



**DRAFT MINUTES
MINUTES OF THE REGULAR MEETING OF THE
BICYCLE PEDESTRIAN COMMISSION
January 19, 2022**

Draft Minutes

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

ROLL CALL:

Present: Jack Carter, Maanya Condamoor, Gerhard Eschelbeck (Chair,) Ilango Ganga (Vice Chair,) Erik Lindskog

Absent: None

Staff: David Stillman, Staff Liaison

Others Present: Susan Michael, Capital Improvement Programs Manager and Marlon Aumentado, Assistant Engineer

APPROVAL OF MINUTES

1. December 15, 2021 Minutes

MOTION: Commissioner Carter moved, seconded by Commissioner Condamoor to approve the minutes as presented.

MOTION PASSED: 5-0

POSTPONEMENTS

No Postponements

ORAL COMMUNICATIONS

Seema Lindskog, public speaker took part in the Lawson Middle School Bike Path proposal. The bike path improved pedestrian, bicycle, and vehicle safety by creating separate traffic flows. She hoped the Bicycle Pedestrian Commission (Commission) would update themselves on decisions.

Sophia Chan, public speaker is active at Lawson Middle School. She echoed Ms. Lindskog and was concerned about the chain of events that occurred regarding the proposal of the bike path. She did not understand why this was an issue with the City Council and the Commission.

Muni Madhhipatla, public speaker appreciated the Commission getting involved in the Lawson Middle School Bike Path project. Regarding the McClellan Road Bike Path, there were some white poles on the divider that frequently came loose; he requested some alternative.

WRITTEN COMMUNICATIONS

Two written communications were submitted into the record but were not read at the meeting.

OLD BUSINESS

2. Future Agenda Items (Eschelbeck)

Carmen Road Bridge

Public Places for Bike Racks

Education on How to Use Two-Stage Left Turn Boxes

Path between Lincoln Elementary and Monta Vista High School

Touchless Pedestrian Push Buttons

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

School Walk Audit – Review the process

Lead Pedestrian Walk Interval

Diagonal Crosswalks

Lawson Middle School Bike Path

Input from Seniors on the Bicycle Pedestrian Improvements

Bollinger Road Safety Corridor Project

3. Suggestions for Fiscal Year 2022/2023 City Work Program and Capital Improvement Program inclusion (Eschelbeck)

David Stillman, Transportation Manager discussed the City Work Program and Capital Improvement Program (CIP) suggestions made by the Bicycle Pedestrian Commission (Commission) at their last meeting.

Dino Sakkas, public speaker advocated for the Bollinger Corridor Study to be on the CIP plan. The changes will improve traffic safety for pedestrians, cyclists, and motorists.

Chair Eschelbeck asked if there was going to be one recommended list, or two. Mr. Stillman replied that the Work Program and the CIP lists were separate; the Commission discussed Attachment A. Commissioner Carter suggested numbering the list. Mr. Stillman reminded the Commission that they can only recommend a maximum of five Work Program items.

Mr. Stillman clarified that anything that involved a capital improvement, or the design of capital improvement, would fall under the umbrella of CIP. The Bollinger Road Improvement recommendations had a great number of facets, so he asked for more clarification on which part

of Bollinger Road Improvements were recommend. Commissioner Lindskog thought the touchless push buttons (push buttons) would eventually involve CIP funds.

Vice Chair Ganga did not see that Stevens Creek Boulevard Separated Bike Lane was recommended. Mr. Stillman replied that Stevens Creek Boulevard was funded through the next Fiscal Year (FY.) Chair Eschelbeck thought there would be no harm to adding it to the list.

Commissioner Lindskog did not think it was good to recommend something that had not been discussed by the Commission, and push buttons had not been discussed. Chair Eschelbeck agreed. Vice Chair Ganga commented that push buttons were a simple project, and if it gets put on the Work Plan list, it will not be implemented until the following FY.

Chair Eschelbeck wondered if the items that were on the recommended list were committed to, 100 percent. Mr. Stillman said he took the recommended list made by the Commission tonight and used that to make a recommendation to the City Council. Staff had the discretion to recommend one or more of those projects.

Commissioner Carter reiterated what Commissioner Lindskog said, the Commission had not really discussed some items being recommended. He felt items should not be recommended until the Commission discussed them. Chair Eschelbeck was comfortable either way. Commissioner Carter felt it was not clear what was lost by waiting another year to talk about a Work Plan item before it was recommended. Commissioner Lindskog did not know how the Commission could champion an item, without discussing it. Mr. Stillman commented that Work Plan recommendations needed to be decided tonight. Commissioner Condamoor relayed that other commissions recommended the touchless pedestrian push button item. Susan Michael, Capital Improvement Programs Manager said there was a priority to recommend Work Plan items because the City Council proposed a deadline. Staff tries to keep CIP items off the Work Plan list because they come from different budgets. She will come back to the Commission in April to update the Commission on what was recommended to the City Council.

Chair Eschelbeck suggested discussing push buttons at the February meeting and finalizing the CIP recommendations then. Ms. Michael said she needed the CIP recommendations tonight, but the Commission could suggest the priority later.

Commissioner Lindskog suggested focusing on more concrete Work Plan items rather than general ones. He suggested: 1) speed limit; 2) increasing bicycle parking; 3) Vision Zero; and 4) "Near Miss" Data Collection and Pilot Study ("Near Miss.") Commissioner Carter agreed with that order. Vice Chair Ganga suggested Vision Zero, and "Near Miss." Commissioner Carter pointed out that recommending Vision Zero was too general. Vice Chair Ganga suggested calling Vision Zero "Vision Zero Phase 2" to be more specific and have that as a separate agenda item, to discuss that in more detail.

Chair Eschelbeck saw bicycle parking and Vision Zero as high priorities, "Near Miss" and speed limit were lower priority items. Commissioner Condamoor agreed Vision Zero was too general, she suggested combining it with "Near Miss." Chair Eschelbeck agreed that they could be merged. Commissioner Condamoor inquired if Vision Zero needed to be recommended as a Work Plan item to move forward with it. Mr. Stillman said yes. He added that he did not think it would be good to merge "Near Miss" with Vision Zero because he was not sure that all the near miss data would be part of Vision Zero. Commissioner Condamoor wanted to prioritize Vision Zero, bicycle parking and speed limit lowering. She wanted to move the "Near Miss" to the bottom because there were already pieces of the Vision Zero program in place. Vice Chair Ganga supported that.

Commissioner Lindskog suggested determining if "Near Miss" was going to be part of Vision Zero or not, then ask each Commissioner to rank the list in Attachment A. Commissioner Carter suggested adding "request for money for a contractor" to Vision Zero, to make it more specific.

Mr. Stillman remarked that CIP items needed to be ranked for recommendation to the City Council.

Ms. Michael commented that Stevens Creek Boulevard Phase 2 and 3 was projected to be covered. Mr. Stillman said staff will be busy with Phase 2 next year. If the Commission wanted to start design for Phase 3, they could note that, but he and Ms. Michael would need to discuss that further.

