



**DRAFT MINUTES**  
**MINUTES OF THE REGULAR MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**  
**October 19, 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), Grace John, Erik Lindskog

Absent: None

Staff: David Stillman, Staff Liaison

Others Present: Bill Mitchell, Chief Technology Officer

**APPROVAL OF MINUTES**

**1. August 17, 2022 Bicycle Pedestrian Commission Minutes**

Commissioner Lindskog joined the meeting at 7:03 p.m.

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

**MOTION PASSED:** 5-0

**2. September 21, 2022 Bicycle Pedestrian Commission Minutes**

Chair Ganga wanted to know if there was an update on the Joint Commission meeting minutes. David Stillman, Transportation Manager relayed those minutes were to be brought before the Bicycle Pedestrian Commission in November. The misspelling was to be corrected but the minutes were not to be re-written. The Joint Commission minutes were considered Action Minutes and there was a distinction between minutes for meetings televised and those not. The Bicycle Pedestrian Commission minutes were in much greater detail because that was the only record that existed.

Commissioner Eschelbeck inquired if the recording for the Joint Commission will be available later. Mr. Stillman said yes. Commissioner Eschelbeck asked if the Bicycle Pedestrian Commission recording was deleted after the minutes were passed. Mr. Stillman said yes.

Chair Ganga was concerned about the Joint Commission meeting minutes missing substantive content. Mr. Stillman added that the recording would need to be referenced to capture the rest of the discussion.

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

**MOTION PASSED:** 5-0

## **POSTPONEMENTS**

No Postponements

## **ORAL COMMUNICATIONS**

Byron Rovegno, public speaker noted that \$5 million was received for the McClellan Road overcrossing of Stevens Creek. Given the bridge was aged, it needed to be restored. He requested signage at the Stocklmeir House about hiking along Stevens Creek, up to Varian Park.

## **WRITTEN COMMUNICATIONS**

None

Chair Ganga asked about the protocol for reading items at the meeting. David Stillman, Transportation Manager replied that if they come far enough in advance, they are not noted or read at the meeting.

## **OLD BUSINESS**

### **3. 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

Legally Allowed Behavior at Stop Signs for Bicyclists

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)

Cristo Rey Drive (Ganga)

Land Donation from Richard Lowenthal (Carter)

Review of the BPC Website Objectives (Six months to annually)

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

#### **4. Bicycle Pedestrian Commission Website (Ganga)**

Chair Ganga gave a presentation on the Bicycle Pedestrian Commission (Commission) website. Commissioner Eschelbeck recapped that there were two actions mentioned at the last meeting, one was to update the objectives and the other was to update individual Commissioner Biographies.

Chair Ganga said it was up to individuals to update their Commissioner Biographies.

Vice Chair Carter inquired when the website was going to be live. It did not make sense to update things now because there would be new Commissioners at the end of the year. Commissioner Eschelbeck said the Commission website was live right now.

Commissioner Eschelbeck relayed that one of the things focused on when crafting the new objectives were more strategic items, things that were longer term, and then the items could be distilled down to five major objectives.

Vice Chair Carter inquired who to send the Commissioner Biographies to. Mr. Stillman said to send them to him.

Chair Ganga said the objective was to keep the sense of what was there before, and then add a little. The objectives should be modified so they could be applied to the next five to ten years. Commissioner Eschelbeck remarked that the City of Cupertino was currently at bronze status as a Bicycle Friendly City with the League of American Bicyclists (League). The League detailed what it took to achieve gold status on their website. The next submission deadline was February 2023. He hoped the City would upgrade to silver at that time. Chair Ganga relayed that gold status was a long-term goal.

Vice Chair Carter questioned if there was going to be a biannual review of the website. Commissioner Eschelbeck answered that this was an annual exercise and updating it was something that needed to be looked at.

Vice Chair Carter brought out that this should be reviewed once per year, and the question should be asked "what was the Commission doing to move forward on these things?" Chair Ganga agreed and suggested reviewing it annually or every six months. He suggested moving this to Future Agenda Items.

Chair Ganga discussed the second objective, which was related to achieving the Vision Zero goals by 2030. This was another longer-term goal, which was also part of an existing Work Plan item. The action plan spelled out how many years it took to achieve the goals. The goals needed

to be set before they could be achieved. Mr. Stillman suggested leaving the year off the objective because the Vision Zero project had not yet had a horizon date. The year was able to be set later. Chair Ganga suggested rewriting the objective to say 'achieve Vision Zero goals to make it one of the safest cities.' Commissioner Eschelbeck agreed.

Chair Ganga noted the next objective related to safer bicycle and pedestrian commutes. He wanted to make this objective broader, to cover all educational institutions. The idea was to focus on the bicycle and pedestrian infrastructure closer to the educational institutions to increase safety. Another piece added was 'educational programs,' which encouraged more students to walk and bike.

Chair Ganga noted the next objective, which was to improve the safety at major corridors, such as near shopping centers. The last was to employ data driven policies to set measurable goals. This way, a few years later, it can be seen if the intended impact was accomplished.

Vice Chair Carter asked if the objectives would have links to further information, which detailed the specific objectives. He thought residents may want more information. Chair Ganga thought that was possible. Vice Chair Carter felt the objectives needed to be backed up with more detail. Commissioner Eschelbeck commented that it was other way around. The individual objectives were driving individual actions. He thought the objectives could be looked at as guiding principles for the projects. There was a need to have an action list under the objectives, but the objectives were able to stand on their own and they should be clear.

