with the right lane being a permitted right turn. Another item that he received complaints on was the "No Turn on Red" restriction. Now that the right lane was a shared through right, a person was able to turn right on red, and it was set up so that if a bike approaches, the bike got a green signal and the no right turn illuminated for vehicles. The only issue now was the bike detection; sometimes there were false calls. His solution was to have physical loops in the ground in the bike lane.

Chair Ganga asked about having one of the bike signs on the mast arm at the intersection. Mr. Stillman said it was on the mast arm to begin with, but they found it to be more visible closer to the driver on the right side.

Chair Ganga asked about the right turn only lane going eastbound on Wolfe Road toward Finch Avenue. Mr. Aumentado said that was eliminated. Chair Ganga inquired about Blaney Avenue. Mr. Aumentado said this was to act as a current through movement and there was to be no bike detection.

Chair Ganga wanted to know if the gap between the concrete barriers that was provided was sufficient to move toward the left lane. Mr. Aumentado said they widened them, and they planned to modify them during construction if they needed to be longer.

Chair Ganga wanted to know if it was possible to have a diagonal crossing. Mr. Aumentado did not think that was a good idea for this intersection.

Chair Ganga wanted to know if the traffic signs were going to be the exact same as what was on Wolfe Road. Mr. Aumentado said yes and there were a lot of breaks between the precast curbs. Vice Chair Carter said that was a plus down McClellan Road because there were a lot of driveways.

Vice Chair Carter inquired about the bus stop and wanted to know if there was going to be flashing lights installed on the pavement, to get the attention of the person getting off the bus. Mr. Aumentado suggested signage for both bicyclists and pedestrians but there were no plans for electrical flashing lights.

Chair Ganga brought out that the pedestrian crossing was at an elevated level, compared to the bike path. Mr. Aumentado answered that he wanted to make the transition as long as possible, so bicyclists were ramped up gradually six inches. Chair Ganga asked about some reflectors, so the rise was visible. Mr. Aumentado said there was to be thermoplastic striping with the beads, so it reflected with vehicle headlights, there was also ample lighting for the pedestrian.

## **STAFF AND COMMISSION REPORTS**

### **7. Receive Updates from Staff and Commissioners Regarding Recent Activities**

David Stillman, Transportation Manager reported that the Lozano Easement item will going to the City Council on September 20. There will be a draft report on the Local Road Safety Plan later this month and once he gets a final report, he will share that with the Bicycle Pedestrian Commission (Commission.)

Mr. Stillman polled the Commission about another Joint Commission meeting. Chair Ganga, Commissioner Eschelbeck and Vice Chair Carter were available.

Chair Ganga asked about the Mayor's meeting and the Safe Routes to School (SR2S) Meeting. Vice Chair Carter gave an overview of the June meetings and said the biggest discussion was around roads near Cupertino High School. Chair Ganga was to attend the next Mayor's meeting and SR2S meeting.

## **ADJOURNMENT**

Meeting adjourned at 9:22 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>

Bicycle Pedestrian Commission  
July 20, 2022  
Agenda Item #4

# Cupertino's 2022 Fall Bike Fest

Bicycle Pedestrian Commission  
July 20, 2021



**CUPERTINO**



# Topics

- **Logistics**
- **Activities**
- **BPC Feedback**
- **Assign Roles**

## Logistics

- **Where:** City Hall Parking Lot/Torre Ave
- **When:** Saturday, September 24
- **Time:** 9am – 1pm (setup @ 7:45am)
- **FYI:** Conflict - Rotary Fall Fest

# Activities

- Helmet Checks
- Bike Checks
- Bike Rodeo
- BikeRide(s)
- Blender Bike Smoothies
- Bike Decorating

