



City of Cupertino Active Transportation Plan

FINAL DRAFT • JULY 6, 2026



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CHAPTER 1

Plan Overview



Plan Overview

The Cupertino Active Transportation Plan will guide future multimodal transportation investments that improve safety, connectivity, and access throughout Cupertino.

Active transportation is the movement of people or goods using nonmotorized methods powered by human activity. Forms of active transportation include walking, biking, or rolling (e.g., skateboarding, riding a scooter, or using a mobility device).

The Active Transportation Plan (ATP) is a comprehensive plan that identifies infrastructure improvements, policies, and programs to make it easier for people to walk, bike, and roll in Cupertino. The ATP builds on Cupertino's previous initiatives to improve mobility, including the 2024 Vision Zero Action Plan, the 2023 Local Roadway Safety Plan (LRSP), the 2018 Pedestrian Transportation Plan, and the 2016 Bicycle Transportation Plan. The ATP integrates insights and achievements from these earlier efforts and reaffirms the City's commitment to its long-term active transportation goals. The project team collaborated

with residents, community groups, City departments, and other stakeholders to identify local needs and develop recommendations to make active travel more accessible, comfortable, and convenient for all Cupertino residents and visitors.

The plan is rooted in safety needs, funding opportunities, state policy, and the City's Council-adopted environmental and community goals. Together, these factors underscore the importance of planning for a transportation system that is accessible, balanced, and safe for all roadway users.

PHASE 1



Needs Assessment and Existing Conditions

- Review of local, regional, and state policies and plans
- Analysis of Cupertino demographics, land use, existing/planned infrastructure, safety, and other relevant inputs
- Community input on network barriers and needs, as well as plan vision and goals

PHASE 2



Project Recommendations

- Development of draft recommendations
- Community input on draft recommendations
- Prioritization of infrastructure improvements and programmatic recommendations
- Financial analysis and implementation strategy

PHASE 3



Draft Plan Review and Final Adoption

- Preparation and public review of draft ATP
- Public input on draft ATP
- Adoption of final ATP based on community input and official approvals



Figure 1: Bicyclists and e-scooter on McClellan Road at Rose Blossom Drive

Why an Active Transportation Plan?

State Requirements and Policy Context

Active transportation planning in California is strongly supported by state legislation and policy. Cities in California are required to update their citywide bicycle, pedestrian, or active transportation plans every five years to remain eligible for certain funding sources. The California Active Transportation Program, established through Senate Bill 99 and Assembly Bill 101, encourages the increased use of walking and biking as a means to improve safety, public health, and environmental outcomes.

Having an adopted active transportation plan is considered best practice and is often necessary to align with state and regional goals, including greenhouse gas reduction targets established under Senate Bill 375. State and regional guidance emphasizes that local agencies should develop comprehensive bicycle and pedestrian plans to identify needs, prioritize improvements, and demonstrate project readiness for implementation. This planning process ensures that projects are data-driven, community-shaped, and consistent with statewide transportation and climate policies.

Grant Funding Eligibility

One of the primary reasons cities develop active transportation plans is to remain competitive for federal, state, and regional funding. Programs such as Safe Streets and Roads for All (federal), the Active Transportation Program (state), or One Bay Area Grant (regional) are significant sources of funding for building and maintaining transportation infrastructure in Cupertino. Most competitive grant programs are heavily oversubscribed, making an adopted active transportation plan essential for cities wanting to successfully compete for grant funding. Active transportation funding can support a wide range of improvements such as sidewalks, bikeways, safe routes to school programs, and traffic safety enhancements. By developing an active transportation plan, the City of Cupertino can leverage local funds as a multiplier for external funding to implement Council-approved projects.



Figure 2: Woman riding an e-scooter on Torre Avenue

Improving Safety

Safety is a central motivation for active transportation planning. Statewide goals for active transportation plans include increasing the safety and mobility of nonmotorized users. The 2024 Cupertino Vision Zero Action Plan identified safety improvements for people walking and biking as a critical implementation action because they are the most vulnerable roadway users. This ATP provides the framework to turn the High Injury Network locations identified in the Vision Zero Action Plan into possible projects for future implementation.

By proactively addressing safety, Cupertino can reduce traffic-related injuries and fatalities, improve comfort for all users, and support a Safe Systems Approach: eliminating fatal and serious injuries for all road users by designing a forgiving transportation system that accommodates inevitable human mistakes. It moves beyond traditional safety by accepting that humans are vulnerable, and that proactive, shared responsibility is required.

Since adoption of the 2016 Bicycle Transportation Plan and 2018 Pedestrian Transportation Plan, new micromobility trends have emerged, including e-scooters, e-bikes, and emotos. While these technologies have expanded transportation options and increased the convenience of micromobility, they also present unique safety challenges that require proactive attention.

The ATP recommends e-bike and micromobility education, with a particular focus on school-age riders, as a shared community-wide responsibility is required to ensure these new options can be used safely while also supporting City active transportation goals.



Figure 3: Adult riding an e-mountain bike on Stevens Creek Boulevard



Figure 4: Older adult riding a tricycle on Stevens Creek Boulevard

Benefits of Walking, Biking, and Rolling

In addition to safety and environmental benefits, active transportation also provides public health, economic, and community advantages. These include:

- **Public Health:** Walking, biking, and rolling increase physical activity, helping reduce chronic diseases such as obesity, heart disease, and diabetes.
- **Equity and Accessibility:** Active transportation networks provide affordable mobility options for people of all incomes, including those who cannot or choose not to drive.
- **Economic Vitality:** Improved pedestrian and bicycle infrastructure can support local businesses by increasing foot traffic and improving access to commercial areas.
- **Quality of Life:** Walkable and bikeable communities promote social interaction, reduce noise, and create more vibrant public spaces.
- **Connectivity:** Active transportation infrastructure improves access to schools, parks, jobs, and transit, strengthening the overall transportation network.

These benefits support Cupertino's vision for a livable, healthy, and sustainable community.

Climate Action Plan Alignment

Active transportation is a key strategy for reducing greenhouse gas emissions and advancing local, regional, and state climate goals. Cupertino's largest source of emissions comes from private vehicle travel; the ATP advances the City's Climate Action Plan (CAP) by encouraging mode shift and reducing vehicle miles traveled. Investments in walking and biking infrastructure make it easier for residents to choose sustainable transportation options for short trips, school trips, commutes, and connections to transit.

The ATP directly supports Chapter 9 of the Climate Action Plan, "Connecting Communities," which identifies transportation as a key component of Cupertino's climate strategy. The CAP specifically calls for the development and implementation of an Active Transportation Plan to help achieve a 15 percent active transportation mode share by 2030 and 23 percent by 2040. By identifying projects that close network gaps, improve safety, and create more comfortable facilities for people walking and biking, the ATP provides an implementation mechanism for these CAP goals.

What's in the Plan?

The ATP is organized in the following chapters:

CHAPTER 2

VISION, GOALS AND OBJECTIVES

Presents the ATP's guiding vision statement with associated goals and policies.

CHAPTER 3

CUPERTINO TODAY

Offers an overview of Cupertino's current demographic context, travel modes, transit systems, active transportation infrastructure, and progress made on past plans.

CHAPTER 4

NEEDS ANALYSIS

Provides analysis of safety on Cupertino's streets; which streets are most comfortable for walking, biking, and rolling; where there's the most potential for new walking, biking, and rolling trips; and where future ATP investments might yield the largest benefits.

CHAPTER 5

PUBLIC ENGAGEMENT

Shares the public participation process from 2025 to 2026 and summarizes what we heard from the community.

CHAPTER 6

PLAN RECOMMENDATIONS

Presents recommendations for investments to the active transportation network, along with recommended policies and programs to achieve Cupertino's long-range vision for active transportation.

CHAPTER 7

PROJECT PRIORITIZATION

Presents the results of prioritization scoring for recommended projects, cost estimates for project implementation, an overview of available funding sources, and guidelines for measuring project effectiveness and proactively assessing potential impacts to traffic operations.

CHAPTER 2

Vision, Goals, and Objectives



Vision, Goals and Objectives

The vision, goals, and objectives were developed to reflect and reinforce the City of Cupertino's adopted plans and policies. They were developed by consolidating similar and overlapping statements from existing Cupertino plans and then refined using input gathered during Phase 1 outreach to also reflect today's community needs and concerns.



Vision is a broad aspirational statement for the desired future state of walking, biking, and rolling in Cupertino.



Goals are general statements of what the City hopes to achieve for active transportation over time.



Objectives further define how and what actions are part of meeting these goals.

Vision Statement

The City of Cupertino will be a place where people of all ages and abilities can easily, comfortably, and safely walk, bike, and roll to get where they want to go. A robust active transportation network will enhance mobility options for all, creating a safe and connected multimodal City.



Goals



Each goal provides a guiding framework that was applied throughout the development of this plan.



SAFETY

Consistent with the Vision Zero Action Plan, pursue an active transportation network that reduces the number of serious and fatal crashes involving people walking, biking, or rolling to zero. Enact measures to anticipate human error and minimize the impact of traffic crashes for all roadway users.



SUSTAINABILITY

Advance environmental quality and economic prosperity for the City by providing inviting active transportation facilities that encourage frequent use and improve adoption of all non-vehicle modes of travel, resulting in a reduction in vehicle miles traveled and greenhouse gas emissions.



ACCESSIBILITY

Provide a well-connected multimodal transportation network that offers comfortable and convenient walking and biking options to key destinations for all residents and visitors in Cupertino.



MULTIMODAL BALANCE

Consider multimodal priorities and project impacts to improve sustainable transportation options throughout the City. Limit impacts to all other modes whenever possible, including transit and personal vehicles.



MAINTENANCE

Active transportation needs should be considered and integrated in all City roadway maintenance activities.



FAIRNESS

Provide a multimodal transportation system that is equally distributed across all neighborhoods in Cupertino.

Objectives



Objectives represent concrete actions that the City can take to achieve each goal and transform the vision into a reality.



Safety

1.A Prioritize improvement projects in the City’s Capital Improvement Program that are along the Vision Zero High-Injury Network (HIN).

1.B Design the transportation system to accommodate vulnerable road users, especially youth. Integrate Vision Zero principles into all City projects and departments, with a focus on eliminating all traffic fatalities and severe injuries on City roadways.

1.C Provide separation between users. Reduce conflicts between people walking and biking by separating active transportation users in space (such as separated bikeways) or in time (such as separate signal phases).

1.D Prioritize school safety improvements, working with Cupertino Union School District and Fremont Union High School District, focused on roadway safety improvements and safety education efforts.

1.E Conduct education with vulnerable road users to improve safety awareness, especially among youth, seniors, and residents with a disability.

1.F Work with the Santa Clara County Sheriff’s Office to identify and prioritize “hot spot” enforcement for traffic infractions most likely to lead to serious or fatal injuries.



Accessibility

2.A Increase access and comfort by designing the network for all ages and abilities in line with the best available research and design standards. Ensure the active transportation network complies with the Americans with Disabilities Act (ADA).

2.B Prioritize regional connectivity by implementing active transportation projects that connect to surrounding cities or are identified as countywide corridors in the Valley Transportation Authority (VTA) Countywide Bicycle Plan.

2.C Address gaps to establish an active transportation network that is more complete, connected, sustainable, and better integrated with public transportation.

2.D Expand short-term and secure long-term bicycle parking capacity in public spaces and through new housing and commercial development requirements.

2.E Improve access to transit stops and stations for people biking and walking.

2.F Expand and improve wayfinding signage for people walking and biking.

2.G Expand and connect the trail network throughout Cupertino, to act as an alternative to the street network for people walking and biking.



Sustainability

3.A Reflect sustainable priorities in the City's Capital Improvements budget and other operating programs.

3.B Support a culture of active and transit mode choice through incentives, programs, and initiatives that focus on reaching families, women, and seniors.

3.C Support and expand education and encouragement through the Safe Routes to School program.

3.D Reduce vehicle miles traveled and greenhouse gases through investments in the active transportation network that support a shift in behavior from driving a car to walking, biking, rolling, and transit.

3.E Facilitate multi-jurisdictional commute trips by prioritizing implementation of trail/shared-use path projects and VTA Cross County Bicycle Corridor projects.

3.F Accommodate and plan for a wider range of mobility devices, such as electric scooters and bicycles.



Maintenance

4.A Continue and expand the use of the Cupertino 311 online portal for community reporting of damaged or malfunctioning active transportation infrastructure.

4.B Prioritize street sweeping and maintenance activities on streets with separated bikeways.

4.C Adopt design standards for new infrastructure that prioritize lower maintenance costs.

4.D Work with private property owners to ensure sidewalks are maintained and repaired, especially around schools and other major destinations.

4.E Continue to maintain a citywide database on active transportation infrastructure.



Multimodal Balance

5.A Develop a Complete Streets Study Guideline for evaluating the potential impacts of separated on-street bikeways, including parking loss, congestion impacts, or transit efficiency.

5.B Consider bicycle and pedestrian safety and comfort for all City traffic studies and impact analysis.

5.B Prioritize projects that generate multimodal benefits, such as transit enhancements or roadway safety improvements.

5.C Prioritize the implementation of projects with a high degree of project readiness and known impacts on traffic operations.

5.D Prioritize the needs of vulnerable road users, such as seniors, youth, and residents with a disability, when approaching design for new projects.

5.E Track and report to the public the utilization of active transportation facilities through regular bicycle and pedestrian counts.

5.F Pursue innovative solutions and traffic technology as appropriate to advance multimodal priorities.



Fairness

6.A Prioritize improvements in areas of the City that are lacking active transportation infrastructure, particularly sidewalks and crosswalks.

6.B Conduct robust community engagement and establish collaborative stakeholder partnerships when designing and implementing active transportation infrastructure.

6.C Prioritize projects in proximity to schools or along designated school travel routes.

6.D Provide regular updates to the public on ATP implementation progress.

6.E Sponsor and support community events that use active transportation in neighborhoods across Cupertino.

CHAPTER 3

Cupertino Today



Cupertino Today

To develop the ATP, the project team considered previously identified needs and issues and evaluated the present state of the transportation system to improve safety and comfort for people walking, biking, and rolling. Staff reviewed the transportation system from different perspectives including demographics, safety data, and user comfort. This approach helped the team better understand what motivates or deters people in the travel choices that they make.

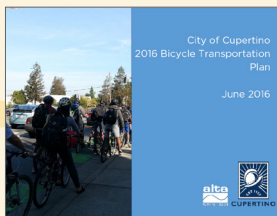
Building on the Past

The project team reviewed 10 local plans and 4 regional plans related to active transportation and mobility from the past 20 years to ensure the ATP advances the transportation goals and actions identified by prior

efforts. The insights and lessons learned from the previous planning efforts provided the context for the ATP vision and goals.

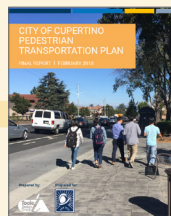
CITY OF CUPERTINO TIMELINE OF PLANS

2016



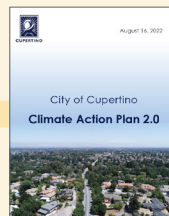
Bicycle Transportation Plan

2018



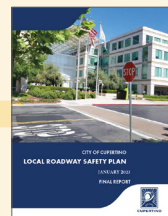
Pedestrian Transportation Plan

2022



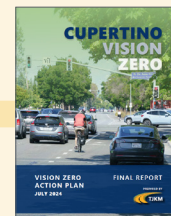
Climate Action Plan

2023



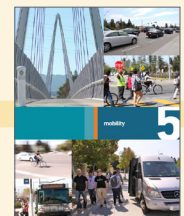
Local Roadway Safety Plan

2024



Vision Zero Plan

2024



General Plan Mobility Element

In 2015, the City first adopted the General Plan – Mobility Element, which established the City’s goal to make alternative modes of transportation attractive options. This goal aims to reduce the strain on the transportation network and improve health and quality of life for residents and businesses. [The element was updated in 2024.](#)

In 2024, the City adopted the [Vision Zero Action Plan](#) – affirming the City’s long-term commitment to safety by recommending both infrastructure and non-infrastructure programs that advance the goal of eliminating multimodal traffic fatalities and serious injuries.

The City adopted its most recent [Bicycle Transportation Plan in 2016](#) and its [Pedestrian Transportation Plan in 2018](#). Also in 2018, Cupertino adopted a [Complete Streets Policy](#) to create an integrated transportation network that promotes safe and convenient travel for all. The [Valley Transportation Authority \(VTA\) Countywide Bicycle Plan \(2018\)](#), [VTA Bicycle Superhighway Implementation Plan \(2025\)](#), and [Santa Clara County Active Transportation Plan \(2025\)](#) also informed regional connectivity between Cupertino and the surrounding communities in Santa Clara County. These documents lay the foundation of Cupertino’s active transportation network.

See **Appendices** for the complete Plan Review.

Community Profile

The City of Cupertino is in western Santa Clara County in the San Francisco Bay Area, with a population of 58,886 residents. It is the ancestral home of the Muwekma Ohlone tribe and the Tamien Nation indigenous peoples. Throughout the late 19th and early 20th centuries, Cupertino was home to a robust agricultural industry. The City formally incorporated in 1955, with much of the City subsequently developing in a post-war suburban layout. The City has a history of innovation in Silicon Valley, serving as the headquarters for Apple Inc.

Nearly 72% of Cupertino residents identify as Asian, with 30% of the total population identifying as Chinese and another 30% identifying as Asian Indian or South Asian. About 20% of Cupertino residents identify as White, and 3% identify as Latino. Among the 63% of Cupertino households that speak a language other than English at home, 43% speak Asian and Pacific Islander languages, 17% speak other Indo-European Languages, and less than 2% speak Spanish.

Approximately 40% of Cupertino residents are either under 18 (26%) or over 65 (14%). Youth and seniors have a varied profile of trip patterns and access to vehicles, with far more of their trips being local compared to working age adults who often commute longer distances to work. Cupertino has a large potential pool of demand for local, non-commuting trips within the community that may require options beyond driving.



Figure 5: ATP signage at Creekside Park



Figure 6: Cyclists waiting to cross De Anza Boulevard at Stevens Creek Boulevard

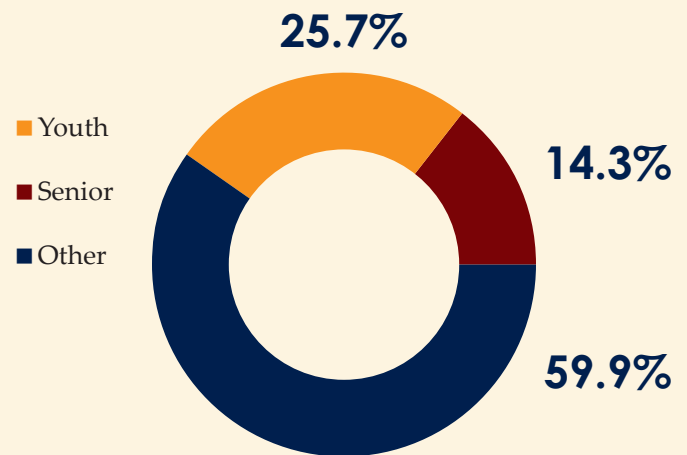


Figure 7: Youth and Seniors as Share of Population in Cupertino (Source: ACS 2023 five-year estimates)

Transportation Profile

Commute to Work

Commute to work is measured by the American Community Survey (ACS), which provides five-year rolling estimates of mode choices for travel. It should be noted that ACS mode share data only captures the primary mode of travel used during work-related trips.

Across the City, 3.5% of residents travel to work either by walking or biking, while another 28% work from home. Transitioning more local trips to active modes has the potential to reduce congestion for those residents who must drive to work.

School Trips/ Safe Routes to School

One-third of youth in Cupertino today travel to school by walking, biking, or rolling.

Since 2015, Cupertino has collected school travel data as part of its [Safe Routes to School \(SR2S\) initiative](#), using an in-class survey method developed by the National Safe Routes to School Partnership. Capturing school travel mode is particularly important as one-quarter of the Cupertino population is under 18. The data collected also informs program planning and supports grant applications by tracking mode share trends across all grade levels.

See **Appendix B** for the complete Existing Conditions Memo.

Figure 8:
Commuter Mode Share (Source: 2023 ACS 5-Year estimates)

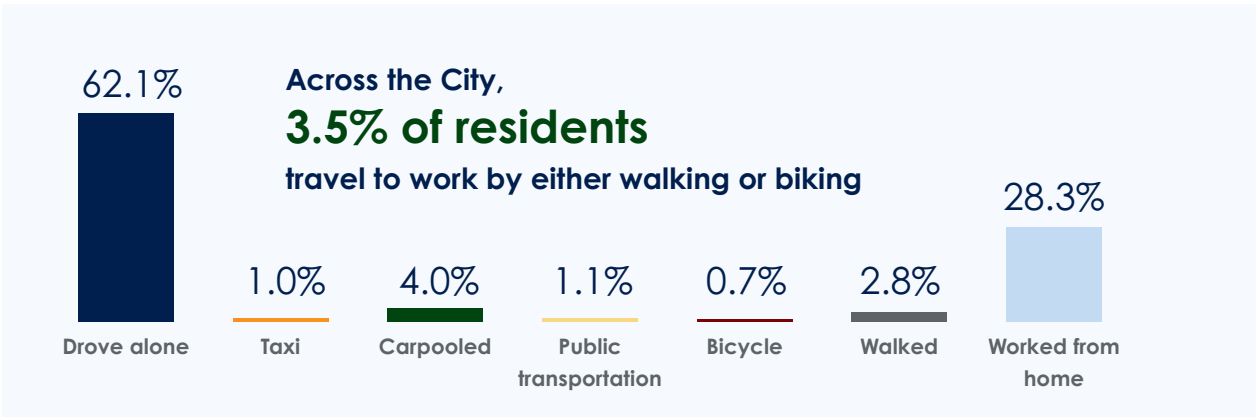


Table 1: Student mode share in Cupertino (2024)

MODE OF TRAVEL	ELEMENTARY SCHOOLS	MIDDLE SCHOOLS	HIGH SCHOOLS	CITYWIDE
Family Vehicle - Alone	56%	54%	54%	55%
Family Vehicle - Carpool	12%	14%	6%	11%
Public Transit	0%	0%	3%	1%
School Bus	1%	1%	0%	1%
Bike/E-Bike/Other	6%	12%	18%	11%
Walk	26%	19%	19%	22%



Figure 9: Three cyclists riding westbound on Bollinger Road

Walking and Rolling

Cupertino, with its mild weather, flat terrain, and compact size, is a suitable location for all forms of walking and rolling—including biking, scooting, or other personal mobility devices.

Pedestrian Network

SIDEWALKS

Cupertino has a relatively well-developed sidewalk network, particularly in the areas around its denser centers and southern residential neighborhoods. In areas near the Cupertino Village Shopping Center, Main Street, and schools, such as Cupertino High School, sidewalks are common and well-maintained. In the more central parts of Cupertino, especially near major intersections and public facilities like the Cupertino Library and Community Center, there is also a higher density of sidewalks.

A substantial portion of local streets, particularly in western Cupertino, have incomplete sidewalk networks or sidewalks on only one side of the street. In many cases, this is due to voluntary neighborhood classification as “semi-rural,” which exempts these areas from sidewalk construction requirements.

Figure 10: Existing Pedestrian Network (2025)

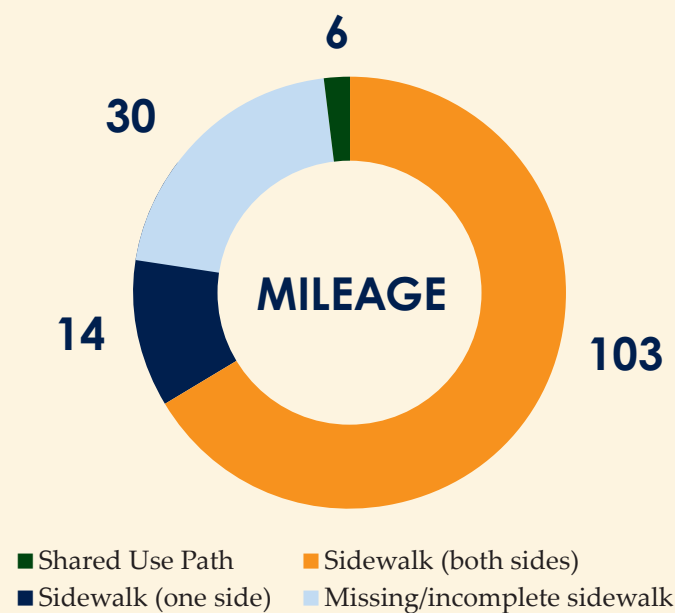
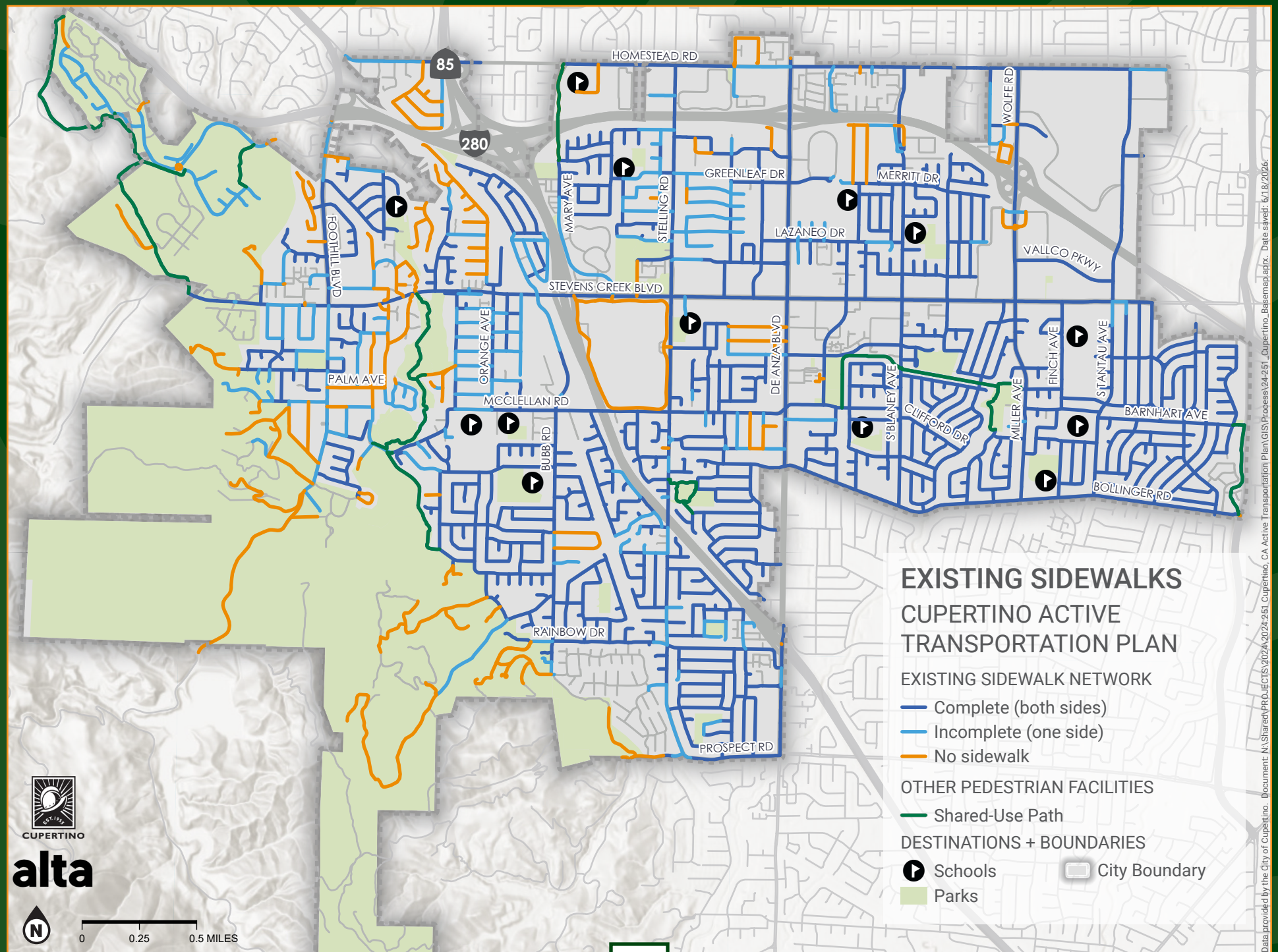


Figure 11: Existing Sidewalk Network



Data provided by the City of Cupertino. Document: N:\Share\PROJECTS\2024\251_Cupertino_CA Active Transportation Plan\GIS\Process\24-251_Cupertino_Basemap.aprx. Date saved: 6/18/2026

Figure 12: Cyclist approaching Rectangular Rapid Flashing Beacon on McClellan Road on McClellan Road

CROSSINGS

The quality and frequency of roadway crossings for pedestrians in Cupertino vary, with a mix of well-designed crossings in higher-density areas and gaps in infrastructure in lower-density, residential areas. In denser commercial zones, such as along major roads like De Anza Boulevard and Homestead Road, crosswalks are generally well-marked. Areas with higher foot traffic, such as near Cupertino High School, the Cupertino Library, and the Cupertino Village Shopping Center also have enhanced crosswalks, including use of Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled intersections (shown in **Figure 12**).

Cupertino has implemented many crosswalk improvements near schools. **Figure 13** shows an example of a concrete curb extension project that shortens the pedestrian crossing distance, improves visibility, and encourages slower turning movements.

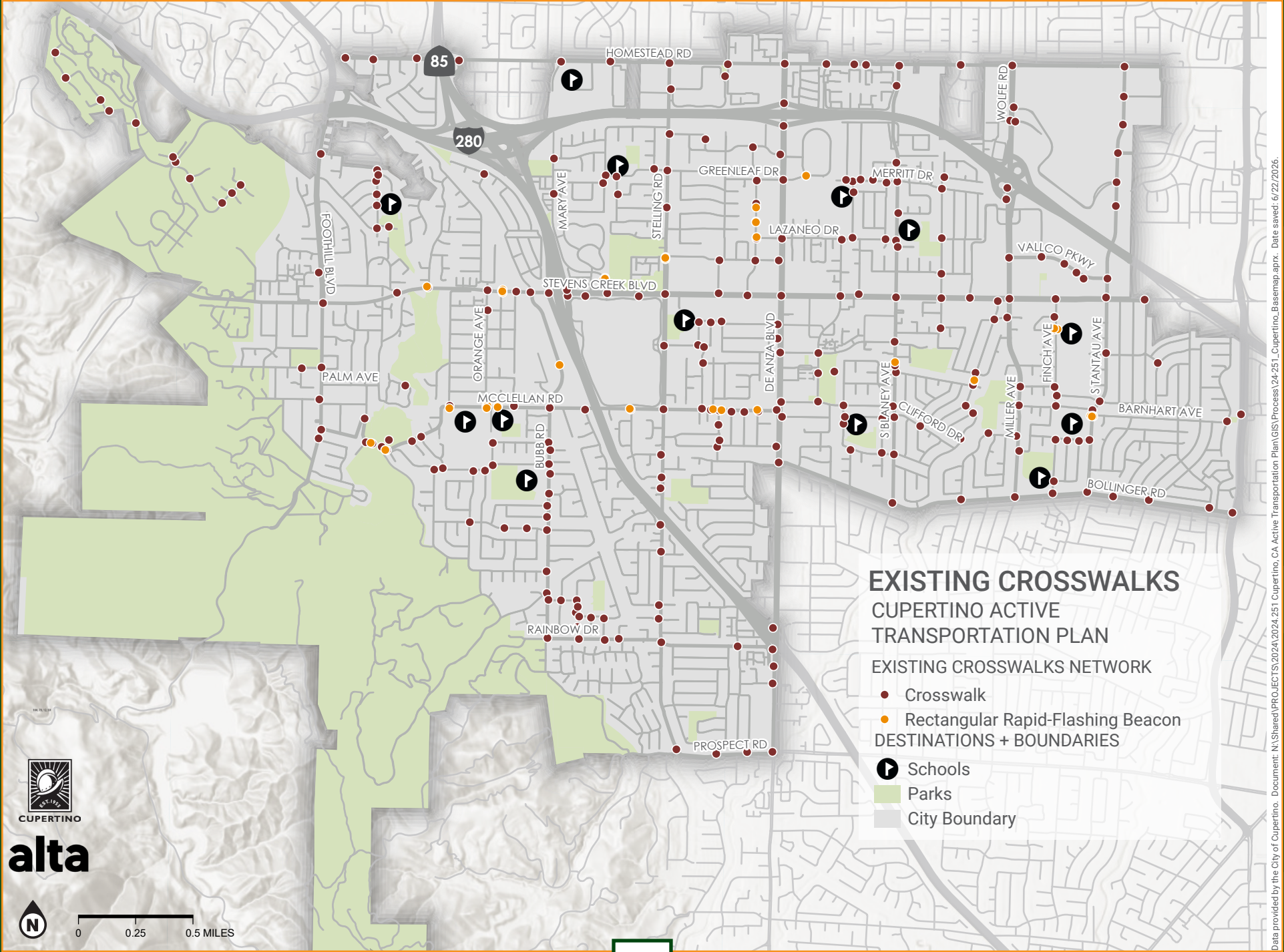
Crosswalks can be sparse in some residential or less-developed areas, especially in western Cupertino, requiring pedestrians to walk further to find a safe crossing point. In these areas, the lack of consistent crosswalk infrastructure can create challenges for pedestrians.

Figure 14 shows the City's existing pedestrian crossings and locations of RRFB crossings.

Figure 13: Permanent crossing improvements on Byrne Avenue



Figure 14: Existing Crosswalks



Data provided by the City of Cupertino. Document: N:\Shared\PROJECTS\2024\251 Cupertino, CA Active Transportation Plan\GIS\Process\24-251_Cupertino_Basemap.aprx. Date saved: 6/22/2026.



Figure 15: VTA Route 23 on Stevens Creek Boulevard

Transit Network

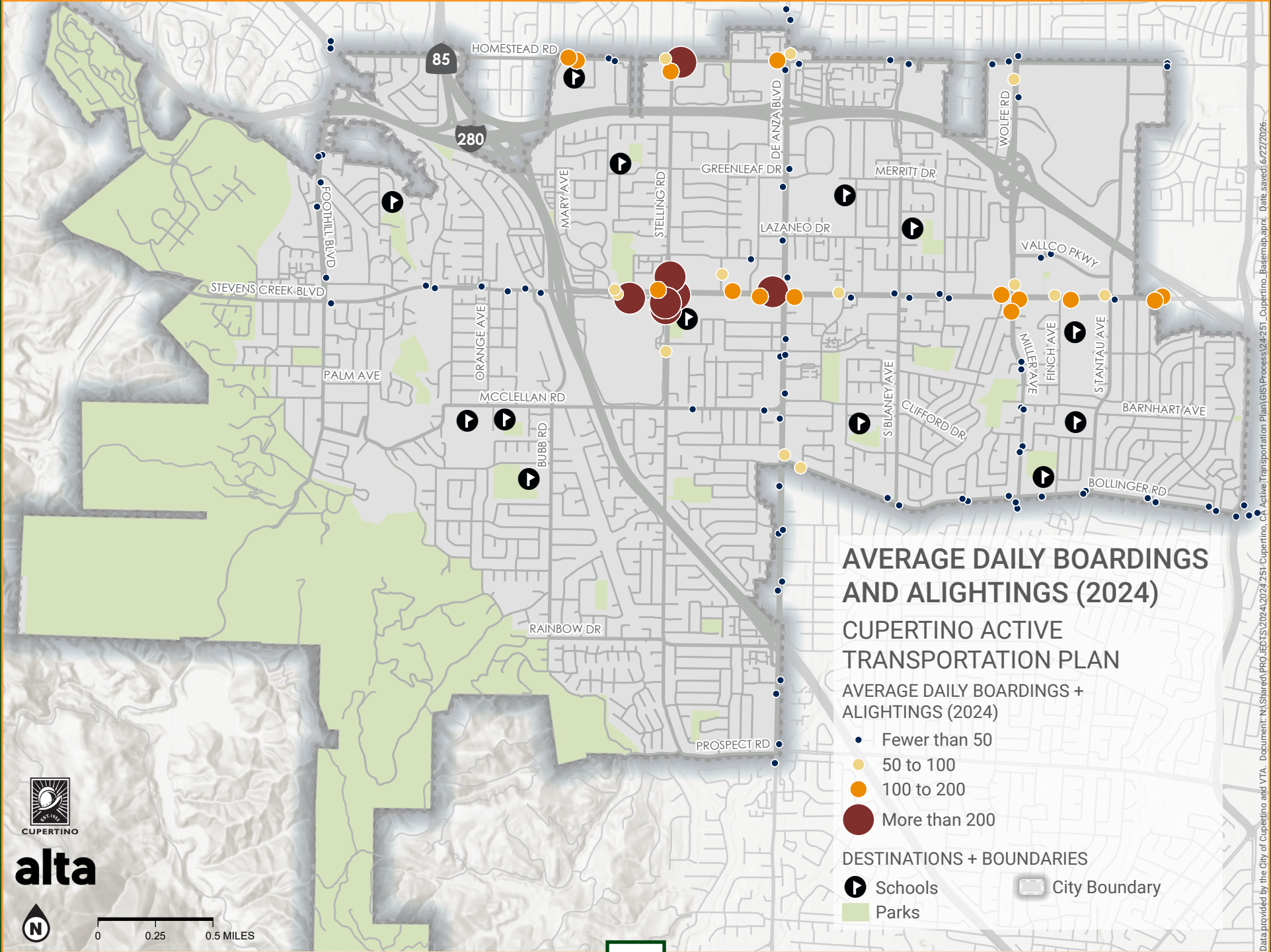
Cupertino's transit network provides vital connections to neighboring cities and regional hubs in the broader Silicon Valley and San Francisco Bay Area. The City is served by 13 VTA bus routes, which provide local transit options and also connect to VTA Light Rail and regional transit such as Caltrain. Most bus routes connect to central Cupertino along Stevens Creek Boulevard, and buses are equipped with bike racks that can accommodate up to three bicycles. VTA bus ridership is highest in central Cupertino, near De Anza College. **Figure 17** shows the City's average daily boardings and alightings at VTA bus stops.

In addition to VTA transit service, Cupertino (in partnership with City of Santa Clara) offers microtransit service through the [Silicon Valley \(SV\) Hopper](#) program. The City of Cupertino manages the program, offering rideshare service to designated stops through a dedicated app for Cupertino, Santa Clara, and a few specific destinations beyond Cupertino City limits. These stops are typically the closest street corner to trip origins or destinations, though individuals with disabilities can receive door-to-door service. Youth aged 13 and older are permitted to use SV Hopper independently with parental consent.



Figure 16: SV Hopper

Figure 17: Average Daily Transit Boardings and Alightings



Biking and Rolling Network

Cupertino has an existing network of 51.2 miles of bikeways. The bicycle facility types are defined in the **Bicycle Facility Toolbox**. Much of the recent growth of the bikeway network has been informed by the 2016 Bicycle Transportation Plan, which envisioned three separate but complementary networks for transportation:

- The Loop: a series of shared-use paths (Class I), connected by low-stress separated bikeways (Class IV)
- A backbone network of separated bikeways (Class IV) and buffered bike lanes (Class IIB) on major streets
- A network of calm neighborhood bike routes (Class III), which travel through residential areas where traffic is less dense and provide students with direct access to schools

Figure 19 shows the City’s existing bicycle network.



Figure 18: Person rolling on De Anza Boulevard at Stevens Creek Boulevard



51.2 MILES OF EXISTING BIKEWAY FACILITIES

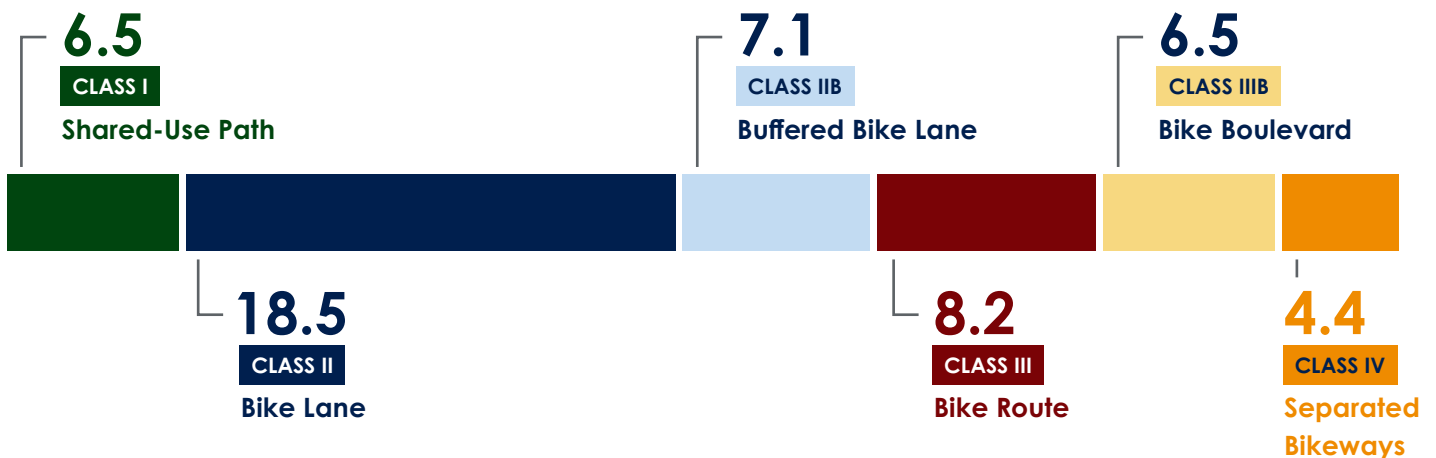
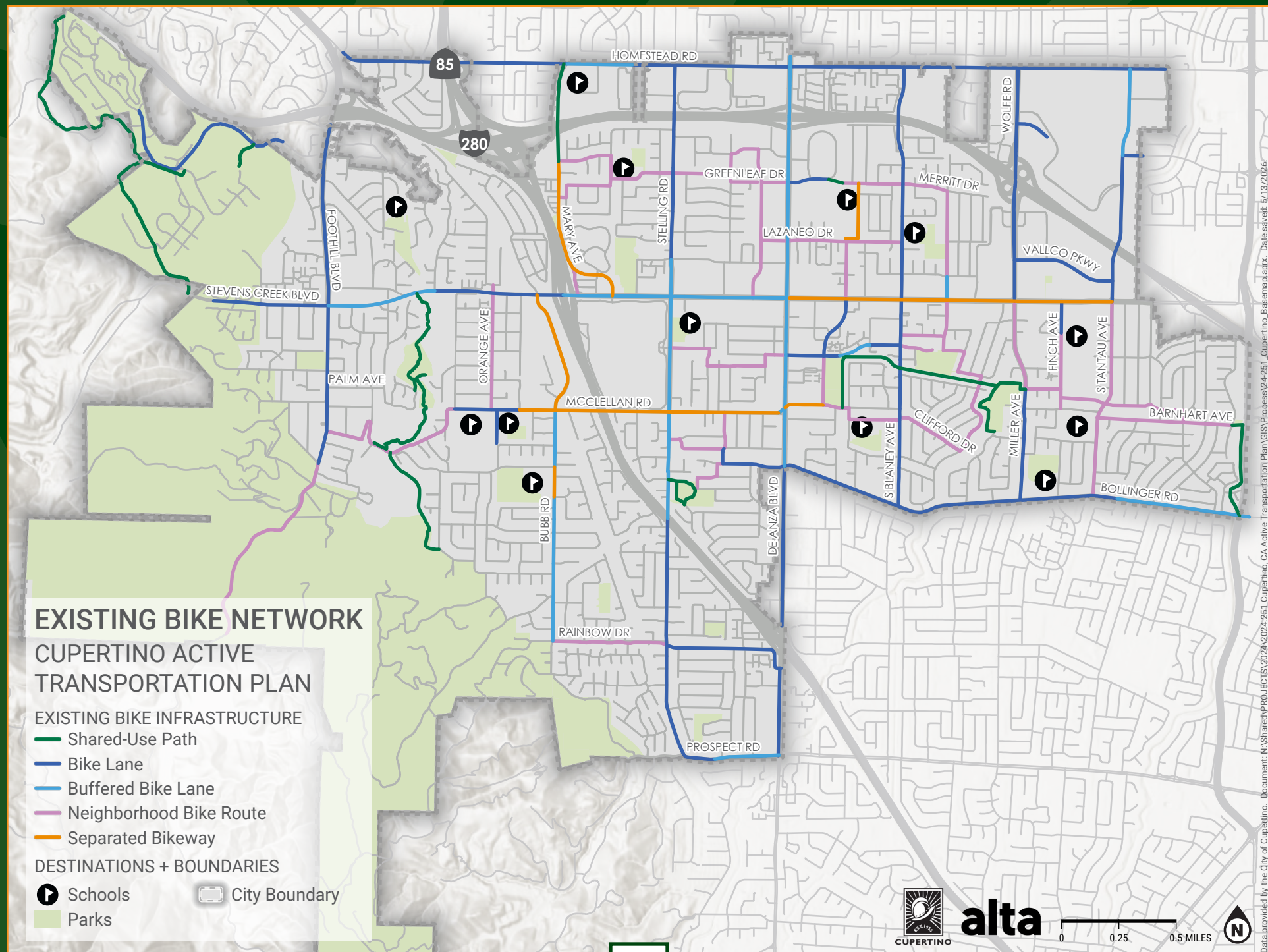


Figure 19: Existing Bike Infrastructure



Recent Progress

As of 2025, the City has completed 34 active transportation projects since the adoption of the 2018 Cupertino Pedestrian Transportation Plan and the 2016 Cupertino Bicycle Plan. Recent projects include:

- The Regnart Creek Trail, a shared-use path that runs between Pacifica Drive and East Estates Drive. This trail was awarded “Project of the Year” in 2022 by the American Public Works Association (APWA) Silicon Valley Chapter.
- Separated bikeways on Stevens Creek Boulevard, from Tantau Avenue in the east to De Anza Boulevard in the west. These bikeways incorporate protected bicycle traffic signal phasing at Wolfe Road and De Anza Blvd.
- Separated bikeways on McClellan Road and Pacifica Drive, from Torre Avenue in the east to Imperial Avenue in the west. This project also includes a reconfigured intersection at De Anza Boulevard.
- Separated bikeways on Bubb Road from Stevens Creek Blvd to McClellan Road, and parking-separated bikeways on Mary Avenue north of Stevens Creek Blvd.
- Many “quick-build” crosswalk improvements adjacent to schools across Cupertino, shortening crossing distances and increasing visibility of pedestrians.

Quick-Build Improvement at Cupertino City Hall



*Stevens Creek Blvd
Class IV*



*Regnart
Creek Trail*



McClellan Rd Class IV

CHAPTER 4

Needs Analysis



Needs Analysis

Cupertino has a long and proud history as a leader and innovator for data-driven analysis and decision making. Needs analysis assesses what the underlying conditions of the transportation system are, where safety improvements should be prioritized, what the demand for active transportation is within Cupertino, and where future investments in the active transportation network might result in the largest benefits. This analysis helped to directly inform the recommendations developed for the ATP.

Further detail on the needs analysis can be found in **Appendix C**.

Components of the Needs Analysis

Safety

Adopted July 9, 2024, the 2024 Cupertino Vision Zero Action Plan identifies key trends among traffic crashes resulting in people being killed or seriously injured between 2012 and 2021. Bicycle- and pedestrian-involved collision data provides further insight into specific locations and roadways that tend to have higher rates of collisions in Cupertino.¹ This plan developed a High-Injury Network (HIN) network which identifies streets with high rates of traffic injuries or fatalities.

Active Trip Potential

Active trip potential measures the proportion of all driving trips that may reasonably be made by active modes, such as walking, biking, rolling, or e-bikes and e-scooters. For this analysis, the reasonable distances for vehicle trips that could be replaced by walking, biking, rolling, and e-micromobility are:²

- Less than 1 mile: walking
- 1 to 3 miles: biking
- 3 to 5 miles: e-bikes or scooters

Level of Traffic Stress

Level of traffic stress (LTS) scores for the pedestrian and bicycle networks were determined by roadway characteristics that affect a user's perception of safety and comfort. These analyses helped identify segments that represent the highest barriers to walking, biking, and rolling based on users' ability and comfort level.

Stress-Adjusted Short Trips

The stress-adjusted short trips analysis identifies the locations where the most new trips could be generated by closing existing high-stress gaps in the pedestrian and bicycle network. This is accomplished by overlaying active trip potential and LTS analysis, then accounting for how high-stress gaps in the network affect perceived travel time and willingness to walk or bike.

¹ This analysis relied on reported collisions; not all collisions involving people biking, walking, and rolling are reported to authorities. Furthermore, near-miss crashes were not included as they are typically not reported.

² Based on trip distances from the 2022 National Household Travel Survey.



Figure 20: Older adult in crosswalk blocked by a car on Stevens Creek Boulevard

Safety

Vision Zero is an international effort to eliminate all fatal and serious injury traffic crashes. The [2024 Cupertino Vision Zero Action Plan](#) guides policies and planning for the City of Cupertino with the goal of eliminating fatalities and severe injuries on Cupertino roadways by 2040.

The Vision Zero Action Plan developed a [High-Injury Network \(HIN\)](#) map both for street corridors and for intersections, identifying the seven City streets where more than 72% of serious and fatal crashes take place within Cupertino. While most collisions take place on the arterial roadways in Cupertino, there are a few smaller residential streets that account for part of the HIN. By focusing on these high-risk areas, the City can more effectively prioritize safety improvements and allocate resources where they will have the greatest impact.

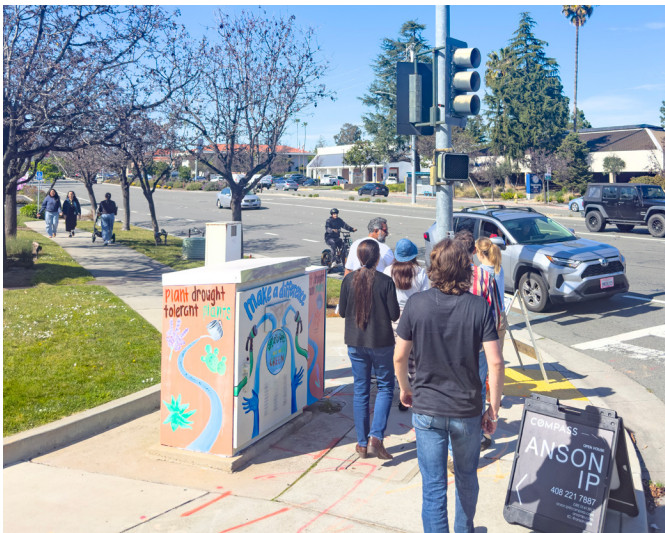
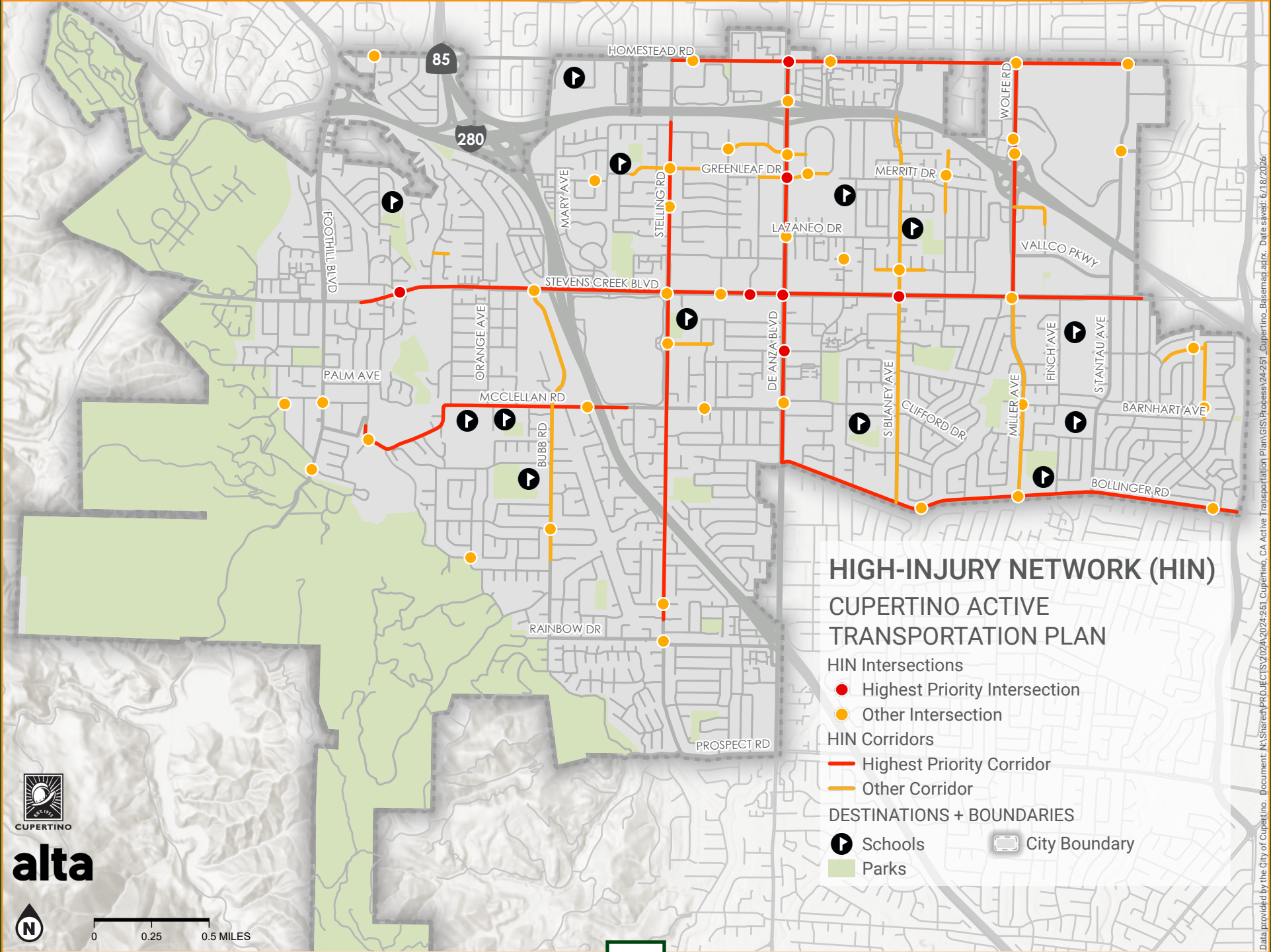


Figure 21: Pedestrians at the intersection of De Anza Boulevard and Stevens Creek Boulevard



Figure 22: Cyclists on Bollinger Road at Clifden Way

Figure 23: High-Injury Network



Level of Traffic Stress Analysis

The level of traffic stress (LTS) analysis evaluated how comfortable Cupertino’s transportation network is for the average person walking, biking, or rolling. The more comfortable a walking, biking, or rolling facility is, the more accessible it becomes for a larger segment of the population, regardless of age or ability. Pedestrian level of traffic stress (PLTS) and bicycle level

of traffic stress (BLTS) analyses help identify the streets that are least comfortable for people walking, biking, and rolling. The PLTS and BLTS scores are based on specific characteristics (detailed in **Appendix C**); they are not meant to reflect subjective experiences of road users, and are just one of many factors used to inform ATP recommendations.

Pedestrian Level of Traffic Stress

PLTS measures the perception of safety and comfort for a person walking, using data including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS scores classify road segments into one of four levels of traffic stress, with lower scores corresponding to high comfort, as shown below.

PLTS analysis showed that many major roadways represent high-stress environments for people walking. Some specific examples of higher-stress roadways include Wolfe Road, De Anza Boulevard, Homestead Road, and where Stevens Creek Boulevard crosses State Route (SR) 85.

A substantial portion of local streets, particularly in western Cupertino, have incomplete sidewalk networks or sidewalks on only one side of the street. In many cases, this is due to voluntary neighborhood classification as “semi-rural,” which exempts these areas from sidewalk construction requirements.

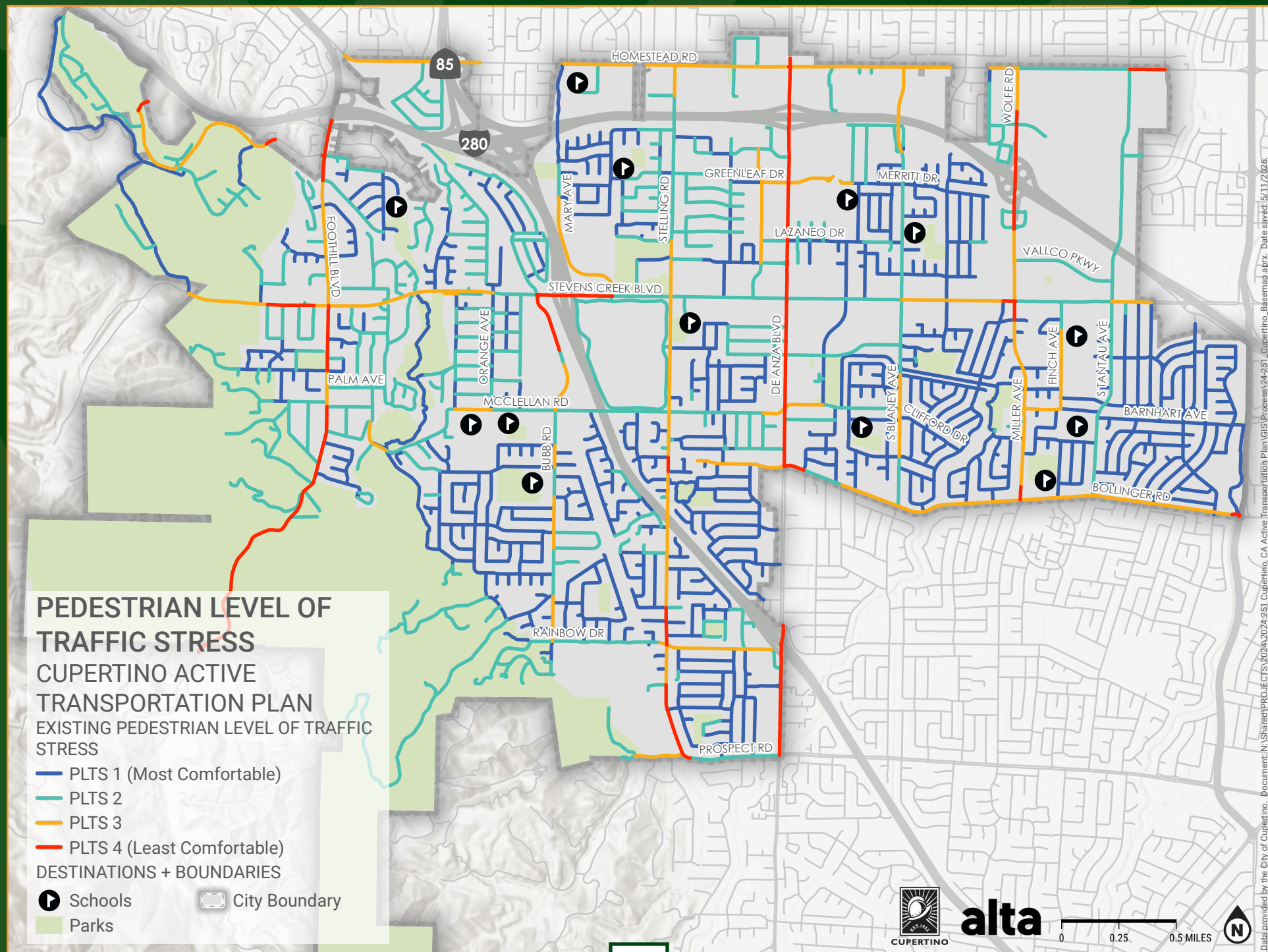
The Regnart Creek Trail and the Stevens Creek Trail provide essential low-stress routes for pedestrians, connecting to community destinations like the Cupertino Library. Areas which have received new development, such as Homestead Road or Stevens Creek Boulevard (both between Wolfe Road and Tantau Avenue), have a low level of pedestrian traffic stress (PLTS 2) due to the broad setback from the roadway, landscaped buffers, and wide sidewalks.

PEDESTRIAN LEVEL OF TRAFFIC STRESS



Figure 24: Pedestrian Level of Traffic Stress Categories

Figure 25: Pedestrian Level of Traffic Stress



Bicycle Level of Traffic Stress

BLTS is an estimate of the level of comfort for people biking on a given roadway segment. BLTS was determined by roadway factors including posted speed limit, number of travel lanes, presence and width of parking lanes, as well as the presence and type of bicycle facility. The combination of these criteria classifies a road segment into one of four levels of traffic stress.

Bikeways are considered low-stress when they involve minimal traffic interactions, either due to low vehicle speeds and volumes—such as a shared neighborhood street—or because there is a greater degree of physical separation between the bikeway and the traffic lane, like a separated bikeway on a major roadway. The BLTS analysis results showed that most major roadways in Cupertino, shown in orange and red (BLTS 3 and 4, respectively), represent high-stress environments for people biking, despite the presence of Class II bike lanes on many roadways. For example, Homestead Road, De Anza Boulevard, Wolfe Road, and Stevens

Creek Boulevard, all arterial streets with existing Class II bike lanes, include a posted speed of 35 miles per hour (mph) or higher, which negates the presence of the bicycle facility and contributes to higher-stress for most people biking. Similarly, major collector roadways such as Bollinger Road, Miller Avenue, or Foothill Boulevard also display a high level of traffic stress. Another high-stress area is freeway interchanges. De Anza Boulevard, Wolfe Road, Stevens Creek Boulevard, and Foothill Boulevard all show BLTS 4 conditions where they cross freeway on- and off-ramps.

Local roads provide more comfortable travel within neighborhoods (BLTS 1 and 2), shown in blue and teal, while shared-use paths such as the Regnart Creek Trail provide separation and low-stress east-west alternatives to higher-stress roadways. The lack of connected low-stress corridors in parts of the City means that many trips require traveling on high-stress streets or stitching together indirect routes on low-stress streets. This increases travel times and may inhibit biking.

BICYCLE LEVEL OF TRAFFIC STRESS

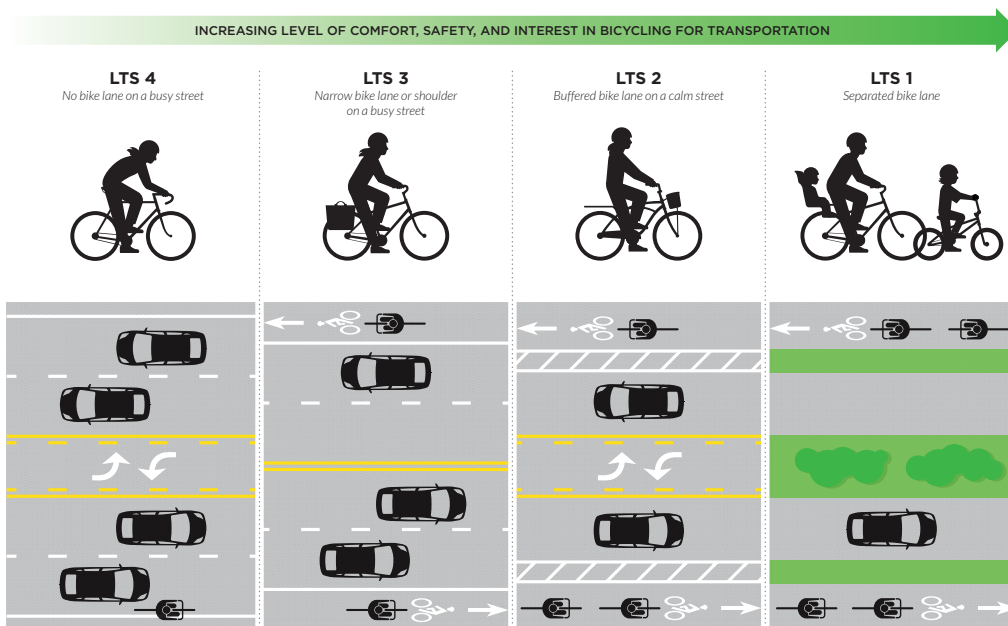


Figure 26: Bicycle Level of Traffic Stress Categories

Figure 27: Bicycle Level of Traffic Stress Analysis

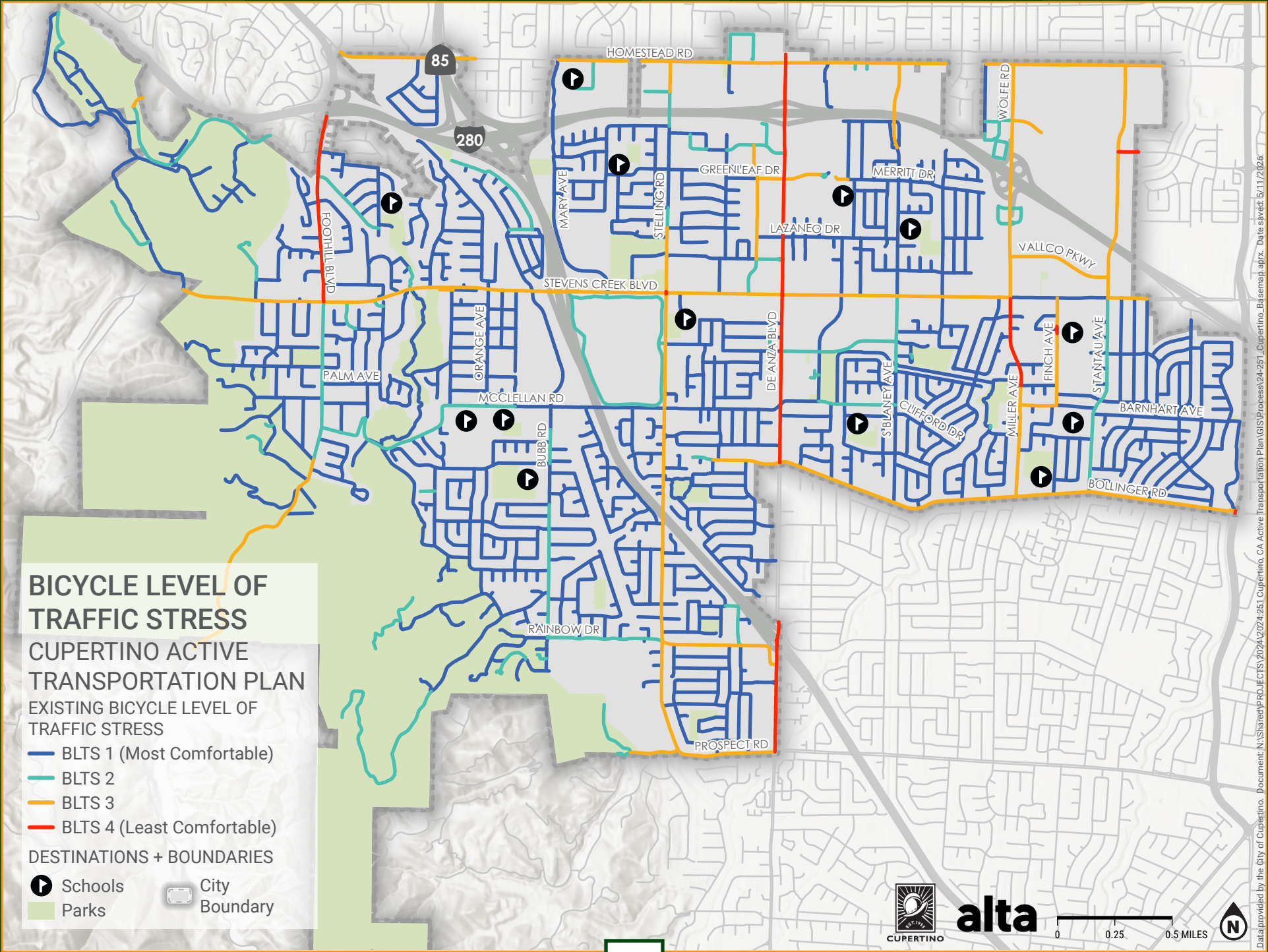




Figure 28: Woman riding a folding electric bike on Homestead Road at De Anza Boulevard

Active Trip Potential

When considering the potential for new trips by active modes, trip length is one of the most crucial factors. Active trip potential measures the proportion of all driving trips that may reasonably be made by active modes:



Walking active trip potential:

Driving trips under 1 mile



Biking active trip potential:

Driving trips under 3 miles



E-bike active trip potential:

Driving trips of 3 to 5 miles

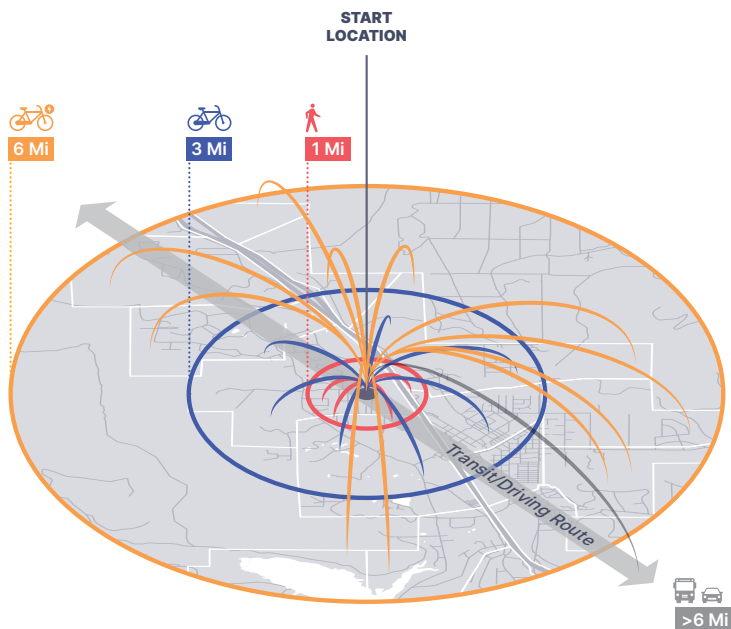
The active trip potential analysis uses data from Replica Places, visualizing motor vehicle trips under 5 miles that either started or ended within Cupertino. The project team developed an [interactive Flowmap webtool](#) (shown in **Figure 30** on the next page) of potential active-trip flows between origin and destinations. A graphic explainer of active trip potential is shown on the next page in **Figure 29**.

As shown in **Figure 31**, areas of high active-trip potential are concentrated in central Cupertino, and active-trip potential steadily declines west of SR 85. Analysis revealed particularly high numbers of short trips in and around the Stevens Creek Boulevard corridor, spanning from Tantau Avenue in the east to SR 85 in the west. The area around Apple Park headquarters in northeast Cupertino also shows the lowest potential for active trips, likely due to the high number of commuters traveling to and from work from outside the City.

Active-trip potential for walking, biking, rolling, and e-bike/micromobility trips is shown in **Figure 32** through **Figure 34**. These areas of high active-trip potential indicate a potential need for more connected walking, biking, and rolling facilities.

Across Cupertino, 30% of all vehicle trips that start or stop within the City limits are considered short enough to easily shift to active trips.

Active Trip Potential



Active Trip Potential (ATP)

Identifies trips whose distances are short enough to be accommodated by walking or biking.

Our evaluation of ATP includes looking at the number of trips less than five miles.

Different modes are suitable for different trips based on the transportation options that support them.

- Walk Trip Potential**
(0-1mi)
- Bike Trip Potential**
(1-3mi)
- E-Bike Trip Potential**
(3-5mi)
- Drive and Transit Trip Potential**
(>6mi)

Figure 29: Active Trip Potential

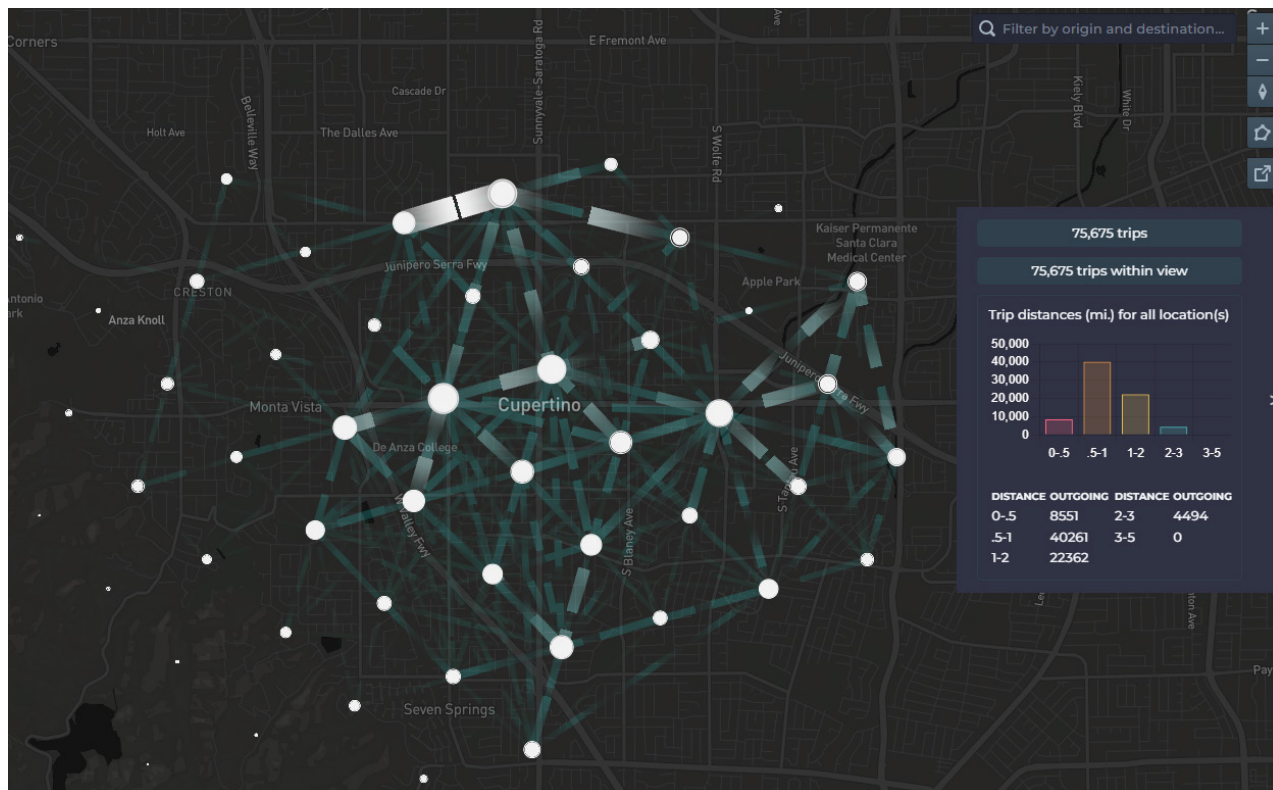


Figure 30: A screenshot of the Flowmap showing short driving trips within Cupertino

Figure 31: Active Trip Potential: All Trips Under 5 Miles

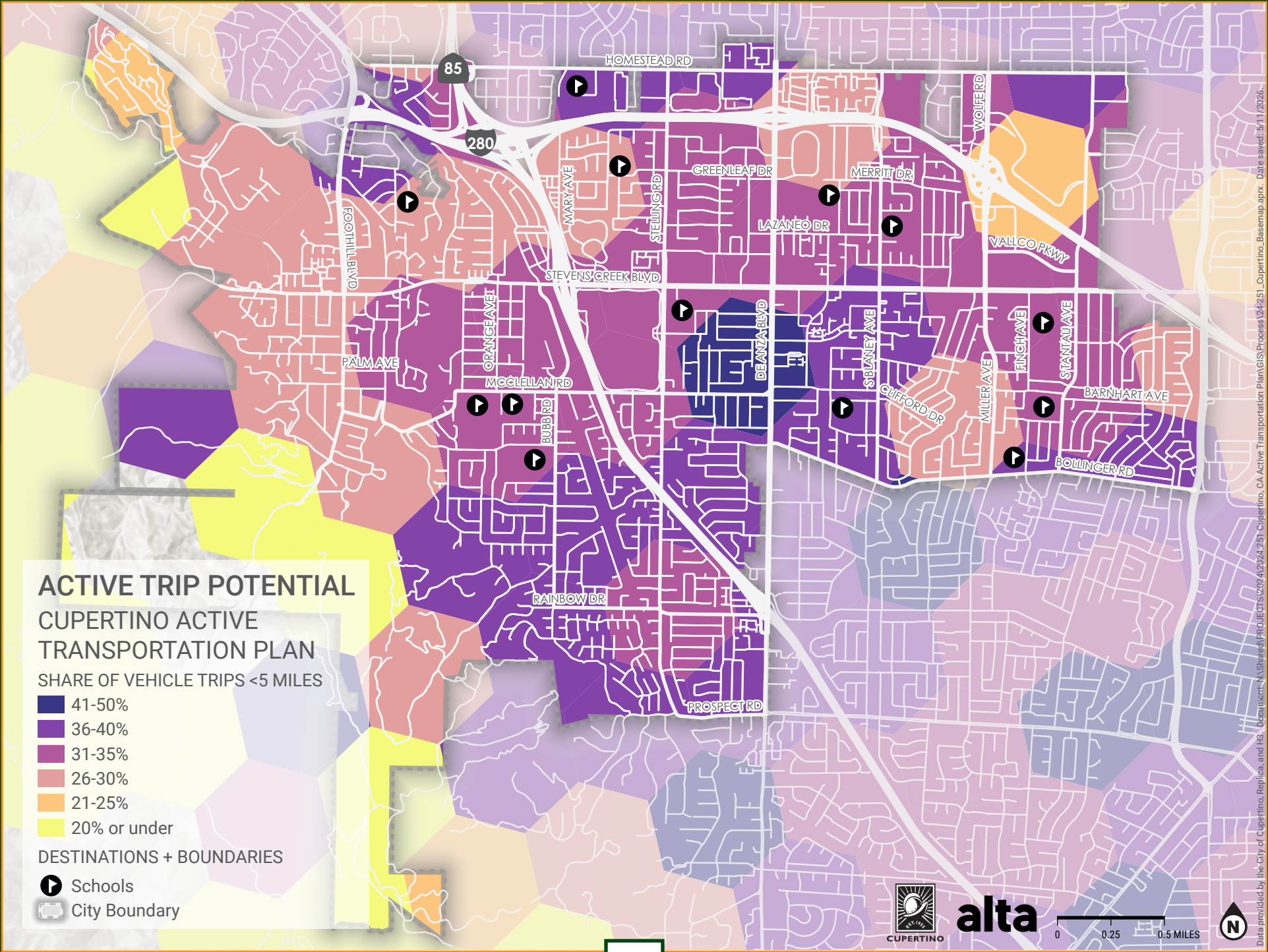


Figure 32: Walk Trip Potential

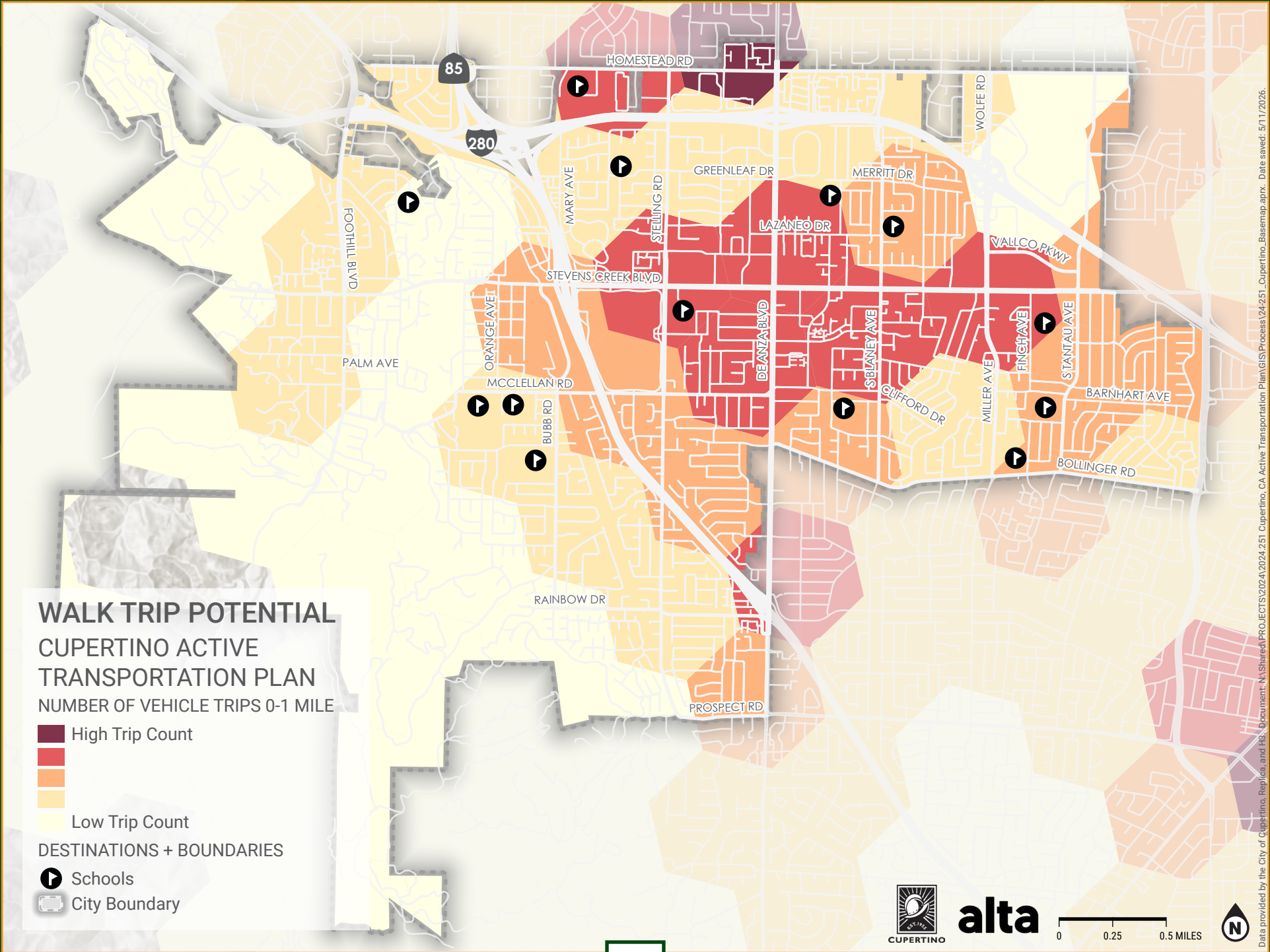


Figure 33: Bike Trip Potential

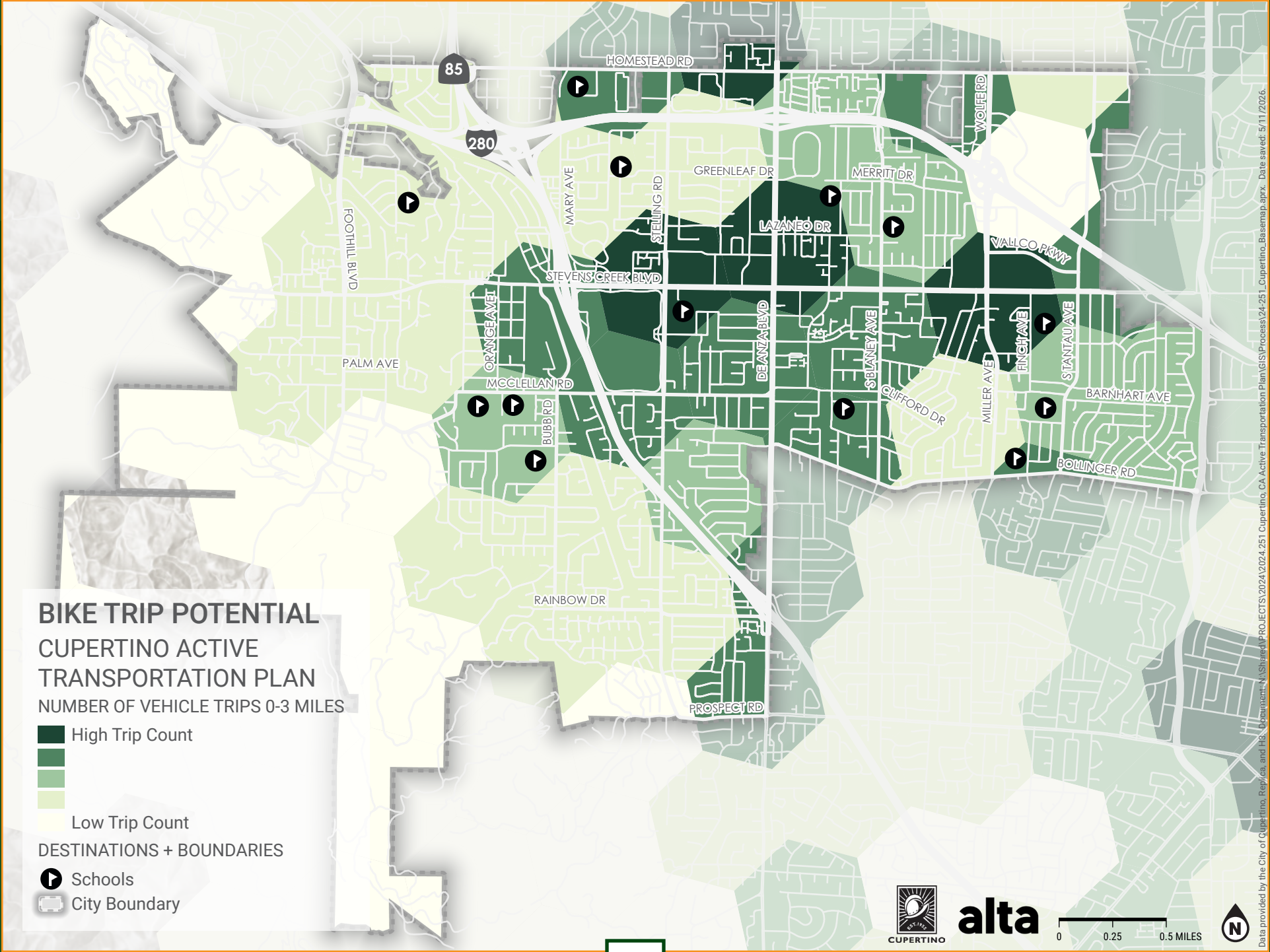
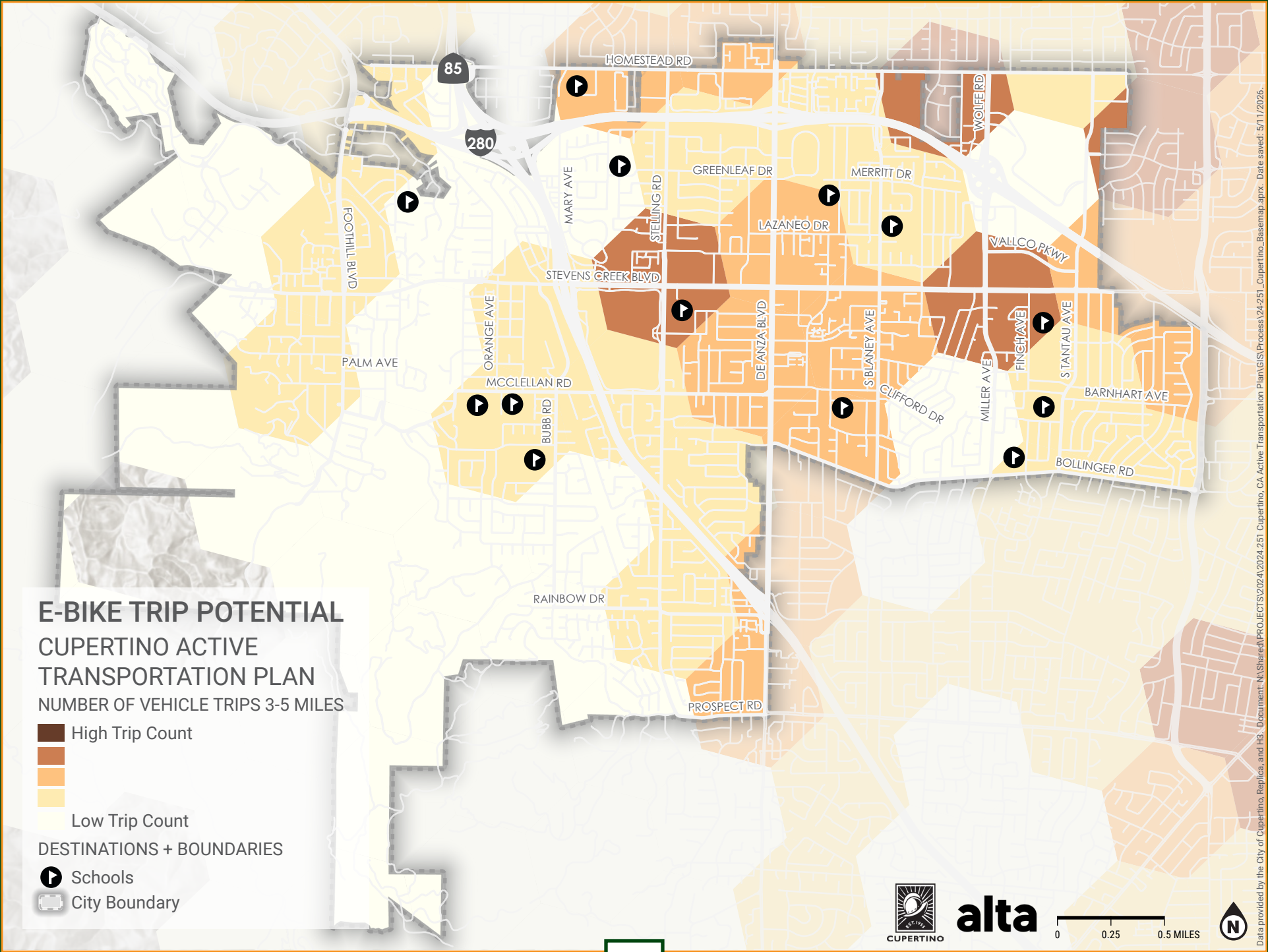


Figure 34: E-Bike Trip Potential



Stress-Adjusted Short Trips: Gap Potential Analysis

Through the combination of BLTS/PLTS scores and active trip potential analysis, the stress-adjusted short trip analysis identifies where there is strong latent demand for walking and biking trips that is currently uncomfortable, stressful, or indirect.