Chair Eschelbeck asked about Carmen Road Bridge funding and said there were some property issues. He wondered what that meant for the existing funding. As it stood now, staff was looking at a significant skewing of the bridge, which would be a much more challenging design. Vice Chair Ganga wondered what specifically the Commission needed to request now. Mr. Stillman suggested design dollars.

MOTION: Commissioner Lindskog moved, seconded by Commissioner Condamoor to recommend to the City Council the following City Work Program items and Capital Improvement Programs items, ranked from first to last as follows:

Work Plan Items

1. Increasing Bicycle Parking Facilities
2. Vision Zero (hiring consultant to complete policy and action plan documentation)
3. Speed Limit Lowering (AB 43)
4. "Near-miss" Data Collection and Pilot Study

Capital Improvement Programs Items

1. Bollinger Road Improvements (from completed Fiscal Year 20/21 Study)
2. Carmen Road Bridge (plans, specifications, and estimates)
3. Stevens Creek Boulevard Phase 3
4. De Anza Boulevard Buffered Bike Lane
5. Touchless Pedestrian Push Buttons

MOTION PASSED: 5-0

NEW BUSINESS

4. Election of Bicycle Pedestrian Commission Chair and Vice Chair for 2022 (Stillman)

NOMINATION: Chair Eschelbeck, seconded by Commissioner Carter nominated Vice Chair Ganga as Chair of the Bicycle Pedestrian Commission for 2022.

NOMINATION FOR VICE CHAIR GANGA AS CHAIR FOR THE BICYCLE PEDESTRIAN COMMISSION FOR 2022 PASSED: 4-0, Lindskog abstain

NOMINATION: Chair Ganga, seconded by Commissioner Condamoor nominated Commissioner Carter as Vice Chair of the Bicycle Pedestrian Commission for 2022.

NOMINATION FOR COMMISSIONER CARTER AS VICE CHAIR FOR THE BICYCLE PEDESTRIAN COMMISSION FOR 2022 PASSED: 5-0

Chair Ganga thanked the Bicycle Pedestrian Commission.

Muni Madhhipatla, public speaker thanked the outgoing Chair and congratulated the new Chair and Vice Chair.

5. McClellan Road Separated Bikeway Phase 3 (De Anza Boulevard/McClellan Road Intersection) project update (Aumentado)

Marlon Aumentado, Assistant Engineer presented on the De Anza Boulevard and McClellan Road/Pacifica Drive Intersection Modifications. Staff was looking to complete the extra five percent design so they could move into construction.

Vice Chair Carter recalled there was discussion last time about leaving an opening for the property owner's business, next to the eastbound lane on McClellan Road toward Pacifica Drive. Mr. Aumentado confirmed the opening was left open.

Muni Madhhipatla, public speaker inquired if there was an opportunity to get easements for the northwest and southeast corners of the intersection later. He suggested gathering input from the public.

Mr. Aumentado replied that staff was not looking for right-of-way from the opposite two corners. Regarding public input, this item went to the Bicycle Pedestrian Commission (Commission) in August 2021 and for conceptual design. Chair Ganga wondered if there were other opportunities for the public to provide input. Mr. Stillman reiterated that presentation to the Commission was considered a venue for public input, which this item had been to the Commission several times, as well as City Council.

Commissioner Lindskog wondered if there would be bike markings for bicyclists who were waiting on the corner of McClellan Road and De Anza Boulevard to cross De Anza Boulevard going south. Mr. Aumentado offered to investigate a left-turn queue box at that corner. Commissioner Lindskog felt the location for cyclists to wait at that corner, as it was right now, exposed them. Mr. Aumentado said there were pre-cast curbs in place.

Chair Ganga reminded Mr. Aumentado of a suggestion made by the Commission from when this item previously came to the Commission. Regarding the bike lane on the corner of De Anza Boulevard and Pacifica Drive there was a request to have a queue box. Chair Ganga wanted that input to be made note of and he asked for the report of a possible solution. Additionally, the signal timing was too short. Mr. Aumentado assured the Commission that the consultant was looking into that.

Commissioner Lindskog inquired if a bicyclist was on Pacifica approaching De Anza Boulevard and was going to turn right on De Anza Boulevard northbound, would they wait at the island on the corner of Pacifica Drive and De Anza Boulevard, or was that for pedestrians. Mr. Aumentado said they would have to go around the pre-cut area and follow the striping. He offered to see if it was possible to place a lone pre-cast curb on that corner. The conflict was the right turn movements onto De Anza Boulevard for vehicles; he would check with the consultant. Mr. Stillman agreed to straighten out the bike lane, to make the striping clearer for bicyclists.

6. Stevens Creek Boulevard Separated Bikeway Phase 2 project update (Aumentado)

Marlon Aumentado, Assistant Engineer gave a presentation on the Stevens Creek Boulevard Separated Bikeway Phase 2 project update. Phase 2 was at 65 percent design and the plan was to extend the current Class 4 bike lanes from Wolfe Road to Highway 85.

Vice Chair Carter felt there should be regular breaks in the bike lanes. A cyclist could get stuck in the bike lane or they could get blocked and could possibly have a hard time getting back in. Commissioner Lindskog felt the opposite; gaps in the bike lane were not helpful. Commissioner Eschelbeck wondered if the openings could be more frequent but shorter. This would make it easier for the bicyclist to maneuver, and hard for the vehicle to enter. Commissioner Lindskog added that the gap would need to be very long for it to be done safely. Commissioner Eschelbeck did not want to block the option. Chair Ganga thought a gap was helpful.

Chair Ganga wanted to see a bike box, or sufficient space on the intersection for bikers that wanted to go straight, this was so bicyclists had space until they got the signal to cross. Mr. Aumentado promised to pass that feedback along.

Chair Ganga wondered if there was going to be separate signals for pedestrians and cyclists. Mr. Aumentado replied that the five intersections named in his presentation were going to have traffic signal improvements with bike phasing. Staff was exploring these options with some of

the minor streets if it fit the budget. Each traffic signal improvement cost the City of Cupertino roughly \$250,000.

Commissioner Eschelbeck asked about the automated detection software and wondered if that was going to be installed. Mr. Aumentado noted that and said what was seen at westbound Wolfe Road was what would be mimicked for this design. David Stillman, Transportation Manager announced that the locations that have dedicated bicycle phasing were to have early detection for the bicyclists along those phases. There was not need for early detection on Stevens Creek Boulevard because it rested in green anyway.

Commissioner Lindskog inquired about the bus stop proposal and if the shelter for the bus stop was on the sidewalk side; was there enough space from the bike path to the shelter. He suggested having the shelter on the street side so a person was not able to walk through the back of the shelter. Mr. Aumentado said it was necessary to maintain some type of Americans with Disability Act (ADA) access to accommodate the shelter, as well as on the platform.