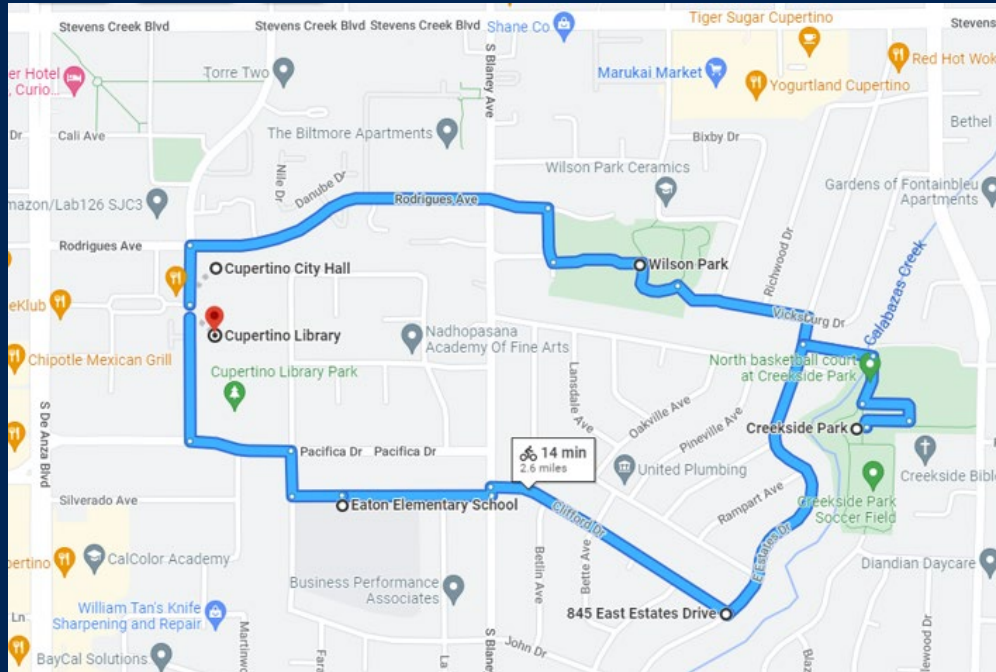
## More Activities

- Contests
- Demos (tentative)
- Poet Laureate
- Youth Environmental Power Initiative
- Vendor Booths

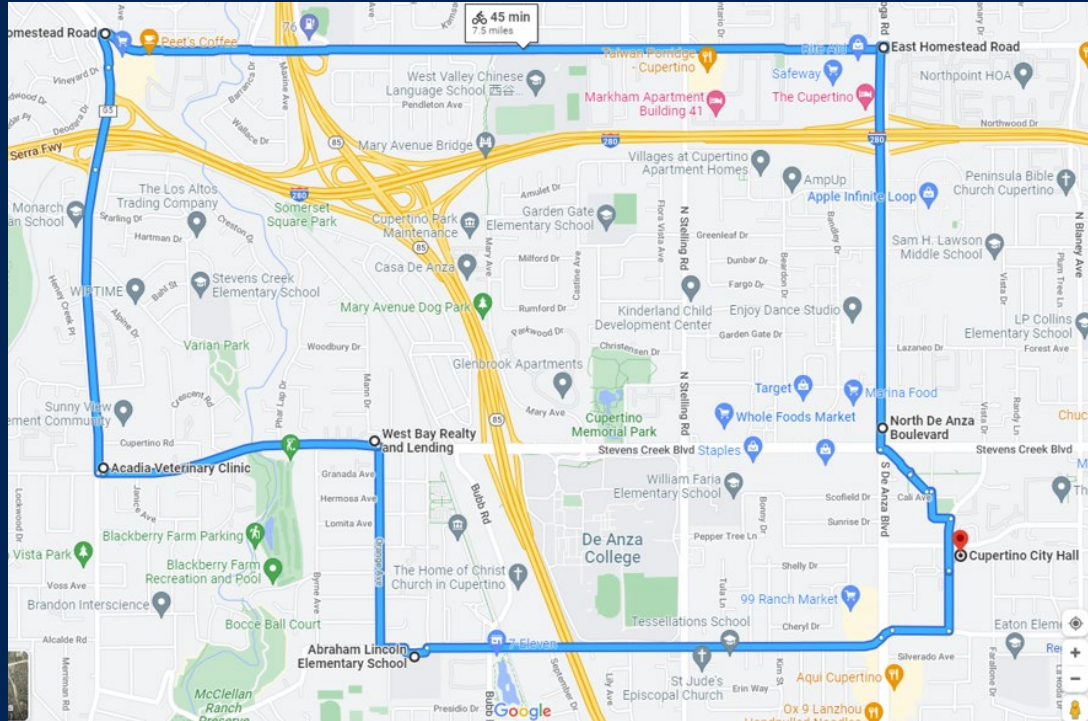
## Two Bike Rides

- Short ride for younger riders
  - ~3 miles, flat
  - Park stops for activities
- Longer ride for adults
  - ~10 miles, some hill
  - Showcase infrastructure projects and/or highlighting Rotary Fall Fest

# Proposed Short Ride Route



# Proposed Long Ride Route



# Feedback

- Number of Rides This Year
- Route Input
- Request for Contest or Activity?