**MOTION:** Vice Chair Carter moved, seconded by Commissioner Eschelbeck to recommend approval of the following Bicycle Pedestrian Commission objectives, which will be updated on the website:

1. Be one of the bicycle friendly cities in California by achieving gold status from the League of American Bicyclists
2. Achieve Vision Zero goals for Cupertino to make Cupertino one of the safest cities for multimodal transport, including bicycle and pedestrian transportation
3. Focus on safer bicycle and pedestrian commute infrastructure to and from educational institutions, and increase safety educational programs, encouraging more students to walk and bike
4. Improve safety of major corridors throughout Cupertino, allowing for safer access to employment, shopping, senior centers, and other leisure venues by walking and biking
5. Employ data driven policies to set measurable goals for enhancing safety

**MOTION PASSED:** 5-0

## **NEW BUSINESS**

### **5. Traffic Adaptive and Multi-Modal Count Pilot Program (Mitchell)**

David Stillman, Transportation Manager introduced Bill Mitchell, Chief Technology Officer and Dustin Hinds, Cubic|Trafficware Inc.

Bill Mitchell, Chief Technology Officer gave a presentation on the traffic adaptive and multi-modal count pilot program, as it related to Information Technology (IT.)

Vice Chair Carter inquired if the technology was secure against hacking. Mr. Mitchell answered extremely secure.

Vice Chair Carter asked what happens when the internet goes down; were the traffic lights going to blink red. Mr. Stillman answered that the signals were not dependent on the internet, the signals would keep running.

Commissioner Eschelbeck wanted to know exactly what was being measured. He wondered if the number of vehicles counted per hour, per minute was captured. He wanted to know the granularities of what was measured. Mr. Stillman respond that this was a good time to give his portion of the presentation. Mr. Stillman proceeded with his presentation.

Vice Chair Carter inquired if the software could differentiate between a bicyclist and a pedestrian. Mr. Stillman said yes, the software uses visual images to determine this.

Commissioner Eschelbeck asked if the video and monitoring were connected with the traffic signal changing to a green light. Mr. Stillman explained that the cameras detected the cars, then that data feed was fed into the Trafficware system, which then adjusted the signal timing to maximize the progression of the vehicles along the corridor. His presentation showed how the data came into the system; the software used the data to perform delay reductions.

Commissioner Eschelbeck inquired if the software could be used to detect bicyclists approaching the intersection, so they were prioritized. Mr. Stillman said yes and added that the software was also at other locations throughout the City of Cupertino. It could be set up so one of the detection zones was say 200 feet in advance of the intersection. When the bicycle went through that zone, it would send a message to the controller that a bicycle was going to arrive in 10 seconds, and in anticipation of that, it could change the light to green for the bicyclist.

Chair Ganga inquired why the 2019 data was needed to compare with present data. He hypothesized the possibility of turning on the software, say for the month of October, and then turning it off in December, and then comparing the two months to see if there was improvement with and without the active traffic signaling. Mr. Stillman assured the Chair that could be done.

Chair Ganga asked if the adaptive signaling could be used for safety purposes. For example, if a pedestrian was trying to cross the street and needed an extended light to complete the crossing. He also thought about traffic safety aspects and if they were considered with the software. Mr. Stillman answered that he believed the software could provide an extended walk phase. Dustin Hinds, Cubic|Trafficware Inc. chimed in saying that was correct, things could be done to extend the pedestrian walk phase. Chair Ganga wanted to know if that was part of this pilot. Mr. Stillman said it was not tested.

Chair Ganga wanted to know how long the pilot was run and if the software continued to be used. Mr. Mitchell answered that the data was up and running around August, the pilot extended through December and the applications were still running. Chair Ganga wanted assurance that there was coordination with other intersections. Mr. Stillman stated there were four intersections that were part of the pilot, and the De Anza corridor as a whole was also coordinated, it was just not running adaptive beyond those four intersections.

Mr. Stillman was looking at expanding the Gridsmart capabilities to other intersections because the multi-modal counting was very appealing and useful. Chair Ganga mentioned seasonal patterns, for example, the school year. It was good to understand how many students were riding their bikes, and if the seasonal patterns increase in summer versus winter. He wanted to know if data analytics was possible, post processing. Mr. Stillman confirmed the ability to gather that data.

Vice Chair Carter understood the adaptive software would just be used on the main corridors, such as Stevens Creek Boulevard and De Anza Boulevard. Mr. Stillman said yes and explained that the benefit to the adaptive software was moving large volumes of people on major corridors. Vice Chair Carter inquired about the current in-pavement pedestrian/bicycle detection mechanisms and asked if this software would replace that. Mr. Stillman felt there were advantages and disadvantages to both; it was good to leverage both.

Chair Ganga pondered on whether the system was able to detect near misses. Mr. Hinds thought that question was better related toward the Gridsmart technology. There were constant expansions of the software capabilities and that was on his roadmap.

Chair Ganga wanted to know if the system worked at night. Mr. Stillman answered in general, yes, but the system had a little trouble detecting bicyclists at night that did not have lights. Chair Ganga thought of illuminating the intersection. Mr. Stillman did not think Gridsmart had infrared capabilities, so there would need to be an exploration of other options.

Chair Ganga wanted to know what the next steps were. Mr. Stillman said the goal now was to complete the transition to ethernet communication and to do any final controller and switch upgrades to establish the ethernet connectivity; this should take a few months. Another goal was to outfit more of the traffic signals with the Gridsmart capabilities so there was better detection and more multi-modal counts. After that was done, he would like to see this continued down De Anza Boulevard.

## **6. Bicycle Facilities Improvements (Stillman)**

David Stillman, Transportation Manager gave a presentation on bicycle facility improvements.

Commissioner Lindskog was interested in having bike racks closer to businesses. Those were good locations because they were right in front of a business, near a visible space. The intent was to locate the bike facilities as centrally as possible, while still being in the public right of way.