Vice Chair Carter wondered if there was a buffer between where people walk off the bus to the sidewalk or was there clear signage for the bicyclist. Mr. Aumentado said there was sufficient space for the person getting off the bus, as they would be on a raised platform. He offered to add some striping, to make the delineation even more clear. The bus stop was most likely going to be at street grade, and then have an ADA ramp crossing the bike lane. Mr. Stillman said a slight modification would be to have the bike lane at street level and have the pedestrians cross over to the island on a raised surface that acted as a gentle speed bump to slow bicyclists down as they approach the area. Commissioners liked that idea.

Chair Ganga wanted the shelter located on the side with the platform, and to have it at street level. Mr. Stillman said there were ADA concerns, and he did not know if there was enough width to accommodate the shelter. Vice Chair Carter preferred the bike lane to be elevated, and the other parts not elevated.

Vice Chair Carter said the Highway 85 portion of the staff presentation was the most complex; he wondered if there was going to be another discussion on this. Mr. Stillman summarized and said instead of having the bike lane go to the left of the right turn lane that went onto the freeway, the bike lane will be in a protected Class 4 facility, behind concrete buffers. Then there will be a protected signal phase so the bicyclist would be protected from the cars that are turning right onto the highway.

Commissioner Eschelbeck asked if the bike lane would be added onto the bridge. He did not think the bridge was wide enough. Mr. Stillman said this design integrated with the bridge on the other side of the intersection. A person could access the existing bike lane on the other side of the bridge, according to what was being proposed; the bridge itself was going to be addressed in Phase 3. It was unlikely that there would be a significant modification to the bridge once the project extended onto Stevens Creek Boulevard Phase 3. Once Phase 3 began, he would look at what could be done with the existing structure to provide for protection for bicyclists. There was no projected change to the structure of the bridge. Chair Ganga clarified

that the question was if the improvement was going to be a separated bike lane and was it going to be compatible with the improvements done on the right side. Mr. Stillman said it was like what was on Stevens Creek Boulevard and Wolfe Road now, there was a protected bike lane on the east side and nothing on the west. Chair Ganga suggested installing a barrier. Mr. Stillman agreed to looking into putting bollards on the overpass.

Commissioner Eschelbeck raised a concern that the bridge was too narrow, which causes the space for the bicyclist to be unsafe. Mr. Stillman said the most complaints received in the City was along the Westport frontage where bikes had to compete with cars accelerating into the right turn onto the freeway. This proposal eliminates that hazard by separating the bicyclists from the vehicles. Commissioner Eschelbeck agreed that the design improved the existing condition. Chair Ganga thought the current improvement looked good.

STAFF AND COMMISSION REPORTS

7. Staff update and Commissioner activity report (All)

David Stillman, Transportation Manager mentioned the Local Road Safety Plan (LRSP,) a comprehensive safety plan for all modes of transportation, all ages and mobilities; it was a city-wide view, not a specific corridor. He was looking for volunteers from the Bicycle Pedestrian Commission (Commission) to be part of the stakeholder group. It was to be a small group of people that were able to weigh in on safety aspects. There were two to three meetings between now and the end of the project, which would last until the end of summer. Commissioner Lindskog said he could be interested. Commissioner Eschelbeck was available. Chair Ganga said Commissioner's Eschelbeck and Lindskog were to participate in the meetings.

Mr. Stillman was looking to set up the meeting for the Lawson Middle School Bike path item, which was heard last month.

Chair Ganga updated the Commission on the Vision Zero Subcommittee. They talked about Phase 1 and the Resolution.

Commissioner Lindskog updated the Commission on the Valley Transportation Authority, Bicycle Pedestrian Advisory Committee report from January 12, 2022.

Chair Ganga said Commissioner Eschelbeck attended the Safe Routes to School meeting for January. It was Commissioner Lindskog's turn to attend these meetings in February.

ADJOURNMENT

Meeting adjourned at 10:08 p.m.

SUBMITTED BY:

David Stillman, Staff Liaison

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



Implementation of Bollinger Study Improvements

Revision -
January 19, 2022



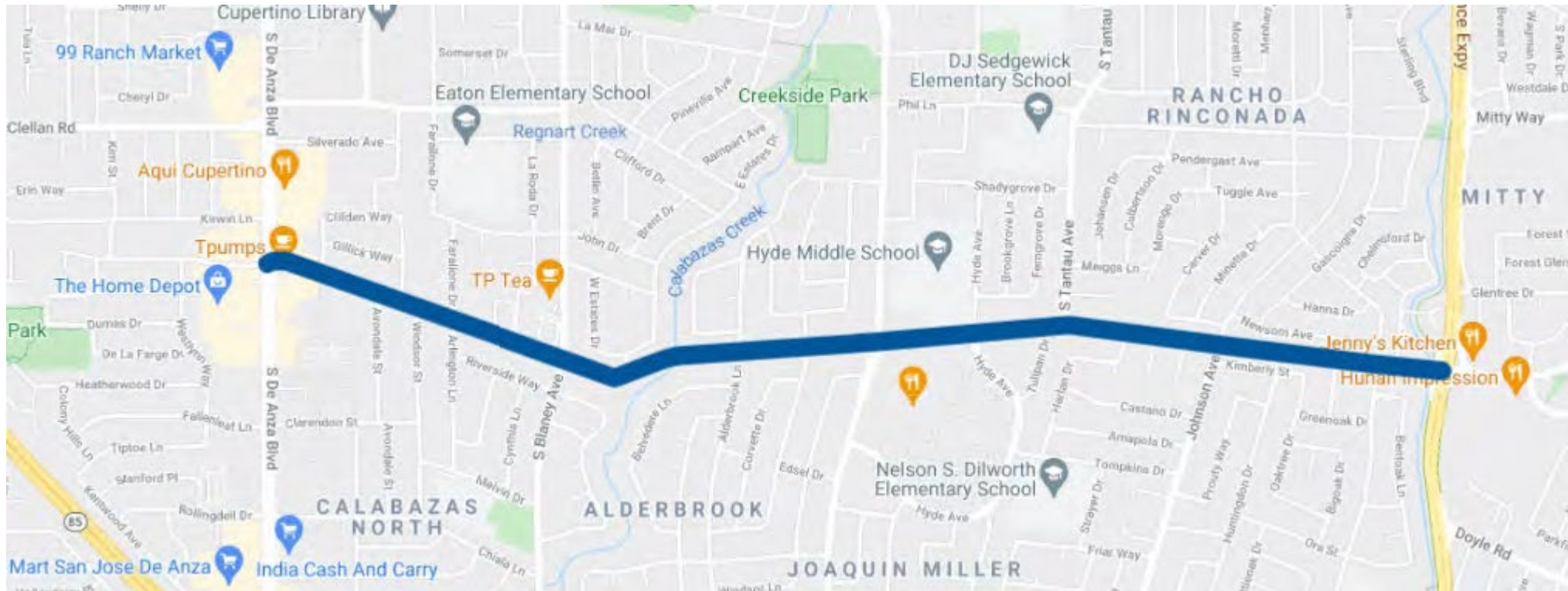
Please consider adding Alternative A of the Bollinger Corridor Safety Study to the CIP

- **Dino Sakkas**
 - **30+ Cupertino Resident in the Jollyman Neighborhood**
 - **Frequent Pedestrian and Motorist on Bollinger**
 - **Member of Walk Bike Cupertino**
- **Here to advocate for including the Bollinger Corridor Safety Study in the Capitol Improvement Plan (CIP)**
- **The time to act is now!!!**
- **The study is complete**
- **Significant time spent on gathering community inputs**
- **Traffic patterns / collisions are getting back to pre Covid levels**
- **The changes will improve safety for hundreds of Pedestrians, Cyclists and Motorists**



Bollinger Corridor Safety Study is Excellent!!