# Assign Roles

- Registration Table Lead
- Bike Blender Lead
- Safety Talker (tentative)
- Ride Chaperones
- Route Creation/Collaboration



# Thank you!!

Cherie Walkowiak

Safe Routes to School Coordinator

[cheriew@cupertino.org](mailto:cheriew@cupertino.org)

[www.cupertino.org/bikefest](http://www.cupertino.org/bikefest)

# Bicycle and Pedestrian Commission I-280 Trail-East Segment

July 20, 2022



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# Overview



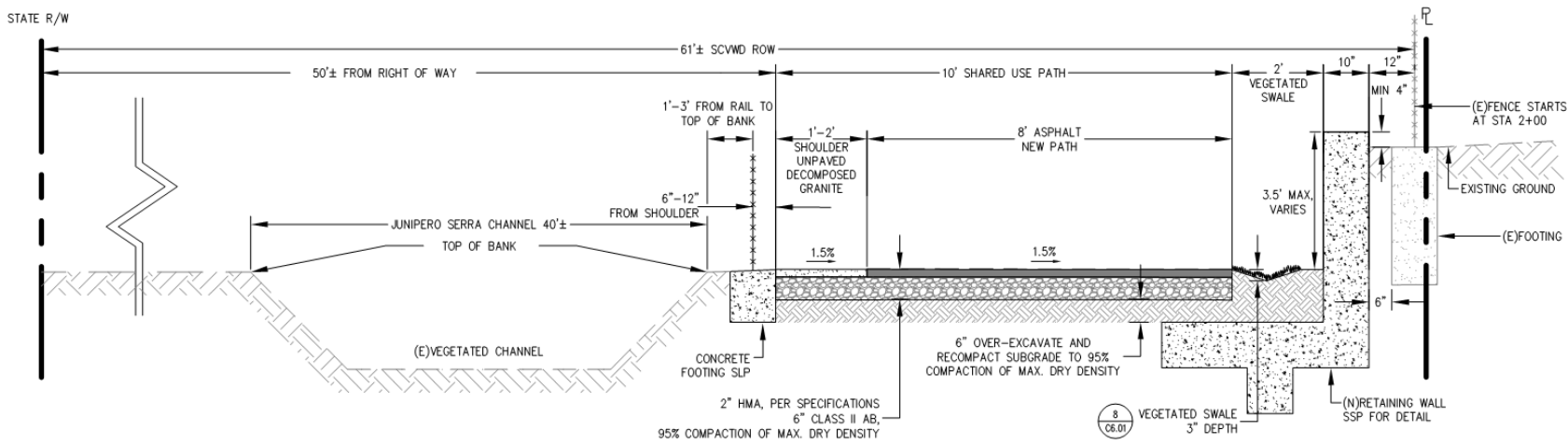
SITE MAP  
NO SCALE

- Background
- Cross-Sections
- Vallco Trailhead
- Promontory Trailhead
- Trailhead Details
- Upcoming

# Background

- **Grant Requirements:** A construction funds memo was submitted to VTA. Cupertino was awarded the total amount requested (1.9M). The agreement has been executed.
- **65% Design:** Under review from City staff and other public agencies
- **Environmental Permitting:**
  - Environmental Review Committee public hearing was on June 16, 2022.
  - IS/MND is under public review until August 1st.
  - Environmental permit applications are in progress.
- **Commission Action:** Staff is providing an update and seeking feedback on design elements