Stressful street segments have been shown to be perceived as longer than they are, increasing the perceived travel time of a walking or biking trip. This analysis demonstrates where people walking and biking would choose alternative routes to avoid particularly stressful street segments or crossings, and how much it deters their willingness to walk or bike for that trip.

The “Gap Scores” on the following maps show where the closing of gaps in the active transportation network would generate the largest potential for new walking and biking trips.

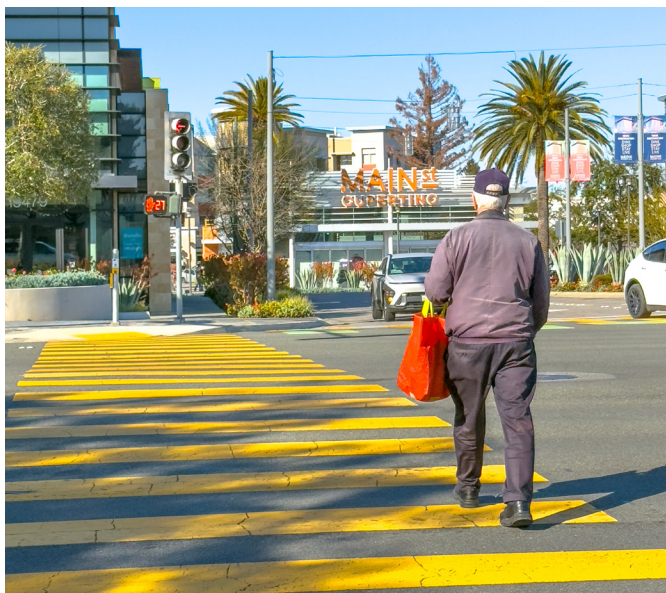


Figure 35: Man crossing Stevens Creek Boulevard at Finch Avenue to access Main Street Cupertino

WALKING GAP SCORES

For walking distances (under 1 mile), shown in **Figure 37**, high gap scores were clustered along Stevens Creek Boulevard and along Homestead Road, both in proximity to Stelling Road. The presence of De Anza College and Homestead High School may contribute to the high demand for shorter walking trips in each area.

BIKING GAP SCORES

For biking distances, shown in **Figure 38**, high gap scores were clustered along Stevens Creek Boulevard in the west near SR 85 and in the east near Wolfe Road. The eastern border of Cupertino, adjacent to the Lawrence Expressway, also has a high gap score for biking trips.

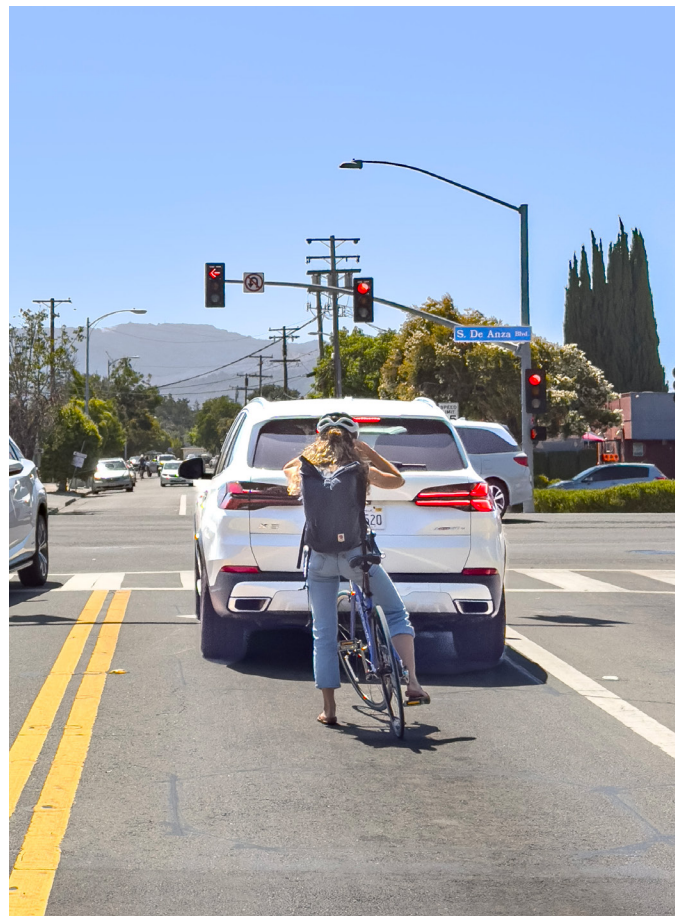


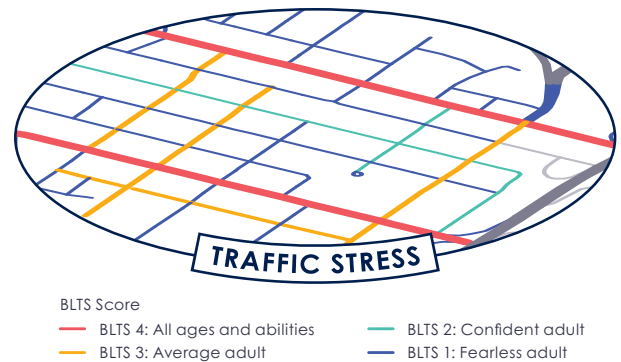
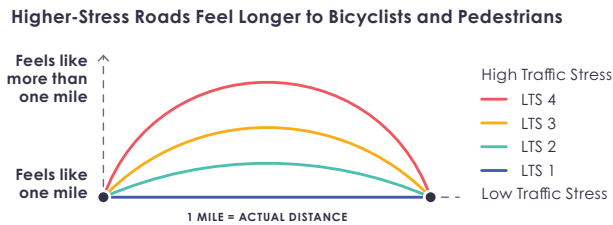
Figure 36: Woman cycling on Rodrigues Avenue turning onto De Anza Boulevard

Evaluating Gap Potential

Gap Potential is a measure of the magnitude of potential demand measured by short trips that is likely suppressed due to the traffic stress encountered between an origin and destination.

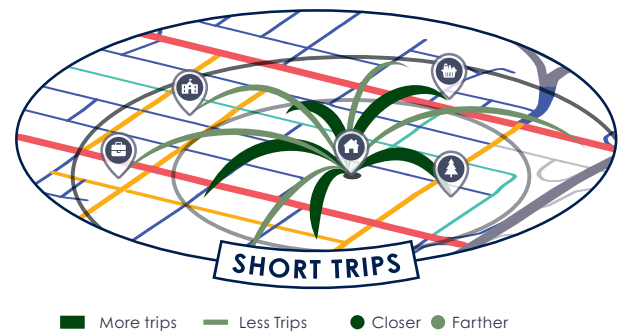
1 Identify Travel Costs of Network

Level of Traffic Stress is used to assign travel costs to the network. More stress is more perceived travel time.



2 Identify Short Trips OD Pairs

Using mobile trace or an activity-based model, short trips are identified across the regions between origins and destinations. These trips encompass a vast array of potential activities such as traveling to home, schools, jobs, restaurants, or recreational activities.



3 Route Trips Between Short Trip Pairs

Trips are routed along the network along routes that balance providing the direct shortest path and avoiding high-stress facilities. The routing analysis adjusts for traffic stress based on the travel costs assigned to each street or path.



4 Compute Gap Scores

The stress-adjusted shortest paths are compared to crow-fly distances between pairs. This is used to create a gap score based on the following formula:

$$\text{Gap Score} = ST - \left(ST * \frac{\text{Straight Line Travel Time}}{\text{Stress Adjusted Travel Time}} \right)$$

These gap scores represent the degree latent demand are likely suppressed given the lack of direct and comfortable paths to destinations.

ST = Short trip count



Figure 37: Walk Gap Scores

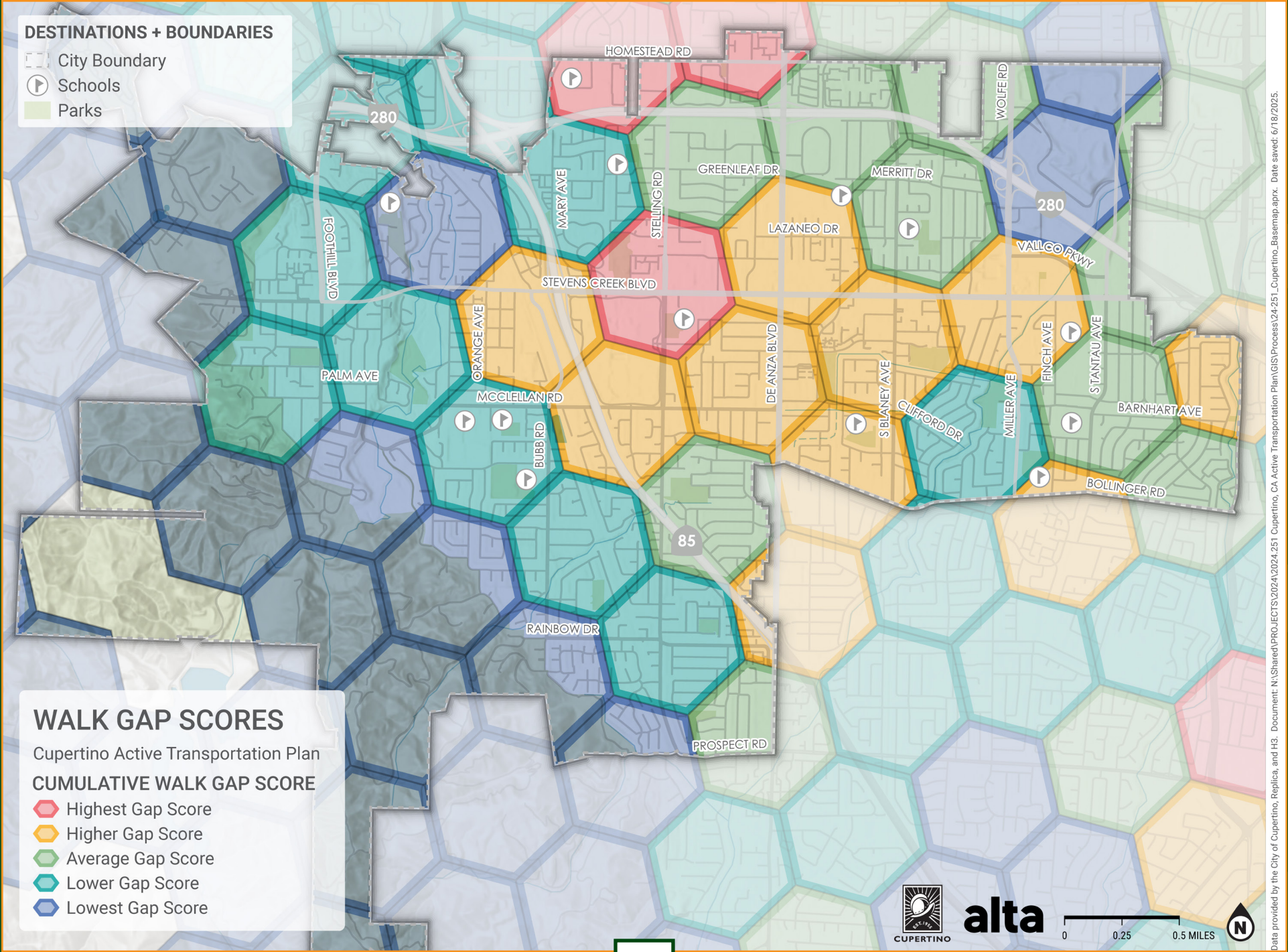
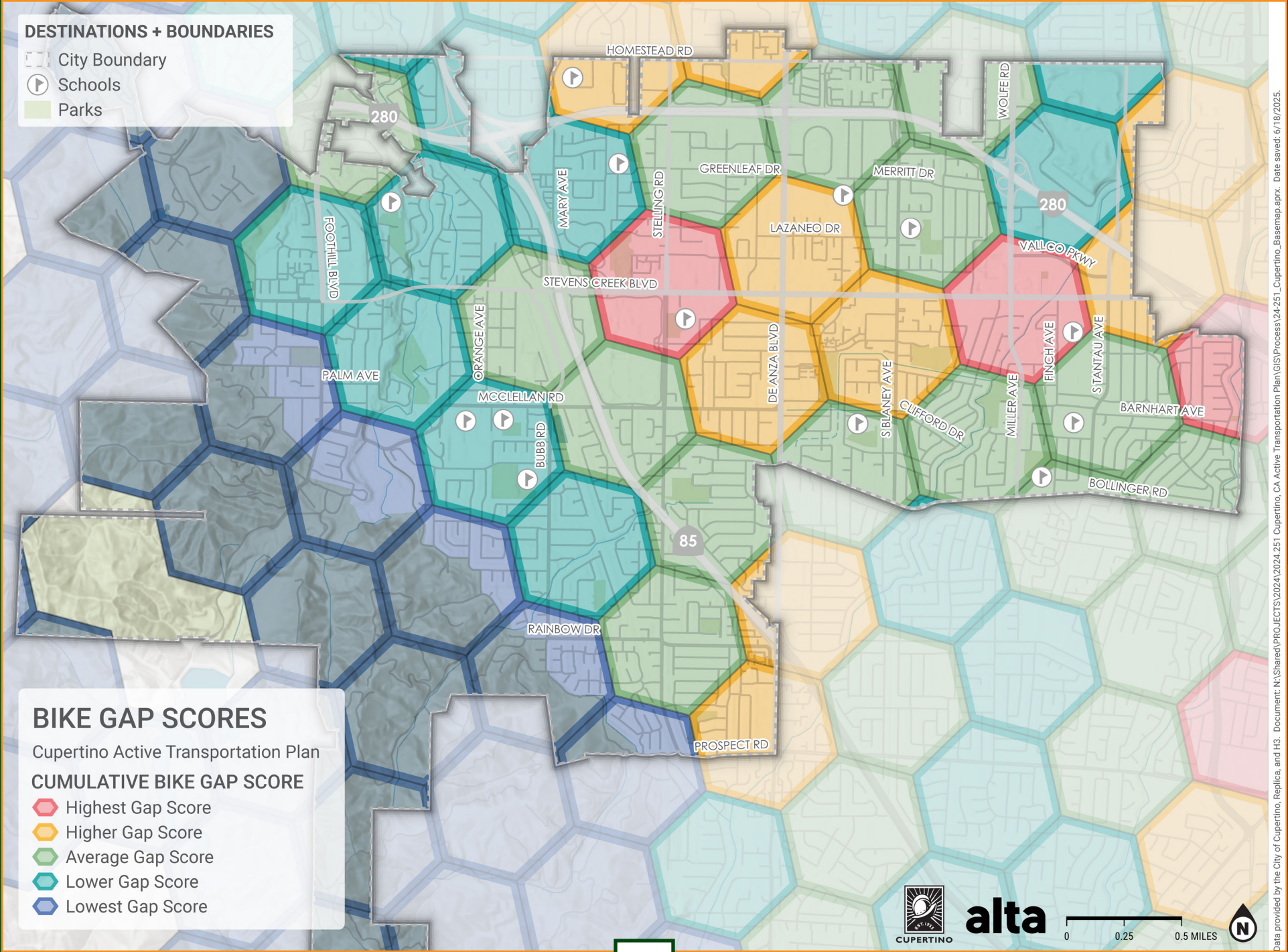


Figure 38: Bike Gap Scores



CHAPTER 5

Public Engagement



Public Engagement

Throughout the development of the City of Cupertino ATP, staff gathered a broad range of input from residents and community members to better identify and understand needs, challenges, and priorities regarding the active transportation network. Feedback focused on key challenges, safety concerns, areas needing focus, and appropriate facilities to connect people to local destinations by walking or biking.

This chapter summarizes the overall engagement approach, identifies who was engaged, and highlights the insights gained during each phase. Outreach activities were structured to reduce barriers to participation, with multiple ways to share input. In-person outreach was supported by online workshops, a project website, online survey, and two rounds of an interactive webmap.

For a more comprehensive breakdown of the public participation activities, please refer to **Appendix D**.



Figure 39: Presentation at Community Workshop #1



Figure 40: Silicon Valley Fall Festival

Public Engagement by the numbers

- 4 Community Workshops
- 17 Pop-Up Events
- 4 Public Hearings
- 2,000 People Engaged With
- 240 Online Surveys Completed
- 3,939 Webmap Interactions



Figure 41: Cupertino Block Leader Meeting

Phase 1 Outreach

Phase 1 of the Cupertino ATP took place during the spring of 2025. Outreach activities included nine pop-ups at existing community events and a workshop at the Cupertino Community Hall. In-person outreach was supported by an online community meeting, a project website, an interactive webmap, and an online survey. The project team promoted outreach with lawn signs, banners, and signs on A-frames distributed throughout Cupertino, as well as messaging through Nextdoor, Facebook, and City channels.

What We Asked

During Phase 1 outreach, staff asked participants to provide input on:

- Routes they most often use for walking and biking
- Destinations they would like to reach by walking or biking
- Locations that are challenging for walking and biking, or areas where they have safety concerns
- Areas where they are concerned about future impacts to parking or congestion
- Feedback on ATP goals – and which were most important them

Participants provided input through outreach poster boards, an online webmap, and a survey. The map on the following page shows comment locations, as well as participant sentiment on each location. Phase 1 public input by location is shown in **Appendix D**.



Figure 42: Students and parents at Collins Elementary School Walk and Roll Day

What We Heard

Safety and Accessibility First:

Traffic safety and improving access to local destinations were the highest community priorities among proposed ATP goals.

Focus on Major Corridors:

Beyond bicycle and pedestrian improvements, participants want speed management and safety solutions for major corridors that cross Cupertino, such as Stevens Creek Boulevard and De Anza Boulevard. Dynamic signal technology and automated camera enforcement were two ideas brought up to help manage speeding on major streets.

Focus on Pedestrians:

Participants felt past projects had been heavily focused on bikes, and that projects prioritizing pedestrians should be elevated.

Balance Benefits and Tradeoffs:

Future projects should be evaluated for potential operational tradeoffs such as parking and lane removals; projects should strive to balance those needs while advancing safety, accessibility, and connectivity benefits.

Close Gaps and Reduce Barriers:

Projects should focus on closing high-stress gaps in the network that interrupt otherwise low-stress routes across Cupertino.

Safe Routes to Schools:

Projects should improve access and safety for school walking and biking trips.

Phase 2 Outreach

Phase 2 of the Cupertino ATP took place in the fall of 2025 to gather feedback on bicycle and pedestrian network recommendations. Outreach activities included an interactive webmap and 13 events, engaging over 600 residents and soliciting over 2,000 comments from the public. Materials shared results of Phase 1 outreach, results of past analysis, and recommendations for the active transportation network.

What We Asked

During Phase 2 outreach, we asked participants to provide input on:

- Recommendations for the pedestrian network, including new sidewalks, shared-use paths, and intersection crossing improvements
- Recommendations for bicycle network, including bike facilities and intersection improvements for bicycle crossings

Phase 2 public input by location is shown in Appendix D.



Figure 43: Cupertino Senior Center

What We Heard

Support for Shared Use Paths:

Participants expressed the strongest support for shared use paths, like the Tamien Innu Trail and the Union Pacific Trail. There is strong support for creating safe off-street spaces for walking and biking trips.

Make the Network More Connected:

Participants focused their comments on improvements for both the bicycle and pedestrian networks on major streets, seeking to close the gaps that exist today for making low-stress trips.

School Connections:

The most-supported recommendations off major corridors were near schools or along existing school walking and biking routes.

Concern about Impacts:

Many participants expressed concerns about the impacts bike projects may have on street parking or congestion, and a desire for the City to measure potential impacts as part of the decision-making process.

Safety Innovation for Major Corridors:

The full range of safety solutions need to be considered for major corridors like Stevens Creek Boulevard or De Anza Boulevard. Participants expressed interest in red-light cameras, speed-responsive signal technology, and other speed-management solutions.

Understanding Success:

Participants wanted to better understand what success would mean for implemented bicycle and pedestrian projects. This would include an assessment of safety impact, as well as utilization of facilities by future walking and biking trips.

CHAPTER 6

Plan Recommendations



Plan Recommendations

The recommendations included in this chapter focus on enhancing and expanding the existing active transportation network. These network recommendations were informed by public feedback and best practices for the development of bicycle and pedestrian infrastructure (see Appendix E for more details). This chapter presents network recommendations for walking, biking and rolling, safety technology corridors, as well as programmatic recommendations supporting active travel choices.

Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints. This is further addressed in **Chapter 7: Project Prioritization**.

Recommendation Selection Methodology

Recommendations were developed in a multi-stage process that incorporated review and input from City staff, the public, the Bicycle Pedestrian Commission, the Planning Commission, and the City Council. The recommendations development process (detailed in **Appendix E**), was driven by four primary criteria:

- **State and Federal Guidance:** Documents including Caltrans DIB-94, the CA MUTCD, City of Cupertino Streets Standards, and the NACTO Urban Bikeways Design Guide were applied when considering interventions for specific locations.
- **Past Plans:** All projects identified in previously adopted City, county, and regional plans were assembled and reconsidered for inclusion in network recommendations.
- **Data Analysis:** Key areas of focus were identified, through analysis outlined in **Chapter 3**. Recommended projects were considered against Gap Scores and Level of Traffic Stress to assess their suitability.

- **Public Input:** Public input from Phase 1 and Phase 2 of outreach was leveraged to understand areas of focus and where projects should be modified to better reflect public sentiment.



Pedestrian Network Recommendations

Recommendations for people walking include new and upgraded shared-use paths, sidewalks, and crossing improvements. Together, these recommendations aim to create a safer, more comfortable, and better-connected network for those who walk or use mobility devices in Cupertino.

This plan recommends 3.6 miles of new sidewalks, primarily focused on closing existing gaps in the network near key destinations like schools and parks. The plans also recommend 6.3 miles of new shared-use paths, which will provide pedestrians with off-street alternatives when making trips and create more convenient connections for people making walking trips.

This plan also recommends 115 intersection improvements across Cupertino. Crossing locations were prioritized along the High-Injury Network (HIN), near schools and transit stops, and at other key destinations. This plan provides a range of potential infrastructure recommendations for City staff to consider based on general design guidance and best practices. The locations of pedestrian crossing improvements may be subject to change based on corridor-level study and will require additional design and engineering judgment. The **Pedestrian Facility Toolbox** (see next page) provides a list of potential infrastructure recommendations, divided into three categories, that will be considered for each crossing location.

9.9 MILES OF

PEDESTRIAN NETWORK RECOMMENDATIONS



Pedestrian Facility Toolbox

GROUP A—CROSSING IMPROVEMENTS



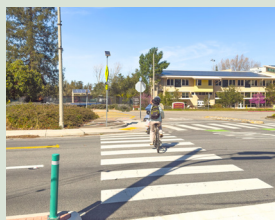
Advanced Stop/Yield Bar

Advanced stop or yield bar markings are placed in advance of a crosswalk to discourage drivers from encroaching on the crosswalk.



In-Street Crossing Sign

In-street crossing signs reinforce the driver requirement to yield the right of way to pedestrians at designated pedestrian crossing locations.



High-Visibility Crosswalk

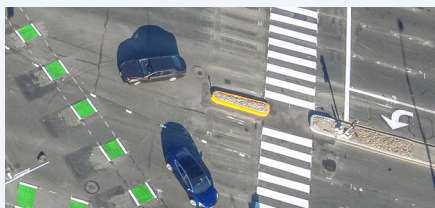
High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



Visibility Improvements

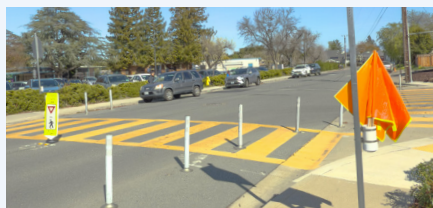
Effective street lighting at pedestrian crossing locations increases vehicle operators' ability to see crosswalk and pedestrian users.

GROUP B—GEOMETRIC CHANGES



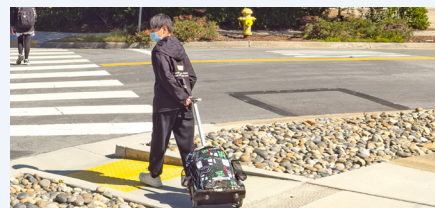
Median Refuge Islands

Median refuge islands help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time. Improve ease of crossing at mid-block locations.



Curb Extensions

Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing.



Curb Ramp

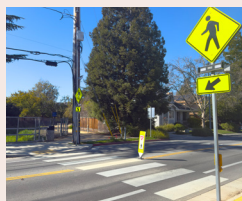
Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

GROUP C—TRAFFIC CONTROL IMPROVEMENTS



Leading Pedestrian Interval

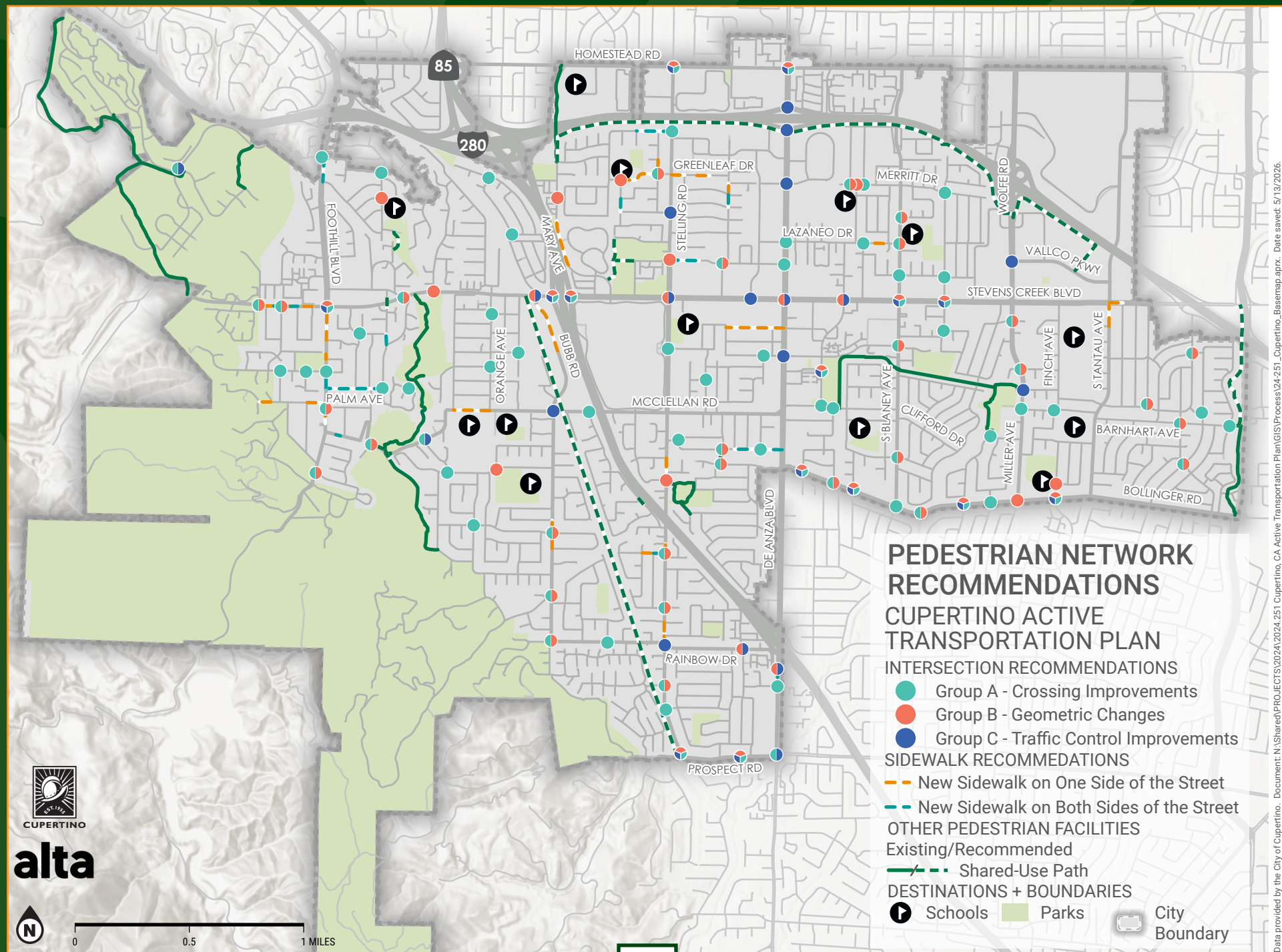
Leading Pedestrian Intervals (LPIs) give a walk signal to pedestrian before the traffic signal turns green for vehicles. This allows pedestrians to enter the crosswalk before drivers start moving, increasing pedestrian visibility to turning drivers.



Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways. Activated with a push-button.

Figure 44: Recommended Pedestrian Network



Transportation Technology Corridor Recommendations

Recommended transportation technology corridors consist of technology improvements along major roadways to better manage vehicular traffic and active transportation while improving safety for all modes. The tools utilized for Transportation Technology Corridors include, but are not limited to, dynamic signal technology to manage travel speeds, red-light camera enforcement, speed camera enforcement (if the current pilot program is legalized for use statewide), passive detection of people walking and biking or signal priority, leading pedestrian intervals, audible pedestrian detection, and other measures.

Corridors were selected by reviewing signalized intersection recommendations which overlap with the Vision Zero High-Injury Network. Following this exercise, staff analyzed collision data to identify

corridors with higher collision rates where “unsafe speed” is listed as the primary collision factor, or where collisions occurred due to traffic signal or sign violations. Lastly, corridors and the intersections were screened for implementation feasibility to determine appropriate Technology Corridors. This process helped staff select five corridors that would benefit most from transportation technologies.

There are 11.2 miles of recommended transportation technology corridors shown in **Figure 45**.



Leading Pedestrian Interval signal at Stelling Rd



Speed camera



Red light camera

Figure 45: Recommended Transportation Technology Corridors

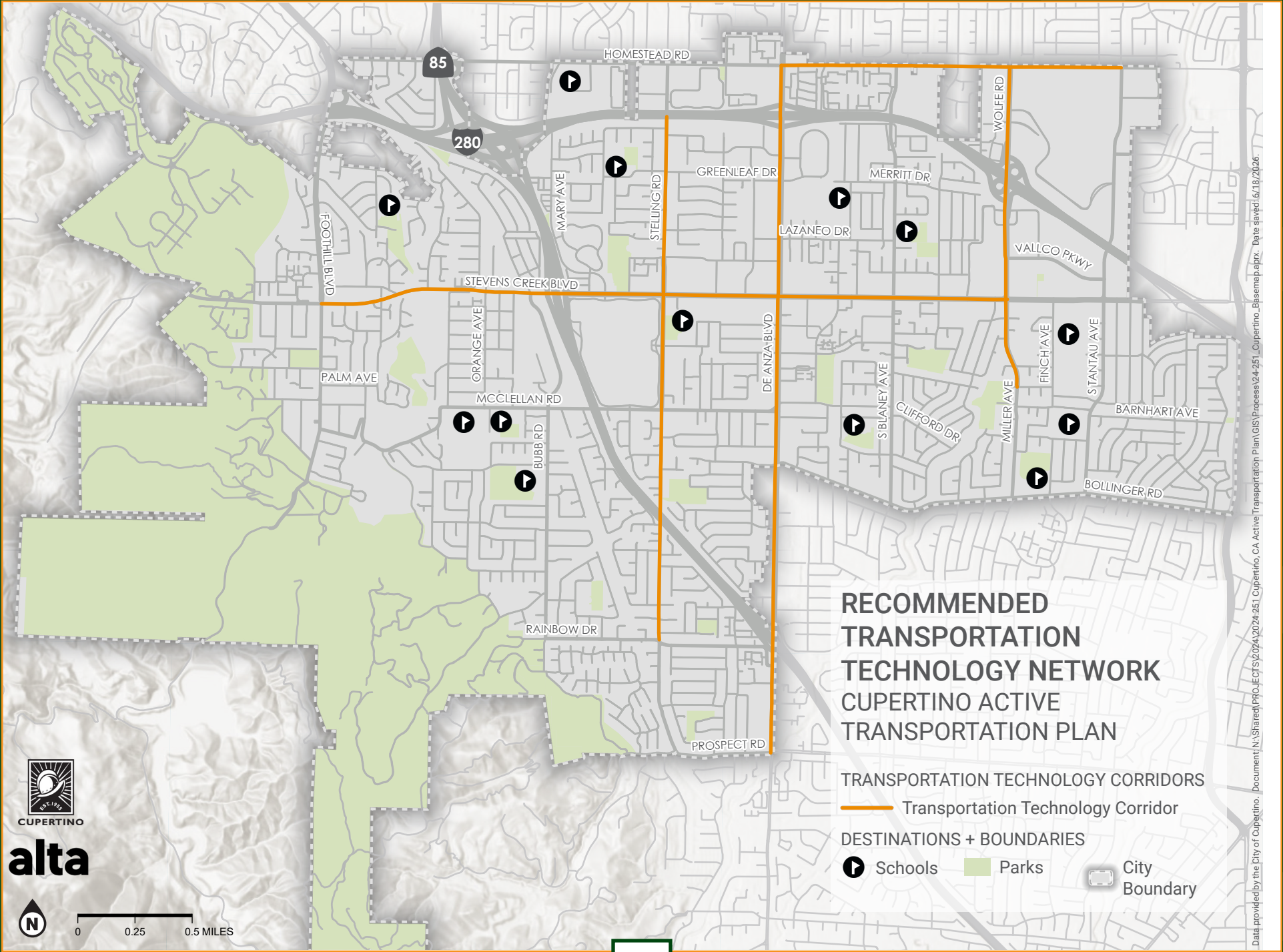




Figure 46: Rider on McClellan Road

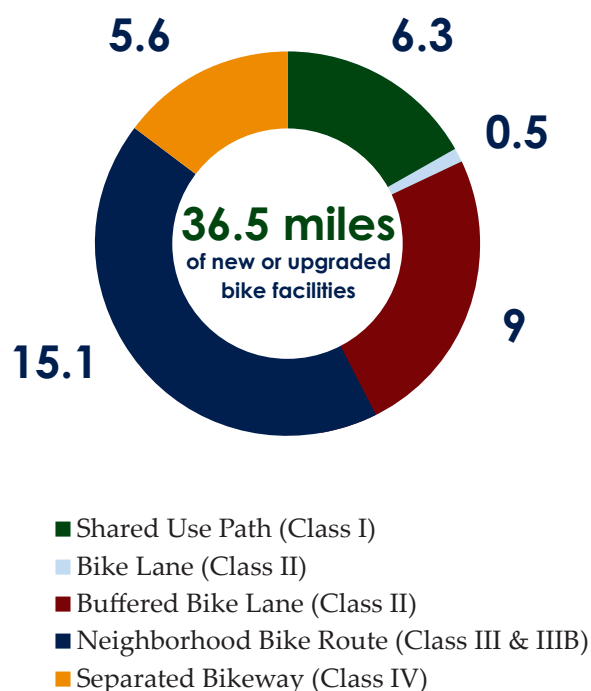
Bicycle Network Recommendations

The recommended bike network emphasizes the following:

- Improving the safety and comfort of local, neighborhood routes for biking (especially along routes to schools)
- Expanding the network of shared-use paths across Cupertino
- Providing greater separation (whether through paint buffers or physical separation) along major roadways
- Managing potential project tradeoffs to minimize potential impacts to other modes

This plan recommends 36.5 miles of new or upgraded bike facilities. Recommendations also include eight bike intersection improvements to facilitate crossings at major roadways and two new grade-separated crossings (the Carmen Road Bridge and McClellan Road Undercrossing Feasibility Study). The **Bicycle Facility Toolbox** (on the following page) defines the recommended bicycle facilities, which include shared use paths, neighborhood bike routes, bike lanes, separated bikeways, and upgraded bike lanes.

Figure 47: Recommended Bikeway Facilities (miles)





Bicycle Facility Toolbox

Shared-Use Path

Paved paths shared by people walking and rolling completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities

Example: Regnart Creek Trail



Separated Bikeway

An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier such as bollards, raised medians, planters, or parked cars

Example: Stevens Creek Boulevard at Wolfe Road



Buffered Bike Lane

A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane

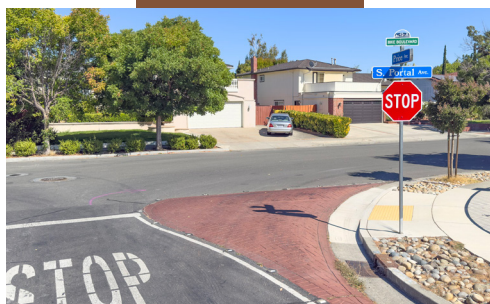
Example: De Anza Boulevard south of Stevens Creek Boulevard



Bike Lane

Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted line.

Example: McClellan Road west of De Anza Boulevard

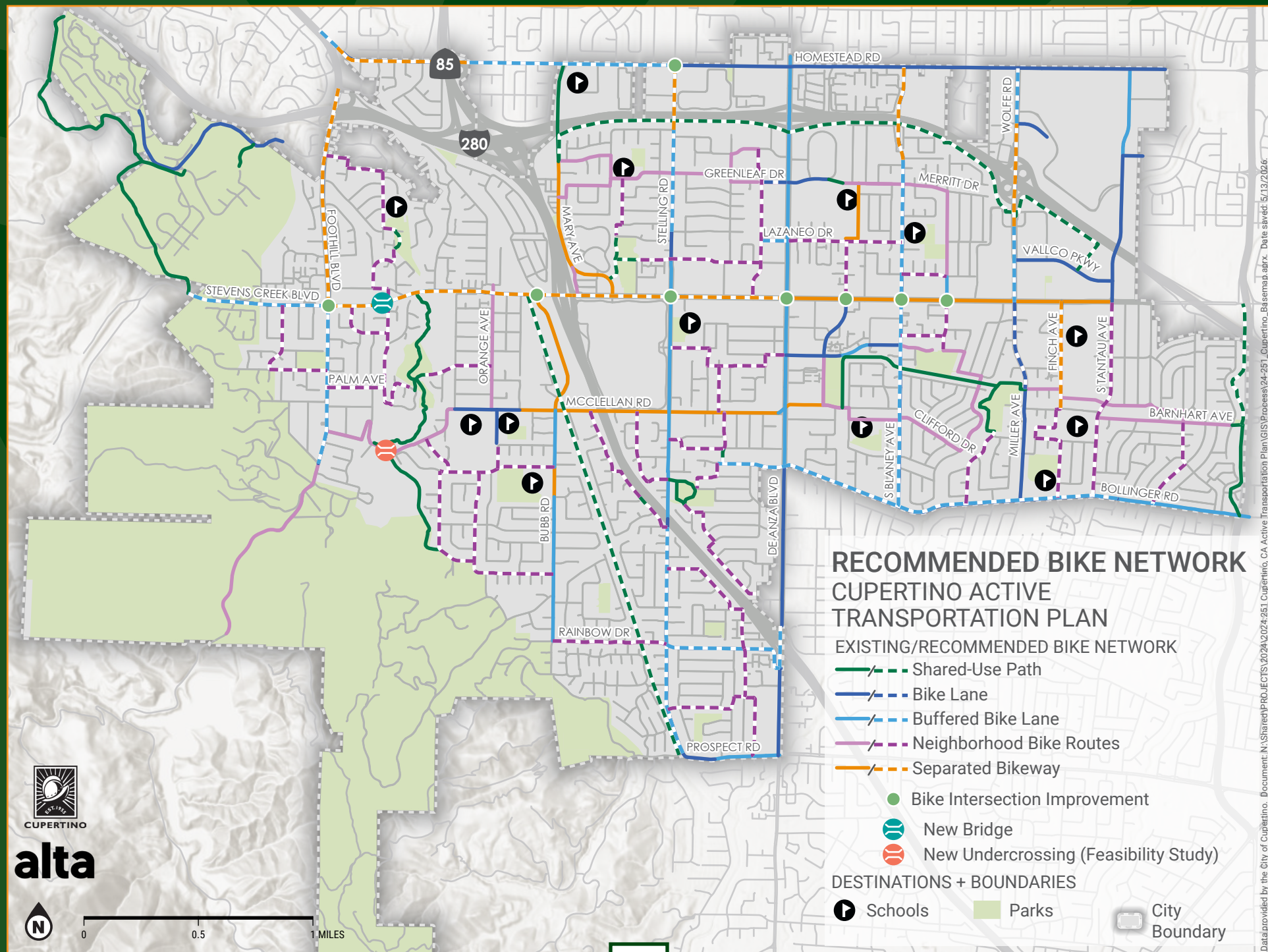


Neighborhood Bike Route

Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets Includes signs, street markings, and substantial traffic calming.

Example: Price Avenue at Portal Avenue

Figure 48: Recommended Bike Network



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Recommended Programs

Making Cupertino more walkable and bikeable requires not only new infrastructure investments, but also ongoing programs that support and encourage those who rely on active travel and those who choose it for convenience. Developing new initiatives and enhancing existing ones is crucial for Cupertino to effectively invest in success for active transportation. This section outlines recommended policies and programs meant to achieve the Plan's vision and goals. Additional details can be found in **Appendix F**.

Engineering

Pedestrian and bicycle support facilities provide increased comfort and convenience for individuals who use active modes to get around. **Table 2** summarizes existing and proposed engineering policies and programs in the City that work in conjunction with existing infrastructure to improve the user experience. Infrastructure improvements should be prioritized near schools, parks, transit stops, medical centers, senior centers, City services, commercial areas, and the High-Injury Network.

Table 2: Engineering Program Recommendations

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Existing		
Vision Zero Policy	The City adopted a local Vision Zero Action Plan to better understand local collisions and collaborate across City Departments to improve safety for walking and rolling in Cupertino.	 Safety
Complete Streets Policy	The City adopted a local Complete Streets policy to ensure streets are designed to enable safe, convenient, and comfortable travel for users of all ages and abilities, regardless of their mode of transportation.	 Accessibility  Multimodal Balance
Online Information and Service Requests	The City currently operates a telephone, app, and online service request system (Cupertino311), which allows residents to submit an issue or request for a specific service for traffic signals, roadway issues, or sidewalk obstructions.	 Accessibility  Maintenance
Wayfinding	Wayfinding signage provides important destination, distance, and navigation information to roadway users. Specific wayfinding signs designed for people walking, biking, and rolling can be expanded and improved at key locations across the City to further support active transportation.	 Accessibility

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Recommended		
Pedestrian-Scale Lighting	Pedestrian-scale streetlights are designed at a lower height and intensity to enhance visibility, safety, and comfort for people walking in urban or public spaces. By increasing visibility, it improves safety and reduces crime outcomes. It also enhances the walkability and aesthetic appeal of public spaces, encouraging more foot traffic and fostering a sense of community. LED lights can be used to reduce energy costs, and shields can be used to minimize night sky pollution or limit light pollution on adjacent private property.	 Safety
Crossing Facility Improvements	The City may improve crossing facilities by implementing high-visibility crosswalks, advance stop or yield markings, pedestrian refuge islands, and raised crosswalks or intersections. These enhancements would make people walking and rolling more visible to drivers.	 Safety
Evaluate Right Turn on Red Restrictions	Evaluate intersections to limit vehicles from turning right at a red-light signal on a case-by-case basis, when traffic operations analysis indicates that the restriction can be implemented without creating unacceptable vehicle delay.	 Safety
Leading Pedestrian Interval (LPI)	The City may consider LPIs at signalized intersections, with a plan moving forward to update key intersections.	 Safety
Active Detection at Intersections for People Walking and Rolling	Develop an inventory of signalized intersections without active detection for people walking and rolling and create a way forward for standardization and inclusion at signal heads. Establish a standardized approach for integrating reliable detection technologies—such as passive infrared, video, or radar sensors—ensuring they are accurately placed along built and desired routes.	 Safety  Accessibility
Curb Extensions at Intersections	Consider additional curb extensions at school-zone intersections and mid-block crossings to reduce vehicle speeds and improve overall transportation safety.	 Safety
Sidewalk and Curb Cut Improvement Program	The City may develop a sidewalk and curb cut improvement program with a dedicated funding stream to close sidewalk gaps and add curb ramps at key locations. This program would allow the City to be more responsive to local citizen complaints for sidewalk and curb cut enhancements.	 Safety  Fairness  Maintenance
End-of-Trip Facilities	End-of-trip facilities such as bike parking, water stations, kiosks, and fix-it stations help encourage people to bike more by providing the amenities they need at the end of their trip. These facilities are typically most suitable in City right-of-way areas with high concentrations of walking and rolling, such as the Cupertino Library.	 Accessibility  Sustainability
Lower Speed Limits	Reduce speeds where appropriate along arterial and collector roadways based on the CA Manual for Setting Speed Limits. Lowering the speed limits on streets may lessen the severity and frequency of crashes.	 Safety
Lower School Zone Speed Limits	Per California Vehicle Code Section 22358.8 , the City may consider reducing speed limits around School Zones, which may be lowered to 15 mph on all two-way residential streets within 500 feet of schools, and 25 mph up to 1,000 feet from schools.	 Safety  Accessibility

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Quick Build Project Implementation	Quick Build projects typically include less expensive materials such as paint, thermoplastic, and bollards/delineators (or other sturdy but removable materials). These improvements share many of the same safety benefits as their permanent counterparts, but can be implemented more quickly and cost-effectively, allowing the City to be responsive to safety concerns while still planning for long-term funding and implementation. The City should consider implementing Quick Build projects identified in completed school walk audits, in addition to other priority areas.	 Safety  Maintenance
Expand the City Tree Canopy	Consider planting shade trees and other greening elements along corridors where people may be walking and rolling, and within school zones. Caltrans considers street trees to be traffic-calming elements as they are often attributed to a perceived narrowing of the roadway, a sense of rhythm and human scale created by framing the street, and the perception that the driver is in a place where they are more likely to encounter people walking or rolling and cross-traffic.	 Sustainability  Fairness
Update Street Design Standards	Review and update all relevant policy and design standards regarding bikeway facilities, path and sidewalk design and materials, and supporting amenities to be consistent with the most recent best practices and state and federal standards for bicycle and pedestrian facilities and in compliance with the latest ADA Standards for Accessible Design and Public Right-of-Way Accessibility Guidelines (PROWAG).	 Accessibility  Maintenance  Multimodal Balance
Maintenance Program	Maintenance is deeply tied to the usability and lifespan of these engineering recommendations. The City may consider developing more detailed protocols for regular street sweeping and debris removal on bikeways—particularly Class IV protected lanes and Class I multi-use paths—to maintain comfort and reduce risks. Expanded, detailed vegetation management can address overgrowth that obstructs visibility at intersections, encroaches onto sidewalks and paths, and blocks signage. The 311 reporting system for issues like potholes, flooding, or obstructions should be widely promoted and integrated into existing municipal apps and customer service portals.	 Accessibility  Maintenance

Encouragement

Encouragement programs help to create a lasting active transportation culture and can encourage overall mode share shifts. **Table 3** provides an overview of existing and recommended walking and rolling encouragement programs.

Table 3: Encouragement Program Recommendations

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Existing		
Safe Routes to School (SR2S)	The City should continue the existing Safe Routes to School Program and continue to place emphasis on working with school districts to address on-site circulation and spillover traffic.	 Safety  Accessibility  Fairness
Bike to Work/ Wherever Days	The City can continue to sponsor Bike to Work/ Wherever Day events in support of regional efforts.	 Accessibility
Adopt-a-Trail Program	The existing Santa Clara County program provides individuals, groups, businesses, and clubs the opportunity to adopt a section of trail on an annual basis. Each sponsor supports their Adopted Trail with financial contributions and volunteer trail work.	 Maintenance
Recommended		
Open Streets	Open Street events promote and celebrate walking, biking, and rolling and encourage participation from neighborhoods.	 Accessibility  Sustainability
Social Walks/Rides	Support City departments and local organizations in hosting social rides or walks, like Bike for Boba .	 Accessibility  Sustainability
Walking School Buses and Bike Trains [SR2S]	Walking School Buses and Bike Trains are organized groups of students walking/biking to school under the supervision of a guardian, teacher, or adult volunteer. These groups follow predetermined routes and can operate on an occasional or daily basis, depending on the interest from families.	 Accessibility  Fairness
Bike Parking Inventory	Map existing racks in the City and upload them to the open data portal. Develop and publish a public-facing guide that outlines various types of secure micromobility parking infrastructure, such as bike corrals, covered racks, and lockers (like Oonee Pods).	 Accessibility  Maintenance  Fairness
Bike Rack Program	Consider establishing a Bike Rack Installation Program to provide secure, convenient bicycle parking that supports everyday biking and reduces parking barriers.	 Accessibility
Bicycle Parking at Large Events	Revise Cupertino Municipal Code regarding event permits to include “Conditions for Issuance” to require events expected to draw more than 5,000 attendees must provide secure, attended bicycle parking for attendees at no charge.	 Accessibility

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Electric Micromobility Expansion	Cupertino has an opportunity to lead in sustainable transportation by developing a forward-thinking policy that actively encourages the use of electric micromobility devices—such as personal e-bikes, e-scooters, and other small electric vehicles—in line with state and regional standards. This policy can define appropriate use on bike lanes, multi-use trails, and low-speed streets, with safe speed limits that prioritize both comfort and safety. The City can encourage electric micromobility use and discourage illegal devices and modifications through public education, safe riding guidance, and improved infrastructure, such as secure parking with charging options.	 Accessibility  Fairness
Trail Steward Volunteers	Engage with volunteer organizations to regularly maintain and address community safety concerns around vegetation and debris on shared-use paths. Events can be opportunities for volunteers to help their community.	 Maintenance
TDM Implementation Plan	Develop a Transportation Demand Management Implementation Plan or Ordinance to increase support for commuters walking, biking, or rolling to work. This may include identifying additional metrics for businesses to count active transportation-supportive policies towards their own TDM plans and goals.	 Sustainability  Multimodal Balance
Walk and Roll Ambassadors	Walk and Roll Ambassadors are trained community volunteers who promote safe walking and rolling, especially among students and families. They engage in outreach, education, and encouragement activities to foster active transportation and build a culture of mobility and safety. These roles are particularly important in communities where English is not the first language. This role can be integrated with the City's own SR2S parent champion program.	 Safety  Accessibility
Partner with Bicycle Organizations	The formation of strong relationships with local bicycle advocates and bicycle clubs will encourage mutually beneficial collaboration and help the City reach its plan goals. The City is encouraged to partner with organizations in the area.	 Accessibility
Partner and Coordinate with County Agencies	Coordinate with representatives from various County agencies, including County Public Health and VTA, for project and program implementation.	 Accessibility  Maintenance
Bicycle Friendly Business Program	Similar to the Bicycle Friendly Community designation, the Bicycle Friendly Business program recognizes businesses for their efforts to encourage a more bicycle-friendly atmosphere. This requires businesses to implement various strategies to cater to the diverse needs of customers and employees. The City of Cupertino Civic Center Plaza has Gold award status.	 Accessibility  Sustainability

Education

Walking and rolling education programs help individuals interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 4** outlines existing educational programs in the City as well as potential program expansion.

Table 4: Education Program Recommendations

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Existing		
Safe Routes to School (SR2S)	The existing SR2S Program provides education and resources for school site administrators, parents, and children on bicycle safety, pedestrian awareness, and traffic concerns.	 Safety  Accessibility  Fairness
Walking and Rolling Safety Campaign	Create a City-sponsored outreach campaign to encourage all road users to abide by local laws and be courteous to other users. This campaign may be targeted at a single user type (e.g., cyclists) or at multiple users. Safety campaigns should be prioritized near schools, parks, transit stops, commercial areas, and at high collision corridors.	 Safety  Accessibility
Bicycle Rodeos [SR2S]	The City of Cupertino SR2S Program offers bicycle rodeo programming at Cupertino schools, providing a blacktop training course on bicycle safety.	 Safety
Recommended		
“New Infrastructure” Education Campaign	Often, when infrastructure changes occur, there is a missing education component to the community about how to interact with the new design or feature. Education materials and messaging can be developed during the installation of infrastructure, which the general public may be unfamiliar with, such as unique interchanges/roundabouts, two-stage turn boxes, or advisory shoulders.	 Safety  Multimodal Balance
Driver Education Program	Establish a citywide driver education program that focuses on improving awareness and promoting safe interactions with people walking, biking, and rolling, incorporating best practices from Vision Zero and Safe Systems approaches. The program could include modules on recognizing vulnerable road users, crosswalk laws, yielding at intersections, safely passing cyclists, and navigating areas with high activity or limited visibility. The curriculum can be conducted in partnership with local school districts and SR2S coordinators.	 Safety
Bicycle Safety Education for Adults	Partner with local organizations to provide classes for adults to learn bicycle safety. Support growth by advertising and providing meeting space in Cupertino.	 Safety  Accessibility
Electric Micromobility Education	With the proliferation of e-bikes and other electric micromobility devices, people may not understand or be misinformed about how to use these modes safely and legally. An education campaign can be targeted at e-mobility, especially among students who may be excited about the increased travel opportunities offered by such devices.	 Safety  Accessibility

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Waste Bin Placement	Provide clear instructions on the City website and in utility bills about the proper placement of waste bins. Where on-street parking exists, bins should be placed near the curb, within the parking aisle. Residents should be instructed to place bins against the curb where no on-street parking exists to minimize intrusion into the bicycle lane. Collaborate with waste management companies to add reflective markings to waste bins to increase their visibility at night and reduce the risk of bicycle collisions with misplaced bins. The City could also work with management companies to stencil “Do Not Place In Bicycle Lane” on the waste bins to remind residents of proper placement.	 Maintenance  Multimodal Balance
Mini Main Street Education Events [SR2S]	Host Mini Main Street safety education events and install permanent traffic gardens at select schools. Mini Main Streets and traffic gardens provide safe environments for children to practice roadway safety.	 Safety

Enforcement

Enforcement programs help to institutionalize safe walking and rolling transportation systems. By prioritizing relationships between law enforcement and individuals who walk and roll, these programs help create a safe environment for all users. **Table 5** below lists the proposed enforcement programs for the City.

Table 5: Enforcement Program Recommendations

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Recommended		
Traffic Ticket Reduction	Help develop a partnership program with the Santa Clara County Sheriff and a bicycle education provider to offer bicycle education as a traffic court option. People who receive a citation/infraction on a bicycle for California Vehicle Code violations would be permitted to attend a Basic Street Skills class to reduce or waive fines.	 Safety  Fairness
Bike Patrol Program	Partner with the County Sheriff to develop a program that provides routine patrolling on bicycles. The program would enable increased community engagement and promote bicycle safety.	 Safety  Fairness
Targeted Enforcement	Target enforcement of vehicular violations at locations with a high incidence of red-light running and HIN/high-injury intersections.	 Safety  Fairness

Evaluation

Programs to help evaluate and track progress toward reaching the Plan’s goals are essential for long-term success and effective project implementation. **Table 6** lists proposed programs that help identify what’s working, what’s not working, and where additional efforts are needed following the completion of the plan.

Table 6: Evaluation Program Recommendations

POLICY/PROGRAM	DESCRIPTION	PLAN GOAL
Existing		
Active Transportation Online Portal	Update and maintain the GIS portal to display recent and ongoing active transportation project planning and status, as well as annual statistics on pedestrian and bicycle-involved collisions. This portal may also include links to other active transportation resources throughout the City.	 Safety  Accessibility
Recommended		
School Walk Audit Reports [SR2S]	Update reports with new safety assessments at each school to identify specific barriers and challenges faced by students who walk or roll to school and develop countermeasures to address the identified deficiencies.	 Safety
Annual Walking and Rolling Collision Reports	Annual reviews of collisions involving vulnerable roadway users with the County Sheriff will help the City assess traffic safety issues and track progress towards a safer community for people walking and rolling.	 Safety
Walking and Rolling Count Program (Manual and Automated)	Conducting regular walking and rolling counts can help the City understand how travel behavior is changing over time. This would include manual and automated data collection. When combined with models that predict where walking, biking, and rolling would be expected, count data can also identify locations where people are expected to travel by these modes but do not, often due to a lack of infrastructure. Coordinate with regional planning and transit agencies and adjacent municipalities to ensure consistency in methodologies (e.g., same time periods, equipment calibration, and data formats) and include metadata on count conditions (e.g., weather, construction, events) for context.	 Maintenance  Multimodal Balance
Walking and Rolling Count Program (Aggregated Data)	To complement physical counters and enhance citywide data coverage, the City could purchase or subscribe to aggregate mobility datasets from companies like StreetLight Data and Replica, which provide insights derived from anonymized GPS, cellular, and location-based services data. These datasets can provide a broader understanding of walking and biking patterns, helping to identify underserved neighborhoods or emerging trends in travel behavior. Conduct regular validation of aggregated data against manually collected data.	 Safety  Maintenance  Multimodal Balance

CHAPTER 7

Project Prioritization



Project Prioritization

Prioritizing the implementation of recommended improvements included in this ATP must consider what is realistic given anticipated funding levels and staffing capacity, while still providing Cupertino with the

flexibility to respond to changing conditions and new opportunities as they arise. Prioritization results are flexible and intended to serve as guidelines to assist in project selection and initiation.

Methodology

Focusing public investment into the areas of greatest need helps to leverage the greatest benefits from scarce public dollars for improvements to traffic safety, connectivity, and accessibility for active modes. Prioritization criteria were developed to align with the vision and goals of the ATP; criteria were vetted publicly through the Bicycle Pedestrian Commission, Planning Commission, and City Council before final scores were developed. Staff worked with these bodies to adjust both criteria and scoring weighting to best reflect prioritization in order to reflect the values of the Cupertino community (see **Table 7**, **Table 8**, and **Table**

9). A full description of prioritization methodology can be found in **Appendix G**.

Figures 43-45 present prioritized ATP projects with associated rankings. Rankings are not intended to reflect an order in which to complete projects, but rather a guide for future project selection a guide for future project selection to be considered in the context of other factors, including but not limited to funding availability, availability of staffing resources, and opportunities for economies of scale resulting from integration with other ongoing projects.

Table 7: Pedestrian Facility Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC	MAX SCORE	GOAL MAX SCORE
 Safety	Collision History	Roadway segment is near an HIN corridor	30	40
	Stress Level	Max score from pedestrian level of stress analysis	10	
 Access	School Proximity	Project is located along a suggested route to school	10	20
	High Frequency Transit Proximity	Presence of major transit stops along the roadway	5	
	Parks & Other Destination Proximity	Parks or other key destinations located nearby	5	
 Sustainability	Active Trip Potential	Roadway has high active pedestrian trip potential	5	10
	Stress-Adjusted Short Trip Walk Gap Score	Project is within a high walk gap score area	5	
 Cost Effectiveness	Fiscal Responsibility	Project cost	10	10

Table 8: Transportation Technology Corridors Prioritization Metrics

GOAL	CRITERIA	METRIC	MAX SCORE	GOAL MAX SCORE
 Safety	Collision History	Includes an intersection identified as an HIN intersection	20	40
		Collisions per mile with a cause of "unsafe speed"	5	
		Collisions per mile with a cause of "traffic signals and signs"	5	
	Level of Traffic Stress	Average Pedestrian LTS for the corridor	10	
 Access	School Proximity	% of corridor length on a Suggested Route to School	20	30
	Parks & Other Destinations	Parks or other key destinations located nearby	10	
 Sustainability	Active Trip Potential	Average bicycle/e-bike trip potential along the corridor	10	20
	Gap Score	% of corridor length within high gap-score areas	10	

Table 9: Bicycle Facility Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC	MAX SCORE	GOAL MAX SCORE
 Safety	Collision History	Roadway segment is near an HIN corridor	30	40
	Stress Level	Max score from bicycle LTS analysis	10	
 Access	Schools	Project is located along a suggested route to school	10	20
	High Frequency Transit	Presence of major transit stops along the roadway	5	
	Parks & Other Destinations	Parks or other key destinations located nearby	5	
 Sustainability	Active Trip Potential	Roadway has high bicycle trip potential or high e-bike trip potential	5	10
	Bike Gap Score	Project is within a high bike gap score area	5	
 Balance	General Roadway Impact	Potential need for lane reduction or parking removal	10	20
	Arterial Roadway Impact	Potential need for lane reduction or parking removal	10	
 Cost Effectiveness	Fiscal Responsibility	Project cost	10	10

Figure 49: Pedestrian Network Recommendations with Project Rankings

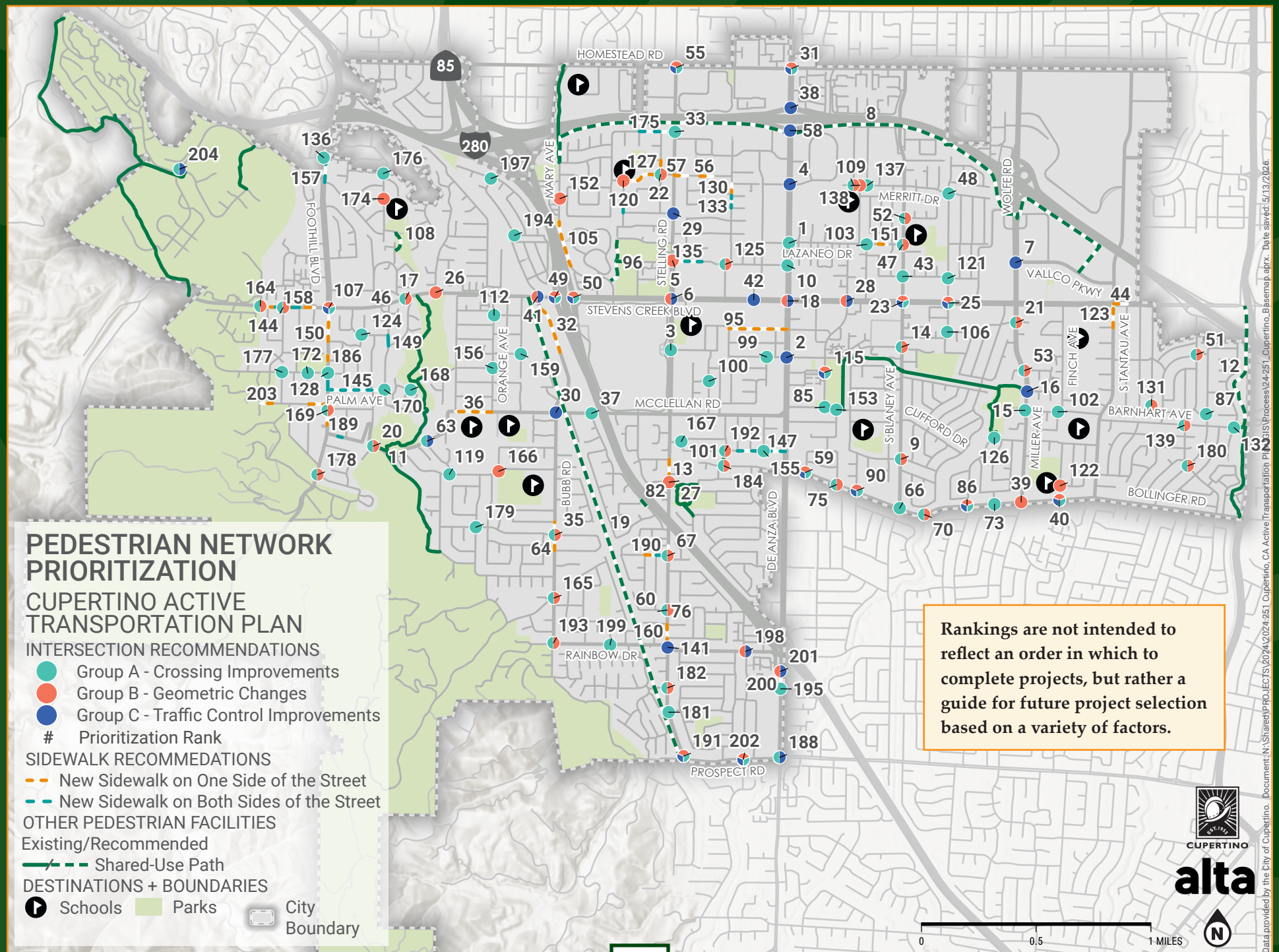
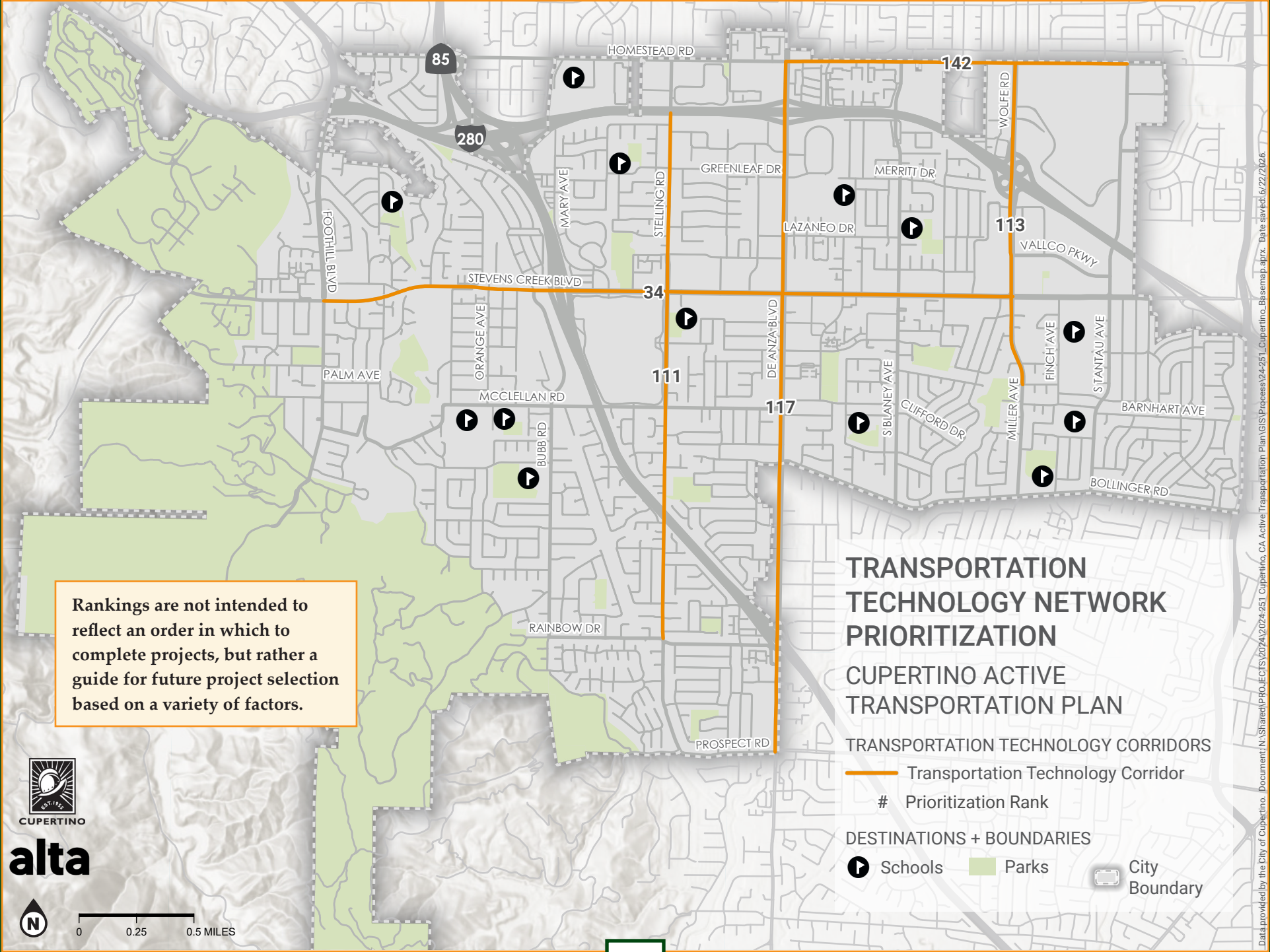


Figure 50: Transportation Technology Network Recommendations with Project Rankings



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Rankings are not intended to reflect an order in which to complete projects, but rather a guide for future project selection based on a variety of factors.

BIKE NETWORK PRIORITIZATION

CUPERTINO ACTIVE TRANSPORTATION PLAN

EXISTING/RECOMMENDED BIKE NETWORK

- Shared-Use Path
- Bike Lane
- Buffered Bike Lane
- Neighborhood Bike Routes
- Separated Bikeway
- Bike Intersection Improvement
- # Prioritization Rank

DESTINATIONS + BOUNDARIES

- Schools
- City Boundary
- Parks

0 0.5 1 MILES

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Project Ranking and Cost Estimates

The Cupertino ATP recommends \$43,518,000 in linear projects for people walking, biking, and rolling. This cost estimate does not include pedestrian intersection improvements or Transportation Technology Corridor improvements. It does include construction of new and upgraded facilities, including bicycle intersection improvements. For further detail on project descriptions, refer to the **Pedestrian Facility Toolbox** and **Bicycle Facility Toolbox** in Chapter 6.

Cost estimates were calculated using 2026 dollars and are likely to rise over time. Detail on cost estimates and costing methodology can be found in **Appendix G**.

The consolidated list of ranked projects is presented below in **Table 10**.