The City of Cupertino has commissioned the Bollinger Road Corridor Safety Study ("Study") to identify improvements to create a safer and more accessible corridor for pedestrians, bicyclists, transit riders, and motorists. The project team was composed of staff from the City of Cupertino, the City of San José, and the consultant team Kimley-Horn. The study area for this effort is Bollinger Road from De Anza Boulevard to Lawrence Expressway and can be seen below





The Existing Conditions Show Opportunities for Improvement!!

Table 1. Collision Summary by Accident Types from the Bollinger Corridor Safety Study, July 2021

Collision Types	Number of Collisions by Type of Users (2015-2019)				Injuries* (Number of People)	Fatalities
	Auto	Pedestrian	Bicyclist	Motorcyclist		
Head-On	10	-	7	-	4	0
Sideswipe	13	-	0	-	3	0
Rear End	39	-	1	-	16	0
Broadside	37	-	1	1	14	0
Hit Object	21	-	3	1	9	0
Overtaken	4	-	0	-	1	0
Vehicle/Pedestrian	1	2	0	-	1	2
Other	6	-	4	-	4	0
Grand Total	131	2	16	2	52	2

Source: Statewide Integrated Traffic Records System (SWITRS), 2015-2019

* The total number of auto collisions captures all pedestrian, bicyclists, and motorcyclists accidents.



Please consider adding Alternative A of the Bollinger Corridor Safety Study to the CIP

The safety elements included in this alternative are:

- Bike boxes
- Speed feedback signage
- Two-stage turn queue boxes
- Class IV protected bike lanes
- Rectangular Rapid Flashing Beacons (RRFBs)
- High-visibility pedestrian crossings

I suggest that crossings at intersections and safer bike lines be prioritized

The time to act is now!!!

Kim Lunt

From: Susan Michael AIA, LEED AP
Sent: Wednesday, January 19, 2022 8:28 PM
To: David Stillman; Kim Lunt
Subject: ranked votes, BPC 1/19/21

In case my table is useful to you
 (Check that it is correct if you use it)

Work Program Items	Erik	Jack	Ilango	Maanya	Gerhard	Rankings Subtotal
Increasing Bicycle Parking Facilities	3	3	3	3	4	16
Vision Zero (hiring consultant to complete program, policy and action plan)	2	2	4	4	3	15
Speed Limit Lowering (AB 23)	4	4	2	2	2	14
"Near-Miss" Data Collection and Pilot Study (as part of Vision Zero)	1	1	1	1	1	5

CIP Project Suggestions	Erik	Jack	Ilango	Maanya	Gerhard	Rankings Subtotal
Bollinger Road Improvements (from Completed FY20-21 study)	5	5	5	5	5	25
Carmen Road Bridge	4	4	3	3	3	17
Funding for SCB phase 3	2	3	4	1	4	14
DeAnza Blvd Buffered Bike Lane	3	2	2	4	2	13
Touchless Push Buttons	1	1	1	2	1	6



Susan Michael AIA, LEED AP

Capital Improvement Programs Manager

Public Works

susanm@cupertino.org

(408)777-1328/(408)510-0622



De Anza Blvd and McClellan Rd / Pacifica Dr Intersection Modifications

McClellan Rd Separated Bikeways Project – Phase 3

95% Design - DRAFT



Background

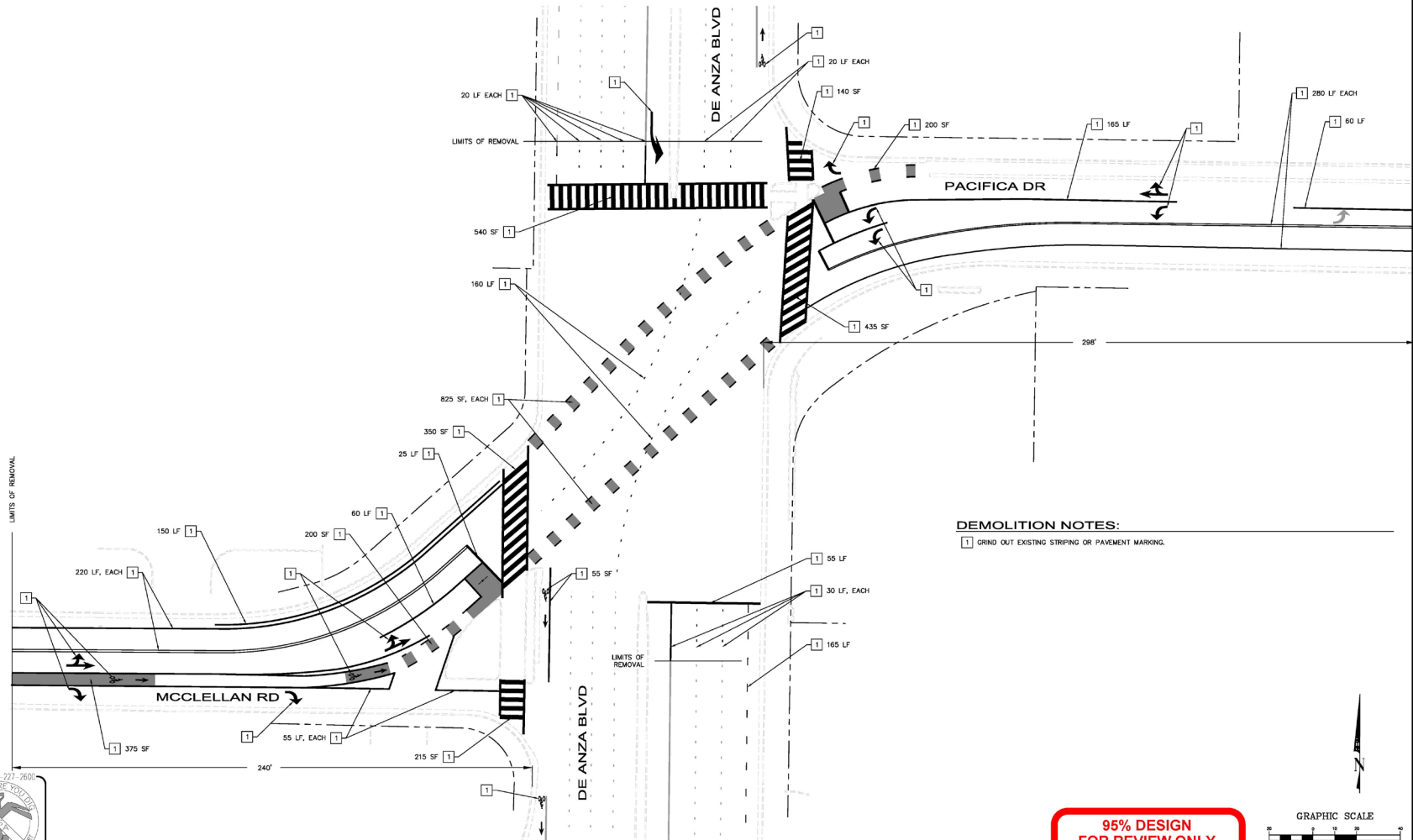
- Phase 3 completes gap in McClellan Road Separated Bikeways Project
 - Phase 1 & 2 completed in 2019 and 2020 respectively
- VERBS Grant received for construction
 - Amount awarded \$1M
- City receives right-of-way dedication from 10490 / 10495 S De Anza Blvd

Background (cont.)