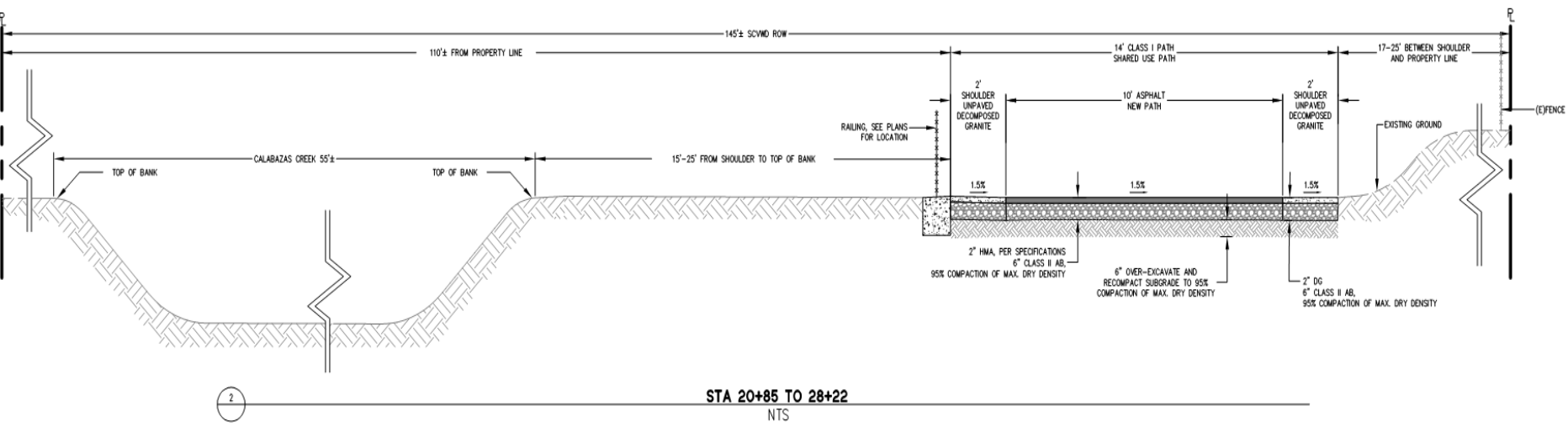
# Cross Section- Junipero Serra Channel



1

STA 1+25 TO 20+85  
NTS

# Cross Section- Calabazas Creek

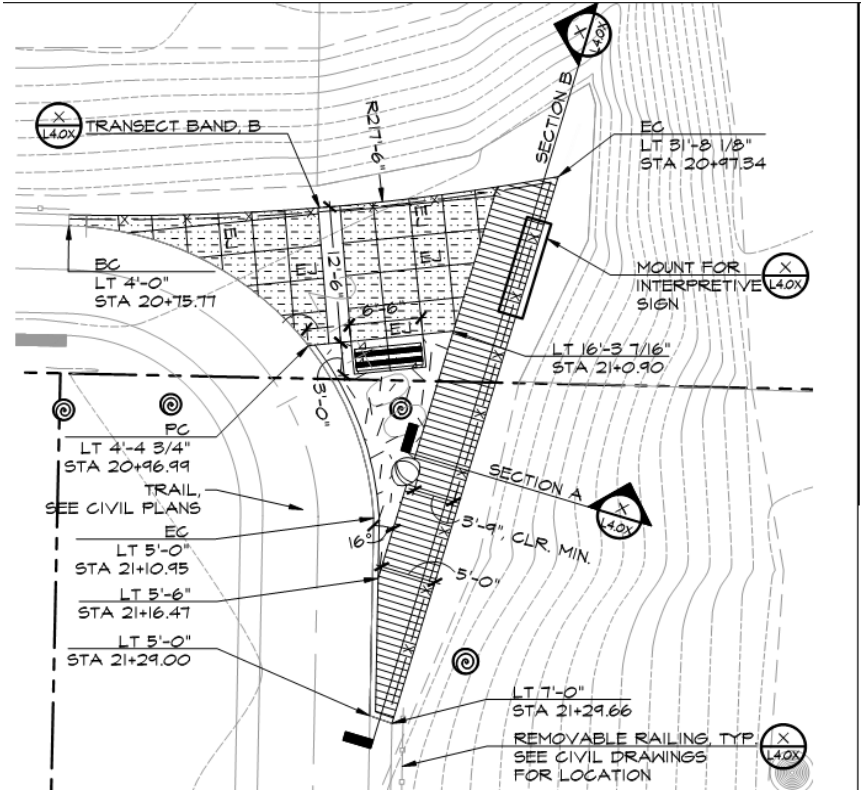
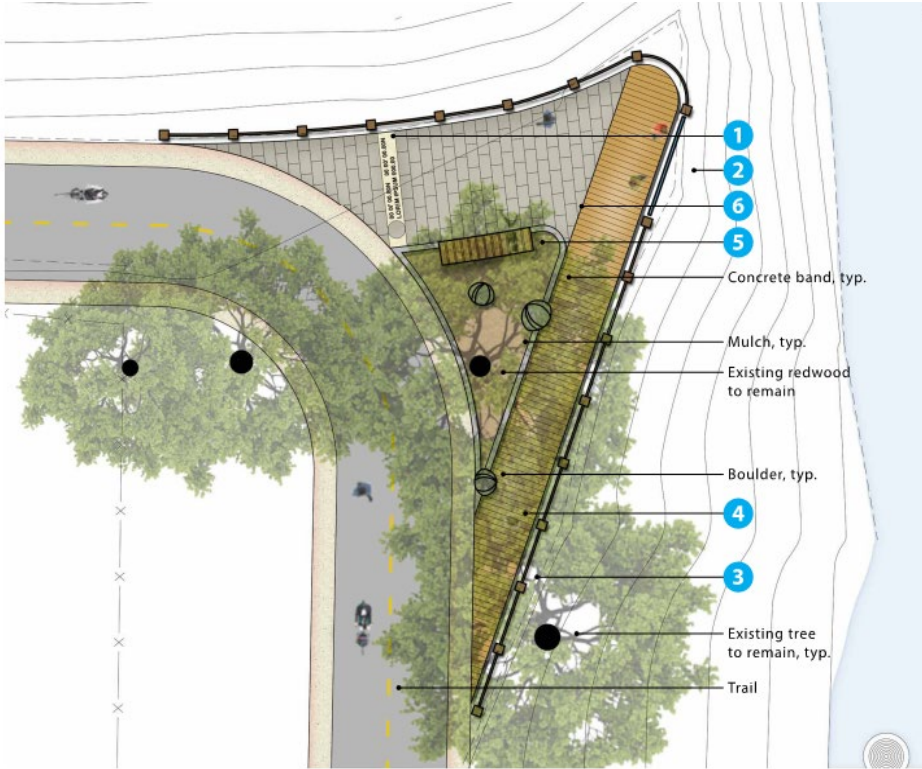