\$ = Project cost under \$500,000
 \$\$ = Project cost \$500,000 to \$2,000,000
 \$\$\$ = Project cost over \$2,000,000

Table 10: Consolidated Project Ranking

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
1	Pedestrian Intersections	Typology: A		De Anza Blvd	Lazaneo Dr	89.57	\$
2	Pedestrian Intersections	Typology: C		De Anza Blvd	Rodrigues Ave	89.31	\$
3	Pedestrian Intersections	Typology: A		Stelling Rd	Pepper Tree Ln	87.95	\$
4	Pedestrian Intersections	Typology: C		De Anza Blvd	Mariani Ave	83.32	\$
5	Pedestrian Intersections	Typology: B		Stelling Rd	Alves Dr	81.7	\$
6	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	Stelling Rd	81.14	\$\$\$
7	Pedestrian Intersections	Typology: C		Vallco Pkwy	Wolfe Rd	79.72	\$
8	Bike Network	Shared-Use Path	Tamien Innu	Vallco Pkwy	Don Burnett Bridge	79.63	\$\$\$
9	Pedestrian Intersections	Typology: A, B		Blaney Ave	John Dr	78.49	\$
10	Pedestrian Intersections	Typology: A		Alves Dr	De Anza Blvd	78.21	\$
11	Bike Network	Crossing	Stevens Creek Undercrossing (Feasibility Study)	McClellan Rd	Stevens Creek Trail	78.09	\$
12	Bike Network	Shared-Use Path	San Thomas Aquino/ Saratoga Creek Trail Extension (Lawrence Mitty)	Stevens Creek Blvd	Barnhart Ave	77.83	\$\$
13	Sidewalks	1 side of street	Stelling Rd	Jollyman Ln	Lilac Way	75.4	\$
14	Pedestrian Intersections	Typology: A, B		Blaney Ave	Rodrigues Ave	75.29	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
15	Pedestrian Intersections	Typology: A		Miller Ave	Phil Ln	75.21	\$
16	Pedestrian Intersections	Typology: C		Miller Ave	Calle De Barcelona	75.21	\$
17	Pedestrian Intersections	Typology: A, B		Stevens Creek Blvd	Cupertino Rd	75.01	\$
18	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	De Anza Blvd	74.81	\$\$\$
19	Bike Network	Shared-Use Path	Union Pacific Railroad Trail	Prospect Rd	Stevens Creek Blvd	74.45	\$\$\$
20	Pedestrian Intersections	Typology: A, B		McClellan Rd	Clubhouse Ln	74.42	\$
21	Pedestrian Intersections	Typology: A, B		Richwood Dr	Miller Ave	74.04	\$
22	Pedestrian Intersections	Typology: A, B		Flora Vista Ave	Greenleaf Dr	73.59	\$
23	Pedestrian Intersections	Typology: A, B, C		Stevens Creek Blvd	Blaney Ave	73.59	\$\$\$
24	Bike Network	Bike Lane	Mariani Ave	Bandley Dr	De Anza Blvd	73.09	\$
25	Pedestrian Intersections	Typology: A, B, C		Stevens Creek Blvd	Portal Ave	73.01	\$\$\$
26	Pedestrian Intersections	Typology: B		Stevens Creek Blvd	Phar Lap Dr	72.85	\$
27	Pedestrian Intersections	Typology: B		Stelling Rd	Huntridge Ln	72.82	\$
28	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	Torre Ave	72.76	\$\$\$
29	Pedestrian Intersections	Typology: C		Stelling Rd	Hazelbrook Dr	72.45	\$
30	Pedestrian Intersections	Typology: C		Bubb Rd	McClellan Rd	72.41	\$
31	Pedestrian Intersections	Typology: A, B, C		Homestead Rd	De Anza Blvd	72.39	\$\$
32	Sidewalks	1 side of street	Bubb Rd	230' South of Stevens Creek Blvd	1,200' North of Results Way	71.35	\$
33	Pedestrian Intersections	Typology: A		Stelling Rd	Gardena Dr	71.31	\$
34	Transportation Technology Corridors	Stevens Creek Blvd	Stevens Creek Blvd	Miller Ave/ Wolfe Rd	Foothill Blvd	71.06	\$\$
35	Pedestrian Intersections	Typology: A, B		Bubb Rd	Columbus Ave	70.99	\$
36	Sidewalks	1 side of street	McClellan Rd	Byrne Ave	Orange Ave	70.64	\$
37	Pedestrian Intersections	Typology: A		September Dr	McClellan Rd	69.5	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
38	Pedestrian Intersections	Typology: C		De Anza Blvd	I-280	69.12	\$
39	Pedestrian Intersections	Typology: B		Bollinger Rd	Miller Ave	68.9	\$
40	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Hyde Ave	68.9	\$\$
41	Pedestrian Intersections	Typology: B, C		Bubb Rd	Stevens Creek Blvd	68.84	\$\$\$
42	Pedestrian Intersections	Typology: C		Stevens Creek Blvd	Bandley Dr	68.56	\$
43	Pedestrian Intersections	Typology: A		Blaney Ave	Wheaton Dr	68.53	\$
44	Sidewalks	1 side of street	Stevens Creek Blvd	Tantau Ave	Judy Ave	68.35	\$
45	Bike Network	Neighborhood Bike Route	Bonny Dr	Pepper Tree Ln	McClellan Rd		\$
	Bike Network	Neighborhood Bike Route	Terry Way	Rodrigues Ave	Shelly Dr		\$
	Bike Network	Neighborhood Bike Route	Rodrigues Ave	De Anza Blvd	Terry Way	68.05	\$
	Bike Network	Neighborhood Bike Route	Pepper Tree Ln	Stelling Rd	Bonny Dr		\$
	Bike Network	Neighborhood Bike Route	Shelly Dr	Terry Way	Bonny Dr		\$
46	Bike Network	Crossing	Carmen Rd Bridge	Carmen Rd	Stevens Creek Blvd	67.98	\$\$
47	Pedestrian Intersections	Typology: A, B		Forest Ave	Blaney Ave	67.96	\$
48	Pedestrian Intersections	Typology: A		N Portal Ave	Merritt Dr	67.96	\$\$
49	Pedestrian Intersections	Typology: A, B, C		SR 85	Stevens Creek Blvd	67.7	\$\$
50	Pedestrian Intersections	Typology: A, B, C		SR 85	Stevens Creek Blvd	67.7	\$\$
51	Pedestrian Intersections	Typology: A, B		Calvert Dr	Loree Ave	67.42	\$
52	Pedestrian Intersections	Typology: A, B		Blaney Ave	Pear Tree Ln	67.39	\$
53	Pedestrian Intersections	Typology: A, B		Miller Ave	Greenwood Dr	67.22	\$
54	Bike Network	Bike Lane	Miller Ave	Stevens Creek Blvd	Calle De Barcelona	66.99	\$
55	Pedestrian Intersections	Typology: A, B, C		Stelling Rd	Homestead Rd	66.78	\$\$\$
56	Sidewalks	1 side of street	Greenleaf Dr	360' East of Stelling Rd	520' West of Beardon Dr	66.74	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
57	Sidewalks	1 side of street	Greenleaf Dr	Stelling Rd	Glencoe Dr	66.74	\$
58	Pedestrian Intersections	Typology: C		De Anza Blvd	I-280	66.62	\$
59	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Clifden Way	66.55	\$\$
60	Pedestrian Intersections	Typology: A, B		Stelling Rd	Echo Hill Ct	66.05	\$
61	Sidewalks	1 side of street	Greenleaf Dr	Ann Arbor Ave	Flora Vista Ave	66.03	\$
62	Bike Network	Separated Bikeway	N Blaney Ave	Homestead Rd	Beekman Pl	65.34	\$
	Bike Network	Buffered Bike Lane	N Blaney Ave	Bollinger Rd	Beekman Pl		\$
63	Pedestrian Intersections	Typology: A, C		Linda Vista Dr	McClellan Rd	64.46	\$\$
64	Sidewalks	1 side of street	Bubb Rd	Edward Way	Vai Ave	64.32	\$
65	Bike Network	Neighborhood Bike Route	Wheaton Dr	N Portal Ave	Carol Lee Dr	63.56	\$
66	Pedestrian Intersections	Typology: A		Bollinger Rd	Blaney Ave	62.58	\$
67	Pedestrian Intersections	Typology: A, B		Stelling Rd	Orion Ln	62.03	\$
68	Bike Network	Buffered Bike Lane	N Stelling Rd	Garden Gate Dr	Gardena Dr	61.32	\$
	Bike Network	Separated Bikeway	N Stelling Rd	Homestead Rd	Gardena Dr		\$
69	Bike Network	Separated Bikeway	Stevens Creek Blvd	SR 85	Foothill Blvd	61.11	\$\$\$
	Bike Network	Separated Bikeway	Stevens Creek Blvd	De Anza Blvd	SR 85		\$\$
70	Pedestrian Intersections	Typology: A, B		Bollinger Rd	Estates Dr	60.99	\$
71	Bike Network	Neighborhood Bike Route	Forest Ave	Blaney Ave	De Anza Blvd	60.78	\$
72	Bike Network	Neighborhood Bike Route	Vista Dr	Stevens Creek Blvd	Forest Ave	60.76	\$
73	Pedestrian Intersections	Typology: A		Lance Dr	Bollinger Rd	60.44	\$
74	Bike Network	Neighborhood Bike Route	Tantau Ave	Bollinger Rd	Stevens Creek Blvd	59.9	\$
75	Pedestrian Intersections	Typology: A, B		Martinwood Way	Bollinger Rd	59.74	\$
76	Sidewalks	1 side of street	Stelling Rd	Echo Hill Ct	65' South of Echo Hill Ct	59.39	\$
77	Bike Network	Buffered Bike Lane	Lazaneo Dr	Bandley Dr	De Anza Blvd	58.72	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
78	Bike Network	Buffered Bike Lane	Bollinger Rd	Harland Dr	Westlynn Way	58.49	\$
79	Bike Network	Neighborhood Bike Route	Shadygrove Dr	Hyde Ave	Stendhal Ln	57.92	\$
	Bike Network	Neighborhood Bike Route	Phil Ln	Finch Ave	Stendhal Ln		\$
	Bike Network	Neighborhood Bike Route	Stendhal Ln	Shadygrove Dr	Phil Ln		\$
	Bike Network	Neighborhood Bike Route	Hyde Ave	Shadygrove Dr	Bollinger Rd		\$
	Bike Network	Buffered Bike Lane	S Stelling Rd	Prospect Rd	Orogrande Pl		\$
80	Bike Network	Buffered Bike Lane	S Stelling Rd	Prospect Rd	Orogrande Pl	57.12	\$
81	Sidewalks	1 side of street	Stelling Rd	Catalano Ct	Orion Ct	56.78	\$
82	Bike Network	Neighborhood Bike Route	Festival Dr	September Dr	Festival Dr Dead End	56.6	\$
	Bike Network	Neighborhood Bike Route	Orogrande Pl	Stelling Rd	Festival Dr		\$
	Bike Network	Shared-Use Path	Festival Dr	Festival Dr	Festival Dr Dead End		\$
	Bike Network	Neighborhood Bike Route	September Dr	McClellan Rd	Festival Dr		\$
	Bike Network	Neighborhood Bike Route	Festival Dr	Stelling Rd	Festival Dr Dead End		\$
83	Bike Network	Separated Bikeway	N Wolfe Rd	Pruneridge Ave	300 ft. South of Perimeter Rd	56.41	\$
	Bike Network	Buffered Bike Lane	N Wolfe Rd	Homestead Rd	Pruneridge Ave		\$
	Bike Network	Buffered Bike Lane	N Wolfe Rd	Stevens Creek Blvd	300 ft. South of Perimeter Rd		\$
84	Bike Network	Neighborhood Bike Route	Bandley Dr	Valley Green Dr	Stevens Creek Blvd	55.75	\$
85	Pedestrian Intersections	Typology: A		Torre Ave	Pacifica Dr	55.56	\$
86	Pedestrian Intersections	Typology: A, B, C		Alderbrook Ln	Bollinger Rd	54.76	\$\$
87	Pedestrian Intersections	Typology: A		Johnson Ave	Tilson Ave	54.36	\$
88	Bike Network	Neighborhood Bike Route	Prince Ave	Blaney Ave	Portal Ave	54.01	\$
89	Bike Network	Neighborhood Bike Route	Portal Ave	Stevens Creek Blvd	Wintergreen Dr	54.01	\$
90	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Farallone Dr	52.91	\$\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
91	Bike Network	Neighborhood Bike Route	San Fernando Ave	Orange Ave	Blackberry Farm	52.79	\$
	Bike Network	Neighborhood Bike Route	Carmen Rd - Scenic Blvd	Stevens Creek Blvd	Scenic Cir Pathway		\$
	Bike Network	Neighborhood Bike Route	Janice Ave	Stevens Creek Blvd	Carmen Rd		\$
92	Bike Network	Separated Bikeway	Finch Ave	Phil Ln	Stevens Creek Blvd	52.44	\$\$
93	Bike Network	Neighborhood Bike Route	Fort Baker Dr	Hyannisport Dr	Presidio Dr	52.36	\$
	Bike Network	Neighborhood Bike Route	Linda Vista Dr	McClellan Rd	Hyannisport Dr		\$
	Bike Network	Neighborhood Bike Route	Hyannisport Dr	Linda Vista Dr	Bubb Rd		\$
94	Bike Network	Separated Bikeway	Foothill Blvd	Stevens Creek Blvd	Homestead Rd	52.18	\$
95	Sidewalks	1 side of street	Scofield Dr	Western Dr	De Anza Blvd	52.01	\$
96	Bike Network	Neighborhood Bike Route	Alves Dr	Anton Way	Bandley Dr	51.59	\$
	Bike Network	Shared-Use Path	Memorial Park Bike Path	Memorial Park	Alves St		\$\$
	Bike Network	Shared-Use Path	Memorial Park Bike Path	Christensen Dr	Mary Ave		\$\$
	Bike Network	Neighborhood Bike Route	Ann Arbor Ave	Greenleaf Dr	Lauretta Dr		\$
	Bike Network	Neighborhood Bike Route	Ann Arbor Ct	Christensen Dr	Ann Arbor Ave		\$
97	Bike Network	Neighborhood Bike Route	Johnson Ave	Wunderlich Dr	Bollinger Rd	50.93	\$
	Bike Network	Neighborhood Bike Route	Wunderlich Dr	Barnhart Ave	Johnson Ave		\$
98	Bike Network	Buffered Bike Lane	Foothill Blvd	Stevens Creek Blvd	Santa Lucia Rd	50.85	\$
99	Pedestrian Intersections	Typology: A		Terry Way	Rodrigues Ave	50.68	\$
100	Pedestrian Intersections	Typology: A		Bonny Dr	Sola St	50.68	\$
101	Bike Network	Neighborhood Bike Route	Kim St	Bollinger Rd	De Foe Dr	50.48	\$
	Bike Network	Bike Path	Kim St	Kirwin Ln	Bollinger Rd		\$
	Bike Network	Neighborhood Bike Route	Kim St	McClellan Rd	Kirwin Ln		\$
	Bike Network	Neighborhood Bike Route	Westacres Dr	McClellan Rd	Shelly Dr		\$
	Bike Network	Neighborhood Bike Route	De Foe Dr	Kim St	Dumas Dr		\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
102	Pedestrian Intersections	Typology: A		Stendhal Ln	Phil Ln	50.42	\$
103	Pedestrian Intersections	Typology: A		Forest Ave	Randy Ln	50.04	\$
104	Bike Network	Neighborhood Bike Route	Kentwood Ave	Tiptoe Ln	City Limits (South)	49.8	\$
	Bike Network	Neighborhood Bike Route	Tuscany Pl	Heatherwood Dr	Jollyman Park		\$
	Bike Network	Neighborhood Bike Route	Colony Hills Ln	Heatherwood Dr	Fallenleaf Ln		\$
	Bike Network	Neighborhood Bike Route	Huntridge Ln	Rose Blossom Dr	Stelling Rd		\$
	Bike Network	Neighborhood Bike Route	Tiptoe Ln	Kentwood Ave	Colony Hills Ln		\$
	Bike Network	Neighborhood Bike Route	Rose Blossom Dr	McClellan Rd	Huntridge Ln		\$
	Bike Network	Neighborhood Bike Route	Heatherwood Dr	Tuscany Pl	Colony Hills Ln		\$
105	Sidewalks	1 side of street	Mary Ave	500' South of Lubec St	160' North of Point Reyes Ter	48.81	\$
106	Pedestrian Intersections	Typology: A		Bixby Dr	Portal Ave	48.59	\$
107	Pedestrian Intersections	Typology: A, B, C		Foothill Blvd	Stevens Creek Blvd	48.46	\$\$\$
108	Bike Network	Neighborhood Bike Route	Cupertino Rd	Foothill Blvd	Carmen Rd	48.3	\$
	Bike Network	Neighborhood Bike Route	Crescent Rd - Hillcrest Rd	Amelia Ct	Cupertino Rd		\$
	Bike Network	Shared-Use Path	Varian Park Path	Varian Way	Amelia Ct		\$
	Bike Network	Neighborhood Bike Route	Amelia Ct	Varian Park	Crescent Rd		\$
	Bike Network	Neighborhood Bike Route	Varian Way	Ainsworth Dr	Varian Park		\$
	Bike Network	Neighborhood Bike Route	Ainsworth Dr	Hartman Dr	Varian Way		\$
	Bike Network	Neighborhood Bike Route	Hartman Dr	Chace Dr	Ainsworth Dr		\$
	Bike Network	Neighborhood Bike Route	Chace Dr	Starling Dr	Hartman Dr		\$
	Bike Network	Neighborhood Bike Route	Starling Dr	Foothill Blvd	Chace Dr		\$
	Bike Network	Neighborhood Bike Route	Carmen Rd	Cupertino Rd	Dead End		\$
109	Pedestrian Intersections	Typology: A, B		Merritt Dr	Larry Way	47.88	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
110	Bike Network	Neighborhood Bike Route	Alderbrook Ln	Creekside Park	Bollinger Rd	47.66	\$
111	Transportation Technology Corridors	Stelling Rd	Stelling Rd	Rainbow Dr	I-280	47.33	\$\$
112	Pedestrian Intersections	Typology: A		Granada Ave	Orange Ave	47.01	\$
113	Transportation Technology Corridors	Wolfe Rd/Miller Ave	Wolfe Rd/Miller Ave	Calle de Barcelona	Homestead Rd	46.35	\$\$
114	Bike Network	Neighborhood Bike Route	Lockwood Dr	Voss Ave	Stevens Creek Blvd		\$
	Bike Network	Neighborhood Bike Route	Voss Ave	Lockwood Dr	Foothill Blvd	46.05	\$
	Bike Network	Neighborhood Bike Route	Palm Ave	Foothill Blvd	Scenic Blvd		\$
115	Pedestrian Intersections	A, B, C		Torre Ave	Town Center Ln	45.56	\$\$
116	Bike Network	Neighborhood Bike Route	Erin Way	Stelling Rd	Kirwin Ln		\$
	Bike Network	Neighborhood Bike Route	Kirwin Ln	Erin Way	Kim St	45.22	\$
117	Transportation Technology Corridors	De Anza Blvd	De Anza Blvd	Prospect Rd	Homestead Rd	45.21	\$\$
118	Bike Network	Neighborhood Bike Route	Linda Vista Dr	Hyannisport Dr	Santa Teresa Dr		\$
	Bike Network	Neighborhood Bike Route	Santa Teresa Dr	Rae Ln	Terrace Dr	45.14	\$
	Bike Network	Neighborhood Bike Route	Terrace Dr	Santa Teresa Dr	Bubb Rd		\$
119	Pedestrian Intersections	Typology: A		Hyannisport Dr	Linda Vista Dr	45.14	\$
120	Pedestrian Intersections	Typology: B		Ann Arbor Ave	Greenleaf Dr	44.55	\$
121	Pedestrian Intersections	Typology: A		Wheaton Dr	Portal Ave	44.1	\$
122	Pedestrian Intersections	Typology: B		Hyde Ave	Willowgrove Ln	43.9	\$
123	Sidewalks	1 side of street	S Tantau Ave	Anne Ln	Stevens Creek Blvd	43.88	\$
124	Pedestrian Intersections	Typology: A		Palo Vista Rd	Janice Ave	43.76	\$
125	Pedestrian Intersections	Typology: A, B		Saich Way	Alves Dr	43.64	\$
126	Pedestrian Intersections	Typology: A		Alderbrook Ln	Atherwood Ave	43.4	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
127	Sidewalks	1 side of street	Flora Vista Ave	Greenleaf Dr	Lavina Ct	43.3	\$
128	Pedestrian Intersections	Typology: A		Foothill Blvd	Voss Ave	43.28	\$
129	Bike Network	Neighborhood Bike Route	Rainbow Dr	Stelling Rd	Bubb Rd	42.62	\$
	Bike Network	Buffered Bike Lane	Rainbow Dr	Stelling Rd	De Anza Blvd		\$
130	Sidewalks	1 side of street	Beardon Dr	Dunbar Dr	Greenleaf Dr	42.25	
131	Pedestrian Intersections	Typology: A, B		Stern Ave	Tilson Ave	41.9	\$
132	Pedestrian Intersections	Typology: A		Sterling Ave	Barnhart Ave	41.86	\$
133	Sidewalks	2 sides of street	Beardon Dr	Fargo Dr	Dunbar Dr	41.74	\$
134	Bike Network	Neighborhood Bike Route	Plum Blossom Dr	Primrose Way	Jamestown Dr		\$
	Bike Network	Neighborhood Bike Route	Scotland Dr	Squirewood Way	Kingsbury Pl		\$
	Bike Network	Neighborhood Bike Route	Jamestown Dr	Plum Blossom Dr	Prospect Rd		\$
	Bike Network	Neighborhood Bike Route	Kingsbury Pl	Scotland Dr	Gardenside Ln	41.4	\$
	Bike Network	Neighborhood Bike Route	Squirewood Way	Scotland Dr	Stelling Rd		\$
	Bike Network	Neighborhood Bike Route	Poppy Way	Rainbow Dr	Plum Blossom Dr		\$
	Bike Network	Neighborhood Bike Route	Gardenside Ln	Kingsbury Pl	Rainbow Dr		\$
135	Sidewalks	2 sides of street	Alves Dr	Stelling Rd	680' East of Stelling Rd	41.15	\$
136	Pedestrian Intersections	Typology: A		Foothill Blvd	Cristo Rey Dr	41.15	\$
137	Pedestrian Intersections	Typology: A		Randy Ln	Merritt Dr	41.05	\$
138	Pedestrian Intersections	Typology: B		Merritt Dr	Vista Dr	41.05	\$
139	Pedestrian Intersections	Typology: A, B		Barnhart Ave	Wunderlich Dr	40.76	\$
140	Bike Network	Buffered Bike Lane	Stevens Creek Blvd	Foothill Blvd	Permanente Rd	40.68	\$
141	Pedestrian Intersections	Typology: C		Stelling Rd	Rainbow Dr	40.48	\$
142	Transportation Technology Corridors	Homestead Rd	Homestead Rd	Tantau Ave	De Anza Blvd	39.96	\$\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
143	Bike Network	Buffered Bike Lane	Bollinger Rd	De Anza Blvd	Kim St	39.72	\$
144	Pedestrian Intersections	Typology: A, B		Lockwood Dr	Stevens Creek Blvd	39.38	\$
145	Sidewalks	2 sides of street	Palm Ave	S Foothill Blvd	Scenic Blvd	39.26	\$\$
146	Bike Network	Neighborhood Bike Route	Primrose Way	Waterford Dr	Plum Blossom Dr	38.98	\$
	Bike Network	Neighborhood Bike Route	Waterford Dr	Stelling Rd	Primrose Way		\$
147	Sidewalks	2 sides of street	Kirwin Ln	Lonna Ln	De Anza Blvd	38.92	\$
148	Sidewalks	2 sides of street	Ann Arbor Ave	Grenola Dr	Hazelbrook Dr	37.72	\$
149	Sidewalks	2 sides of street	Carmen Rd	Janice Ave	Scenic Blvd	37.33	\$
150	Sidewalks	1 side of street	Foothill Blvd	170' South of Stevens Creek Blvd	Rancho Ventura St	37.31	\$
151	Sidewalks	1 side of street	Forest Ave	260' East of Randy Ln	110' West of Toni Ct	37.24	\$
152	Pedestrian Intersections	Typology: B		Mary Ave	Lubec St	36.36	\$
153	Pedestrian Intersections	Typology: A		Pacifica Dr	Whitney Way	35.88	\$
154	Sidewalks	1 side of street	Stevens Creek Blvd	Silver Oak Ln	Camino Vista Dr	35.8	\$
155	Pedestrian Intersections	Typology: A		Kirwin Ln	Felton Way	35.67	\$
156	Pedestrian Intersections	Typology: A		San Fernando Ave	Orange Ave	35.09	\$
157	Sidewalks	2 sides of street	Foothill Blvd	Cristo Rey Dr	Vista Knoll Blvd	34.88	\$
158	Sidewalks	2 sides of street	Stevens Creek Blvd	200' East of Lockwood Dr	Prado Vista Dr	34.76	\$
159	Pedestrian Intersections	Typology: A		Imperial Ave	Olive Ave	33.95	\$
160	Sidewalks	1 side of street	Stelling Rd	Squirehill Ct	Rainbow Dr	33.86	\$
161	Sidewalks	1 side of street	Stevens Creek Blvd	Lockwood Dr	160' East of Lockwood Dr	33.2	\$
162	Sidewalks	1 side of street	Stevens Creek Blvd	Lebanon Dr	170' East of Lebanon Dr	33.2	\$
163	Sidewalks	2 sides of street	Stevens Creek Blvd	170' East of Lebanon Dr	Lockwood Dr	33.2	\$
164	Pedestrian Intersections	Typology: A, B		Stevens Creek Blvd	California Oak Way	33.12	\$
165	Pedestrian Intersections	Typology: A, B		Bubb Rd	Regnart Rd	32.91	\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
166	Pedestrian Intersections	Typology: B		Hyannisport Dr	Fort Baker Dr	32.08	\$
167	Pedestrian Intersections	Typology: A		Kirwin Ln	Erin Way	32	\$
168	Pedestrian Intersections	Typology: A		100' East of Scenic Ct	Cir Pathway	31.84	\$
169	Pedestrian Intersections	Typology: A, B		Foothill Blvd	Santa Paula Ave	30.78	\$
170	Pedestrian Intersections	Typology: A		Scenic Blvd	Palm Ave	30.7	\$
171	Sidewalks	2 sides of street	Foothill Blvd	170' South of Voss Ave	Palm Ave	30.49	\$
172	Pedestrian Intersections	Typology: A		Merriman Rd	Voss Ave	29.64	\$
173	Sidewalks	2 sides of street	Orion Ln	Stelling Rd	Hunterston Pl	29.56	\$
174	Pedestrian Intersections	Typology: B		Ainsworth Dr	Bahl St	29.22	\$
175	Sidewalks	2 sides of street	Gardena Dr	Stelling Rd	Gardena Ct	28.94	\$
176	Pedestrian Intersections	Typology: A		Ainsworth Dr	Hartman Dr	28.65	\$
177	Pedestrian Intersections	Typology: A		Lockwood Dr	Voss Ave	28.5	\$
178	Pedestrian Intersections	Typology: A, B		Stevens Canyon Rd	Riverside Dr	28.4	\$
179	Pedestrian Intersections	Typology: A		Santa Teresa Dr	Columbus Ave	28.29	\$
180	Pedestrian Intersections	Typology: A, B		Johnson Ave	Wunderlich Dr	27.7	\$
181	Pedestrian Intersections	Typology: A, B		Stelling Rd	Seven Springs Pkwy	27.41	\$
182	Pedestrian Intersections	Typology: A		Stelling Rd	Waterford Dr	27.41	\$
183	Bike Network	Buffered Bike Lane	De Anza Blvd	Rainbow Dr	Rainbow Dr	26.33	
184	Pedestrian Intersections	Typology: A, B		Kim St	Bollinger Rd	24.52	\$
185	Sidewalks	1 side of street	Foothill Blvd	Santa Paula Ave	Kinst Ct	24.24	\$
186	Sidewalks	1 side of street	Foothill Blvd	Walnut Cir	314' South of Rancho Ventura St	24.24	\$
	Bike Network	Buffered Bike Lane	Homestead Rd	S Bernardo Ave	Stelling Rd		\$
187	Bike Network	Separated Bikeway	Homestead Rd	El Sereno Ave	S Bernardo Ave	23.6	\$
	Bike Network	Buffered Bike Lane	Homestead Rd	Crist Dr	El Sereno Ave		\$

PROJECT RANK	CATEGORY	PROJECT DESCRIPTION	LOCATION	CROSS STREET A	CROSS STREET B	FINAL SCORE	PROJECT COST
188	Pedestrian Intersections	Typology: A, C		De Anza Blvd	Prospect Rd	23.35	\$\$
189	Sidewalks	2 side of street	McClellan Rd	250' East of Stevens Canyon Rd	90' West of San Leandro Ave	22.4	\$
190	Sidewalks	1 side of street	Orion Ln	Derbyshire Dr	Hunterston Pl	21.1	\$
191	Pedestrian Intersections	Typology: A, B, C		Prospect Rd	Stelling Rd	19.56	\$\$
192	Pedestrian Intersections	Typology: A, B		Kim St	Kirwin Ln	19.41	\$
193	Pedestrian Intersections	Typology: A, B		Bubb Rd	Rainbow Dr	19.36	\$
194	Pedestrian Intersections	Typology: A		Dempster Ave	Fitzgerald Ave	18.3	\$
195	Pedestrian Intersections	Typology: A		Wildflower Way	De Anza Blvd	18.24	\$
196	Sidewalks	1 side of street	Alcalde Rd	Merriman Rd	Foothill Blvd	17.99	\$
197	Pedestrian Intersections	Typology: A		Dempster Ave	Stokes Ave	16.02	\$
198	Pedestrian Intersections	Typology: B, C		Rainbow Dr	Gardenside Ln	15.47	\$\$
199	Pedestrian Intersections	Typology: A		Weymoth Dr	Rainbow Dr	14.91	\$
200	Sidewalks	2 sides of street	De Anza Blvd	Rainbow Dr	Wildflower Way	14.6	\$
201	Pedestrian Intersections	Typology: B, C		Rainbow Dr	De Anza Blvd	14.18	\$\$
202	Pedestrian Intersections	Typology: A, B, C		Via Roncole	Prospect Rd	10.85	\$\$
203	Sidewalks	1 side of street	Alcalde Rd	Avenida Ln	Alicia Ct	9.65	\$
204	Pedestrian Intersections	Typology: A, C		Canyon Oak Way	Cristo Rey Dr	6.25	\$\$

Implementation Strategy

Project implementation requires a thoughtful strategy and exploration of innovative approaches. The strategies explored below are opportunities that the City can leverage to support the implementation of this Plan's programs, network recommendations, and goals and objectives over time.

Capital Projects

Include the projects of this Plan in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that advance the Plan and the City's goals.

Identify Quick-Build Projects

Quick-build projects are implemented using relatively low-cost materials compared to long-term capital projects. Quick-build projects not only are faster and less costly to implement, but they also create an opportunity to pilot a project design or treatment for community feedback and observation. Quick-build projects can also more quickly respond to safety concerns, compared to long-term capital improvements. Where feasible, the City should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick-build implementation.

Flexible Project Delivery

The City will need to work internally and across City departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making. Recommended projects could require ongoing evaluation and pivoting within an annual work plan and project development.

As conditions change, the City should review projects periodically, considering new needs, the impact of implemented projects, and available funding. The City should evaluate this Plan's project list every five years and update as needed.

Cross-Departmental Opportunities

Interdepartmental City staff coordination is key to the success of the Plan project implementation. Aligning with existing or future projects across City departments will promote a shared understanding that Plan project delivery is a priority across the City. Aligning across City departments is also an opportunity to share the need for the proposed improvements and how all the City's networks interact.



Figure 52: Rodrigues Avenue buffered bike lanes installed as part of the City's pavement maintenance program

Project Delivery and Evaluation Commitments

Projects recommended in the ATP are at the conceptual level and will require further design and analysis to determine their feasibility for implementation. In the interests of providing a higher level of certainty to the public and decision-makers around how projects will be developed and implemented, this ATP outlines City commitments for the project development and delivery process, as well as how active transportation projects will be evaluated for effectiveness in the future.

Project Impact Evaluation Guidelines

Some of the proposed projects for the bicycle network may generate impacts to parking or congestion, by requiring either the removal of a vehicle lane or removal of on-street parking. Because projects for the ATP were developed at a conceptual level, they have only identified the potential for impacts, but not the scale—as further design detail is required to understand the extent of impacts.

Under the Project Impact Evaluation Guidelines, City staff will assess the potential for impacts across a range of criteria at the 30% design stage and report those findings to City Council. The City Council will determine whether a project should then undergo a detailed impacts analysis or can move forward with approval for detailed design and construction. This will ensure thorough public vetting of all potential impacts and trade-offs before a project is fully committed to, allowing for as-needed design modifications to limit impacts when determined to be too severe.

Impact evaluation will include traffic data collection for all modes, traffic operations analysis, and parking impact analysis. For further details, see **Appendix I**.

Project Effectiveness Guidelines

For new Class II and Class IV bike network projects from the ATP, the City will conduct before- and after-evaluation counts to more clearly understand the effect of new projects on generating new walking and biking trips. Before-evaluation data will be collected during the project design process, while after-evaluation data counts will be conducted a suitable amount of time after the new facility opens to account for changes in travel patterns and behaviors. Evaluation will also consider changes in collision rates. The City will report the results, ensuring transparency and accountability around active transportation projects.

For further details, see **Appendix J**.



Figure 53: Sharrow installation on Pacifica Drive

Funding Sources

It is crucial for the City to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities.

Potential Funding Sources

While the City does not currently have a dedicated funding source for the implementation of all the activities recommended in this ATP, there are a variety of funding sources available to support planning, design, and construction of all recommended projects. The following represents a list of potential funding sources available.

FEDERAL

- [Better Utilizing Investments to Leverage Development \(BUILD\) Grants](#)
- [Enhanced Mobility of Seniors and Individuals with Disabilities](#)
- [Highway Safety Improvement Program \(HSIP\)](#)
- [Land and Water Conservation Fund Program](#)
- [Recreation Trails Program](#)
- [Surface Transportation Program](#)
- [Safe Streets and Roads for All \(SS4A\)](#)
- [Surface Transportation Block Grants](#)

STATE

- [Active Transportation Program](#)
- [Affordable Housing and Sustainable Communities Program \(AHSC\)](#)
- [California Infrastructure and Economic Development Bank](#)
- [California Office of Traffic Safety](#)
- [California Transportation Commission Local Partnership Program \(LPP\)](#)
- [Caltrans Sustainable Transportation Planning Grants](#)
- [Clean Mobility Options](#)
- [State Highway Operation and Protection Program \(SHOPP\)](#)
- [State Transportation Improvement Program \(STIP\)](#)
- [Transformative Climate Communities \(TCC\)](#)
- [Transportation Development Act Funds \(TDA\)](#)
- [Urban Greening Grant Program](#)

LOCAL

- [Transportation Development Act Article 3](#)
- [Transportation Fund for Clean Air](#)
- [Measure B](#)
- [Mello-Roos Community Facilities District Act of 1982](#)
- [One Bay Area Grant](#)
- [Regional Measure 3](#)
- [Transit-Oriented Communities & Climate Program Implementation Grants](#)



APPENDICES

Appendix A: Plan Review

Appendix B: Existing Conditions Memo

Appendix C: Needs Assessment Memo

Appendix D: Public Participation Summary Report

Appendix E: Development of Recommendations Memo

Appendix F: Recommended Policies and Programs Memo

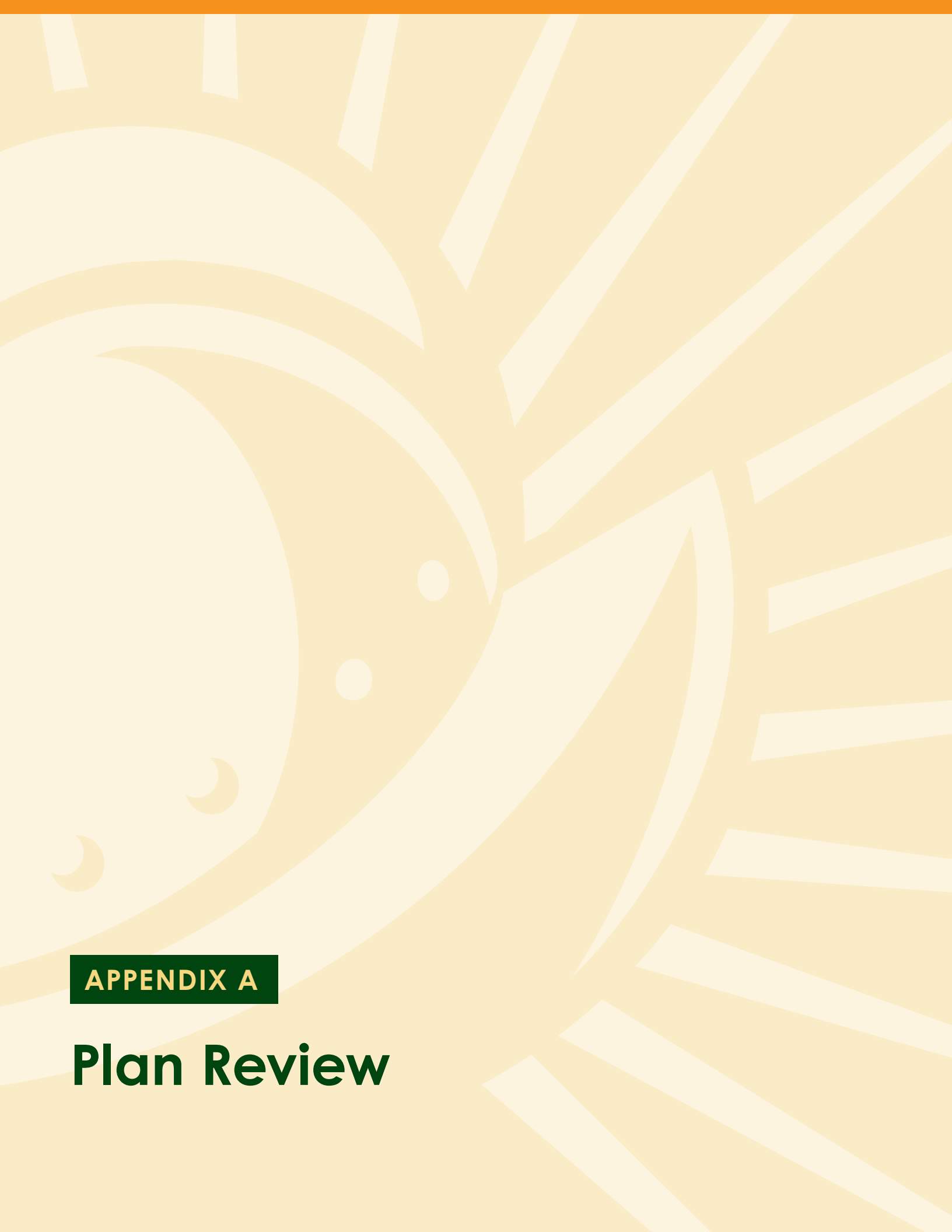
Appendix G: Prioritization Methodology Memo

Appendix H: Complete Streets Policy Review Memo

Appendix I: Active Transportation Plan Impact Evaluation Guidelines

Appendix J: Project Effectiveness Guidelines

Appendix K: Bicycle & Pedestrian Count Technology White Paper

The background is a warm, golden-yellow color. It features a large, stylized sunburst or starburst pattern on the right side, with long, thin rays extending towards the top right. On the left side, there is a large, stylized shape that resembles a bird in flight or a large leaf, with several small, white circular dots and crescent shapes scattered within its form.

APPENDIX A

Plan Review



To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd and Jesús Contreras, Alta Planning + Design

Date: March 13, 2025

Re: Cupertino ATP: Plan Review

Introduction

This memorandum summarizes local and regional plans, policies, and standards that impact active transportation in the City of Cupertino. These studies and reports were reviewed to understand Cupertino's existing conditions, previously identified active transportation needs, policy priorities (in light of changing legislative environments), and recent transportation initiatives. This document provides a foundation for the development of the City of Cupertino Active Transportation Plan (ATP). This review will help:

- Ensure Goals, Objectives, and Performance Metrics for Cupertino ATP are consistent with City policies and plans.
- Identify and integrate priority projects from previous plans.
- Identify policy and programmatic recommendations to carry into the ATP.

The review memo is divided into four sections:

[Section 1 – Introduction](#): provides an overview of the memo and the information included.

[Section 2 – Key Takeaways](#): includes a high-level summary of common themes identified within the plans reviewed.

[Section 3 – Full Document Review](#): contains a complete summary of the 12 documents reviewed. Information is presented in individual tables for easy readability.

[Section 4 – Active Transportation Network Progress](#): details the progress Cupertino has made since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016.

Plans Reviewed

The following 14 documents were reviewed to prepare this memo. They are listed in order of relevance to the plan process:

1. City Plans
 - a. 2024 Cupertino Vision Zero Action Plan
 - b. 2023 Cupertino Local Road Safety Plan
 - c. 2016 Cupertino Bicycle Transportation Plan
 - d. 2018 Cupertino Pedestrian Transportation Plan
 - e. 2021 Cupertino Bollinger Road Corridor Safety Study
 - f. 2015 Cupertino General Plan Mobility Element
 - g. 2018 Cupertino Complete Streets Policy
 - h. 2025 Cupertino Transportation Study Guidelines
 - i. 2022 Cupertino Climate Action Plan 2.0
 - j. 2020 Cupertino Parks and Recreation Master Plan

2. Countywide Plans
 - a. 2025 Santa Clara County Active Transportation Plan (in-progress)
 - b. 2018 VTA Countywide Bicycle Plan
 - c. VTA Bicycle Superhighway Implementation Plan
 - d. 2025 VTA Valley Transportation Plan 2050 (in-progress)

Key Takeaways

- The City has been making progress towards the completion of the priority projects by advancing the Tamien Trail¹ and critical on-street facilities.
- While safety has long been a priority for the City, the adoption of the Vision Zero Plan highlights a fundamental shift toward enhancing safety through non-infrastructure programs and the build-out of facilities that offer greater protection from vehicle traffic for pedestrians and bicyclists.
- Since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016, the City has built five sidewalk segments, nine intersection improvements, four shared-use paths, two bike lanes, four buffered bike lanes, three bike boulevards, and one bike route.
- Policy and design alignment with regional Active Transportation Plans (Santa Clara County ATP, VTA Countywide Bicycle Plan, VTA Bicycle Superhighway Implementation Plan, and VTA 2050) will be critical to securing future implementation funding.

¹ The Tamien Trail was previously known by the name “Junipero Serra Trail” in previous plans. In this document, this facility will be referred to exclusively as the “Tamien Trail”.

Full Document Review

The following section includes a summary of the plans reviewed. Information for each plan is organized into individual tables for easy readability.

Plan 1

PLAN NAME		AGENCY	YEAR
Vision Zero Action Plan		City of Cupertino	2024
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Vision Zero Action Plan (VZAP) was a high-level document that focused on broad strategies and actions aimed at eliminating severe injuries and fatalities on the City's transportation network. Pedestrian and bicycle safety was emphasized, as these users account for 60% of all fatal and serious injury crashes. A citywide High Injury Network (HIN) and a set of High Injury Intersections (HII) were identified based on the collision history. The VZAP included a robust community engagement effort and identified seven partnership strategies, including advocacy for safer delivery vehicles, partnerships with transit agencies, and private sector engagement.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Guiding Principles 1. Safety is our highest priority 2. Traffic deaths and severe injuries are a preventable public health issue 3. People make mistakes 4. Slower streets are safer streets 5. We will create safer transportation options for people to travel 6. Street safety must be achieved equitably 7. Vision Zero will be both reactive to crash data and proactive to crash risk 8. Vision Zero requires a holistic approach to land use and transportation 9. Cupertino's response will utilize proven safety countermeasures coupled with innovative strategies		
Design Standards	The Countermeasure Toolbox is organized into the following categories: Roadway Design, Pedestrian Safety, Bicyclist Safety, Speed Management, Operations, and Signal		
Policies and Programs	A.1 - Establish a Vision Zero Task Force A.2 - Identify sustainable funding sources for a Vision Zero program A.6 - Integrate Vision Zero safety principles into forthcoming City plans and design documents A.8 - Continue monitoring existing speed limits on City streets in accordance with the changes made by AB 43 to further lower speeds A.12 - Set up periodic pedestrian and cyclist counts at standardized locations B.2 - Create a carefully ranked roster of extra safety projects B.3 - Install quick, light, and adaptable projects proven to achieve real tangible benefits (Quick-Build projects) B.6 - Update signal timing plans to enhance safety for all modes of transportation, which may include adjustments to all-red intervals and pedestrian crossing times. B.8 - Create an internal procedure for evaluating and implementing Vision Zero countermeasures on projects located within the HIN		

	B.9 - When identifying safety enhancements, ensure countermeasures align with the City's Complete Streets policy D.1 - Implement the 2016 Bicycle Transportation Plan D.2 - Prioritize pedestrian crossing improvements on the High Injury Network D.3 - Complete projects that enhance bicycle & pedestrian safety at intersections with turning vehicles D.4 - Develop and maintain an Active Transportation Plan D.5 - Install high-visibility crosswalks in proximity to schools. D.6 - Develop a comprehensive Safe Routes to Schools Plan
Projects	The Vision Zero Action Plan prioritizes the following eight corridors along the High Injury Network (HIN): • Stevens Creek Blvd • Homestead Rd • McClellan Rd • De Anza Blvd • Stelling Rd • Wolfe Rd/Miller Ave • Bollinger Rd • Blaney Ave
KEY TAKEAWAYS	
• The Vision Zero approach marks a notable shift in how transportation safety should be addressed, focusing on eliminating all traffic-related fatalities and severe injuries through infrastructure and non-infrastructure projects. • Safety improvements should be prioritized along the HIN, including speed reduction measures. • Enforcement efforts should focus on key priorities and include training to enhance data reporting.	

Plan 2

PLAN NAME		AGENCY	YEAR
Local Road Safety Plan		City of Cupertino	2023
HIGH LEVEL INTRODUCTION/ SUMMARY			
Cupertino’s Local Roadway Safety Plan (LRSP) identifies transportation safety capital projects throughout the City for all modes of transportation with the goal of reducing fatal and severe injury collisions. The LRSP, funded by the Federal Highway Administration (FHWA) and Caltrans, was achieved through a decision-making process that relied on a data-driven collision analysis of local roadways, partnership with stakeholders, and public outreach.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	The City of Cupertino’s Local Road Safety Plan outlines six safety projects specifically designed for the most hazardous intersections and roadway segments. Project 1: Safety at Signalized Intersections - Unsafe Speed and Rear End Project 2: Safety at Signalized Intersections - Improper Turning, Auto Right-of-Way Violations, and Broadside Project 3: Safety at Signalized Intersections - Pedestrian and Bicyclist Safety Project 4: Safety on Roadway Segments - Unsafe Speed Violations and Rear End Project 5: Safety on Roadway Segments - Improve Pedestrian and Bicyclist Safety Project 6: Safety on Roadway Segments - Reduce Nighttime Collisions		
Design Standards	The Plan includes a countermeasure toolbox in Appendix C that corresponds with the six safety projects.		
Policies and Programs	N/A		
Projects	Project 1: Safety at Signalized Intersections - Unsafe Speed and Rear End 10 projects Project 2: Safety at Signalized Intersections - Improper Turning, Auto ROW Violations, and Broadside 9 projects Project 3: Safety at Signalized Intersections - Pedestrian and Bicyclist Safety 9 projects Project 4: Safety on Roadway Segments - Improve Pedestrian and Bicyclist Safety 20 projects		
KEY TAKEAWAYS			
A total of 48 improvements within six safety project types were developed for high-risk intersections and roadway segments in Cupertino.			

Plan 3

PLAN NAME		AGENCY	YEAR
Bicycle Transportation Plan		City of Cupertino	2016
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Bicycle Transportation Plan provided a vision and specific steps to create safer and more comfortable conditions for people to bike in Cupertino. The Plan was built on an assessment of existing conditions that included an analysis of land use and community demographics, transportation and recreation facilities and programs, activity generators, and commuter travel. The plan also includes an outreach component, and its purpose was to aid the City in constructing a comprehensive, low-stress citywide bike network.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs. Improve bicyclist safety through the design and maintenance of roadway improvements. Increase and improve bicycle access to community destinations across the City of Cupertino for all ages and abilities.		
Design Standards	The Bicycle Transportation Plan included guidelines for bicycle facility selection, application, and design.		
Policies and Programs	• Policy 1.A.1: Support and expand the City of Cupertino Safe Routes to School program. • Policy 1.A.2: Partner with the Silicon Valley Bicycle Coalition to offer routine adult and family bicycle education classes in Cupertino. • Policy 1.B.1: Incorporate messaging in all City media that promotes the benefits of active lifestyles and raises awareness of walking and bicycling facilities in the community. • Policy 1.C.1: Partner with tourism and economic development agencies to promote Cupertino as a destination for active recreation and active lifestyles. • Policy 1.C.2: Create a Bicycle Friendly Business program to recognize and promote bicycle-friendly businesses in Cupertino. • Policy 1.C.3: Collaborate with county and regional partners to create bikeway connections to the local tourism generators and to promote active recreation in the region. • Policy 1.D.1: Work with Santa Clara County Sheriff's Office to review collision locations and 'close-call' reports and identify locations for increased enforcement of motorist and bicyclist behavior. • Policy 1.E.1: Review the Bicycle Transportation Plan performance measures at regular intervals to review progress and update priorities as necessary. • Policy 1.E.2: Conduct bicycle counts citywide at regular intervals to better understand the profile of residents bicycling in Cupertino as well as measure the impacts of newly implemented infrastructure and programs. • Policy 2.A.1: Annually review the number, locations, and contributing factors of bicycle-related collisions to identify and implement ongoing improvements at collision locations throughout the transportation network.		

	• Policy 2.A.2: Identify opportunities to reduce bicyclist exposure by reducing locations or lengths of conflict areas with vehicles or by providing dedicated and separated facilities where feasible. • Policy 2.A.3: Adopt a Vision Zero policy to eliminate traffic fatalities by 2026. • Policy 2.A.4: Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2020. • Policy 2.A.5: Develop a City policy for the regular documentation of bike facility quality and maintenance of bicycle facilities throughout the City. • Policy 3.A.1: Implement the recommendations from this Bicycle Transportation Plan Update. • Policy 3.A.2: Integrate bicycle facilities as part of the design and construction of upgrades or resurfacing of all existing roadways. • Policy 3.B.1: Create a low-stress network in parallel to the arterial bikeway network, providing an alternative that is appealing to residents of all ages and abilities. • Policy 3.B.2: Upgrade and improve the existing arterial bikeway network to increase bicyclist comfort and lower barriers for more risk-averse users. • Policy 3.B.3: Develop a citywide wayfinding system, providing access to appropriate locations such as employment centers, schools, and commercial centers. • Policy 3.B.4: Prioritize the installation of bicycle parking in the public right-of-way at key commercial and retail destinations.
Projects	Tier 1: • Class I - 2 projects • Class III - 4 projects • Class IV - 3 projects • Spot improvement - 4 projects Tier 2: • Class I - 2 projects • Class II - 1 projects • Class IIB - 6 projects • Class III - 1 project • Class IIIB - 3 projects • Class IV - 5 projects • Spot improvement - 10 projects Tier 3: • Class I - 7 projects • Class II - 4 projects • Class IIB - 15 projects • Class III - 10 projects

	• Class IIIB - 2 projects • Spot Improvement - 12 projects
KEY TAKEAWAYS	
• The Bicycle Transportation Plan represents a comprehensive approach to addressing the needs of bicyclists, including infrastructure, policy changes, educational and promotional campaigns, enforcement efforts, and an evaluation component to track progress in achieving the City's goals. • Stevens Creek Blvd Class IV (Under Development) – tier 1 • Tamien Trail (Under Development) – tier 1 • Homestead Road Safe Routes to School Project (Under Development) – tier 2 • Carmen Road Bridge (Planning) – tier 2 • McClellan Road Class IV (Completed) – tier 1 Priority Projects Progress: Tier 1: • Class I – 2 initiated • Class IIIB – 2 completed, 2 initiated • Class IV – 2 initiated, 1 not funded • Intersection/Spot/Bridge – 2 complete, 1 initiated, 1 not funded Tier 2: • Class I – 1 completed, 1 not funded • Class II – 1 not funded • Class IIB – 3 completed, 1 initiated, 2 not funded • Class III – 1 not funded • Class IIIB – 1 completed, 2 initiated • Class IV – 5 not funded • Intersection/Spot/Bridge – 4 complete, 3 initiated, 3 not funded Tier 3: • Class I – 2 complete, 5 not funded • Class II – 2 complete, 2 not funded • Class IIB – 2 completed, 13 not funded • Class III – 1 complete, 9 not funded • Class IIIB – 2 not funded • Intersection/Spot/Bridge – 1 initiated, 11 not funded	

Plan 4

PLAN NAME		AGENCY	YEAR
Pedestrian Transportation Plan		City of Cupertino	2018
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Pedestrian Transportation Plan (PTP) provides a vision and specific steps for creating an inviting, safe, and connected pedestrian network. The Plan was based on an assessment of existing conditions, which included analysis of land use, demographics, travel patterns, destinations, travel demand, and collision history. The Plan also includes an outreach component with engagement efforts at each stage of the planning process: existing conditions & needs analysis (Phase 1), preliminary recommendations (Phase 2), and implementation strategy & final draft plan (Phase 3). The PTP establishes a framework for developing and maintaining pedestrian facilities and recommends policies, programs, and messaging to promote walking.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Safety: Improve pedestrian safety and reduce the number and severity of pedestrian-related collisions, injuries, and fatalities. Access: Increase and improve pedestrian access to community destinations across the City of Cupertino for people of all ages and abilities. Connectivity: Continue to develop a connected pedestrian network that fosters an enjoyable walking experience.		
Design Standards	Pedestrian Facility Toolbox, which provides guidelines regarding the facility purpose, selection, appropriate application, and design of facilities.		
Policies and Programs	Infrastructure and Operations • Develop/adopt a Complete Streets Design Manual • Design standard speeds in pedestrian areas do not require a routine need for traffic calming • Adopt a Complete Streets internal checklist • Formalize traffic calming practices • Reconsider speed limit criteria • 15 mph zones near schools, parks, community facilities, or senior housing • Establish an accessible design checklist Evaluation and Planning • Include ped/bike counts as a routine element of motor vehicle counts • Conduct ped/bike counts for the planning/evaluation of the City's trail system Education and Enforcement • Continue promoting walking and biking through the SR2S program • Develop/implement targeted safety campaigns for other groups (adults, seniors, drivers) Project Implementation • Secure funding for broader education efforts • Continue to collaborate with related and adjacent agencies • Explore opportunities for improving coordination with major employers Develop a line item in the CIP for implementation of the PTP		

Projects	Priority Projects are concentrated in the western and northern parts of the City. Tier 1: • Sidewalk - 9 projects • Intersection - 4 projects • Bridge - 3 projects • Shared-Use Path - 4 projects Tier 2: • Sidewalk - 3 projects • Intersection - 4 projects • Bridge - 2 projects • Shared-Use Path - 4 projects Tier 3: • Sidewalk - 2 projects • Intersection - 7 projects • Shared-Use Path - 2 projects
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KEY TAKEAWAYS

Priority Projects Progress:

Tier 1:

- Sidewalk - 5 completed, 4 not funded
- Intersection - 1 completed, 2 in progress, 1 not funded
- Bridge - 2 in progress, 1 not funded
- Shared-Use Path - 3 completed, 1 in progress

Tier 2:

- Sidewalk - 1 in progress, 2 not funded
- Intersection - 1 completed, 1 in progress, 2 not funded
- Bridge - 2 not funded
- Shared-Use Path - 1 completed, 3 not funded

Tier 3:

- Sidewalk - 2 not funded
- Intersection - 1 completed, 2 in progress, 4 not funded
- Shared-Use Path - 1 in progress, 1 not funded

Plan 5

PLAN NAME		AGENCY	YEAR
Bollinger Road Corridor Safety Study		City of Cupertino	2021
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Cities of Cupertino and San Jose conducted a safety and operational study of the Bollinger Road Corridor in 2021. This project examined Bollinger Road to identify improvements to enhance pedestrian, bicycle, motor vehicle, and transit safety and operations. The Study proposed two alternatives that reflect different priorities and strategies for improving the corridor.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	To create a safer and more accessible corridor for pedestrians, bicyclists, transit riders, and motorists.		
Design Standards	N/A		
Policies and Programs	N/A		
Projects	Alternative A: Class IV; Speed feedback signage; High-Viz Crosswalk; Bike boxes; Two-stage turn queue boxes; and RRFB Alternative B: Class IV Cycle Tract; Speed feedback signage; High-Viz Crosswalk; Bike boxes; Two-stage turn queue boxes; RRFB; and PHB		
KEY TAKEAWAYS			
- Alternative A involves a road diet, where the road would be reduced to one travel lane in each direction, along with providing a center two-way left turn lane. - Alternative B maintains the existing lane configuration while implementing spot improvements, primarily at intersections. - Further traffic analysis is required to evaluate the feasibility and potential effectiveness of each alternative.			

Plan 6

PLAN NAME		AGENCY	YEAR
General Plan Mobility Element		City of Cupertino	2015
HIGH LEVEL INTRODUCTION/ SUMMARY			
The General Plan Mobility Element outlines goals, policies, and strategies for transportation network improvements necessary to accommodate Cupertino's anticipated growth. The Element aims to make alternative modes of transportation attractive choices to help reduce strain on the automobile network and improve health and quality of life for residents and businesses.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Enhance alternative modes of transportation with walking/biking facilities, transit service, and connections to key transit nodes. <u>Goals:</u> • Regional Coordination • Complete Streets • Walkability and Bikeability • Transit • Safe Routes to Schools • Vehicle Parking • Transportation Impact Analysis • Greenhouse Gas Emissions and Air Quality • Roadway System Efficiency • Transportation Infrastructure		
Design Standards	N/A		
Policies and Programs	<u>Regional Coordination</u> Regional Transportation Planning: Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan and to minimize adverse impacts on the City's circulation system. Work with neighboring cities to address regional transportation and land use issues of mutual interest. Citywide VMT Reduction: Framework for reducing VMT citywide includes limiting parking supply and implementing a citywide bikeshare program. Regional Trail Development: Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems, including the Bay Trail, Stevens Creek Corridor, and Ridge Trail. <u>Complete Streets</u> Street Design: Adopt and maintain street design standards to optimize mobility for all transportation modes, including automobiles, walking, bicycling, and transit.		

Adjacent Land Use: Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks, and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban, and rural environments found within the City.

Connectivity: Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

Community Impacts: Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through-traffic problem and there are no acceptable alternatives, since street closures move the problem from one street to another.

Traffic Calming: Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.

Walkability and Bikeability

Bicycle and Pedestrian Master Plan: Adopt and maintain a Bicycle and Pedestrian Master Plan, which outlines policies and improvements to streets, the extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis.

Pedestrian and Bicycle Crossings: Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways, and road barriers.

Development: Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, and shopping and employment destinations throughout the city.

Street Widths: Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.

Curb Cuts: Minimize the number and width of driveway openings.

Capital Improvement Program: Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.

Bicycle Parking: Require new development and redevelopment to provide public and private bicycle parking.

Outreach: Actively engage the community in promoting walking and bicycling through education, encouragement, and outreach on improvement projects and programs.

Spaces for Pedestrians: Require parking lots to include clearly defined paths for pedestrians, providing a safe route to building entrances.

Proactive Enforcement: Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.

Transit

Access to Transit Services: Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.

Transit Facilities with new development: Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit, including bus stop shelters, space for transit vehicles as appropriate, and attractive amenities such as trash receptacles, signage, seating, and lighting.

Vallco Shopping District Transfer Station: Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as car sharing, bike sharing, and/ or other services.

Safe Routes to School

Safe Routes to School: Promote Safe Routes to Schools programs for all schools serving the city.

Prioritize Projects: Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

	Connections to Trails: Connect schools to the citywide trail system. Education: Support education programs that promote safe walking and bicycling to schools. <u>Transportation Impact Analysis</u> Protected Intersections: Consider adopting a Protected Intersection Policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration, such as near shopping districts, schools, parks, and senior citizen developments. <u>Roadway System Efficiency</u> Street Width: Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character. <u>Transportation Infrastructure</u> Transportation Improvement Plan: Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian, and bicycle transportation improvements to meet the City's needs. Multimodal Improvements: Integrate the financing, design, and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).
Projects	• The project recommendations from the Bicycle Transportation Plan were identified. • Recommends bikeshare stations • Recommends Protected Intersections Policy
KEY TAKEAWAYS	
• The Mobility Element aims to enhance alternative transportation modes by prioritizing safety improvements near schools, implementing a micromobility share system, implementing complete streets projects, and enhancing the active transportation network.	

Plan 7

PLAN NAME		AGENCY	YEAR
Complete Streets Policy		City of Cupertino	2018
HIGH LEVEL INTRODUCTION/ SUMMARY			
The City of Cupertino’s Complete Street Policy advances the City’s goal of meeting the safety, access, and mobility needs of all users, including pedestrians, bicyclists, motorists, public transportation users, and people with disabilities. This policy aims to create an integrated transportation network that promotes safe and convenient travel for all. The policy acknowledges the public health and welfare benefits of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transit. It aligns with the California Complete Streets Act of 2008 (AB 1358) and related directives, which mandate that cities incorporate the mobility needs of all roadway users into their general planning processes. Furthermore, the policy supports the goals of the California Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375), which require significant increases in public transit, bicycling, and walking to reduce greenhouse gas emissions.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Complete Streets Principles • Serving all users • Context sensitivity • Complete Streets routinely addressed by all Departments • Consistent with the City's Mobility Element update		
Design Standards	N/A		
Policies and Programs	Plan Consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. Street Network/Connectivity. Consistent with the City’s Mobility Element update, the City of Cupertino shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and between existing and anticipated future areas of travel origination or destination. Bicycle Pedestrian Commission Consultation. Transportation projects shall be reviewed by the Cupertino Bicycle Pedestrian Commission early in the planning and design phase to provide the Cupertino Bicycle Pedestrian Commission an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.		
Projects	Includes recommendations in the Bicycle Transportation Plan and Pedestrian Transportation Plan.		
KEY TAKEAWAYS			
• The policy ensures eligibility for regional funding programs like the One Bay Area Grant (OBAG) and 2016 Measure B, supporting community health, safety, economic vitality, and environmental sustainability.			

Plan 8

PLAN NAME		AGENCY	YEAR
Transportation Study Guidelines		City of Cupertino	2025
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Transportation Study (TS) Guidelines outline the process for evaluating the transportation effects of projects on the City’s transportation system and services for all travel modes. The Guidelines support the General Plan's Mobility Element goal of implementing strategies to make alternative modes of transportation an attractive choice.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	1. To evaluate a project's consistency with the City's General Plan, including compliance with the transportation standards in the Mobility Element. 2. To evaluate a project’s consistency with the Santa Clara County Congestion Management Program (CMP). 3. To evaluate significant impacts and mitigation measures per the California Environmental Quality Act (CEQA).		
Design Standards	Americans with Disability Act standards Caltrans DIB-94 bicycle lane width standards		
Policies and Programs	• Projects shall provide convenient short-term bike parking such as bike racks (Class 2) and secure longer-term bike parking such as bike lockers (Class 1) with clear wayfinding signage visible from public pathways to the parking locations. • Bicycle access routes and bicycle site access points shall be identified and conflicts between vehicles and bicyclists along these routes should be minimized. • Projects shall accommodate pedestrian desire lines to nearby destinations. • Projects shall provide adequate sidewalks and crosswalks. • Projects shall consider pedestrian-scale lighting and benches along the project frontage for areas with higher pedestrian demand.		
Projects	Example Improvements • Provide for access to, from, and through the development for pedestrians and bicyclists • Construct Class I bicycle paths, Class II bicycle lanes, and other facilities • Provide secure bicycle parking and shower amenities • Reduce travel lanes on a street to install a two-way left-turn lane and Class II bicycle lanes • Add corner bulbouts, reduce curb radii, add pedestrian refuges or implement other walking-related improvements • Dedicate right-of-way to provide bicycle or pedestrian facilities		
KEY TAKEAWAYS			

- The Transportation Study Guidelines provide a clear and consistent technical approach for evaluating the transportation effects of projects on the City's transportation system and services.
- Outcomes include mitigation measures under CEQA and/or other conditions of approval that result in changes to the project site plan or program or the implementation of off-site transportation system improvements.

Plan 9

PLAN NAME		AGENCY	YEAR
Cupertino Climate Action Plan		City of Cupertino	2022
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Climate Action Plan (CAP) provides meaningful actions to reduce greenhouse gas emissions and mitigate climate change impacts to improve quality of life in Cupertino. In Cupertino, on-road transportation accounts for 60% of emissions. The CAP has set a target of communitywide carbon neutrality by 2040, which is more ambitious than the state's goals.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	The Cupertino Climate Action Plan 2.0 contains recommendations to achieve the following transportation-based goals: 1. Develop and implement an Active Transportation Plan to achieve 15% of active transportation mode share by 2030 and 23% by 2040 2. Implement public and shared transit programs to achieve 29% of public transit mode share by 2030 and maintain it through 2040 3. Increase zero-emission vehicle (ZEV) adoption to 35% for passenger vehicles and 20% for commercial vehicles by 2030 and 100% for all vehicles by 2040 4. Refocus transportation infrastructure away from single-occupancy gasoline vehicles to support the active transportation, public transit, and ZEV goals stated above.		
Design Standards	N/A		
Policies and Programs	• Develop and implement an Active Transportation Plan to achieve 15% of active transportation mode share by 2030 and 23% by 2040. • As part of the City's active transportation planning, identify priority projects to connect neighborhoods with commercial areas via bike/ped paths, repainted roadways, and e-bikeshare. • Collaborate with the County, VTA, and SVCE to connect Cupertino's bicycle network to cross-jurisdiction bicycle superhighways and other e-bike networks as feasible. • Engage the Bicycle Pedestrian Commission, Safe Routes to School network, and community groups to identify additional short-term and long-term bikeway and pedestrian infrastructure improvement projects to implement. • Ensure equitable access to safe bicycle and pedestrian infrastructure in all city areas. Prioritize new bicycle and pedestrian facilities (e.g., bike paths, bike parking, sidewalks) in areas with underdeveloped facilities and lower-income populations. • Re-stripe arterial, minor collector, and major collector roads (as mapped in the 2016 Bicycle Transportation Plan) without existing designated bike lanes to include bike lanes and reduce the width of existing car lanes/travel determined by the bicycle and pedestrian plans. • Conduct a pilot program, including a plan for pilot implementation, that designates the road space on select streets specifically for bikes and is closed to through-traffic motor vehicles. As part of the plan, consider the location and extent of a pilot program based on transportation data analysis and develop success tracking metrics to inform potential pilot expansion.		

	• Improve the bike/e-bike parking network to reduce theft and increase rider attraction. This would include surveying existing bike parking facilities throughout the City and developing and implementing a plan to improve these with preference given to improving bike/e-bike parking facilities near public transit stops to improve and expand access to transit (i.e., first/last mile access). • Design a micromobility program that explores the expansion of the use of e-bikes and scooters and shared micromobility options. • Bring an e-bike share or e-scooter share to Cupertino, focusing on placing hubs near neighborhood entry points and commercial areas. Adopt an ordinance to allow and manage the mobility sharing program.
Projects	References infrastructure recommendations from the Bicycle Transportation Plan and the Pedestrian Transportation Plan.
KEY TAKEAWAYS	
• The Cupertino Climate Action Plan provides a set of measures to reduce transportation-related emissions by making alternative travel modes a more attractive choice. • Key metrics include achieving 15% of active transportation mode share by 2030 and 23% by 2040.	

Plan 10

PLAN NAME		AGENCY	YEAR
Parks and Recreation Master Plan		City of Cupertino	2020
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Cupertino Parks and Recreation Master Plan aims to improve the quality of life by connecting residents to parks, nature, and each other. The plan's driving goals are conservation, connection, equitable access, enhancement, activity, quality, and sustainability. The plan's recommendations aim to advance these goals by transforming existing parks and recreation, expanding current joint use opportunities and partnerships, adding new parks and facilities, expanding services for teens and seniors, and protecting natural resources.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Conservation, connection, equitable access, enhancement, activity, quality, and sustainability.		
Design Standards	N/A		
Policies and Programs	Strategic actions to advance goal - Connection • Implement opportunities for the proposed trails and paths noted in the Bicycle Transportation Plan, Pedestrian Transportation Plan, Cupertino General Plan, Countywide Trails Master Plan, and other local and regional plans to improve access to parks and expand walking and biking opportunities in Cupertino. • Prioritize completing a comprehensive network of off-street facilities and protected bikeways to provide safe, inviting walking and biking opportunities. • Encourage biking and walking to parks and recreation destinations and the use of non-single-driver-vehicle options through physical and programmatic enhancements.		
Projects	Enhancement to existing trails • Don Burnett Bicycle-Pedestrian Bridge & Trail • Creekside Park and Connection to Regnart Creek Trail • Saratoga Creek Trail • Stevens Creek Trail Potential Joint Use Opportunities • Facilitate connections between schools and any proposed nearby bikeways and trails. • Encourage connections between Kennedy Middle School, the the Union Pacific Railroad right-of-way, and nearby parks. Pursue partnerships with Cupertino Unified School District to improve public access or to add or enhance recreation facilities. • Encourage connections and shared uses between Stevens Creek Elementary School and Varian Park. Trail Opportunities • New corridors as identified in the City pedestrian and bicycle plans and transportation plans, including acquisition of the Lawrence-Mitty parcels on the west side of the Lawrence Expressway.		

	• Other potential trails, such as Tamien Trail or UPRR Trail. (Complete feasibility analysis and develop multi-use trails if feasible.)
KEY TAKEAWAYS	
• The Plan prioritizes the implementation of the Cupertino Loop by advancing the Regnart Creek and Tamien Trails. • The Plan reinforces the recommendations of the Stevens Creek Corridor Master Plan.	

Plan 11

PLAN NAME		AGENCY	YEAR
Santa Clara County Active Transportation Plan		Santa Clara County	2025
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Santa Clara County Active Transportation Plan provides a vision and steps to create a safer, more comfortable, and more connected active transportation network. The plan was built on an assessment of existing conditions analysis and robust community engagement. The plan builds on previous efforts to enhance walking, biking, and rolling conditions on county-maintained roadways.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	• Equity and social justice • Health, well-being, and sustainability • Access, connectivity, and multimodal consistency • Public safety and comfort • Collaboration and community partnerships		
Design Standards	Caltrans Guidance • Caltrans 7th Edition Highway Design Manual - Chapter 1000 Bicycle Transportation Design • Design Information Bulletin Number 89-02 - Class IV Bikeway Guidance • Caltrans District 4 Bike Plan (currently under update) • Design Information Bulletin Number 94 - Complete Streets Contextual Design Guidance FHWA • Bikeway Selection Guide, 2019 • Small Town and Rural Multimodal Networks, 2016 • Safe Transportation for Every Pedestrian (STEP) • Proven Safety Countermeasures		
Policies and Programs	• Curb extensions at intersections • Crossing Facilities • Sidewalk and Curb Cut Improvement Program • Slip Lane Retrofitting Program • Quick-Build Project Implementation • Open Streets • Wayfinding • Bike Trains to School and Walking School Buses • Adult Bike Education • “New Infrastructure” Education Campaign • Bicycle and Pedestrian Safety Campaign • Tactical Urbanism and Slow Streets/School Streets • Bicycle and Pedestrian Count Program • School Safety Assessment		

Projects	Recommendations on Expressways • Class I - 56.5 mi Recommendations on non-expressways • Class I - 40 mi • Class IIB - 1.1 mi • Class III - 39.3 mi • Class IIIB - 13.9 mi • Class IV - 3.8 • Paved shoulder with intermittent Rumble Strips - 33.4 Recommendations near Cupertino • Class I - Foothill Expwy (Highest Priority) • Sidewalk gap closures on northwest local roads
KEY TAKEAWAYS	
• The Plan represents a comprehensive approach to addressing the needs of pedestrians and bicyclists, including infrastructure, educational and promotional campaigns, and programs. The recommendations aim to provide greater separation between active travel modes and motorized vehicles along county-maintained roads. • Recommendations near Cupertino include a proposed Class I on Foothill Expwy (Highest Priority) and sidewalk gap closures on northwest local roads outside Cupertino city limits.	

Plan 12

PLAN NAME	AGENCY	YEAR
Countywide Bicycle Plan	Valley Transportation Authority	2018
HIGH LEVEL INTRODUCTION/ SUMMARY		
The 2018 Countywide Bicycle Plan describes a vision for a countywide network of connected, high-quality bikeways. While the plan focuses on bicycle planning, it should be viewed within the context of VTA as a multimodal transportation solutions provider. Therefore, the plan addresses congestion by encouraging alternative modes of transportation. It supports transit by accommodating bikes on transit and promotes first/last mile access. The plan provides a planning and policy framework for developing and delivering future bicycle projects to reduce congestion and enhance transit access. The plan is built on an existing conditions analysis that identifies existing bike infrastructure, barriers, and programs based on input from local jurisdictions, elected officials, and the community. The plan also serves as guidance for jurisdictions applying for Measure B funding.		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	1. Develop a Comprehensive and Continuous Countywide Bicycle Network 2. Ensure that Bicycling is Safe and Convenient for All 3. Pursue Innovative Solutions 4. Improve Transit Connectivity 5. Improve Bicycle Access to Transit	
Design Standards	VTA expects high-quality, low-stress bicycle design along Cross County Bicycle Corridors (CCBCs). However, implementation will be context-sensitive. Addresses elements like appropriate bikeway type, separation of bicyclists from motorized vehicles and pedestrians, bikeway width, recommended roadway markings, intersection amenities, and crossing amenities. Draws from VTA's Bicycle Technical Guidelines, local design standards, and state and national manuals and guidelines. This includes design principles for CCBCs, bicycle superhighways, and expressway considerations for bikeways along waterways, and design features for CCBC by facility type.	
Policies and Programs	• Policy 1A: Expand the Network • Policy 1B: Leverage Development to Build Bicycle Infrastructure • Policy 1C: Seek Adequate Funding • Policy 2A: Improve the Quality of Bicycle Infrastructure • Policy 2B: Ensure the Network is Easy to Find and Use • Policy 2C: Support Bicyclist Safety and Traffic Laws • Policy 2D: Promote Bicycle Education • Policy 2E: Encourage Bicycling • Policy 3C: Plan for the Future of Bicycling • Policy 4A: Improve Bicycle Access to Transit • Policy 4B: Provide Consistent Bicycle Parking at Transit Stations • Policy 4C: Support Safe and Convenient Bicycle/Transit Interactions • Support violator diversion programs • Support bicycle safety and education classes for youth and adults	
Projects	Priority Cross-County Bicycle Corridors in Cupertino • Stevens Creek Blvd • Mary Ave • Homestead Rd	

	• Tantau Ave • Bollinger Rd – Erin Way – Kirwin Ln • Saratoga Sunnyvale Rd - Prospect Rd – Blaney Ave All Other Cross-County Bicycle Corridors in Cupertino • Miller Ave • Barhart Ave – Phil Ln • Tantau Ave • Along south side of I-280 • Stelling Rd Across Barrier Connections in Cupertino • Prospect Rd at Stelling Rd (Planned) • Stelling Rd at Waterford (Unplanned) • Miller Ave at I-280 (Planned) • Homestead Rd at Mary Ave (Planned) • Foothill Blvd at I-280 (Planned) • Stevens Creek Blvd at Carmen Rd (Planned) • Union Pacific Railroad at Snyder-Hammond House (Planned)
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KEY TAKEAWAYS

- VTA provides funds to Member Agencies to deliver programs and takes an active role in delivering programs to the public.
- The Plan provides guidelines for Measure B funding for programs and infrastructure.
- The plan supports bicycle access to transit.

Priority Cross County Bicycle Corridors in Cupertino

- Stevens Creek Blvd
- Mary Ave
- Homestead Rd
- Tantau Ave
- Bollinger Rd – Erin Way – Kirwin Ln
- Saratoga Sunnyvale Rd - Prospect Rd – Blaney Ave

Planned Across Barrier Connections in Cupertino

- Prospect Rd at Stelling Rd
- Miller Ave at I-280
- Moestead Rd at Mary Ave
- Foothill Blvd at I-280
- Stevens Creek Blvd at Carmen Rd
- Union Pacific Railroad at Snyder-Hammond House

Plan 13

PLAN NAME		AGENCY	YEAR
VTA Bicycle Suerhighway Implementation Plan		VTA	2021
HIGH LEVEL INTRODUCTION/ SUMMARY			
This VTA Bicycle Superhighway Implementation Plan proposes specific alignments for a countywide network of 17 bicycle superhighways for Santa Clara County. It also describes the implementation status of each bicycle superhighway, summarizes active implementation efforts, and provides planning-level cost estimates for building out remaining segments. To move from the list of conceptual bicycle superhighway corridors identified in the Countywide Bicycle Plan to a map of specific alignments, VTA worked closely with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee. The Plan will assist local agencies and VTA in funding, planning, designing, and building the superhighway network.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	• Build public and political awareness and support for the network and inspire community members to shift from driving to riding bicycles. • Better position Member Agencies (local agencies in Santa Clara County) that intend to pursue grant funding by identifying high-priority projects and showing VTA’s support.		
Design Standards	Provides design expectations to create a consistent riding experience through off-street trails and on-street facilities. The overall design should support low-stress riding, minimize conflicts with other users, prioritize bicyclists at intersections, provide highly legible wayfinding and high connectivity, and reduce or eliminate conflicts and wait time at major barriers. The plan provides design principles and recommended features by facility type, which includes wayfinding.		
Policies and Programs	N/A		
Projects	Identifies 17 potential bicycle superhighway alignments Planning Work Done, Corridor Alignment Fairly Certain: • Historic De Anza Trail/Union Pacific Railroad Trail (VTA will lead, support or fund) ○ Rainbow Dr – Saratoga Ave (built) ○ Cristo Rey Dr – Rainbow Dr (Feasibility study) Requires Further Study to Determine Feasibility & Specific Alignments: • East Channel Trail/Blaney Avenue (VTA will lead, support or fund) ○ Bay Trail – Prospect Rd (Feasibility Study) • Stevens Creek Trail/ Homestead Road/Mary Avenue (VTA will support) ○ Homestead Rd/Mary Ave – Tamien Trail (Under Construction) ○ Tamien Trail – Stevens Creek Blvd (Environmental & Design) ○ Stevens Creek Blvd – Historic De Anza Trail (Concept) • Tamien Trail/Pruneridge Avenue/Hedding Street/Berryessa Road (VTA will support or fund) ○ Mary Ave – De Anza Blvd (Feasibility Study) ○ De Anza Blvd – Vallco Pkwy (Environmental & Design)		
KEY TAKEAWAYS			
• Implementation of the bicycle superhighway network will continue to be led by Member Agencies and other agencies with land use authority. However, VTA will play a role in organizing the vision, coordinating the effort across jurisdictional lines, and seeking funding sources.			

- Bike Superhighway projects in Cupertino and VTA Involvement
 - Planning done
 - Historic De Anza Trail/Union Pacific Railroad Trail (VTA will lead, support, or fund)
 - Requires further study
 - Stevens Creek Trail/ Homestead Road/Mary Avenue (VTA will support)
 - East Channel Trail/Blaney Avenue (VTA will lead, support, or fund)
 - Tamien Trail/Pruneridge Avenue/Hedding Street/Berryessa Road (VTA will support or fund)

Plan 14

PLAN NAME		AGENCY	YEAR
VTA Valley Transportation Plan 2025		Valley Transportation Authority	In-Progress
HIGH LEVEL INTRODUCTION/ SUMMARY			
The Valley Transportation Plan 2050 is the countywide long-range transportation plan for Santa Clara County. The plan provides a planning and policy framework for developing and delivering future transportation projects considering all travel modes. The plan is based on an existing conditions analysis that identifies existing and future transportation needs informed by input from local jurisdictions, elected officials, and the community.			
RELEVANT PLAN/ REPORT RECOMMENDATIONS			
Goals, Objectives, and Metrics	Implement faster, more frequent, safe, and convenient transit: ▪ Increase frequency for bus and light rail routes ▪ Improve the rider experience and safety for all users ▪ Explore partnerships and other service models to reach new transit markets ▪ Assist cities in adopting transit priority policies Prioritize Active Transportation to encourage healthier multimodal options ▪ Fund, plan, design, and build complete streets and active transportation projects ▪ Complete the Bicycle Superhighway network ▪ Eliminate pedestrian and bicycle fatalities and severe injuries ▪ Improve pedestrian and bicyclist access to transit ▪ Plan for new and emerging mobility opportunities Encourage land uses that create complete and convenient places ▪ Support local Priority Development Areas/Transit Rich Areas ▪ Encourage Development Opportunities in proximity to transit ▪ Explore additional funding support for Local Plans ▪ Enhance Transit-Oriented Communities Policy actions at VTA property ▪ Build effective partnerships with stakeholders (jurisdictions, developers, and community) Address the climate emergency by reducing transportation emissions ▪ Adapt to emerging innovation ▪ Explore new mechanisms to mitigate increases in Vehicle Miles Travelled (VMT) from land development projects and transportation projects ▪ Support Transportation Demand Management strategies and the monitoring of their effectiveness ▪ Support equity in transportation ▪ Support improvements within Equity Priority Communities and other disadvantaged communities ▪ Continue efforts to implement Community Based Transportation Plans ▪ Build partnerships in Equity Priority Communities and with Community Based Organizations Pursue safe and reliable travel on highways and expressways ▪ Plan, design, and build Complete Streets improvements at interchanges ▪ Invest Express Lane revenue back into existing transportation system ▪ Support completion of the Countywide Expressway Plan to incorporate Complete Streets		
Design Standards	N/A		
Policies and Programs	Across Barrier Connections: Pedestrian or bicycle safety and access improvements through interchanges or across major barriers (freeways, highways, expressways, waterways, rail lines). Includes pedestrian/bicycle bridges or tunnels, freeway interchange and ramp modifications, and improvements to at-grade crossings of expressways and highways.		

	Safe Routes to School Infrastructure Programs: Bicycle and pedestrian infrastructure improvements, supporting facilities (e.g., bike parking), and education and encouragement programs to enhance safety for students in grades K-12 who walk, bike, or take transit to school. Projects and programs that encourage students/parents to walk, bike, transit, or carpool to school. Vision Zero Infrastructure and Programs: Improvements to mitigate or eliminate safety issues along priority safety corridors. Safety education and behavior change campaigns. Local Bicycle and Pedestrian Plans: Implementation of projects in locally adopted bicycle, pedestrian, safe routes to school, vision zero, and trail plans. First and Last Mile Connections: Establish innovative public/private pilot projects to reduce the distance between a traveler's origin/destination and a transit station/stop. Inclusion of micromobility and microtransit opportunities. Minor Local Roadway Improvements: Completion of minor spot roadway improvements, local intersection improvements, traffic calming projects, and local complete streets projects.
Projects	Homestead Rd SR25 improvements • Will construct bike and ped safety improvements on Homestead Rd between Foothill Expwy and Hollenbeck Ave. • Improvements include: Class IV, Class I, sidewalk gap closure, widen sidewalks, intersection improvements, and improve the NB SR 85/Homestead ramp for bicyclists and pedestrians.
KEY TAKEAWAYS	
• 2016 Measure B Bicycle and Pedestrian Program will give priority to those projects that connect to schools, transit, and employment centers, fill gaps in the existing bike and pedestrian network, safely cross barriers to mobility, and make walking and biking a safer and more convenient means of transportation. • Educational programs will also be eligible for funding. • A key draft project is the Homestead SR25 improvements from Foothill Expy to Hollenbeck Ave.	

Active Transportation Network Progress

This section outlines the progress Cupertino has made since adopting the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016. Each of these Plans divided identified projects into three tiers. While all projects are important, this prioritization informed project delivery for the City in the following years. Prioritization criteria included a history of collisions, proximity to schools, proximity to destinations (including parks, transit, and employment centers), and network connectivity. Pedestrian network improvements also considered opportunities to reduce traffic speeds, and bicycle network improvements considered the reduction of user stress and implementation feasibility.

One of the most notable Tier 1 projects to achieve implementation is the Regnart Creek Trail, a shared-use path between Pacifica Drive and East Estates Drive. This 0.8-mile-long trail connects local neighborhoods with Creekside Park, Wilson Park, Cupertino City Hall, and the Cupertino Library. The Regnart Creek Trail serves as a partial off-street connection for students biking to school at Monta Vista High School and Cupertino High School. The American Public Works Association (APWA) Silicon Valley Chapter awarded the trail “Project of the Year” in 2022 in the category of transportation projects between \$2-5 million.

Implementing projects is not without challenges, and funding has been the greatest barrier for the City in the construction of projects. Many projects that involve bridge construction or relocating curbs and drainage require extensive engineering and grant writing to progress beyond the planning phase. Other hurdles have included ROW issues, UPRR cooperation, and the time and resources required to follow up on feasibility studies, outreach, and iterative design.

Below is a summary table of project implementation for both plans, divided by Tier. More than 40% of recommended projects across both plans are either completed or in progress.

Table 1: Pedestrian & Bicycle Plan Implementation Summary

Project Status	Recommended	Complete	In-Progress	Not Funded
Pedestrian Plan				
Tier 1	20	9	4	6
Tier 2	13	2	2	9
Tier 3	11	1	3	7
Bicycle Plan				
Tier 1	13	4	7	2
Tier 2	28	9	6	13
Tier 3	50	7	1	42
Total	135	32	23	78

Pedestrian Plan Implementation

For the 2018 Cupertino Pedestrian Transportation Plan, Cupertino identified 44 projects for implementation. Most of these projects are on high-crash corridors with a high density of pedestrian destinations. Projects in these locations will improve pedestrian safety and access in areas where people are likely to walk to schools, retail, parks, and transit. Pedestrian project progress is detailed in **Error! Not a valid bookmark self-reference.** through **Table 3.**

Table 2. Priority Pedestrian Infrastructure Projects Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Sidewalk				
Tier 1	9	5	-	4
Tier 2	3	-	1	2
Tier 3	2	-	-	2
Intersection				
Tier 1	4	1	2	1
Tier 2	4	1	1	2
Tier 3	7	1	2	4
Bike-Ped Bridge				
Tier 1	3	-	2	1
Tier 2	2	-	-	2
Tier 3	-	-	-	-
Shared-Use Path				
Tier 1	4	3	1	-
Tier 2	4	1	-	3
Tier 3	2	-	1	1
Total	44	12	10	22

Table 3. Walking Network – Completed Projects

Project	Location	Start	End	Notes
Tier 1				
Sidewalk	McClellan Rd	San Leandro Ave	Orange Ave	Complete
Sidewalk	McClellan Rd	Bonny Dr	McClellan Pl	Complete
Sidewalk	McClellan Rd	SR 85 overcrossing	Rose Blossom Dr	Complete
Sidewalk	Orange Ave	Granada Ave	Alcazar Ave	Complete
Crosswalk	Stelling Rd	Alves Dr		Complete
Sidewalk	Byrne Ave	McClellan Rd	Granada Ave	Complete
Class 1 Path	Mary Ave	Don Burnett Bridge	Stevens Creek Blvd	Separated bikeway complete in lieu of Class 1 path, deemed infeasible
Class 1 Path	Regnart Creek Trail	Pacifica Dr	E. Estates Dr	Complete
Class 1 Path	Oaks Shopping Center	Mary Ave	Stevens Creek Blvd	Westport completed Class III in lieu of Class I
Tier 2				
Reconfigure Intersection	De Anza Blvd	at McClellan Rd		
Shared-use Path	Linda Vista Trail and Stevens Creek Trail	McClellan Ranch	Stevens Creek County Park	Linda Vista Trail complete
Tier 3				
Install Curb Extensions and High-Vis Crosswalk	Rainbow Dr	at Gardenside Ln		Completed with flexible posts

Bicycle Plan Implementation

For the purposes of this review and future Cupertino Active Transportation Plan documents, bicycle projects may be referred to as rolling projects: the bike network serves a wide variety of micromobility users, including people using adaptive tricycles, wheelchairs, strollers, skateboards, scooters, and other active transportation options. Rolling infrastructure project progress is detailed in **Table 4** through **Table 5**.