Commissioner Eschelbeck inquired of the total cost, per facility. Mr. Stillman stated there was a \$50,000 budget for this Work Plan item. Installation of each individual rack was a few thousand dollars each. There was enough of a budget to install about 25 bike facilities throughout the City of Cupertino. Other things could be added as well, such as repair stations.

Vice Chair Carter did not have a problem with the locations at this level, but a detailed view of where they were going to be installed would be good. Mr. Stillman suggested considering if there was a consensus on the location, then he would have the Bicycle Pedestrian Commission (Commission) dive into a deeper level of detail to show where he proposed to install each bike rack.

Chair Ganga did not see any proposals for bike racks at Memorial Park. Mr. Stillman answered that there were already bike racks there. If the Commission wanted more, more locations could be considered at Memorial Park.

Commissioner Lindskog believed the Valley Transportation Authority (VTA) updated their recommendations for bike parking; they have a document where they recommend bike parking. Chair Ganga remarked that Stevens Creek Corridor was a major commercial locale and there were other shopping locations in the presentation. Commissioner Lindskog thought there was a need for a lot more bike facilities than was shown on the map. The trick was to figure out how to incentivize businesses to install bike racks. Chair Ganga agreed and thought that could be part of Phase 2. Vice Chair Carter thought installations that were near lunch locations were good.

Byron Rovegno, public speaker suggested bike racks near the Post Office.

Matt W, public speaker noted that Apple, Inc. bikes have integrated bike locks that were necessary. He asked for a designated place to put these Apple, Inc. bikes when people went out as a group.

Vice Chair Carter said the area of Monte Vista where there were restaurants was a popular area; it would be good to switch a few in that spot.

Mr. Stillman relayed that it appeared there was a consensus on the location of the bike racks. He planned on coming back to the Commission to get into a deeper discussion on the locations. He wanted to know if the Commission was okay with the style of rack he suggested. Chair Ganga mentioned other alternatives should be considered.

## **STAFF AND COMMISSION REPORTS**

### **7. Staff Update and Commissioner Activity Report (All)**

David Stillman, Transportation Manger relayed that the Vision Zero Request for Proposals (RFP) was being advertised and were due by November 8. The Vision Zero Subcommittee met a few weeks ago to review the draft RFP. Chair Ganga inquired when the actual work was going to commence. Mr. Stillman said around the beginning of 2023.

Mr. Stillman relayed that the Lawson Middle School Bikeway Study had begun; there was a contract executed. The first in-person community meeting was to be held on November 10, 3:30 p.m. at Lawson Middle School. Invitations were sent out to the community and stakeholders. The midblock crosswalks item was heard at the October 18 Council Meeting. The staff recommendation was approved, which was to collect data for a year following the opening of the trail and come back with a recommendation on easement closure and crosswalk location. No crosswalk was to be installed prior to the opening of the trail but signs were to be installed. He reminded the Commissioners of the annual dinner scheduled for November 14.

Commissioner Lindskog gave a presentation of the October 12 VTA BPAC meeting.

Commissioner John gave a report on the Mayor's Meeting and the Safe Routes to School Meeting. Commissioner Lindskog was to attend in November.

## **ADJOURNMENT**

Meeting adjourned at 9:10 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  
Agenda Item #4  
October 19, 2022

# Bicycle Pedestrian Commission



**CUPERTINO**

October 19, 2022

# Bicycle Pedestrian Commission

## Bicycle Pedestrian Commission Website



CUPERTINO

October 19, 2022

# BPC Webpage (1 of 2)

[Our City](#) » [Commissions](#) »

## BICYCLE PEDESTRIAN COMMISSION

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The function of the Bicycle Pedestrian Commission is to review, monitor and make recommendations regarding City transportation matters including but not limited to bicycle and pedestrian traffic, parking, education and recreation within Cupertino (also see Municipal Code [2.92.080](#) Powers and Functions). In July 2015 the Commission voted unanimously to establish a mission statement including measurable objectives to be achieved by the end of 2025. This will guide the Commission's priorities and will be central to defining the upcoming 2016 Bicycle plan.

The objectives are as follows:

- Be one of the top 5 cities in California for biking and walking and achieve Gold status from the League of American Bicyclists.
- Expand middle and high school student bicycle and pedestrian trips to 40% of total school commutes.
- Expand intra-city trips for errands and leisure by adults and seniors via bicycle/walking to 20% of trips.
- Expand resident bicycle/pedestrian commuting to major Cupertino employers and De Anza College to 15% of total trips.

### STAFF CONTACT

#### David Stillman

Transportation Manager

Phone: 408.777.3249

Fax: 408.777.3333

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

[Online Commission Application](#)

[Agenda and Minutes](#)

[Current Commission Vacancies](#)

# BPC Webpage (2 of 2)

## [City Work Program](#)

The Commission consists of five members appointed by the City Council to four-year overlapping terms. None shall be officials or employees of the City nor cohabit with, as defined by law, nor be related by blood or marriage to, any member of the committee, the City Manager or the staff person or persons assigned to the Commission. All members are City of Cupertino residents.

Meetings are held on the third Wednesday of the every month at 7 p.m. in City Hall, Conference Room C. For more information, call staff liaison David Stillman at 408.777.3249.