# Vallco Parkway Trailhead

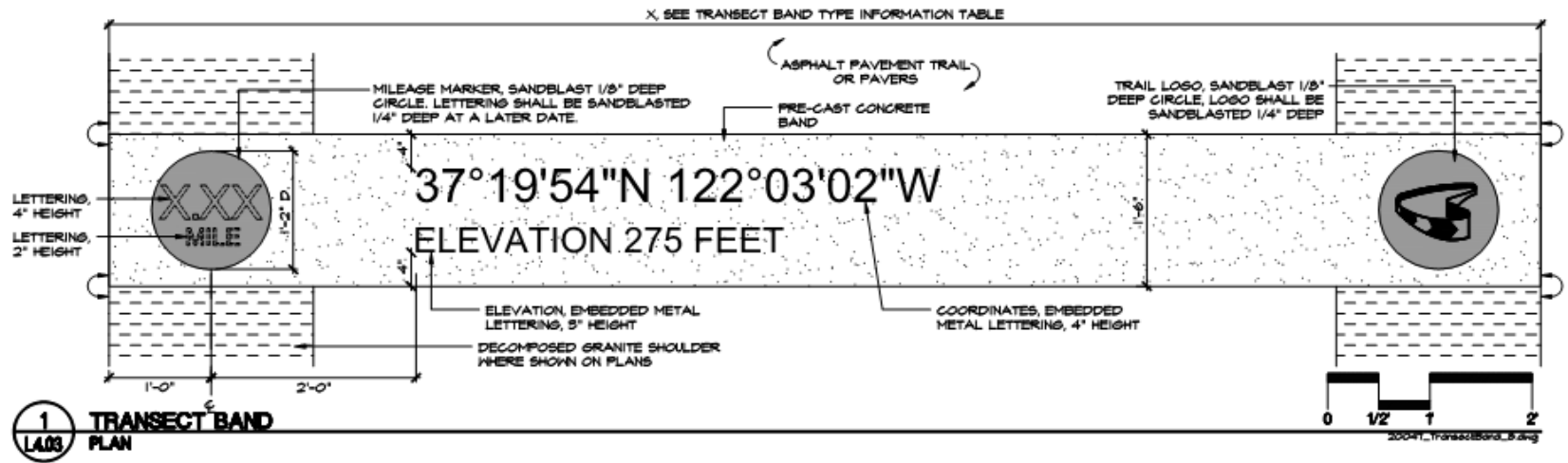




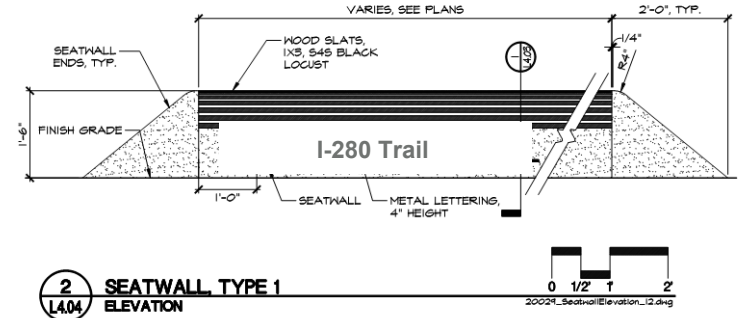
# Promontory Trailhead



# Trailhead Detail-Transsect Band



# Trailhead Detail-Seat Wall



# Upcoming

## **East Design:**

Fall '22 Design team refines design, prepare construction documents, and advertise bid for construction