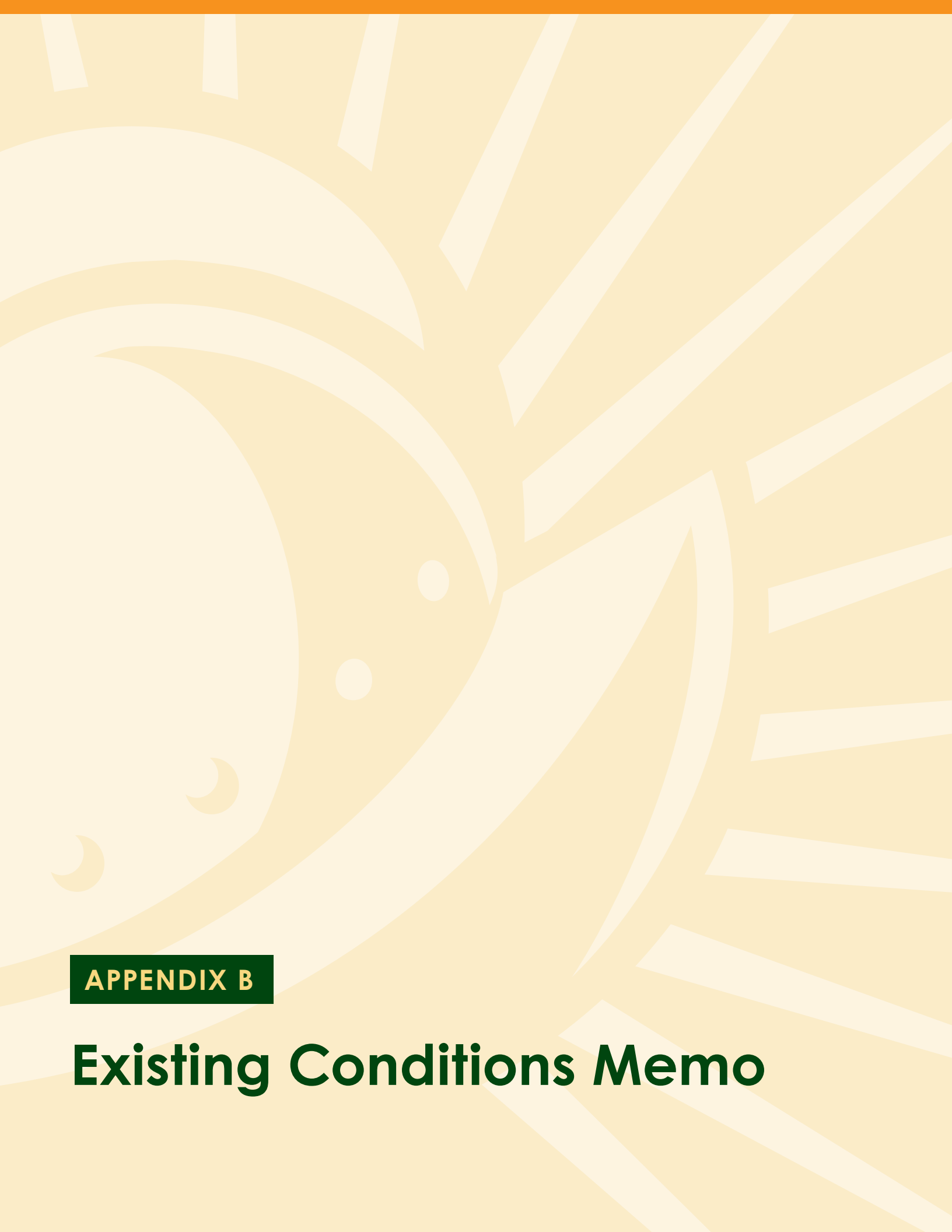
Table 4. Priority Rolling Infrastructure Projects Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Class I – Shared Use Path				
Tier 1	2	-	2	-
Tier 2	2	1	-	1
Tier 3	7	2	-	5
Class II – Bike Lanes				
Tier 1	-	-	-	-
Tier 2	7	3	1	3
Tier 3	19	4	-	15
Class III – Bike Routes				
Tier 1	4	2	2	-
Tier 2	4	1	2	1
Tier 3	12	1	-	11
Class IV – Separated Bikeways				
Tier 1	3	-	2	1
Tier 2	5	-	-	5
Tier 3	-	-	-	-
Intersection/Spot/Bridge				
Tier 1	4	2	1	1
Tier 2	10	4	3	3
Tier 3	12	-	1	11
Total	91	20	14	57

Table 5. Rolling Network – Completed Projects

Project	Location	Start	End	Notes
Tier 1				
Configure Intersection	McClellan Rd	Stelling Rd	--	--
Class III Bike Boulevard	Portal Ave Bike Blvd (#5) Portal Ave at Merritt Dr	Portal Ave at Merritt Dr	Portal Ave at Wintergreen Dr	Bike Blvd Ph 1
Configure Intersection	McClellan Rd	Westacres Dr/Kim	--	--
Class III Bike Boulevard	Civic Center to Sterling Barnhart Park Bike Blvd (#2)	Rodriguez Ave Blaney Ave	Sterling Barnhart Park	Bike Blvd Ph 2
Tier 2				
Class II Buffered Bike Lane	De Anza Blvd	Homestead Rd	Bollinger Rd	
Grade-Separated Crossing Study	Carmen Rd	Stevens Creek Blvd - South Side	Stevens Creek Blvd - North Side	Feasibility study complete. No funding was allocated for design or construction.
Class III Bike Boulevard	Mary Ave to Portal Ave Bike Blvd (#4)	Mary Ave at Meteor Dr	Portal Ave at Merritt Dr	Bike Blvd Ph 1
Configure Intersection	De Anza Blvd	McClellan Rd	--	
Class II Buffered Bike Lane	Mary Ave	Stevens Creek Blvd	Meteor Dr	
Class II Buffered Bike Lane	Prospect Rd	De Anza Blvd	Stelling Rd	
Configure Intersection	McClellan Rd	Rose Blossom Dr	--	--
Trail Crossing	Homestead Rd	Mary Ave	--	Completed as part of VERBS grant with City of Sunnyvale
Class I Path	Regnart Creek Path	Pacifica Dr	Estates Dr	--
Tier 3				
Class II Buffered Bike Lane	Bubb Rd	McClellan Rd	Stevens Creek Blvd	
Class I Path	Oaks Development Bike Path	Stevens Creek Blvd	Mary Ave	
Class II Bike Lane	Pacifica Dr	De Anza Blvd	Torre Ave	Class IV constructed in lieu of Class II as part of McClellan Protected Bikeway project
Class III Bike Route	Civic Center to Creekside Park Bike Route (#2)	Torre Ave at Rodriguez Ave	Estates Dr at Creekside Park Path	Bike Blvd Ph 2
Class II Buffered Bike Lane	Tantau Ave	Pruneridge Ave	Homestead Rd	Completed by Apple

Class I Path	Linda Vista Park/Deep Cliff Golf Course	Linda Vista Park Parking Lot off Linda Vista Dr	McClellan Rd	--
Class II Bike Lane	Cristo Rey Dr	150 feet East of Cristo Rey Pl	Roundabout	



APPENDIX B

Existing Conditions Memo



To: David Stillman, City of Cupertino; Matt Schroeder, City of Cupertino

From: Christopher Kidd, George Foster, Jesús Contreras, and Petra Reyes, Alta Planning + Design, Inc.

Date: June 6, 2025

Re: Cupertino Active Transportation Plan: Existing Conditions Chapter

Introduction

Project Description

The Cupertino Active Transportation Plan (ATP) seeks to advance mobility for multimodal transportation in Cupertino. The ATP builds from the 2016 Bicycle Transportation Plan, the 2018 Pedestrian Transportation Plan, and the 2024 Vision Zero Action Plan – among others. The ATP will, through a combination of analysis and public engagement, develop a unified set of bicycle and pedestrian projects to guide the work program of City of Cupertino staff into the future. The ATP will also develop a set of policy and programmatic recommendations to help the City better pursue and implement impactful projects benefitting all of Cupertino. A map the project study area is shown in **Figure 1**.

Memo Overview

This memo seeks to establish the existing conditions for walking and biking in the City of Cupertino, which will serve as a foundation for analysis and provide context to input given during the public outreach process. This memo covers the following topics:

- [Summary of Findings](#) – overview of existing conditions and report
- [Community Overview](#) – summary of demographics, income, and land use
- [Plan Review](#) – summary of previously adopted plans directly impacting the ATP and the status of plan implementation
- [Travel Profiles](#) – summary of how people in Cupertino move around
- [Transportation Profile](#) – summary of the transportation networks for all modes in Cupertino
- [Biking, Walking, and Rolling Safety](#) – summary of the 2024 Vision Zero Action Plan findings

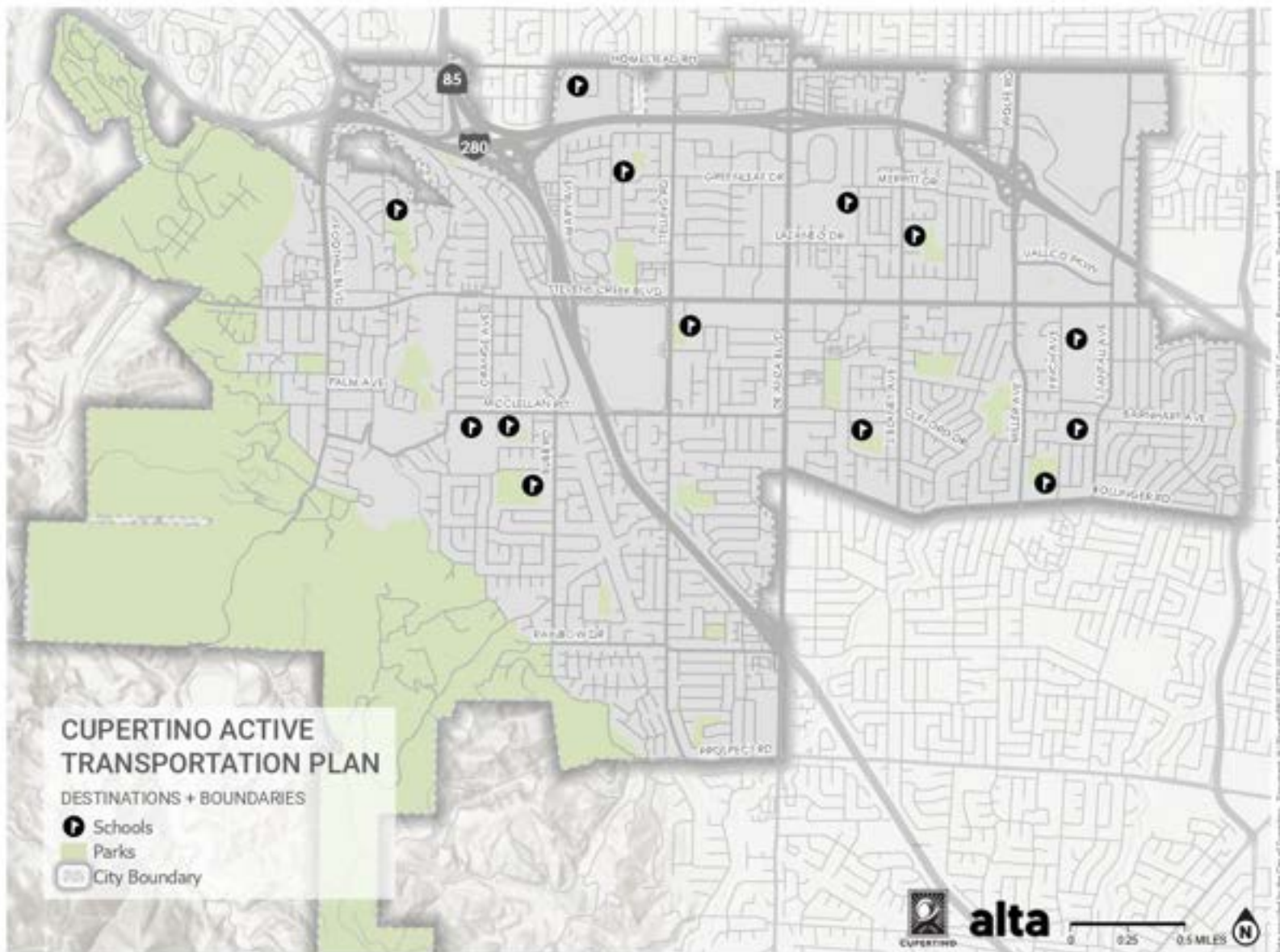


Figure 1. Project Study Area

Summary of Findings

Cupertino has a well-developed and maintained sidewalk network, particularly in the denser commercial and residential areas of the city. Along the arterial roadway network, there are crosswalks and Rapid Rectangular Flashing Beacons (RRFBs) at major intersections which promote safe pedestrian crossings, albeit with dedicated crossing locations sometime being spaced far enough apart to discourage some walking trips. In the residential or less-developed areas, crosswalks are sparse, requiring pedestrians to cross without adequate infrastructure.

The bikeways in Cupertino create a connected network with multiple north/south, east/west access points for cross city travel. The growing network has a variety of bikeway types, including bike lanes and shared use paths like the Regnart Creek Trail. For more information on the existing pedestrian and bicycle network, see the [Transportation Profile](#) section.

The City made significant progress in implementing recommendations included in the 2016 Bicycle Plan and 2018 Pedestrian Plan. The greatest progress was made among high priority recommendations. For more information on the prioritization criteria and progress made since past plans, see the [Plan Review](#) section.

The City is bound and bisected by interstates, highways, and expressways, which provide regional access for travel by car - but presents connectivity barriers for people walking and biking in the City. The residential street network also has limited access to the arterial roadway network, limiting route options and connections for cross city travel.

The analysis of bicycle- and pedestrian-involved collision data found that Cupertino saw the fewest overall collisions in the beginning of the COVID pandemic (2020), and they steadily rose in 2021 and 2022. Pedestrian-involved collisions have remained below pre-pandemic levels, but killed or seriously injured (KSI) numbers have remained at the same level. In Cupertino, 72% of serious and fatal crashes take place on 7 city streets, which comprise the High-Injury-Network. Most of these streets are arterial roadways, but some are smaller residential streets. For this list of streets, see the [Biking, Walking, and Rolling Safety](#) section.

Next Steps

Findings from the analyses conducted as part of this memo will be used in conjunction with public feedback to inform the development of recommendations in subsequent phases of the Active Transportation Plan.

Community Overview

The City of Cupertino is in western Santa Clara County in the San Francisco Bay Area, with a population of 58,886 residents¹. It is the ancestral home of the Muwekma Ohlone tribe² and the Tamien Nation³ indigenous peoples. Throughout the late 19th and early 20th centuries, Cupertino was home to a robust agricultural industry. The City formally incorporated in 1955, with much of the City subsequently developing in post-war suburban layout. The City of Cupertino is home to a history of innovation in Silicon Valley, serving as the headquarters for Apple Inc.

The City of Cupertino is relatively flat, sloping upwards to the south and to the west where the City runs into the foothills of the Santa Cruz Mountains. Cupertino experiences a mild climate, with winter temperatures in the upper-50s and summer temperatures in the low-80s. The City is laid out on a modified grid system with the vast majority of land dedicated to single family homes. Commercial districts are located along some of the City's major thoroughfares, such as Stevens Creek Blvd.

The City of Cupertino is also a major regional destination. Apple's headquarters, located in Cupertino, draws over 12,000 employees each day. DeAnza College, a junior college located in Cupertino, has a total enrollment of over 24,000 students.

¹ American Community Survey, 5-Year Estimate (2019-2023)

² <https://www.muwekma.org/>

³ <https://www.tamien.org/tribal-territories>

Demographics

Age & Sex

Cupertino's population is more heavily skewed towards males (53%) than Santa Clara County at large (51%). The median age in Cupertino is 41 years; population bubbles for people ages 40-54 and 10-19 suggest many parents with teenage children. Approximately 40% of Cupertino residents are either under 18 (26%) or over 65 (14%), suggesting a large demand for local, non-commuting trips within the community that require options beyond driving. Age and sex breakdowns for the City, County, and State are shown in **Figure 2** through **Figure 4** and **Table 1. Population Age and Sex by Geography**. Senior and youth populations are further explored in **Figure 5** through **Figure 7** and **Table 2. Youth and Seniors as Share of Population by Geography**.

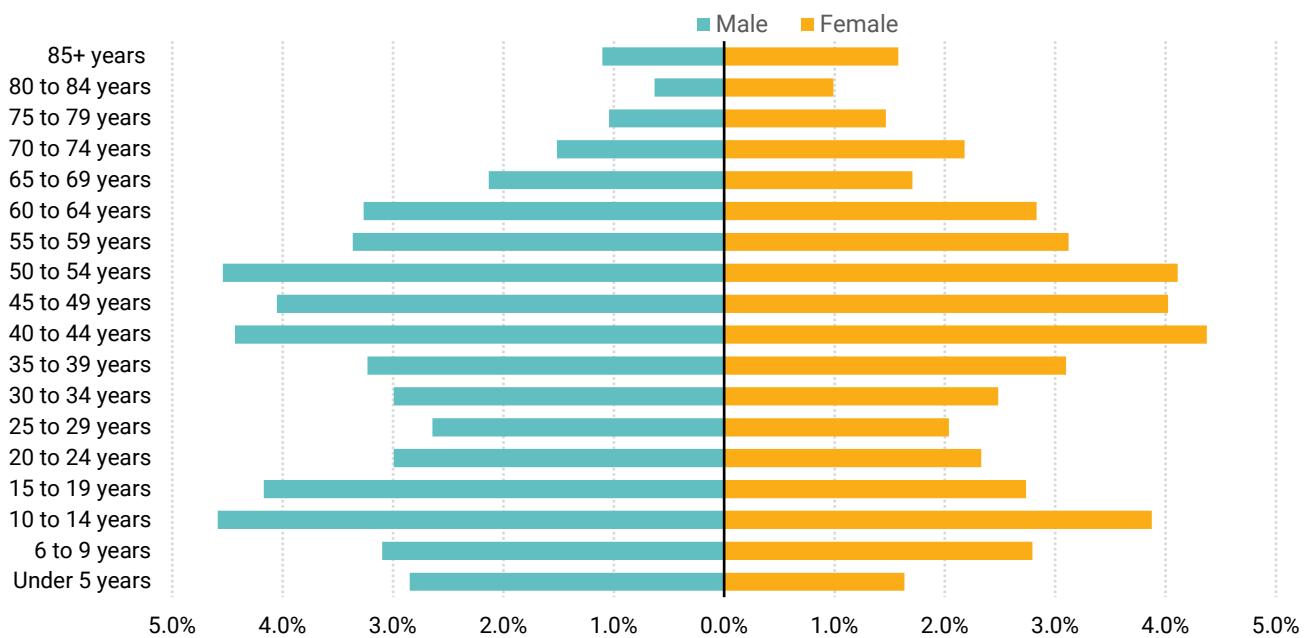


Figure 2. Population Share by Age Group in Cupertino (Source: ACS 2023 5-Year estimates)

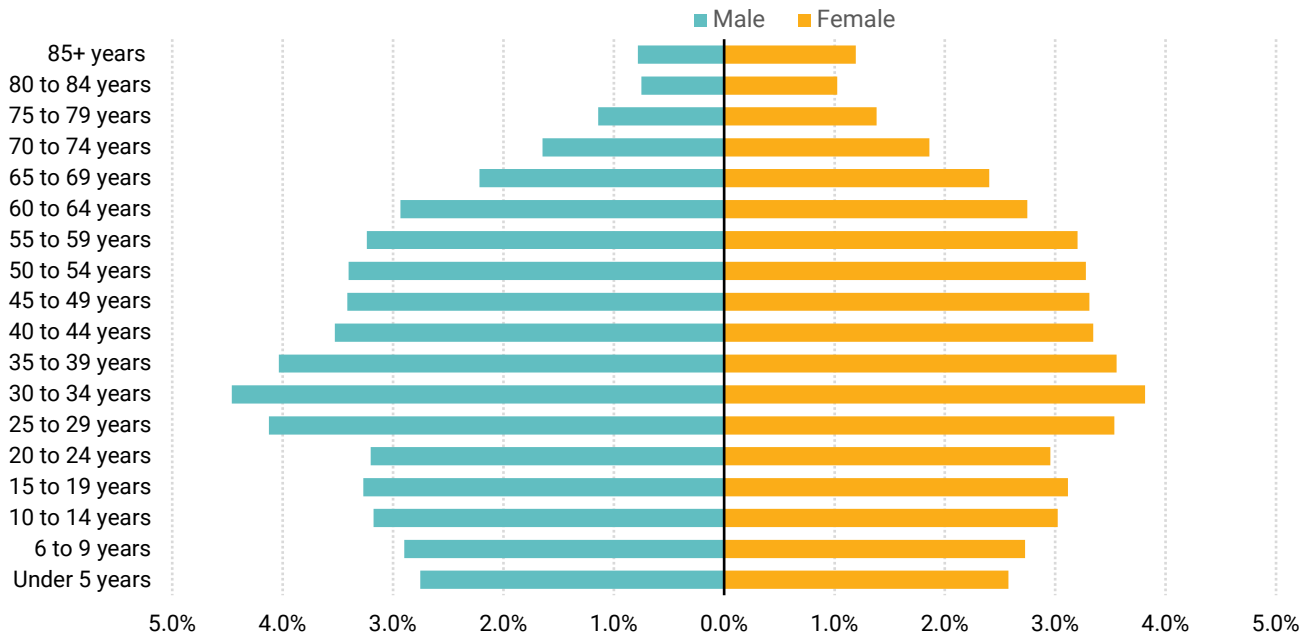


Figure 3. Population Share by Age Group in Santa Clara County (Source: ACS 2023 5-Year estimates)

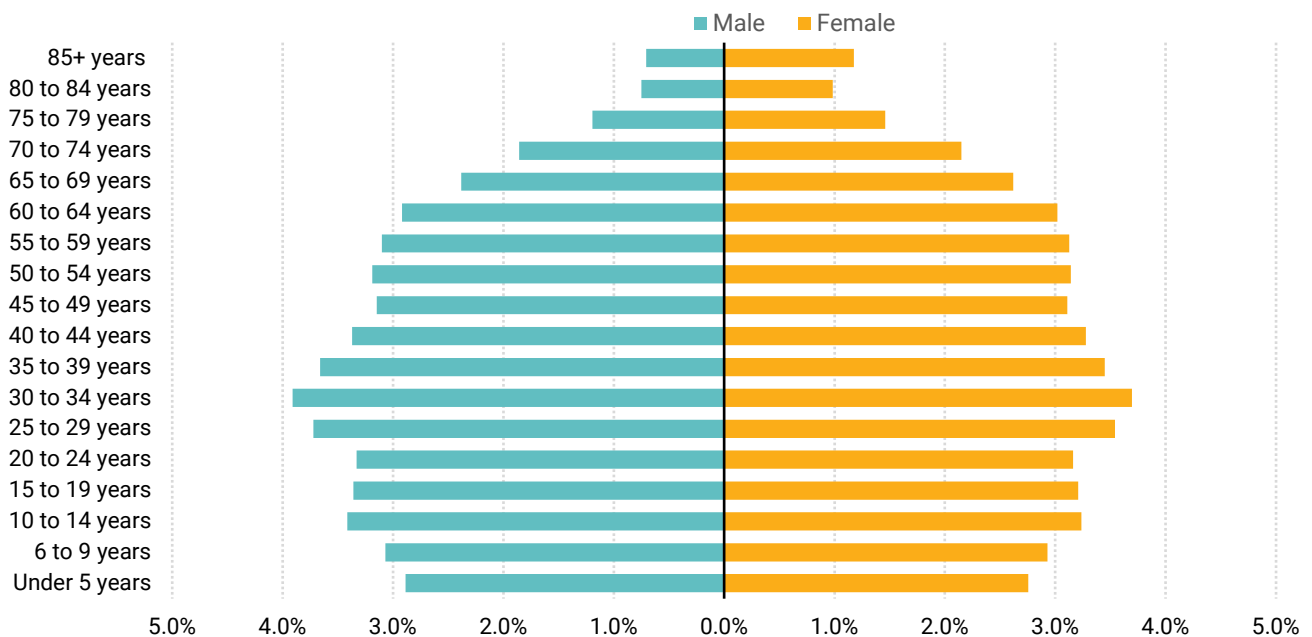


Figure 4. Population Share by Age Group in California (Source: ACS 2023 5-Year estimates)

Table 1. Population Age and Sex by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino		Santa Clara County		California	
	Male	Female	Male	Female	Male	Female
85+ years	1.10%	1.60%	0.80%	1.20%	0.70%	1.20%
80 to 84 years	0.60%	1.00%	0.70%	1.00%	0.70%	1.00%
75 to 79 years	1.00%	1.50%	1.10%	1.40%	1.20%	1.50%
70 to 74 years	1.50%	2.20%	1.60%	1.90%	1.90%	2.10%
65 to 69 years	2.10%	1.70%	2.20%	2.40%	2.40%	2.60%
60 to 64 years	3.30%	2.80%	2.90%	2.70%	2.90%	3.00%
6 to 9 years	3.10%	2.80%	2.90%	2.70%	3.10%	2.90%
55 to 59 years	3.40%	3.10%	3.20%	3.20%	3.10%	3.10%
50 to 54 years	4.50%	4.10%	3.40%	3.30%	3.20%	3.10%
45 to 49 years	4.10%	4.00%	3.40%	3.30%	3.10%	3.10%
40 to 44 years	4.40%	4.40%	3.50%	3.30%	3.40%	3.30%
35 to 39 years	3.20%	3.10%	4.00%	3.60%	3.70%	3.40%
30 to 34 years	3.00%	2.50%	4.50%	3.80%	3.90%	3.70%
25 to 29 years	2.60%	2.00%	4.10%	3.50%	3.70%	3.50%
20 to 24 years	3.00%	2.30%	3.20%	3.00%	3.30%	3.20%
15 to 19 years	4.20%	2.70%	3.30%	3.10%	3.40%	3.20%
10 to 14 years	4.60%	3.90%	3.20%	3.00%	3.40%	3.20%
Under 5 years	2.80%	1.60%	2.80%	2.60%	2.90%	2.80%

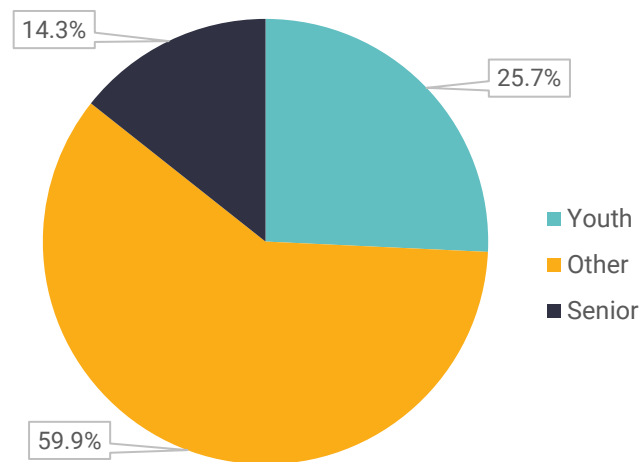


Figure 5. Youth and Seniors as Share of Population in Cupertino (Source: ACS 2023 5-Year estimates)

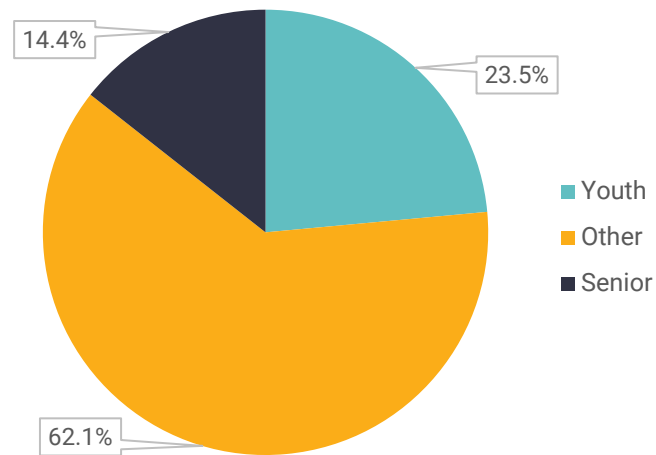


Figure 6. Youth and Seniors as Share of Population in Santa Clara County (Source: ACS 2023 5-Year estimates)

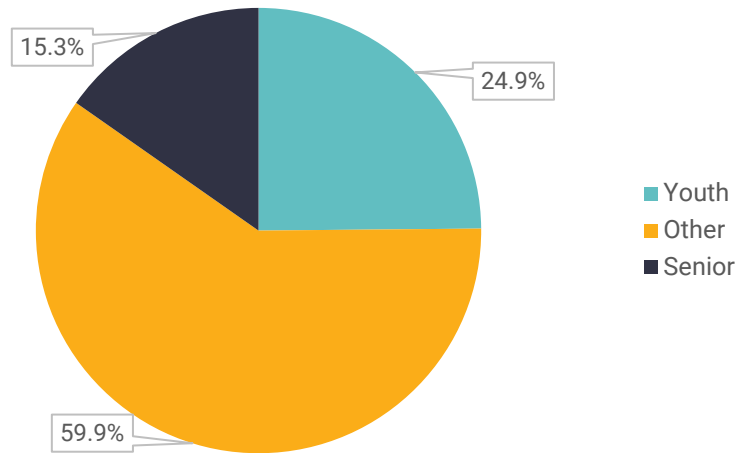


Figure 7. Youth and Seniors as Share of Population in California (Source: ACS 2023 5-Year estimates)

Table 2. Youth and Seniors as Share of Population by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
Youth	25.7%	23.5%	24.9%
Other	59.9%	62.1%	59.9%
Senior	14.3%	14.4%	15.3%

Race & Ethnicity

Nearly 75% of Cupertino residents identify as Asian, with 30% of the total population identifying as Chinese and another 30% identifying as Asian Indian or South Asian. About 20% of Cupertino residents identify as White, and 3% identify as Latino, which is lower than the statewide California estimates of 35% White and 40% Latino. Breakdown of race and ethnicities by geography are shown in **Figure 8** through **Figure 10** and in **Table 3. Race and Ethnicity of Residents by Geography**.

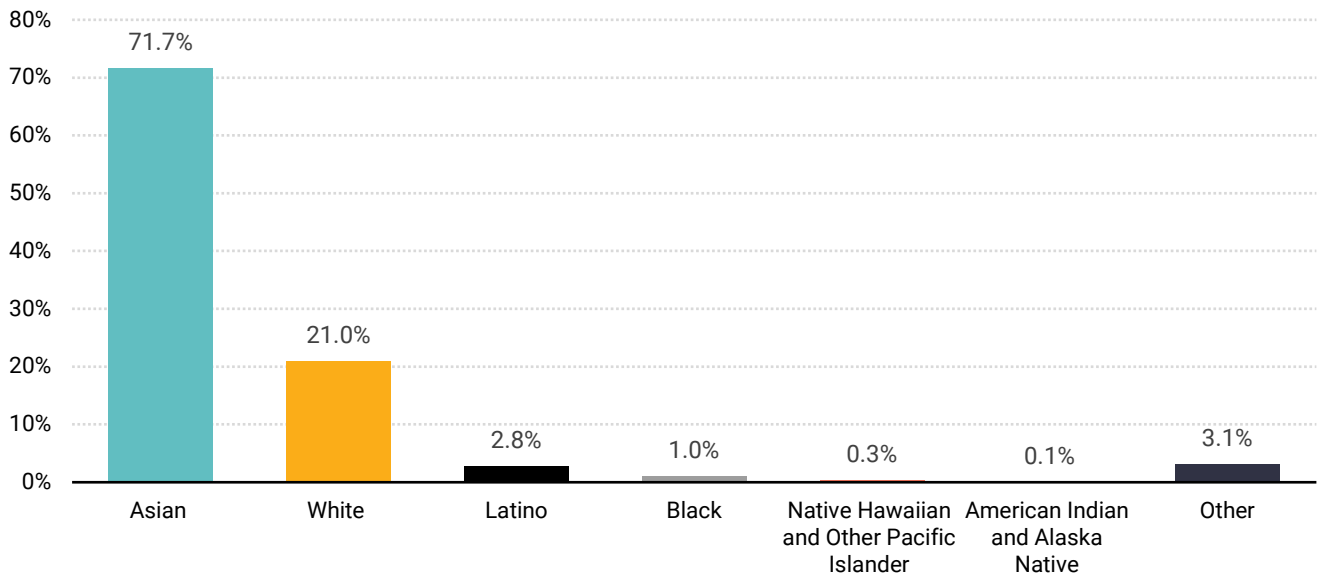


Figure 8. Race and Ethnicity of Residents of Cupertino (Source: ACS 2023 5-Year estimates)

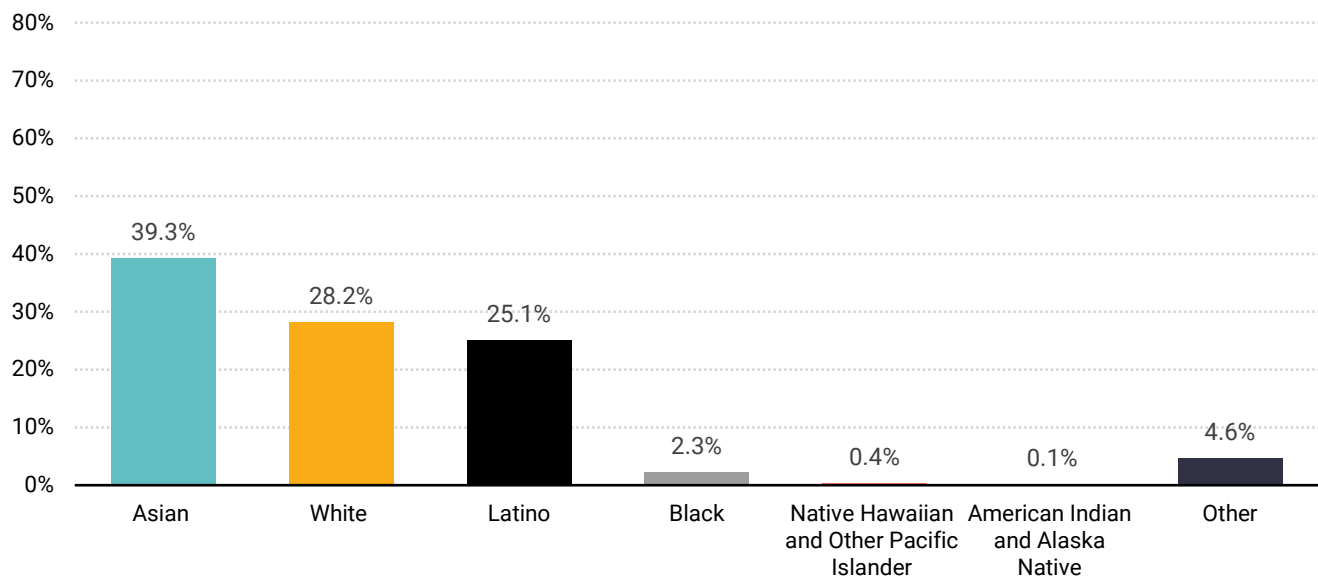


Figure 9. Race and Ethnicity of Residents of Santa Clara County (Source: ACS 2023 5-Year estimates)

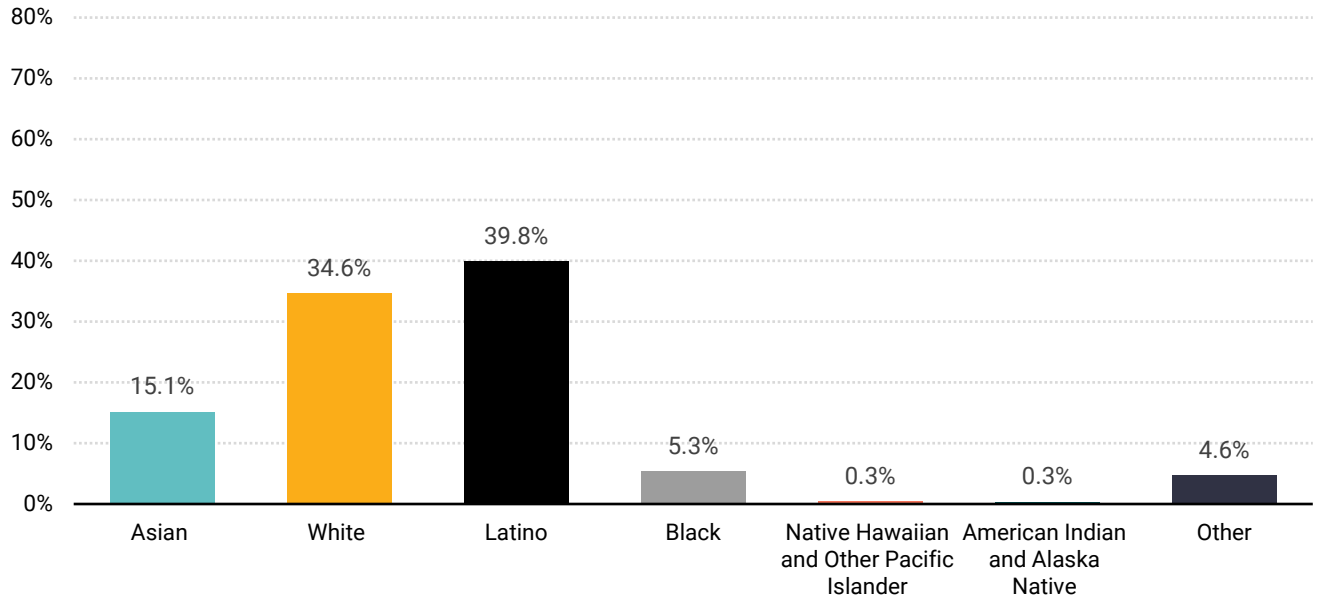


Figure 10. Race and Ethnicity of Residents of California (Source: ACS 2023 5-Year estimates)

Table 3. Race and Ethnicity of Residents by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
White	21.0%	28.2%	34.6%
Black	1.0%	2.3%	5.3%
American Indian and Alaska Native	0.1%	0.1%	0.3%
Asian	71.7%	39.3%	15.1%
Native Hawaiian and Other Pacific Islander	0.3%	0.4%	0.3%
Latino	2.8%	25.1%	39.8%
Other	3.1%	4.6%	4.6%

Languages Spoken at Home

A little over one-third of Cupertino households speak only English at home, while 63% speak a language other than English. 43% of Cupertino households speak Asian and Pacific Islander languages, 16% speak other Indo-European Languages, and less than 2% speak Spanish at home. Languages are further broken down in **Table 4. Languages Spoken at Home by Geography**.

Table 4. Languages Spoken at Home by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
Speak only English	36.8%	45.3%	55.9%
Asian and Pacific Islander languages	43.0%	26.2%	10.0%
Other Indo-European languages	16.7%	9.8%	4.8%
Spanish	1.8%	17.2%	28.2%
Other languages	1.6%	1.5%	1.1%

Income & Education

The median household income in Cupertino is \$231,139. This median household income is substantially higher than Santa Clara County (\$159,674) and California generally (\$96,334). There are no MTC Equity Priority Communities within the City limits; income-driven equity concerns may largely focus on people commuting into or passing through Cupertino.

83.1% of Cupertino households have achieved a bachelor's degree or higher. This is also much higher than Santa Clara County (55.9%) and California generally (36.5%).

Land Use

Planning for land use and transportation together helps create safer, more walkable environments. Designating local land uses with mobility in mind can create more access to destinations and resources, as well as support the local economy. Diverse land uses with higher density encourage walking, biking, and rolling trips because destinations are closer together and easier to access. Conversely, segregated land uses that are low density and further apart tend to promote driving trips.

Cupertino's land uses are largely defined by its street grid, the paths of Interstate 280 and Highway 85, and the rising topography of western Cupertino. Stevens Creek Boulevard, DeAnza Boulevard, and Homestead Road act as the primary commercial corridors in the City.

Cupertino features a range of land uses, though most are designated for low-density residential uses, as show in **Figure 11**. Higher density housing is largely grouped nearby to major roadways or adjacent to highways. Planned development areas are a mix of uses: mixed-use commercial/residential at the former Vallco Mall site, retail development along the Stevens Creek corridor, commercial and offices uses along DeAnza Boulevard, and residential elsewhere.

The Apple campus, in the northeast of the City, is designated as an industrial park. An additional small strip of light industrial uses can be found on the west side of Highway 85 in Central Cupertino. DeAnza College is located in central Cupertino. Significant open space areas are located on the western side of the City.

Future housing growth in Cupertino is largely concentrated on the eastern end of the City, focused on the former Vallco Mall site on the corner of Stevens Creek Boulevard at Wolfe Road. Investments in active transportation should account for future growth to help minimize vehicle trips generated by new development. This will minimize congestion and parking availability impacts for both existing and new residents.

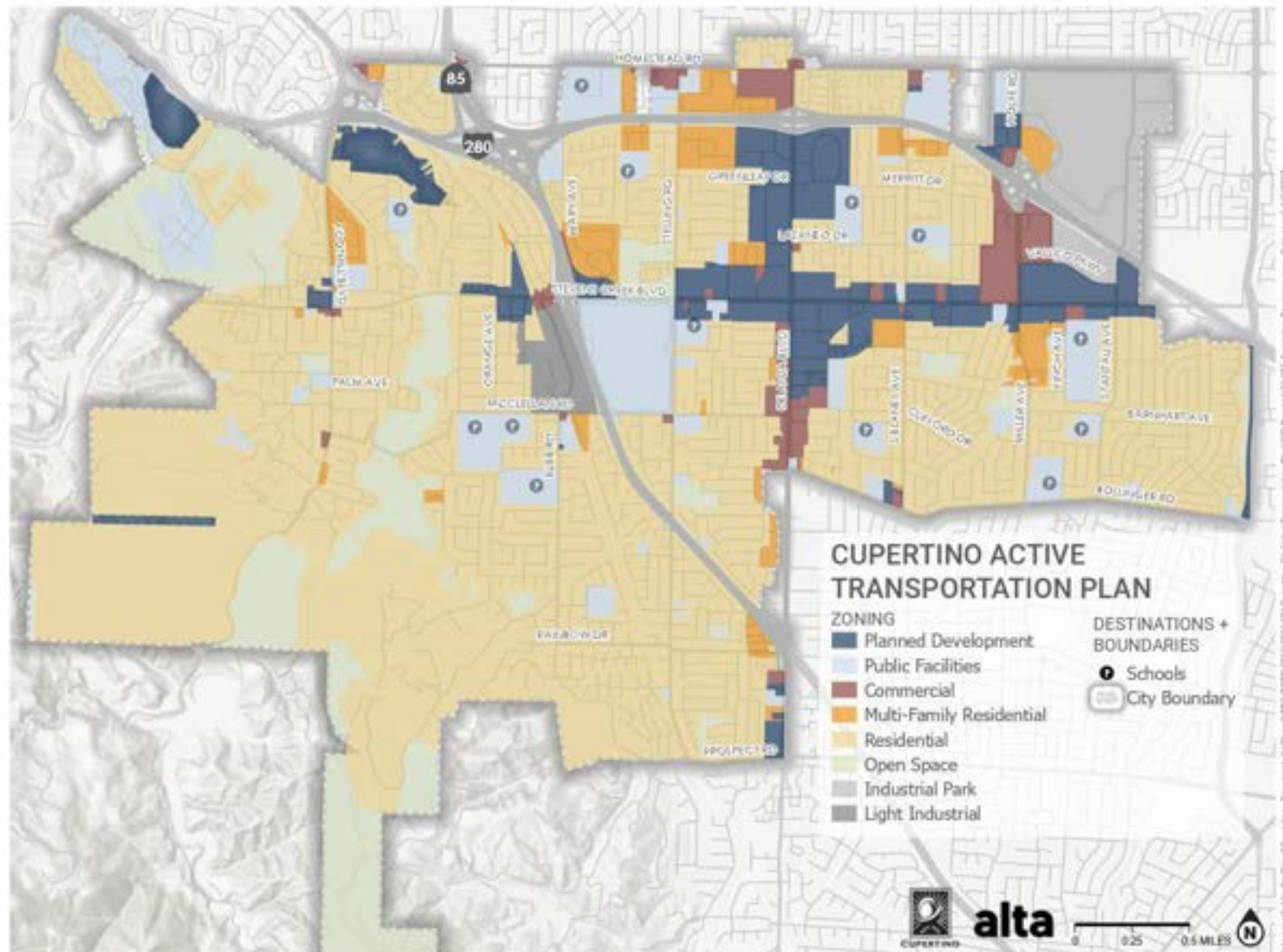


Figure 11. City of Cupertino Existing Land Use Map

Plan Review

In February of 2025, Alta Planning completed a comprehensive Plan Review for the Cupertino ATP. This section summarizes local and regional plans, policies, and standards that impact active transportation in the City of Cupertino. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Cupertino as they pertain to transportation; how the City is moving forward in light of evolving policies at the federal, state, and regional levels; and the direction being taken by the City through its most recent initiatives. The plans and studies reviewed are listed in **Table 5. Plans and Studies Reviewed**. Key takeaways from these plans are described below and a full document review can be found in the Plan Review memo.

Table 5. Plans and Studies Reviewed

Jurisdiction	Year	Plan
Local Plans		
City of Cupertino	2025	Transportation Study Guidelines
City of Cupertino	2024	Vision Zero Action Plan
City of Cupertino	2024	General Plan Mobility Element
City of Cupertino	2023	Local Road Safety Plan
City of Cupertino	2022	Climate Action Plan 2.0
City of Cupertino	2021	Bollinger Road Corridor Safety Study
City of Cupertino	2020	Parks and Recreation Master Plan
City of Cupertino	2018	Pedestrian Transportation Plan
City of Cupertino	2018	Complete Streets Policy
City of Cupertino	2016	Bicycle Transportation Plan
Regional Plans		
Santa Clara County	2025	Active Transportation Plan
Valley Transportation Authority	2025	Valley Transportation Plan 2050
Valley Transportation Authority	2021	Bicycle Superhighway Implementation Plan
Valley Transportation Authority	2018	Countywide Bicycle Plan

Plan Review Findings

The City of Cupertino is currently prioritizing the completion of shared use paths, with significant progress being made on the Regnart Creek and Tamien Trails. Safety has always been a key focus for Cupertino, but with the recent adoption of the Vision Zero Action Plan, the City has made a fundamental shift in its approach. The Vision Zero Action Plan emphasizes the creation of facilities that offer greater protection for people walking and biking, reducing the risk of accidents involving vehicle traffic.

Additionally, since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016, the City has made substantial strides in improving its infrastructure. These improvements include the construction of five sidewalk segments, seven intersection enhancements, two shared-use paths, one new bike lane, five buffered bike lanes, one separated bikeway, four bike boulevards, and one designated bike route.

Looking ahead, aligning with regional Active Transportation Plans will be essential for securing future implementation funding. This includes coordination with the Santa Clara County ATP, the VTA Countywide Bicycle Plan, the VTA Bicycle Superhighway Implementation Plan, and VTA's 2050 plan. These regional plans will play a crucial role in ensuring continued progress and funding for Cupertino's transportation goals.

Implementation from Past Plans

The City has an existing bikeway network 50.5 miles of bikeways, with plans to build 50.7 more. These include over 25 miles of bike lanes (Class II) and buffed bike lanes (Class IIB), seen on major roads like De Anza Boulevard and Homestead Road. The 2016 bike plan had a strong emphasis on the construction of separated bikeways (Class IV) and shared-use paths (Class I), with 3.1 miles and 6.3 miles in the network as of 2025. As part of the Plan Review, the 2016 Bicycle Plan and 2018 Pedestrian Plan were reviewed for progress in implementing recommended projects. Both plans developed prioritized project lists, ranked into three different tiers. Prioritization criteria included history of collisions, proximity to schools, proximity to destinations (including parks, transit, and employment centers), and network connectivity. Pedestrian network improvements also considered opportunities to reduce traffic speeds, and bicycle network improvements considered reduction of user stress and implementation feasibility. **Table 6. Pedestrian and Bicycle Planned Infrastructure Progress** shows projects for both plans, divided by tiers, and the status of implementation. Projects shown as "in-progress" are currently in stages of funding or design. Some of these projects have been partially implemented. The map on the following page shows the geographic distribution of completed and in-progress projects from both plans, in **Figure 12**. More detail can be found in the Plan Review appendix.

Projects completed include 3.1 miles of Class IV separated bikeways and 1.3 miles of Class I shared-use paths.

Table 6. Pedestrian and Bicycle Planned Infrastructure Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Pedestrian Plan (2018)				
Tier 1	20	9	4	6
Tier 2	13	2	2	9
Tier 3	11	1	3	7
Bicycle Plan (2016)				
Tier 1	13	4	7	2
Tier 2	28	9	6	13
Tier 3	50	7	1	42
Total	135	32	23	78

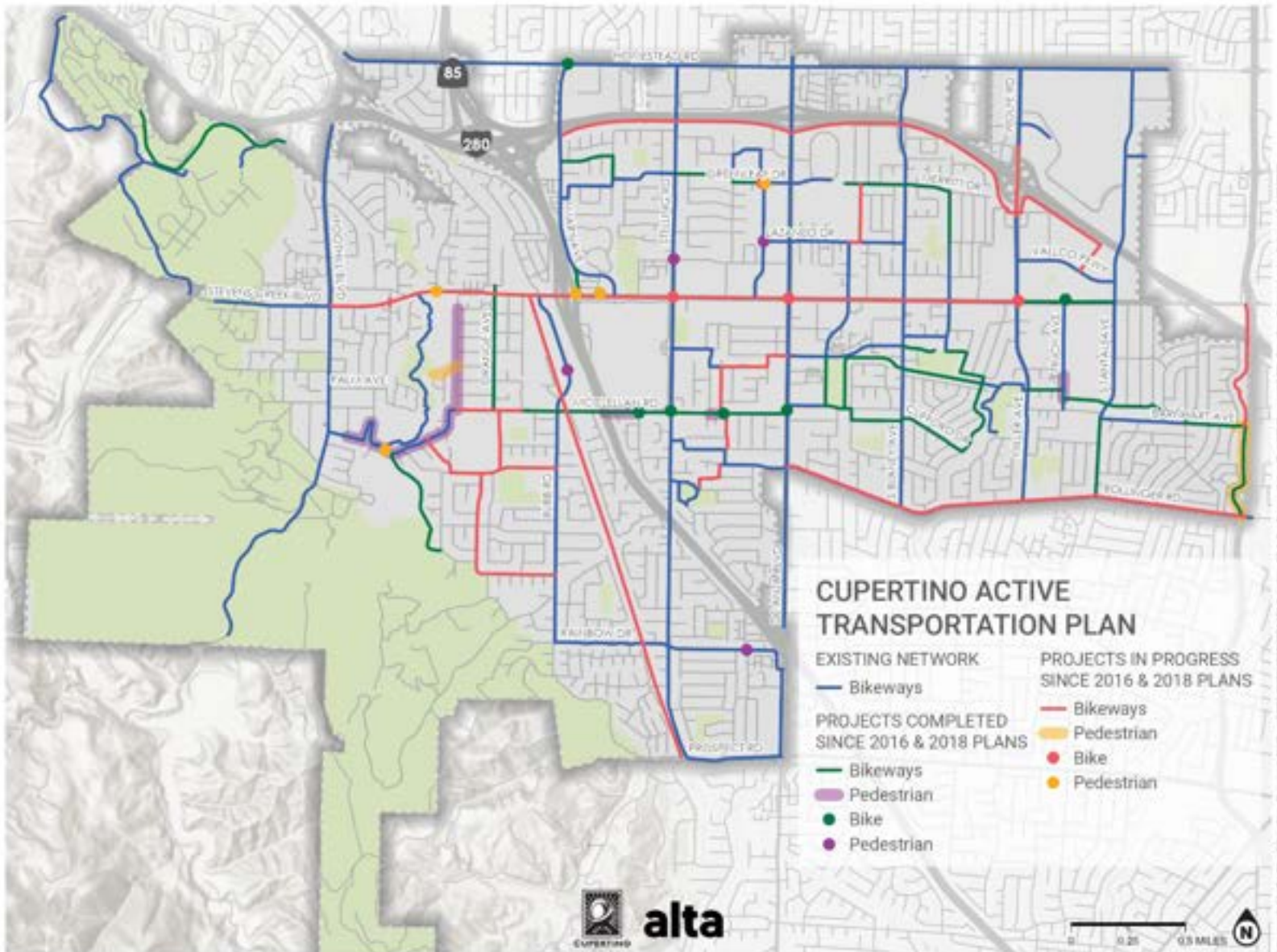


Figure 12. Projects completed and in-progress from the 2016 Bicycle Plan and 2018 Pedestrian Plan

Travel Profiles

Commute Mode Share

Commute to work is measured by the American Community Survey, which provides 5-year rolling estimates of mode choices for travel. It should be noted that ACS mode share data only captures work-related trips taken during peak-hour commute periods. ACS data also only captures the most predominant mode used: someone who walks or bikes to a bus stop would only get counted as a transit-user. Lastly, 40% of Cupertino's residents are too young or too old for the labor pool, meaning their trips are not captured by the ACS.

Across the City, 3.5% of residents travel to work by either walking or biking, while another 28% worked from home. By capturing more local trips through active modes, the City has the potential to reduce congestion for those residents who must drive. These commuter travel patterns are shown in **Figure 14**.

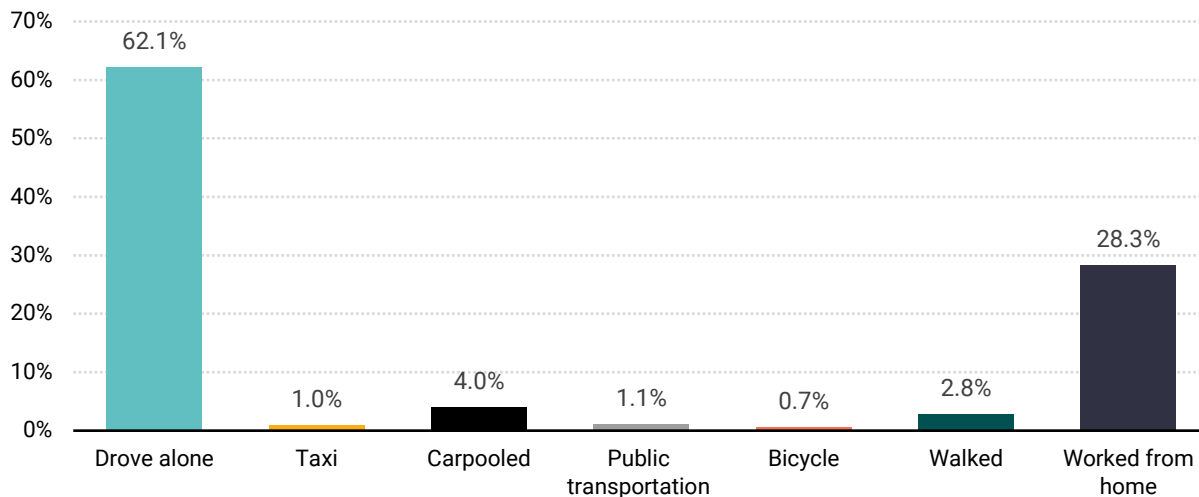


Figure 13. Commuter Mode Share (Source: ACS 2021 5-Year estimates)

School Trips/Safe Routes to School

Cupertino collects extensive school travel data as part of its Safe Routes to School (SRTS) initiative. This is particularly important as one-quarter of the population of Cupertino are children. These children live close to neighborhood schools, and most cannot drive themselves until later in high school, if ever, so a higher percentage of students walk, bike, and take bus/transit. One third of Cupertino students currently walk or bike to school.

Since 2015, Cupertino SRTS has collected data on how students travel to and from school using an in-class survey method. Teachers administer the Travel Tally Questionnaire, developed by the National Safe Routes to School Partnership, asking students about their travel modes during a designated week. Initially piloted in a subset of schools in the fall of 2015, the survey expanded citywide by the spring of 2016. In 2021, the survey shifted from biannual (spring and fall) to annual administration each fall. The data collected informs program planning and supports grant applications by tracking mode share trends across all grade levels. SRTS travel tally data from 2024 is shown in **Table 7. Student Mode Share in Cupertino**.

Table 7. Student Mode Share in Cupertino (2024)

Mode of Travel	Elementary Schools	Middle Schools	High Schools	Citywide
Family Vehicle - Alone	56%	54%	54%	55%
Family Vehicle - Carpool	12%	14%	6%	11%
Public Transit	0%	0%	3%	1%
School Bus	1%	1%	0%	1%
Bike/Other	6%	12%	18%	11%
Walk	26%	19%	19%	22%

Transportation Profile

Located in western Santa Clara County, Cupertino is connected to the larger region via a network of interstates, highways, and expressways. The City is bounded to the north by Interstate 280, which has a major interchange with Highway 85 in the northwest corner of the City. Highway 85 travels in a diagonal north/south pattern, bisecting Cupertino in half. The Lawrence Expressway bounds the eastern edge of the City. Each of these interstates, highways, and expressways present substantial barriers to people walking and biking. Decommissioned UPRR railroad right-of-way also bisects the western half of the City, providing a significant barrier to east/west travel.

Figure 14 shows the major streets and highways that form the street network in the City. The City's Collector streets have a wide range of street characteristics, from two-lane roadways to wide multilane roadways. The arterial network also significantly divides the street network and acts as a barrier for walking and biking trips; the local street network was designed to have minimal access points to, and crossings of, the arterial roadway network. This results in distances of over 1,000 feet between marked crosswalks on major arterial streets.

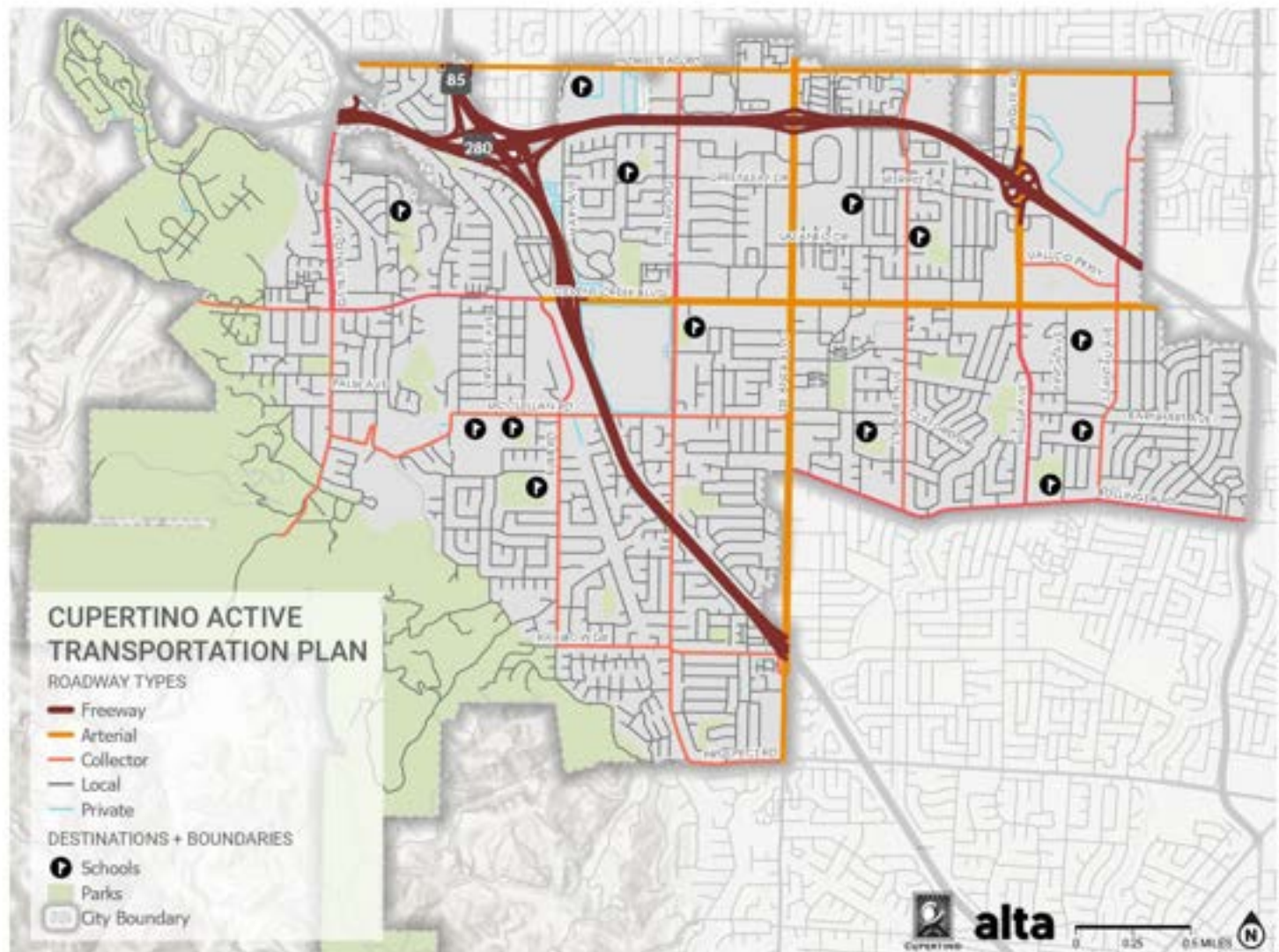


Figure 14. Cupertino Roadway Network

Pedestrian Infrastructure

The following are some of the proven safety countermeasures Cupertino has installed for people walking and using mobility devices. Implemented and in-progress projects from the 2018 Pedestrian Transportation Plan were previously shown in **Figure 12**.

New/Improved Sidewalk

Sidewalks provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.



High-Visibility Crosswalk

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



Raised Crosswalk

A high-visibility crosswalk built on top of a speed table. This keeps the crosswalk at sidewalk-height, prioritizing pedestrian crossings and slowing driver traffic near the crosswalk.



Median Refuge Island

A median refuge island, or crossing island, is a median with a refuge area intended to help protect pedestrians crossing a multilane road. Crossing islands should be considered as a supplement to the crosswalk. A pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of the crossing.



Curb Extension

Curb extensions—also known as bulb-outs or neckdowns—extend the sidewalk or curb line out into the parking lane and reduce the effective street width. These minimize exposure for people crossing the street by shortening crossing distance, giving them a better chance to see and be seen before committing to crossing.



Rectangular Rapid Flashing Beacon (RRFB)

User-activated pedestrian signals that use flashing yellow lights to alert motorists to the presence of people walking in the crosswalk. They can be installed in midblock locations or at intersections where a full traffic signal is not warranted. Alternative flashing signs that illuminate the sign's perimeter may be considered in residential areas.



Leading Pedestrian Interval (LPI)

LPIs can be programmed into traffic signals to minimize conflicts between pedestrians crossing a roadway and left- or right-turning vehicles. LPIs give pedestrians the WALK signal 3-7 seconds before motorists can proceed through the intersection, making them more visible.

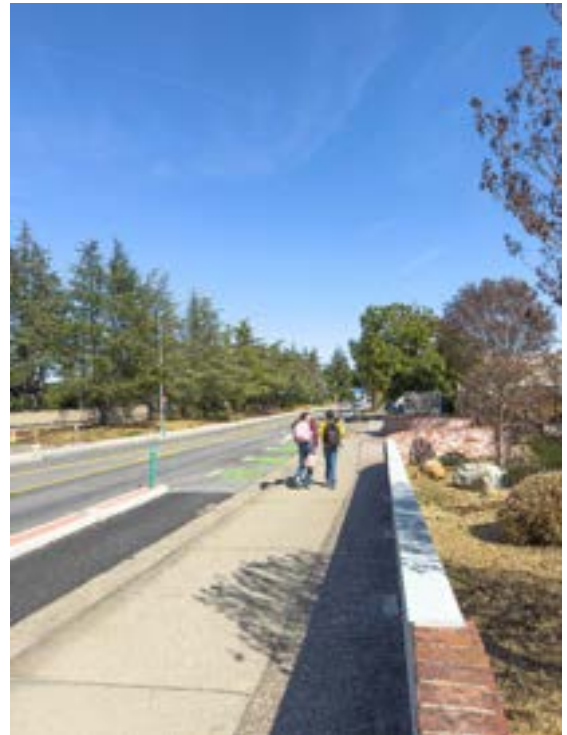
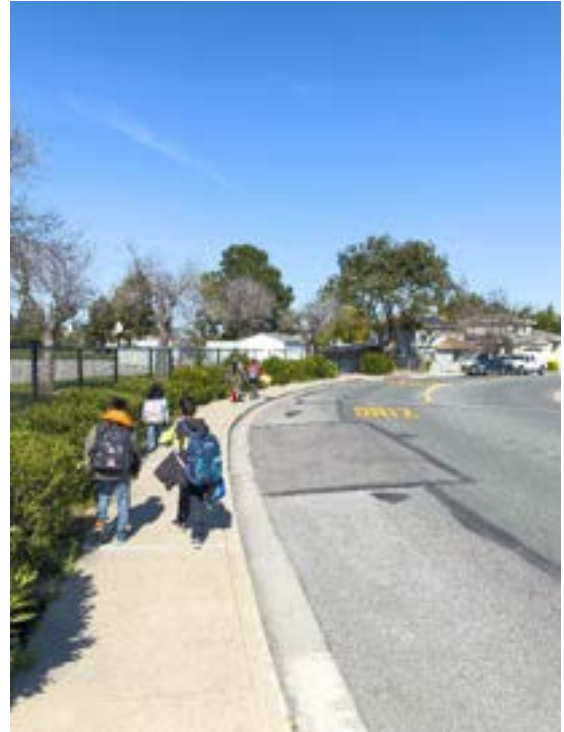


Existing Pedestrian Infrastructure Network

Sidewalks/Shared Use Paths

Cupertino has a relatively well-developed sidewalk network, particularly in the areas around its denser centers and southern residential neighborhoods. In areas near the Cupertino Village Shopping Center, Main Street, and schools, like Cupertino High School, sidewalks are common and well-maintained. In the more central parts of Cupertino, especially near major intersections and public facilities like the Cupertino Library and Community Center, there is also that higher density of sidewalks. Cupertino also has a large number of privately-owned roadways, often within planned unit development areas. Sidewalks on these privately-owned roads are not owned or maintained by the City of Cupertino. **Figure 15** shows the City's existing pedestrian network, including sidewalks and shared-use paths.

While there is a large network of sidewalks, the roadway crossings for pedestrians in Cupertino is variable, with a mix of well-designed crossings in higher-density areas and gaps in infrastructure in lower-density, residential areas. In denser commercial zones, such as along major roads like De Anza Boulevard and Homestead Road, crosswalks are generally well-marked. Areas with higher foot traffic, such as near Cupertino High School, the Cupertino Library, and the Cupertino Village Shopping Center also, have enhanced crosswalks, including use of Rapid Rectangular Flashing Beacons (RRFBs) at uncontrolled intersections. Some residential or less-developed areas, especially in the outskirts of the City, crosswalks are sparse, requiring pedestrians to cross without adequate infrastructure or walk further to find a safe crossing point. In these areas, the lack of consistent crosswalk infrastructure can create challenges for pedestrians. **Figure 16** shows the City's existing pedestrian crossings and locations of RRFB crossings.



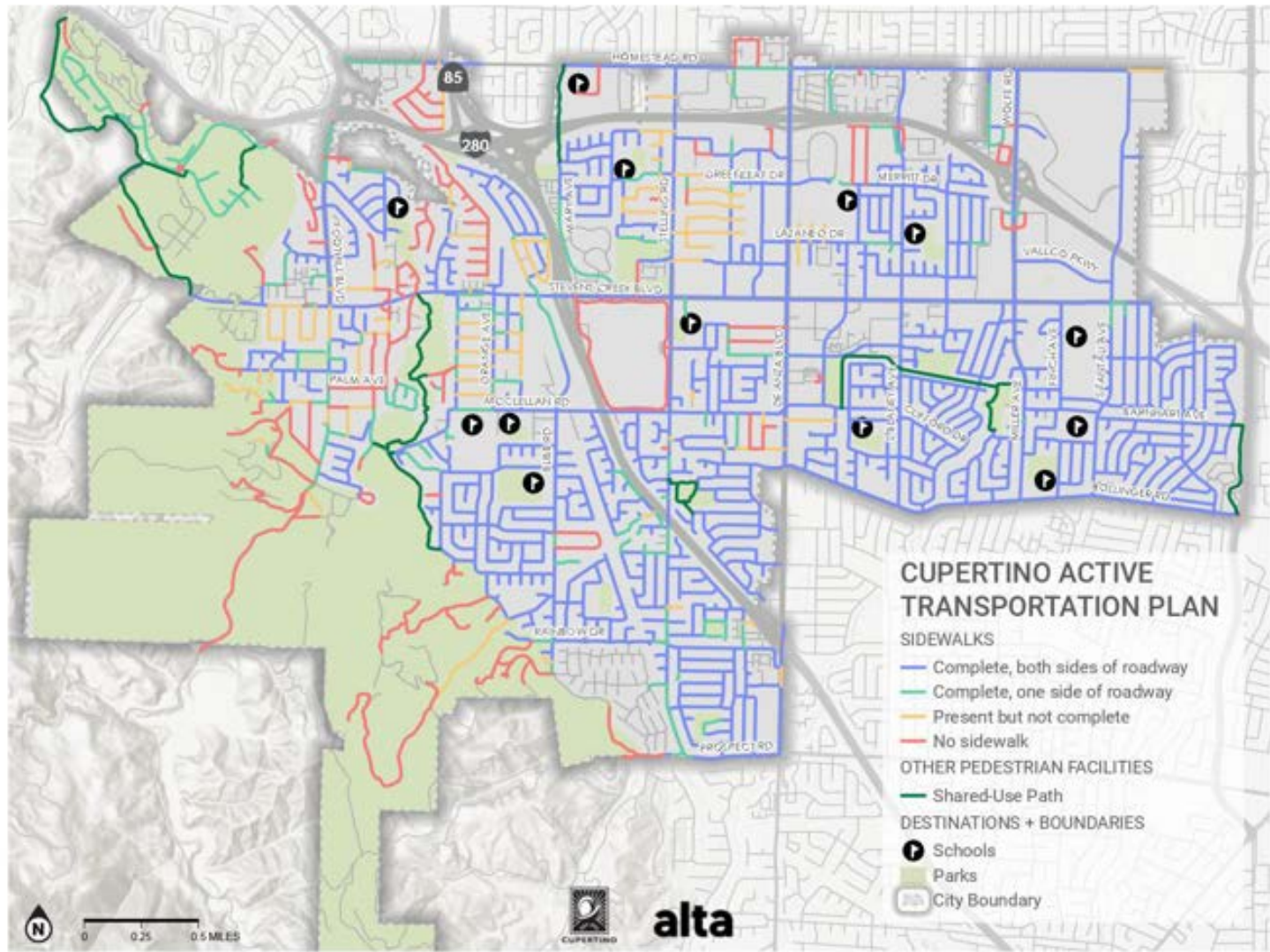


Figure 15. Existing and Proposed Sidewalks

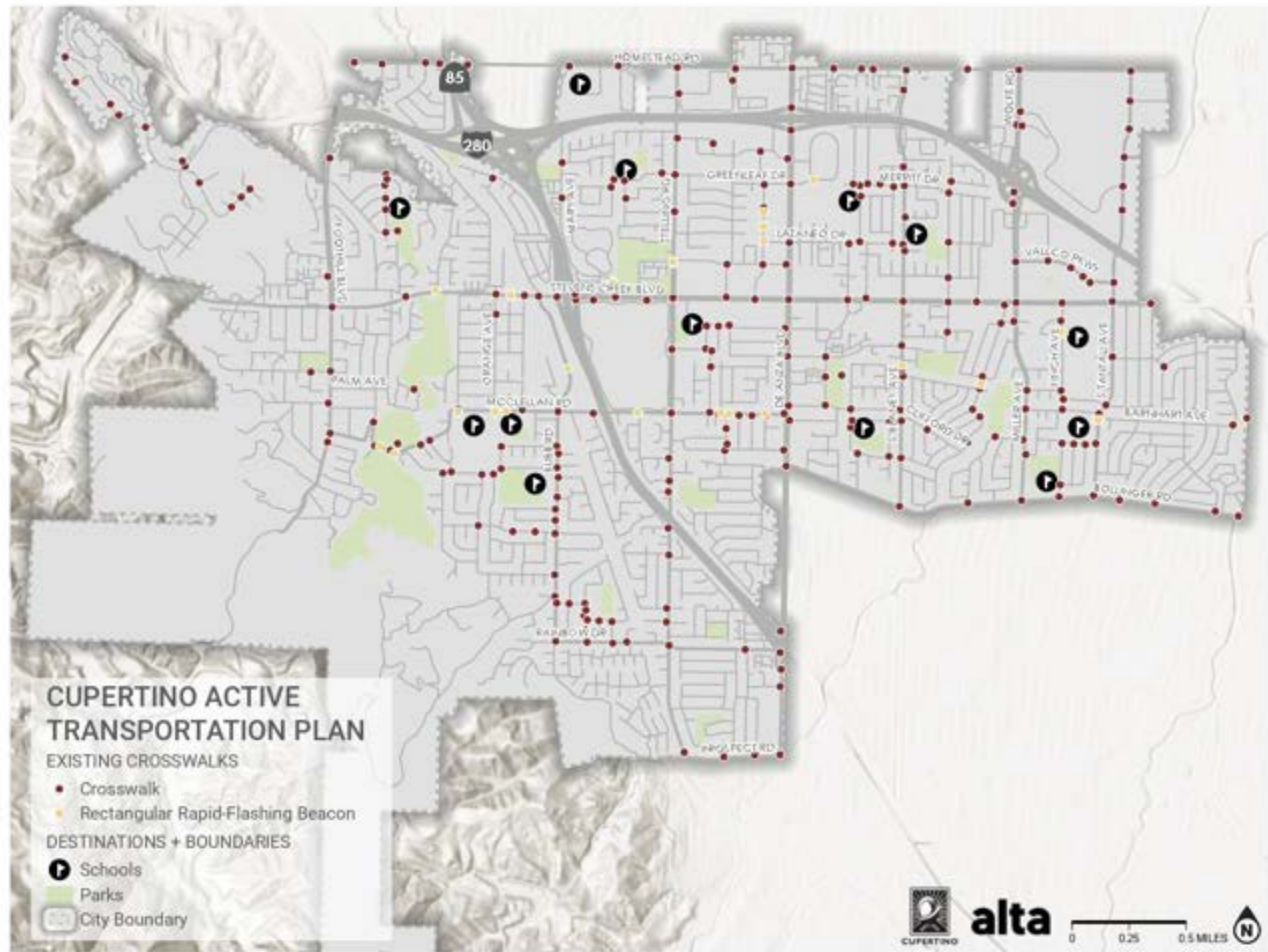


Figure 16. Existing Crosswalks

Bike Infrastructure

The following are some of the proven safety countermeasures Cupertino has installed for people riding bicycles and using other micromobility devices. Completed and in-progress projects from the 2016 Bicycle Transportation Plan were previously shown in **Figure 12**.

Shared-Use Path (Class I)

Bike and shared-use paths are typically paved bi-directional pathways separate from the road right-of-way. Ideally, shared-use paths will follow a distinct course in an independent right-of-way, often along former railroad beds, water courses, or other rights-of-way that usually have few crossing roadways.

Example photo: Regnart Creek Trail shared-use path



Bike Lane (Class II)

Bike lanes designate an exclusive space for bicyclists through pavement markings and signage. The bike lane is next to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.

Example photo: Stelling Road bike lane



Buffered Bike Lane (Class IIB)

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane or parking lane.

Example photo: Rodrigues Avenue buffered bike lane



Bike Route (Class III)

Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

Example photo: Terry Way bike route



Bike Boulevard (Class IIIB)

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to prioritize bicycle travel. Signs, pavement markings, and speed and volume management measures are used to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Example photo: Price Avenue bike boulevard



Separated Bikeway (Class IV)

An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier such as bollards, raised medians, planters, or parked cars.

Example photo: Stevens Creek Boulevard separated bikeway



Existing Bicycle Infrastructure Network

Cupertino, with its mild weather, flat terrain, and compact size, is a prime location for all forms of rolling – including biking, scooting, or other personal mobility devices. Cupertino’s bicycle network has seen significant growth in recent years, offering a mix of bikeway types to meet the needs of a variety of users.

The Caltrans Highway Design Manual (Chapter 1000) defines four types of bicycle facilities: Class I bike paths (shared use paths), Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways (separated bike lanes). In addition to these four types, this plan recognizes two additional types of bicycle facilities: Class IIB buffered bike lanes (described below as part of Class II) and Class IIIB bicycle boulevards.

The City has an existing bikeway network 50.5 miles of bikeways, with plans to build 50.7 more. These include over 25 miles of bike lanes (Class II) and buffed bike lanes (Class IIB), seen on major roads like De Anza Boulevard and Homestead Road. The 2016 bike plan had a strong emphasis on the construction of separated bikeways (Class IV) and shared-use paths (Class I), with 3.1 miles and 6.3 miles in the network as of 2025.

Cupertino has also developed a series of bike boulevards (Class IIIB), which account for several miles of lower-traffic streets that prioritize comfort for users of all ages and abilities. Cupertino’s bike boulevards are routed through residential areas where traffic is less dense, often supplemented with speed tables, traffic circles, or traffic diverters.

The City has also invested in low-stress shared-use paths (Class I), including trails like the Regnart Creek Trail, which connect key areas of Cupertino with off-road options for people of all ages and abilities. **Figure 17** shows the City’s existing bicycle network. **Table 8. Existing Bikeway Facilities by Class** shows existing and proposed facilities from the 2016 Bike Plan Recommendations.

Table 8. Existing Bikeway Facilities by Class

Bikeway Classification	Existing Facilities (mi.)	2016 Proposed Facilities (mi.)
Shared-Use Path (Class I)	6.3	7.7
Bike Lane (Class II)	19.3	1.6
Buffered Bike Lane (Class IIB)	7.0	13.7
Bike Route (Class III)	8.3	8.2
Bike Boulevard (Class IIIB)	6.5	8.6
Protected Bike Lane (Class IV)	3.1	10.9
TOTAL	50.5	50.7

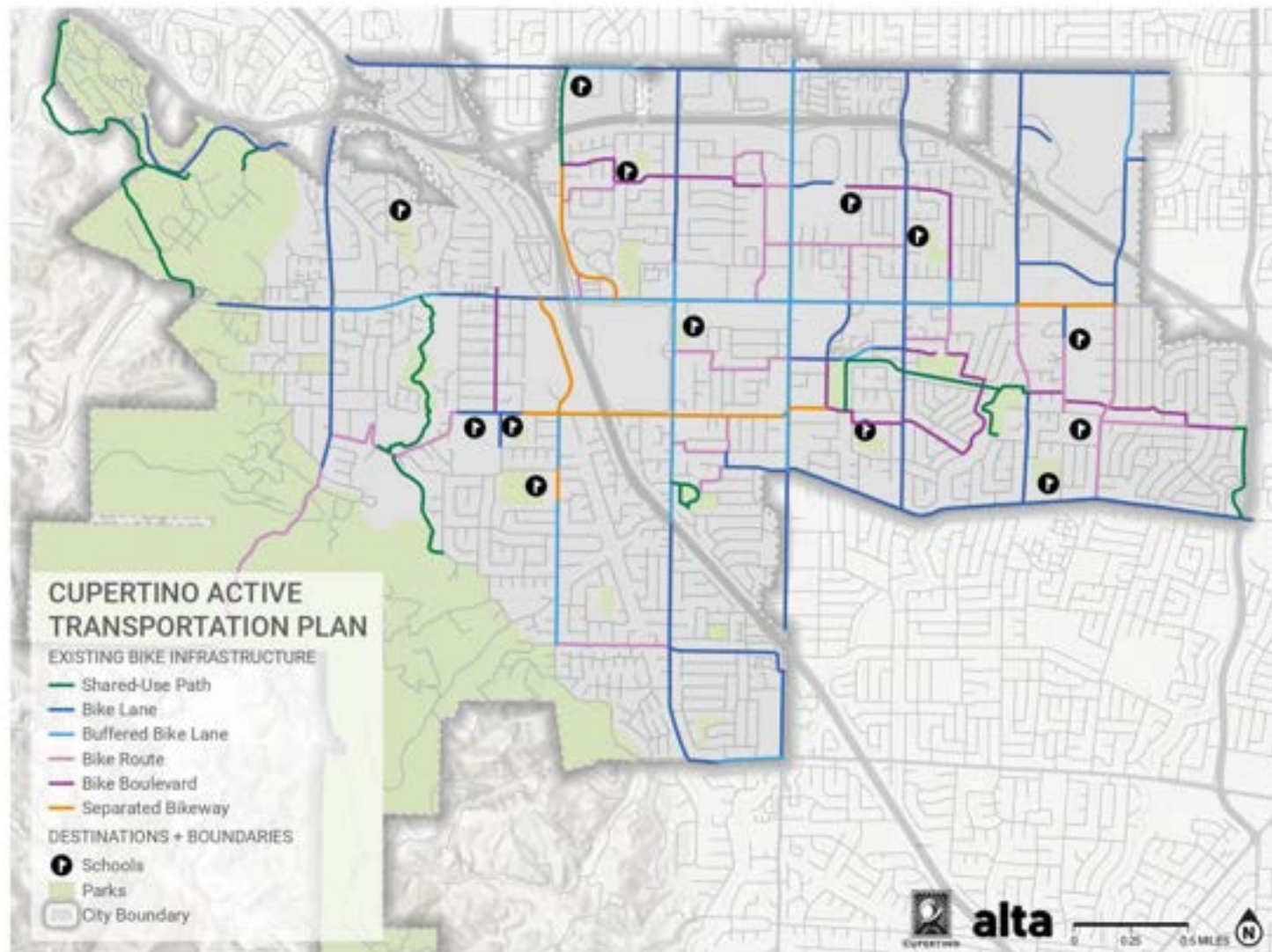


Figure 17. Existing Bike Infrastructure

Existing Transit Network

Cupertino's existing transit network is an essential component of the City's transportation infrastructure, providing vital connections to neighboring cities and regional hubs in the broader Silicon Valley and San Francisco Bay Area. The City is served by 13 VTA bus routes, which provide local and regional transit options, with key routes connecting Cupertino to other parts of Santa Clara County. The City also benefits from its proximity to Caltrain stations in nearby cities such as Sunnyvale and Mountain View, offering regional rail service along the Peninsula Corridor. While Cupertino itself does not have a Caltrain station, the nearby stations are critical for residents seeking rail connections to San Francisco, San Jose, and beyond. Most bus routes connect to central Cupertino along Stevens Creek Boulevard, and buses are equipped with bike racks that can accommodate up to three bicycles.

Although the broader region has a very fragmented array of 27 transit operators, Cupertino's transit network is relatively well integrated with sub-regional VTA and Caltrain systems. It offers residents and employees various options for commuting, though the lack of a local rail station forces residents to still rely heavily on bus service and private vehicles for longer trips. Enhancing last-mile connectivity to and from bus and rail stations is a priority, aligning with City goals to reduce car dependence and promote walking, biking, and other sustainable modes of transportation. This can be particularly influential in central and eastern Cupertino, which are better served by VTA. Ridership is highest near De Anza College in Cupertino.

Additionally, Cupertino has a microtransit operator similar to private rideshare providers in the area. The Silicon Valley (SV) Hopper program is a multijurisdictional partnership between the City of Cupertino and the City of Santa Clara. The City of Cupertino manages the program, offering rideshare service through a dedicated app for Cupertino, select areas in Santa Clara, and a few specific destinations beyond the city limits. Similar to Uber and Lyft, instead of providing a door-to-door service, SV Hopper takes users to a nearby designated stop. This stop is typically the closest street corner to trip origins or destinations, though individuals with disabilities can receive door-to-door service. This program receives funding from the Transit and Intercity Rail Capital Program (TIRCP). **Figure 18** through **Figure 20** show the City's existing transit network, busiest stops, and the SV Hopper service area.