If you wish to send an e-mail to the Bicycle Pedestrian Commission, please use the following email address:  
[bikepedcommission@cupertino.org](mailto:bikepedcommission@cupertino.org)

## **Commissioners**



**Gerhard Eschelbeck**

Second term ending 1/30/23

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

[Biography](#)

# BPC Webpage

- BPC Discussion 9-21-22
- Recommendation:
  - Subcommittee to suggest more measurable objectives
  - Update commissioner profiles

# Bicycle Pedestrian Commission

## Bicycle Pedestrian Commission Website

### End Slide



**CUPERTINO**

October 19, 2022


# Bike / Ped Commission

Pilot: Adaptive Traffic  
October 19, 2022



# Pilot: Adaptive Traffic

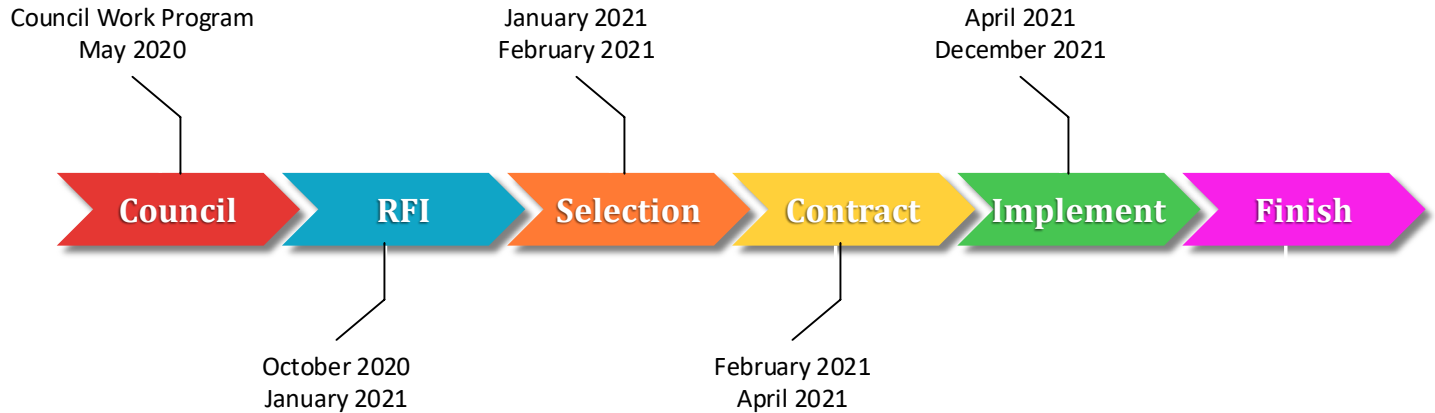
## Agenda

- 
- Project Timeline
  - CUBIC | Trafficware
  - Scope of Work
  - Results
  - Questions



# Pilot: Adaptive Traffic

## Project Timeline



# Pilot: Adaptive Traffic

## CUBIC | Trafficware

- Specialize in Transportation Systems
- Trafficware Acquisition 2018
- 200 Professional Staff
- Heavy Presence in Western US
- Reference Cities: Trafficware SynchroGreen
  - Santa Clara County
  - Palo Alto
  - Lynnwood, WA

# Pilot: Adaptive Traffic

## Scope of Work

- Goal: Reduce Traffic Time and Delays
- Implement SynchroGreen & Gridsmart at 4 Intersections
  - DeAnza @ Mariani
  - DeAnza @ 280N
  - DeAnza @ 280S
  - DeAnza @ Homestead
- Field Investigation – Correct Deficiencies
- System Programming