## **East Construction:**

Early '23 Earliest construction start date

Winter '23 East trail opens

## **Central Design:**

Early '23 Design team refines design

## **Central Construction:**

Fall '24 Earliest Construction Start Date

Fall '25 Central trail opens

**Thank You**



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# Stevens Creek Boulevard Separated Bikeway – Phase 2

Wolfe Rd – Hwy 85

95% Design - DRAFT



# Project Background

- 2016 Bicycle Transportation Plan
  - Tier 1 - Top priority
  - Class IV Protected Bikeway on Stevens Creek Blvd from Foothill Blvd to Tantau Ave
- Phase 1 construction completed in March 2021
  - Tantau Ave to Wolfe Rd
- Phase 2 design began April 2021

# Project Background (cont.)

- Phase 2 continues WB on Stevens Creek Blvd from Wolfe Rd to Highway 85
  - Phase 2A – Wolfe Rd to De Anza Blvd
  - Phase 2B – De Anza Blvd to Highway 85
- *Phase 3 finishes bikeway from Highway 85 to Foothill Blvd*
  - *TBD*

## **Commission action**

- Receive updates on 95% Design Elements

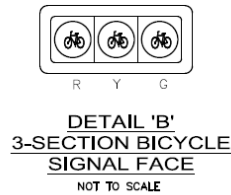
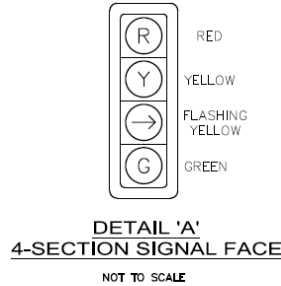
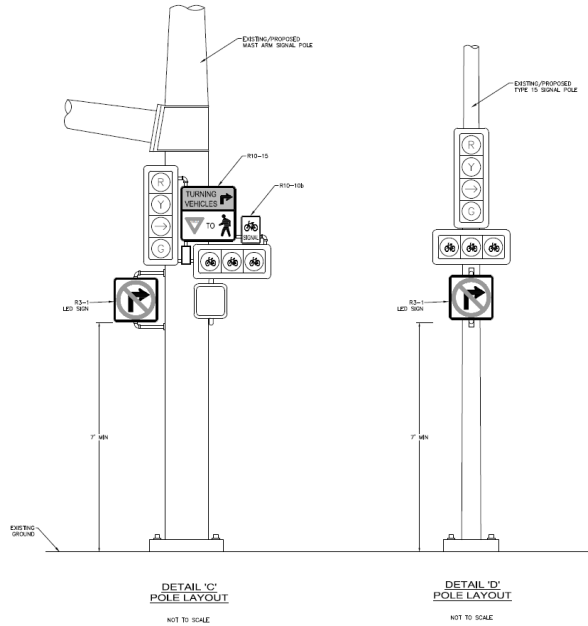