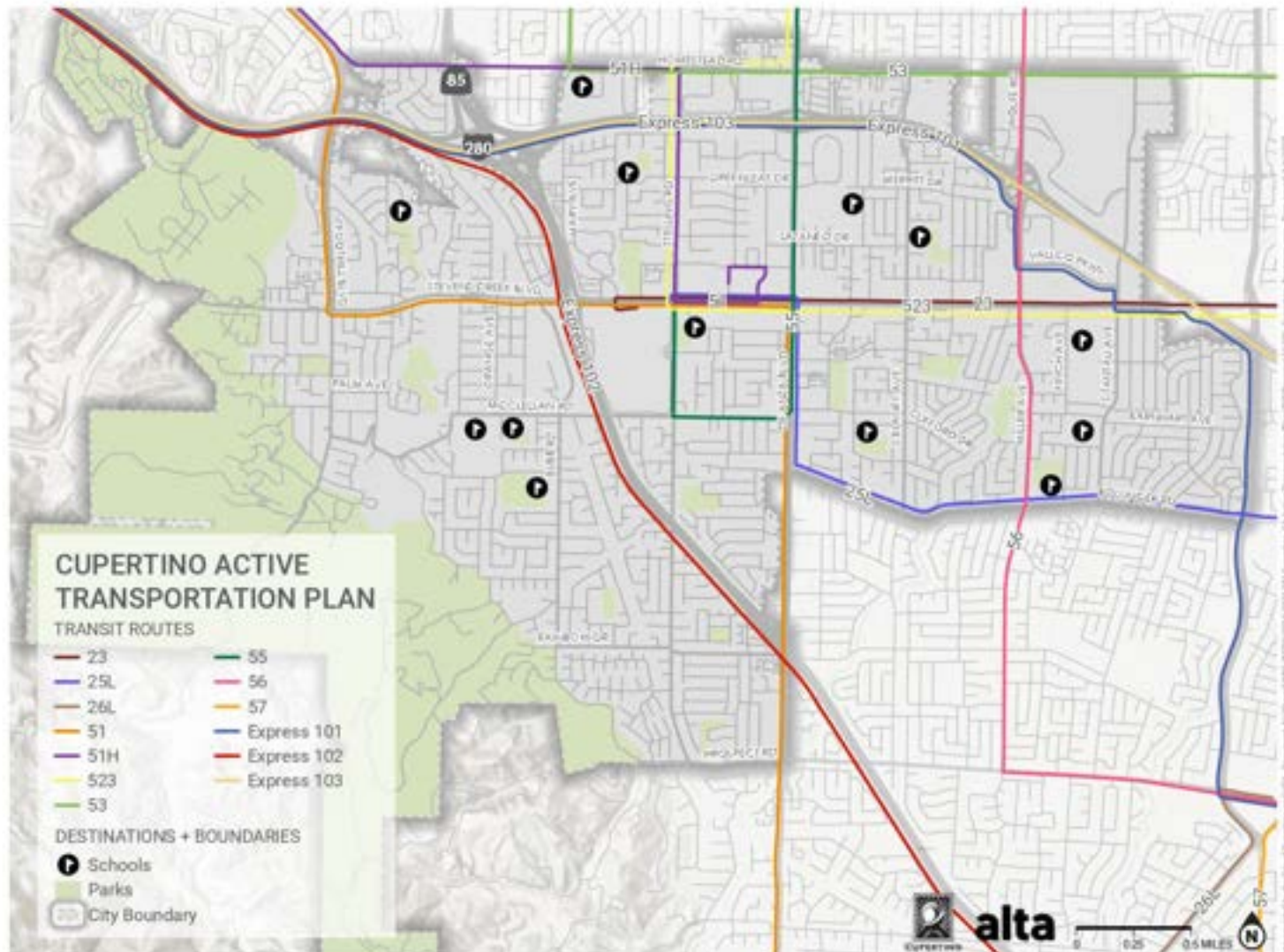


Figure 18. Transit Routes

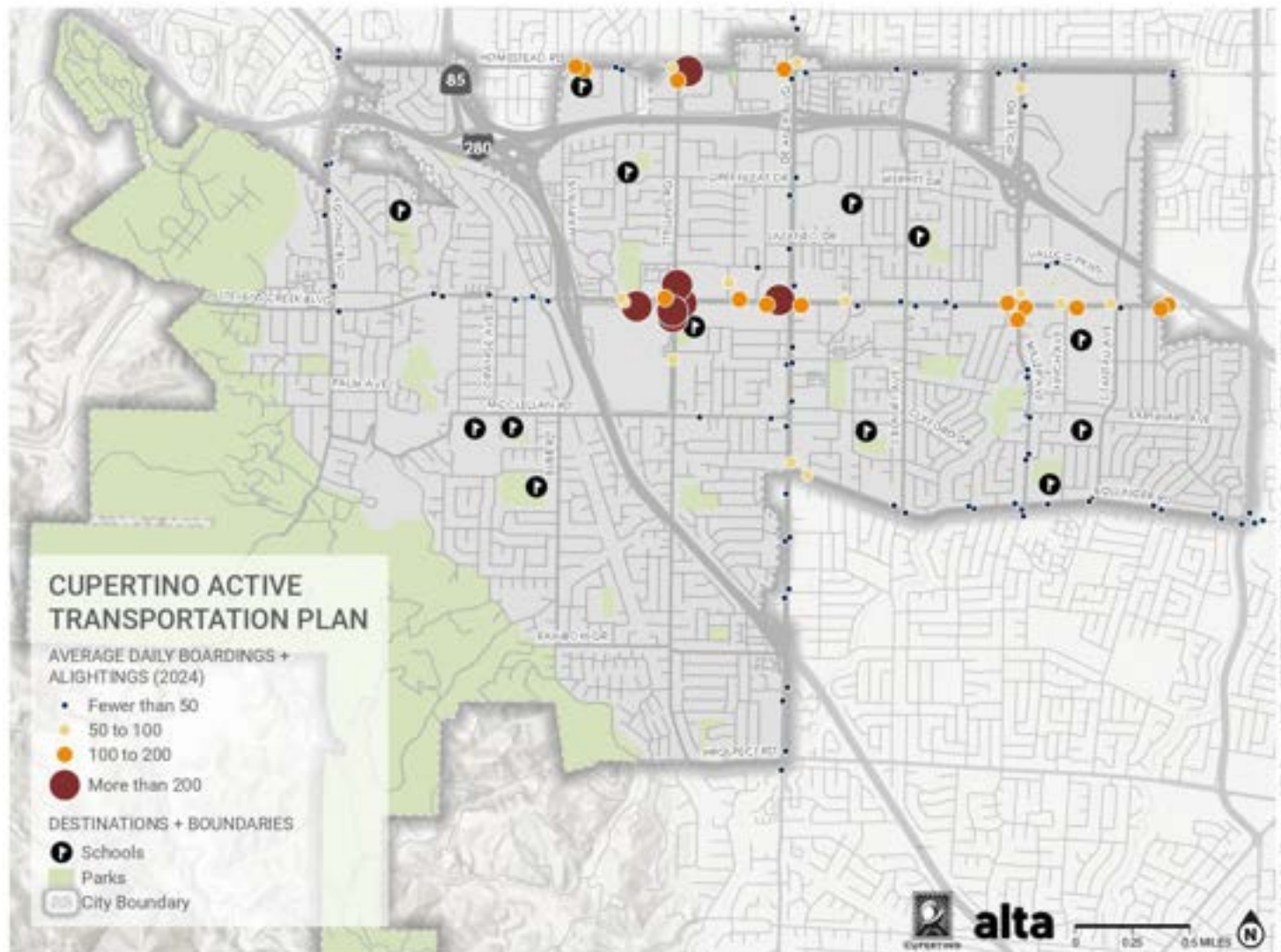


Figure 19. Average Daily Boardings and Alightings



Figure 20. SV Hopper Service Area

Popular destinations:

- 1 De Anza College
- 2 Main Street Cupertino
- 3 Central Park/
Central Park Library
- 4 Santa Clara Town Center
- 5 Santa Clara Senior Center
- 6 Santa Clara University
- 7 Westfield Valley Fair
- + El Camino Health -
Mountain View Hospital

Transit hubs:

- A Mountain View
Caltrain Station
- B Sunnyvale Caltrain Station
- C Santa Clara
Caltrain Station

Biking, Walking, and Rolling Safety

The 2024 Cupertino Vision Zero Action Plan identifies nine trends among traffic crashes resulting in people being killed or seriously injured between 2012 and 2021:

- Vulnerability of people walking and biking
- Unsafe speeds
- Collisions at intersections
- Pedestrian code violation
- broadside collisions (the majority of bicycle-related collisions)
- Teenagers biking and walking near schools and parks
- Driving under the influence
- Bicycle collisions and automobile Right of Way (ROW) violations
- Collisions near transit stops

Bicycle- and pedestrian-involved collision data provides further insight into specific locations and roadways that tend to have higher rates of collisions in Cupertino. This analysis uses collision data assembled from police crash reports between January 2018 and December 2022 taken from the 2024 Cupertino Vision Zero Action Plan, and does not include collision data since. It is important to note that this analysis relied on reported collisions; not all collisions involving people biking, walking, and rolling are reported to authorities. Furthermore, near-miss crashes are not included as they are typically not reported.

There were 203 bicycle-involved collisions and 191 pedestrian-involved collisions in Cupertino during the study period, as shown in **Figure 21** and **Figure 22**. Following national trends since the start of the pandemic, 2020 saw the fewest overall collisions at the outset of the COVID pandemic, followed by steady rises in both 2021 and 2022 where bicycle-involved collisions peaked for the study period. Pedestrian-involved collisions have remained below pre-pandemic levels, but killed or seriously injured (KSI) numbers have remained at the same level. For the figures below, “Other” refers to injuries that were not life-threatening and “Property” refers to collisions where the people involved did not sustain reported injuries.

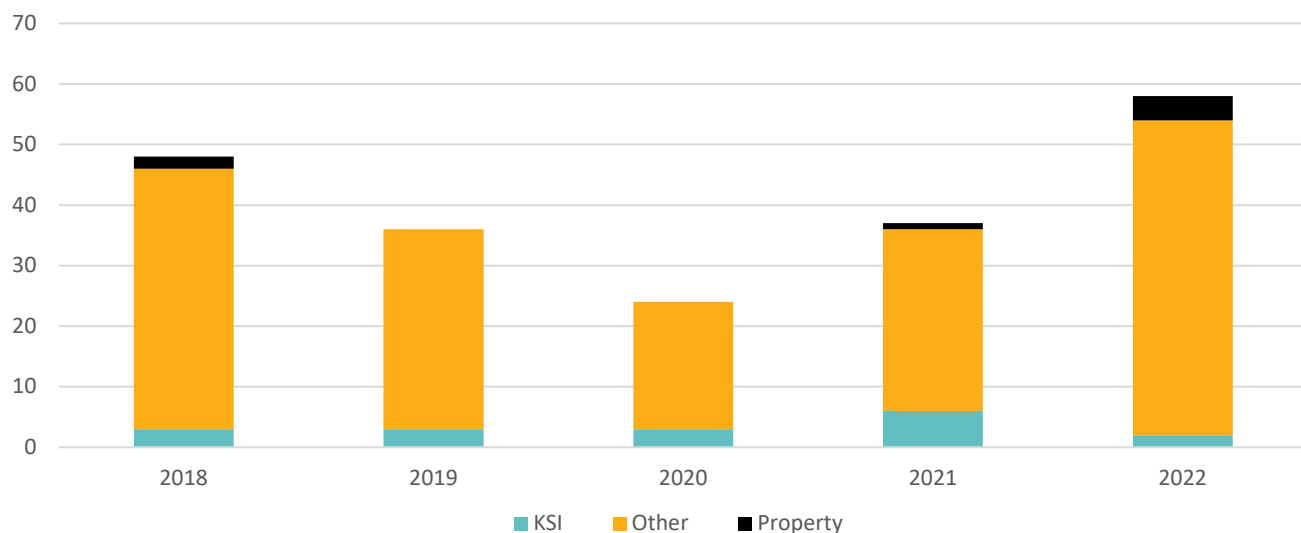


Figure 21. Bicycle-Involved Collisions 2018-2022 (Source: UC Berkeley Transportation Injury Mapping System)

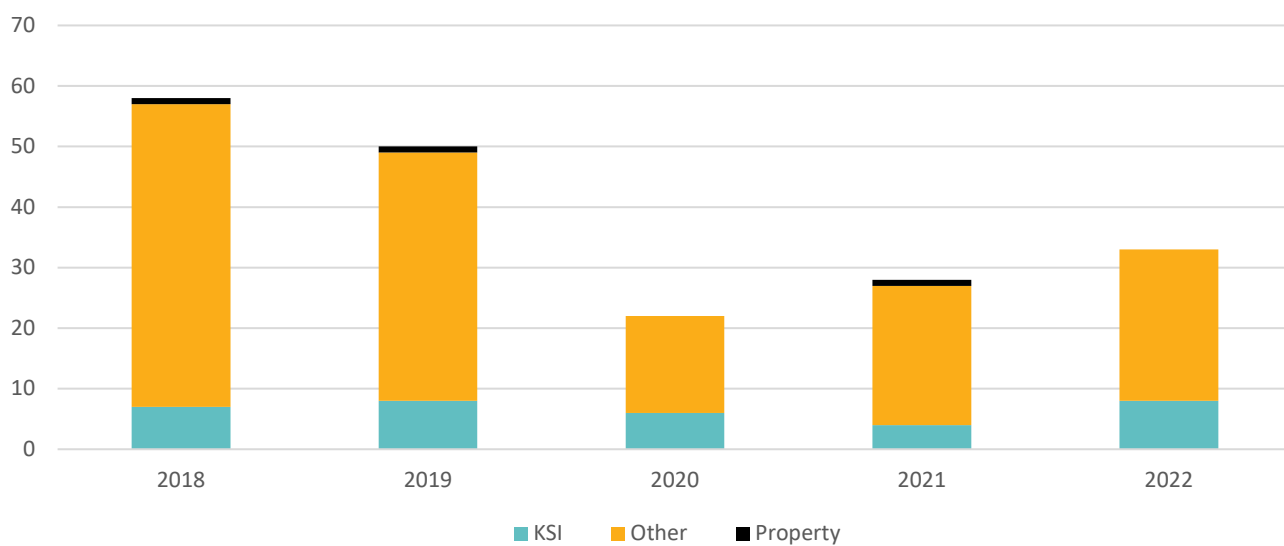


Figure 22. Pedestrian-Involved Collisions 2018-2022 (Source: UC Berkeley Transportation Injury Mapping System)

Bicycle and Pedestrian Collision Trends

As noted in the [2024 Cupertino Vision Zero](#) report:

“On average, a crash occurs every three days in Cupertino. Although pedestrians and bicyclists are involved in just over a third of all crashes, they make up 62 percent (50 collisions) of the crashes resulting in fatalities or severe injuries. This underscores their susceptibility as road users; thus, they are referred to as vulnerable roadway users. Intersections pose the greatest risk of a fatal or serious injury crash to vulnerable roadway users, with the majority (88 percent/44 collisions) of fatal and severe injury collisions occurring at intersections. The presence of a traffic signal does not guarantee safety, as more than half (55 percent/24 collisions) of the intersection collisions involving pedestrians and cyclists happen at signalized intersections. A significant portion (58 percent) of those who suffer fatal or severe injuries in such collisions fall within the age range of 24 to 64 years. Furthermore, the majority (56 percent/261 collisions) of pedestrian and bicycle fatalities and severe injuries take place during the late afternoon or evening, specifically between 4 pm and 10 pm (pg. 23).”

The 2024 Cupertino Vision Zero Action Plan developed a High-Injury-Network (HIN) map both for street corridors and for intersections. The High-Injury-Network identified the 7 city streets where more than 72% of serious and fatal crashes take place within Cupertino (pg. 106).

The highest priority HIN street corridors are:

1. Stevens Creek Boulevard
2. Homestead Road
3. McClellan Road
4. De Anza Boulevard
5. Stelling Road
6. Wolfe Road
7. Bollinger Road

The highest priority HIN intersections are:

1. De Anza Boulevard & Homestead Road
2. Bandle Drive & Stevens Creek Boulevard
3. Cupertino Road & Stevens Creek Boulevard
4. Stevens Creek Boulevard & De Anza Boulevard
5. Blaney Avenue & Stevens Creek Boulevard
6. De Anza Boulevard & Mariani Avenue
7. De Anza Boulevard & Rodrigues Avenue

While most collisions take place on the arterial roadways in Cupertino, there are a few smaller residential streets that account for part of the HIN. Further study should be done for these streets to determine what factors contribute to these collisions, and whether traffic calming measures would help to mitigate these risks. HIN corridors and intersections are shown in **Figure 23** and **Figure 24**.

CORRIDORS OF CONCERN

Between 2012 and 2021, seven specific roadways in Cupertino accounted for the majority (72%) of severe injuries and fatal crashes. These particular corridors witnessed at least three crashes per block between 2012 and 2021. Figure 12 lists the high-injury corridors of concern. The roadways that had the highest number of accidents include:

1. Stevens Creek Boulevard
2. Homestead Road
3. McClellan Road
4. De Anza Boulevard
5. Stirling Road
6. Wolfe Road
7. Bollinger Road

City of Cupertino - High Injury Network - Corridors (2012 - 2021)



Figure 12: City of Cupertino - High Injury Network - Corridors (2012-2021)

Figure 23. HIN Corridors

INTERSECTIONS OF CONCERN

Out of the 48 intersections in Cupertino where fatal or injury crashes occurred between 2012 and 2021, seven of them witnessed two or more crashes resulting in someone being killed or seriously injured. **Figure 13** shows the high-injury intersections. The intersections that had multiple KSI crashes are:

1. De Anza Boulevard & Homestead Road
2. Sandley Drive & Stevens Creek Boulevard
3. Cupertino Road & Stevens Creek Boulevard
4. Stevens Creek Boulevard & De Anza Boulevard
5. Blaney Avenue & Stevens Creek Boulevard
6. De Anza Boulevard & Mariani Avenue
7. De Anza Boulevard & Rodriguez Avenue

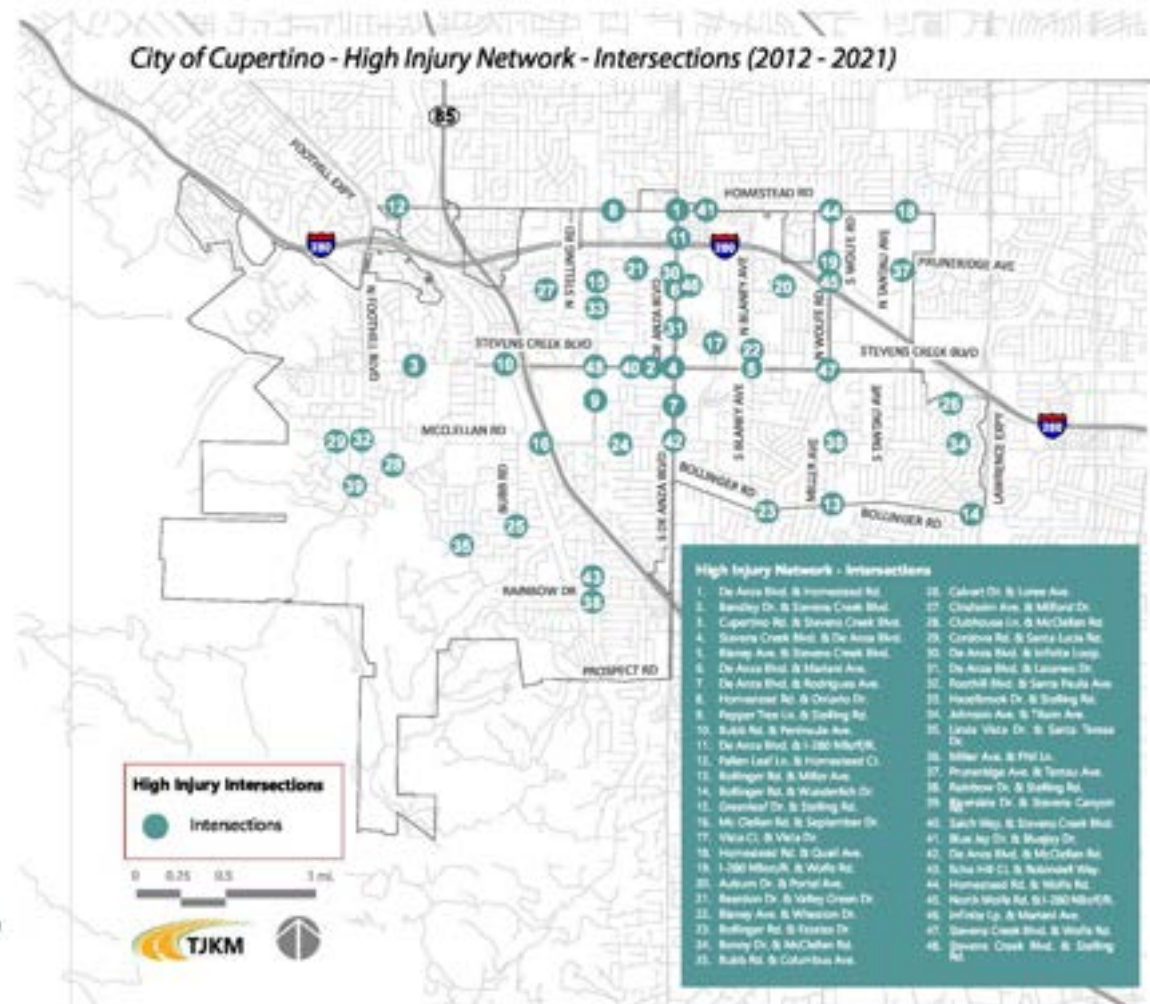


Figure 13: City of Cupertino - High Injury Network - Intersections (2012-2021)

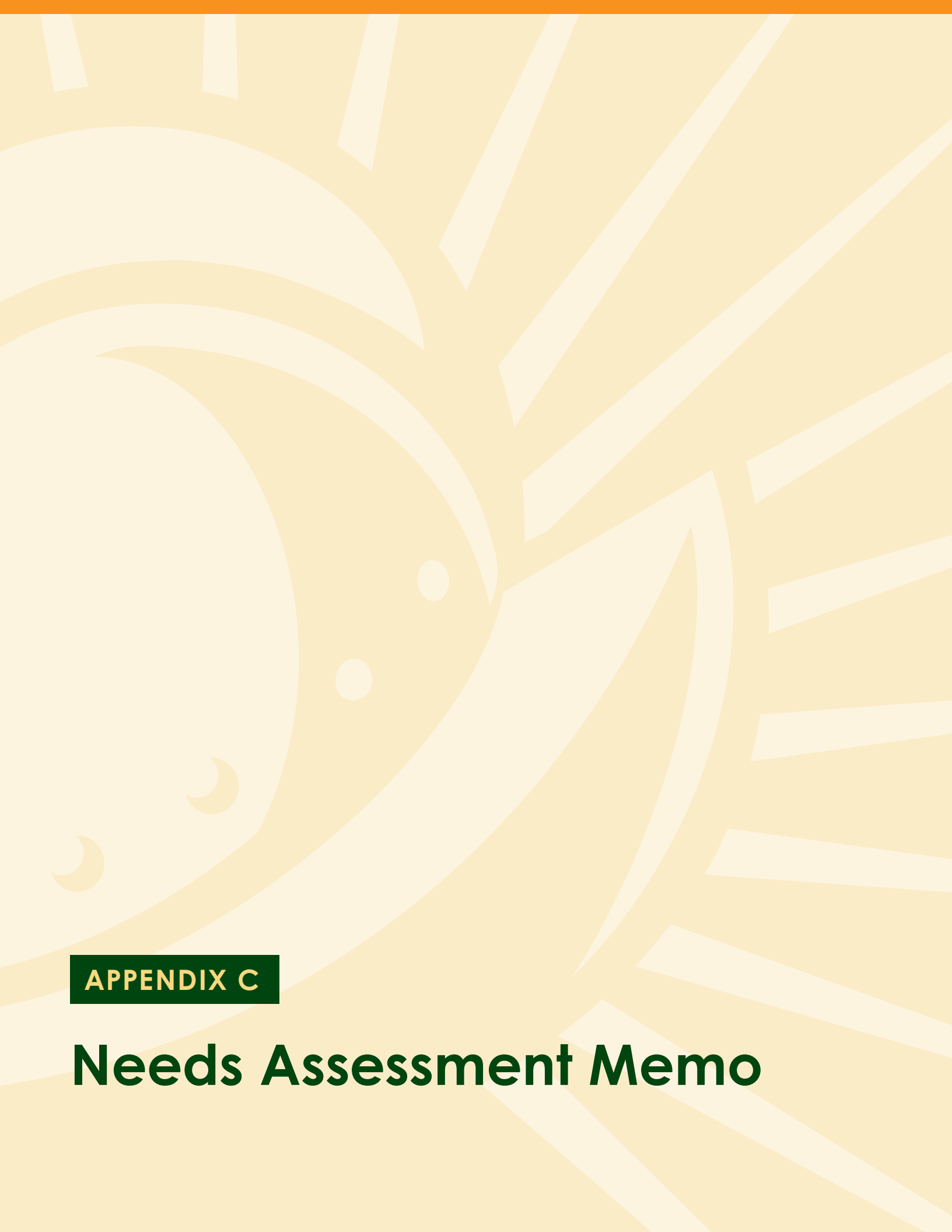
Figure 24. HIN Intersections

Conclusion

The City of Cupertino is located at the heart of Silicon Valley between the much larger cities of San Francisco and San Jose. Cupertino, as a major job center, experiences regional traffic congestion as employees commute between work and home. While a low percentage of Cupertino residents commute by walking or biking, active transportation is a viable and increasingly attractive option for other trips like travel to school, shopping, recreational trails, or to local community centers.

The City has been actively working to enhance its infrastructure to promote active transportation and improve connections to regional transit. This includes the development of connected pedestrian and bike networks that provide safe, convenient access to transit stations, schools, parks, and other local destinations. With a high percentage of residents working from home, the City is seeing fewer long commute trips, which supports the potential for more local trips to be made by walking or cycling. Furthermore, with a high number of younger residents, there is ample opportunity to reduce traffic congestion by promoting active transportation for school trips, making neighborhoods more accessible for children and families.

To make active transportation an even more attractive option, Cupertino must address its major corridors that serve as obstacles for people walking, biking, or rolling. Streets such as Stevens Creek Boulevard, De Anza Boulevard, and Homestead Road are critical to connectivity, but their design and traffic volumes present significant challenges for safe travel by walking or biking. Where facilities do exist, they may not feel comfortable for all ages and abilities to use. These high-traffic corridors often isolate residential areas and make it difficult for residents to access local destinations or regional transit stations safely. To address this, the City should focus on improving major corridors by creating safe and comfortable options for people to walk, bike, or roll. Doing so will create safer and more accessible routes for both residents and visitors, helping to improve overall connectivity and support the City's goals for a more sustainable, walkable Cupertino.



APPENDIX C

Needs Assessment Memo

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd, George Foster, David Wasserman, Cyrus Chimento, Kim Voros, and Jesús Contreras, Alta Planning + Design

Date: July 11, 2025

Re: Cupertino ATP: Needs Assessment Chapter

Introduction

Project Description

The Cupertino Active Transportation Plan (ATP) seeks to advance mobility for people walking, rolling, and biking in Cupertino. The ATP builds from the 2016 Bicycle Transportation Plan, the 2018 Pedestrian Transportation Plan, and the 2024 Vision Zero Action Plan – among others.

The Needs Assessment Chapter represents all the spatial analysis conducted by Alta as part of the Existing Conditions Phase of the project. The Needs Assessment Chapter aims to understand the underlying conditions of the transportation system, the demand for active transportation within Cupertino, and where future investments in the active transportation network might result in the largest benefits to people traveling within Cupertino.

Memo Overview

This memo and the analysis contained within will directly inform, in tandem with public input, the development of project recommendations and the prioritization of projects for implementation. This memo covers the following topics:

- [Summary of Findings](#)– overview of analysis and report
- [Network Comfort](#) – summary of analysis for the level of traffic stress for people walking and people biking
- [Active Trip Potential](#) – summary of analysis for trips under 5 miles taken by car that could potentially be made using active transportation
- [Stress-Adjusted Short Trips](#) – summary of analysis for where the most pressing network gaps exist, quantifying the number of potential active trips and the level to which those trips are deterred by uncomfortable roadway conditions.

Summary of Findings

The City of Cupertino has a high potential for additional active trips within the City, as more than 30% of all trips starting or ending within the City are less than 5 miles in distance. These are trips that could potentially be converted to walking, biking, or e-bike trips. However, to convert these trips to active modes, roadway users must first feel safe and comfortable enough to try modes other than driving.

The quality of the walking and biking network is a substantial determinant when people decide whether to take trips by walking or biking. The Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Traffic Stress (PLTS) quantify the experience of a typical roadway user based on the conditions of the roadway.

The BLTS analysis found that most of Cupertino's major streets rank as LTS 3 or 4: streets with a high level of traffic stress that few residents would feel comfortable riding a bike on. Notable exceptions are locations where separated bikeways have been installed by the City, such as McClellan Road, Bubb Road, and Stevens Creek Boulevard.

The PLTS analysis found that major roadways have a high level of traffic stress for pedestrians across Cupertino, although this has sometimes been mitigated by new development that has built wider sidewalks with greater setbacks from the roadway. Many local neighborhood streets in western Cupertino lack sidewalks, which also increases the level of traffic stress for people walking.

Analysis of trips under 5 miles taken by driving (Active Trip Potential – ATP) shows a high volume of trips along the Stevens Creek Blvd corridor. The corridor is home to much of the City's commercial spaces, and many community destinations (such as Cupertino Library, De Anza College, and Quinlan Community Center) are located just to the north or south of the corridor.

Combining the BLTS/PLTS analysis with ATP analysis, the Stress-Adjusted Short Trips (SAST) analysis identifies the largest gaps in the network for people walking or biking, as well as the locations with the highest potential to generate walking and biking trips if new infrastructure were constructed. This analysis identifies the Stevens Creek Boulevard corridor as the area with the highest potential for new walking and biking trips, especially in proximity to De Anza College in the west and near the Rise (Former Vallco Town Center) area in the east.

Network Comfort

Level of comfort is an important consideration for where people walk, bike, or roll. Comfort can impact a user's willingness to travel, perceived distances, and perceived safety. To understand the level of comfort for different users and abilities, Alta conducted level of traffic stress (LTS) assessments that separately measured the pedestrian and bicycle comfort of each street and trail (Class I shared-use paths) in the City. For these analyses, Alta utilized City of Cupertino roadway data, dividing street segments where facilities or roadway conditions changed mid-block. LTS scores were determined by characteristics of a given roadway segment that affect a user's perception of safety and comfort. These analyses helped identify segments that represent the highest barriers to walking, biking, and rolling based on users' ability and comfort level.

The following section provides a summary of the findings for each analysis. Additional details on the methodologies used to calculate these analyses can be found in **Appendix A: Level of Traffic Stress Methodology**, **Appendix B: Active-Trip Potential Methodology**, and **Appendix C: Stress-Adjusted Short Trip Methodology**.

Pedestrian Level of Traffic Stress

The pedestrian level of traffic stress (PLTS) methodology used for this analysis was adapted from the Oregon Department of Transportation's Analysis Procedures Manual¹ and was intended as a companion for the BLTS analysis. PLTS was determined by characteristics of a given roadway segment that affect the perception of safety and comfort for a person walking, including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. **Appendix A:** Level of Traffic Stress Methodology includes a more detailed description of the PLTS methodology. PLTS scores classify road segments into one of four levels of traffic stress, and like BLTS scores, PLTS considers the level of attention required in addition to the user experience, as shown in **Figure 1**.

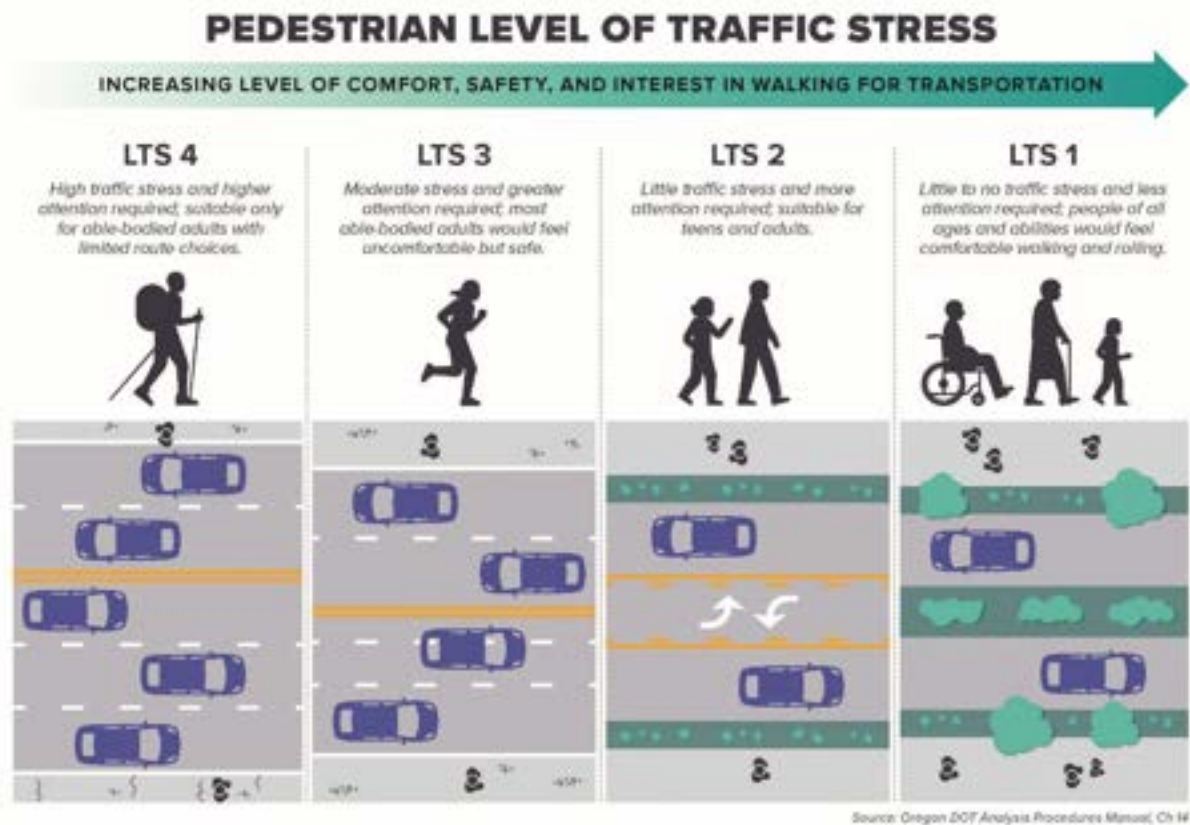


Figure 1: Pedestrian Level of Traffic Stress

¹ Oregon Department of Transportation. 2020. Analysis Procedures Manual Version 2. Transportation Development Division Planning Section: Transportation Planning Analysis Unit. <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>

Findings

Similar to the results from the BLTS analysis, the PLTS analysis showed that many major roadways also represent high-stress environments for people walking and rolling, as shown in **Figure 2**. While many of these roadways include six-foot sidewalks on both sides, their lack of a buffer (space between people walking and motorists), faster speeds (i.e., posted speed limits over 30 MPH), and wider roadway widths (up to 8 lanes in some segments) detract from their LTS score. Some specific examples of higher-stress roadways include Wolfe Road, De Anza Boulevard, Homestead Road, and where Stevens Creek Boulevard crosses Highway 85. A few streets, notably Foothill Boulevard, not only have high speed limits and multiple lanes, but also an incomplete sidewalk network. Mary Avenue, an LTS 1 street for Bicycle LTS, is LTS 3 in its south-central portion due to missing sidewalks on one side of the street. Similarly, Bubb Road is missing sidewalks on both sides of the street in its northern portion, scoring an LTS 4 for pedestrians.

A substantial portion of local streets, especially in western Cupertino, have incomplete sidewalks or are missing sidewalks on one side of the street. These otherwise LTS 1 streets are shown on this map as LTS 2.

The Regnart Creek Trail and the Stevens Creek Trail provide essential low-stress routes for pedestrians, connecting to community destinations like the Cupertino Library. Areas which have received new development, such as Homestead Road or Steven Creek Boulevard (both between Wolfe Road and Tantau Avenue), have a low level of pedestrian traffic stress (LTS 2) due to the broad setback from the roadway, landscaped buffers, and wide sidewalks.

It is important to note that throughout various parts of the City, major roads are often the only connection to destinations. Stressful conditions experienced along these roads act as a barrier to walking and rolling, hindering connectivity within and across neighborhoods of the City. Furthermore, the far spacing between traffic signals along many of these major roads creates overly long walking paths for pedestrians to cross the street, furthering their exposure to high-stress conditions. Full results of the PLTS analysis are shown in **Figure 2**.

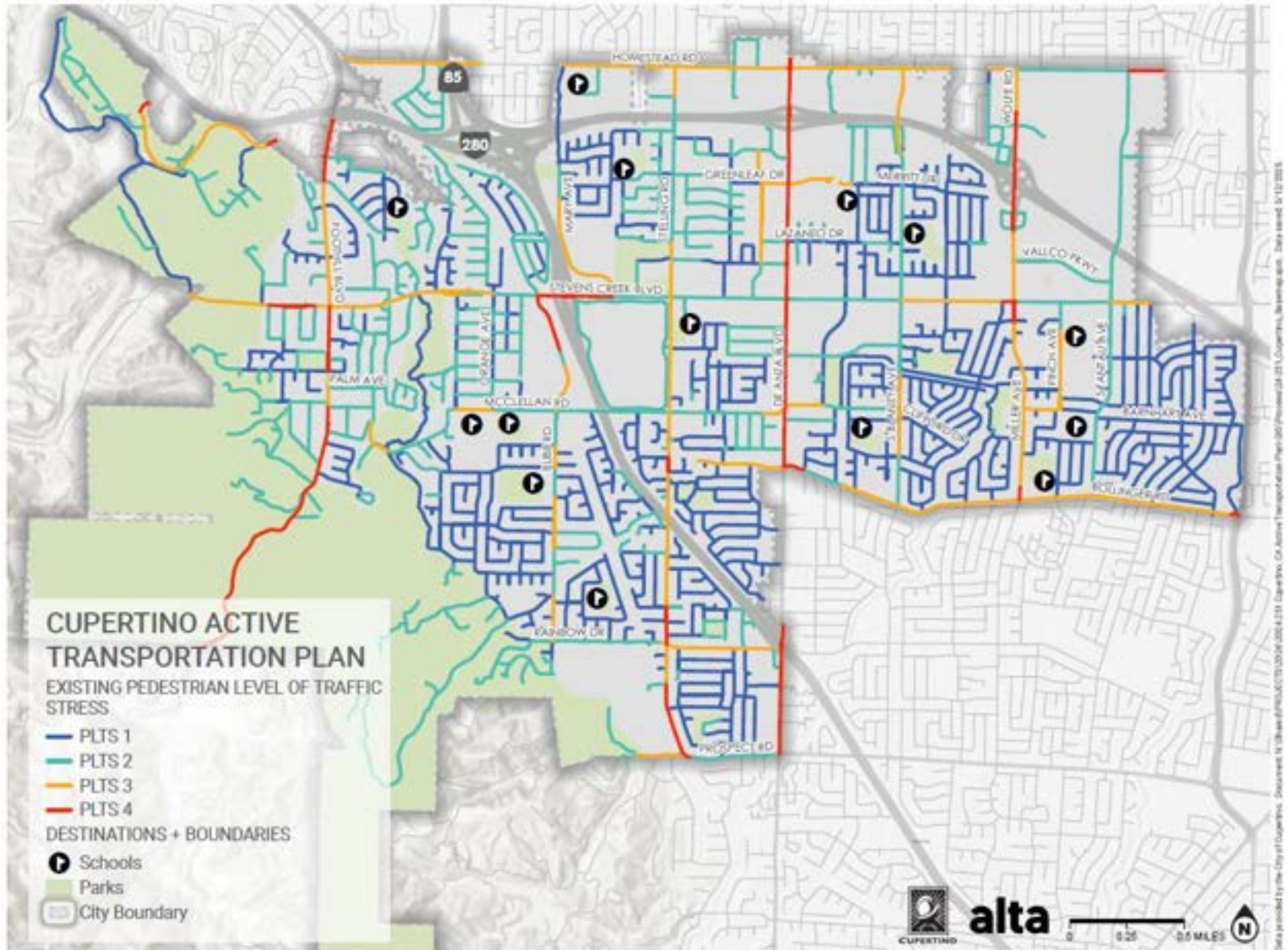


Figure 2: City of Cupertino Pedestrian Level of Stress Analysis

Bicycle Level of Traffic Stress

The bicycle level of traffic stress (BLTS) methodology used for this project is adapted from the 2012 Mineta Transportation Institute Report 11-19: Low-Stress Bicycling and Network Connectivity² and from research by Peter Furth³. BLTS was determined by roadway factors including posted speed limit, number of travel lanes, presence and width of parking lanes, as well as the presence and type of bicycle facility. **Appendix B: Level of Traffic Stress Methodology** includes a detailed description of the BLTS methodology. The combination of these criteria classifies a road segment into one of four levels of traffic stress, as shown in **Figure 3**. Interstate 280 and Highway 85, as limited-access roadways that do not allow for bicycle or pedestrian travel, were not scored for this analysis.

As noted in **Appendix B: Level of Traffic Stress Methodology**, there are various factors that influence the BLTS scores of a particular corridor. These include the presence (or lack thereof) of bicycle facilities, posted speed limits, the presence and width of on-street parking adjacent to bicycle facilities, the number of travel lanes of the corridor, and the presence of trails. For example, the BLTS score of a corridor that includes an existing Class II bike lane can be negatively influenced by the higher number of travel lanes (8 lanes) and higher posted speed limit (40 MPH). This is the case with De Anza Boulevard. Similarly, a corridor with no bicycle facilities and lower posted speed limits (25 MPH) may receive a higher (LTS 1 or 2) BLTS score. This is the case with Byrne Avenue between McClellan Road and Stevens Creek Boulevard.

² Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>

³ Furth, P. *Level of Traffic Stress*. 2012. <https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/>

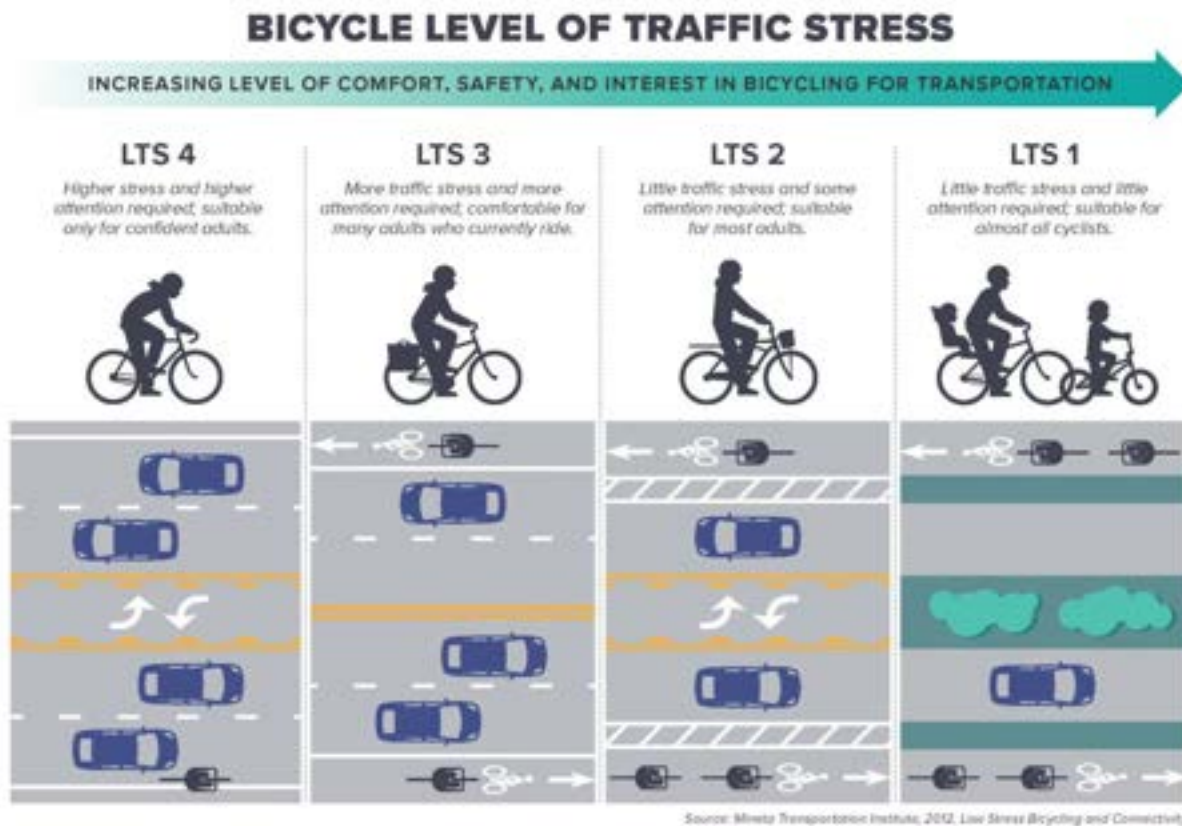


Figure 3: Bicycle Level of Traffic Stress

Findings

The BLTS analysis results showed that most major roadways in Cupertino, shown in orange and red (LTS 3 and 4, respectively) in **Figure 4**, represent high-stress environments for people biking, despite the presence of Class II bike lanes on many roadways. For example, Homestead Road, De Anza Boulevard, Wolfe Road, and Stevens Creek Boulevard, all arterial streets with existing Class II bike lanes, include a posted speed of 35 MPH or higher, which negates the presence of the bicycle facility and contributes to higher-stress for most people biking. Similarly, major Collector roadways such as Bollinger Road, Miller Avenue, or Foothill Boulevard also display a high level of traffic stress. Another area of high-stress is at freeway interchanges: De Anza Boulevard, Wolfe Road, Stevens Creek Boulevard, and Foothill Boulevard all show LTS 4 where they cross a set of off-ramps and on-ramps.

Conversely, Arterials and Collector streets with separated bikeways, such as Stevens Creek Boulevard (Wolfe Rd to Tantau Ave), McClellan Road, and Bubb Road, all show very low levels of traffic stress (LTS 1) for people riding bikes. Through the implementation of the 2016 Bike Plan, the City has begun to stitch together lower-stress east/west and north/south routes through Cupertino, aligning with the grid patterns of the City's street network. The Mary Avenue Bridge and the Class II bike lanes on Stelling Road provide low-stress connections over Interstate 280. McClellan Road provides an LTS 1 crossing of Highway 85 and connects to the LTS 1 Regnart Creek Trail further to the east.

Local roads provide more comfortable travel within neighborhoods (LTS 1 and 2), shown in blue and teal, while shared-use paths such as the Regnart Creek Trail provide separation and low-stress east-west alternatives to higher-stress roadways. The lack of connected low-stress corridors in parts of the City means that many trips require traveling on high-stress streets or stitching together indirect routes on low-stress streets. This increases travel times and may inhibit bicycling.

The development pattern of Cupertino is a typical superblock suburban pattern, with very few signalized cross streets of major roadways. This limits the ability to develop a network of local roads as an alternative to improving LTS conditions on major roadways.

Considerations

As previously noted, BLTS scores provide a data-driven assessment of existing roadway conditions for people bicycling. To improve BLTS scores, a jurisdiction may consider implementing buffers or physical barriers to create more separation between traffic lanes and bike lanes, reducing speed limits, or eliminating on-street parking, whenever feasible. For example, the BLTS score for roadways like Foothill Boulevard (BLTS 4 corridor) may be improved by implementing buffer areas with vertical delineators to create more separation between motorists and people biking. Similarly, corridors with Class II bike lanes with lower BLTS scores (BLTS 3 or 4) may improve their scores by ensuring that the bike lane is at least six feet wide and reducing roadway speeds to no more than 25 MPH when a parking lane is present or 30 MPH when a parking lane is not present. Finally, shared streets with no dedicated bicycle facilities can also achieve an LTS 1 when the speed limit does not exceed 25 MPH. Additional information on thresholds can be found in Appendix B: Level of Traffic Stress Methodology.

CUPERTINO ACTIVE TRANSPORTATION PLAN
 BICYCLE LEVEL OF TRAFFIC STRESS

- BLTS 1 - (Lowest Stress)
- BLTS 2
- BLTS 3
- BLTS 4 - (Highest Stress)

DESTINATIONS + BOUNDARIES

- Schools
- Parks
- City Boundary

alta
 0 0.25 0.5 MILES

Active-Trip Potential

Sustainable and active transportation is a key part of a climate strategy that involves reducing carbon emissions from transportation. Active modes often fill first- and last-mile gaps for transit trips and, on their own, may provide more flexibility for short trips that are not well-served by transit. Understanding demand for active transportation can help the City of Cupertino guide growth and development to support sustainable transportation by identifying areas where latent demand for active transportation may exist. Active-trip potential measures the proportion of all trips that may reasonably be made by active modes—like walking, biking, rolling, or e-micromobility—in a particular area. As trip distance is an important factor in mode choice, for this analysis, Alta made assumptions about reasonable distances for vehicle trips that could be replaced by walking, biking, rolling, and e-micromobility, based on trip distances from the 2022 National Household Travel Survey:

- Less than 1 mile – Walking
- 1 – 3 miles – Biking
- 3 – 5 miles – e-bikes or scooters

To this end, a neighborhood with high active-trip potential reflected a relatively larger percentage of trips beginning in that area that were under five miles. A neighborhood with lower active-trip potential reflected a greater percentage of longer trips beginning in that area. Areas of the City with a higher proportion of short trips are areas with the highest potential to convert vehicle trips to active trips. This analysis assumes that supportive infrastructure may encourage more people to convert short motor vehicle trips to active trips.

Alta completed this analysis using data from Replica Places⁴ in spring 2024. Alta accessed data on motor vehicle trips under five miles that either started or ended within Cupertino. Trips intersecting Cupertino were inclusive of driving trips on freeways and were thus excluded from the study dataset. This data is summarized to hexagons laid over the map of Cupertino, as low-density census block groups are irregularly shaped in western Cupertino and could skew the visualization of data. Using a hexagon system allowed for uniform visualization of trip patterns. Additionally, Alta accessed origin-destination data of vehicle trips under five miles to create the Flowmap (see below) of potential active-trip flows.

Findings

Alta created a [Flowmap](#) that visualizes potential active trips by origin-destination pair, represented as hexagons. **Figure 5** shows a screenshot for reference. The Flowmap displays the volume of vehicle trips by origin and destination that are short enough to be converted to active trips (under five miles). Thicker lines represent more trips between the origin and destination pair.

The analysis revealed particularly high numbers of short trips in and around the Stevens Creek Boulevard corridor, spanning from Tantau Avenue in the east to Highway 85 in the west. Highway 85 appears to be a general dividing line for active trip potential, as neighborhoods to the east of Highway 85 are denser and have more local destinations, while development west of Highway 85 is more dispersed with fewer nearby destinations. The area around the Apple headquarters in northeast Cupertino also shows the lowest potential for active trips, likely due to the high number of commuters traveling to and from work from outside the City.

⁴ <https://www.replicahq.com/>

The analysis also shows a high proportion of short trips in and around Homestead High School in the north. This may be partially attributed to the high rate of active modes used by students attending school, but could also be due to their open campus policy for lunch, which allows students to drive to nearby fast-food restaurants.



Figure 5: A screenshot of the Flowmap developed for the City of Cupertino

Active-trip potential measures the proportion of all trips that are short enough (less than five miles) to be made by walking, biking, rolling, or micromobility modes. Across Cupertino, 30% of vehicle trips that start or stop within the city limits are considered short enough to easily shift to active trips. As shown in **Figure 6**, areas of high active-trip potential are concentrated in central Cupertino, and active-trip potential steadily declines west of Highway 85. Active-trip potential for walking, biking, rolling, and e-bike/micromobility trips is shown in **Figure 7** through **Figure 9**. These areas of high active-trip potential indicate a potential need for more connected walking, biking, and rolling facilities, which would elevate the importance of any network gaps in these locations.

City of Cupertino

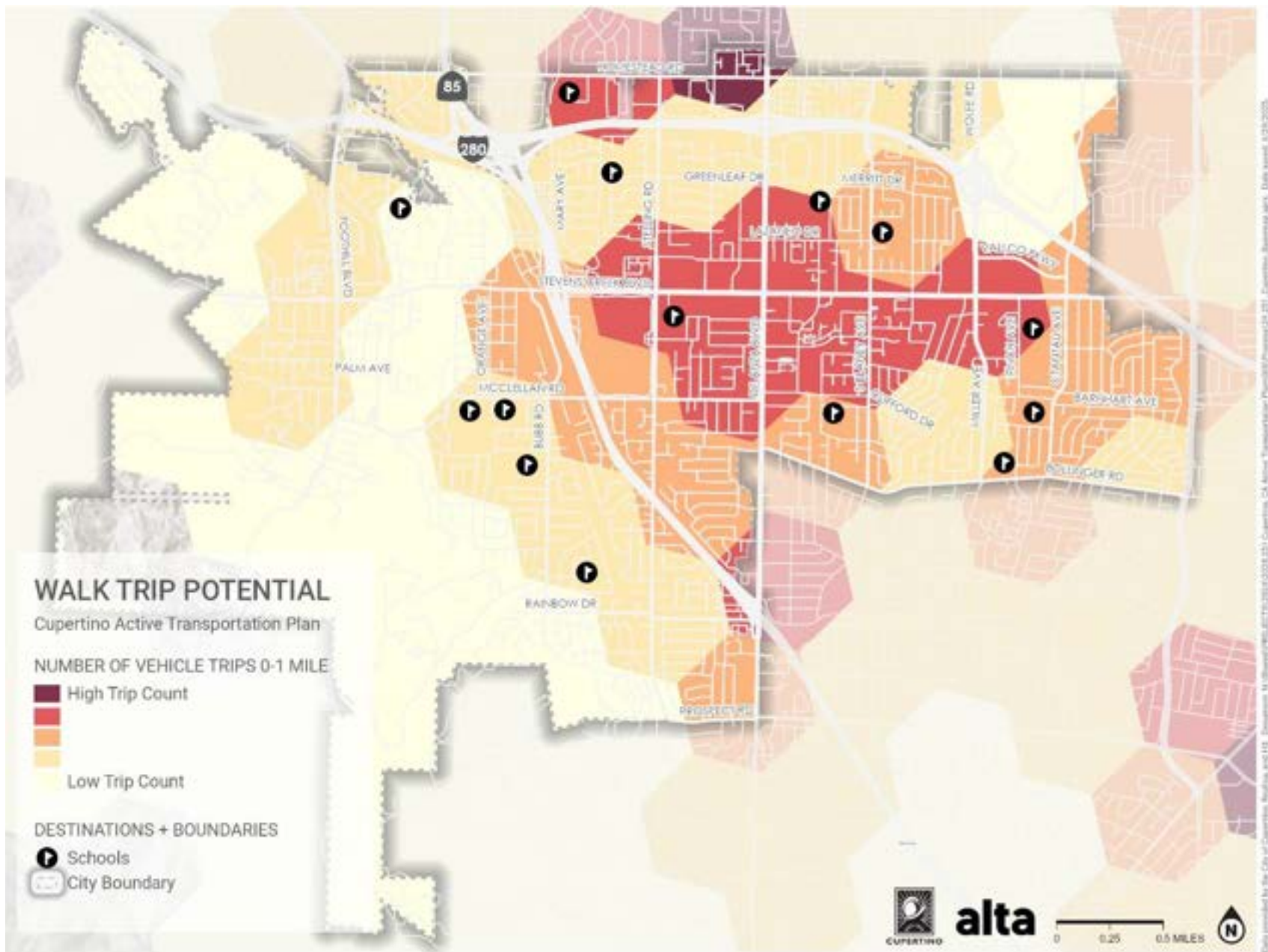


Figure 7: Walk Trip Potential

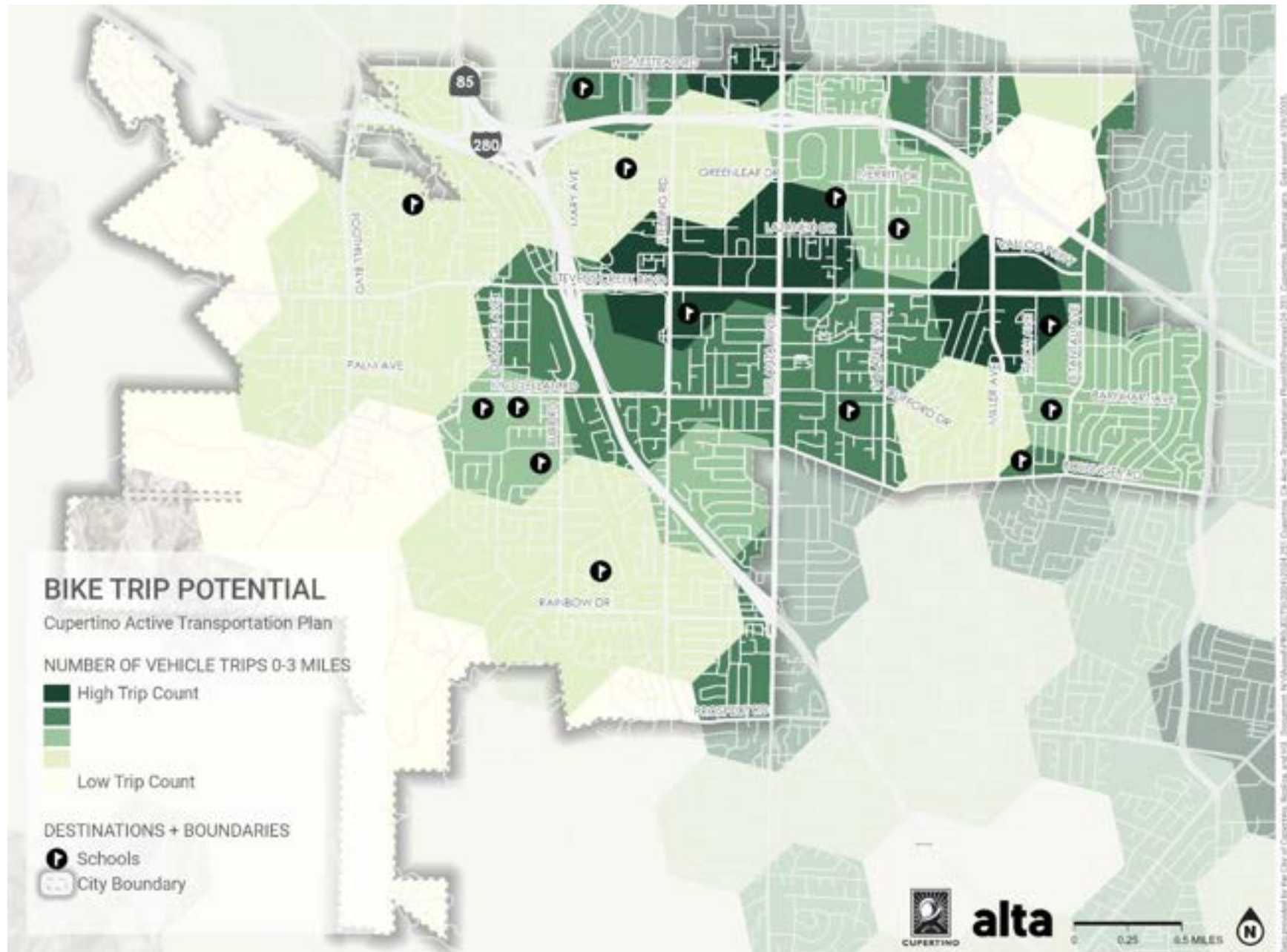


Figure 8: Bike Trip Potential

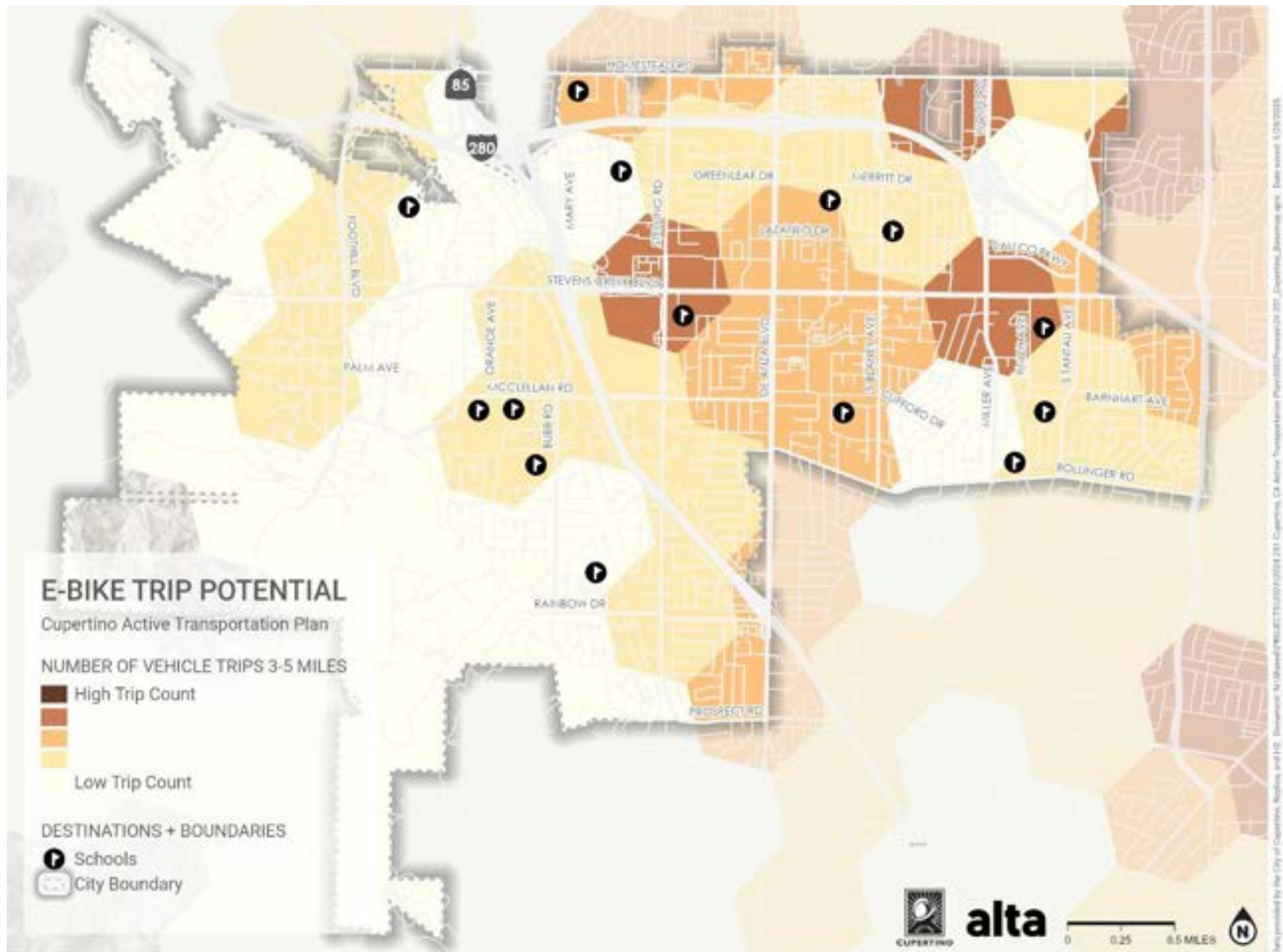


Figure 9: E-Bike Trip Potential

Stress-Adjusted Short Trip Analysis

When considering the greatest benefit which can be derived from investments in walking and biking, both the quality/comfort of the facility and the potential for more walking or biking trips must be considered. A facility must be high comfort/quality for a wide range of residents to be willing to use it, and the facility itself must be positioned to facilitate a high number of short trips to local destinations. The corresponding BLTS, PLTS, and ATP analysis in this memo set out to document those conditions.

But it is also well-established that small stretches of high-stress facilities (or high-stress barriers) among otherwise low-stress routes can be a significant deterrent to the adoption of walking or biking for short trips that are otherwise ideal for active transportation. The Stress-Adjusted Short Trips analysis utilizes a framework for assigning a perceived cost multiplier to roadway segments – essentially that people walking or biking experience high-stress segments to be longer than they actually are⁵ as illustrated in **Figure 10**. The actual multipliers to identify these stress adjusted travel times are documented in **Table 1**.



Figure 10 Illustrates how higher stress segments can be perceived to have a longer travel time for the purpose of understanding network quality's impact on behavior.

⁵ NCHRP 08-149 Benefits of Active Gap Closure Study

Table 1 Level of Traffic Stress & Perceived Costs Multipliers from NCHRP 08-149

LTS Score	Pedestrian Impedance Multiplier	Bicycle Impedance Multiplier
LTS 1	1	1
LTS 2	1.5	2
LTS 3	3	3
LTS 4	8	6

Through the combination of BLTS/PLTS scores and the outputs of Active Trip Potential, the Stress-Adjusted Short Trip analysis identifies and quantifies underlying barriers to efficient and comfortable travel for short trips that are currently marred by significant levels of indirectness and perceived barriers to travel. This analysis demonstrates where people walking and biking will choose alternative routes to avoid particularly stressful street segments or crossings, and the corresponding impact that has on their willingness to use active transportation for short trips.

This analysis also integrates public feedback on barriers by inflating travel costs by 50% in areas that are low-stress and where the public has identified existing barriers to active travel. The zones identified for these inflated travel costs are located where planners identified a significant cluster of agreement in the public survey results regarding barriers. These barrier polygons are qualitatively determined based on the expert judgement of the active transportation planners reviewing the barrier results.

Once these network results and public-identified barriers were developed, Alta analyzed traffic stress-adjusted travel times between hexagon centroids within three miles for bicyclists and one mile for pedestrians, calculating straight-line distances, network travel times, and stress-adjusted travel times for each origin-destination pair. The team computed a gap score reflecting the likelihood that short trips would not shift to active modes due to large differences between straight line⁶ and stress-adjusted travel times, estimating intrazonal travel times based on those of immediately adjacent hexagon neighbors divided by two⁷. The formula used to identify these Gap Scores is below, representing the degree to which barriers are likely preventing short trips by active modes, given the routes available between zones.

$$\text{Gap Score} = \text{Short Trips} - \left(\text{Short Trips} * \frac{\text{Non-Stress Adjusted Travel Time (Straight Line)}}{\text{Stress Adjusted Travel Time}} \right)$$

These gap scores were spatially joined to hexagons, with higher scores assigned to hexagons intersecting with multiple high-gap trip lines. Alta conducted cross-tabulations of trip lengths and modeled travel times, estimating average disparities between raw and stress-adjusted times for key destinations. These findings, including key metrics on perceived versus actual travel experience, were integrated into the needs assessment memo and visualized through a series of maps.

⁶ Straight line travel times assume a 3 MPH walking speed and 10 MPH biking speed.

⁷ As each hexagon is the same size, the time it takes to travel to the centroids of its six neighbors divided by two is a rough approximation of the average travel time to travel from the center of a hexagon to its perimeter.

Key Findings

Highest Gaps

The areas with the top 10 highest gap scores for both walking and biking distances were found around Homestead High School, De Anza College, Cupertino High School, and crossing the Lawrence Expressway near the eastern border with San Jose. Around Homestead High School, barriers likely include I-280 and North Stelling Road. Near De Anza College, Highway 85, South Stelling Road, and Stevens Creek Boulevard present barriers to lower-stress travel. At Cupertino High School, Finch Avenue presents a barrier, and near John Mise Park, I-280 and the Lawrence Expressway are the major barriers. Many of these trips may be related to school access or the commercial areas along Stevens Creek Boulevard.

For walking distances, shown in Figure 11, high gap scores were also clustered in southern Cupertino in the area between Jollyman Park, Eaton Elementary School, and Meyerholtz Elementary School in San Jose. In this case, South De Anza Boulevard and Bollinger Road present major barriers to travel. These trips may be important for accessing nearby commercial areas or schools.

For biking distances, shown in Figure 12, high gap scores were also clustered in eastern Cupertino in the area between the Kaiser Medical Center, Cupertino High School, and John Mise Park. In this case, I-280, Pruneridge Avenue, Lawrence Expressway, and Stevens Creek Boulevard all present major barriers to travel. These trips might be important for accessing schools, medical care, or Main Street Cupertino.



File provided by the City of Cupertino, Page 15, of 140. Document 16139 used photo ID 119, 207, 246, 252 & 253 in Cupertino, CA. Native Tapes are also provided in English. File provided by the City of Cupertino.



Alta Planning + Design, Inc.

Detailed destination analysis

Based on public input during Phase 1 outreach, five zones were selected for detailed analysis of stress-adjusted travel impacts. This analysis combined all short trips from surrounding zones and developed a cumulative gap score for all trips ending within that zone. This analysis is shown in **Table 2** on the next page. These locations are:

- **De Anza College & Cupertino Memorial Park**, with the intersection of Stevens Creek Blvd at Stelling Rd near the center of the zone.
- **Civic Center & Cupertino Library**, including the Regnart Creek Trail and Wilson Park within the zone.
- **The Rise (Former Vallco Town Center) / Main Street & Cupertino Main Street**, including Cupertino High School south of Stevens Creek Boulevard.
- **Blackberry Farm & Stevens Creek**, with the zone centered between Stevens Creek Blvd in the north and McClellan Rd in the south.
- **West Cupertino “Tri-School” area**, encompassing the area south of McClellan Rd and west of Bubb Rd.

The De Anza College area had the highest gap scores for both walking and biking, while the Rise (Former Vallco Town Center)/Main Street area exhibited significantly higher gap scores for biking than for walking. Locations in western Cupertino (including both Stevens Creek and the “tri-school” area around Monta Vista High, Lincoln Elementary, and Kennedy Middle School) exhibited much higher gap scores for biking than for walking.

Table 2: Stress-adjusted travel times and gap scores for key locations in Cupertino

Priority Location	Mode	Straight Line Travel Time (Min)	Network Travel Time (Min)	Stress Adjusted Travel Time (Min)	Short Trips by Mode ⁸	Gap Score ⁹
De Anza College/ Memorial Park	Walking	19	26	57	3056	2264
De Anza College/ Memorial Park	Biking	12	16	28	14010	8926
City Center/ City Library	Walking	19	26	46	2534	1534
City Center/ City Library	Biking	12	16	27	11202	5852
The Rise (Former Vallco Town Center) / Main Street	Walking	19	26	57	2452	1778
The Rise (Former Vallco Town Center) / Main Street	Biking	12	16	33	12389	8279
Blackberry Farm/ Stevens Creek	Walking	15	24	53	462	342
Blackberry Farm/ Stevens Creek	Biking	10	15	25	2544	1454
West Cupertino/ Tri-School Area	Walking	17	28	48	923	610
West Cupertino/ Tri-School Area	Biking	11	15	21	4932	2165

⁸ For walking, this represents cumulative trips ending in this location that are less than 1 mile, and for biking it is cumulative short trips less than 3 miles ending in this location.

⁹ This is the cumulative gap scores for all trips ending in this location using the respective short trips.

Active Trip Gaps

The Stress-Adjusted Short Trip analysis also quantified the Gap Scores for individual pairings of origins and destinations for trips ending in Cupertino. This analysis visualizes both the number of short trips between locations and the Gap Score. This analysis provides a more granular understanding of the demand for trips between different locations, as well as the potential for new active transportation trips.

High Gap Scores for walking, in **Figure 13**, are concentrated on hexagons along Stevens Creek Boulevard, and destinations to both the north and south. Homestead Road near the intersection with De Anza Boulevard also shows a high gap score, as do trips crossing De Anza Boulevard near the City's southern border. Many of the areas with high gap scores are home to different schools (Homestead High School, De Anza College, and Cupertino High School) and parks (Jollyman Park, Wilson Park, and Cupertino Memorial Park). I-280 also acts as a substantial barrier to trips going north/south for pedestrians.

High Gap Scores for biking, in **Figure 14**, are also concentrated on hexagons along Stevens Creek Boulevard and Homestead Road. High gaps on Stevens Creek Boulevard cluster in the west, around De Anza College, and in the east, around The Rise (Former Vallco Town Center)/Main Street and Cupertino High School. There is also a high-scoring north/south gap between Stevens Creek Boulevard and Homestead Road along De Anza Boulevard. Gap scores starting and ending west of Highway 85 are much lower, suggesting fewer barriers to biking trips. The lowest gap scores are observed on hexagons along McClellan Road and the Regnart Creek Trail, exhibiting the benefit derived from the separated bike lanes and shared-use paths.



data are available for the Pils and Pils-Bre regions (Fig. 10). The Pils-Bre region is located in the Pils region and is characterized by a high degree of urbanization. The Pils-Bre region is located in the Pils region and is characterized by a high degree of urbanization.

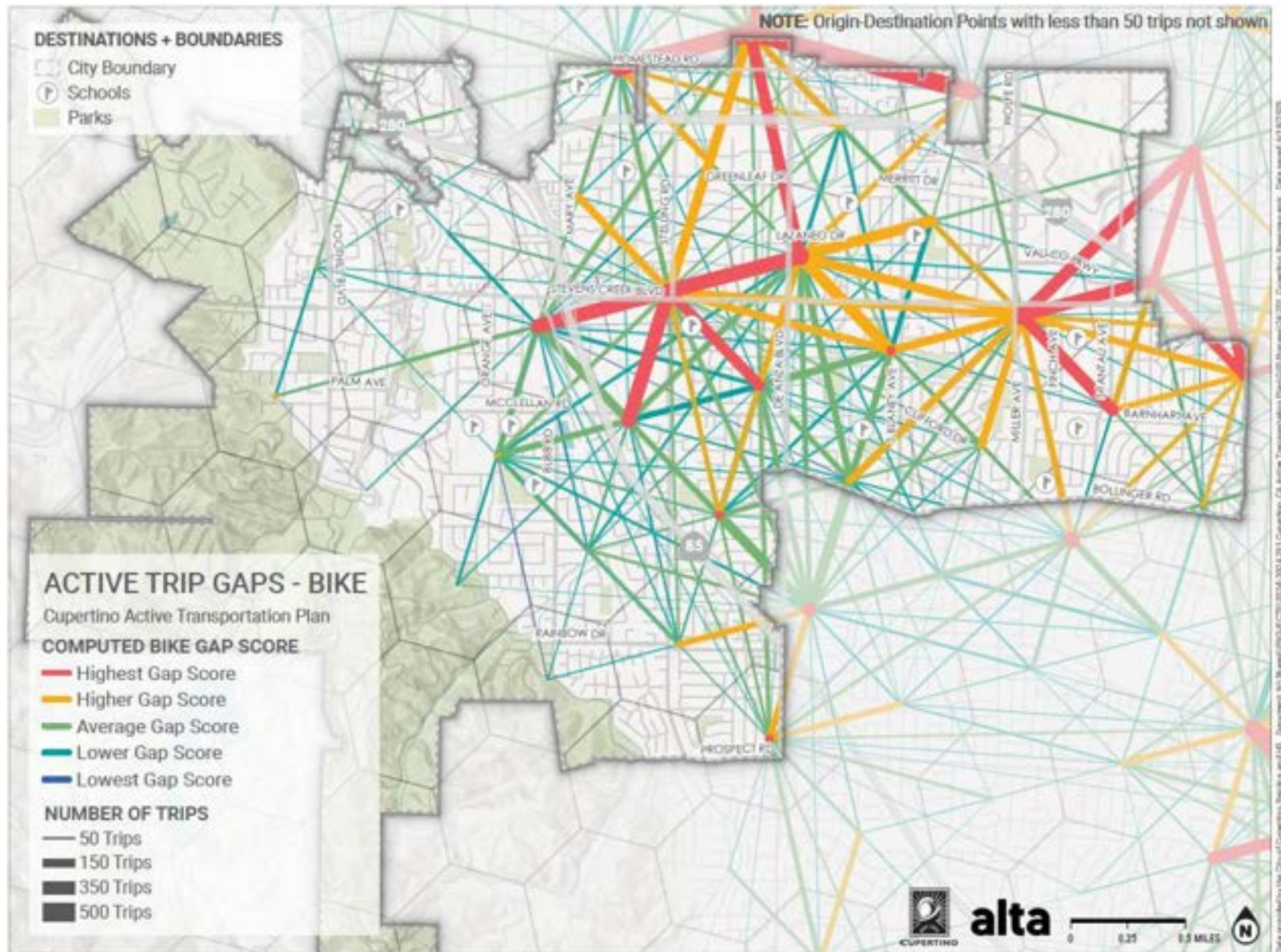


Figure 14 Active Trip Gaps for Biking

Considerations

This analysis utilizes short trips as a proxy for latent demand for active transportation, employing a market analysis approach to potential trips. This analysis took a simplified approach by picking easy-to-understand cut-offs for trips: < 1 mile for pedestrians, and < 3 miles for bicyclists. In theory, this could be more of a continuous cut-off based on the trip distance distributions for each of these modes of transportation, where flows could be adjusted according to the typical trip distances for walking and bicycling, respectively. Alta did not take this approach to avoid making the results less intuitive and more difficult to understand.

Similarly, the network analysis approach employed for this analysis uses Level of Traffic Stress as an adjusted substitute for more complex street layout variables derived from behavior change literature, as shown in NCHRP 08-149. For example, the original studies on which these impedance adjustment factors are based include more complex variables, such as the degree and quality of tree canopy (green view factors). These factors are not directly evaluated by this analysis.

Next Steps

The results of this analysis will be combined with public input from Phase 1 outreach, conducted in the spring of 2025, to develop network recommendations for walking and biking in Cupertino. These recommendations will focus on closing critical gaps in the network, as well as areas of high potential for walking and biking trips, both of which were identified through this analysis.



To: Matt Schroeder, City of Cupertino
David Stillman, City of Cupertino
From: Kim Voros and Chris Kidd; Alta Planning + Design
Date: April 16, 2025
Re: Cupertino Active Transportation Plan – Level of Traffic Stress Analysis Methodology (DRAFT)

Project Description

The Bicycle and Pedestrian Master Plan Update recommends projects and key corridors for active transportation in Cupertino into the future. As part of the Active Transportation Plan, Alta will perform an analysis of the perceived stress from traffic by bicyclists and pedestrians while traveling throughout the Cupertino.

Level of Traffic Stress Analysis Proposed Methodology

Background

Alta will complete a level of traffic stress (LTS) analysis for the bicycle (BLTS) and pedestrian (PLTS) network, ranking streets and active transportation facilities from low stress (LTS 1, suitable for “all ages and abilities”) to high stress (LTS 4, suitable only to “strong and fearless” bicyclists and uncomfortable for pedestrians).

The bicycle level of traffic stress (BLTS) analysis estimates the level of comfort for people biking on a given roadway segment. The BLTS analysis helps identify where “gaps” or deficiencies in an active transportation network exist and provides a measure of how likely different types of riders, based on ability and comfort level, are to use the facility.

The pedestrian level of traffic stress (PLTS) analysis identifies existing areas that are low-stress for pedestrians, as well as the degree to which roadways must be improved in order to provide a comfortable experience for pedestrians of all ages and abilities.

Methodology

Alta's BLTS analysis methodology is adapted from the 2012 Mineta Transportation Institute Report 11-19: *Low-Stress Bicycling and Network Connectivity*.¹ BLTS is determined by characteristics of a given roadway segment that affect a bicyclist's perception of safety and comfort, including posted speed limit, number of travel lanes, and the presence and character of bicycle lanes. The combination of this criteria classifies a road segment into one of four levels of traffic stress:

- **BLTS 1** represents roadways where bicyclists of all ages and abilities would feel comfortable riding. These roadways are generally characterized by low volumes, low speeds, no more than two travel lanes, and traffic control measures at intersections. These roadways may have bicycle facilities; separated shared-use paths for bicycles also fall into this category.
- **BLTS 2** represents slightly less comfortable roadways, where most adults would feel comfortable riding.
- **BLTS 3** represents moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- **BLTS 4** represents high-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The results of the BLTS analysis identify existing areas that are low stress for many bicyclists, as well as the degree to which roadways must be improved to provide a comfortable experience for riders of all ages and abilities.

Alta's PLTS analysis methodology is adapted from the Oregon Department of Transportation's *Analysis Procedures Manual*² and is intended as a companion for bicycle level of traffic stress (BLTS). PLTS is determined by characteristics of a given roadway segment that affect a pedestrian's perception of safety and comfort including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS scores classify road segments into one of four levels of traffic stress and, while similar to BLTS scores, PLTS considers the level of attention required in addition to the user experience:

- **PLTS 1** represents roadways where pedestrians of all ages and abilities would feel comfortable walking and require little attention to traffic.
- **PLTS 2** represents slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens, and adults.
- **PLTS 3** represents moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.
- **PLTS 4** represents high traffic stress and would be used only by able-bodied adults with limited route choices.

¹ Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>.

² Oregon Department of Transportation, Transportation Development Division Planning Section: Transportation Planning Analysis Unit. 2020. *Analysis Procedures Manual* Version 2. <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>.

The results of the PLTS analysis identifies existing areas that are low-stress for pedestrians, as well as the degree to which roadways must be improved in order to provide a comfortable experience for pedestrians of all ages and abilities.

The BLTS and PLTS analysis is completed through an assessment of street segments using available spatial data. Each segment of the roadway or sidewalk along the roadway is evaluated based on its characteristics; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score. Particularly for PLTS, if two sidewalks are present on a street, the worst (highest scoring) result is mapped to the centerline. See **Appendix A** for BLTS methodology details and data assumptions, while **Appendix B** contains PLTS methodology details and data assumptions.

The LTS analyses will be based on available spatial data provided to Alta by the City of Cupertino, and at times enhanced with through desktop review where appropriate. The analysis is intended to identify gaps between low-stress areas as well as large facilities with high-speed traffic that could pose a barrier to bicycle or pedestrian activity, stress-adjusted short trip analysis as well as help to refine and prioritize project recommendations.

Appendix A

Appendix A: Bicycle Level of Traffic Stress Analysis

Overview

The bicycle level of traffic stress (BLTS) analysis estimates the level of comfort for people biking on a given roadway segment. The BLTS analysis identifies where “gaps” or deficiencies in a bike network exist and provides a measure of how likely different types of riders, based on ability and comfort level, are to use the facility.

Alta’s BLTS analysis methodology is adapted from the 2012 Mineta Transportation Institute Report 11-19: *Low-Stress Bicycling and Network Connectivity*.¹ BLTS is determined by characteristics of a given roadway segment that affect a bicyclist’s perception of safety and comfort, including posted speed limit, number of travel lanes, and the presence and character of bicycle lanes. The combination of this criteria classifies a road segment into one of four levels of traffic stress:

- **BLTS 1** represents roadways where bicyclists of all ages and abilities would feel comfortable riding. These roadways are generally characterized by low volumes, low speeds, no more than two travel lanes, and traffic control measures at intersections. These roadways may have bicycle facilities; separated shared-use paths for bicycles also fall into this category.
- **BLTS 2** represents slightly less comfortable roadways, where most adults would feel comfortable riding.
- **BLTS 3** represents moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- **BLTS 4** represents high-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The results of the BLTS analysis identify existing areas that are low stress for many bicyclists, as well as the degree to which roadways must be improved to provide a comfortable experience for riders of all ages and abilities. Additionally, scenario testing can be used to determine how a roadway or route’s level of stress may change with improvements.

Methodology

BLTS analysis is completed through an assessment of street segments using spatial data and aerial imagery. Each segment of the roadway is evaluated based on its characteristics; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

Figure 1 illustrates the overall BLTS scoring process. Notes on data inputs and assumptions are found in Table 1. Segment scores are assigned as shown in Table 2 through Table 5.

¹ Mineta Institute. Mekuria M., Furth P., Nixon H. *Low-Stress Bicycling and Network Connectivity*. 2012. <https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity>.



Figure 1: Bicycle Level of Traffic Stress Generalized Segment Scoring Process

Table 1: Data Inputs and Assumptions

Inputs	Notes	Assumptions
Bicycle Facilities	Bicycle lanes have a positive impact on BLTS and are a primary input for developing a BLTS model. The width of facilities can have an impact on the associated comfort level. Wider facilities provide greater comfort, especially on high-speed roadways.	Bike lane widths for all facilities within the City were verified through a desktop inventory. For buffered bike lanes, the buffer was included in the total facility width.
Speed Limit	High-speed roadways are considered to be less comfortable for bicyclists, particularly in mixed traffic or with minimal separation from motor vehicles. Low-speed roadways are considered more comfortable.	Speed limit data was available for roadways within the city limits.
Presence and Width of On-Street Parking Adjacent to Bicycle Lanes	On-street parking is particularly important for corridors on which bicycle lanes are present. BLTS is greater on bicycle lanes adjacent to parking than on bicycle lanes not adjacent to parking, due to the potential for “dooring” incidents.	The presence and width of on-street parking adjacent to bike lanes and buffered bike lanes was verified via desktop inventory.
Number of Lanes	The number of travel lanes corresponds with an increase in the roadway width, which has an effect on bicyclists’ level of stress. Roadways with fewer lanes are generally less stressful for bicyclists.	The number of lanes was verified for all roadways, except those classified as ‘Local,’ which were assumed to have two travel lanes.
Presence of Trails	Class I facilities can be a vital component of a municipality’s active transportation network. Increased separation from motor vehicles can improve comfort and safety.	Class I facilities are scored as a BLTS 1.