# Pilot: Adaptive Traffic

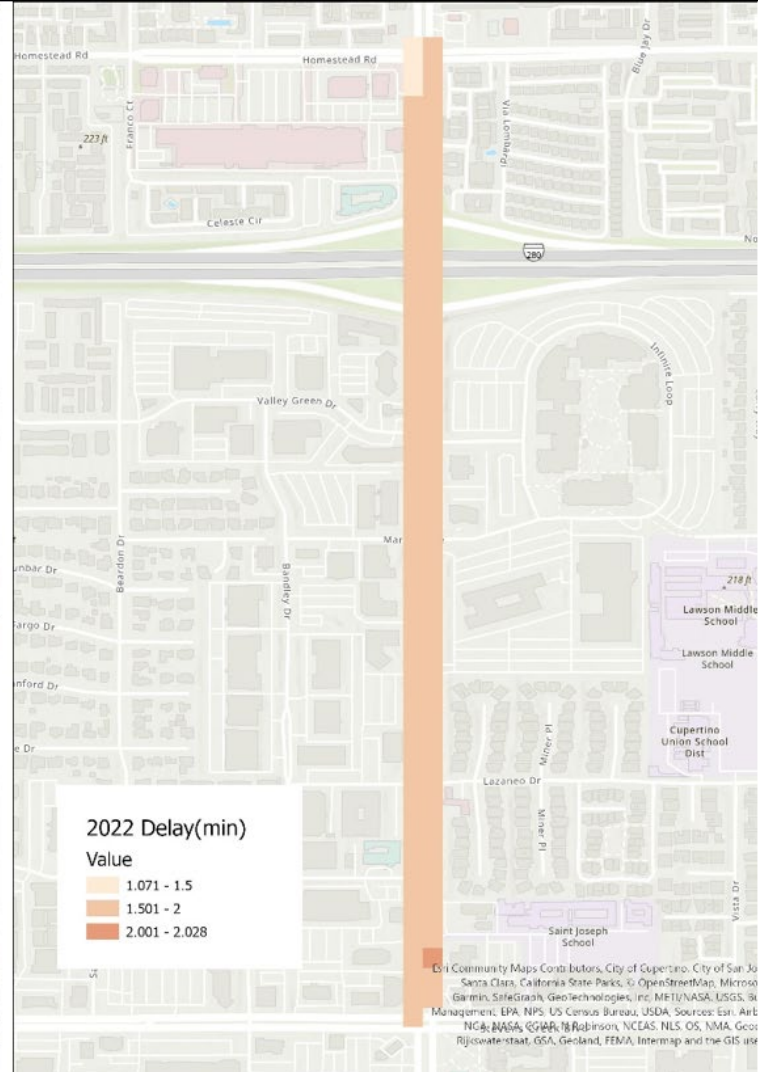
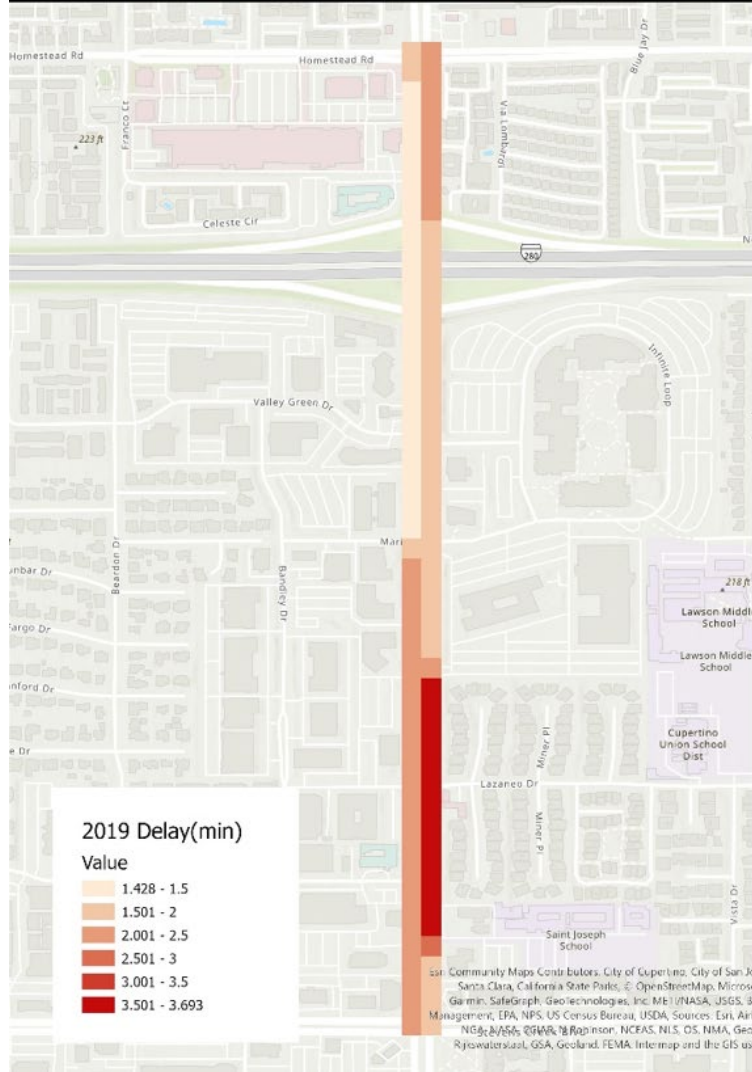
## Scope of Work

- Field Installation
- System Activation, Testing, Adjustment, Acceptance
- Training
- Ongoing Support

# Pilot: Adaptive Traffic

## Results

- Enhanced Team Skillset
  - Implementation & Operation of Adaptive Traffic Technology
- Updated Traffic Infrastructure
  - Ethernet replaced Serial
  - Fiber versus Twisted Pair
  - Latest Generation of Controllers
- Average Traffic Delay Reduced by 3 Min?
  - COVID Pandemic Impact



# Questions

ANY  
QUESTIONS?



Bicycle Pedestrian Commission  
Agenda Item #5b  
October 19, 2022

# Bicycle Pedestrian Commission



**CUPERTINO**

October 19, 2022



# Bicycle Pedestrian Commission

## Multi-Modal Traffic Counting



CUPERTINO

October 19, 2022

# Multi-modal Traffic Count - Gridsmart

- Video detection at each intersection
- One or two cameras per intersection
- Zones defined to identify bikes, vehicles and pedestrians for signal detection and counting

# Multi-modal Traffic Count - Gridsmart



## Report Type

Ped Crosswalk Count

## Aggregation

None

## Interval

1 Hour

## Dates

October - 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

Download

Import

## Time of Day

00:00 - 23:59



# Multi-modal Traffic Count - Peds

**Intersection** N. De Anza Blvd & Mariani Ave

**Date** 10/17/2022

	North Crosswalk		South Crosswalk			West Crosswalk		
	Exit Point 2	Exit Point 3	Exit Point 1	Exit Point 2	Exit Point 3	Exit Point 1	Exit Point 2	Exit Point 3
07:00							1	
08:00			1			2	4	3
09:00			2	3	1		2	
10:00				1	1		1	
11:00			2	5		1		
12:00	1	1	6	25	2		3	
13:00			1	18				
14:00				3		1	3	
15:00			1	2			2	
16:00			2	4		2	2	1
17:00			3	6		4	5	1
18:00				3			7	
<b>Total</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>70</b>	<b>4</b>	<b>10</b>	<b>30</b>	<b>5</b>

# Multi-modal Traffic Count - Bikes

## GRIDSMART®

**Intersection** N. De Anza Blvd & Mariani Ave  
**Date** 10/17/2022

	Right	Through	Left	UTurn	Total
Northbound	4	4	2		10
Eastbound	1	2	1		4
Southbound	1	9			10
Westbound		4			4
Unassigned					
<b>Total</b>	<b>6</b>	<b>19</b>	<b>3</b>		<b>28</b>