# Phase 2 Improvements

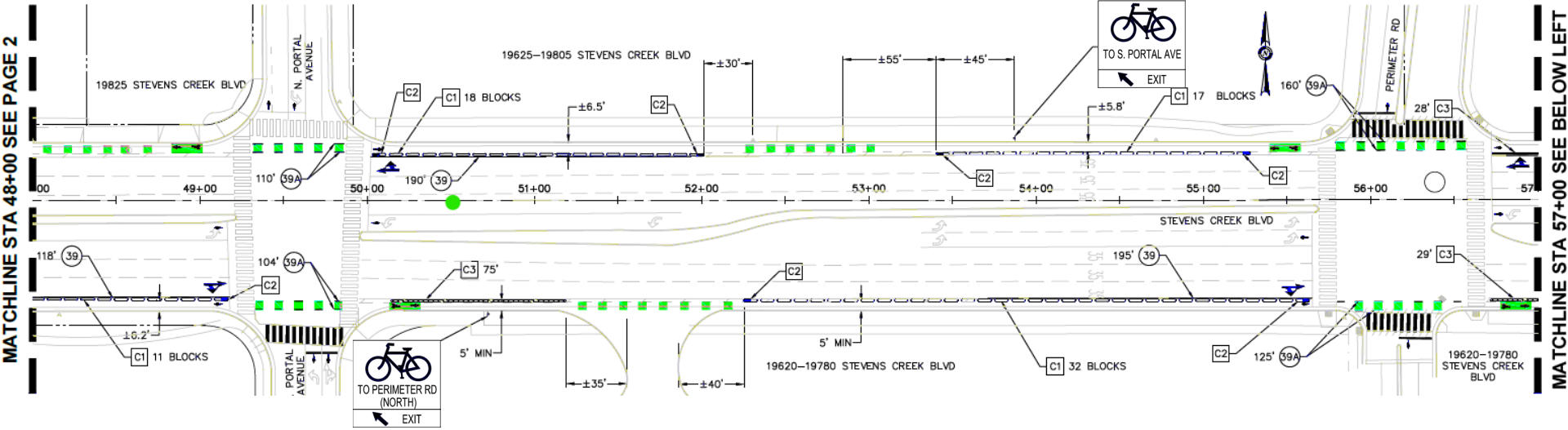


- Pre-cast concrete vertical curbs separating vehicle travel lanes and bike lanes along both sides of street
- In-line floating bus stops
- Traffic signal modifications at five (5) intersections:
  - Wolfe Rd
  - De Anza Blvd
  - Bandley Dr
  - Stelling Rd
  - Mary Ave
- Revised Signage / Striping
- Removal of crosswalk obstructions

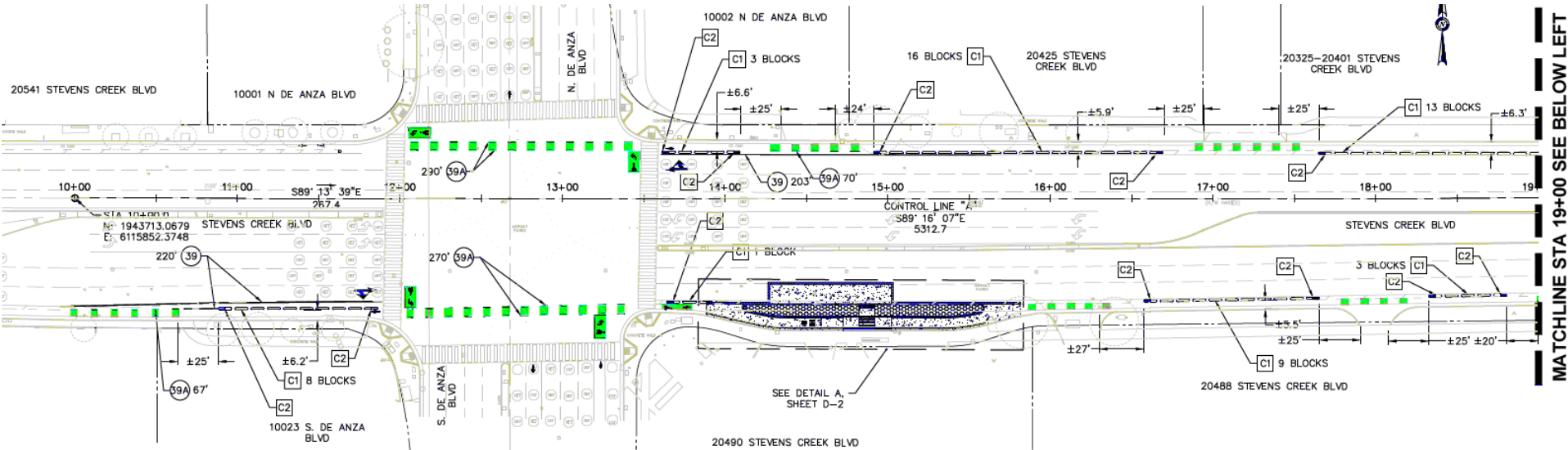
# Phase 2 Improvements (cont.)