Table 2 through Table 4 specify the scoring criteria based on roadway configuration, speed, and bike lane/parking lane presence and width. The criteria are adapted from the original 2012 Mineta Institute report. These tables are used in combination to assign an overall BLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score. These tables are used in combination to create the segment, approach, and intersection scores described previously.

Table 2: Criteria for Bicycle Level of Traffic Stress in Mixed Traffic

Prevailing Speed or Speed Limit (mph)	Street Width		
	2–3 Lanes	4–5 Lanes	6+ Lanes
≤ 25	BLTS 1 or 2	BLTS 3	BLTS 4
30	BLTS 2 or 3 ¹	BLTS 4	BLTS 4
≥ 35	BLTS 4	BLTS 4	BLTS 4

1. Lower value is assigned to streets without marked centerlines or classified as local with fewer than three lanes.

Table 3: Criteria for Bike Lanes Not Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (through lanes per direction)	1	2	More than 2	(no effect)
Bike Lane Width	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed Limit (mph)	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage ¹	Rare	(no effect)	Frequent	(no effect)

1. Bike lane blockage is part of Alta’s analysis methodology, but assumed to be rare by default.

Table 4: Criteria for Bike Lanes Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of Bike Lane Width + Parking Lane Width	15 feet or more	14 or 14.5 feet	13.5 feet or less	(no effect)
Speed Limit (mph)	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage ¹	Rare	(no effect)	Frequent	(no effect)

1. Bike lane blockage is part of Alta’s analysis methodology, but assumed to be rare by default.

The tables above account for on-street bike lanes not separated from traffic. Protected bike lanes are automatically scored as an LTS 1.

Appendix B

Appendix B: Pedestrian Level of Traffic Stress Methodology

Overview

The pedestrian level of traffic stress (PLTS) analysis estimates the level of comfort for people walking on a given roadway segment. The PLTS analysis identifies where “gaps” or deficiencies in a pedestrian network exist, and provides a measure of how likely pedestrians are to use the facility, based on ability and comfort level.

Alta’s PLTS analysis methodology is adapted from the Oregon Department of Transportation’s *Analysis Procedures Manual*¹ and is intended as a companion for bicycle level of traffic stress (BLTS). PLTS is determined by characteristics of a given roadway segment that affect a pedestrian’s perception of safety and comfort including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes. PLTS scores classify road segments into one of four levels of traffic stress and, while similar to BLTS scores, PLTS considers the level of attention required in addition to the user experience:

- PLTS 1 represents roadways where pedestrians of all ages and abilities would feel comfortable walking and require little attention to traffic.
- PLTS 2 represents slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens, and adults.
- PLTS 3 represents moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.
- PLTS 4 represents high traffic stress and would be used only by able-bodied adults with limited route choices.

The results of the PLTS analysis identify existing areas that are low-stress for pedestrians, as well as the degree to which roadways must be improved in order to provide a comfortable experience for pedestrians of all ages and abilities. Additionally, scenario testing can be used to determine how a roadway or route’s level of stress may change with improvements. The analysis is intended for use in urban areas specifically; while it can be used in rural conditions where pedestrian facilities exist, the methodology will yield a high PLTS score (greatest discomfort) where high-speed traffic is present.

Methodology

PLTS analysis is completed through an assessment of street segments using spatial data obtained from the client or from aerial imagery. Each segment of the roadway is evaluated based on its characteristics; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

PLTS considers elements of the pedestrian environment both individually (e.g., buffer type), and in combinations that are known to influence each other (e.g., sidewalk width and pavement quality). The analysis uses the following overall guiding principles:

- The presence of a complete sidewalk serves as the foundation of the pedestrian network.
- As the sidewalk width increases and sidewalk condition improves, the level of stress of the pedestrian environment decreases.
- Buffering width is the total distance between the sidewalk and motor vehicle travel lanes, including parking lanes, bike lanes, and landscaping. As width increases, the amount of separation between pedestrians and motor vehicles increases, and the pedestrian environment becomes less stressful.

¹ Oregon Department of Transportation, Transportation Development Division Planning Section: Transportation Planning Analysis Unit. 2020. *Analysis Procedures Manual* Version 2. <https://www.oregon.gov/odot/Planning/Pages/APM.aspx>.



- Buffer type describes the quality of the buffer that separates the sidewalk from the travel lanes. The presence of a buffer itself provides both actual and perceived safety benefits for the pedestrian, thus decreasing the stress of the pedestrian environment. A buffer with vertical elements is especially effective at increasing the safety of the pedestrian. Landscaping serves to enhance the pedestrian's travel experience.

Scores for each element of the pedestrian environment are assigned to each segment of the sidewalk centerline, and the worst (highest scoring) of the elements is used. If two sidewalks are present on a street, the worst (highest scoring) result is mapped to the centerline.

Figure 1 illustrates the overall PLTS scoring process. Notes on data inputs and assumptions are found in Table 1. Segment scores are assigned as shown in Table 2 through Table 5.

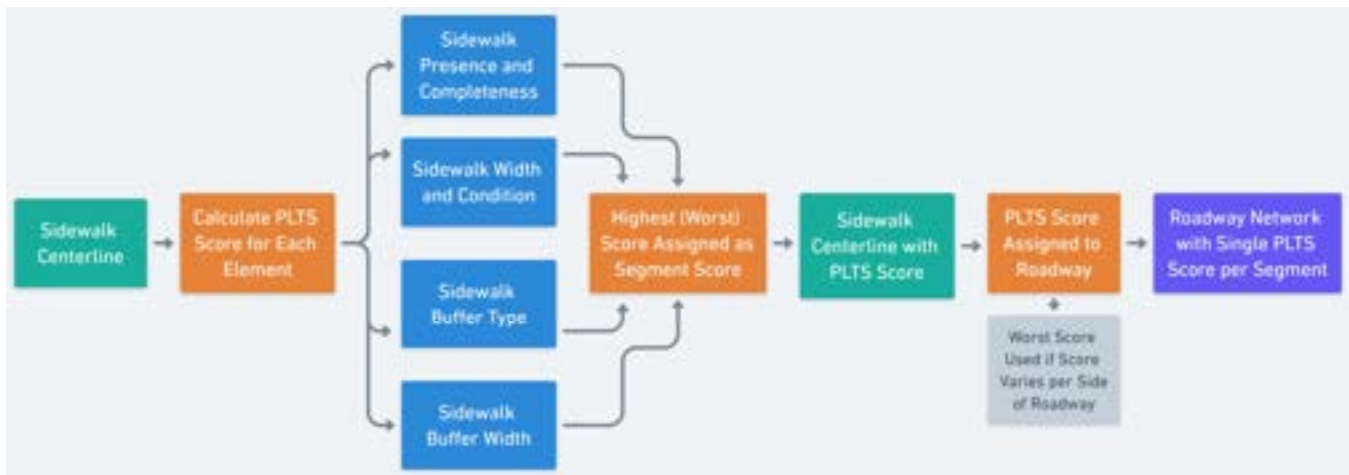


Figure 1: The Pedestrian LTS Scoring Process

Table 1. Data Inputs and Assumptions

Pedestrian Element	Rationale	Data Inputs
Sidewalk Presence and Completeness (Table 2)	The presence and completeness of sidewalk facilities is the baseline for measurement. At a minimum, sidewalks should be present and complete on most roadways to facilitate pedestrian travel.	Based on data from Cupertino and supplemented by manual review within study area.
Sidewalk Width and Condition (Table 3)	The width of the sidewalk can have an impact on the associated comfort level. Wider sidewalks provide greater comfort, especially on high-speed roadways. The condition of the sidewalk is primarily based on concrete quality.	Based on data from Cupertino and supplemented by manual review within study area.
Sidewalk Buffer Type (Table 4)	The buffer type changes the pedestrian experience as it can offer a range of perceived and actual levels of protection. High-speed roadways are considered to be less comfortable, and a more substantial buffer increases pedestrian comfort.	Based on data from Cupertino and supplemented by manual review within study area.
Sidewalk Buffer Width (Table 5)	Total buffering width is the summation of the width of buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.	Based on data from Cupertino and supplemented by manual review within study area.

Table 2 through Table 5 specify the scoring criteria based on sidewalk presence, sidewalk width and condition, buffer type, and buffer width, in relation to the existing roadway condition (factors such as speed and number of lanes). The criteria are adapted from the Oregon Department of Transportation *Analysis Procedures Manual*. These tables are used in combination to assign an overall PLTS score; if multiple scores are present within a segment, the highest (most stressful) score is used as the overall segment score.

Table 2: Pedestrian Level of Traffic Stress Based on Sidewalk Presence and Completeness

Number of Travel Lanes	Posted or Prevailing Speed					
	≤ 25 mph		30–35 mph		≥ 40 mph	
	2 Lanes	> 2 Lanes	2 Lanes	> 2 Lanes	2 Lanes	>2 Lanes
Complete Sidewalk on Both Sides ^{1,2}	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
Complete Sidewalk on One Side	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
No Sidewalk ³	LTS 2	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
1. This deviation from the ODOT Methodology enables more deference to buffer accommodations identified in Table 4 and Table 5 while scoring network completeness. 2. Partial sidewalk coverage on a block is not considered complete. 3. Residential (OSM Highway class local) roadways without sidewalk default to LTS 2; roadways without sidewalk default to LTS 4.						

Table 3: Pedestrian Level of Traffic Stress Based on Sidewalk Width and Condition

		Sidewalk Condition ³			
		Good	Fair	Poor	Very Poor
Actual/Effective Width (feet) ^{1,2}	< 4	LTS 4	LTS 4	LTS 4	LTS 4
	≥ 4 to < 5	LTS 3	LTS 3	LTS 3	LTS 4
	≥ 5	LTS 2	LTS 2	LTS 3	LTS 4
	≥ 6	LTS 1	LTS 1	LTS 2	LTS 3
1. Effective width is the available/usable area for the pedestrian clear of obstructions. Effective width does not include areas occupied by storefronts or curbside features. 2. For analysis purposes, a standard width of five feet was assumed for all sidewalks. For segments with sidewalks on one side, width is evaluated based on the width of the existing sidewalk to avoid conflicting with other tables. 3. Sidewalk condition is assumed to be good unless other information is available.					

Table 4: Pedestrian Level of Traffic Stress Based on Physical Buffer Type

Buffer Type ¹	Prevailing or Posted Speed			
	≤ 25 mph	30 mph	35 mph	≥ 40 mph
No Buffer (curb tight)	LTS 2 ²	LTS 3	LTS 3	LTS 4
Solid Surface	LTS 2 ²	LTS 2	LTS 2	LTS 2
Landscaped	LTS 1	LTS 2	LTS 2	LTS 2
Landscaped with Trees	LTS 1	LTS 1	LTS 1	LTS 2
Vertical	LTS 1	LTS 1	LTS 1	LTS 2

1. Combined buffer: If two or more of the buffer conditions apply, use the most appropriate (typically the lower-stress type).
2. If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level.

Table 5: Pedestrian Level of Traffic Stress Based on Physical Buffer Width¹

Total Number of Travel Lanes (both directions) ³	Total Buffering Width (feet) ²				
	< 5	≥ 5 to < 10	≥ 10 to < 15	≥ 15 to < 25	≥ 25
≤ 2	LTS 2 ⁴	LTS 2	LTS 1	LTS 1	LTS 1
3	LTS 3 ⁴	LTS 2	LTS 2	LTS 1	LTS 1
4–5	LTS 4 ⁵	LTS 3	LTS 2	LTS 1	LTS 1
6 ≥	LTS 4 ⁵	LTS 4 ⁵	LTS 3	LTS 2	LTS 2

1. Source: Based on Oregon Department of Transportation *Analysis Procedures Manual*, Table 14-23.
2. Total buffering width is the summation of the width of buffer, width of parking, width of shoulder, width of curb and gutter, and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.
3. One-way facilities are assumed to have their lanes multiplied by 2 to represent exposure to lane crossing.
4. If no centerline is present (residential street) or the street is traffic calmed (including sporadic vertical separation such as street furniture, street trees, lighting, planters, surface change, and so on), then the PLTS can be lowered by one PLTS level.
5. Sections with a substantial physical barrier/tall railing between the travel lanes and the walkway (such as might be found on a bridge) can be lowered to PLTS 3.



To: Matt Schroeder, City of Cupertino
David Stillman, City of Cupertino
From: Kim Voros, Chris Kidd, and Cyrus Chimento; Alta Planning + Design
Date: April 24, 2025
Re: Cupertino Active Transportation Plan – Active Trip Potential Analysis Methodology

Project Description

The Bicycle and Pedestrian Master Plan Update recommends projects and key corridors for active transportation in Cupertino into the future. Active modes often fill first- and last-mile gaps for transit trips and in their own may provide more flexibility for short trips that are not well-served by transit. As part of the Active Transportation Plan, Alta will conduct an active trip potential analysis to identify areas of Cupertino where people make numerous short trips and there is strong potential to see a reduction in vehicle trips if supportive infrastructure were available for people to choose active modes of travel for these short trips.

Active Trip Potential Analysis Methodology

Background

Understanding demand for active transportation can help the City of Cupertino guide growth and development to support sustainable transportation by identifying areas where latent demand for active transportation may exist, and supportive infrastructure could encourage more people to convert motor vehicle trips to active trips. Where there is high active trip potential but there are low numbers of active trips, it may indicate unsupportive infrastructure or long distances from key destinations. While emerging technologies such as e-bikes and e-scooters provide new options, ranges, and convenience, their ability to convert motor vehicle trips is still dependent on the surrounding land use and transportation context. This memo presents the methodology for that analysis.

Methodology

Alta will use Replica Places¹ model data specific to the California-Nevada Megaregion from Spring 2024 for this analysis. See **Appendix A** for additional information on Replica.

Alta will filter the Replica data to include only trips that:

- Intersect the study area (start, end, or pass through)
- Are made by the driver of a private vehicle or Transportation Network Company (TNC) vehicle (not passengers)
- Are 5 miles or less in length

¹ <https://www.replicahq.com/>

Alta will aggregate and analyze trip data based on H3 resolution 8 hexagon geometries and focus on the typical patterns observed during weekdays except where otherwise noted (Figure 1). H3 resolution 8 is generally the smallest level of aggregation available for Replica data.



Figure 1. Example of H3 resolution 8 hexagon size in Cupertino, from the [H3 Viewer](#).

Alta will use the Replica data to create a table of origin-destination pair hexagons with trips summarized to the origin hexagon by trip distance to approximate trips that could be replaced by one of three active modes based on typical trip distances for those modes:

- Trips 0-1 miles: potential walking trips
- Trips 1-3 miles: potential bike trips
- Trips 3-5 miles: potential e-bike trips

The results of this will be static heatmaps of the City of Cupertino, visualizing the number of trips 0-1 miles, 1-3 miles, or 3-5 miles starting in each hexagon, representing the potential of active trips.

Another way to visualize the Active Trip Potential is using origin-destination lines. To create origin-destination lines, Alta will use a custom-built tool to plot lines between hexagon centroids and symbolize the lines based on the number of trips. We will do this for trips 0-1 miles, 0-3 miles, and 0-5 miles. Alta will also use the results to create a custom digital Flowmap², to allow for easy exploration of the origin-destination data.

See Figure 2 for a generalized visualization of the Active Trip Potential analysis methodology.

² <https://www.flowmap.blue/>

Limitations

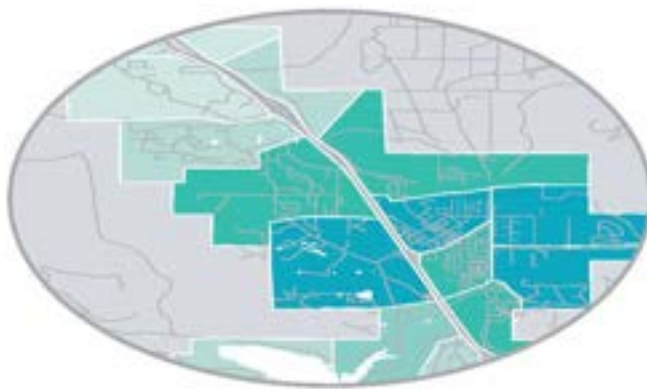
Barriers to Active Trip Making

While short trips are indicators of trips that can potentially be met using active modes, it is unrealistic to expect all short trips can be converted to active transportation. Even if supportive infrastructure is provided, there are several personal, structural, or trip-specific reasons why a trip would still be made by non-active modes, including but not limited to:

- **Heavy Loads.** In many cases, cargo bikes can support many types of grocery or shopping trips, but some heavy loads are often bulky or heavy enough to warrant the use of the vehicle.
- **Multiple Passengers.** While some cargo bikes can accommodate small children, people carrying multiple passengers or who do not feel comfortable navigating a loaded cargo bike (which can make it more difficult to maintain balance) may still opt for a vehicle.
- **Trip Chaining.** Some trips are chained in a way that makes it difficult to envision using active transportation for the entire tour/trip. For example, a person typically walks half a mile to work but on occasion needs to travel from work to a doctor's appointment that is two miles away. On these days, they might drive to work rather than walk.
- **Seasonal Weather.** Active trips become more difficult to accomplish in some weather conditions. While walking and biking trips may still be viable in many instances, there may be sometimes where it is inadvisable, such as in heavy rain, a heat wave or unhealthy air conditions.
- **Topography.** Hilly routes may discourage walking or biking unless a person has access to an electric bike or scooter.
- **Bike Parking.** Lack of secure bike parking may discourage bike use for certain trips. However, this could be included in bicycle and pedestrian infrastructure improvements.
- **Formal occasions.** If someone needs to wear formal clothing for an event, including work, they may be less inclined to walk or ride a bike if they would be unable to shower or change clothes at their destination.
- **Structural barriers:** Some people experience structural barriers to active travel, regardless of the specific trip. These include concerns about the security of one's bike while parked, the cost of purchasing a bike or e-bike, harassment from police or passerby, or street crime.
- **Personal Limitations.** Some members of the community may have an impairment that prevents them from comfortably walking or may not know how to ride a bicycle.
- **Personal Preference.** Some members of the community may elect to never bike or walk even if an all ages and ability network is provided in a community.

Data Quality

The travel behavior data that forms the basis of this analysis is sourced from Replica Places. Replica rates its certainty as medium certainty for bicycle and pedestrian trip counts by origin H3 hexagon, because volumes are relatively low compared to vehicle trips. Vehicle trips are given high certainty because there is a larger sample size of these trips.



Fewer ATP Trips

More ATP Trips

City of Cupertino



To: David Stillman, Matt Schroeder, Cupertino, CA

From: David Wasserman, Kim Voros, Alta Planning + Design

Date: 4/16/2025

Re: Stress-Adjusted Short Trip Analysis Methodology

Needs Assessment

This memo documents how Alta will approach synthesizing the level of traffic stress (LTS) and active trip potential (ATP) analysis in Task 3.3 with the community input collected in Task 2 to diagnose the fundamental obstacles that make short trips feel indirect, stressful, and inconvenient.. This combined dataset allows us to isolate short trips in which circuitous routing or high stress suppresses walking, biking, and micromobility uptake.

Network Assessment of Short Trips

Alta's existing conditions analysis will yield two specific deliverables that can be used to further understand network level gaps in low-stress connectivity between areas of high potential demand. They are:

- **Network Level LTS Scores** – For bicyclists and pedestrians we will have analysis for the bikeway network (BLTS) and the pedestrian network (PLTS), ranking streets from low stress (LTS 1) to high stress (LTS 4). This analysis identifies major barriers to bicycle and pedestrian travel based on these measures' representation of the travel experience of users on the facility.
- **Active Trip Potential** – Alta will have short trips < 3 miles and < 1 mile represented across the study area. Trips < 3 miles can serve as a measure of potential demand for bike travel and trips < 1 mile can serve as a measure of demand potential for pedestrian travel for further analysis.

Alta intends to combine these two analyses through an advanced network analysis that will uncover the underlying barriers to efficient and comfortable travel for short trips which are currently marred by significant levels of indirectness and perceived barriers to travel. The steps to this analysis can be summarized in the following way:

- **Set up Perceived Costs to Travel** – Based on the traffic stress scores, Alta will use weights from a soon to be published NCHRP 08-149 Benefits of Active Gap Closure Study assign travel costs for the respective LTS scores for bicycle and pedestrian travel on the network. Higher stress segments will have been modeled as requiring a higher "perceived" travel time to traverse relative to low stress segments as illustrated in **Figure 1**. The actual multipliers to identify these stress adjusted travel times are documented in **Table 1**.

Higher-Stress Roads Feel Longer to Bicyclists and Pedestrians



Figure 1 Illustrates how higher stress segments can be perceived to have a longer travel time for the purpose of understanding network quality's impact on behavior.

Table 1 Level of Traffic Stress & Perceived Costs Multipliers from NCHRP 08-149

LTS Score	Pedestrian Impedance Multiplier	Bicycle Impedance Multiplier
LTS 1	1	1
LTS 2	1.5	2
LTS 3	3	3
LTS 4	8	6

- **Public Feedback Integration** – Alta will review the barriers people identify in public feedback to identify areas where they agree and do not agree with the LTS results. Where they do not agree, Alta will inflate travel costs by 50% in areas that are low stress that the public has identified existing barriers to active travel.
- **Assemble Short Trips Matrix** – Alta will assemble a short trips OD matrix of lines that will be converted into stop and end points for each flow at the centroids of the hexagons used to evaluate short trips similar to those shown in **Figure 2**. These centroids were served as inputs for network analysis.

Alta Civic Analytics Explorer

Active Trip Potential

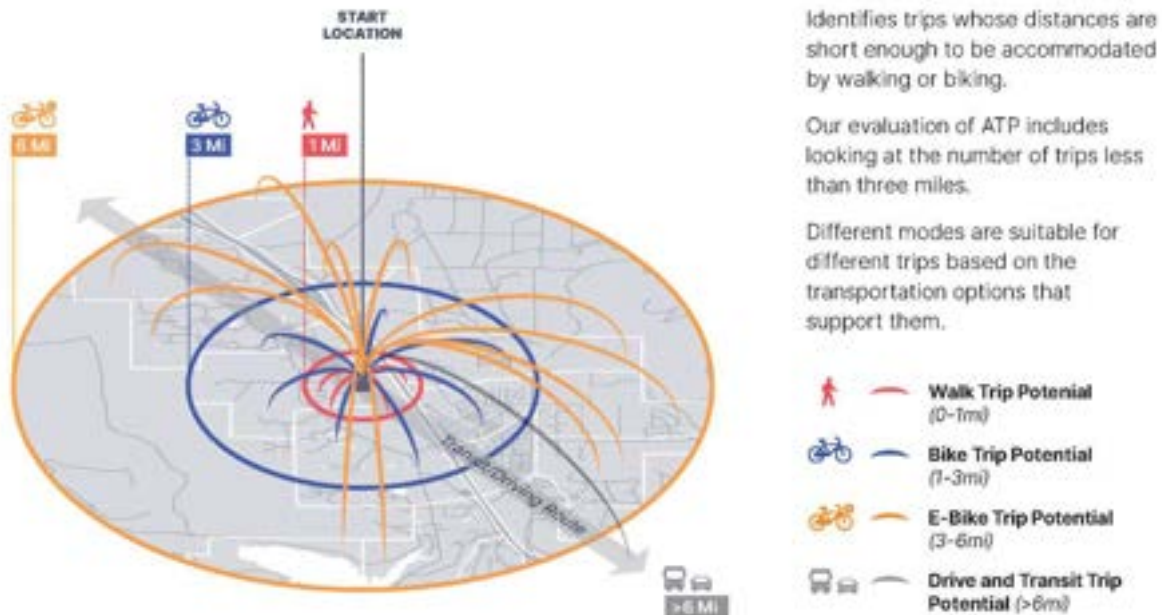


Figure 2 Alta Explorer on active trip potential and how short trips can help identify latent demand for active travel.

- **Compute Travel Times** – Alta will evaluate the traffic stress adjusted travel times between every hexagon centroid in the study area within three miles for bicyclists and one mile for pedestrians. For every centroid-to-centroid pair, there will be created a straight-line distance, a network travel time, and a stress adjusted network travel time.
- **Compute Flow Gap Score** – Alta will join the network analysis results for short trips to create a bicycle and pedestrian gap score for each OD pair. The gap score represents “gap trips” or short trips that are unlikely to be converted to active modes because of high differences between straight-line distance travel times and a stress-adjusted travel time. This gap score will be based on the following formula:
 - $Gap\ Score = Short\ Trips - (Short\ Trips * \frac{Non-Stress\ Adjusted\ Travel\ Time\ (Straight\ Line)}{Stress\ Adjusted\ Travel\ Time})$
 - Intrazonal trips will be joined to the network by assuming the travel times between a hexagon’s immediate six neighbors can represent the intrazonal travel time used to compute gap scores.

- **Spatially Overlay Gap Scores with Hexagons** – OD line gap scores will be spatially joined to the hexagon layer to count the gap trips that land in that hexagon. Hexagons will have a higher score if they have multiple lines touching them with high numbers of gap trips.
- **Gap Analysis Tabulations** – Results will have cross-tabulations of origin-destination (OD) trip lengths against corresponding modeled travel times, including both raw and stress-adjusted values. For select key destinations, Alta will estimate the average difference between stress-adjusted and non-stress-adjusted travel times specifically for short-distance trips, highlighting disparities in perceived versus actual travel experience. Key statistics such as the typical short trips perceived travel times and the difference in raw and perceived travel times at key destinations will be integrated into the needs assessment memo.
- **Map Gap Scores** – Results will be put into a series of maps identified in the next section.

Expected Map Outputs

The final maps will produce maps illustrating OD flows that have stressful routes between them and high active trip potential. This mapping can provide clear insights into how infrastructure and stress impact travel choices, identifying areas for active transportation investment.

There will be several maps created for this analysis. For each mode between walking and biking, Alta anticipates creating the following maps:

- One will be the OD lines with their stress adjusted travel times as the color, and the number of short trips between zones as the thickness.
- Another will be the OD lines with their color and thickness being the gap score computed between zones.

Informing Project Recommendations

Alta anticipates the results from this analysis being used as part of prioritization of project recommendations in the next phase by identifying where there are large areas with possible mode shift potential in the form of short trips that would be improved by an all ages and ability network. This analysis could be used alongside safety, equity, and public engagement results to identify high priority recommendations by mode.



APPENDIX D

Public Participation Summary Report

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd and George Foster, Alta Planning + Design

Date: July 11, 2025

Re: Cupertino ATP: Phase 1 Public Participation Summary

Introduction

Phase 1 of the Cupertino Active Transportation Plan (ATP) involved a range of engagement activities throughout the spring of 2025. Outreach activities were structured to reduce barriers for Cupertino’s residents and visitors by bringing engagement to them, with central community meetings, virtual engagement, and nine pop-ups at existing community gatherings. In-person outreach was supported by two online community meetings, a project website, an interactive web map, an online survey, lawn signs, banners, and A-frames distributed throughout Cupertino, as well as regular online communications through various City channels. Summaries of key outreach initiatives are provided in this memo.

The first phase of public outreach ran from March 19 through June 5, 2025. This phase consisted of 12 events, engaging over 1,300 residents and soliciting almost 3,000 comments from the public. This input will be used to directly inform network recommendations for the ATP, which will be shared with the public in the fall of 2025.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Bicycle Pedestrian Commission	1	12	34
Pop-up events	9	406	274
Community workshops	2	59	146
Interactive webmap	--	618	2,268
Online survey	--	240	240
Emails	--	26	25
Total	12	1,361	2,987

Summary of Findings

The following are key findings from public outreach:

Desire for Connected Networks – We heard that major barriers, like Highway 85 or De Anza Boulevard, act as a deterrent to taking more trips by walking and biking. While much of Cupertino has good networks for walking and biking, these barriers hold people back from walking and biking more often.

Focus on Pedestrian Improvements – Many residents feel like the City has, in recent years, prioritized bicycle-focused projects. New projects should first ensure that pedestrian needs are being met.

Safety and Accessibility Lead the Way – When asked to prioritize six different plan goals, residents overwhelmingly chose Safety and Accessibility. Projects should reflect and advance these priorities.

Focus Improvements near Schools – Many residents felt that projects should focus on safety and accessibility for school trips and other destinations that youth want to reach in their daily lives.

Full-Community Engagement – Outreach needs to reflect the full range of voices and opinions in Cupertino. The voices of people who disagree with active transportation projects are just as important as those who support them.

Concern About Tradeoffs – Many residents are concerned about the impacts on parking and traffic from transportation projects, as well as planned and in-development housing projects.

Don't Just Build, Maintain – Many residents expressed concerns with the maintenance of separated bikeways once they are built, citing the buildup of debris, fallen leaves, and resident trash cans.

Track Progress – Residents expressed a desire for the City to more comprehensively monitor the effectiveness of new projects, tracking changes in safety, utilization, and other metrics of success.

Phase 1 Outreach Materials

The first phase of outreach for the Cupertino ATP included the following outreach and engagement materials:

- A set of seven poster boards, used during pop-up and workshop events. These boards included:
 - Three maps of Cupertino, two of which zoomed in on the eastern and western halves of the city.
 - One board introducing the project's purpose and displaying the project schedule.
 - Two boards showing visual examples of different bicycle and pedestrian projects.
 - One board soliciting input from the public on the goals of the plan process.
- A project website, hosting an interactive webmap (+optional survey), and a separate survey:
 - The interactive webmap solicited input on routes people like, destinations they want to reach, barriers they experience to walking and biking, and areas where they may have concerns about potential congestion impacts or parking loss from bike projects. The webmap also included an optional survey for users to rank plan goals.
 - The survey, developed by City of Cupertino staff, asked residents about their travel choices and desire for different types of bicycle and pedestrian projects.

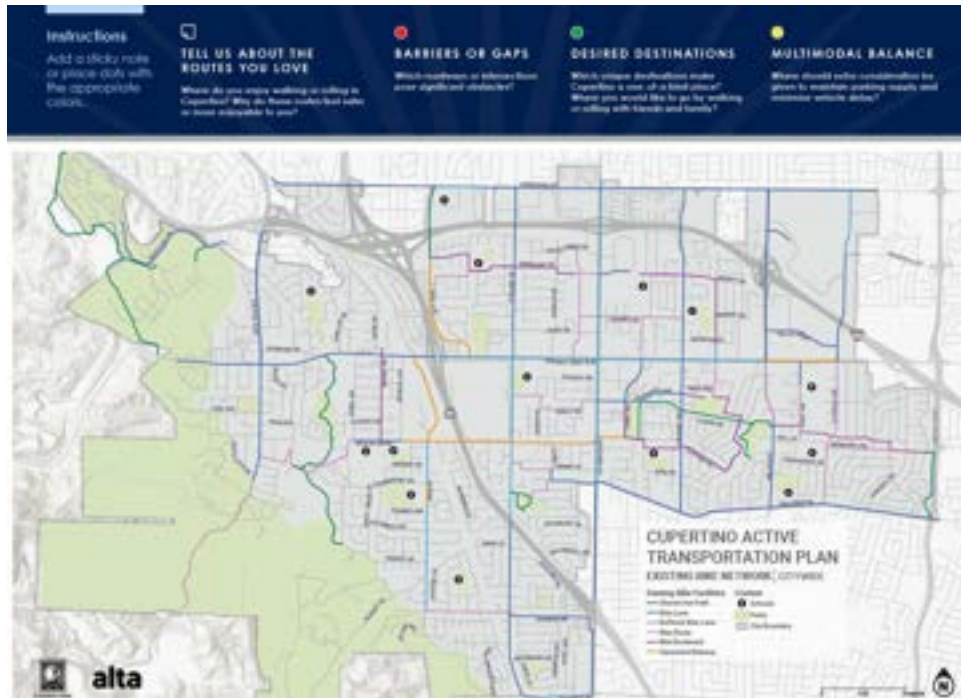


Figure 1: Poster board for input on routes, gaps, and areas of concern



Figure 2: Poster board for input on plans goals

Summary of Promotion

The City of Cupertino began promotion for the first phase of public outreach with the launch of the project website on March 19. Promotion included:

- City emails to project mailing lists
- City posts to Nextdoor, Facebook, Gov Delivery, and Items of Interest
- The installation of lawn signs, banners, and A-Frames throughout the City promoting the project
- Circulation of project notices with community groups, schools, and Safe Routes to School networks

Summary of Print Promotion

A total of 36 signs were installed across the City, consisting of 3 A-frames, 6 banners, and 25 lawn signs (**Figure 3**). The signs were placed to provide geographic coverage and maximize visibility for motorists, visitors to popular City facilities, YMCA patrons, and trail users (locations shown in **Figure 4**). Roadway signs were located to provide visibility to drivers traveling in all directions, engaging individuals who may not otherwise visit City facilities or receive traditional communications.



Figure 3. Promotional Signs and Banners

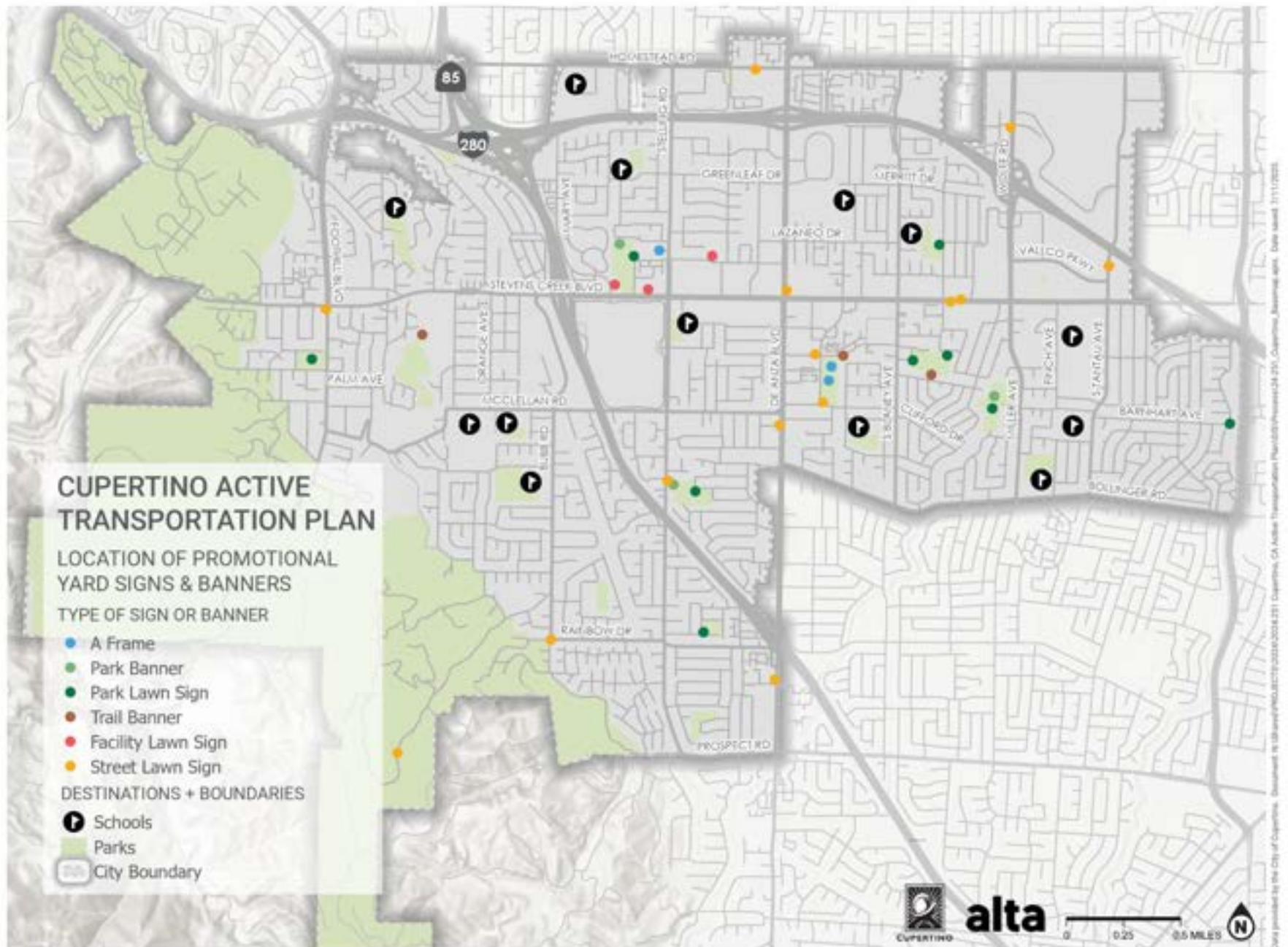


Figure 4. Location of Promotional Yard Signs and Banners

Summary of Public Input

The Cupertino ATP sought three types of public input throughout the first phase:

- Map-based input on destination, barriers, and routes – this was collected through outreach board exercises and an online webmap.
- Priorities and feedback for six different plan goals – this was collected through outreach board exercises and a ranking exercise on the online webmap.
- Travel choices and preferences for different types of projects – this was collected through a City-developed survey and added to the project website.

Summary of Map Input

At all pop-up and workshop events, residents were asked to identify locations on maps for the following information:

- Routes where they currently walk or bike
- Destinations in Cupertino that they would like to reach by walking or biking
- Barriers or gaps in the network that currently make walking or biking difficult
- Areas of concern for potential impacts on congestion or parking availability

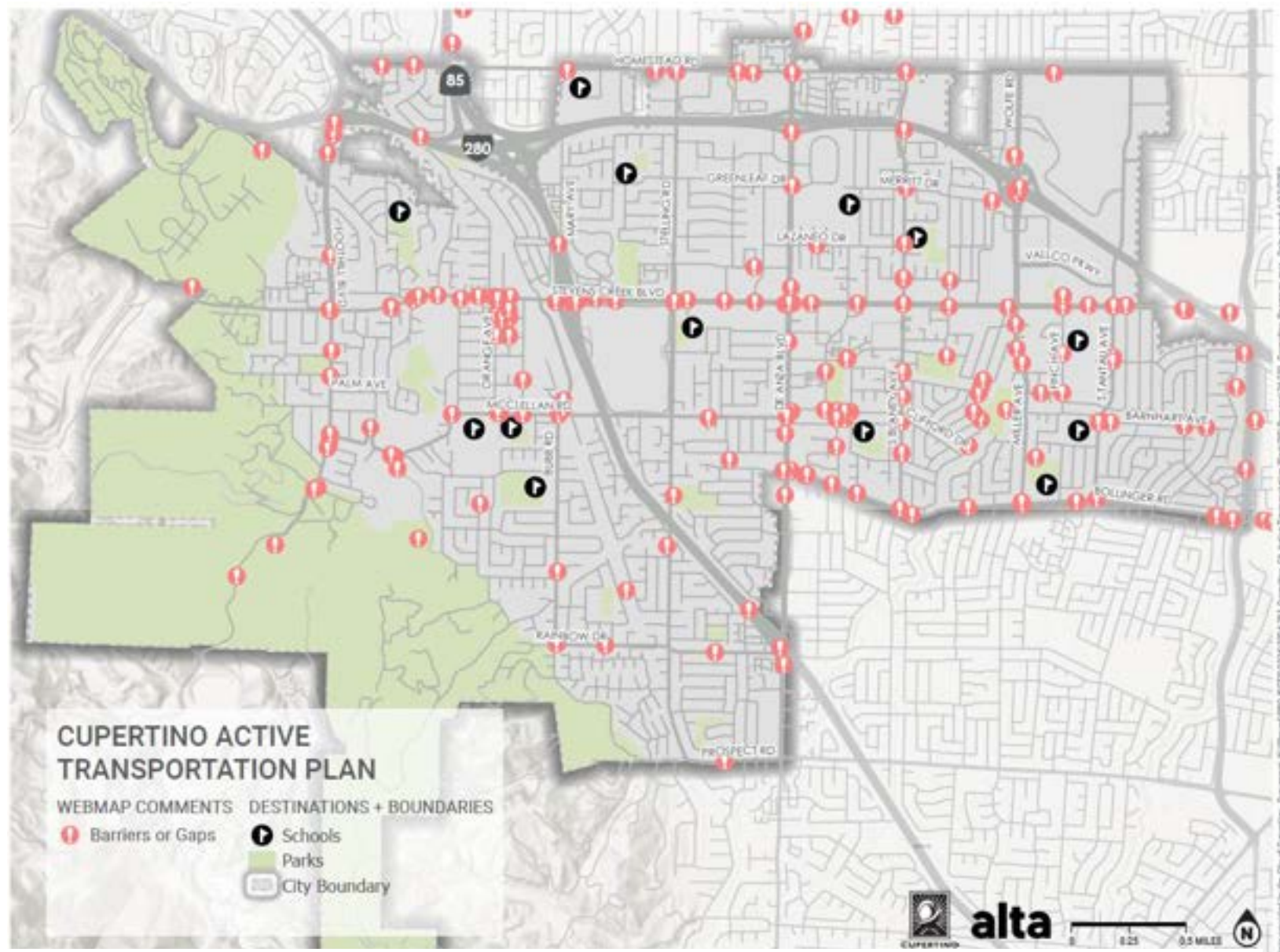
The project website also hosted an online webmap where residents could similarly provide input on the four options listed above. The webmap also allowed users to view the input of other residents, comment on other users' input, or like/dislike other users' input. This summary represents 2,378 data points from the public.

Key Destinations

Residents identified 100 destinations across Cupertino. Areas with high numbers of responses cluster around parks (Jollyman Park, Blackberry Farm, Creekside Park, and Library Field), schools (Cupertino High, Eaton Elementary, and Collins Elementary), and shopping locations (The Marketplace, Bottegas Shopping Center, and Main Street Cupertino). Results are shown in **Figure 5**.

Gaps and Barriers

Residents identified 203 barriers or gaps across Cupertino. Barriers were primarily concentrated along major roadways such as Stevens Creek Boulevard and Bollinger Road. There were concentrations of barriers on Stevens Creek Boulevard near Highway 85 and at the intersection of Torre Avenue and McClellan Road. Results are shown in **Figure 6**.



Routes and Multimodal Concerns

Residents were asked to draw out routes where they walk or bike most often, or to draw the route of streets where they have concerns about congestion or parking loss. In total, 75 routes were drawn.

The visualization shown in **Figure 7** shows not only the routes, but also the likes, dislikes, and comments left on drawn routes in the online webmap. The line thickness of each route indicates how many comments, likes, or dislikes—with a thicker line indicating a greater number of responses. Routes are also color-coded based on receiving a high number of likes (green) or dislikes (pink) on the webmap.

A route on Wolfe Road in the City’s northwest region garnered the greatest number of likes. In the comments, residents highlighted concerns about congestion resulting from the forthcoming “The Rise” development project.

A route primarily on Bubb Road and Rainbow Drive received two dislike votes. There were no comments on this segment to elaborate further, and the dislike votes could be attributed to human error.

Overall Sentiment

The project team consolidated all destinations and gaps/barrier points, then visualized them based on the number of responses received on the webmap, as well as whether they had net-positive likes or dislikes. In **Figure 8**, the size of the circle reflects the total number of likes, dislikes, or comments a point received. The color of each point indicates its net-positive or negative response from other users, with net-positive points shown in green and net-negative points shown in pink.

Comments receiving the most interaction were largely to the east of Highway 85, with clusters on Bollinger Road, and the Cupertino Library, on Blaney Avenue, Stevens Creek Boulevard, and Wolfe Road. To the west of Highway 85, there were high-interaction comments clustered on Stevens Creek Boulevard, Foothill Boulevard, and Homestead Road.

The comments receiving the most positive votes were:

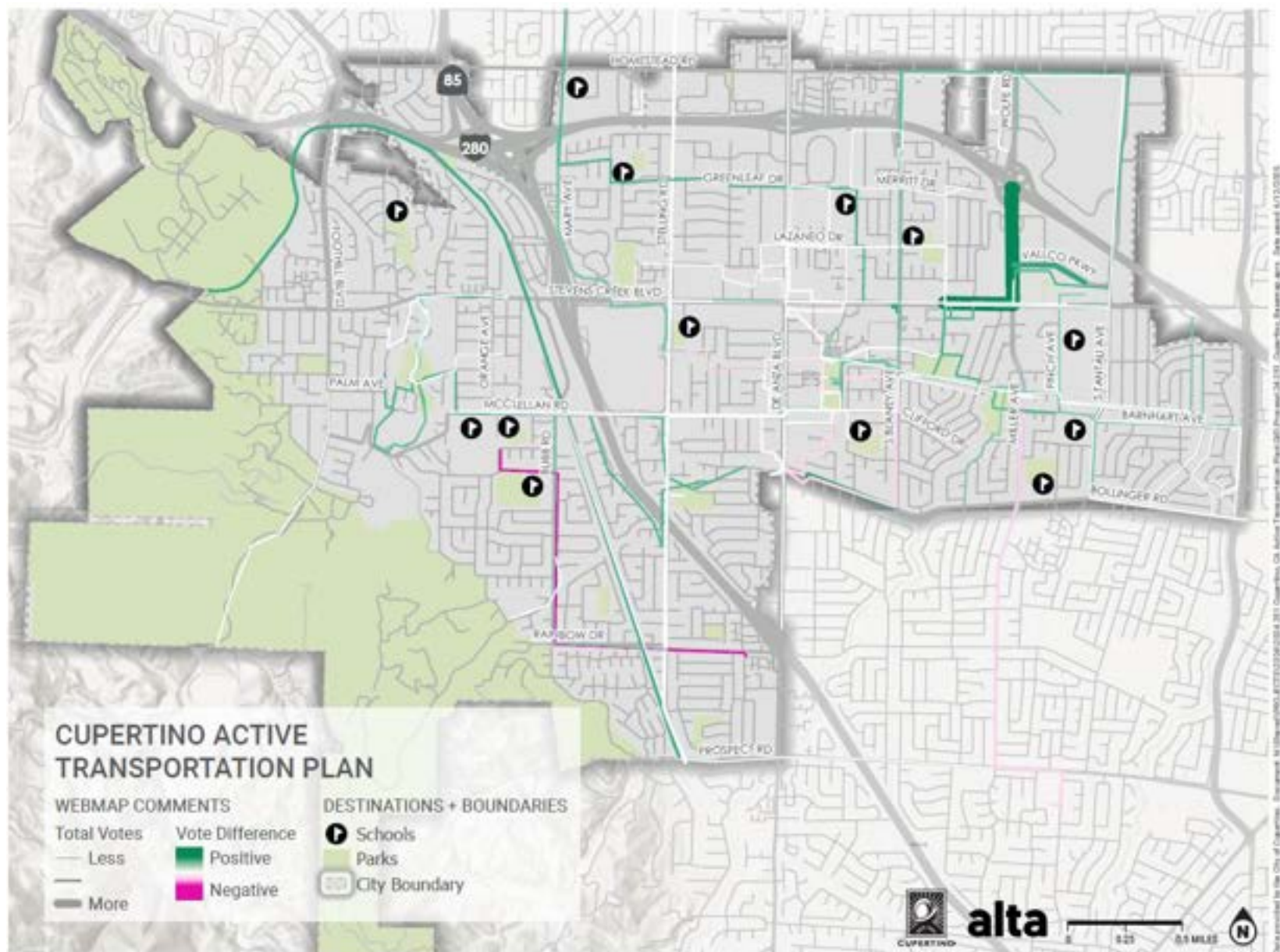
- Blaney Avenue at Regnart Creek – requesting a more robust crossing for the Regnart Creek Trail
- Stevens Creek Boulevard at Carmen Road – support for the Carmen Road bridge overcrossing of Stevens Creek Boulevard
- Stevens Creek Boulevard at Wolfe Road – expressing concern for traffic impacts with the construction of The Rise development

The comments receiving the most negative votes were:

- Merritt Drive at Norwich Avenue – expressing opposition to having access through the soundwall at this location
- Kim Street at Regnart Creek – expressing opposition to extending the Regnart Creek Trail west of De Anza Boulevard

The comments receiving a high amount of interaction, but with a balance between likes and dislikes were:

- A series of comments along Bollinger Road asking for a road diet or additional pedestrian crossings, especially between De Anza Boulevard and Blaney Avenue
- Roadway and bike network safety upgrades on Blaney Avenue north of Stevens Creek Boulevard
- A request to pedestrianize the Main Street Cupertino commercial development



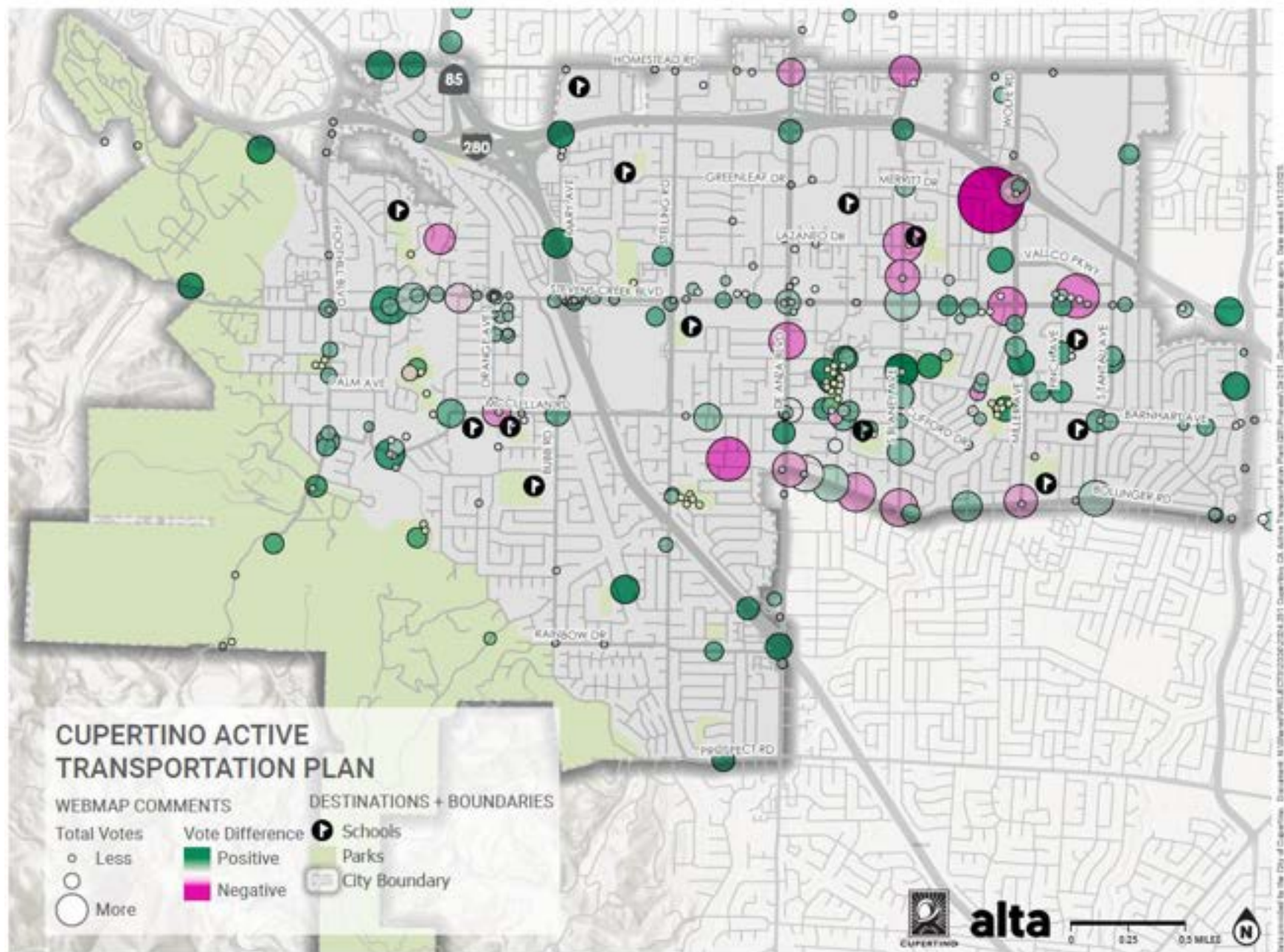


Figure 8: Phase 1 input by comment density and sentiment

Summary of Plan Goals Input

At all pop-up and workshop events, residents were asked to share which plan goals were most important to them. This data was collected on the “Goals & Priorities” outreach board. This feedback was also collected via a ranking exercise on the online webmap.

Collecting input regarding plan goals during Phase 1 ensures that later plan development will reflect community priorities. Using two different methods to collect this feedback—in-person and online, also allows for more resident voices to be captured.

The data on plan goals was scaled to form an average against a six-point scale, so that the in-person and online input was comparable despite their different quantities (online n=273, in-person n=102). See the table below for ranked final scoring for plan goals.

Table 1: Plan Goal rankings by input type

Goal	Online Average Score (N=273)	In-Person Average Score (N=102)	Combined Average Score
Safety	4.81	4.24	4.65
Accessibility	5.12	2.53	4.41
Maintenance	3.67	1.35	3.04
Sustainability	3.30	1.41	2.79
Balance	2.21	1.12	1.91
Fairness	1.89	1.35	1.74

Summary of City Survey

City of Cupertino staff developed an online survey, which was hosted on the project website and promoted by City communications. The survey collected a total of 240 responses from individuals who visit, live in, attend school in, or work in Cupertino. The survey included multiple-choice and an open-ended comment question. The multiple-choice questions captured who is participating in online outreach activities, how they heard about the project, and their travel preferences. The open-ended comment question provided an opportunity for respondents to share more specific concerns.

Key findings from these questions are summarized below, and all multiple-choice survey results are presented in the [Online Survey Results](#) section.

- Most respondents found out about the project from friends (54%), followed by City communications (34%).
- Most respondents are 50 to 64 years old (40%) or 30 to 49 years old (34%).
- Almost all respondents drive in Cupertino (95%), and some also walk (64%), bike (35%), and take the SV Hopper (13%).
- Most respondents who walk or bike in Cupertino do so for exercise or recreation (85%). Many also walk or bike to shop/run errands (47%), commute to work/school (33%), or for social visits (31%).

- When asked how comfortable respondents are when walking or biking in Cupertino on a scale from 1 (not very stressful) to 10 (very stressful):
 - The average score was 4.7, slightly lower than neutral.
 - Comfort level with biking and walking in Cupertino is concentrated in four groups:
 - 45% of respondents ranked 1-3 (less stressful).
 - 18% of respondents ranked 4-6 (concentrated around neutral).
 - 25% of respondents ranked 7-8 (more stressful than neutral).
 - 13% of respondents ranked 9-10 (stressful).
- About a third of respondents said that pedestrian and bicycle facilities—including protected intersections (32%), better street lighting (31%), and traffic calming (32%)—would encourage them to walk or bike more in Cupertino. These facilities are familiar to many Cupertino residents as they are already prominent in the City.
- In contrast, respondents said that wider sidewalks (47%) and shorter crossings (46%) would not at all encourage them to walk or bike more. This indicates that these primarily pedestrian facilities would not lead to behavioral change, specifically among survey respondents.
- Over half of respondents said that bicycle facilities—including concrete protected bike lanes (58%), bollard protected bike lanes (53%), and wider buffered bike lanes (53%)—would not at all encourage them to walk or bike more. This indicates that these primarily bicycle facilities would not lead to behavioral change, specifically among survey respondents.

Key themes from the open-ended text response question include:

1. Bike Infrastructure

- Frequent mentions of bike lanes, especially protected and concrete-separated ones.
- Mixed feedback: Some residents appreciate the improvements, while others find them underused or poorly designed.
- Safety concerns: Many comments highlight the need for safer biking conditions, especially for children and less experienced riders.

2. Traffic and Safety

- Concerns about speeding, aggressive driving, and cars not yielding to pedestrians or bicyclists.
- Requests for enforcement: Many want more traffic law enforcement, especially at intersections and near schools.
- Intersection design: Some intersections are perceived as dangerous or confusing, especially with new traffic patterns.

3. Pedestrian Experience

- Sidewalk conditions: Calls for wider, better-maintained sidewalks and more shade.
- Crosswalk safety: Many feel unsafe crossing busy roads due to fast traffic and poor driver behavior.
- Lighting and visibility: Better lighting is a common request to improve nighttime safety.

4. City Planning and Priorities

- Perceived imbalance: Some residents feel the City is focusing too much on biking infrastructure at the expense of drivers.
- Desire for balance: Many call for a more inclusive approach that supports all modes of transportation—cars, bikes, walking, and transit.

- Frustration with congestion: Some blame new bike lanes for increased traffic and reduced driving lanes.

5. Community Sentiment

- Divided opinions: There's a clear split between those who support sustainable transportation and those who prioritize car travel.
- Calls for inclusivity: Residents want planning that reflects the needs of families, seniors, commuters, and students alike.
- Civic engagement: Some comments express frustration with how public input is gathered or used.

Summary of Emails

In addition to the three types of input summarized in the previous sections, residents also submitted comments by email. Key themes from 25 emails are summarized below:

- Ten individuals, who identified as either Cupertino or San Jose residents, wrote with concerns that the project and map surveys hosted on the project website do not ask about, and will not capture the needs of, drivers. The individuals are concerned that the survey is biased and that it will not be a representative reflection of the Cupertino community.
- Ten individuals, who identified as longtime Cupertino residents, wrote urging the City to defund the Active Transportation Program and Vision Zero, and prioritize strategies that improve the safety of pedestrians and drivers. These tools include leading pedestrian intervals, high-visibility crosswalks, automated speed enforcement, red light cameras, smart traffic signals, AI-powered safety analytics, pedestrian beacons, and automated pedestrian detection. The individuals also wrote that they are concerned that those who can attend meetings are not representative of the broader community's needs and views.
- Three individuals shared their concern that bike lanes are and will continue to negatively impact congestion on major streets in Cupertino.
- One individual shared nine specific recommendations for improving bicycle facilities in Cupertino, and one individual shared their disappointment with efforts to defund the Stevens Creek Boulevard Protected Bike Lanes and the Bollinger Road Corridor Study.

Event Summaries

Pop-Up Events

The Alta Planning + Design project team (with support from City staff) hosted pop-up engagement events at existing community events, such as festivals, school activities, and flea markets. These pop-up events met the community where they were and gathered additional project feedback throughout the project. During phase one, Alta staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, and safety infrastructure, as well as provide feedback on specific points of interest or conflict on maps and a list of plan goals. Cupertino City staff conducted additional pop-up events to supplement Alta's activities.

At pop-up events, residents were encouraged to provide direct feedback with sticky notes and color-coded dots:

- **Green dots** – destinations where community members would like to go (On the Map: “What unique destinations make Cupertino a one-of-a-kind place? Where would you like to go by walking or rolling with friends and family?”)
- **Yellow dots** – Areas where residents would like multimodal balance (On the Map: “Where should extra consideration be given to maintain parking supply and minimize vehicle delay?”)
- **Red dots** – Areas that are barriers or gaps (On the Map: “Which roadways or intersections pose significant obstacles?”)

On another poster board, residents shared what priorities were most important to them, organized by the Plan's goals: accessibility, maintenance, safety, sustainability, balance, and fairness.

Table 2: Summary of pop-up participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
Earth and Arbor Day Festival	April 5, 2025	Alta & City staff	45	19
Lincoln Elementary School Walk & Roll Day	April 22, 2025	City staff	23	27
Cherry Blossom Festival	April 26, 2025	Alta & City staff	190	57
Hyde Middle School Walk & Roll Day	April 29, 2025	City staff	35	22
De Anza College Flea Market	May 3, 2025	City staff	26	12
Live Well Age Well Health Expo	May 9, 2025	City staff	16	9
Bike to Wherever Day	May 15, 2025	Alta staff	40	49
Collins Elementary Walk & Roll Day	May 21, 2205	City Staff	17	27
Monta Vista High School Lunchtime Tabling	May 28, 2025	City Staff	14	19

Earth and Arbor Day Festival

On Saturday, April 5, 2025, from 11:00 a.m. to 3:00 p.m., the City of Cupertino hosted its annual Earth and Arbor Day Festival at Library Field, next to the new Regnart Creek Trail. This was an interactive event that invited community members of all ages to learn about environmental issues and solutions in a family-friendly atmosphere. At least 45 people engaged with Alta and City staff, leaving a total of 19 sticker dots or comments on poster boards.

Barriers and Destinations: The public placed seven sticker dots on maps to identify destinations and barriers. Mapped points included desired access to the trails in the western hills of Cupertino and schools, as well as points of conflict around existing bikeway and trail crossings, including the Wolfe Road and I-280 crossing. No multimodal balance stickers were placed. Participants also showed where they liked new infrastructure, like the Regnart Creek Trail and the improvements at the intersection of De Anza Boulevard and McClellan Road.

Plan Goals: Community members placed 12 comments on the plan goals poster board. Safety was the highest priority (n=7), followed by accessibility (n=3). Creating safe routes for children to access schools, protected from traffic, and safe from red light driver behavior were all areas of support.



Figure 9: Staff talking with residents at the Earth and Arbor Day Festival

Lincoln Elementary School Walk & Roll Day

On Tuesday, April 22, 2025, from 7:30 to 8:30 a.m., City of Cupertino staff tabled in front of Lincoln Elementary School for their Walk & Roll to School Day. City staff engaged with parents and students on their priorities, barriers, and destinations. Staff engaged with 23 participants who left a total of 27 sticker dots or comments on poster boards.

Barriers and Destinations: Participants placed 20 sticker dots on the maps to identify destinations and barriers, and one desired route was drawn on the map. Destinations were grouped around southwestern Cupertino, including Blackberry Farm, Linda Vista Park, and Jollyman Park. Stevens Creek Boulevard, Bubba Road, and McClellan Road were identified as barriers.

Plan Goals: Participants placed seven comments on the plan goals board. Safety was ranked as the highest priority among plan goals (n=4), followed by accessibility (n=3).



Figure 10: Pop-up table at Lincoln Elementary

Cherry Blossom Festival

On Saturday and Sunday, April 26 to 27, 2025, from 10:00 a.m. to 5:30 p.m., the City of Cupertino sponsored the annual Cherry Blossom Festival with Japanese sister city Toyokawa at Memorial Park. Alta and City staff were present for public engagement on Saturday, April 26, from 10:00 a.m. to 5:30 p.m., engaging at least 190 members of the public. Participants left a total of 57 sticker dots or comments on the poster boards. This was a family-friendly event featuring community resources and organizations, where people of all ages provided input to staff on site, including several individuals who had been struck by vehicles while walking or biking in Cupertino. Common themes included support for:

- Improved access to transit
- Protected bike and pedestrian infrastructure, including enhanced maintenance of existing facilities
- Better connectivity with the neighboring cities and destinations, including extending the Stevens Creek Trail
- Creating safe routes to schools and parks was largely proposed by children.

Barriers and Destinations: Community members placed 21 sticker dots on the maps to identify destinations and barriers.

The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Homestead Road, Stevens Creek Boulevard, Bollinger Road, Wolfe Road/Miller Avenue, and Tantau Avenue. Popular destinations and access points included Rancho San Antonio Open Space Preserve, Stevens Creek Trail, Cupertino City Hall, Cupertino Library and Park, Regnart Creek Trail, The Marketplace, and Creekside Park. No multimodal balance stickers were placed.

Plan Goals: Community members placed 36 comments on the plan goals board. Safety was ranked as the highest priority (n=14), followed by accessibility (n=9) among plan goals.



Figure 11: Engaging with youth at the Cherry Blossom Festival

Hyde Middle School Walk & Roll Day

On Tuesday, April 29, 2025, from 7:30 to 8:30 a.m., City of Cupertino staff tabled in front of Hyde Middle School for their Walk & Roll to School Day. City staff engaged with parents and students on their priorities, barriers, and destinations. Staff engaged with 35 participants who left a total of 22 sticker dots or comments on poster boards.

Barriers and Destinations: Participants placed 15 sticker dots on maps to identify destinations and barriers. Destinations were grouped around the Cupertino Library and Creekside Park. Stevens Creek Boulevard, Bollinger Road, and Tantau Avenue were identified as barriers.

Plan Goals: Participants placed 7 comments on the plan goals board. Safety was ranked as the highest priority among plan goals (n=6), followed by fairness (n=1).



Figure 12: Students at Hyde Middle School

De Anza College Flea Market

On Saturday, May 3, 2025, from 9:00 a.m. to 4:00 p.m., City of Cupertino staff tabled at the De Anza Flea Market, held on the campus of De Anza College. City staff engaged with the public on their priorities, barriers, and destinations. Staff engaged with 26 participants who left a total of 12 sticker dots or comments on poster boards.

Barriers and Destinations: Participants placed seven sticker dots on the maps to identify destinations and barriers. Destinations included Blackberry Farm, Linda Vista Park, and northeastern Cupertino. Wolfe Road, Homestead Road, Foothill Boulevard, and Bollinger Road were identified as barriers.

Plan Goals: Participants placed five comments on the plan goals board. Maintenance was ranked highest priority among plan goals (n=3), followed by safety (n=2).

Live Well Age Well Health Expo

On Friday, May 9, 2025, from 10:00 a.m. to 1:30 p.m., City of Cupertino staff tabled at the Live Well Age Well Health Expo, held at the City of Cupertino Senior Center. City staff engaged with attendees to discuss their priorities, barriers, and destinations. Staff engaged with 16 participants who left a total of 9 sticker dots or comments on poster boards.

Barriers and Destinations: Participants placed six sticker dots on maps to identify destinations and barriers. Destinations included Blackberry



Figure 13: Live Well Age Well Health Expo

Farm, Linda Vista Park, and northeastern Cupertino. Wolfe Road, Homestead Road, Foothill Boulevard, and Bollinger Road were identified as barriers.

Plan Goals: Participants placed three comments on the plan goals board. Maintenance was ranked as the highest priority plan goal (n=2), followed by accessibility (n=1).

Bike to Wherever Day

On Thursday, May 15, 2025, from 7:00 a.m. to 10:00 a.m., the City of Cupertino hosted an energizer station for Bike to Wherever Day at the intersection of Stelling Road and McClellan Road. This event was designed to celebrate and encourage people to ride their bikes for errands, socializing with friends, commuting to work or school, and as an opportunity for those who don't usually bike commute to try it out. Energizer stations are community hubs where residents will pedal to grab a free bag filled with goodies and celebrate the day. The energizer station was hosted by the Cupertino Bicycle Pedestrian Commission, with Alta staff setting up a table adjacent for public input. At least 40 of the 100+ people passing through the station engaged with the ATP staff and left a total of 49 sticker dots or comments on poster boards. Common themes included support for:

- Better bike connections and coordination across municipal boundaries
- More protected bike lanes
- More multi-use paths (including strong praise for the Regnart Creek Trail as an example)

Barriers and Destinations: The public placed 31 sticker dots on the maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Foothill Boulevard, Stevens Creek Boulevard, Bollinger Road, Homestead Road, De Anza Boulevard, and Blaney Avenue. Destinations and access points included Stevens Creek Trail, Cupertino City Hall, Cupertino Library and Park, Regnart Creek Trail, Apple Park Visitor Center, and the many parks and trails up Stevens Canyon Road.

Plan Goals: Students placed 18 comments on the plan goals board, with safety ranked as the highest priority goal (n=10), followed by accessibility (n=8).



Figure 14: A family on a cargo bike at Bike to Wherever Day

Collins Elementary School Walk & Roll Day

On Wednesday, May 21, City staff hosted a table for the ATP at the Walk & Roll Day for Collins Elementary on Blaney Avenue in eastern Cupertino. City staff engaged with 17 adults who left a total of 19 sticker dots or comments on poster boards.

Barriers and Destinations: The public placed 15 sticker dots on the maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Stevens Creek Boulevard, De Anza Boulevard, Blaney Avenue, and Lazaneo Avenue. Destinations included Monta Vista Park, Cupertino Library, and Lawson Middle School.

Plan Goals: Students placed four comments on the plan goals board, all for safety.



Figure 15. Students at Collins Elementary School

Monta Vista High School Lunchtime Tabling

On Wednesday, May 28, City staff hosted a table for the ATP during the lunch hour at Monta Vista High School in western Cupertino. City staff engaged with 17 adults and youth, collecting a total of 19 sticker dots and comments on poster boards.

Barriers and Destinations: The public placed 17 sticker dots on maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: McClellan Road near Stevens Creek Trail, locations along Bubba Road, and De Anza Boulevard. Destinations included Cupertino Library, Varian Park, and Kennedy Middle School.

Plan Goals: Students placed two comments on the plan goals board, both for safety.



Figure 16. Students at Monta Vista High School

Community Workshops

The City and Alta hosted two community workshops, one in person and one virtual. These provided dedicated spaces for the public to learn about the project and engage with project staff with any questions, concerns, or ideas they had for the ATP.

Table 3: Summary of community workshop participation

Event	Date	Attendance	Comments
Community Workshop #1 (virtual)	May 5, 2025	35	44
Community Workshop #2 (in person)	May 7, 2025	24	102

Community Workshop #1

The City of Cupertino hosted a virtual workshop on the evening of May 5 for the Cupertino ATP, held from 6:00 to 7:30 p.m. 51 members of the public registered for the event, and 35 attended. The workshop included a 35-minute presentation, followed by a question-and-answer (Q&A) session. There were 28 questions posed in the Q&A chat window, and 16 attendees provided spoken comments and questions.

Below is a summary of comments and questions from members of the public at the virtual workshop.

Youth and School Access

- **Students’ Needs:** Multiple participants emphasized the importance of engaging students directly, especially at high schools and middle schools, to understand their transportation challenges.
- **School Commutes:** Parents expressed concern about unsafe walking and biking conditions near schools, particularly around **Foothill Boulevard and Stevens Creek Boulevard**, citing heavy traffic and recent accidents.
- **Drop-Off Congestion:** A student suggested designated drop-off zones away from school entrances to reduce traffic chaos and improve safety.
- **Scooter Safety:** Concerns were raised about **electric scooters on sidewalks**, especially near schools. Suggestions included better infrastructure and education to keep faster devices off sidewalks.

Pedestrian Safety and Infrastructure

- **Sidewalk Conditions:** Several residents highlighted **uneven, narrow, or missing sidewalks**, especially near schools and major roads like **Bubb Road and Stelling Road**.
 - **Crosswalks:** Bollinger Road was repeatedly mentioned for its **lack of safe midblock crossings**, with residents witnessing dangerous pedestrian behavior and near misses.
 - **Intersection Safety:** Intersections like **Stevens Creek Boulevard at De Anza Boulevard** and **Blaney Avenue at Stevens Creek Boulevard** were flagged as particularly hazardous for pedestrians.
-

Bicycling Infrastructure and Concerns

- **Concerns over Major Streets:** Opinion from participants was mixed on the utility of dedicated bike lanes on major streets. Some participants suggested that people riding bikes should use parallel side streets to minimize congestion impacts on major roads. Others pushed back on the idea that they should stick to side streets, noting that key destinations (jobs, shops, schools) are located on arterials like **Stevens Creek Boulevard, De Anza Boulevard, and Miller Avenue/Wolfe Road**.
 - **Stressful Bike Routes:** Painted bike lanes next to fast-moving traffic and parked cars (e.g., on Miller Avenue) were described as **high-stress and unsafe**.
 - **Connectivity Gaps:** Residents called for a **more connected north-south bike network**, citing streets like **Stelling Road, Blaney Avenue, and Wolfe Road** as needing improvements.
-

Fairness and Community Engagement

- **Multimodal Balance:** Some residents emphasized the need to **balance improvements** across all modes—walking, biking, driving—without disproportionately impacting any group.
 - **Inclusive Planning:** Residents urged the City to ensure **all neighborhoods are included**, not just those with vocal opposition or support. Concerns were voiced that future bicycle and pedestrian projects would not heed the desires of local communities; others expressed concern that local groups could stymie the implementation of projects that could create regional connections and benefits.
 - **Regional Coordination:** Participants asked how Cupertino's plan aligns with **neighboring cities and county plans**, recognizing that many trips cross city boundaries.
-

Development and Future Growth

- **Developer Contributions:** Residents asked whether **new housing developments** would be required to contribute to walking and biking infrastructure.
 - **Proactive Planning:** Suggestions included **involving residents** early in the planning process to address concerns and improve transparency.
-

General Themes

- **Safety Is Paramount:** Across all modes, safety was the most frequently cited concern and top priority.
 - **Desire for Ambition:** Many residents expressed hope that the plan would be **bold and transformative**, making walking and biking truly viable and attractive options.
 - **Concern for Potential Impacts:** Many speakers expressed concerns that projects would negatively impact congestion, parking availability, and quality of life without providing commensurate benefits to the community.
 - **Pedestrian Focus:** Multiple speakers wanted the ATP to prioritize pedestrian safety and access improvements over bicycle projects.
-

Community Workshop #2

The City of Cupertino hosted an in-person workshop on the evening of May 7 for the Cupertino ATP, held from 6:00 to 7:30 p.m. Twenty-four members of the public attended the workshop. A 35-minute presentation was given, followed by a 10-minute Q&A session and interactive poster board activity. During the presentation, 18 residents participated in the interactive polling, and there were six questions posed during the Q&A.

During the interactive posterboard activity, residents were encouraged to provide direct feedback regarding their walking or rolling routes with sticky notes and color-coded dots on a map of the city.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: “What unique destinations make Cupertino a one-of-a-kind place? Where would you like to go by walking or rolling with friends and family?”)
- **Yellow dots** – Areas where residents would like multimodal balance (On the Map: “Where should extra consideration be given to maintain parking supply and minimize vehicle delay?”)
- **Red dots** – Areas that are barriers or gaps (On the Map: “Which roadways or intersections pose significant obstacles?”)

On another poster board, residents shared which plan goals they think the Plan should prioritize: accessibility, maintenance, safety, sustainability, balance, and fairness. There were 96 sticky notes or color-coded dots on the map poster boards, and 12 notes shared on the priorities poster boards.

Below is a summary of the Q&A session, general comments, and comments on the poster boards.

Q&A

- **Foothill Boulevard:** A resident was surprised that Foothill Boulevard was not captured in the High Injury Network. There was a recent collision involving youth, but it is also a long-standing issue.



Figure 17: Presentation at Community Workshop #2



Figure 18: Workshop participants at breakout tables

- **Slideshow:** A resident would like the slideshow, without the polling slides, available on the Cupertino ATP website.
- **Recreational Travel:** A resident was interested in how we are capturing recreational travel by mode, not just commute travel.
- **E-Bikes:** A resident was interested in how the Plan will account for the increasing use of e-bikes in Cupertino.
- **In-Progress Projects:** When looking at the completed and in-progress projects map, a resident was interested in why a pedestrian treatment was in progress near a new Eden Housing Development.
- **Secure Bike Parking:** A resident was interested in how the Plan will incorporate the need for more secure bike parking.

Overall Themes from Outreach Boards

- **Shared Use Trails:** 10 comments were regarding access to existing trails, the continuation of existing trails, or the construction of new trails. Three comments were specifically regarding constructing the Tamien Trail.
- **Key Destinations:** In addition to trail access, common destinations for Cupertino residents include the City's shopping centers, parks, and schools.
- **Alternatives to Highways and Busy Streets:** 7 comments requested bike/pedestrian infrastructure where residents could either avoid interacting with busy streets/highways or gain access through barriers in the existing infrastructure. This includes requests for tunnels, trails, and bridges.
- **Concerns over Major Streets:** Major streets, including Stevens Creek Boulevard, De Anza Boulevard, and Bollinger Road, were often cited as having barriers or gaps in pedestrian or bicycle facilities.
- **School Access and Congestion:** In addition to identifying schools as key desired destinations, residents identified barriers/gaps and the need for multimodal balance around Cupertino schools.

Goals and Location-Specific Outreach Boards

Resident comments on the goals and location-specific outreach boards are listed below:

Accessibility

- Add safe bike parking.
- Make bike + pedestrian access easier when possible by opening a closed gate, for example.

Maintenance

- Debris on bike path or bike lane is a hazard.
- Fix Stevens Creek & 280/85 sidewalks.

Fairness

- Finish Tamien Innu trail.

Safety

- Miller has too many lanes. Could be 1 on each side and center turn lane.
- Stevens Creek & Wolfe. Fix Wolfe (N-5).

- It's important to give as many children as possible a completely traffic-free bike/walk route to school. Imagine how traffic could improve if cars rarely needed to drop off & pick up kids!
- Bollinger; Bollinger at De Anza; Bollinger at Clifden needs a pedestrian crossing to support overflow parking from Trader Joe's and people riding VTA 25.
- Crossing Stevens Creek Boulevard is a hazard for pedestrians.
- Need to consider elderly walking and biking. They need to increase crossing times because elderly do not walk as fast.

Location-Specific Outreach Boards

A summary of locations is listed below based on the color of the dot used on the outreach boards.

Destinations where the community would like to go (**green dots**) include:

- Alves Dr @ Beardon Dr
- Alves Dr @ Shopping Center between N Stelling Rd and Saich Way
- Bandley Dr @ Greenleaf Dr
- Bollinger Rd @ De Anza Blvd
- Bollinger Rd @ Miller Ave
- Bollinger Rd Between Alderbrook Ln and Miller Ave
- I-280 from Mary Ave to De Anza Blvd
- Calvert Dr @ Lawrence Expy
- Civic Center Park
- Cristo Rey Dr @ Canyon Oak Way
- Cupertino Historical Society @ Museum
- Cupertino Memorial Park
- De Anza Blvd @ Homestead Rd
- De Anza Blvd @ Kirwin Ln
- De Anza Blvd @ Stevens Creek Blvd (Cali Mill Plaza Park)
- De Anza Blvd @ Stevens Creek Blvd (NE corner)
- Hammon Snyder Loop Trailhead
- Homestead Rd @ Blaney Ave
- Hyde Middle School
- Hyde Middle School
- Jollyman Park
- Linda Vista Park
- Mary Ave @ Junipero Serra Fwy
- Main Street Shopping Mall
- McClellan Rd @ Bubb Rd
- McClellan Rd @ Stevens Creek Trail
- Monta Vista Park
- Northeast city limits/Hammond Snyder Loop Trail

- Portal Park
- Rainbow Dr @ Rainbow Knoll Trail
- Stevens Creek Blvd @ Anton Way
- Stevens Creek Blvd @ Bianchi Way
- Stevens Creek Blvd @ Carmen Rd
- Stevens Creek Blvd @ Carmen Rd
- Stevens Creek Blvd @ Crossroads shopping mall
- Stevens Creek Blvd @ Imperial Ave
- Stevens Creek Blvd @ Miller Ave
- Stevens Creek Blvd @ Pasadena Ave (Mann Shopping Center)
- Stevens Creek Blvd @ Portal Ave
- Stevens Creek Blvd @ Saich Way
- Stevens Creek Blvd @ Scenic Blvd
- Stevens Creek Blvd @ Stelling Rd (shopping center)
- Stevens Creek County Park
- Tantau Ave @ I-280
- Torre Ave @ Town Center Ln
- Wilson Park

Areas where residents would like multimodal balance (**yellow dots**) include:

- Stevens Creek Blvd @ Wolfe Rd
- Lawson Middle School
- Portal Park

Areas that are barriers or gaps (**red dots**) include:

- Auburn Dr @ Drake Dr
- Beardon Dr @ Greenleaf Dr
- Blaney Ave @ Lucille Ave
- Bollinger Rd @ Alderbrook Ln
- Bollinger Rd @ Blaney Ave
- Bollinger Rd @ Clifden Way
- Bollinger Rd @ Martinwood Way
- Crescent Rd @ Orchard Ct
- De Anza @ McClellan
- De Anza Blvd @ Bollinger Rd
- De Anza Blvd @ I-280
- De Anza Blvd @ SR 85
- De Anza Blvd @ Rodrigues Ave
- Lawrence Expressway @ Mitty Way
- McClellan Rd @ North East Corner of Monta Vista High School

- Miller Ave @ Phil Ln
- Miller Ave @ Vicksburg Dr
- Stevens Creek Blvd @ Bianchi Way
- Stevens Creek Blvd @ Blaney Ave
- Stevens Creek Blvd @ Bubba Rd
- Stevens Creek Blvd @ SR 85 Offramp
- Stevens Creek Blvd @ De Anza Blvd
- Stevens Creek Blvd @ Saich Way
- Stevens Creek Blvd @ Stelling Rd
- Stevens Creek Blvd @ Vista Dr
- Tantau Ave @ Loree Ave
- Wolfe Rd @ I-280 N Onramp
- Wolfe Rd @ Vallco Pkwy

General Comments on Outreach Boards

- You can fit 12-13 bicycles in one parking space. 3 car spaces would make enough bike parking to fill community hall.
- Pickup and drop off time around the schools is a mess. Please build designated drop off points 1-2 blocks from the schools to spread out car load. I bike to school faster than my neighbor who drives because he has to sit in drop off traffic in front of school. I have witnessed crashes in front of school, been in crashes, and provided police witness testimony on crashes. The area in front of schools is far too congested and dangerous.

Online Interactive Map

The online interactive map for phase one was structured to enable users to provide feedback in the form of routes and points on the map. Before accessing the map, users were also able to provide feedback on priorities among plan goals.

Map input options included:

- Preferred walking and biking routes
- Challenging locations for walking and biking
- Desired destinations
- Streets causing concern about the potential for parking loss or congestion

Interactive Map Summary – Phase 1

Summary of Desired Destinations

- Cupertino Library, Eaton Elementary, Apple Park Visitor Center, Jollyman Park, and more.
- Concerns include a lack of safe access, especially for children and seniors.
- Suggestions include better crossings, sidewalks, and trail connections.

Summary of Barriers and Gaps

- **Unsafe crossings** (e.g., Homestead Rd, McClellan Rd, Blaney Ave, Bollinger Rd).
- **Missing infrastructure** like crosswalks, bike lanes, or pedestrian bridges.
- **Visibility issues** due to sun glare, parked cars, or trash bins.
- **Speeding and traffic flow concerns**, especially near schools and intersections.
- **Suggestions** include adding speed bumps, protected bike lanes, pedestrian refuge islands, and better signage.

Summary of Multimodal Balance

- Balancing the needs of different travel modes in areas with:
 - **High congestion** (e.g., Stevens Creek Blvd, Wolfe Rd).
 - **New developments** (e.g., The Rise).
 - **Suggestions** include traffic light synchronization, designated drop-off zones, and better multimodal planning.

Key Themes

- **Bike Infrastructure:** There are a limited number of protected bike lanes in the City, a high prevalence of unsafe intersections for bicyclists, and the desire for trail extensions (e.g., Regnart Creek Trail).
- **Pedestrian Safety:** There are issues with pedestrian visibility, speeding cars, a need for better signage, and pedestrian refuge islands.
- **Traffic Behavior:** There is congestion near schools and shopping areas, illegal or unsafe parking, speeding, and a failure to yield to pedestrians and bicyclists.
- **Roads and Trail Conditions:** There is a desire for improving road design for multimodal use, maintaining and expanding trails, and repainting or redesigning intersections.

Intersections with a High Number of Votes (including direct quotes from comments)

1. Wolfe Road and I-280 (5 comments, 112 votes)
 - a. "Proposed housing development should have access to Portal Park and schools without using Wolfe Road."
2. Stevens Creek and Highway 85 (11 comments, 32 votes)
 - a. "A safe crossing over CA-85 is desperately needed. Currently the only way across in this area is Stevens Creek Boulevard, which has fast-moving and lane changing traffic, plus many exits/ramps/intersections. Best would be to have a crossover on Mary just north of this area to Fitzgerald or University Way."
3. Stevens Creek Boulevard and De Anza Boulevard (8 comments, 29 votes)
 - a. "This intersection is really dangerous. I avoid it whenever possible, and it makes reaching businesses and locations on the other side difficult. It'd be awesome if we could get a protected intersection here like there are in Fremont or San Jose."
4. Pacifica Drive and Whitney Way (6 comments, 27 votes)
 - a. "Drivers often don't yield to pedestrians."
5. McClellan Drive and De Anza Boulevard (3 comments, 17 votes)

- a. “The beginning of the protected bike trail on McClellan going east is unprotected and cars often drive into the bike lane while making a right turn and even sometimes when going west to east on McClellan.”