## Bike Turning Movement Counts

	Northbound				Eastbound				Southbound				Westbound				Unassigned		
	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L	R	T	L	
00:00																			
01:00																			
02:00																			
03:00																			
04:00																			
05:00																			
06:00																			
07:00																			
08:00			1	1		1					1								
09:00	1							1			1				1				
10:00										1					1				
11:00				1				1			1				1				
12:00			1																
13:00	2																		
14:00											3								
15:00	1									1									
16:00											1								
17:00			1																
18:00				1							2				1				
19:00																			
20:00																			
21:00																			
22:00																			
<b>Total</b>	<b>4</b>	<b>4</b>	<b>2</b>			<b>1</b>	<b>2</b>	<b>1</b>		<b>1</b>	<b>9</b>				<b>4</b>				

# Multi-modal Traffic Count - Bikes

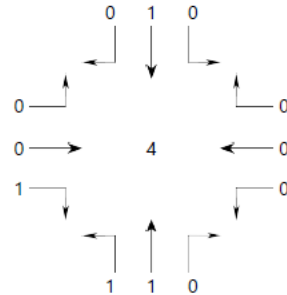
## GRIDSMART®

### Bike Turning Movement Counts

**Intersection** N. De Anza Blvd & Mariani Ave  
**Date** 10/17/2022

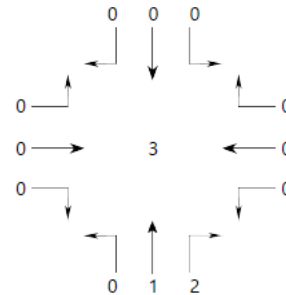
#### AM PEAK HOUR VOLUME (0:00-10:45)

FROM 08:00 TO 09:00



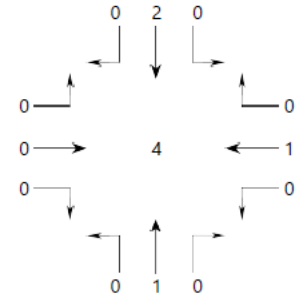
#### MID-DAY PEAK HOUR VOLUME (11:00-14:00)

FROM 12:15 TO 13:15



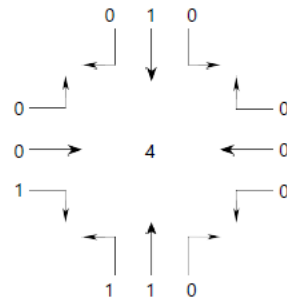
#### PM PEAK HOUR VOLUME (14:15-23:45)

FROM 17:45 TO 18:45



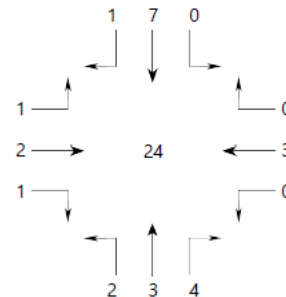
#### OVERALL PEAK HOUR VOLUME

FROM 08:00 TO 09:00



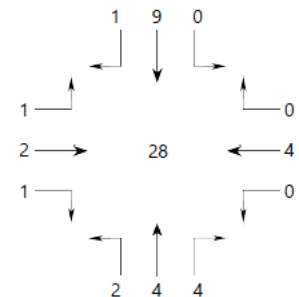
#### DAYTIME TOTAL VOLUME

FROM 07:00 TO 18:00



#### SELECTED TIME VOLUME

FROM 00:00 TO 23:59



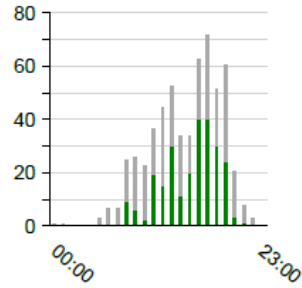
# Multi-modal Traffic Count – Arrivals on Green

**GRIDSMART**

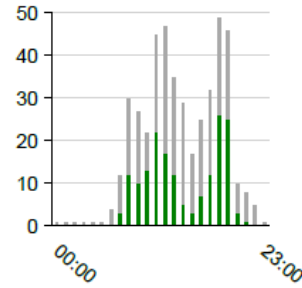
Intersection N. De Anza Blvd & Mariani Ave  
Date 10/17/2022