- Project Schedule
 - 100% Design – March 2022
 - CalTrans Review – April 2022
 - Bid Advertise / Award – July / August 2022
 - Construction (7- 8 mo) – October / November 2022

Commission action

- Staff is seeking feedback on 95% design elements

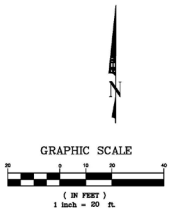


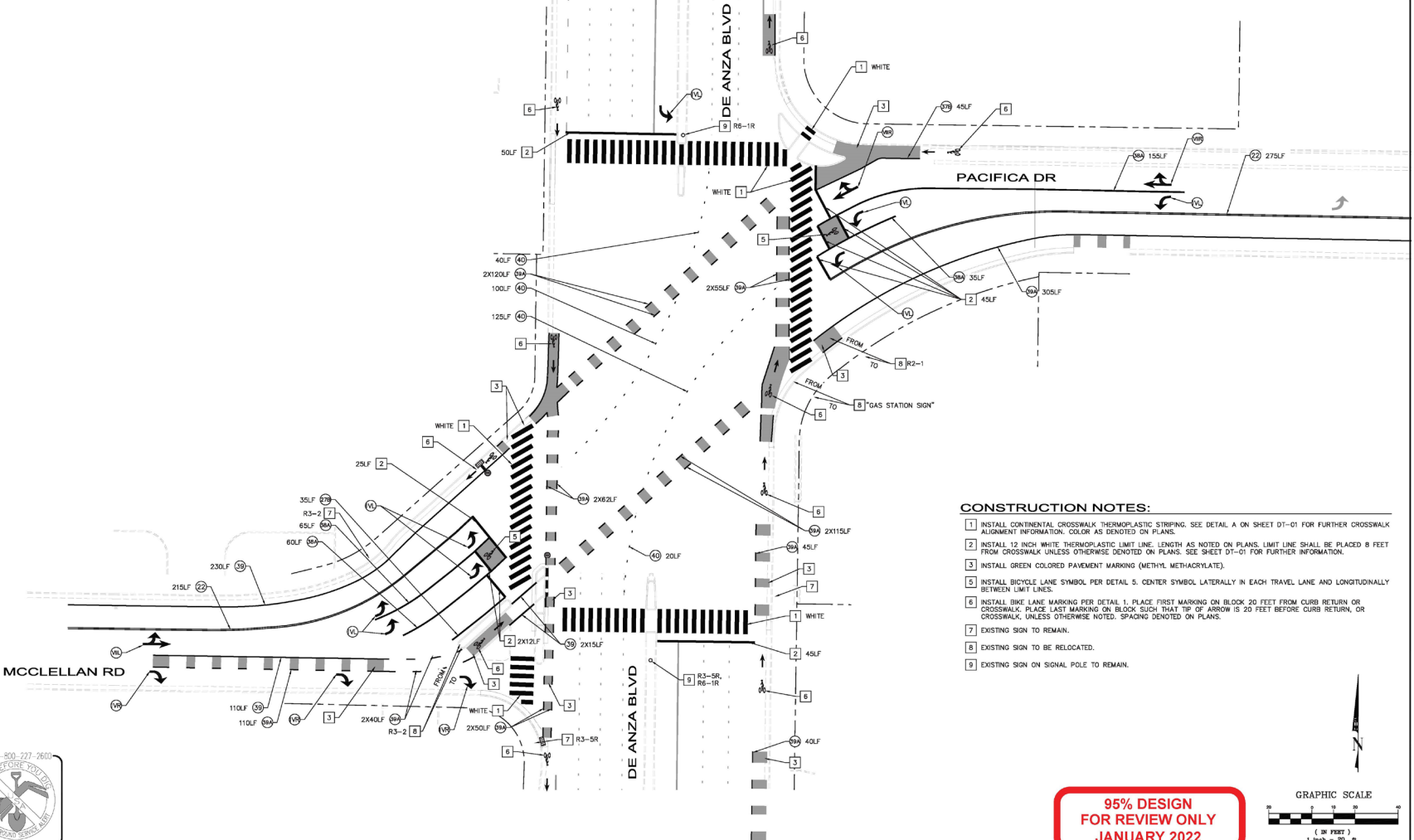
DEMOLITION NOTES:

- 1 GRIND OUT EXISTING STRIPING OR PAVEMENT MARKING.



95% DESIGN
 FOR REVIEW ONLY
 JANUARY 2022



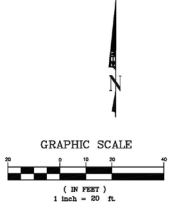


CONSTRUCTION NOTES:

- 1] INSTALL CONTINENTAL CROSSWALK THERMOPLASTIC STRIPING. SEE DETAIL A ON SHEET DT-01 FOR FURTHER CROSSWALK ALIGNMENT INFORMATION. COLOR AS DENOTED ON PLANS.
- 2] INSTALL 12 INCH WHITE THERMOPLASTIC LIMIT LINE. LENGTH AS NOTED ON PLANS. LIMIT LINE SHALL BE PLACED 8 FEET FROM CROSSWALK UNLESS OTHERWISE DENOTED ON PLANS. SEE SHEET DT-01 FOR FURTHER INFORMATION.
- 3] INSTALL GREEN COLORED PAVEMENT MARKING (METHYL METHACRYLATE).
- 5] INSTALL BICYCLE LANE SYMBOL PER DETAIL S. CENTER SYMBOL LATERALLY IN EACH TRAVEL LANE AND LONGITUDINALLY BETWEEN LIMIT LINES.
- 6] INSTALL BIKE LANE MARKING PER DETAIL 1. PLACE FIRST MARKING ON BLOCK 20 FEET FROM CURB RETURN OR CROSSWALK. PLACE LAST MARKING ON BLOCK SUCH THAT TIP OF ARROW IS 20 FEET BEFORE CURB RETURN, OR CROSSWALK, UNLESS OTHERWISE NOTED. SPACING DENOTED ON PLANS.
- 7] EXISTING SIGN TO REMAIN.
- 8] EXISTING SIGN TO BE RELOCATED.
- 9] EXISTING SIGN ON SIGNAL POLE TO REMAIN.