Streets with a High Number of Comments/Votes (including direct quotes from comments)

1. Wolfe Road and Stevens Creek Boulevard (3 comments, 27 votes)
 - a. “Stevenson & Wolf is extremely congested, especially during the commute hours. With the 3000 apartments from The Rise and Wolfe Road Housing, commuting through this road will be infeasible. The City should prioritize preemptively to assure larger flow of vehicle traffic on these roads.”
2. McClellan Road (4 comments, 4 votes)
 - a. “McClellan road where there is a protected bike is lane feels so much safer than it used to. The speed reduction has helped as well--cars are no longer whipping past as they used to.”
3. Stelling Road (3 comments, 6 votes)
 - a. “Of the parallel roads to get from Sunnyvale through Cupertino on a bike, this route seems best balanced between safety and convenience. Though the Hollenbeck portion in Sunnyvale without bike lanes is not safe. Be good if Cupertino and Sunnyvale could coordinate to make the entire stretch a bike friendly corridor.”
4. UPRR Tail (4 comments, 4 votes)
 - a. “Union Pacific Railroad to the Permanente Quarry. As the Quarry will be decommissioned, this stretch of the railroad will be entirely unused.”
5. Budd Road (2 comments, 3 votes)
 - a. “Route to drop kids to Lincoln and Kennedy middle school.”

Summary of Streets and Intersections with Many Likes and Dislikes

1. Blaney Avenue and Regnart Creek Trail (Intersection) (2 comments, 22 likes, 0 dislikes)
 - a. Cars speed at this intersection and do not yield to pedestrians/bicyclists. Requests for additional traffic calming measures.
2. Stevens Creek Boulevard and Carmen Road (Intersection) (2 comments, 25 likes, 9 dislikes)
 - a. Support for a pedestrian/bicycle bridge
3. Merritt Drive and Norwich Avenue (Intersection) (1 comment, 11 likes, 77 dislikes)
 - a. Conflicting opinions about the benefit of creating an access point at this location versus the preference to keep an existing wall, and direct pedestrians/bicyclists to use the Tamien Innu trail.
4. Kim Street and Regnart Creek Trail (Intersection) (1 comment, 9 likes, 29 dislikes)
 - a. Conflicting opinions about the benefits of expanding the Regnart Creek Trail, versus privacy concerns for nearby residents.
5. Stevens Creek Boulevard and Wolfe Road (street) (3 comments, 25 likes, 0 dislikes)
 - a. Concern about the current level of congestions, and it being exacerbated by forthcoming housing development.
6. Blaney Avenue (3 comments, 12 likes, 0 dislikes)
 - a. Request for additional parking at Stevens Creek Boulevard for commercial uses.

Online Survey Results

City of Cupertino staff developed an online survey, which was hosted on the project website and promoted by City communications. A total of 240 survey responses were collected among people who visit, live, go to school, or work in Cupertino. Results of the survey are presented in the following tables.

Table 4: How did you learn about the project? (Select all that apply.)

Response	Number	Percentage
From friends	129	54%
City communications	81	34%
Other	32	13%
Yard signs or banners	23	10%
Tabling event	7	3%
Total	272	113%

Table 5: What is your age?

Response	Number	Percentage
Under 18	7	3%
18-29	19	8%
30-49	81	34%
50-64	96	40%
65+	37	15%
Total	240	100%

Table 6: How do you travel around Cupertino? (Select all that apply.)

Response	Number	Percentage
Personal car	227	95%
Walk	153	64%
Bike	84	35%
SV Hopper	31	13%
Rideshare services(e.g., Uber/Lyft)	20	8%
VTA bus	18	8%
Electric device (scooter, bike, or other)	13	5%
Total	546	228%

Table 7: If you walk or bike, what purpose is it primarily for? (Select all that apply.)

Response	Number	Percentage
Exercise/recreation	198	83%
Shopping/errands	113	47%
Commuting to work/school	78	33%
Social visits	74	31%
Connecting to transit	33	14%
Other	10	4%
Total	506	211%

Table 8: How often do you currently walk or bike in Cupertino?

Response	Number	Percentage
Several times a week	93	39%
Daily	86	36%
Occasionally	34	14%
Rarely	19	8%
Never	8	3%
Total	240	100%

Table 9: On a scale from 1 (not very stressful) to 10 (very stressful), how comfortable do you feel when walking or biking in Cupertino?

Response	Number	Percentage
1 - not very stressful	55	23%
2	36	15%
3	16	7%
4	18	8%
5 - neutral	12	5%
6	14	6%
7	28	12%
8	31	13%
9	14	6%
10 - very stressful	16	7%
Total	240	100%

Table 10. What would encourage you to walk or bike more in Cupertino? (Select all that apply.)

Percentage	Not at all	Slightly	Moderately	Significantly
Wider sidewalks	47%	22%	21%	11%
Shorter crossings	46%	19%	18%	17%
Protected intersections	33%	17%	18%	32%
Better street lighting	19%	22%	27%	31%
Traffic calming	25%	21%	22%	32%
Traffic enforcement	33%	26%	19%	23%
Slower traffic speeds	36%	23%	20%	21%
Concrete protected bike lanes	58%	9%	9%	24%
Bollard protected bike lanes	53%	14%	16%	17%
Wider buffered bike lanes	53%	16%	14%	16%
Secure bike parking	44%	21%	16%	19%

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd, Alta Planning + Design

Date: March 24, 2026

Re: Cupertino ATP: Phase 2 Public Participation Summary

Introduction

Phase 2 of the Cupertino Active Transportation Plan (ATP) involved a range of engagement activities throughout the fall of 2025. Outreach activities were structured to reduce barriers for Cupertino’s residents and visitors by bringing engagement to them, with central community meetings, virtual engagement, and eight pop-ups at existing community gatherings. In-person outreach was supported by one online community meeting, a project website, an interactive web map, lawn signs, banners, and A-frames distributed throughout Cupertino, as well as regular online communications through various City channels. Summaries of key outreach initiatives are provided in this memo.

The second phase of public outreach ran from August 20 through November 30, 2025. This phase consisted of 13 events, engaging over 600 residents and soliciting over 2,000 comments from the public. This input will be used to directly inform the draft plan development for the ATP, which will be shared with the public in the spring of 2026.

Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Interactive webmap	--	279 comments	1,671 votes
Community workshop	2	20	50
Pop-up events	8	299	316
Emails	--	1	1
Public hearings	3	40	57
Total	13	639	2,095

Summary of Findings

The following are key findings from public outreach:

Pedestrian Recommendations:

- **Main Concerns:** Intersection safety issues, particularly conflicts and situations with right-turning vehicles, limited visibility, and speeding vehicles at major intersections during peak hours.
- **Supportive Feedback:**
 - Proposed Class I shared-use paths, such as the Tamien Innu, Lawrence Mitty Trail, and Union Pacific Railroad alignment.
 - Extending the Lawrence Mitty Trail across Lawrence Expressway to enhance school access.
 - Recommended sidewalk network.

Bicycle Recommendations:

- **Main Themes:**
 - Desire for upgrading buffered bike lanes to separated bikeways on high-speed corridors (Homestead Rd, Bollinger Rd, and Blaney Ave).
 - Safety concerns along Stevens Creek Blvd, especially near Highway 85 and De Anza College.
- **Supportive Feedback:**
 - Strong support for shared-use paths as safe alternatives to major roads.
 - Positive feedback on protected intersections; suggestions to add more along Stevens Creek Blvd.
 - Emphasis on safe school access and reducing conflicts with right-turning vehicles.

General Themes:

- **Safety Near Schools:** Prioritize pedestrian and bicycle improvements around Lincoln Elementary, Monta Vista High, and Cupertino High.
- **Traffic Calming:** Requests for speed reduction measures (speed bumps, raised tables, and rapid rectangular flashing beacons [RRFBs]).
- **Connectivity:** Desire to link parks, schools, and neighborhoods via shared-use paths.
- **Visibility and Signage:** Calls for better intersection visibility and signage.

Phase 2 Outreach Materials

The second phase of outreach for the Cupertino ATP included the following outreach and engagement materials:

- A set of nine poster boards, used during pop-up and workshop events. These boards included:
 - One board introducing the project's purpose and displaying the project schedule.
 - One board summarizing what was heard during Phase 1 outreach.
 - One board showing the bicycle network recommendations.
 - One board showing the pedestrian network recommendations.
 - One board providing visual examples of bicycle facilities rolling improvements.
 - One board providing visual examples of pedestrian facilities walking improvements.

- Three boards providing an analysis on how recommendations were considered: level of traffic stress, stress-adjusted short trips, and active trip potential.
- A project website, hosting an interactive webmap:
 - The interactive webmap solicited input on recommendations for the pedestrian network and for the bicycle network. The webmap also included a virtual glossary to explore the types of infrastructure that was recommended for the ATP.

Webmap Summaries

The project website CupertinoATP.org hosted an interactive webmap from August 22 through November 30, 2026. The webmap solicited input from the public on both pedestrian network recommendations and bicycle network recommendations. Users could “like” a project, “dislike” it, or leave a comment. In all, there were 279 unique comments and 1,671 votes on facility recommendations. The overwhelming majority of votes on facility recommendations were “likes.” **Table 1** provides a summary of all the unique comments and votes by type.

Table 1. Summary of Comments by Type

Comment Type	Number of Comments	Vote Count
Sidewalk	48	178
Pedestrian intersection	117	659
Shared-use path	10	134
Separated bikeway	10	127
Buffered bike lanes	14	171
Bike lanes	2	19
Neighborhood bike routes	70	294
Bike intersections	8	89

Pedestrian Recommendations

There were 165 unique comments regarding the pedestrian recommendations. Among these, 117 comments focused on the proposed intersection improvements, 48 pertained to sidewalk recommendations, and 10 were related to shared-use path suggestions. The comments primarily highlighted concerns about dangerous intersections caused by right turns, limited pedestrian visibility, and speeding vehicles. Participants noted that safety issues at intersections become more pronounced during commute hours. The intersections most frequently mentioned were Stevens Creek Boulevard, Bollinger Road, Prospect Road, Stelling Road, De Anza Boulevard, and Blaney Avenue. Participants were highly supportive of the proposed Class I shared-use paths along I-280, the Union Pacific Railroad Tracks, and Saratoga Creek. Some participants suggested extending the shared-use path recommendations along Saratoga Creek to cross Lawrence Expressway so that it can serve as a route to school. Participants were overall supportive of the recommended sidewalk network. The map in **Figure 1** displays the webmap comments by popularity and location.

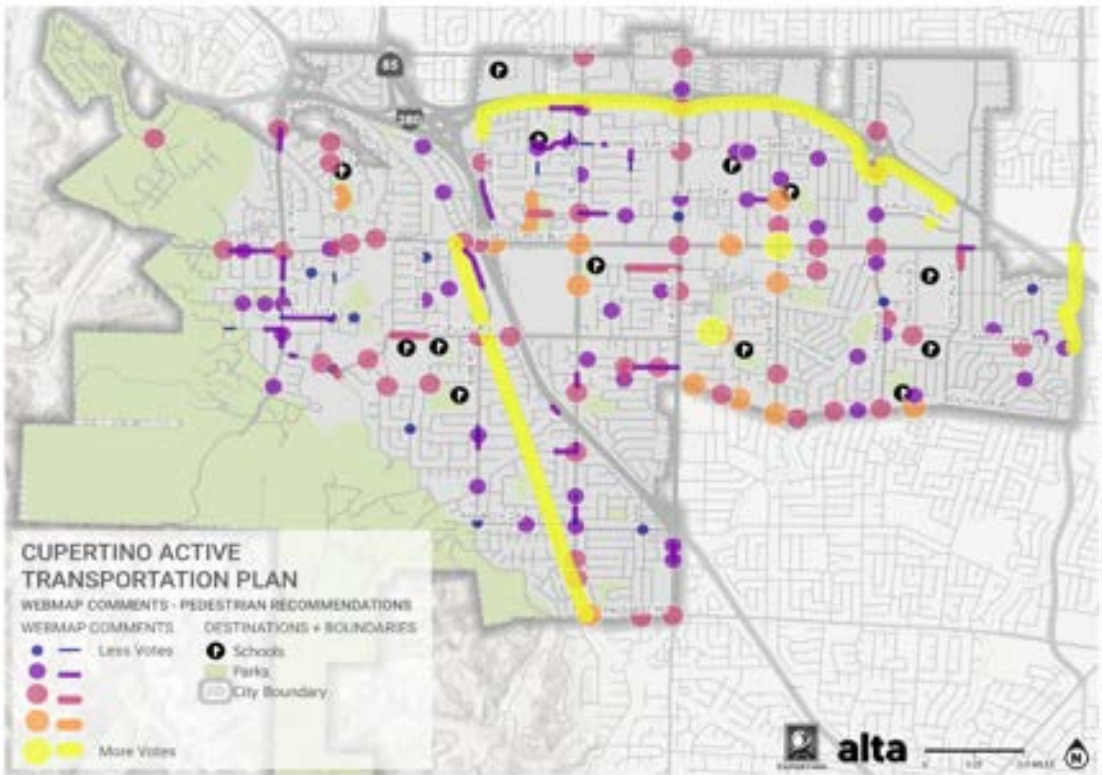


Figure 1: Webmap Comments Related to Pedestrian Recommendations

Bicycle Recommendations

The webmap received 114 unique comments related to the bike recommendations. Of these, 8 related to recommended protected intersections, 96 were related to the on-street bike recommendations, and another 10 related to shared-use paths. Overall, participants expressed support for enhanced network connections to schools and requested that some of the proposed buffered bike lanes be upgraded to separated bikeways to improve safety due to high-speed traffic. The corridors that received the most feedback included the recommended shared-use paths, as well as Homestead Road, Stevens Creek Boulevard, Blaney Avenue, and Bollinger Road. Many participants favored the suggested shared-use paths, noting that these paths would offer safe alternatives to major roadways and intersections. Additionally, there were calls to upgrade the buffered bike lanes on Homestead Road, Bollinger Road, and Blaney Avenue to separated bikeways, as fast travel speeds were identified as a significant barrier preventing students from biking to school. Concerns about speeding and unsafe intersections along Stevens Creek Boulevard were highlighted, particularly near Highway 85 and De Anza College. Separated bikeways were requested on Foothill Boulevard, Stelling Road, and Wolfe Road. Most unique comments were regarding the recommended neighborhood bike routes, with overall support for the enhanced network serving schools. Comments regarding the recommended protected intersections were generally positive, emphasizing the importance of reducing conflicts with right-turning vehicles. Some participants suggested adding protected intersections all along Stevens Creek Boulevard. **Figure 2** displays the webmap comments related to the bike recommendations.



Figure 2: Webmap Comments Related to Bike Recommendations

Event Summaries

Pop-Up Events

The Alta Planning + Design project team (with support from City staff) hosted pop-up engagement events at existing community events, such as festivals and farmers' markets. These pop-up events met the community where they were and gathered additional project feedback throughout the project. During Phase 2, Alta staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, and safety infrastructure, as well as provide feedback on the project recommendations. Cupertino City staff conducted additional pop-up events to supplement Alta's activities.

At pop-up events, residents were encouraged to provide the following feedback on the bicycle and pedestrian network recommendations:

- **Draw a check mark** to indicate that residents like a recommended improvement.
- **Trace a route** that is currently missing, and residents would like included in the recommendations.
- **Add a sticky dot** in a location where residents would like to see additional spot improvement.

Residents could also add a sticky note with additional context regarding a traced route and/or sticky dot, or to provide a more general comment. Key themes among resident feedback are summarized in the event summary.

Table 2: Summary of Pop-Up Participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
Creekside Farmers' Market	September 5	City of Cupertino	30	16
Silicon Valley Fall Festival	September 13	Alta and City of Cupertino	90	67
De Anza Farmers' Market	September 21	Alta	50	11
Cupertino Bike Fest	September 27	Alta	35	21
Senior Center Oktoberfest	October 8	City of Cupertino	14	38
Diwali Celebration	October 11	City of Cupertino	49	87
Block Captains Conference	October 22	City of Cupertino	22	76
Teen Commission	November 12	City of Cupertino	9	0
Total			288	316

Creekside Farmers' Market

On Friday, September 5, 2025, from 8:00 a.m. to 12:00 p.m., the Creekside Farmers' Market held its weekly market at Creekside Park. At least 30 people engaged with Alta and City staff, leaving a total of 16 check marks or requests for additional spot improvements (no traced routes).

Check marks: Residents showed significant support for the shared-use path recommendations on both the bicycle and pedestrian network recommendation maps. A total of six check marks were drawn on either the Calabazas Creek, Saratoga Creek, or Memorial Park shared-use path recommendations. Another popular recommendation was the Finch Ave separated bikeway, which had two check marks.

Additional spot improvements: Residents placed three sticky dots on either the bicycle or pedestrian network recommendation maps:

- Lazaneo Dr & De Anza Blvd, "sunlight visibility issues"
- Blaney Ave & Regnart Creek Trail, "add stop sign"
- Portal Ave & Merritt Dr, "need to make cars stop"



Figure 3: Creekside Farmers' Market

Silicon Valley Fall Festival

On Saturday, September 13, 2025, from 10:00 a.m. to 7:00 p.m., Rotary Club of Cupertino held its annual Silicon Valley Fall Festival at Memorial Park. At least 90 people engaged with Alta and City staff, leaving a total of 52 check marks, requests for additional spot improvements, or traced routes. Residents also placed 15 general comments or provided feedback that are outside of the scope of the ATP.

Check marks: Residents showed significant support for the Union Pacific shared-use path recommendation (four check marks), the Stevens Creek separated bikeway recommendation (five check marks), and the Tamien Innu shared-use path recommendation (five check marks). Residents also showed support (two check marks at each location) for the Foothill Blvd separated bikeway recommendation, Stelling Rd and Alves Dr intersection recommendation, and the Foothill Blvd and Stevens Creek Blvd intersection recommendation.

Additional spot improvements: Residents placed eight sticky dots on either the bicycle or pedestrian network recommendation maps. One theme that emerged among the sticky dots is commentary about where the entrance to the Tamien Innu Trail should be, and mixed feelings about whether the Auburn Dr soundwall should be opened or remain closed.

Traced route: Residents drew or indicated eight changes to routes on either the bicycle or pedestrian network recommendation maps. One theme that emerged is the desire to upgrade the existing bike lane on McClellan Ave and complete the separated bikeway network all the way to Monta Vista High School.



Figure 4: Silicon Valley Fall Festival

De Anza Farmers' Market

On Sunday, September 21, 2025, from 9:00 a.m. to 1:00 p.m., De Anza Farmers' Market held its weekly market at De Anza College. Fifty people engaged with Alta staff, leaving a total of 10 check marks, requests for additional spot improvements, or traced routes. One resident placed a more general comment outside of the scope of the ATP.

Check marks: Residents placed two check marks on the network recommendation maps. One was on the pedestrian network map, indicating support for the intersection improvements at De Anza Blvd and Stevens Creek Blvd. The other check mark was on the bicycle network map, indicating support for the separated bikeway recommendation for Stevens Creek Blvd.

Additional spot improvements: Residents placed five sticky dots on either the bicycle or pedestrian network recommendation maps. No themes emerged from the sticky dot locations or comments.

Traced route: Residents drew or indicated three changes to routes on either the bicycle or pedestrian network recommendation maps. No themes emerged from the routes or comments.



Figure 5: De Anza Farmers' Market

Cupertino Bike Fest

On Saturday, September 27, 2025, from 9:00 a.m. to 1:00 p.m., the City of Cupertino hosted its annual Bike Fest. Thirty-five people engaged with Alta and City staff, leaving a total of 19 check marks, requests for additional spot improvements, or traced routes. Two residents placed a more general comment outside of the scope of the ATP.

Check marks: Residents placed 10 check marks on either the bicycle or pedestrian network recommendation maps. One theme is that two people showed support for the buffered bike lane recommendation on Bollinger Rd.

Additional spot improvements: Residents placed seven sticky dots on either the bicycle or pedestrian network recommendation maps. One theme that emerged is that there are conflicts between modes at the Stevens Creek Blvd and Wolfe Rd intersection crossing.

Traced route: Residents drew or indicated two changes to routes on either the bicycle or pedestrian network recommendation maps. No themes emerged from the routes or comments.



Figure 6: Cupertino Bike Fest

Diwali Festival

On Saturday, October 11, 2025, from 11:00 a.m. to 6:00 p.m., the Cupertino Chamber of Commerce held its annual Diwali Festival at Memorial Park. Forty-nine people engaged with City staff, leaving a total of 87 check marks, requests for additional spot improvements, or traced routes.

Check marks: Event participants showed significant support for the intersection improvement recommendations on Finch Avenue and Bollinger Road, placing a total of 17 check marks along both corridors. Participants also showed significant support for the bike intersection improvements and separated bikeway recommendations on Stevens Creek Boulevard, placing 25 check marks on the corridor.

Additional spot improvements: One note placed on the pedestrian map said that they would love to see a bike park in Memorial Park similar to the one at the Great Highway in San Francisco, possibly indicating that the facility could use improvements for pedestrian safety.

Traced route: There was one traced route on the pedestrian map, indicating that Peninsula Avenue would benefit from sidewalk rehabilitation.



Figure 7: Diwali Festival

Senior Center October Festival

On Wednesday, October 8, 2025, City of Cupertino staff tabled at the Cupertino Senior Center for the October Festival. At least 14 people engaged with City staff, leaving a total of 33 check marks or requests for additional spot improvements (no traced routes). Residents also placed five general comments or provided feedback that is outside of the scope of the ATP.

Check marks: Residents placed 25 check marks on either bicycle or pedestrian network recommendation maps. On the bicycle network recommendations, there was significant support for the Tamien Innu, and on the pedestrian network recommendations, there was significant support for pedestrian improvements on Foothill Blvd between Stevens Creek Blvd and Walnut Circle N.

Additional spot improvements: Residents placed eight X marks on either the bicycle or pedestrian network recommendation maps. It was noted that Foothill Blvd north of Stevens Creek needs speed limit reductions.



Figure 8: Senior Center October Festival

Community Workshops

The City and Alta hosted two community workshops, one in person and one virtual. These provided dedicated spaces for the public to learn about the recommended bicycle and pedestrian improvements and engage with project staff with any questions, concerns, or ideas they had for the ATP.

Table 3: Summary of Community Workshop Participation

Event	Date	Attendance	Comments
Community Workshop #1 (in person)	September 29, 2025	13	40
Community Workshop #2 (virtual)	October 23, 2025	7	12

Community Workshop #1

The City of Cupertino hosted an in-person workshop on the evening of September 29 for the Cupertino ATP, held from 6:00 to 8:00 p.m. Thirteen members of the public attended the workshop. A 35-minute presentation was given, followed by a 10-minute question-and-answer (Q&A) session and an interactive poster board activity. There were seven questions posed during the Q&A.

During the interactive posterboard activity, residents were encouraged to provide direct feedback on the proposed pedestrian and bicycle recommendations with sticky notes and by making notes on a bicycle map and pedestrian map of the city.

Below is a summary of the Q&A session, general comments, and comments on the poster boards.



Figure 9: Presentation at Community Workshop #1

Q&A

- **Past plans:** A resident was curious how the ATP will utilize the recommendations from the 2016 Bike Plan.
- **Collision data:** A resident wanted to know where we got the collision data from.
- **Analysis:** A resident wanted to let the project team know that they were impressed with the data and analysis.
- **Prioritization:** A resident wanted to know if there would be a section in the ATP that would explain how we prioritize pedestrian and bicycle recommendations.
- **Funding:** A resident wanted to know if the City had a budget for these projects or how these projects would be funded.
- **Lane reduction:** A resident wanted to know if the recommendations would reduce travel lanes.
- **Type of project recommendations:** A resident wanted to know if these bicycle and pedestrian recommendations are all for future projects.

Overall Themes from Outreach Boards

Pedestrian Network

- **Safety near schools:** There was mention of prioritizing and ensuring that improving pedestrian access and traffic calming near schools was prioritized (Lincoln Elementary, Monta Vista High School, Cupertino High School).
- **Crosswalk enhancements:** There were requests for raised crosswalks and RRFBs at intersections for pedestrian improvements.
- **Traffic calming:** The public would like to see elements that would support reducing vehicle speeds on streets such as McClellan, Finch, and Bollinger.
- **Shared-use paths:** There was a desire to connect parks, schools, and neighborhoods to shared-use paths and trails.

Bicycle Network

- **Protected bike lanes:** Strong demand for buffered or separated bike lanes on major roads (Stevens Creek, Foothill, Bollinger).
- **School access:** Emphasis on safe bike routes for students.
- **Speed and safety:** Comments showed unsafe conditions due to fast-moving vehicles.

Additional Spot Improvements

Build Protected or Separated Bike Lanes

- Wolfe Rd and Miller Ave
- Blaney from Homestead to Bollinger
- Foothill Blvd
- Stevens Creek Blvd to Foothill Blvd
- Bollinger Rd and Clifden Way
- Miller Ave between Calle de Barcelona and Stevens Creek Blvd

Roadway or Crosswalk Improvements

Group A Typology (Signage & Striping)

- Intersections along Rodrigues Ave
- Intersections along Bollinger Dr
- Miller Ave and Rancho Rinconada
- Along McClellan Road
- Mary Ave near Memorial Park and the senior center

Group C Typology (Signal Modifications)

- Finch Ave near schools
- De Anza Blvd and Bollinger Rd
- S Blaney Rd and Regnart Creek Trail
- Rodrigues Ave and Torre Ave

General Comments on Outreach Boards

- **Prioritization:** Prioritize improvements near schools and high-traffic areas.
- **Visibility and signage:** Requests for better signage and visibility improvements at intersections.

Community Workshop #2

The City of Cupertino hosted a virtual workshop on the evening of October 23 for the Cupertino ATP, held from 6:00 to 7:30 p.m. Members of the public registered for the event and seven attended. The workshop included a 35-minute presentation, followed by a Q&A session. There were questions posed in the Q&A chat window, and attendees provided spoken comments and questions.

Below is a summary of comments and questions from members of the public at the virtual workshop.

General Comments

- Participants were generally supportive of project recommendations.
- Questions about how projects identified in the plan would move through into design and implementation.
- One attendee wanted to understand how plan recommendations would improve traffic safety specifically on his street; the conversation was moved offline to interface directly with City staff.
- Requests for driver education on right-of-way and yielding for people walking and riding bikes.

Public Hearings

The project team gave presentations at three public hearings between August and November of 2025. Each presentation dealt with the results of Phase 1 outreach, recommendations for the bicycle and pedestrian networks, and project prioritization. At each hearing, input was explicitly sought on how prioritization criteria should be modified to best reflect community priorities for the ATP.

Event	Date	Attendance	Comments
Bicycle Pedestrian Commission	August 20, 2025	13	20
Planning Commission	September 9, 2025	14	13
City Council Study Session	November 4, 2025	10	20

Bicycle Pedestrian Commission

The project team gave a presentation to the Bicycle Pedestrian Commission (BPC) on the evening of August 20. Eight members of the public were in attendance. The purpose of the presentation was to seek BPC feedback on the prioritization criteria to be applied to the recommended projects.

General Feedback

- Bicycle and pedestrian project scores should be normalized to ensure a single project list.
- Prioritization should reflect safety and access—which were the two most highly ranked goals during Phase 1 outreach.
- Vision Zero and safety should have a higher level of emphasis in prioritization.

- A desire to expand criteria for School Safety scoring.
- Sustainability scoring should include connectivity to surrounding cities.
- Criteria should not include public input, which could spark an “arms race” between supporters and opponents.
- Criteria should consider future growth and its accompanying demand for trips.
- Requests for better data collection and evaluation of project impacts.

Following the meeting, the BPC issued a formal letter to City staff with their recommendations for prioritization scoring.

Planning Commission

On Tuesday, September 9, 2025, Alta and City staff presented at the City of Cupertino Planning Commission. Project staff presented a summary of Phase 1 activities, an overview of what to expect during Phase 2, and requested feedback on the draft project prioritization criteria. After the presentation, project staff answered clarifying questions from the commission and received seven public comments (some comments touched on multiple subjects):

Public prioritization feedback:

- Three speakers suggested expanding the distance for the school proximity criteria.
- Two speakers suggested eliminating the public input criteria.

Other public questions:

- One speaker spoke about their challenges with navigating the curb extension at Stevens Creek Boulevard and De Anza Boulevard as a driver.
- One speaker shared their concern about red light running.
- One speaker shared their concerns about hoverboard and e-bike riding—not stopping at stop signs and riding on the sidewalk.

After public comment, commissioners provided the following feedback and recommendations regarding the prioritization criteria:

- **Access criteria:** Change the school proximity score to “fifteen points if within one-half mile of a school.” Add “senior housing and senior facilities such as the Senior Center” to the metric definition of “Parks & Other Destinations Proximity” for pedestrians.
- **Sustainability/connectivity goal:** Change the “Sustainability” goal name to “Connectivity.” Add 10 points if it’s within one-quarter mile of a trail or a low-stress facility like Class IV separated bike lanes, making the total maximum score for this section 20 points instead of 10 points.
- **Balance goal:** Subtract five points if removal of a substantial number (five or more) of regularly used parking spaces (used 51% or more of the time). Subtract 15 points if it eliminates a car lane for a substantial (10% or more) portion of the project length.
- **Fairness goal:** Delete this goal as it is not an objective, measurable criteria for the positive or negative impact of a project.

- **Additional project recommendations:** Add a project to prioritize intersections on the high-injury network with red-light and speeding cameras. Consider adaptive right-turn-on-red technology where necessary. Conduct a bike count of existing bicycle facility use as a baseline for major proposed bike projects. Partner with bicycle education providers (in addition to the Silicon Valley Bike Coalition) to offer routine adult and child education courses in Cupertino.

The Planning Commission passed a motion for City staff to adjust prioritization criteria according to feedback shared by the commission.

City Council Study Session

The project team gave an informational presentation to the Cupertino City Council on the evening of November 4. Six members of the public attended the City Council meeting. The purpose of the presentation and study session was to seek City Council feedback on the prioritization criteria to be applied to the recommended projects.

General Feedback

- Concern about the cost of the ATP.
- Concern about impacts to people driving cars and a lack of outreach explicitly focused on people who drive cars.
- Questions about how projects get funded and the consequences of failing to adopt a new ATP.
- Requests for analysis on the trip patterns of car drivers to complement the analysis completed for the ATP.
- Consider the needs of an aging population when looking at the selection and location of active projects.
- The ATP should further prioritize technology-based solutions, such as red-light cameras and adaptive signal technology.
- Concerns about the safety of e-bikes, especially around pedestrians.

Prioritization Feedback

- A strong preference to adopt the prioritization recommendations of the BPC and the Planning Commission.
- A request for cost-effectiveness as a measure in prioritization.
- A desire to remove public input as a scoring criteria for prioritization, as it may encourage an “arms race” between supporters and opponents of the plan.
- More clarity is needed on how prioritization metrics are defined and scored.
- A desire to better account for vehicular impacts on arterial roadways.

The City Council introduced and passed a motion for City staff to revise prioritization criteria based on feedback from the BPC, Planning Commission, and City Council. City staff were instructed to return to City Council to present and confirm revised criteria.



APPENDIX E

Development of Recommendations Memo



To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transportation Planner, City of Cupertino

From: Christopher Kidd, Alta Planning + Design

Date: February 26, 2026

Re: Cupertino Active Transportation Memo – Recommendations Network Memo

Introduction

This memo outlines the approach and methodology for developing recommendations for the City of Cupertino Active Transportation Plan. This methodology uses consistent data and a clear process to apply federal, state, and City design guidance in an objective and context-sensitive manner. The outcome of this methodology is a set of maps depicting existing and newly proposed projects. A full list of proposed projects, extents, and facility types is provided in the Project Prioritization memo.

Proposed improvements will prioritize the development of a complete active transportation network that improves equitable outcomes, safety, access, and comfort for people of all ages and abilities.

This memo is organized in the following sections:

- **Guidelines and Standards** – Documentation of the local, state, and federal guidelines considered during development of recommendations.
- **Bicycle Recommendation Considerations** – Documentation of evaluation criteria used when selecting bicycle network recommendations.
- **Pedestrian Recommendation Considerations** – Documentation of evaluation criteria used when selecting pedestrian network recommendations.
- **Existing Active Transportation Network** – Documentation of the existing active transportation network as of Fall 2025.
- **Recommended Active Transportation Network** – Documentation of recommended active transportation projects.

Guidelines and Standards

Local, state, and federal guidelines and standards to follow for developing recommendations includes:

- City of Cupertino [Standard Details](#) (2016)
- Defines standards for street cross sections, roadway striping, and sight triangles at intersections
- City of Cupertino [Transportation Study Guidelines](#) (2025)
- Defines how to evaluate a private development project's effect on transportation access and circulation for all travel modes
- City of Cupertino [Complete Streets Policy](#) (2018)
- Informs process for ensuring right-sized, multi-modal treatments for roadways
- Caltrans 7th Edition Highway Design Manual (HDM) – [Chapter 1000 Bicycle Transportation Design](#) (2015)
- Informs the design and implementation of bicycle facilities. References FHWA Bikeway Selection Guide
- Caltrans [Design Information Bulletin Number 94 – Complete Streets Contextual Design Guidance](#) (2024)
- Informs decision to maximize the use of the public right of way to achieve sustainable and equitable mobility
- Caltrans [Design Information Bulletin Number 89-02 – Class IV Bikeway Guidance](#) (2022)
- Informs the design and implementation of Class IV bicycle facilities
- Caltrans [Traffic Calming Guide](#) (2023)
- Informs design and implementation of different traffic calming treatments
- FHWA [Bikeway Selection Guide](#) (2019)
- Informs facility type recommendation based on roadway speed, volume, and urban/rural context
- FHWA [Small Town and Rural Multimodal Networks](#) (2016)
- Informs rural bicycle and pedestrian recommendations
- FHWA [Safe Transportation for Every Pedestrian \(STEP\)](#)
- Informs pedestrian improvements
- FHWA STEP: [Improving Visibility at Trail Crossings](#) (2021)
- Informs pedestrian and bicycle improvements at trail crossings
- FHWA [Proven Safety Countermeasures](#)
- Supplements pedestrian and bicycle recommendations as needed based on location
- FHWA [Road Diet Informational Guide](#)
- Informs road diet feasibility determination

In instances of conflicting guidance between the resources above, precedent will be given to Cupertino City Standard Details and past practice.

Recommendation Development Phases

Infrastructure recommendations for bicycle projects and for pedestrian projects were developed in two main phases. The first phase built directly on the Existing Conditions memo and the Needs Assessment memo, using key data to build out an initial “backbone” network of bicycle and pedestrian improvements.

- **Gaps and Deficiencies** - A desktop review of existing facilities (ex. sidewalk, marked crosswalks, and bike infrastructure) to identify clear network deficiencies and/or gaps.
- **Needs Assessment** - Streets identified in the key findings for Pedestrian Level of Traffic Stress analysis, Bicycle Level of Traffic Stress analysis, high activity areas identified in Active Trip Potential analysis, and areas with high indirect trip values in the Stress-Adjusted Short Trips analysis.
- **Vision Zero Action Plan** - Streets and intersections identified as priority corridors and locations in the 2024 Vision Zero Action Plan.
- **Travel Demand** - Streets with transit routes and high-ridership bus stops, areas near schools, commercial corridors, large employment sites, and recreation sites.

The second phase focused on identifying additional improvements across the rest of the city, based on the considerations and criteria listed below. This round also incorporated feedback received during public engagement activities from Fall 2025, as appropriate, such as specific locations or infrastructure improvements requested using the online mapping tool and during in-person outreach events. Community input was evaluated by the project team to identify feasible, cost-effective solutions to community concerns and ideas.

Recommendation Development Approach

Bicycle Recommendations Considerations

The project team identified context-sensitive bike facility recommendations using a multi-step approach that allows us to evaluate feasibility while meeting the needs of people bicycling in Cupertino. Following the guidelines and standards described above (**Guidelines and Standards**), the process for determining proposed bicycle projects is outlined below:

1. Identify potential improvements (i.e., corridors and intersections)
2. Identify desired bike facility type (class)
3. Evaluate desired bike facility type (class) for feasibility using various criteria (described below)
4. Recommend preferred bike facility based upon feasibility evaluation (step 3 above)
5. If necessary, explore feasible alternatives or the “next best” facility if the preferred bike facility is not determined to be feasible.

The criteria used to evaluate bicycle network recommendations for feasibility are described in the following sections.

Criterion 1: Plan Context

Recommended bicycle projects from Cupertino’s 2016 Bike Plan were screened for projects that have not been implemented or that are in the design process. These projects were reviewed for feasibility and used to identify potential connection enhancements. The project team also screened Cupertino streets that are identified as Countywide Corridor Connections in the 2025 VTA Countywide Bike Plan (ongoing at the time) and the 2025 Santa Clara County Active Transportation Plan. This second screening helped ensure the County and Cupertino Bicycle Network recommendations were aligned.

Criterion 2: Roadway Reconfiguration Feasibility Index & Usable Space

The project team used average daily traffic (ADT) data to identify roadways which may be candidates for roadway reconfiguration (“road diet”) based on current traffic volumes, number of lanes, and identified need for greater accommodation for active transportation modes (i.e., people walking, biking, or rolling). Per FHWA and Caltrans guidelines, ADT provides a good first determination of whether to consider a road diet. This threshold was used to update recommendations from the 2016 Bike Plan.

Criterion 3: Roadway Context

Roadway context, such as posted speed limits and traffic volumes, were used to determine the appropriate type of bicycle facility to recommend. State and Federal guidance suggest, in general, the higher the speed and volume of a roadway, the more separated and protective the recommended bike facility should be. **Figure 1** shows general guidance for how vehicle volumes and speeds can be taken into consideration to determine a preferred bike facility type.

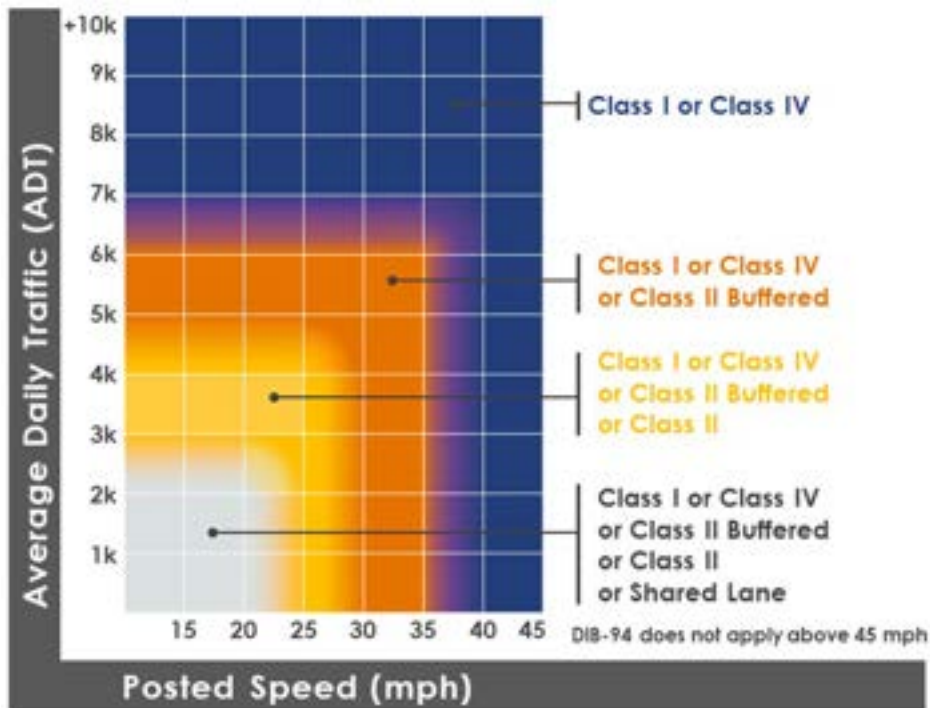


Figure 1. Caltrans DIB-94 Selection Chart

Criterion 4: Public Input

Public input that was collected during the first round of outreach regarding major barriers, popular destinations, and commonly used routes was also used to develop bicycle network recommendations.

Public input that was collected during the second round of outreach regarding proposed projects was used to further refine and update network recommendations for the bicycle network.

Other Considerations

In addition to the three primary criteria described above, Alta considered other factors when determining bicycle recommendations, including but not limited to:

- High Stress (Level of Traffic Stress 4) roadway segments according to the Bicycle Level of Traffic Stress (BLTS) analysis
- Unique environmental conditions like topography and landscape
- Physical constraints including available right of way
- Barriers such as railroads, highways, and waterways
- Traffic vehicle mix (e.g., whether roadways have a lot of bus or freight/truck traffic)
- Frequency of driveways and intersections

Pedestrian Recommendation Considerations

The project team developed pedestrian network recommendations with intentions to update the recommendations from the 2018 Cupertino Pedestrian Transportation Plan and support the land use visions as currently presented in the 2024 Cupertino General Plan Mobility Element. The pedestrian recommendations include both intersection and corridor improvements for people walking.

Pedestrian Intersection Recommendations

The process utilized to develop the Pedestrian Intersection Recommendations is outlined below.

- Intersection Typologies:** The project team developed pedestrian crossing treatment typologies for intersections based on the City's street functional classifications – for example, arterial/arterial, arterial/collector, and other combinations, as well as facilities such as highway on/off ramps and mid-block crossings. Ongoing and/or adopted project designs for intersections, especially freeway interchanges, were incorporated into this typology approach. The typologies will include a recommended crossing enhancement design toolbox, for which multiple options could potentially be used in tandem, depending on the context. The specific mix of recommended treatments was developed based on demonstrated effectiveness from guidance including FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, FHWA, 2017, Caltrans' Traffic Calming Guide, Caltrans DIB 94, and FHWA's STEP: Improving Visibility at Trail Crossings. Typologies are not intended to be "one size fits all", but to provide a starting point for further analysis and to develop a systematic, consistent approach for use of these treatments throughout the City.
- Compile Previous Project Recommendations:** The project team identified previously proposed pedestrian infrastructure projects from the *City of Cupertino's 2024 Vision Zero Action Plan*, *2023 Local Roadway Safety Plan*, *2018 Pedestrian Transportation Plan*, and *2016 Bicycle Transportation Plan* that have been completed or have been funded. This set the stage for identifying intersections for potential improvements.
- Identify Additional Candidate Intersections:** The project team developed a list of candidate project locations by evaluating intersections between arterials and/or collector streets within a one-quarter mile of public schools, major bus stops, popular City facilities, and selected large employer. Other locations included the on- and off-ramps at interstate interchanges as well as intersections in the High Injury Network. The project team also reviewed feedback received during public engagement activities, as appropriate, such as specific locations or infrastructure types requested using the online mapping tool and during in-person outreach events.
- Assign Typologies to Candidate Intersections and Integrate with Previous Data Collection:** Available GIS data was used to identify the known features of these intersections in the candidate project list, such as traffic controls and presence of crosswalks. Candidate project locations identified in the previous two steps were further screened for feasibility and need of pedestrian safety. The intersections in the finalized list were classified according to the pedestrian crossing typologies and included as the pedestrian intersection recommendations.

Sidewalk Network Recommendations

The following sections summarized the development process of the recommended sidewalk network.

- Assess Sidewalk Network, Gaps, and Connectivity:** The project team identified major sidewalk gaps from the existing conditions analysis, focusing on arterials and collectors. The recommended sidewalk network ensures sidewalks are on both sides of the roadway if located within one-quarter mile of the following: large-scale commercial/residential land use; schools; popular City facilities; or high-ridership bus stop as identified in the existing conditions analysis. Sidewalk recommendations were also considered where barriers that require a circuitous path of travel between key origins and destinations, including railroad tracks, creeks, and highways.



Transportation Technology Corridors Considerations

The project team developed Transportation Technology Corridors recommendations based on the intersection recommendations typology C, which include traffic signal and traffic control improvements. Improvements along these corridors are intended to improve mobility for all travel modes while ensuring safety by reducing conflicts between motorized travel modes and active modes.

The recommended corridors were identified by reviewing the intersection typology C recommendations at existing signalized intersections and screening those to determine their appropriateness for potential technology upgrades. Improvements in this category could include red-light cameras, speed-enforcement cameras (when legally permissible), adaptive detection for vehicles, pedestrians, and bicyclists, and audible pedestrian detection.

Existing Active Transportation Network

Existing Bike Network

The City has an existing bikeway network with 50.5 miles of bikeways shown in **Figure 2** and **Table 1**. These include over 25 miles of bike lanes (Class II) and buffed bike lanes (Class IIB), seen on major roads like De Anza Boulevard and Homestead Road. The existing bike network also consist of a series of bike boulevards (Class IIIB), which account for several miles of lower-traffic streets that prioritize comfort for users of all ages and abilities. Cupertino's bike boulevards are routed through residential areas where traffic is less dense, often supplemented with speed tables, traffic circles, or traffic diverters. The City has also invested in low-stress shared-use paths (Class I), including trails like the Regnart Creek Trail, which connect key areas of Cupertino with off-road options for people of all ages and abilities.

Table 1: Summary of Existing Bike Network

Bikeway Facility	Mileage
Shared use path (Class I)	6.5 mi
Bike lane (Class II)	18.5 mi
Upgraded bike lane (Class II)	7.1 mi
Bicycle Boulevard (Class III)	8.2 mi
Bike Route (Class III)	6.5 mi
Separated Bikeway (Class IV)	4.4 mi
Total	51.2 mi

Existing Pedestrian Network

Cupertino has a relatively well-developed sidewalk network, particularly in the areas around its denser centers and southern residential neighborhoods. In areas near the Cupertino Village Shopping Center, Main Street, and schools, like Cupertino High School, sidewalks are common and well-maintained.

The roadway crossings for pedestrians in Cupertino is variable, with a mix of well-designed crossings in higher-density areas and gaps in infrastructure in lower-density, residential areas. In denser commercial zones crosswalks are generally well-marked. Areas with higher foot traffic have enhanced crosswalks, including use of Rapid Rectangular Flashing Beacons (RRFBs) at uncontrolled intersections. Some residential or less-developed areas, especially in the outskirts of the City, crosswalks are sparse, requiring pedestrians to cross without adequate infrastructure or walk further to find a safe crossing point.

**alta**

Recommended Active Transportation Network

Recommended Bike Network

The recommended bike network consist of 36.5 miles of new or upgraded bike facilities as shown in **Figure 5**. The recommended bike network primarily expands the Neighborhood Bike Routes (Class III & IIIB) which are routed through residential areas where traffic is less dense, often supplemented with traffic calming elements. Many of the existing Class II Bike Lanes are upgraded to Class IIB Buffered Bike Lanes or Class IV Separated Bikeways to provide people on bikes more separation from motor vehicles on major roadways such as Stevens Creek Boulevard or Miller Avenue. Recommendations continue the City's history of investment in its network of Class I Shared-Use Paths to provide residents and visitors with recreational opportunities and off-street connections. The recommended bike network also includes eight bike intersections improvements to facilitate crossings at major roadways.

Table 2. Summary of Recommended Bike Network

Bikeway Facility	Mileage/Quantity
Shared use path (Class I)	6.3 mi
Bike lane (Class II)	0.5 mi
Upgraded bike lane (Class II)	9.0 mi
Neighborhood Bike Route (Class III & IIIB)	15.1 mi
Separated Bikeway (Class IV)	5.6 mi
Bike Intersection Improvement	8 count
Total	36.5 mi

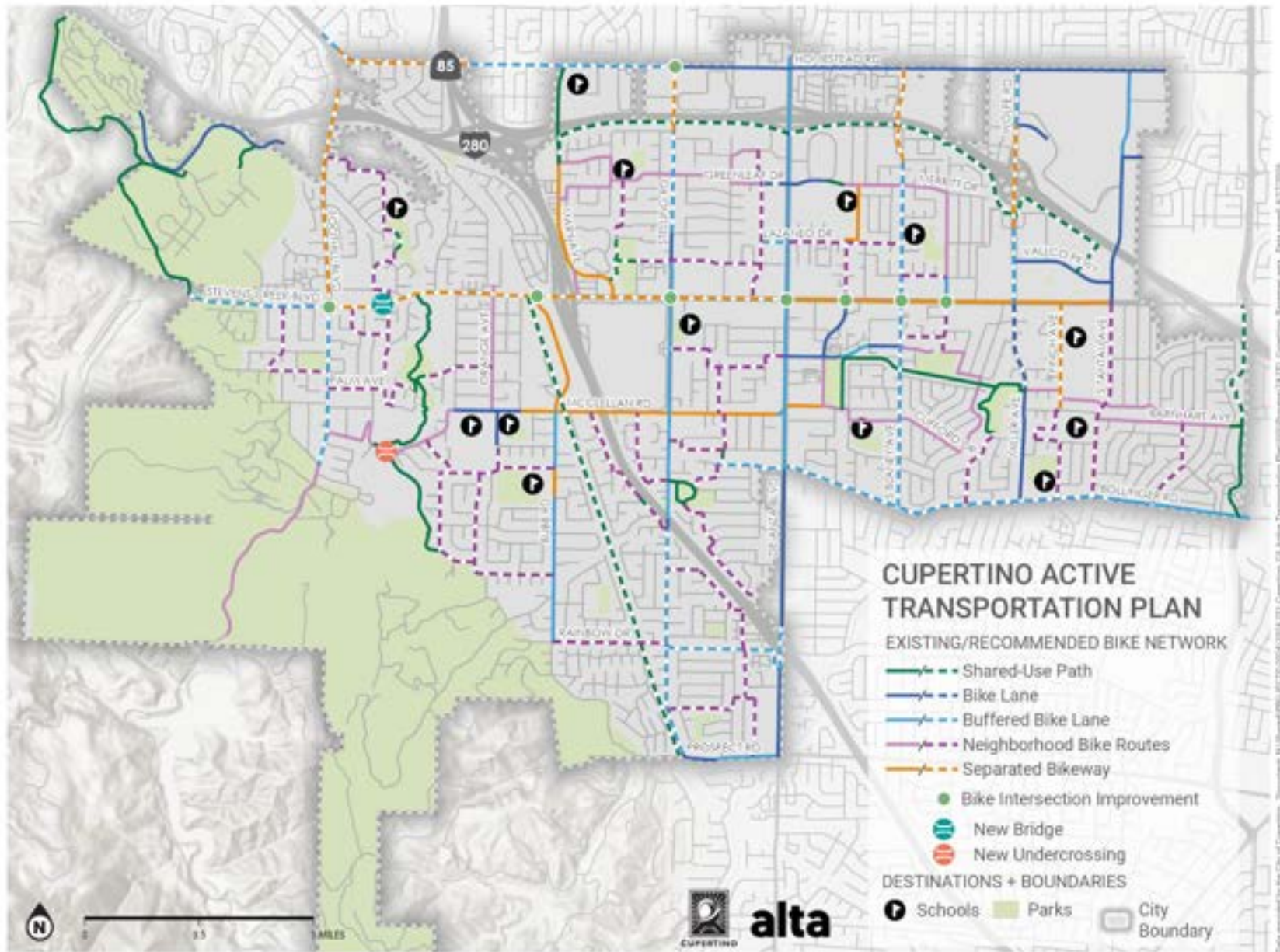


Figure 5. Recommended Bike Network

Recommended Pedestrian Network

The recommended sidewalk network consist of 3.6 miles of new sidewalks and 115 intersection improvements to bridge gaps in the existing pedestrian network. The recommended intersection typologies are described below. **Table 3, Table 4 & Figure 6** provide a summary of the recommended pedestrian network.

- **Group A – Crossing and Accessibility Improvements:** Advanced Stop/Yield Bar, In-Street Crossing Sign, High-Visibility Crosswalk, Visibility Improvements, Improved Lighting.
- **Group B – Roadway Improvements:** Pedestrian refuge island, Curb extension, Curb ramp.
- **Group C – Traffic Control Improvements:** Signal timing changes (LPI, longer ped phase), Rectangular Rapid Flashing Beacon (RRFB), New signal.

Table 3. Summary of Sidewalk Recommendations

Sidewalk Recommendation	Mileage
Sidewalk on 1-side	2.3 mi
Sidewalk on 2-sides	1.3 mi
Total	3.6 mi

Table 4. Summary of Intersection Recommendations

Intersection Recommendation Typologies	Quantity
Typology A	42
Typology B	10
Typology C	9
Typology AB	29
Typology AC	3
Typology BC	7
Typology ABC	15
Total	115

Recommended Transportation Technology Corridors

The recommended transportation technology corridors consist of technology improvements along major roadways to ease the movement of motor vehicles and active transportation modes while improving safety for all modes. There are 11.2 miles of recommended transportation technology corridors shown in **Figure 7**. Improvements at intersections along these corridors may include red-light cameras, speed-enforcement cameras (when legally permissible), adaptive detection for vehicles, pedestrians, and bicyclists, and audible pedestrian detection. Corridors for transportation technology corridors were selected in coordination with the Planning Commission and City Council, with a focus on high-priority corridors from the Vision Zero Action Plan, as well as corridor intersections with Typology C identified for pedestrian network recommendations.

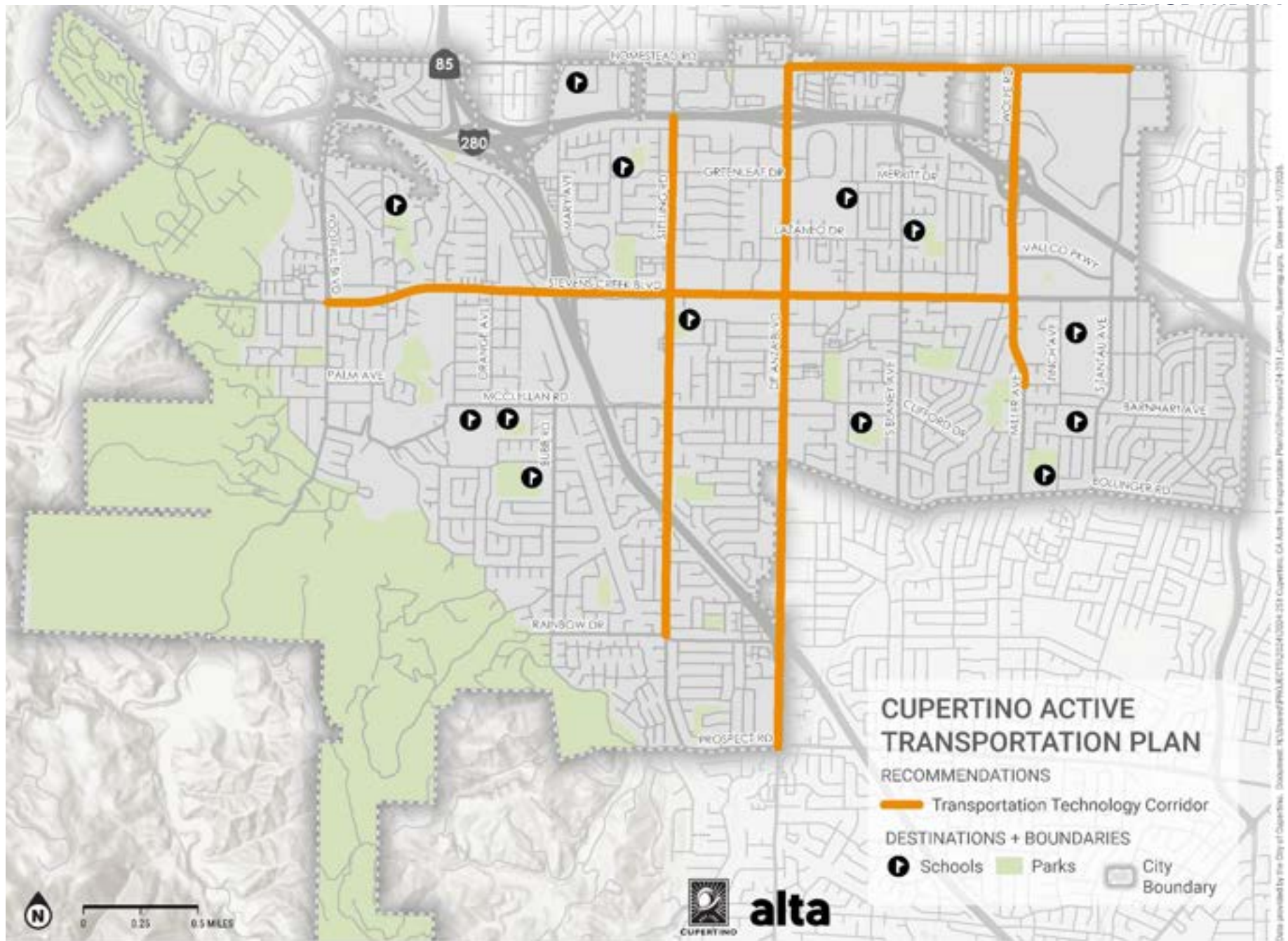


Figure 7. Recommended Transportation Technology Corridors

APPENDIX F

Recommended Policies and Programs Memo

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd and George Foster, Alta Planning + Design

Date: January 1, 2026

Re: Cupertino ATP: Policy and Program Recommendations

This memo provides a summary of new legislation that may impact policy and program recommendations, as well as a consolidated, updated set of recommended policies and support programs to enhance the existing walking and rolling networks in the City of Cupertino. Several plans are referenced throughout this document, but the Active Transportation Plan will be referred to in capital letters as the Plan.

The memo first summarizes [Recent Regional, State, and Federal Policies](#), then presents detailed tables of [Policy and Program Recommendations](#). Although regional Equity informs all recommendations, these tables focus on the following key areas of potential policy and programmatic investment: Engineering, Encouragement, Education, Enforcement, and Evaluation. As an appendix, there is also an overview of relevant [Existing Cupertino Policy Recommendations](#).

Recent Regional, State, and Federal Policies

The following State-level legislation has been passed in the last five years and will affect the implementation of this Active Transportation Plan and its accompanying policies and programs.

Roadway Safety Enhancements

Daylighting (AB 413): This law, which took effect in 2024, aims to improve visibility at crosswalks by prohibiting vehicles from stopping or parking within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of crosswalks with curb extensions.

Speed Safety System Pilot Program (AB 645): This program, established by a bill signed in October 2023, permits select cities to install speed cameras to deter reckless driving. Cities like San Francisco have already implemented the program, deploying cameras in high-risk areas. There is potential for Cupertino to implement speed cameras if this pilot is successful.

Reckless Driving Crackdown (SB 1509): This legislation aims to deter reckless driving, particularly speeding, by strengthening enforcement and considering the use of technology like speed cameras.

Safer, More Inclusive Street Design (SB 960): This bill enhances the California State Highway System by requiring Caltrans to incorporate features such as bike lanes, sidewalks, and transit facilities into its planning and projects.

Speed Limit Setting (AB 43): Legislation was passed to authorize Caltrans and local authorities to set, retain, or restore speed limits on highways, including the possibility of a reduction of five mph in some circumstances.

Infrastructure Funding and Regulation

Federal Infrastructure Investment and Jobs Act (IIJA): Though not state-specific legislation, California was expected to receive over \$40 billion in federal funds from this bipartisan act, to be invested in various transportation projects, including roads, bridges, and other transportation infrastructure. However, many federally funded active transportation projects are currently facing political obstruction, and their future is unclear.

CEQA Exemptions for Bicycle and Mass-Transit Projects (SB 288): This bill added statutory California Environmental Quality Act (CEQA) exemptions for bicycle projects. SB 922 extended and enhanced the CEQA exemptions for sustainable transportation projects—including bike lanes, pedestrian infrastructure, bus rapid transit, and light rail—through 2030. This expedites the approval and construction of these climate-friendly projects by reducing administrative delays and costs, thereby promoting cleaner, safer, and more equitable transportation options statewide.

Policy and Program Recommendations

This section includes descriptions of existing and proposed policies and programs, organized by programmatic/policy category: **Equity, Engineering, Encouragement, Education, Enforcement, and Evaluation**. These policy and program recommendations align with the goals of the Active Transportation Plan: **Safety, Accessibility, Maintenance, Sustainability, Multimodal Balance, and Fairness**. Examples are provided for many to illustrate implementation.

Equity

The proposed programmatic and policy recommendations outlined in this memo should be prioritized through a regional equity lens to support efforts to improve the City's active transportation network. This should be incorporated into all future policies and programs through early community involvement, targeted outreach, attending existing community events, hosting events in affected communities, and providing translation services.

Engineering

Pedestrian and bicycle support facilities provide increased comfort and convenience for individuals who use active modes to get around. **Table 1** summarizes existing and proposed engineering policies and programs in the City that work in conjunction with existing infrastructure to improve the user experience. Infrastructure improvements should be prioritized near schools, parks, transit stops, medical centers, senior centers, City services, commercial areas, and HIN/HII.

Note: Several of the recommended policies and programs in this section are already in place in Cupertino but have significant potential for codification and expansion.

Table 1 Existing and Recommended Engineering Policies and Programs

Policy/Program	Description	Plan Goal	Examples
Existing			
<i>Vision Zero Policy</i>	The City adopted a local Vision Zero Action Plan to better understand local collisions and collaborate across City Departments to improve safety for walking and rolling in Cupertino.	Safety	Cupertino Vision Zero Action Plan
<i>Complete Streets Policy</i>	The City adopted a local Complete Streets policy to ensure streets are designed to enable safe, convenient, and comfortable travel for users of all ages and abilities, regardless of their mode of transportation	Accessibility and Multimodal Balance	Cupertino Complete Streets Policy
<i>Online Information and Service Requests</i>	The City currently operates a telephone, app, and online service request system (Cupertino311), which allows residents to submit an issue or request for a specific service for traffic signals, roadway issues, or sidewalk obstructions	Accessibility and Maintenance	Cupertino Maintenance Services
<i>Wayfinding</i>	Wayfinding signage provides important destination, distance, and navigation information to roadway users. Specific wayfinding signs designed for people walking, biking, and rolling can be expanded and improved at key locations across the City to further support active transportation	Accessibility	Cupertino Wayfinding Project
<i>Sidewalk and Curb Cut Improvement Program</i>	The City may develop a sidewalk and curb cut improvement program with a dedicated funding stream to close sidewalk gaps and add curb ramps at key locations. This program would allow the City to be more responsive to local citizen complaints for sidewalk and curb cut enhancements.	Safety, Fairness, and Maintenance	Palo Alto, CA
Recommended			

Policy/Program	Description	Plan Goal	Examples
<i>Pedestrian-Scale Lighting</i>	Pedestrian-scale streetlights are designed at a lower height and intensity to enhance visibility, safety, and comfort for people walking in urban or public spaces. By increasing visibility, it improves safety and reduces crime. It also enhances the walkability and aesthetic appeal of public spaces, encouraging more foot traffic and fostering a sense of community. LED lights can be used to reduce energy costs, and shields can be used to minimize night sky pollution or limit light pollution on adjacent private property.	Safety	Alameda, CA
<i>Crossing Facility Improvements</i>	The City may improve crossing facilities by implementing high-visibility crosswalks, advance stop or yield markings, pedestrian refuge islands, and raised crosswalks or intersections. These enhancements would make people walking and rolling more visible to drivers.	Safety	Sacramento, CA
<i>Evaluate Right Turn on Red Restrictions</i>	Evaluate intersections to limit vehicles from turning right at a red-light signal on a case-by-case basis, when traffic operations analysis indicates that the restriction can be implemented without creating unacceptable vehicle delay.	Safety	Ann Arbor, Michigan
<i>Leading Pedestrian Interval (LPI)</i>	The City may consider LPIs at signalized intersections, with a plan moving forward to update key intersections.	Safety	CA AB 2264 (2022)
<i>Active Detection at Intersections for People Walking and Rolling</i>	Develop an inventory of signalized intersections without active detection for people walking and rolling and create a way forward for standardization and inclusion at signal heads. Establish a standardized approach for integrating reliable detection technologies—such as passive infrared, video, or radar sensors—ensuring they are accurately placed along built and desired routes. Define clear specifications for detector performance, placement, and integration with signal systems, and incorporate upgrades into signal maintenance, capital projects, and retiming efforts. Include staff training, contractor guidance, and periodic evaluation to ensure effective and consistent deployment citywide.	Safety and Accessibility	Santa Clara County, CA Active Detection White Paper

Policy/Program	Description	Plan Goal	Examples
<i>Curb Extensions at Intersections</i>	Consider additional curb extensions at school-zone intersections and mid-block crossings to reduce vehicle speeds and improve overall transportation safety.	Safety	San Francisco, CA
<i>End-of-Trip Facilities</i>	End-of-trip facilities such as bike parking, water stations, kiosks, and fix-it stations help encourage people to bike more by providing the amenities they need at the end of their trip. These facilities are typically most suitable in City right-of-way areas with high concentrations of walking and rolling, such as the Cupertino Library.	Accessibility and Sustainability	Los Angeles, CA
<i>Lower Speed Limits</i>	Reduce speeds where appropriate along arterial and collector roadways based on the CA Manual for Setting Speed Limits. Lowering the speed limits on streets may lessen the severity and frequency of crashes.	Safety	Santa Monica, CA
<i>Lower School Zone Speed Limits</i>	Per California Vehicle Code Section 22358.8 , the City may consider reducing speed limits around School Zones, which may be lowered to 15 mph on all two-way residential streets within 500 feet of schools, and 25 mph up to 1,000 feet from schools.	Safety and Accessibility	Oakland, CA
<i>Quick Build Project Implementation</i>	Quick Build projects typically include less expensive materials such as paint, thermoplastic, and bollards/delineators (or other sturdy but removable materials). These improvements share many of the same safety benefits as their permanent counterparts, but can be implemented more quickly and cost-effectively, allowing the City to be responsive to safety concerns while still planning for long-term funding and implementation. The City should consider implementing Quick Build projects identified in completed school walk audits, in addition to other priority areas.	Safety and Maintenance	CalBike Design Guide Quick Build White Paper
<i>Expand the City Tree Canopy</i>	Consider planting shade trees and other greening elements along corridors where people may be walking and rolling, and within school zones. Caltrans considers street trees to be traffic-calming elements as they are often attributed to a perceived narrowing of the roadway, a sense of rhythm and human scale created by framing the street, and the perception that the driver is in a place where they are more likely to encounter people walking or rolling and cross-traffic.	Sustainability and Fairness	San José, CA

Policy/Program	Description	Plan Goal	Examples
<i>Update Street Design Standards</i>	Review and update all relevant policy and design standards regarding bikeway facilities, path and sidewalk design and materials, and supporting amenities to be consistent with the most recent best practices and state and federal standards for bicycle and pedestrian facilities and in compliance with the latest ADA Standards for Accessible Design and Public Right-of-Way Accessibility Guidelines (PROWAG).	Accessibility, Maintenance, and Multimodal Balance	Sacramento, CA
<i>Maintenance Program</i>	Maintenance is deeply tied to the usability and lifespan of these engineering recommendations. The City may consider developing more detailed protocols for regular street sweeping and debris removal on bikeways—particularly Class IV protected lanes and Class I multi-use paths—to maintain comfort and reduce risks. Expanded, detailed vegetation management can address overgrowth that obstructs visibility at intersections, encroaches onto sidewalks and paths, and blocks signage. The 311 reporting system for issues like potholes, flooding, or obstructions should be widely promoted and integrated into existing municipal apps and customer service portals. Maintenance guidelines should specifically account for newer infrastructure types, such as roundabouts, green paint treatments, and modular curbs or delineators, to ensure that materials are durable and repairable. Coordination between construction, maintenance, and repaving schedules is a proven strategy to reduce disruptions and extend pavement life, and Cupertino can adopt a “dig-once” approach to align upgrades with resurfacing or utility work. Regular inspections, performance audits, and a publicly accessible maintenance log can help ensure transparency, accountability, and timely repairs.	Accessibility and Maintenance	Sacramento, CA

Encouragement

Encouragement programs help to create a lasting active transportation culture and can encourage overall mode share shifts. **Table 2** provides an overview of existing and recommended walking and rolling encouragement programs.

Table 2 Existing and Recommended Encouragement Programs

Policy/Program	Description	Plan Goal	Examples
Existing			
<i>Safe Routes to School (SR2S)</i>	The City should continue the existing Safe Routes to School Program and continue to place emphasis on working with school districts to address on-site circulation and spillover traffic.	Safety, Accessibility, and Fairness	Cupertino SR2S Program
<i>Bike to Work/Wherever Days</i>	The City can continue to sponsor Bike to Work/Wherever Day events in support of regional efforts.	Accessibility	Silicon Valley Bicycle Coalition BTWD
<i>Adopt-a-Trail Program</i>	The existing Santa Clara County program provides individuals, groups, businesses, and clubs the opportunity to adopt a section of trail on an annual basis. Each sponsor supports their Adopted Trail with financial contributions and volunteer trail work.	Maintenance	Santa Clara County Adopt-a-Trail
Recommended			
<i>Open Streets</i>	Open Street events promote and celebrate bicycling and walking and encourage participation from neighborhoods.	Accessibility and Sustainability	CicLAvia
<i>Social Walks/Rides</i>	Support City departments and local organizations in hosting social rides or walks, like Bike for Boba .	Accessibility and Sustainability	San José, CA
<i>Walking School Buses and Bike Trains [SR2S]</i>	Walking School Buses and Bike Trains are organized groups of students walking/biking to school under the supervision of a guardian, teacher, or adult volunteer. These groups follow predetermined routes and can operate on an occasional or daily basis, depending on the interest from families.	Accessibility and Fairness	Alameda County, CA Portland, OR

Policy/Program	Description	Plan Goal	Examples
<i>Bike Parking Inventory</i>	Map existing racks in the City and upload them to the open data portal. Develop and publish a public-facing guide that outlines various types of secure micromobility parking infrastructure, such as bike corrals, covered racks, and lockers (like Oonee Pods). The guide should explain the ideal use cases for each option, based on factors such as location (e.g., transit hubs, business districts), user needs (e.g., long-term vs. short-term parking), and security levels. Including photos, technical specifications, and maintenance considerations will help the City, businesses, and community organizations make informed decisions about selecting and installing the right facilities.	Accessibility, Maintenance, and Fairness	APBP Essentials of Bike Parking
<i>Bike Rack Program</i>	Consider establishing a Bike Rack Installation Program to provide secure, convenient bicycle parking that supports everyday bicycling and reduces parking barriers.	Accessibility	Petaluma, CA
<i>Bicycle Parking at Large Events</i>	Revise Cupertino Municipal Code regarding event permits to include “Conditions for Issuance” to require events expected to draw more than 5,000 attendees must provide secure, attended bicycle parking for attendees at no charge.	Accessibility	Oakland, CA
<i>Electric Micromobility Expansion</i>	Cupertino has an opportunity to lead in sustainable transportation by developing a forward-thinking policy that actively encourages the use of electric micromobility devices—such as personal e-bikes, e-scooters, and other small electric vehicles—in line with state and regional standards. These devices make active transportation more accessible by extending travel distances, reducing trip times, and performing well in various weather conditions. This policy can define appropriate use on bike lanes, multi-use trails, and low-speed streets, with safe speed limits that prioritize both comfort and safety. The City can encourage electric micromobility use and discourage illegal devices and modifications through public education, safe riding guidance, and improved infrastructure, such as secure parking with charging options.	Accessibility and Fairness	Palo Alto, CA Santa Cruz, CA

Policy/Program	Description	Plan Goal	Examples
Trail Steward Volunteers	Engage with volunteer organizations to regularly maintain and address community safety concerns around vegetation and debris on shared-use paths. Events can be opportunities for volunteers to help their community.	Maintenance	Richmond, CA Rails-to-Trails Maintenance
Transportation Demand Management (TDM) Implementation Plan	Develop a Transportation Demand Management Implementation Plan or Ordinance to increase support for commuters bicycling or walking to work. This may include identifying additional metrics for businesses to count active transportation-supportive policies towards their own TDM plans and goals.	Sustainability and Multimodal Balance	Metropolitan Transportation Commission
Walk and Roll Ambassadors	Walk and Roll Ambassadors are trained community volunteers who promote safe walking and rolling, especially among students and families. They engage in outreach, education, and encouragement activities to foster active transportation and build a culture of mobility and safety. These roles are particularly important in communities where English is not the first language. This roll can be integrated with the City's own SR2S parent champion program.	Safety and Accessibility	Bike East Bay
Partner with Bicycle Organizations	The formation of strong relationships with local bicycle advocates and bicycle clubs will encourage mutually beneficial collaboration and help the City reach its plan goals. The City is encouraged to partner with organizations in the area.	Accessibility	CalBike List of Local Partners
Partner and Coordinate with County Agencies	Coordinate with representatives from various County agencies, including County Public Health and VTA, for project and program implementation.	Accessibility and Maintenance	Santa Clara County, CA
Bicycle Friendly Business Program	Similar to the Bicycle Friendly Community designation, the Bicycle Friendly Business program recognizes businesses for their efforts to encourage a more bicycle-friendly atmosphere. This requires businesses to implement various strategies to cater to the diverse needs of customers and employees. The City of Cupertino Civic Center Plaza has Gold award status.	Accessibility and Sustainability	League of American Bicyclists

Education

Walking and rolling education programs help individuals interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 3** outlines existing educational programs in the City as well as potential program expansion.

Table 3 Existing and Recommended Education Programs

Policy/Program	Description	Plan Goal	Examples
Existing			
<i>Safe Routes to School (SR2S)</i>	The existing SR2S Program provides education and resources for school site administrators, parents, and children on bicycle safety, pedestrian awareness, and traffic concerns.	Safety, Accessibility, and Fairness	Cupertino SR2S
<i>Walking and Rolling Safety Campaign</i>	Create a City-sponsored outreach campaign to encourage all road users to abide by local laws and be courteous to other users. This campaign may be targeted at a single user type (e.g., cyclists) or at multiple users. Local stakeholders may assist in developing goals that are rooted in community concerns and issues. Campaigns should be deployed at regular intervals throughout the year to promote an attitude of safety awareness. Safety campaigns should be prioritized near schools, parks, transit stops, commercial areas, and at high collision corridors.	Safety and Accessibility	Cupertino Vision Zero PSA Campaign
<i>Bicycle Rodeos [SR2S]</i>	The City of Cupertino SR2S Program offers bicycle rodeo programming at Cupertino schools, providing a blacktop training course on bicycle safety.	Safety	Cupertino SR2S
Recommended			
<i>“New Infrastructure” Education Campaign</i>	Often, when infrastructure changes occur, there is a missing education component to the community about how to interact with the new design or feature. Education materials and messaging can be developed during the installation of infrastructure, which the general public may be unfamiliar with, such as unique interchanges/roundabouts, two-stage turn boxes, or advisory shoulders.	Safety and Multimodal Balance	UC Davis

Policy/Program	Description	Plan Goal	Examples
<i>Driver Education Program</i>	Establish a citywide driver education program that focuses on improving awareness and promoting safe interactions with people walking, biking, and rolling, incorporating best practices from Vision Zero and Safe Systems approaches. The program could include modules on recognizing vulnerable road users, crosswalk laws, yielding at intersections, safely passing cyclists, and navigating areas with high activity or limited visibility. The curriculum can be conducted in partnership with local school districts and SR2S coordinators. For older adults or existing drivers, collaborate with the DMV and community centers to offer targeted refresher workshops. The City can promote the program through strategic outreach campaigns—such as during Bike to Everywhere Month in May—using social media, public service announcements, and partnerships with local employers, transit agencies, and neighborhood associations. Additional outreach tools could include short educational videos, translated materials, and interactive online modules.	Safety	League of American Bicyclists
<i>Bicycle Safety Education for Adults</i>	Partner with local organizations to provide classes for adults to learn bicycle safety. Support growth by advertising and providing meeting space in Cupertino.	Safety and Accessibility	Sonoma County, CA Huntington Beach, CA
<i>Electric Micromobility Education</i>	With the proliferation of e-bikes and other electric micromobility devices, people may not understand or be misinformed about how to use these modes safely and legally. An education campaign can be targeted at e-mobility, especially among students who may be excited about the increased travel opportunities offered by such devices.	Safety and Accessibility	California Highway Patrol

Policy/Program	Description	Plan Goal	Examples
Waste Bin Placement	Provide clear instructions on the City website and in utility bills about the proper placement of waste bins. Where on-street parking exists, bins should be placed near the curb, within the parking aisle. Residents should be instructed to place bins against the curb where no on-street parking exists to minimize intrusion into the bicycle lane. Collaborate with waste management companies to add reflective markings to waste bins to increase their visibility at night and reduce the risk of bicycle collisions with misplaced bins. The City could also work with management companies to stencil “Do Not Place In Bicycle Lane” on the waste bins to remind residents of proper placement.	Maintenance and Multimodal Balance	Pomona, CA
Mini Main Street Education Events [SR2S]	Host Mini Main Street safety education events and install permanent traffic gardens at select schools. Mini Main Streets and traffic gardens provide safe environments for children to practice roadway safety.	Safety	Mountain View, CA

Enforcement

Enforcement programs help to institutionalize safe walking and rolling transportation systems. By prioritizing relationships between law enforcement and individuals who walk and roll, these programs help create a safe environment for all users. **Table 4** below lists the proposed enforcement programs for the City.

Table 4 Recommended Enforcement Programs

Policy/Program	Description	Plan Goal	Examples
Recommended			
Traffic Ticket Reduction	Help develop a partnership program with the Santa Clara County Sheriff and a bicycle education provider to offer bicycle education as a traffic court option. People who receive a citation/infraction on a bicycle for California Vehicle Code violations would be permitted to attend a Basic Street Skills class to reduce or waive fines.	Safety and Fairness	Marin County, CA
Bike Patrol Program	Partner with the County Sheriff to develop a program that provides routine patrolling on bicycles. The program would enable increased community engagement and promote bicycle safety.	Safety and Fairness	El Cerrito, CA
Targeted Enforcement	Target enforcement of vehicular violations at locations with a high incidence of red-light running and HIN/HII.	Safety and Fairness	San José, CA

Evaluation

Programs to help evaluate and track progress toward reaching the Plan’s goals are essential for long-term success and effective project implementation. **Table 5** lists proposed programs that help identify what’s working, what’s not working, and where additional efforts are needed following the completion of the plan.

Table 5 Recommended Evaluation Programs

Policy/Program	Description	Plan Goal	Examples
Existing			
Active Transportation Online Portal	Update and maintain the GIS portal to display recent and ongoing active transportation project planning and status, as well as annual statistics on pedestrian and bicycle-involved collisions. This portal may also include links to other active transportation resources throughout the City.	Safety and Accessibility	Cupertino Open Data Portal
Recommended			
School Walk Audit Reports [SR2S]	Update reports with new safety assessments at each school to identify specific barriers and challenges faced by students who walk or roll to school and develop countermeasures to address the identified deficiencies.	Safety	Cupertino SR2S
Annual Walking and Rolling Collision Reports	Annual reviews of collisions involving vulnerable roadway users with the County Sheriff will help the City assess traffic safety issues and track progress towards a safer community for people walking and rolling.	Safety	San Francisco, CA
Walking and Rolling Count Program (Manual and Automated)	Conducting regular walking and rolling counts can help the City understand how travel behavior is changing over time. This would include manual and automated data collection. Manual counts are useful for capturing nuanced data (age, gender, helmet use, group sizes) and validating automated counters. This can be done in collaboration with universities, advocacy groups, or volunteers to expand manual count capacity. Automated counters (infrared, pneumatic tubes, LiDAR, video AI) provide long-term, high-frequency data and reduce staff time. The use of automated counting technology, such as in-ground sensors, infrared counters, or video analytics, can be integrated into ongoing signal maintenance and street	Maintenance and Multimodal Balance	Oakland, CA NCHRP Report 797

Policy/Program	Description	Plan Goal	Examples
	improvement projects to minimize installation costs.¹ When combined with models that predict where walking and bicycling would be expected, count data can also identify locations where people are expected to travel by these modes but do not, often due to a lack of infrastructure. Coordinate with regional planning and transit agencies and adjacent municipalities to ensure consistency in methodologies (e.g., same time periods, equipment calibration, and data formats) and include metadata on count conditions (e.g., weather, construction, events) for context.		
<i>Walking and Rolling Count Program (Aggregated Data)</i>	To complement physical counters and enhance citywide data coverage, the City could purchase or subscribe to aggregate mobility datasets from companies like StreetLight Data and Replica, which provide insights derived from anonymized GPS, cellular, and location-based services data. These datasets can provide a broader understanding of walking and biking patterns, helping to identify underserved neighborhoods or emerging trends in travel behavior. Conduct regular validation of aggregated data against manually collected data.	Safety, Maintenance, and Multimodal Balance	San Francisco, CA

¹ For example, the GridSmart SMARTMOUNT Bell Camera may be configured on existing poles at intersections to count people walking and rolling as they cross, with subscription to an additional software module.

Appendix: Existing Cupertino Policy Recommendations

General Plan Mobility Element

The City of Cupertino General Plan Mobility Element, adopted in 2015 and updated in 2024, outlines goals, policies, and strategies for transportation network improvements necessary to accommodate Cupertino's anticipated growth. The Element aims to make alternative modes of transportation attractive choices, helping to reduce strain on the automobile network and improve the health and quality of life for residents and businesses.

Regional Coordination

- **Regional Transportation Planning:** Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan and to minimize adverse impacts on the City's circulation system. Work with neighboring cities to address regional transportation and land use issues of mutual interest.
- **Citywide VMT Reduction:** Framework for reducing VMT citywide includes limiting parking supply and implementing a citywide bikeshare program.
- **Regional Trail Development:** Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems, including the Bay Trail, Stevens Creek Corridor, and Ridge Trail.

Complete Streets

- **Street Design:** Adopt and maintain street design standards to optimize mobility for all transportation modes, including automobiles, walking, bicycling, and transit.
- **Adjacent Land Use:** Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks, and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban, and rural environments found within the City.
- **Connectivity:** Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.
- **Community Impacts:** Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through-traffic problem and there are no acceptable alternatives, since street closures move the problem from one street to another.
- **Traffic Calming:** Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.

Walkability and Bikeability

- **Bicycle and Pedestrian Master Plan:** Adopt and maintain a Bicycle and Pedestrian Master Plan that outlines policies and improvements to streets, the extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis.
- **Pedestrian and Bicycle Crossings:** Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways, and road barriers.
- **Development:** Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, and shopping and employment destinations throughout the city.
- **Street Widths:** Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.
- **Curb Cuts:** Minimize the number and width of driveway openings.

- Capital Improvement Program: Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.
- Bicycle Parking: Require new development and redevelopment to provide public and private bicycle parking.
- Outreach: Actively engage the community in promoting walking and bicycling through education, encouragement, and outreach on improvement projects and programs.
- Spaces for Pedestrians: Require parking lots to include clearly defined paths for pedestrians, providing a safe route to building entrances.
- Proactive Enforcement: Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.

Transit

- Access to Transit Services: Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.
- Transit Facilities with new development: Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit, including bus stop shelters, space for transit vehicles as appropriate, and attractive amenities such as trash receptacles, signage, seating, and lighting.
- Vallco Shopping District Transfer Station: Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as car sharing, bike sharing, and/ or other services.

Safe Routes to School

- Safe Routes to School: Promote Safe Routes to Schools programs for all schools serving the city.
- Prioritize Projects: Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.
- Connections to Trails: Connect schools to the citywide trail system.
- Education: Support education programs that promote safe walking and bicycling to schools.

Transportation Impact Analysis

- Protected Intersections: Consider adopting a Protected Intersection Policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration, such as near shopping districts, schools, parks, and senior citizen developments.