## Volume & Percent Arrivals on Green

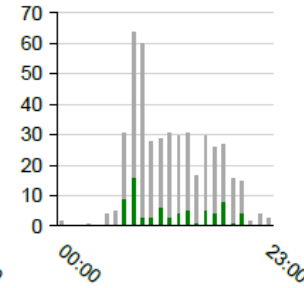
Phase 1



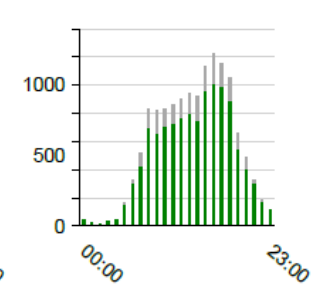
Phase 2



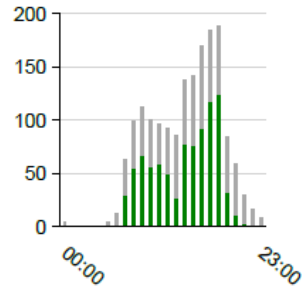
Phase 3



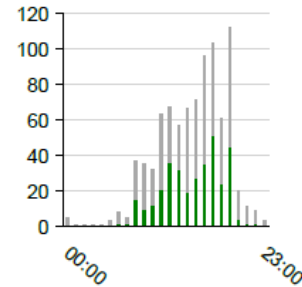
Phase 4



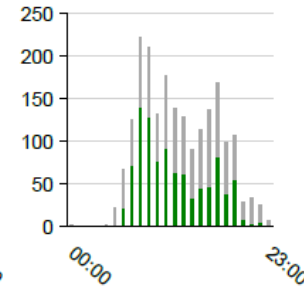
Phase 5



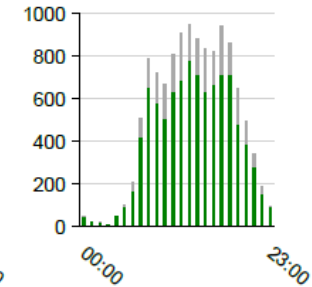
Phase 6



Phase 7



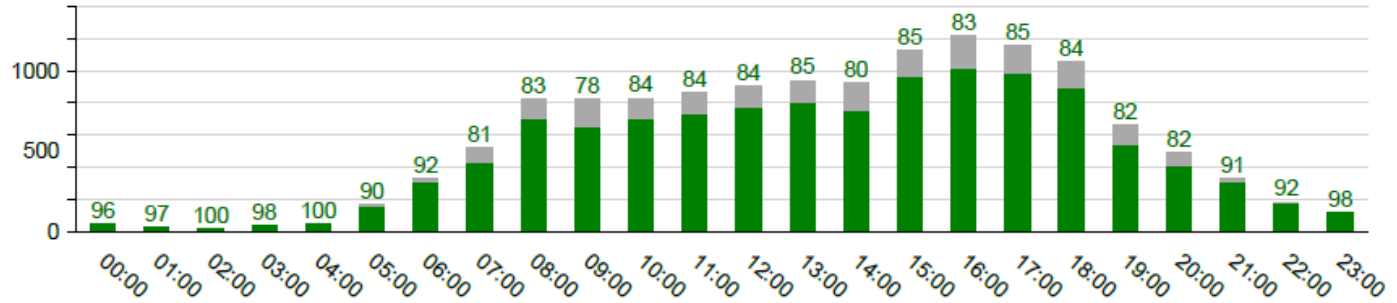
Phase 8



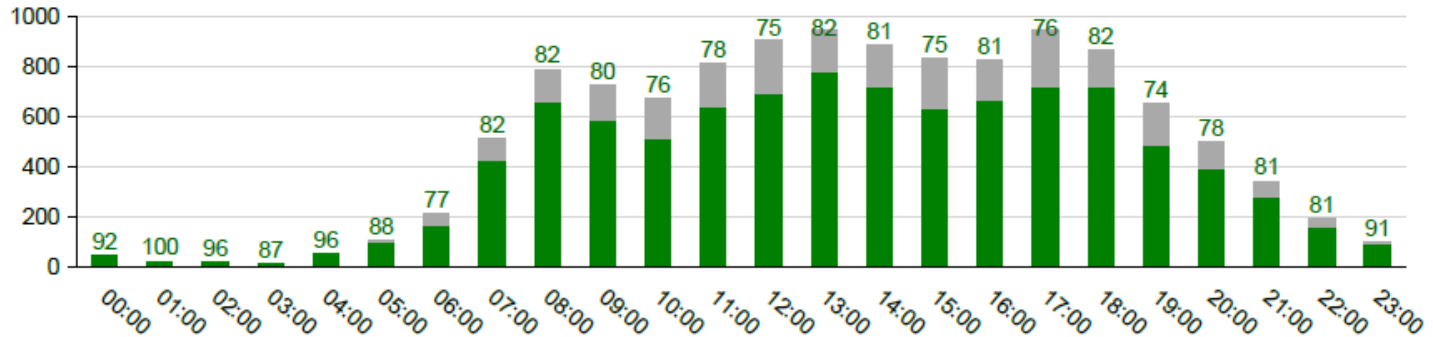


# Multi-modal Traffic Count – Arrivals on Green

## Phase 4



## Phase 8



# Bicycle Pedestrian Commission

## Multi-Modal Traffic Counting

### End Slide



CUPERTINO

October 19, 2022

Bicycle Pedestrian Commission  
Agenda Item #6  
October 19, 2022

# Bicycle Pedestrian Commission



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# Bicycle Pedestrian Commission