95% DESIGN FOR REVIEW ONLY
JANUARY 2022



Stevens Creek Boulevard Separated Bikeway – Phase 2

Wolfe Rd – Hwy 85

65% 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

- Staff is seeking feedback on 65% Design elements

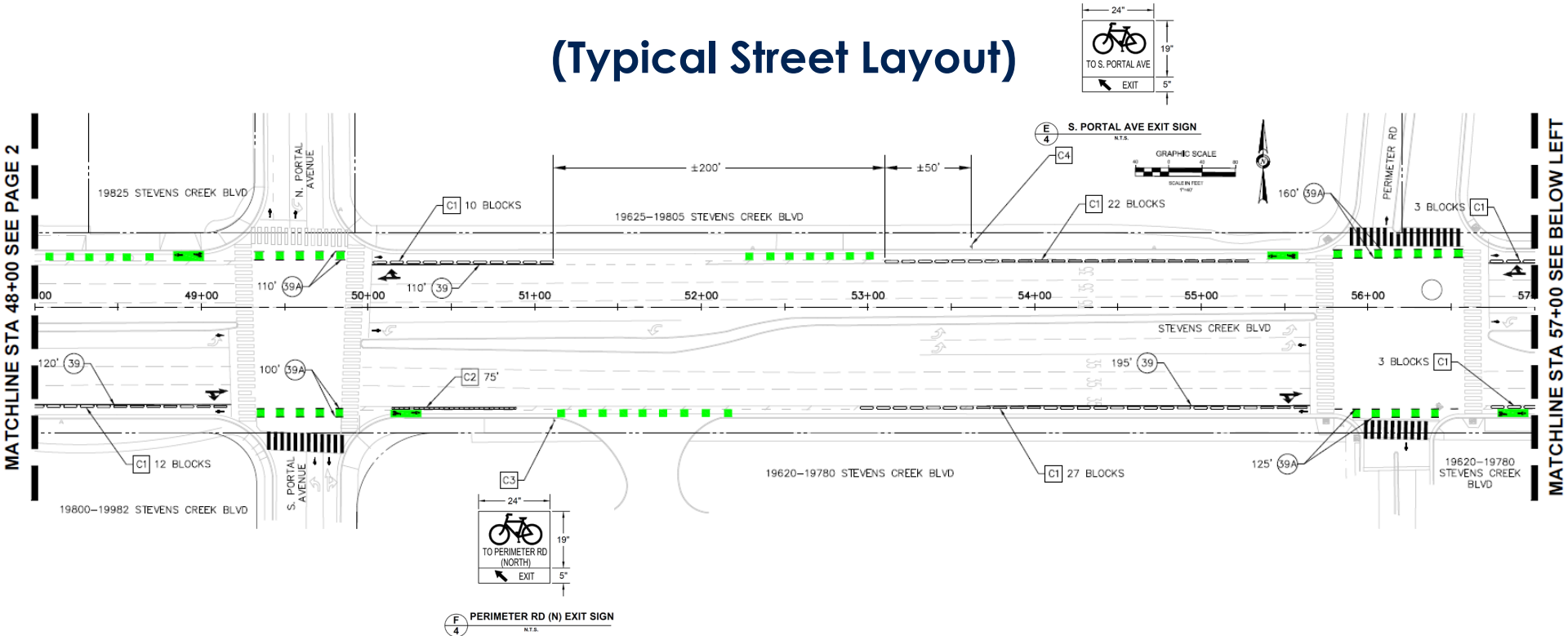
Phase 2 Improvements



- Pre-cast concrete vertical curbs separating vehicle travel lanes and bike lanes along both sides of street
- In-line floating bus stops with elevated bicycle lane and associated drainage improvements
- 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

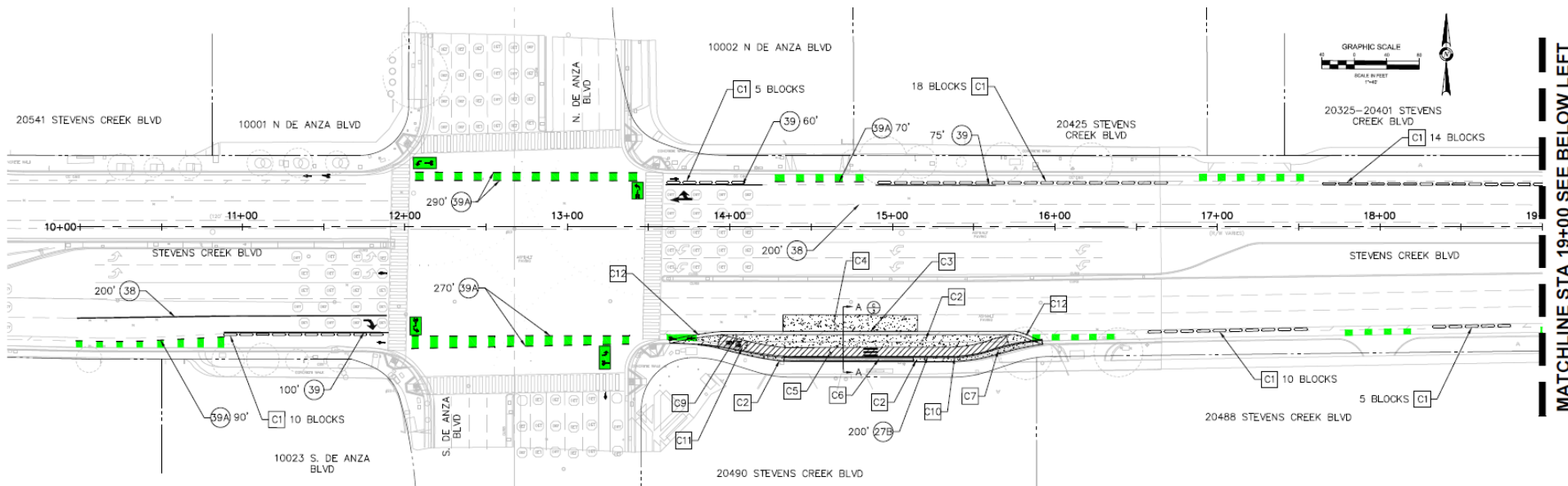
SCB Class IV Bikeway

(Typical Street Layout)