# SCB Class IV Bikeway (Typical Street Layout)

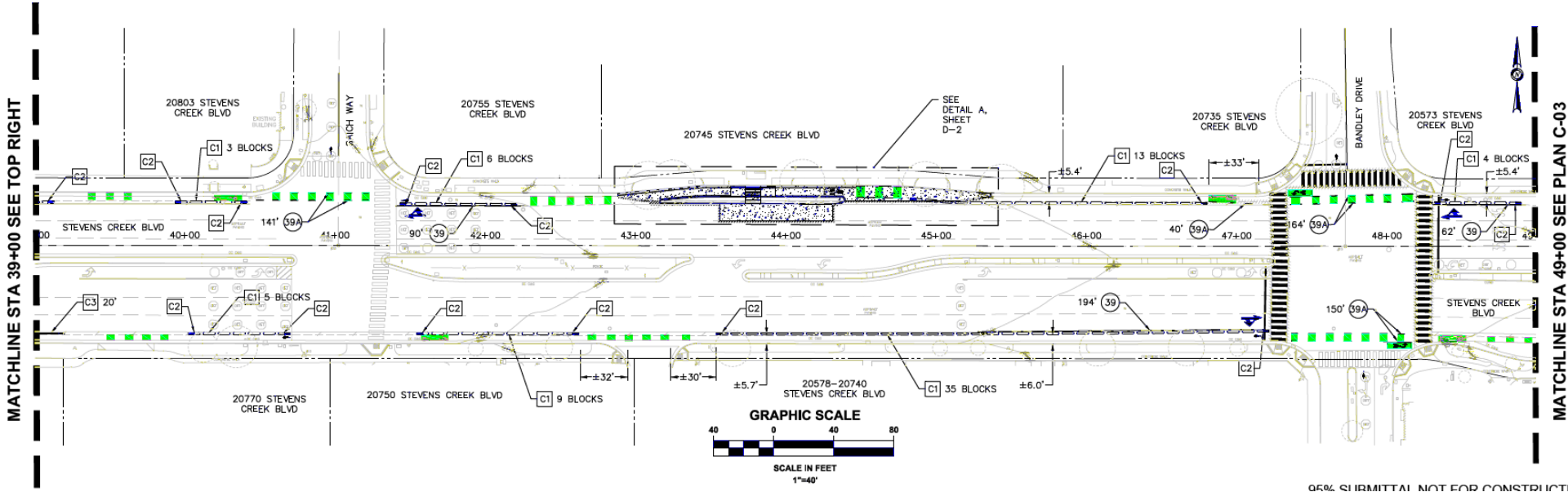


# SCB Class IV Bikeway De Anza Blvd



MATCHLINE STA 19+00 SEE BELOW LEFT

# SCB Class IV Bikeway Bandley Dr – Saich Way

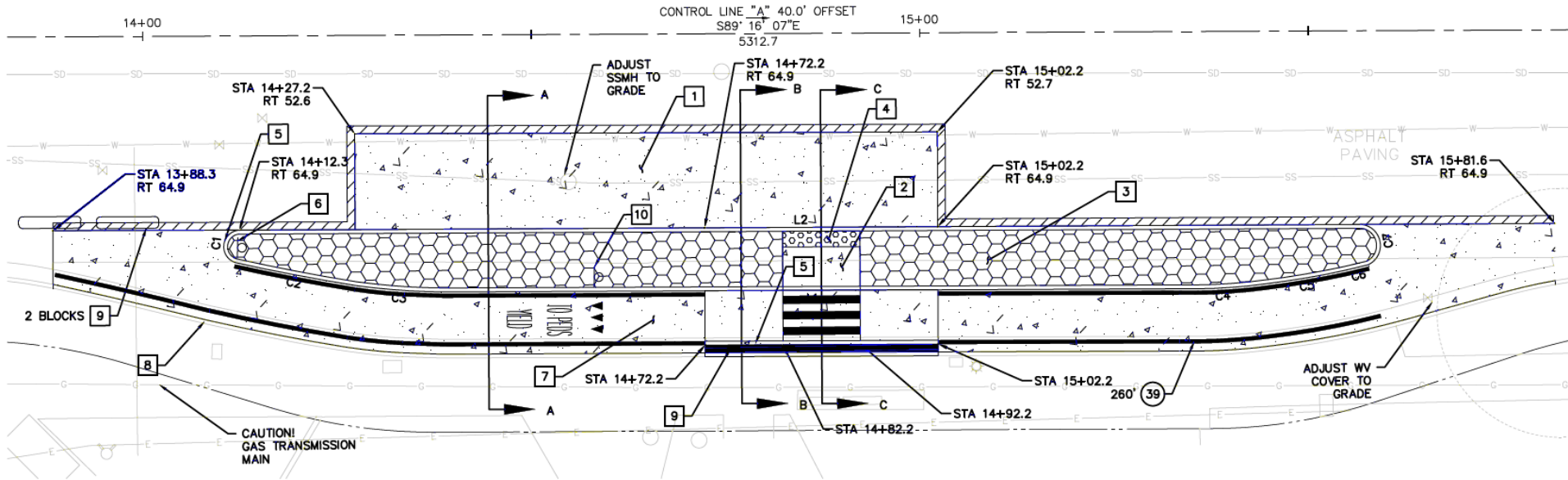


MATCHLINE STA 39+00 SEE TOP RIGHT

MATCHLINE STA 49+00 SEE PLAN C-03

95% SUBMITTAL NOT FOR CONSTRUCTION

# SCB Class IV Bikeway In-Line Floating Bus Stop



**(A) IN-LINE BUS STOP/BIKE PATH DETAIL**

1" = 10'