## Bicycle Facilities



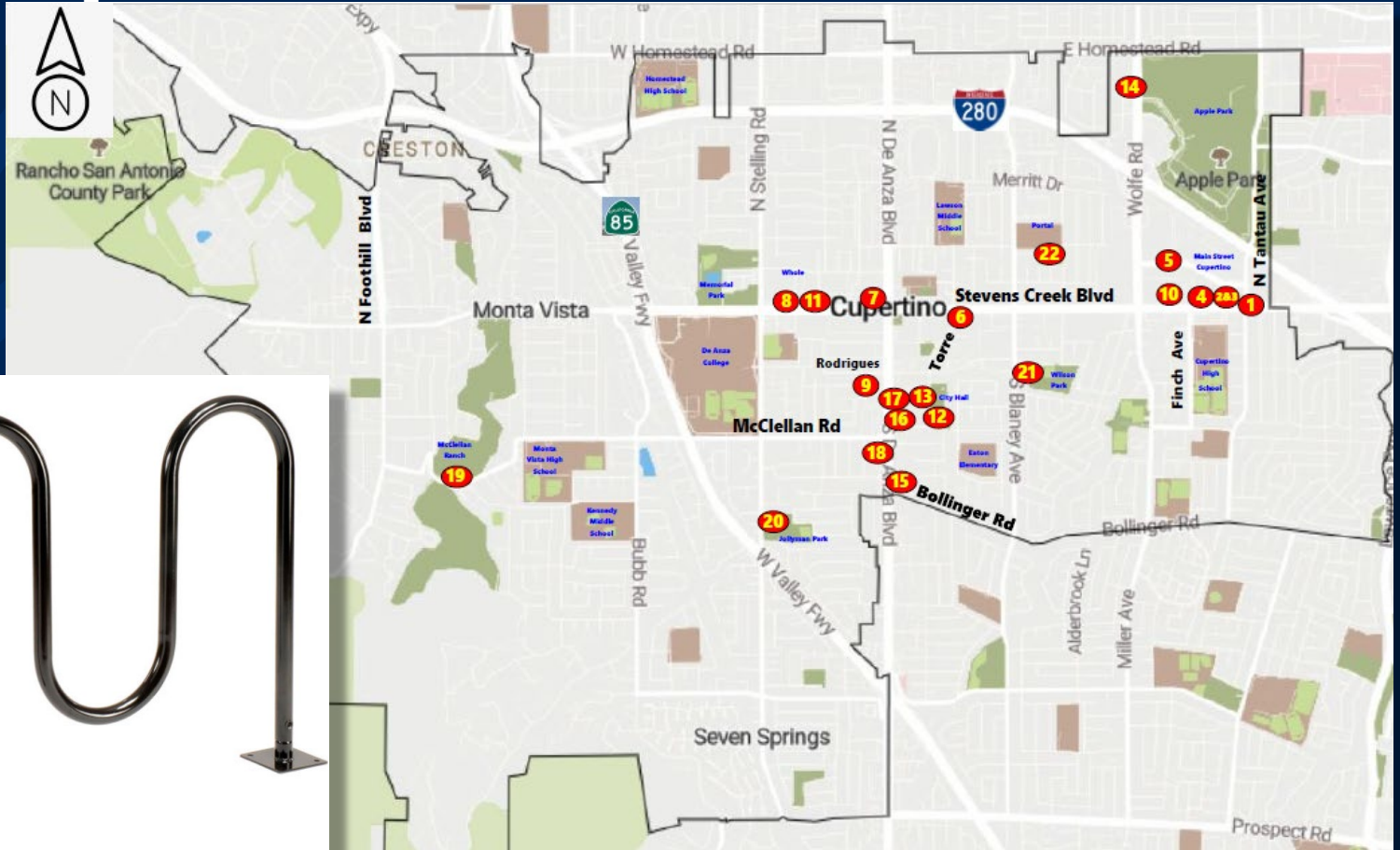
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# Bicycle Facilities

- Workplan Item FY22-23
- BPC Discussion 8-17-22
- Recommendation:
  - Return to BPC with list of recommended locations for bicycle facilities
  - Review building codes and planning requirements related to new developments

# Bicycle Facilities – Proposed Locations



# Bicycle Facilities – Proposed Locations

- 1) NW corner of Stevens Creek Blvd and Tantau Ave
- 2) E. of Stevens Creek Blvd and Lazy Dog driveway
- 3) W. corner of Stevens Creek Blvd and Lazy Dog driveway
- 4) NE corner of Stevens Creek Blvd and Main St
- 5) 300' E. of Wolfe Rd/Vallco Parkway (EB)
- 6) SE corner of Stevens Creek Blvd and Torre Ave
- 7) NW corner of Stevens Creek Blvd and De Anza Blvd
- 8) W. of Stevens Creek Blvd and Whole Foods driveway
- 9) SW corner of De Anza Blvd and Rodrigues Ave
- 10) In front of Target at Stevens Creek Blvd/Main St
- 11) E. of Stevens Creek Blvd and Whole Foods driveway

# Bicycle Facilities – Proposed Locations

- 12) Cupertino Library Park (Requires concrete pad)
- 13) Town Center Ln
- 14) NW corner of Wolfe Rd and Apple Parkway
- 15) NE corner of De Anza Blvd and Bollinger Rd, near the bus stop
- 16) NE corner of De Anza Blvd and Civic Park Ln
- 17) SE corner of De Anza Blvd and Town Center Ln
- 18) SW corner of De Anza Blvd and McClellan Rd. (north of bus stop)
- 19) McClellan Ranch Parking Lot
- 20) Jollyman Park
- 21) Wilson Park
- 22) Portal Park



# Bicycle Pedestrian Commission

## Bicycle Facilities

### End Slide



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October 19, 2022

# VTA BPAC Report

Reporting on selected items

For the Oct 12, 2022 VTA BPAC meeting

Erik Lindskog

**Criteria for the 2016 Measure B Bicycle & Pedestrian  
Planning Studies Competitive Grant Program**

# Criteria for the 2016 Measure B Bicycle & Pedestrian Planning Studies

Criterion	Max Points
1. Community Engagement	20
2. Gap closure	20
3. Connections to Schools, Transit, Employment Centers, or <b>Key Community Destinations</b>	20
4. Safety	20
5. <del>Targets Communities of Concern</del> <b>Equity Considerations</b>	15
6. Non-2016 Measure B Contribution	5
Tiebreaker: Geographic Distribution	-
<b>TOTAL</b>	<b>100</b>

Moved 5 points from the 'Equity Considerations' criteria to the 'Geographic Distribution' tiebreaker and make it a criteria.

# Guaranteed Ride Home Pilot Program - Proposal

# Guaranteed Ride Home Pilot Program - Proposal

## Guaranteed Ride Home Process

10.a



Step 1

Register for GRH via website/mail



Step 2

Participant has an emergency



Medical



Family



Overtime



Vanpool/Shuttle  
breaks down



Step 3

Participant pays for ride and obtains receipt



Step 4

Participant submits ride receipt,  
receives reimbursement in 30 – 45 days



# Adult Bicycle Education

# Adult Bicycle Education

- VTA and SVBC will be developing bicycle education videos as part of the Adult Bicycle Education Program
- SVBC will write the scripts
- VTA will film, edit, and publish
- VTA staff is looking for your help on what videos would be helpful for your communities