

To: Cupertino Bicycle & Pedestrian Safety Committee Leader

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From: Brent G Bardsley, 38 year city resident, 10408 Menhart Lane, Cupt

Date: April 15, 2022

Subject: Cupertino in-town bicycling experiences, 2020-2022

Cc: Mayor Paul (who I ask distribute this information to the other council members)

Due to a combination of Covid and other factors, in early 2020 I switched my daily exercise routine from walking, the Cupertino YMCA, and mountain biking, to exclusively in-town cycling. I secured an appropriate hybrid bike for the job, and proceeded to ride the local roads in Cupertino and surrounding communities daily. I should point out at this point I suppose that I have a long-term bicycling history in Cupertino, continuously since 1985 mt. biking 3-4 times a week, mostly in the Cupertino foothills.

Executive Summary

- Overall, Cupertino vehicle drivers are quite courteous to cyclers.
- But not always.
- The most dangerous drivers on the road are other cyclists.
- The most dangerous intersection in Cupertino is easy to find; a 5 minute walk from city hall.
- The city's attempt to make cycling safe along Steven's Creek Blvd and DeAnza Blvd, while admirable in theory, in practice is a fool's errand.

Detailed findings & recommendations (in no particular order, and not all in Cupertino)

1. The biggest safety problem is at Rodriguez and DeAnza. In particular the entry/exit points from Rodriguez at the strip mall parking lot on the southwest corner produce a conflict for space. Cyclists on Rodrigues going east (across DeAnza) have to battle with the strip mall comers and goers. For example in one case I was nearly run off the road by an impatient driver following behind me. Yelling, aggressive honking, being passed inches away. This intersection should be monitored 24/7 to determine what needs to be done to make it safe for cyclists. I'd suggest to close both parking lot entrances from Rodriguez, requiring vehicles to enter the parking lot only from DeAnza.
2. A further problem w/the above intersection, the bike sensor isn't reliable going in either direction. I prefer to use the sensor as a courtesy to other drivers, as the sensor doesn't trip the light for as long of duration as the button.
3. The bike merge path, Steven's Creek Blvd approaching 85, going west. I nearly got hit by a car passing on the left while trying to effect that merge left. The path is shown partly in green, then the green disappears. Confuses drivers. The bike path should be shown in green the entire way.
4. The bike/pedestrian crossing on Steven's Creek Blvd at Blackberry Farm Golf Course is dangerous. Driver's don't consistently stop or even slow down, even when the yellow lights are flashing. One impatient driver yelled obscenities and aggressively honked at me signaling I should ride in the crosswalk instead of walk, presumably so I'd get across and out of his way faster, as I walked my bike across. Intersection needs to be monitored.
5. The bike path crossing Stelling going west into the DeAnza College parking lot. Near the LDS church. Cross-traffic cyclists on Stelling often don't even slow down, completely run the red lights at full speed. Cyclist behavior needs to be monitored.

6. The pedestrian/cycling crosswalk across from the fire station at Cox Road (Saratoga). Drivers on Cox are often speeding and fail to stop or even slow down.
7. The crosswalk crossing Stelling near the Sherriff's office & the city-events building. This was very dangerous b/c user's couldn't easily tell if the yellow lights were flashing or not, and the button to make the lights flash was unreliable. To the city's credit this problem appears to have been fixed as of a couple months ago. A study however should be made to understand why it took so long.
8. The crosswalk/intersection at Steven's Creek and Wolfe, going west along Steven's Creek. Extremely confusing & dangerous. Should be monitored. Suggest for now to revert this intersection to the prior design. Rather than trying to improve safety along Steven's Creek Blvd & DeAnza Blvd, cyclists should be discouraged from both. Instead signs should route cyclists to parallel routes, neighborhood roads. It's a fools' errand to try to make high traffic routes safe for cyclists. Money better spent elsewhere.
9. The nice, smooth dirt/cinder bike path in Saratoga along the railroad tracks, from DeAnza to Saratoga Ave, excellent idea. Cupertino should copy it.
10. Significant safety problem (mostly in Cupertino for some reason), pedestrians walking on wrong side of bike/pedestrian trails. Blackberry Farm trail, Saratoga Creek trail, etc. Creates dangerous situations. Cyclists sometimes ride on the wrong side of the trail too, esp school age kids. Trails should be marked with a white line showing the midway point, and big & impossible to ignore signs indicating that both cyclists and pedestrians should keep to the right except to pass. I'm sort of flummoxed why this is such a big problem, but it is. Part of the reason may be that pedestrians think the phrase "cyclists yield to pedestrians" means pedestrians can walk wherever and however they want. Needs improved trail signage and monitoring.
11. Going north from Homestead High parking lot along Mary. The sensor is positioned at the right, which prevents drivers from getting past cyclists who are waiting to go straight. Creates unsafe situation if driver tries to turn right anyway. Sensor should be positioned further to left, so cyclist can wait for light to turn, still allowing drivers to turn right on red. Also that sensor isn't reliable.
12. Stern at Tilson. Cyclists often don't stop, don't even slow down. Should be monitored, esp during school commute hours.