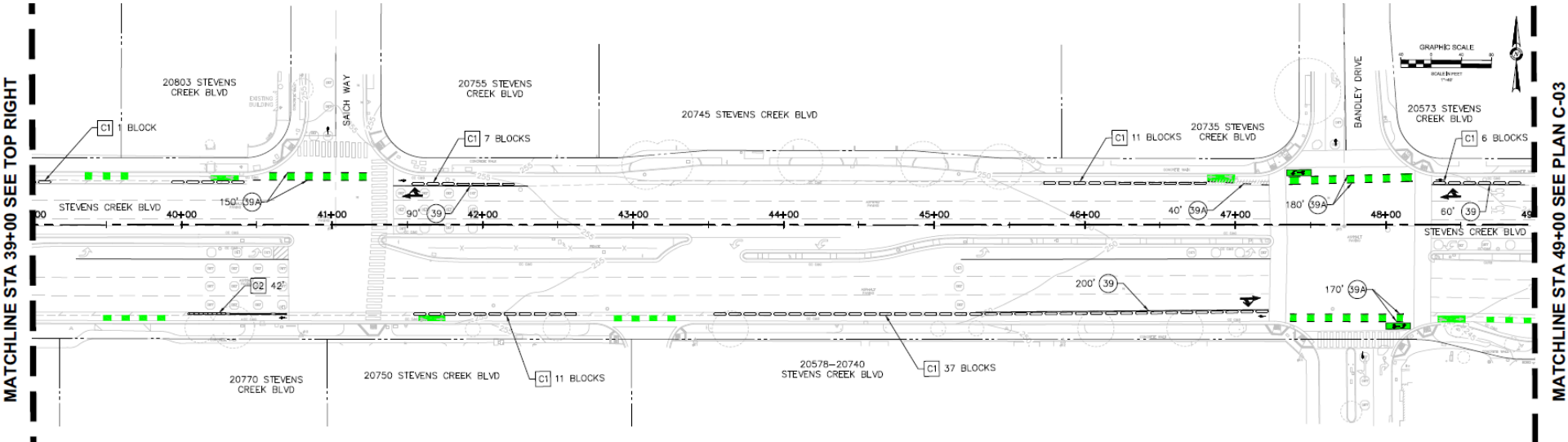
Stevens Creek – De Anza

(In-Line Floating Bus Stop)

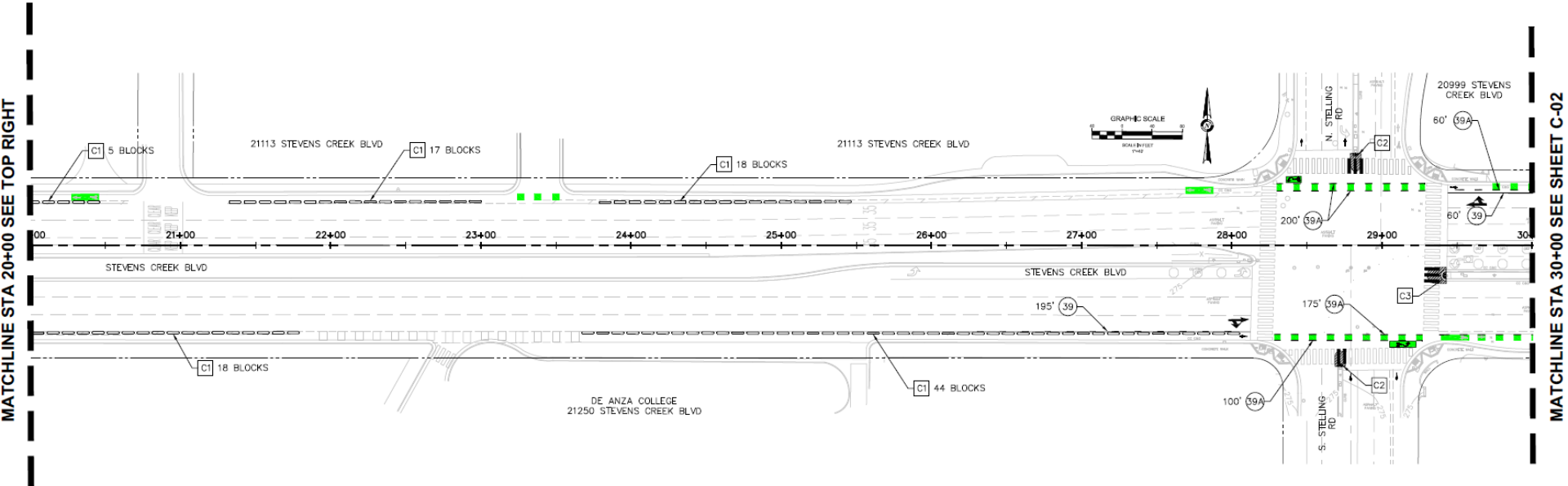


MATCHLINE STA 19+00 SEE BELOW LEFT

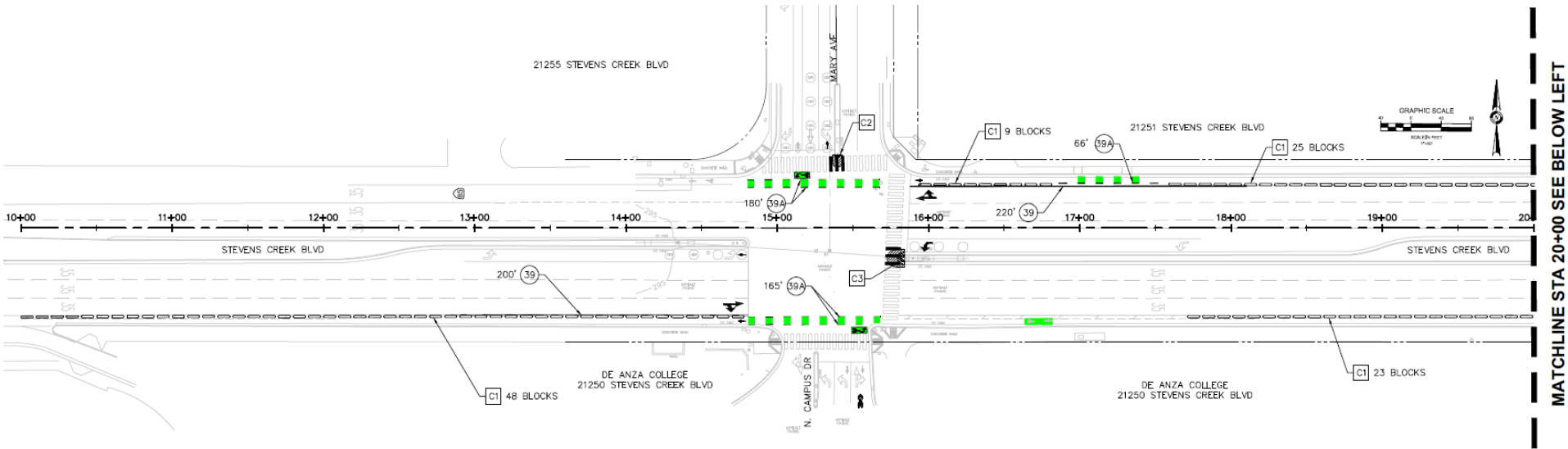
Stevens Creek – Saich / Bandleley



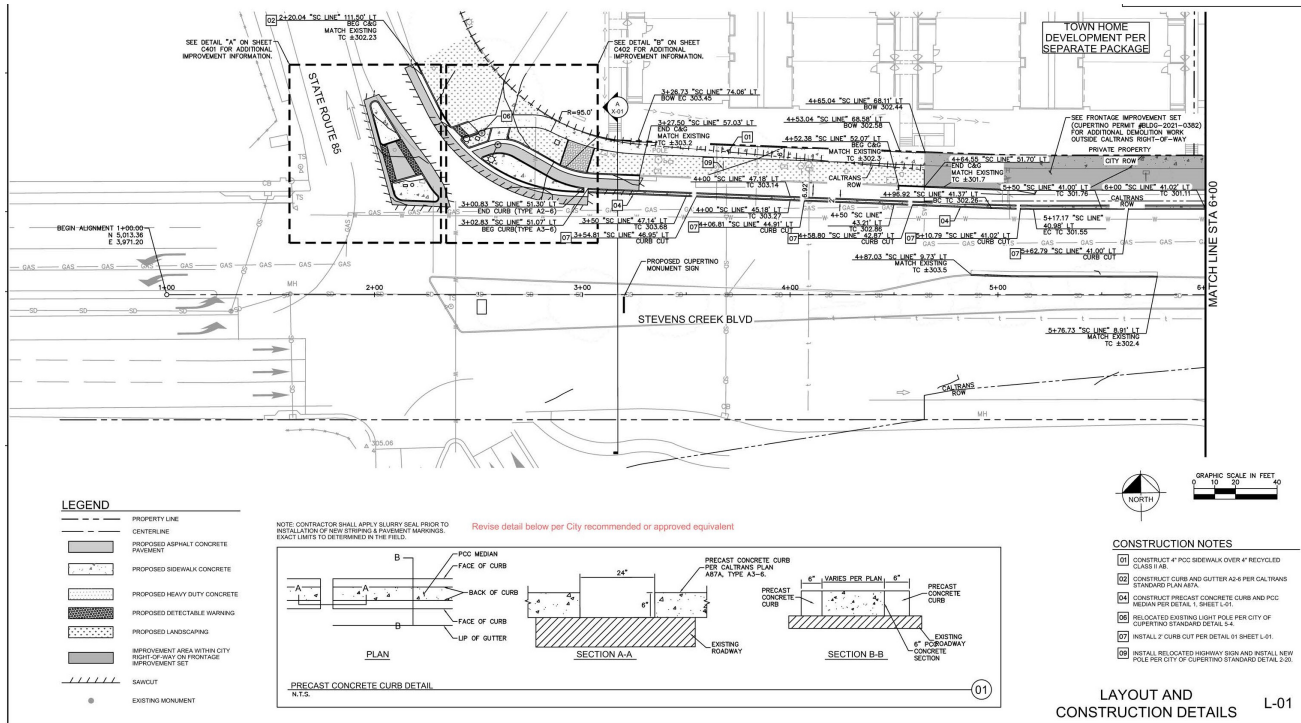
Stevens Creek – Stelling



Stevens Creek – Mary Ave



Stevens Creek – Hwy 85 NB On-Ramp (Westport Project)



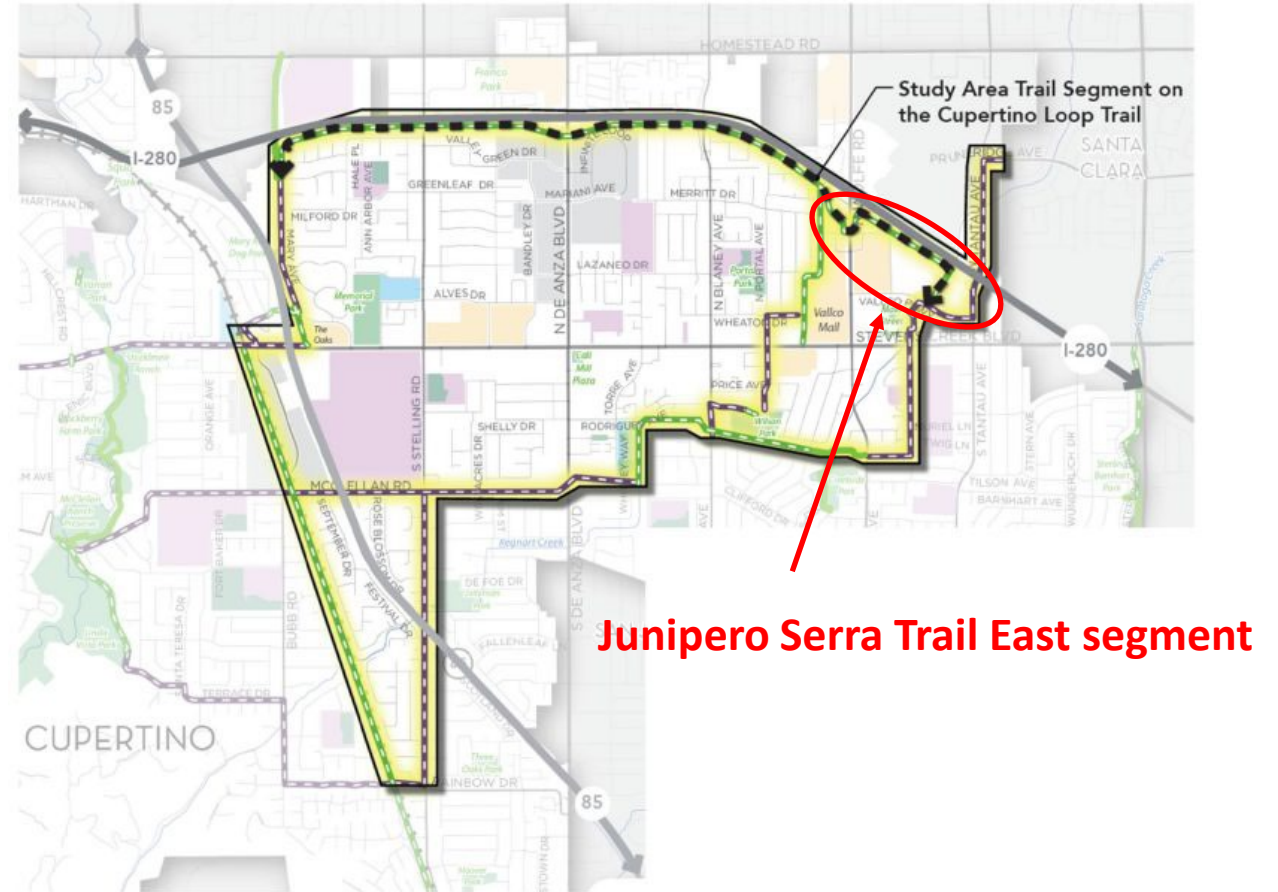
VTA BPAC Report

For the Jan 12, 2021 VTA BPAC meeting

Erik Lindskog

Cupertino's Junipero Serra Trail East Segment project

Recommended that the VTA Board of Directors adopt a resolution for the FY 2021/22 Countywide Transportation Development Act (TDA) approving \$1,015,022 for Cupertino's Junipero Serra Trail East Segment project.



Transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT)

- VTA, in coordination with Member Agencies, developed a web-based VMT Evaluation Tool to screen and evaluate VMT generated by land use projects
- Covers three main land uses:
 - Residential
 - Office
 - Industrial
- Intended to be one part of a Lead Agency's land use evaluation process under SB 743
- The tool was launched in May 2020, and Version 2 was released in September 2021 - at <https://vmttool.vta.org>
- The tool is available for the public to use.