Roadway System Efficiency

- Street Width: Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character.

Transportation Infrastructure

- Transportation Improvement Plan: Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian, and bicycle transportation improvements to meet the City's needs.
- Multimodal Improvements: Integrate the financing, design, and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).

Bicycle Transportation Plan

The 2016 Bicycle Transportation Plan provided a vision and specific steps to create safer and more comfortable conditions for people to bike in Cupertino. The Plan included the following relevant recommended policies:

- Policy 1.A.1: Support and expand the City of Cupertino Safe Routes to School program.
- Policy 1.A.2: Partner with the Silicon Valley Bicycle Coalition to offer routine adult and family bicycle education classes in Cupertino.
- Policy 1.B.1: Incorporate messaging in all City media that promotes the benefits of active lifestyles and raises awareness of walking and bicycling facilities in the community.
- Policy 1.C.1: Partner with tourism and economic development agencies to promote Cupertino as a destination for active recreation and active lifestyles.
- Policy 1.C.2: Create a Bicycle Friendly Business program to recognize and promote bicycle-friendly businesses in Cupertino.
- Policy 1.C.3: Collaborate with county and regional partners to create bikeway connections to the local tourism generators and to promote active recreation in the region.
- Policy 1.D.1: Work with Santa Clara County Sheriff's Office to review collision locations and 'close call' reports and identify locations for increased enforcement of motorist and bicyclist behavior.
- Policy 1.E.1: Review the Bicycle Transportation Plan performance measures at regular intervals to review progress and update priorities as necessary.
- Policy 1.E.2: Conduct bicycle counts citywide at regular intervals to better understand the profile of residents bicycling in Cupertino as well as measure the impacts of newly implemented infrastructure and programs.
- Policy 2.A.1: Annually review the number, locations, and contributing factors of bicycle-related collisions to identify and implement ongoing improvements at collision locations throughout the transportation network.
- Policy 2.A.2: Identify opportunities to reduce bicyclist exposure by reducing locations or lengths of conflict areas with vehicles or by providing dedicated and separated facilities where feasible.
- Policy 2.A.3: Adopt a Vision Zero policy to eliminate traffic fatalities by 2026.
- Policy 2.A.4: Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2020.
- Policy 2.A.5: Develop a City policy for the regular documentation of bike facility quality and maintenance of bicycle facilities throughout the City.
- Policy 3.A.1: Implement the recommendations from this Bicycle Transportation Plan Update.
- Policy 3.A.2: Integrate bicycle facilities as part of the design and construction of upgrades or resurfacing of all existing roadways.
- Policy 3.B.1: Create a low-stress network in parallel to the arterial bikeway network, providing an alternative that is appealing to residents of all ages and abilities.
- Policy 3.B.2: Upgrade and improve the existing arterial bikeway network to increase bicyclist comfort and lower barriers for more risk-averse users.
- Policy 3.B.3: Develop a citywide wayfinding system, providing access to appropriate locations such as employment centers, schools, and commercial centers.
- Policy 3.B.4: Prioritize the installation of bicycle parking in the public right-of-way at key commercial and retail destinations.

Pedestrian Transportation Plan

The ensuing 2018 Pedestrian Transportation Plan provides a vision and specific steps for creating an inviting, safe, and connected pedestrian network. The plan establishes a framework for developing and maintaining pedestrian facilities and recommends policies, programs, and messaging to promote walking. That includes the following relevant recommended policies:

Infrastructure and Operations

- Develop/adopt a Complete Streets Design Manual
- Design standard speeds in pedestrian areas do not require a routine need for traffic calming
- Adopt a Complete Streets internal checklist
- Formalize traffic calming practices
- Reconsider speed limit criteria
- 15 mph zones near schools, parks, community facilities, or senior housing
- Establish an accessible design checklist

Evaluation and Planning

- Include pedestrian and bicycle counts as a routine element of motor vehicle counts
- Conduct pedestrian and bicycle counts for the planning/evaluation of the City's trail system

Education and Enforcement

- Continue promoting walking and biking through the SR2S program
- Develop/implement targeted safety campaigns for other groups (adults, seniors, drivers)

Project Implementation

- Secure funding for broader education efforts
- Continue to collaborate with related and adjacent agencies
- Explore opportunities for improving coordination with major employers
- Develop a line item in the CIP for implementation of the PTP

Vision Zero Action Plan

Finally, the 2024 Vision Zero Action Plan focused on broad strategies and actions aimed at eliminating severe injuries and fatalities on the City's transportation network. Of particular note, it identified a High Injury Network (HIN) and a set of High Injury Intersections (HII) based on collision history. This set of HIN and HII areas should be priorities for targeted investment of many of the recommendations in this memo. Robust community engagement on this plan resulted in the following relevant recommended policies:

- A.1 - Establish a Vision Zero Task Force
- A.2 - Identify sustainable funding sources for a Vision Zero program
- A.6 - Integrate Vision Zero safety principles into forthcoming City plans and design documents
- A.8 - Continue monitoring existing speed limits on City streets in accordance with the changes made by AB 43 to further lower speeds
- A.12 - Set up periodic pedestrian and cyclist counts at standardized locations
- B.2 - Create a carefully ranked roster of extra safety projects
- B.3 - Install quick, light, and adaptable projects proven to achieve real, tangible benefits (Quick-Build projects)
- B.6 - Update signal timing plans to enhance safety for all modes of transportation, which may include adjustments to all-red intervals and pedestrian crossing times.
- B.8 - Create an internal procedure for evaluating and implementing Vision Zero countermeasures on projects located within the HIN
- B.9 - When identifying safety enhancements, ensure countermeasures align with the City's Complete Streets policy
- D.1 - Implement the 2016 Bicycle Transportation Plan
- D.2 - Prioritize pedestrian crossing improvements on the High Injury Network
- D.3 - Complete projects that enhance bicycle and pedestrian safety at intersections with turning vehicles
- D.4 - Develop and maintain an Active Transportation Plan
- D.5 - Install high-visibility crosswalks in proximity to schools.
- D.6 - Develop a comprehensive Safe Routes to Schools Plan

APPENDIX G

Prioritization Methodology Memo



MEMORANDUM

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Alyson Goulden, HMH Engineers

Date: March 19, 2026

Re: Cupertino ATP: Cost Estimate Basis

Summary

This memo outlines the basis of costs developed for the City of Cupertino Active Transportation Plan (ATP). Unit costs were developed for each of the following recommendations based on engineering best practice, precedent costs, and recent bid estimates for projects with similar proposed elements. These recommendation types are:

- Sidewalk Improvements
- Pedestrian Intersection Improvements
- Bicycle Network & Intersection Improvements

1. OVERALL ASSUMPTIONS

As shown in the final ATP project recommendations, the costs for each project are used to help score project prioritization. The following represents the cost ranges which define both the scoring and overall cost scales used to evaluate all project recommendations.

Project Costs Up To	Cost Scale	Prioritization Score
\$500,000	\$	5
\$2,000,000	\$\$	2
\$10,000,000+	\$\$\$	0

The costs provided in the following memorandum and the ATP project recommendations represent capital costs only, and do not include contingencies such as minor items, mobilization, inflation, design fees or other general project contingency. When projects are budgeted into the capital improvement program and designed under future contract, contingency should be considered.

2. SIDEWALK IMPROVEMENTS

Sidewalk improvements will consist of new or repaired sidewalks to improve pedestrian safety and overall continuity of the sidewalk network. The mileage shown below reflects total length of sidewalk;

for example, if a 0.5 mile stretch of road will have sidewalk improvements on both sides, this summary would count that as 1 mile of improvements.

Facility Type	Quantity	Unit	Total Cost
Sidewalk Improvements	3.6	miles	\$ 3,828,000

Costs used for sidewalk improvements utilize a per-mile unit cost which reflects engineering best practice, precedent costs, and recent bid estimates for projects with similar proposed elements. Proposed sidewalk improvements vary between one or both sides of the street needing improvements, for which the unit costs are shown below.

ATP Recommendation	Side(s) of Street	Unit Cost <i>per mile</i>	Assumptions
1	1	\$1,056,000	Includes new concrete, base, and curb & gutter
2	2	\$2,112,000	

These unit cost were applied to each proposed sidewalk project. See below for an example calculation.

Street	ATP Recommendation	Miles	Unit Cost	Capital Cost	Score
Carmen Rd, from Janice Ave to Scenic Blvd	Sidewalk (2 sides)	0.046	\$2,112,000	\$98,000	5

3. PEDESTRIAN INTERSECTION IMPROVEMENTS

Pedestrian intersection improvements require bespoke detailed design specific to each intersection's unique existing conditions. Due to this limitation, generalized cost scoring was developed to help prioritize the projects, and detailed costs will need to be developed when the intersection improvements become projects in the future. Intersections were broken into typologies to represent the potential improvement types as shown below:

Facility Type	Potential Improvements
Pedestrian Typology A: Crossing Improvements	• Advance Stop/Yield Bar • In-Street Crossing Sign • High-Visibility Crosswalk • Visibility/Sightline Improvement
Pedestrian Typology B: Geometric Changes	• Median Refuge Islands • Curb Extensions • Curb Ramps
Pedestrian Typology C: Traffic Control Improvements	• Leading Pedestrian Interval • Rectangular Rapid Flashing Beacon (RRFB)

While overall costs were not calculated for each intersection at this time, unit costs were developed for the improvement elements listed above, for future cost-estimating use.

Facility Type	Improvement	Unit Cost <i>per intersection</i>	Assumptions
A	Advanced Stop or Yield Bar	\$1,500	4 legs, 2 lanes each
A	High-Visibility Crosswalk	\$28,000	4 per intersection, ~60ft each
A	In-Street Crossing Sign	-	4x R1-6, included in crosswalk cost
A	Visibility Improvements (Lighting)	\$80,000	4 lights
B	Median Refuge Islands	\$21,600	4x, new concrete islands
B	Curb Extensions	\$480,000	8x, new concrete extensions with drainage, utility relocations, and stormwater treatment
B	Curb Ramps	\$80,000	8x ramps
C	Leading Pedestrian Interval	\$10,000	
C	Traffic Signal	\$760,000	
C	RRFB	\$32,000	8 per intersection

Additionally, general cost scales were applied to Intersection Typologies proposed within the ATP to help score these intersections and inform the overall project prioritization process.

Typology	Cost	Score
A	\$	5
B	\$	5
C	\$	5
A, B	\$	5
A, C	\$\$	2
B, C	\$\$	2
A, B, C	\$\$	2
grade separated crossing	\$\$\$	0

There are two grade separated crossing projects included in the ATP - the Carmen Rd Bridge and the McClellan Rd Undercrossing. These projects each present unique existing conditions and design considerations and must be evaluated on an individual basis. While some past work has been done to consider the concepts behind these projects, both will require a design contract, schematic design and cost estimating for further evaluation. See the information currently available below for each grade separated crossing.

Facility	Cost	Assumptions
Carmen Rd Bridge over Stevens Creek Blvd	\$3,960,000	Cost represents the escalated structural capital cost as developed in 2022 for the City of Cupertino. Further detailed cost estimate required to determine full project construction costs.
McClellan Rd Undercrossing of Stevens Creek Trail	n/a	A separate feasibility study is in progress by City of Cupertino

4. BICYCLE NETWORK IMPROVEMENTS

Bicycle network improvements will consist of new or upgraded facilities (both on-street and off-street) to improve cyclist safety and overall continuity of the bicycle network. These facility types have been defined in the ATP. The mileage shown below reflects total length of bike lane; for example, if a 0.5 mile stretch of road will have improvements on both sides, this summary would count that as 1 mile of improvements.

Facility Type	Quantity	Unit	Total Cost (85 th percentile)
Shared Use Trail	6.1	miles	\$17,400,000
Bike Lane	1.0	miles	\$107,000
Buffered Bike Lane	17.0	miles	\$2,082,000
Neighborhood Bike Route	15.1	miles	\$895,000
Separated Bikeway	10.3	miles	\$8,363,000
Two-Way, Off-Street Bikeway	0.1	miles	\$91,000

Facility Type	Quantity	Unit	Total Cost (85 th Percentile)
Total Bike Lane Improvements	49.6	miles	\$28,938,000
Protected Intersection	8	each	\$10,752,000

Costs used for these improvements utilize a per-mile unit cost which reflects engineering best practice, precedent costs, and recent bid estimates for projects with similar proposed elements. A cost-range of low to high was developed for each facility type due to the variable nature of these improvements. The above table uses the 85th Percentile cost of the high-low range to estimate total capital cost. The table below shows the unit cost ranges as well as the design elements driving each end of the cost. See memo attachment 1 which provides visual examples of the high-low assumptions described in the table.

Facility Type	Side(s) of Street	Unit Cost Range (Low - High) <i>per mile</i>		Assumptions
Shared Use Trail	1	\$314,800	\$3,324,700	Low = 10ft wide AC path + 2ft gravel shoulders High = Precedent Regnart Creek Trail project
Bike Lane	2	\$52,800	\$242,900	Low = 6" white striping only, standard markings High = Includes high-visibility green paint markings
Buffered Bike Lane	2	\$83,000	\$273,100	Low = 2ft diagonally striped buffer High = Includes high-visibility green paint markings
Neighborhood Bike Route	1	\$29,300	\$63,700	Low = Sharrows, speed markers, MUTCD signage High = Enhanced markings, custom signage
Separated Bikeway	2	\$284,200	\$1,855,100	Low = Based on Cupertino's Lawson Class IV Project High = Separation via a raised 2ft concrete median + 1 ft planting, resurface bike lane
Two-Way Off-Street Bikeway	1	\$88,800	\$986,300	Low & High = same as above, but 2-way track on one side of the street

These unit cost were applied to each proposed bike lane project. See below for an example calculation.

Street	ATP Recommendation	Miles	Unit Cost Range	Capital Cost Range	Score Range
Memorial Park Bike Path from Christensen Dr to Mary Ave	Shared Use Trail	0.2	\$314,800 - \$3,324,700	\$63,000 - \$664,000	5 - 2

5. TECHNOLOGY CORRIDOR IMPROVEMENTS

Technology corridor improvements will be dependent on each roadway's unique existing conditions. Due to this limitation, project-specific costs will need to be developed when the intersection and corridor improvements become more-defined projects in the future. While overall costs were not calculated for each intersection at this time, unit costs were developed for the improvement elements listed above, for future cost-estimating use. These unit costs should be verified with the traffic engineer when designing these improvements, as these systems have large cost-ranges depending on the technology chosen and the preferences of local law-enforcement agencies.

Multiple detection technologies have been listed, as the method of detection has not yet been specified for each intersection.

Improvement	Unit	Unit Cost	Assumptions
Red-Light Enforcement Unit	each	\$800	Individual sensor needed at each light
Red-Light Camera System	per intersection	\$45,000 - \$150,000	Full system includes camera equipment, installation, and contract with a camera operation company. <i>Annual maintenance/operation costs are highly dependent on both the camera-operator contract & the local law-enforcement agency, potentially up to \$60K per year.</i>
Speed-Enforcement Cameras	each	\$25,000	<i>Annual maintenance cost ~1-5K per camera</i> <i>Operating costs are highly dependent on the law-enforcement agency.</i>
Video Detection (vehicles, peds, bikes)	per intersection	\$50,000 - \$60,000	Adaptive detection added to an existing signal, 4-leg intersection (4 cameras).
Loop Detection	per loop	\$1,000	Loops can range from \$600-\$1,000 per loop. Typically require 4 loops per lane in the intersection, total intersection cost is highly dependent on configuration
Accessible Pedestrian Signal	per button	\$2,500	"APS Button" is the new ADA Updated Pedestrian Push Button - includes a speaker, button locating tone, walk/speech message. Cost includes wiring, etc. When designing, you need 2 per crosswalk.

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transportation Planner, City of Cupertino

From: Christopher Kidd, Alta Planning + Design

Date: April 15, 2026

Re: Cupertino ATP: Project Prioritization Memo

Introduction

This memorandum summarizes the criteria and methodology used to weigh projects to develop a planning-level assessment for the prioritization of recommended projects as part of the Cupertino Active Transportation Plan.

The approach to enhancing and expanding the City's active transportation network must consider what is realistic given historic and anticipated funding, while also providing the City with flexibility to respond to changing conditions and opportunities that may arise. The prioritization of proposed projects helps formulate a strategic list to guide the development of a complete active transportation network that imposes fair outcomes, safety, access, and comfort for people of all ages and abilities. Prioritization results are flexible concepts that serve as guidelines.

It is recommended that the City re-evaluate the proposed projects and rankings **every five years**. Over time as development occurs or other changes to land uses and Cupertino's transportation network take place, this framework can be used to re-evaluate remaining projects and continue pursuing implementation of the recommended improvements. For example, a low-priority spot improvement may be completed ahead of a high-priority corridor project due to immediate funding opportunities as part of a redevelopment or larger project. Similarly, a high-priority project may require additional study and funding making it take longer to implement.

Methodology

Focusing public investments into areas with the greatest needs helps to leverage the greatest public benefits from scarce public dollars for improving transportation access, connectivity, and project sustainability. This project used a weighted prioritization process for pedestrian and bicycle improvements. Each prioritization scheme included mode-specific analysis such as bicycle level of traffic stress, collision history and larger community metrics including health and equity needs. The project prioritization process also placed a high priority on ensuring projects balanced the competing needs of various travel modes on limited rights-of-way, such as on-street parking and separated bike facilities. Tables 2- Table 4 breakdown the prioritization matrix for the bicycle network, pedestrian network, sidewalk network, and transportation technology corridors.

The prioritization criteria were developed in collaboration with the Bicycle Pedestrian Commission, Planning Commission, and City Council to ensure the results aligned with Cupertino's values.

Criteria for prioritization have been aligned with the Goals of the Active Transportation Plan:

- Safety
- Access
- Sustainability
- Multimodal Balance
- Cost Effectiveness

Interpreting Prioritization Results

The overall prioritization rankings provide a suggested order for which projects may provide the greatest community benefit by improving safety and connectivity. Overall project rankings can help select projects for Active Transportation Program (ATP) grant applications or for projects to add to the City's next Capital Improvement Plan (CIP). Breaking down the scores of the different inputs can provide guidance for more specific needs. The rankings are not intended to be a hardened list but rather a guide for staff and City Council to select projects based on a variety of factors that present opportunities to move projects forward. Tables 5- Table 9 breakdown the individual scoring for each project within the bicycle network, pedestrian network, sidewalk network, and transportation technology corridors by goals and criteria.

Projects are scored according to their corresponding tables below (**Table 1**), then scores are normalized to create a unified set of scores for a single project list.

Table 1: Project Scoring Modifiers

Project Type	Maximum Score	Score modifier	Consolidated list maximum score
Bicycle Network Recommendations	100	1x	100
Pedestrian Network Recommendations	80	1.25x	
Transportation Technology Corridor Recommendations	90	1.11x	

Table 2: Bicycle Network Project Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Goal Max Score
Safety	Collision History	Roadway segment is near a corridor identified in the City of Cupertino Vision Zero Action Plan (2024) High Injury Network (HIN)	30 pts if on a HIN corridor 10 pts if within 1000 ft 0 pts if not	30	40
	Stress Level	Max score from bicycle level of stress analysis	10 pts: BLTS 4 5 pts: BLTS 3 0 pts: BLTS 2 or 1	10	
Access	School Proximity	Project is located along a SR2S suggested routes to school	10 pts if along a suggested route 0 pts if not	10	20
	High Frequency Transit Proximity	Presence of major transit stops along the roadway	5 pts within 0.25 mile proximity to major transit stops (VTA) 2 pts within 0.5 mile proximity to major transit stops (VTA) 0 pts if not.	5	
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	Scale 0 to 5 pts based on # of destinations within 0.5 mile per mile of project length.	5	
Sustainability	Active Trip Potential	Roadway has high bicycle trip potential or high e-bike trip potential	Scale 0 to 5 pts based on average ATP score	5	10
	SAST Gap Score	Project is within a high gap score area	Scale 0 to 5 pts based on average gap score	5	
Balance	General Roadway Impact	Potential need for lane reduction or parking removal based upon aerial imagery	10 pts if no parking removal or lane reduction is needed to implement project	10	20
	Arterial Roadway Impact	Potential need for lane reduction or parking removal based upon aerial imagery	0 pts if needed to implement project	10	
Cost Effectiveness	Fiscal Responsibility	Project cost	10 pts if below \$500k 5 pts if \$500k - \$2M 0 pts if over \$2M	10	10

Table 3: Pedestrian Network Project Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Goal Max Score
Safety	Collision History	Roadway segment is near a corridor identified in the City of Cupertino Vision Zero Action Plan (2024) High Injury Network (HIN)	30 pts if on a HIN corridor 10 pts if within 1000 ft 0 pts if not	30	40
	Stress Level	Max score from pedestrian level of stress analysis	10 pts: PLTS 4 5 pts: PLTS 3 0 pts: PLTS 2 or 1	10	
Access	School Proximity	Project is located along a SR2S suggested routes to school	10 pts if along a suggested route 0 pts if not	10	20
	High Frequency Transit Proximity	Presence of major transit stops along the roadway	5 pts within 0.25 mile proximity to major transit stops (VTA) 2 pts within 0.5 mile proximity to major transit stops (VTA) 0 pts if not.	5	
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	Scale 0 to 5 pts based on # of destinations within 0.5 mile	5	
Sustainability	Active Trip Potential	Roadway has high active pedestrian trip potential	Scale 0 to 5 pts based on average ATP score	5	10
	SAST Gap Score	Project is within a high gap score area	Scale 0 to 5 pts based on average gap score	5	
Cost Effectiveness	Fiscal Responsibility	Project cost	10 pts if below \$500k 5 pts if \$500k - \$2M 0 pts if over \$2M	10	10

Table 4: Transportation Technology Corridors Prioritization Matrix

Goal	Criteria	Metric (Source)	Scoring	Max Score	Goal Max Score
Safety	Collision History	The corridor includes an intersection identified as a VZAP High Injury Network Intersection	4 pts for every intersection ranked 1-7 in the corridor 2 pts: if 7-24 0 pts: 24-48	20	40
	Collision History	# of collisions with a cause of "unsafe speed" per mile (according to Cupertino Vision Zero Dashboard Data)	Scale 0 to 5 pts based on percentage of total collisions on the corridor (last 5 yrs) by # of collisions with a cause of "unsafe speed".	5	
	Collision History	# of collisions with a cause of "traffic signals and signs" per mile (according to Cupertino Vision Zero Dashboard Data)	Scale 0 to 5 pts based on percentage of total collisions on the corridor (last 5 yrs) by # of collisions with a cause of "traffic signals and signs".	5	
	Level of Traffic Stress	Average PLTS for the corridor	10 pts: PLTS 4 5 pts: PLTS 3 0 pts: PLTS 2 or 1	10	
Access	School Proximity	% of corridor length on Suggested Route to School	20 pts: >75% of length on Suggested Route 10 pts: 25–75% 0 pts: <25%	20	30
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the corridor	Scale 0 to 10 pts based on # of destinations within 0.5 mile per mile of project length.	10	
Sustainability	Active Trip Potential	Average bicycle/e-bike short-trip share intersecting the corridor	Scale 0 to 10 based on average ATP score for bicycle/e-bike	10	20
	SAST Gap Score	% of corridor length within high SAST gap-score areas	Scale 0 to 10 based on average gap score	10	

Combined Project Prioritization List

The table below represents the unified, consolidated prioritization scores for all projects identified in the Active Transportation Plan. Bike network projects were sometimes grouped according to logical extents for project implementation. Those projects are represented with a single prioritization ranking and single final score across multiple rows. Project costs are abstracted to represent the general scale of cost for each project.

The following assumptions are used for cost-scaling, at 2026 dollars:

\$ - Under \$500,000

\$\$ - \$500,000 - \$2,000,000

\$\$\$ - Over \$2,000,000

For details on facility types and project descriptions, refer to the Network Recommendations Memo.

Table 5: Combined Project Prioritization List

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
1	Pedestrian Intersections	Typology: A		De Anza Blvd	Lazaneo Dr	89.57	\$
2	Pedestrian Intersections	Typology: C		De Anza Blvd	Rodriguez Ave	89.31	\$
3	Pedestrian Intersections	Typology: A		Stelling Rd	Pepper Tree Ln	87.95	\$
4	Pedestrian Intersections	Typology: C		De Anza Blvd	Mariani Ave	83.32	\$
5	Pedestrian Intersections	Typology: B		Stelling Rd	Alves Dr	81.7	\$
6	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	Stelling Rd	81.14	\$\$\$
7	Pedestrian Intersections	Typology: C		Vallco Pkwy	Wolfe Rd	79.72	\$
8	Bike Network	Shared-Use Path	Tamien Innu	Vallco Pkwy	Don Burnett Bridge	79.63	\$\$\$
9	Pedestrian Intersections	Typology: A, B		Blaney Ave	John Dr	78.49	\$
10	Pedestrian Intersections	Typology: A		Alves Dr	De Anza Blvd	78.21	\$
11	Bike Network	Crossing	Stevens Creek Undercrossing	McClellan Rd	Stevens Creek Blvd	78.09	\$
12	Bike Network	Bike Path	San Thomas Aquino/Saratoga Creek Trail Extension	Stevens Creek Blvd	Barnhart Ave	77.83	\$\$
13	Sidewalks	1 side of street	Stelling Rd	Jollyman Ln	Lilac Way	75.4	\$
14	Pedestrian Intersections	Typology: A, B		Blaney Ave	Rodriguez Ave	75.29	\$
15	Pedestrian Intersections	Typology: A		Miller Ave	Phil Ln	75.21	\$
16	Pedestrian Intersections	Typology: C		Miller Ave	Calle De Barcelona	75.21	\$
17	Pedestrian Intersections	Typology: A, B		Stevens Creek Blvd	Cupertino Rd	75.01	\$
18	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	De Anza Blvd	74.81	\$\$\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
19	Bike Network	Shared-Use Path	Union Pacific Railroad Trail	Prospect Rd	Stevens Creek Blvd	74.45	\$\$\$
20	Pedestrian Intersections	Typology: A, B		McClellan Rd	Clubhouse Ln	74.42	\$
21	Pedestrian Intersections	Typology: A, B		Richwood Dr	Miller Ave	74.04	\$
22	Pedestrian Intersections	Typology: A, B		Flora Vista Ave	Greenleaf Dr	73.59	\$
23	Pedestrian Intersections	Typology: A, B, C		Stevens Creek Blvd	Blaney Ave	73.59	\$\$\$
24	Bike Network	Bike Lane	Mariani Ave	Bandley Dr	De Anza Blvd	73.09	\$
25	Pedestrian Intersections	Typology: A, B, C		Stevens Creek Blvd	Portal Ave	73.01	\$\$\$
26	Pedestrian Intersections	Typology: B		Stevens Creek Blvd	Phar Lap Dr	72.85	\$
27	Pedestrian Intersections	Typology: B		Stelling Rd	Huntridge Ln	72.82	\$
28	Pedestrian Intersections	Typology: B, C		Stevens Creek Blvd	Torre Ave	72.76	\$\$\$
29	Pedestrian Intersections	Typology: C		Stelling Rd	Hazelbrook Dr	72.45	\$
30	Pedestrian Intersections	Typology: C		Bubb Rd	McClellan Rd	72.41	\$
31	Pedestrian Intersections	Typology: A, B, C		Homestead Rd	De Anza Blvd	72.39	\$\$
32	Sidewalks	1 side of street	Bubb Rd	230' South of Stevens Creek Blvd	1,200' North of Results Way	71.35	\$
33	Pedestrian Intersections	Typology: A		Stelling Rd	Gardena Dr	71.31	\$
34	Transportation Technology Corridors	Stevens Creek Blvd	Stevens Creek Blvd	Miller Ave/Wolfe Rd	Foothill Blvd	71.06	\$\$
35	Pedestrian Intersections	Typology: A, B		Bubb Rd	Columbus Ave	70.99	\$
36	Sidewalks	1 side of street	McClellan Rd	Byrne Ave	Orange Ave	70.64	\$
37	Pedestrian Intersections	Typology: A		September Dr	McClellan Rd	69.5	\$
38	Pedestrian Intersections	Typology: C		De Anza Blvd	I-280	69.12	\$
39	Pedestrian Intersections	Typology: B		Bollinger Rd	Miller Ave	68.9	\$
40	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Hyde Ave	68.9	\$\$
41	Pedestrian Intersections	Typology: B, C		Bubb Rd	Stevens Creek Blvd	68.84	\$\$\$
42	Pedestrian Intersections	Typology: C		Stevens Creek Blvd	Blandley Dr	68.56	\$
43	Pedestrian Intersections	Typology: A		Blaney Ave	Wheaton Dr	68.53	\$
44	Sidewalks	1 side of street	Stevens Creek Blvd	Tantau Ave	Judy Ave	68.35	\$
45	Bike Network	Neighborhood Bike Route	Bonny Dr	Pepper Tree Ln	McClellan Rd	68.05	\$
	Bike Network	Neighborhood Bike Route	Terry Way	Rodrigues Ave	Shelly Dr		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
	Bike Network	Neighborhood Bike Route	Rodriguez Ave	De Anza Blvd	Terry Way		\$
	Bike Network	Neighborhood Bike Route	Pepper Tree Ln	Stelling Rd	Bonny Dr		\$
	Bike Network	Neighborhood Bike Route	Shelly Dr	Terry Way	Bonny Dr		\$
46	Bike Network	Crossing	Carmen Rd Bridge	Carmen Rd	Stevens Creek Blvd	67.98	\$\$
47	Pedestrian Intersections	Typology: A, B		Forest Ave	Blaney Ave	67.96	\$
48	Pedestrian Intersections	Typology: A		N Portal Ave	Merritt Dr	67.96	\$\$
49	Pedestrian Intersections	Typology: A, B, C		SR 85	Stevens Creek Blvd	67.7	\$\$
50	Pedestrian Intersections	Typology: A, B, C		SR 85	Stevens Creek Blvd	67.7	\$\$
51	Pedestrian Intersections	Typology: A, B		Calvert Dr	Loree Ave	67.42	\$
52	Pedestrian Intersections	Typology: A, B		Blaney Ave	Pear Tree Ln	67.39	\$
53	Pedestrian Intersections	Typology: A, B		Miller Ave	Greenwood Dr	67.22	\$
54	Bike Network	Bike Lane	Miller Ave	Stevens Creek Blvd	Calle De Barcelona	66.99	\$
55	Pedestrian Intersections	Typology: A, B, C		Stelling Rd	Homestead Rd	66.78	\$\$\$
56	Sidewalks	1 side of street	Greenleaf Dr	360' East of Stelling Rd	520' West of Beardon Dr	66.74	\$
57	Sidewalks	1 side of street	Greenleaf Dr	Stelling Rd	Glencoe Dr	66.74	\$
58	Pedestrian Intersections	Typology: C		De Anza Blvd	I-280	66.62	\$
59	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Clifden Way	66.55	\$\$
60	Pedestrian Intersections	Typology: A, B		Stelling Rd	Echo Hill Ct	66.05	\$
61	Sidewalks	1 side of street	Greenleaf Dr	Ann Arbor Ave	Flora Vista Ave	66.03	\$
62	Bike Network	Separated Bikeway	N Blaney Ave	Homestead Rd	Beekman Pl	65.34	\$
	Bike Network	Buffered Bike Lane	N Blaney Ave	Bollinger Rd	Beekman Pl		\$
63	Pedestrian Intersections	Typology: A, C		Linda Vista Dr	McClellan Rd	64.46	\$\$
64	Sidewalks	1 side of street	Bubb Rd	Edward Way	Vai Ave	64.32	\$
65	Bike Network	Neighborhood Bike Route	Wheaton Dr	N Portal Ave	Carol Lee Dr	63.56	\$
66	Pedestrian Intersections	Typology: A		Bollinger Rd	Blaney Ave	62.58	\$
67	Pedestrian Intersections	Typology: A, B		Stelling Rd	Orion Ln	62.03	\$
68	Bike Network	Buffered Bike Lane	N Stelling Rd	Garden Gate Dr	Gardena Dr	61.32	\$
	Bike Network	Separated Bikeway	N Stelling Rd	Homestead Rd	Gardena Dr		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
69	Bike Network	Separated Bikeway	Stevens Creek Blvd	SR 85	Foothill Blvd	61.11	\$\$\$
	Bike Network	Separated Bikeway	Stevens Creek Blvd	De Anza Blvd	SR 85		\$\$
70	Pedestrian Intersections	Typology: A, B		Bollinger Rd	Estates Dr	60.99	\$
71	Bike Network	Neighborhood Bike Route	Forest Ave	Blaney Ave	De Anza Blvd	60.78	\$
72	Bike Network	Neighborhood Bike Route	Vista Dr	Stevens Creek Blvd	Forest Ave	60.76	\$
73	Pedestrian Intersections	Typology: A		Lance Dr	Bollinger Rd	60.44	\$
74	Bike Network	Neighborhood Bike Route	Tantau Ave	Bollinger Rd	Stevens Creek Blvd	59.9	\$
75	Pedestrian Intersections	Typology: A, B		Martinwood Way	Bollinger Rd	59.74	\$
76	Sidewalks	1 side of street	Stelling Rd	Echo Hill Ct	65' South of Echo Hill Ct	59.39	\$
77	Bike Network	Buffered Bike Lane	Lazzeneo Dr	Bandley Dr	De Anza Blvd	58.72	\$
78	Bike Network	Buffered Bike Lane	Bollinger Rd	Harland Dr	Westlynn Way	58.49	\$
79	Bike Network	Neighborhood Bike Route	Shadygrove Dr	Hyde Ave	Stendhal Ln	57.92	\$
	Bike Network	Neighborhood Bike Route	Phil Ln	Finch Ave	Stendhal Ln		\$
	Bike Network	Neighborhood Bike Route	Stendhal Ln	Shadygrove Dr	Phil Ln		\$
	Bike Network	Neighborhood Bike Route	Hyde Ave	Shadygrove Dr	Bollinger Rd		\$
80	Bike Network	Buffered Bike Lane	S Stelling Rd	Prospect Rd	Orogrande Pl	57.12	\$
81	Sidewalks	1 side of street	Stelling Rd	Catalano Ct	Orion Ct	56.78	\$
82	Bike Network	Neighborhood Bike Route	Festival Dr	September Dr	Festival Dr Dead End	56.6	\$
	Bike Network	Neighborhood Bike Route	Orograde Pl	Stelling Rd	Festival Dr		\$
	Bike Network	Shared-Use Path	Festival Dr	Festival Dr	Festival Dr Dead End		\$
	Bike Network	Neighborhood Bike Route	September Dr	McClellan Rd	Festival Dr		\$
	Bike Network	Neighborhood Bike Route	Festival Dr	Stelling Rd	Festival Dr Dead End		\$
83	Bike Network	Separated Bikeway	N Wolfe Rd	Pruneridge Ave	300 ft. South of Perierter Rd	56.41	\$
	Bike Network	Buffered Bike Lane	N Wolfe Rd	Homestead Rd	Pruneridge Ave		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
	Bike Network	Buffered Bike Lane	N Wolfe Rd	Stevens Creek Blvd	300 ft. South of Perimeter Rd		\$
84	Bike Network	Neighborhood Bike Route	Bandley Dr	Valley Green Dr	Stevens Creek Blvd	55.75	\$
85	Pedestrian Intersections	Typology: A		Torre Ave	Pacifica Dr	55.56	\$
86	Pedestrian Intersections	Typology: A, B, C		Alderbrook Ln	Bollinger Rd	54.76	\$\$
87	Pedestrian Intersections	Typology: A		Johnson Ave	Tilson Ave	54.36	\$
88	Bike Network	Neighborhood Bike Route	Prince Ave	Blaney Ave	Portal Ave	54.01	\$
89	Bike Network	Neighborhood Bike Route	Portal Ave	Stevens Creek Blvd	Wintergreen Dr	54.01	\$
90	Pedestrian Intersections	Typology: A, B, C		Bollinger Rd	Farallone Dr	52.91	\$\$
91	Bike Network	Neighborhood Bike Route	San Fernando Ave	Orange Ave	Blackberry Farm	52.79	\$
	Bike Network	Neighborhood Bike Route	Carmen Rd - Scenic Blvd	Stevens Creek Blvd	Scenic Cir Pathway		\$
	Bike Network	Neighborhood Bike Route	Janice Ave	Stevens Creek Blvd	Carmen Rd		\$
92	Bike Network	Separated Bikeway	Finch Ave	Phil Ln	Stevens Creek Blvd	52.44	\$\$
93	Bike Network	Neighborhood Bike Route	Fort Baker Dr	Hyannisport Dr	Presidio Dr	52.36	\$
	Bike Network	Neighborhood Bike Route	Linda Vista Dr	McClellan Rd	Hyannisport Dr		\$
	Bike Network	Neighborhood Bike Route	Hyannisport Dr	Linda Vista Dr	Bubb Rd		\$
94	Bike Network	Separated Bikeway	Foothill Blvd	Stevens Creek Blvd	Homestead Rd	52.18	\$
95	Sidewalks	1 side of street	Scofield Dr	Western Dr	De Anza Blvd	52.01	\$
96	Bike Network	Neighborhood Bike Route	Alves Dr	Anton Way	Bandley Dr	51.59	\$
	Bike Network	Shared-Use Path	Memorial Park Bike Path	Memorial Park	Alves St		\$\$
	Bike Network	Shared-Use Path	Memorial Park Bike Path	Christensen Dr	Mary Ave		\$\$
	Bike Network	Neighborhood Bike Route	Ann Arbor Ave	Greenleaf Dr	Lauretta Dr		\$
	Bike Network	Neighborhood Bike Route	Ann Arbor Ct	Christensen Dr	Ann Arbor Ave		\$
97	Bike Network	Neighborhood Bike Route	Johnson Ave	Wunderlich Dr	Bollinger Rd	50.93	\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
	Bike Network	Neighborhood Bike Route	Wunderlich Dr	Barnhart Ave	Johnson Ave		\$
98	Bike Network	Buffered Bike Lane	Foothill Blvd	Stevens Creek Blvd	Santa Lucia Rd	50.85	\$
99	Pedestrian Intersections	Typology: A		Terry Way	Rodrigues Ave	50.68	\$
100	Pedestrian Intersections	Typology: A		Bonny Dr	Sola St	50.68	\$
101	Bike Network	Neighborhood Bike Route	Kim St	Bollinger Rd	De Foe Dr	50.48	\$
	Bike Network	Bike Path	Kim St	Kirwin Ln	Bollinger Rd		\$
	Bike Network	Neighborhood Bike Route	Kim St	McClellan Rd	Kirwin Ln		\$
	Bike Network	Neighborhood Bike Route	Westacres Dr	McClellan Rd	Shelly Dr		\$
	Bike Network	Neighborhood Bike Route	De Foe Dr	Kim St	Dumas Dr		\$
102	Pedestrian Intersections	Typology: A		Stendhal Ln	Phil Ln	50.42	\$
103	Pedestrian Intersections	Typology: A		Forest Ave	Randy Ln	50.04	\$
104	Bike Network	Neighborhood Bike Route	Kentwood Ave	Tiptoe Ln	City Limits (South)	49.8	\$
	Bike Network	Neighborhood Bike Route	Tuscany Pl	Heatherwood Dr	Jollyman Park		\$
	Bike Network	Neighborhood Bike Route	Colony Hills Ln	Heatherwood Dr	Fallenleaf Ln		\$
	Bike Network	Neighborhood Bike Route	Huntridge Ln	Rose Blossom Dr	Stelling Rd		\$
	Bike Network	Neighborhood Bike Route	Tiptoe Ln	Kentwood Ave	Coloy Hills Ln		\$
	Bike Network	Neighborhood Bike Route	Rose Blossom Dr	McClellan Rd	Huntridge Ln		\$
	Bike Network	Neighborhood Bike Route	Heatherwood Dr	Tuscany Pl	Colony Hills Ln		\$
105	Sidewalks	1 side of street	Mary Ave	500' South of Lubec St	160' North of Point Reyes Ter	48.81	\$
106	Pedestrian Intersections	Typology: A		Bixby Dr	Portal Ave	48.59	\$
107	Pedestrian Intersections	Typology: A, B, C		Foothill Blvd	Stevens Creek Blvd	48.46	\$\$\$
108	Bike Network	Neighborhood Bike Route	Cupertino Rd	Foothill Blvd	Carmen Rd	48.3	\$
	Bike Network	Neighborhood Bike Route	Crescent Rd - Hillcrest Rd	Amelia Ct	Cupertino Rd		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
	Bike Network	Shared-Use Path	Varian Park Path	Varian Way	Amelia Ct		\$
	Bike Network	Neighborhood Bike Route	Amelia Ct	Varian Park	Crescent Rd		\$
	Bike Network	Neighborhood Bike Route	Varian Way	Ainsworth Dr	Varian Park		\$
	Bike Network	Neighborhood Bike Route	Ainsworth Dr	Hartman Dr	Varian Way		\$
	Bike Network	Neighborhood Bike Route	Hartman Dr	Chace Dr	Ainsworth Dr		\$
	Bike Network	Neighborhood Bike Route	Chace Dr	Starling Dr	Hartman Dr		\$
	Bike Network	Neighborhood Bike Route	Starling Dr	Foothill Blvd	Chace Dr		\$
	Bike Network	Neighborhood Bike Route	Carmen Rd	Cupertino Rd	Dead End		\$
109	Pedestrian Intersections	Typology: A, B		Merritt Dr	Larry Way	47.88	\$
110	Bike Network	Neighborhood Bike Route	Alderbrook Ln	Creekside Park	Bollinger Rd	47.66	\$
111	Transportation Technology Corridors	Stelling Rd	Stelling Rd	Rainbow Dr	I-280	47.33	\$\$
112	Pedestrian Intersections	Typology: A		Granada Ave	Orange Ave	47.01	\$
113	Transportation Technology Corridors	Wolfe Rd/Miller Ave	Wolfe Rd/Miller Ave	Calle de Barcelona	Homestead Rd	46.35	\$\$
114	Bike Network	Neighborhood Bike Route	Lockwood Dr	Voss Ave	Stevens Creek Blvd	46.05	\$
	Bike Network	Neighborhood Bike Route	Voss Ave	Lockwood Dr	Foothill Blvd		\$
	Bike Network	Neighborhood Bike Route	Palm Ave	Foothill Blvd	Scenic Blvd		\$
115	Pedestrian Intersections	A, B, C		Torre Ave	Town Center Ln	45.56	\$\$
116	Bike Network	Neighborhood Bike Route	Erin Way	Stelling Rd	Kirwin Ln	45.22	\$
	Bike Network	Neighborhood Bike Route	Kirwin Ln	Erin Way	Kim St		\$
117	Transportation Technology Corridors	De Anza Blvd	De Anza Blvd	Prospect Rd	Homestead Rd	45.21	\$\$
118	Bike Network	Neighborhood Bike Route	Linda Vista Dr	Hyannisport Dr	Santa Teresa Dr	45.14	\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
	Bike Network	Neighborhood Bike Route	Santa Teresa Dr	Rae Ln	Terrace Dr		\$
	Bike Network	Neighborhood Bike Route	Terrace Dr	Santa Teresa Dr	Bubb Rd		\$
119	Pedestrian Intersections	Typology: A		Hyannisport Dr	Linda Vista Dr	45.14	\$
120	Pedestrian Intersections	Typology: B		Ann Arbor Ave	Greenleaf Dr	44.55	\$
121	Pedestrian Intersections	Typology: A		Wheaton Dr	Portal Ave	44.1	\$
122	Pedestrian Intersections	Typology: B		Hyde Ave	Willowgrove Ln	43.9	\$
123	Sidewalks	1 side of street	S Tantau Ave	Anne Ln	Stevens Creek Blvd	43.88	\$
124	Pedestrian Intersections	Typology: A		Palo Vista Rd	Janice Ave	43.76	\$
125	Pedestrian Intersections	Typology: A, B		Saich Way	Alves Dr	43.64	\$
126	Pedestrian Intersections	Typology: A		Alderbrook Ln	Atherwood Ave	43.4	\$
127	Sidewalks	1 side of street	Flora Vista Ave	Greenleaf Dr	Lavina Ct	43.3	\$
128	Pedestrian Intersections	Typology: A		Foothill Blvd	Voss Ave	43.28	\$
129	Bike Network	Neighborhood Bike Route	Rainbow Dr	Stelling Rd	Bubb Rd	42.62	\$
	Bike Network	Buffered Bike Lane	Rainbow Dr	Stelling Rd	De Anza Blvd		\$
130	Sidewalks	1 side of street	Beardon Dr	Dunbar Dr	Greenleaf Dr	42.25	
131	Pedestrian Intersections	Typology: A, B		Stern Ave	Tilson Ave	41.9	\$
132	Pedestrian Intersections	Typology: A		Sterling Ave	Barnhart Ave	41.86	\$
133	Sidewalks	2 sides of street	Beardon Dr	Fargo Dr	Dunbar Dr	41.74	\$
134	Bike Network	Neighborhood Bike Route	Plum Blossom Dr	Primrose Way	Jamestown Dr	41.4	\$
	Bike Network	Neighborhood Bike Route	Scotland Dr	Squirewood Way	Kingsbury Pl		\$
	Bike Network	Neighborhood Bike Route	Jamestown Dr	Plum Blossom Dr	Prospect Rd		\$
	Bike Network	Neighborhood Bike Route	Kingsbury Pl	Scotland Dr	Gardenside Ln		\$
	Bike Network	Neighborhood Bike Route	Squirewood Way	Scotland Dr	Stelling Rd		\$
	Bike Network	Neighborhood Bike Route	Poppy Way	Rainbow Dr	Plum Blossom Dr		\$
	Bike Network	Neighborhood Bike Route	Gardenside Ln	Kingsbury Pl	Rainbow Dr		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
135	Sidewalks	2 sides of street	Alves Dr	Stelling Rd	680' East of Stelling Rd	41.15	\$
136	Pedestrian Intersections	Typology: A		Foothill Blvd	Cristo Rey Dr	41.15	\$
137	Pedestrian Intersections	Typology: A		Randy Ln	Merritt Dr	41.05	\$
138	Pedestrian Intersections	Typology: B		Merritt Dr	Vista Dr	41.05	\$
139	Pedestrian Intersections	Typology: A, B		Barnhart Ave	Wunderlich Dr	40.76	\$
140	Bike Network	Buffered Bike Lane	Stevens Creek Blvd	Foothill Blvd	Permanente Rd	40.68	\$
141	Pedestrian Intersections	Typology: C		Stelling Rd	Rainbow Dr	40.48	\$
142	Transportation Technology Corridors	Homestead Rd	Homestead Rd	Tantau Ave	De Anza Blvd	39.96	\$\$
143	Bike Network	Buffered Bike Lane	Bollinger Rd	De Anza Blvd	Kim St	39.72	\$
144	Pedestrian Intersections	Typology: A, B		Lockwood Dr	Stevens Creek Blvd	39.38	\$
145	Sidewalks	2 sides of street	Palm Ave	S Foothill Blvd	Scenic Blvd	39.26	\$\$
146	Bike Network	Neighborhood Bike Route	Primrose Way	Waterford Dr	Plum Blossom Dr	38.98	\$
	Bike Network	Neighborhood Bike Route	Waterford Dr	Stelling Rd	Primrose Way		\$
147	Sidewalks	2 sides of street	Kirwin Ln	Lonna Ln	De Anza Blvd	38.92	\$
148	Sidewalks	2 sides of street	Ann Arbor Ave	Grenola Dr	Hazelbrook Dr	37.72	\$
149	Sidewalks	2 sides of street	Carmen Rd	Janice Ave	Scenic Blvd	37.33	\$
150	Sidewalks	1 side of street	Foothill Blvd	170' South of Stevens Creek Blvd	Rancho Ventura St	37.31	\$
151	Sidewalks	1 side of street	Forest Ave	260' East of Randy Ln	110' West of Toni Ct	37.24	\$
152	Pedestrian Intersections	Typology: B		Mary Ave	Lubec St	36.36	\$
153	Pedestrian Intersections	Typology: A		Pacifica Dr	Whitney Way	35.88	\$
154	Sidewalks	1 side of street	Stevens Creek Blvd	Silver Oak Ln	Camino Vista Dr	35.8	\$
155	Pedestrian Intersections	Typology: A		Kirwin Ln	Felton Way	35.67	\$
156	Pedestrian Intersections	Typology: A		San Fernando Ave	Orange Ave	35.09	\$
157	Sidewalks	2 sides of street	Foothill Blvd	Cristo Rey Dr	Vista Knoll Blvd	34.88	\$
158	Sidewalks	2 sides of street	Stevens Creek Blvd	200' East of Lockwood Dr	Prado Vista Dr	34.76	\$
159	Pedestrian Intersections	Typology: A		Imperial Ave	Olive Ave	33.95	\$
160	Sidewalks	1 side of street	Stelling Rd	Squirehill Ct	Rainbow Dr	33.86	\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
161	Sidewalks	1 side of street	Stevens Creek Blvd	Lockwood Dr	160' East of Lockwood Dr	33.2	\$
162	Sidewalks	1 side of street	Stevens Creek Blvd	Lebanon Dr	170' East of Lebanon Dr	33.2	\$
163	Sidewalks	2 sides of street	Stevens Creek Blvd	170' East of Lebanon Dr	Lockwood Dr	33.2	\$
164	Pedestrian Intersections	Typology: A, B		Stevens Creek Blvd	California Oak Way	33.12	\$
165	Pedestrian Intersections	Typology: A, B		Bubb Rd	Regnart Rd	32.91	\$
166	Pedestrian Intersections	Typology: B		Hyannisport Dr	Fort Baker Dr	32.08	\$
167	Pedestrian Intersections	Typology: A		Kirwin Ln	Erin Way	32	\$
168	Pedestrian Intersections	Typology: A		100' East of Scenic Ct	Cir Pathway	31.84	\$
169	Pedestrian Intersections	Typology: A, B		Foothill Blvd	Santa Paula Ave	30.78	\$
170	Pedestrian Intersections	Typology: A		Scenic Blvd	Palm Ave	30.7	\$
171	Sidewalks	2 sides of street	Foothill Blvd	170' South of Voss Ave	Palm Ave	30.49	\$
172	Pedestrian Intersections	Typology: A		Merriman Rd	Voss Ave	29.64	\$
173	Sidewalks	2 sides of street	Orion Ln	Stelling Rd	Hunterston Pl	29.56	\$
174	Pedestrian Intersections	Typology: B		Ainsworth Dr	Bahl St	29.22	\$
175	Sidewalks	2 sides of street	Gardena Dr	Stelling Rd	Gardena Ct	28.94	\$
176	Pedestrian Intersections	Typology: A		Ainsworth Dr	Hartman Dr	28.65	\$
177	Pedestrian Intersections	Typology: A		Lockwood Dr	Voss Ave	28.5	\$
178	Pedestrian Intersections	Typology: A, B		Stevens Canyon Rd	Riverside Dr	28.4	\$
179	Pedestrian Intersections	Typology: A		Santa Teresa Dr	Columbus Ave	28.29	\$
180	Pedestrian Intersections	Typology: A, B		Johnson Ave	Wunderlich Dr	27.7	\$
181	Pedestrian Intersections	Typology: A, B		Stelling Rd	Seven Springs Pkwy	27.41	\$
182	Pedestrian Intersections	Typology: A		Stelling Rd	Waterford Dr	27.41	\$
183	Bike Network	Buffered Bike Lane	De Anza Blvd	Rainbow Dr	Rainbow Dr	26.33	
184	Pedestrian Intersections	Typology: A, B		Kim St	Bollinger Rd	24.52	\$
185	Sidewalks	1 side of street	Foothill Blvd	Santa Paula Ave	Kinst Ct	24.24	\$
186	Sidewalks	1 side of street	Foothill Blvd	Walnut Cir	314' South of Rancho Ventura St	24.24	\$
187	Bike Network	Buffered Bike Lane	Homestead Rd	S Bernardo Ave	Stelling Rd		\$
	Bike Network	Separated Bikeway	Homestead Rd	El Sereno Ave	S Bernardo Ave	23.6	\$
	Bike Network	Buffered Bike Lane	Homestead Rd	Crist Dr	El Sereno Ave		\$

Prioritization	Category	Project Description	Location	Cross Street A	Cross Street B	Final Score	Project Cost
188	Pedestrian Intersections	Typology: A, C		De Anza Blvd	Prospect Rd	23.35	\$\$
189	Sidewalks	2 side of street	McClellan Rd	250' East of Stevens Canyon Rd	90' west of San Leandro Ave	22.4	\$
190	Sidewalks	1 side of street	Orion Ln	Derbyshire Dr	Hunterston Pl	21.1	\$
191	Pedestrian Intersections	Typology: A, B, C		Prospect Rd	Stelling Rd	19.56	\$\$
192	Pedestrian Intersections	Typology: A, B		Kim St	Kirwin Ln	19.41	\$
193	Pedestrian Intersections	Typology: A, B		Bubb Rd	Rainbow Dr	19.36	\$
194	Pedestrian Intersections	Typology: A		Dempster Ave	Fitzgerald Ave	18.3	\$
195	Pedestrian Intersections	Typology: A		Wildflower Way	De Anza Blvd	18.24	\$
196	Sidewalks	1 side of street	Alcalde Rd	Merriman Rd	Foothill Blvd	17.99	\$
197	Pedestrian Intersections	Typology: A		Dempster Ave	Stokes Ave	16.02	\$
198	Pedestrian Intersections	Typology: B, C		Rainbow Dr	Gardenside Ln	15.47	\$\$
199	Pedestrian Intersections	Typology: A		Weymoth Dr	Rainbow Dr	14.91	\$
200	Sidewalks	2 sides of street	De Anza Blvd	Rainbow Dr	Wildflower Way	14.6	\$
201	Pedestrian Intersections	Typology: B, C		Rainbow Dr	De Anza Blvd	14.18	\$\$
202	Pedestrian Intersections	Typology: A, B, C		Via Roncole	Prospect Rd	10.85	\$\$
203	Sidewalks	1 side of street	Alcalde Rd	Avenida Ln	Alicia Ct	9.65	\$
204	Pedestrian Intersections	Typology: A, C		Canyon Oak Way	Cristo Rey Dr	6.25	\$\$

Project Prioritization Scoring Results

The tables below show the scoring for each project identified in the Active Transportation Plan. Scoring is broken down by goals and criteria defined in Tables 2-4.

Table 6: Bicycle Network Scoring Breakdown

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact	Project Costs							
Tamien Innu	Vallco Pkwy	Don Burnett Bridge	Bike Path	2.98	30	10	10	5	0.05	2.13	2.45	10	10	0	40	15.05	4.58	20	0	2.98	79.63
Stevens Creek Undercrossing	McClellan Rd	Stevens Creek Blvd	Bike Path	0.05	30	5	10	0	2.32	0.20	0.57	10	10	10	35	12.32	0.77	20	10	0.05	78.09
San Thomas Aquino/ Saratoga Creek Trail Extension	Stevens Creek Blvd	Barnhart Ave	Bike Path	0.57	30	10	10	0	0.00	2.83	5.00	10	10	0	40	10	7.83	20	0	0.57	77.83
Union Pacific Railroad Trail	Prospect Rd	Stevens Creek Blvd	Bike Path	2.12	30	10	10	2	0.08	1.26	1.11	10	10	0	40	12.08	2.37	20	0	2.12	74.45
Mariani Ave	Bandley Dr	De Anza Blvd	Bike Lane	0.11	30	5	10	2	0.58	2.69	2.82	0	10	10	35	12.58	5.51	10	10	0.11	73.09
Terry Way	Rodrigues Ave	Shelly Dr	Neighborhood Bike Route	0.05	10	0	10	2	2.98	3.41	3.15	10	10	10	10	14.98	6.56	20	10	0.63	68.05
Shelly Dr	Terry Way	Bonny Dr	Neighborhood Bike Route	0.25	10	0	10	2	0.72	3.41	3.15	10	10	10	10	12.72	6.56	20	10	0.63	68.05
Pepper Tree Ln	Stelling Rd	Bonny Dr	Neighborhood Bike Route	0.17	30	5	10	5	0.69	4.21	4.05	10	10	10	35	15.69	8.26	20	10	0.63	68.05
Rodrigues Ave	De Anza Blvd	Terry Way	Neighborhood Bike Route	0.08	10	0	10	2	1.74	3.41	3.15	10	10	10	10	13.74	6.56	20	10	0.63	68.05
Bonny Dr	Pepper Tree Ln	McClellan Rd	Neighborhood Bike Route	0.08	10	0	10	5	1.69	3.41	3.15	10	10	10	10	16.69	6.56	20	10	0.63	68.05
Carmen Rd Bridge	Carmen Rd	Stevens Creek Blvd	Bike Path	0.05	30	5	10	0	2.98	0.00	0.00	10	10	0	35	12.98	0	20	0	0.05	67.98
Miller Ave	Stevens Creek Blvd	Calle De Barcelona	Bike Lane	0.39	30	10	0	0	0.32	3.25	3.42	0	10	10	40	0.32	6.67	10	10	0.39	66.99
N Blaney Ave	Bollinger Rd	Beekman Pl	Buffered Bike Lane	1.51	30	5	10	0	0.11	2.07	2.14	0	10	5	35	10.11	4.21	10	5	1.92	65.34
N Blaney Ave	Homestead Rd	Beekman Pl	Separated Bikeway	0.41	30	5	10	0	0.14	2.12	1.84	0	10	10	35	10.14	3.95	10	10	1.92	65.34
Wheaton Dr	N Portal Ave	Carol Lee Dr	Neighborhood Bike Route	0.20	30	0	0	0	0.52	1.40	1.64	10	10	10	30	0.52	3.04	20	10	0.20	63.56
N Stelling Rd	Garden Gate Dr	Gardena Dr	Buffered Bike Lane	0.44	30	5	10	5	0.31	2.86	3.56	0	10	5	35	15.31	6.42	10	5	0.73	61.32

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness Project Costs	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact								
N Stelling Rd	Homestead Rd	Gardena Dr	Separated Bikeway	0.28	10	5	0	5	0.26	1.96	2.67	0	10	10	15	5.26	4.62	10	10	0.73	61.32
Stevens Creek Blvd	SR 85	Foothill Blvd	Separated Bikeway	1.07	30	10	10	2	3.17	0.89	1.01	0	0	0	40	15.17	1.9	0	0	2.01	61.11
Stevens Creek Blvd	De Anza Blvd	SR 85	Separated Bikeway	0.94	30	10	10	5	3.15	4.07	3.47	0	0	0	40	18.15	7.55	0	0	2.01	61.11
Forest Ave	Blaney Ave	De Anza Blvd	Neighborhood Bike Route	0.49	10	0	10	5	0.19	3.03	2.56	10	10	10	10	15.19	5.59	20	10	0.49	60.78
Vista Dr	Stevens Creek Blvd	Forest Ave	Neighborhood Bike Route	0.25	10	0	10	2	0.63	4.66	3.48	10	10	10	10	12.63	8.13	20	10	0.25	60.76
Tantau Ave	Bollinger Rd	Stevens Creek Blvd	Neighborhood Bike Route	0.86	10	5	10	0	0.07	2.08	2.75	10	10	10	15	10.07	4.83	20	10	0.86	59.90
Lazzeneo Dr	Bandley Dr	De Anza Blvd	Buffered Bike Lane	0.11	10	5	0	5	0.59	4.66	3.48	10	10	10	15	5.59	8.13	20	10	0.11	58.72
Bollinger Rd	Harland Dr	Westlynn Way	Buffered Bike Lane	1.65	30	10	0	0	0.09	1.64	1.77	0	10	5	40	0.09	3.4	10	5	1.65	58.49
Shadygrove Dr	Hyde Ave	Stendhal Ln	Neighborhood Bike Route	0.11	10	0	10	0	0.46	0.96	2.03	10	10	10	10	10.46	2.99	20	10	0.59	57.92
Stendhal Ln	Shadygrove Dr	Phil Ln	Neighborhood Bike Route	0.21	10	5	10	0	0.42	0.96	2.03	10	10	10	15	10.42	2.99	20	10	0.59	57.92
Phil Ln	Finch Ave	Stendhal Ln	Neighborhood Bike Route	0.02	10	5	10	0	5.00	1.19	2.37	10	10	10	15	15	3.57	20	10	0.59	57.92
Hyde Ave	Shadygrove Dr	Bollinger Rd	Neighborhood Bike Route	0.25	10	5	10	0	0.14	1.76	2.19	10	10	10	15	10.14	3.95	20	10	0.59	57.92
S Stelling Rd	Prospect Rd	Orogrande Pl	Buffered Bike Lane	1.00	30	5	0	0	0.06	0.93	1.13	0	10	10	35	0.06	2.06	10	10	1.00	57.12
Festival Dr	Festival Dr	Festival Dr Dead End	Bike Path	0.04	10	5	10	0	0.90	1.34	1.27	10	10	10	15	10.9	2.61	20	10	0.65	56.60
Orograde Pl	Stelling Rd	Festival Dr	Neighborhood Bike Route	0.02	10	5	10	0	2.18	1.93	1.99	10	10	10	15	12.18	3.91	20	10	0.65	56.60
September Dr	McClellan Rd	Festival Dr	Neighborhood Bike Route	0.28	10	0	10	0	0.21	2.14	1.60	10	10	10	10	10.21	3.74	20	10	0.65	56.60
Festival Dr	September Dr	Festival Dr Dead End	Neighborhood Bike Route	0.18	10	5	10	0	0.28	1.45	1.08	10	10	10	15	10.28	2.52	20	10	0.65	56.60
Festival Dr	Stelling Rd	Festival Dr Dead End	Neighborhood Bike Route	0.12	10	5	10	0	0.53	1.93	1.99	10	10	10	15	10.53	3.91	20	10	0.65	56.60
N Wolfe Rd	Homestead Rd	Pruneridge Ave	Buffered Bike Lane	0.24	30	5	0	0	0.09	3.69	1.98	0	0	5	35	0.09	5.67	0	5	1.02	56.41

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact	Project Costs							
N Wolfe Rd	Stevens Creek Blvd	300 ft. South of Perimeter Rd	Buffered Bike Lane	0.33	30	10	10	0	0.30	2.83	3.16	0	0	5	40	10.3	5.98	0	5	1.02	56.41
N Wolfe Rd	Pruneridge Ave	300 ft. South of Perierter Rd	Separated Bikeway	0.45	30	5	10	0	0.19	1.79	1.57	0	0	10	35	10.19	3.36	0	10	1.02	56.41
Bandley Dr	Valley Green Dr	Stevens Creek Blvd	Neighborhood Bike Route	0.66	10	5	0	5	0.24	2.69	2.82	10	10	10	15	5.24	5.51	20	10	0.66	55.75
Portal Ave	Stevens Creek Blvd	Wintergreen Dr	Neighborhood Bike Route	0.21	10	5	10	0	0.73	2.41	2.78	10	10	10	15	10.73	5.2	20	10	0.40	54.01
Prince Ave	Blaney Ave	Portal Ave	Neighborhood Bike Route	0.19	10	0	0	0	0.97	2.41	2.78	10	10	10	10	0.97	5.2	20	10	0.40	54.01
Janice Ave	Stevens Creek Blvd	Carmen Rd	Neighborhood Bike Route	0.26	10	5	10	0	0.50	0.41	0.65	10	10	10	15	10.5	1.06	20	10	1.18	52.79
Carmen Rd - Scenic Blvd	Stevens Creek Blvd	Scenic Cir Pathway	Neighborhood Bike Route	0.62	10	0	10	0	0.26	0.20	0.57	10	10	10	10	10.26	0.77	20	10	1.18	52.79
San Fernando Ave	Orange Ave	Blackberry Farm	Neighborhood Bike Route	0.30	10	0	10	0	0.56	1.39	1.28	10	10	10	10	10.56	2.66	20	10	1.18	52.79
Finch Ave	Phil Ln	Stevens Creek Blvd	Separated Bikeway	0.47	10	10	10	0	0.20	3.48	3.77	0	10	5	20	10.2	7.24	10	5	0.47	52.44
Hyannisport Dr	Linda Vista Dr	Bubb Rd	Neighborhood Bike Route	0.51	10	0	10	0	0.24	1.41	0.45	10	10	10	10	10.24	1.86	20	10	0.78	52.36
Fort Baker Dr	Hyannisport Dr	Presidio Dr	Neighborhood Bike Route	0.10	10	0	10	0	1.38	1.41	0.45	10	10	10	10	11.38	1.86	20	10	0.78	52.36
Linda Vista Dr	McClellan Rd	Hyannisport Dr	Neighborhood Bike Route	0.18	10	0	10	0	0.78	1.41	0.45	10	10	10	10	10.78	1.86	20	10	0.78	52.36
Foothill Blvd	Stevens Creek Blvd	Homestead Rd	Separated Bikeway	0.96	10	10	10	0	0.09	0.95	1.14	0	10	10	20	10.09	2.09	10	10	0.96	52.18
Memorial Park Bike Path	Christensen Dr	Mary Ave	Bike Path	0.20	10	5	0	5	0.72	2.75	2.98	10	10	5	15	5.72	5.74	20	5	1.11	51.59
Memorial Park Bike Path	Memorial Park	Alves St	Bike Path	0.09	10	5	0	5	1.55	5.00	4.96	10	10	5	15	6.55	9.96	20	5	1.11	51.59
Ann Arbor Ave	Greenleaf Dr	Lauretta Dr	Neighborhood Bike Route	0.20	10	0	10	2	0.64	0.51	1.01	10	10	5	10	12.64	1.52	20	5	1.11	51.59
Ann Arbor Ct	Christensen Dr	Ann Arbor Ave	Neighborhood Bike Route	0.07	0	0	0	2	1.96	0.51	1.01	10	10	5	0	3.96	1.52	20	5	1.11	51.59
Alves Dr	Anton Way	Bandley Dr	Neighborhood Bike Route	0.55	10	5	0	5	0.27	4.83	4.22	10	10	5	15	5.27	9.04	20	5	1.11	51.59

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness Project Costs	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact								
Johnson Ave	Wunderlich Dr	Bollinger Rd	Neighborhood Bike Route	0.23	10	5	0	0	0.15	1.45	2.18	10	10	10	15	0.15	3.63	20	10	0.42	50.93
Wunderlich Dr	Barnhart Ave	Johnson Ave	Neighborhood Bike Route	0.18	10	0	10	0	0.05	1.32	2.28	10	10	10	10	10.05	3.6	20	10	0.42	50.93
Foothill Blvd	Stevens Creek Blvd	Santa Lucia Rd	Buffered Bike Lane	0.69	10	10	10	0	0.19	0.34	0.32	0	10	10	20	10.19	0.66	10	10	0.69	50.85
Kim St	Kirwin Ln	Bollinger Rd	Bike Path	0.06	10	5	0	0	1.23	1.93	1.99	0	10	10	15	1.23	3.91	10	10	0.62	50.48
Westacres Dr	McClellan Rd	Shelly Dr	Neighborhood Bike Route	0.20	10	0	0	2	0.83	3.41	3.15	10	10	10	10	2.83	6.56	20	10	0.62	50.48
Kim St	Bollinger Rd	De Foe Dr	Neighborhood Bike Route	0.06	10	5	0	0	1.13	1.93	1.99	10	10	10	15	1.13	3.91	20	10	0.62	50.48
De Foe Dr	Kim St	Dumas Dr	Neighborhood Bike Route	0.13	10	0	10	0	0.39	1.93	1.99	10	10	10	10	10.39	3.91	20	10	0.62	50.48
Kim St	McClellan Rd	Kirwin Ln	Neighborhood Bike Route	0.16	10	5	0	2	0.83	2.67	2.57	10	10	10	15	2.83	5.24	20	10	0.62	50.48
Heatherwood Dr	Tuscany Pl	Colony Hills Ln	Neighborhood Bike Route	0.05	10	0	0	0	1.27	1.93	1.99	10	10	10	10	1.27	3.91	20	10	0.99	49.80
Tuscany Pl	Heatherwood Dr	Jollyman Park	Neighborhood Bike Route	0.05	10	0	0	0	1.32	1.93	1.99	10	10	10	10	1.32	3.91	20	10	0.99	49.80
Colony Hills Ln	Heatherwood Dr	Fallenleaf Ln	Neighborhood Bike Route	0.15	10	0	0	0	0.44	1.93	1.99	10	10	10	10	0.44	3.91	20	10	0.99	49.80
Tiptoe Ln	Kentwood Ave	Coloy Hills Ln	Neighborhood Bike Route	0.04	10	0	0	0	1.65	1.93	1.99	10	10	10	10	1.65	3.91	20	10	0.99	49.80
Kentwood Ave	Tiptoe Ln	City Limits (South)	Neighborhood Bike Route	0.30	10	0	0	0	0.20	2.65	2.34	10	10	10	10	0.2	4.98	20	10	0.99	49.80
Huntridge Ln	Rose Blossom Dr	Stelling Rd	Neighborhood Bike Route	0.09	10	5	10	0	0.43	2.04	1.79	10	10	10	15	10.43	3.83	20	10	0.99	49.80
Rose Blossom Dr	McClellan Rd	Huntridge Ln	Neighborhood Bike Route	0.32	10	0	10	2	0.19	2.14	1.60	10	10	10	10	12.19	3.74	20	10	0.99	49.80
Varian Park Path	Varian Way	Amelia Ct	Bike Path	0.10	10	5	10	0	0.91	0.16	0.75	10	10	10	15	10.91	0.91	20	10	1.06	48.30
Starling Dr	Foothill Blvd	Chace Dr	Neighborhood Bike Route	0.11	0	10	10	0	0.48	1.28	1.55	10	10	10	10	10.48	2.83	20	10	1.06	48.30
Chace Dr	Starling Dr	Hartman Dr	Neighborhood Bike Route	0.04	0	0	10	0	1.28	1.28	1.55	10	10	10	0	11.28	2.83	20	10	1.06	48.30
Hartman Dr	Chace Dr	Ainsworth Dr	Neighborhood Bike Route	0.16	0	0	10	0	0.32	1.28	1.55	10	10	10	0	10.32	2.83	20	10	1.06	48.30

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness Project Costs	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact								
Ainsworth Dr	Hartman Dr	Varian Way	Neighborhood Bike Route	0.25	0	0	10	0	0.30	0.72	1.15	10	10	10	0	10.3	1.87	20	10	1.06	48.30
Varian Way	Ainsworth Dr	Varian Park	Neighborhood Bike Route	0.05	0	0	10	0	1.75	0.16	0.75	10	10	10	0	11.75	0.91	20	10	1.06	48.30
Amelia Ct	Varian Park	Crescent Rd	Neighborhood Bike Route	0.06	10	0	10	0	1.99	0.16	0.75	10	10	10	10	11.99	0.91	20	10	1.06	48.30
Crescent Rd - Hillcrest Rd	Amelia Ct	Cupertino Rd	Neighborhood Bike Route	0.19	10	0	10	0	0.54	0.39	0.74	10	10	10	10	10.54	1.13	20	10	1.06	48.30
Cupertino Rd	Foothill Blvd	Carmen Rd	Neighborhood Bike Route	0.07	10	0	10	0	1.39	0.41	0.65	10	10	10	10	11.39	1.06	20	10	1.06	48.30
Carmen Rd	Cupertino Rd	Dead End	Neighborhood Bike Route	0.04	10	0	10	0	3.02	0.20	0.57	10	10	10	10	13.02	0.77	20	10	1.06	48.30
Alderbrook Ln	Creekside Park	Bollinger Rd	Neighborhood Bike Route	0.36	10	5	0	0	0.24	0.73	1.69	10	10	10	15	0.24	2.42	20	10	0.36	47.66
Lockwood Dr	Voss Ave	Stevens Creek Blvd	Neighborhood Bike Route	0.30	0	5	10	0	0.02	0.52	0.48	10	10	10	5	10.02	0.99	20	10	0.81	46.05
Voss Ave	Lockwood Dr	Foothill Blvd	Neighborhood Bike Route	0.25	0	0	10	0	0.40	0.41	0.22	10	10	10	0	10.4	0.64	20	10	0.81	46.05
Palm Ave	Foothill Blvd	Scenic Blvd	Neighborhood Bike Route	0.25	10	0	10	0	0.46	0.31	0.40	10	10	10	10	10.46	0.7	20	10	0.81	46.05
Kirwin Ln	Erin Way	Kim St	Neighborhood Bike Route	0.22	10	0	0	0	0.34	2.04	1.79	10	10	10	10	0.34	3.83	20	10	0.27	45.22
Erin Way	Stelling Rd	Kirwin Ln	Neighborhood Bike Route	0.05	10	5	0	0	1.02	2.14	1.60	10	10	10	15	1.02	3.74	20	10	0.27	45.22
Linda Vista Dr	Hyannisport Dr	Santa Teresa Dr	Neighborhood Bike Route	0.51	10	0	10	0	0.24	0.82	0.20	10	10	10	10	10.24	1.02	20	10	1.28	45.14
Terrace Dr	Santa Teresa Dr	Bubb Rd	Neighborhood Bike Route	0.34	10	0	0	0	0.17	0.49	0.25	10	10	10	10	0.17	0.75	20	10	1.28	45.14
Santa Teresa Dr	Rae Ln	Terrace Dr	Neighborhood Bike Route	0.43	0	0	10	0	0.29	0.82	0.20	10	10	10	0	10.29	1.02	20	10	1.28	45.14
Rainbow Dr	Stelling Rd	De Anza Blvd	Buffered Bike Lane	0.57	10	5	0	0	0.09	2.17	1.99	0	10	10	15	0.09	4.16	10	10	1.07	42.62
Rainbow Dr	Stelling Rd	Bubb Rd	Neighborhood Bike Route	0.50	10	5	0	0	0.08	0.63	0.72	10	10	10	15	0.08	1.35	20	10	1.07	42.62
Jamestown Dr	Plum Blossom Dr	Prospect Rd	Neighborhood Bike Route	0.26	0	5	0	0	0.19	2.83	3.29	10	10	10	5	0.19	6.12	20	10	1.15	41.40
Kingsbury Pl	Scotland Dr	Gardenside Ln	Neighborhood Bike Route	0.06	0	0	0	0	0.94	2.17	1.99	10	10	10	0	0.94	4.16	20	10	1.15	41.40

Location	Cross Street A	Cross Street B	Project Description	Mileage	Safety		Access			Sustainability		Balance		Cost Effectiveness	Safety	Access	Sustainability	Multimodal Balance	Cost Effectiveness	Project Group Mileage	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	General Road Impact	Arterial Road Impact	Project Costs							
Gardenside Ln	Kingsbury Pl	Rainbow Dr	Neighborhood Bike Route	0.17	0	5	0	0	0.36	2.17	1.99	10	10	10	5	0.36	4.16	20	10	1.15	41.40
Poppy Way	Rainbow Dr	Plum Blossom Dr	Neighborhood Bike Route	0.21	0	5	0	0	0.23	1.90	2.29	10	10	10	5	0.23	4.19	20	10	1.15	41.40
Squirewood Way	Scotland Dr	Stelling Rd	Neighborhood Bike Route	0.14	10	5	0	0	0.36	1.93	1.99	10	10	10	15	0.36	3.91	20	10	1.15	41.40
Plum Blossom Dr	Primrose Way	Jamestown Dr	Neighborhood Bike Route	0.09	0	0	0	0	0.57	2.83	3.29	10	10	10	0	0.57	6.12	20	10	1.15	41.40
Scotland Dr	Squirewood Way	Kingsbury Pl	Neighborhood Bike Route	0.23	10	0	0	0	0.27	1.45	1.64	10	10	10	10	0.27	3.09	20	10	1.15	41.40
Stevens Creek Blvd	Foothill Blvd	Permanente Rd	Buffered Bike Lane	0.62	10	10	10	0	0.13	0.22	0.34	0	0	10	20	10.13	0.55	0	10	0.62	40.68
Bollinger Rd	De Anza Blvd	Kim St	Buffered Bike Lane	0.14	10	5	0	0	0.81	1.93	1.99	0	10	10	15	0.81	3.91	10	10	0.14	39.72
Primrose Way	Waterford Dr	Plum Blossom Dr	Neighborhood Bike Route	0.06	0	0	0	0	0.94	2.83	3.29	10	10	10	0	0.94	6.12	20	10	0.34	38.98
Waterford Dr	Stelling Rd	Primrose Way	Neighborhood Bike Route	0.28	0	5	0	0	0.17	1.90	2.29	10	10	10	5	0.17	4.19	20	10	0.34	38.98
De Anza Blvd	Rainbow Dr	Rainbow Dr	Buffered Bike Lane	0.18	0	10	0	0	0.27	3.36	2.69	0	0	10	10	0.27	6.06	0	10	0.18	26.33
Homestead Rd	Crist Dr	El Sereno Ave	Buffered Bike Lane	0.11	0	0	0	0	0.10	0.50	0.75	0	0	5	0	0.1	1.25	0	5	1.60	23.60
Homestead Rd	S Bernardo Ave	Stelling Rd	Buffered Bike Lane	0.91	10	5	0	5	0.08	1.72	2.14	0	0	5	15	5.08	3.86	0	5	1.60	23.60
Homestead Rd	El Sereno Ave	S Bernardo Ave	Separated Bikeway	0.59	0	5	0	2	0.02	0.44	1.04	0	0	10	5	2.02	1.48	0	10	1.60	23.60

Table 7: Pedestrian Intersection Network Scoring Breakdown

Cross Street A	Cross Street B	Improvement Type	Safety		Access			Sustainability		Cost Effectiveness	Safety	Access	Sustainability	Cost Effectiveness	Final Score
			Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	Project Costs					
Carmen Rd Bridge	Carmen Rd	Crossing	30	5	10	0	3.64	0.40	0.52	0	35	13.64	0.92	0	67.98
Rainbow Dr	Gardenside Ln	B, C	0	5	0	0	1.36	0.52	0.50	5	5	1.36	1.02	5	15.48
Stelling Rd	Alves Dr	B	30	0	10	5	3.18	3.59	3.59	10	30	18.18	7.18	10	81.70
Stevens Creek Blvd	Cupertino Rd	A, B	30	5	10	0	4.09	0.40	0.52	10	35	14.09	0.92	10	75.01
Stevens Creek Blvd	De Anza Blvd	B, C	30	10	0	5	3.64	3.35	2.86	5	40	8.64	6.21	5	74.81
Stevens Creek Blvd	Blaney Ave	A, B, C	30	5	10	0	3.64	2.81	2.42	5	35	13.64	5.23	5	73.59
Homestead Rd	De Anza Blvd	A, B, C	30	10	0	2	0.91	5.00	5.00	5	40	2.91	10	5	72.39
De Anza Blvd	Mariani Ave	C	30	10	10	0	0.45	3.35	2.86	10	40	10.45	6.21	10	83.33
De Anza Blvd	Lazaneo Dr	A	30	10	10	5	0.45	3.35	2.86	10	40	15.45	6.21	10	89.58
Stelling Rd	Pepper Tree Ln	A	30	5	10	5	3.18	3.59	3.59	10	35	18.18	7.18	10	87.95
Stevens Creek Blvd	Stelling Rd	B, C	30	5	10	5	2.73	3.59	3.59	5	35	17.73	7.18	5	81.14
Bollinger Rd	Miller Ave	B	30	10	0	0	0.91	2.22	1.99	10	40	0.91	4.21	10	68.90
Blaney Ave	Wheaton Dr	A	30	0	10	0	2.27	1.40	1.15	10	30	12.27	2.55	10	68.53
Stelling Rd	Echo Hill Ct	A, B	30	10	0	0	1.82	0.52	0.50	10	40	1.82	1.02	10	66.05
Bubb Rd	Columbus Ave	A, B	30	5	10	0	0.91	0.45	0.43	10	35	10.91	0.88	10	70.99
Bollinger Rd	Farallone Dr	A, B, C	30	0	0	0	3.18	2.15	2.01	5	30	3.18	4.15	5	52.91
Miller Ave	Phil Ln	A	30	5	10	0	3.18	1.01	0.98	10	35	13.18	1.99	10	75.21
Johnson Ave	Tilson Ave	A	30	0	0	0	0.00	1.46	2.04	10	30	0	3.49	10	54.36
Calvert Dr	Loree Ave	A, B	30	0	10	0	0.45	1.46	2.04	10	30	10.45	3.49	10	67.43
Foothill Blvd	Santa Paula Ave	A, B	0	10	0	0	3.18	0.77	0.67	10	10	3.18	1.44	10	30.78
Stevens Canyon Rd	Riverside Dr	A, B	0	10	0	0	2.27	0.23	0.23	10	10	2.27	0.45	10	28.40
Stevens Creek Blvd	California Oak Way	A, B	0	5	10	0	0.00	0.81	0.69	10	5	10	1.5	10	33.13
McClellan Rd Undercrossing	Stevens Creek Trail	Crossing	30	5	10	0	4.55	0.23	0.23	0	35	14.55	0.45	0	78.09
Hyannisport Dr	Fort Baker Dr	B	0	0	10	0	3.64	1.08	0.95	10	0	13.64	2.02	10	32.08
McClellan Rd	Clubhouse Ln	A, B	30	5	10	0	4.09	0.23	0.23	10	35	14.09	0.45	10	74.43
Foothill Blvd	Cristo Rey Dr	A	0	10	10	0	1.36	0.71	0.85	10	10	11.36	1.56	10	41.15
Foothill Blvd	Stevens Creek Blvd	A, B, C	10	10	10	0	2.27	0.81	0.69	5	20	12.27	1.5	5	48.46
SR 85	Stevens Creek Blvd	A, B, C	30	10	0	2	2.73	2.16	2.27	5	40	4.73	4.43	5	67.70
SR 85	Stevens Creek Blvd	A, B, C	30	10	0	2	2.73	2.16	2.27	5	40	4.73	4.43	5	67.70
Bubb Rd	Stevens Creek Blvd	B, C	30	10	0	2	3.64	2.16	2.27	5	40	5.64	4.43	5	68.84
Stelling Rd	Rainbow Dr	C	10	10	0	0	1.36	0.52	0.50	10	20	1.36	1.02	10	40.48
September Dr	McClellan Rd	A	30	0	10	0	1.36	2.28	1.96	10	30	11.36	4.24	10	69.50
Stelling Rd	Hazelbrook Dr	C	30	0	10	2	3.18	1.29	1.50	10	30	15.18	2.78	10	72.45
Stelling Rd	Gardena Dr	A	30	0	10	2	2.27	1.29	1.50	10	30	14.27	2.78	10	71.31
Stelling Rd	Homestead Rd	A, B, C	30	5	0	5	1.36	3.52	3.54	5	35	6.36	7.06	5	66.78
De Anza Blvd	I-280	C	30	10	0	0	0.91	1.12	1.28	10	40	0.91	2.39	10	66.63
De Anza Blvd	I-280	C	30	10	0	2	0.91	1.12	1.28	10	40	2.91	2.39	10	69.13
De Anza Blvd	Rodrigues Ave	C	30	10	10	2	4.55	2.66	2.24	10	40	16.55	4.9	10	89.31
Blaney Ave	Rodriguez Ave	A, B	30	0	10	0	5.00	2.81	2.42	10	30	15	5.23	10	75.29
Terry Way	Rodriguez Ave	A	10	0	10	2	3.64	2.66	2.24	10	10	15.64	4.9	10	50.68
De Anza Blvd	Prospect Rd	A, C	0	10	0	0	0.45	1.62	1.61	5	10	0.45	3.23	5	23.35
Stelling Rd	Waterford Dr	A	0	10	0	0	0.91	0.52	0.50	10	10	0.91	1.02	10	27.41

Cross Street A	Cross Street B	Improvement Type	Safety		Access			Sustainability		Cost Effectiveness	Safety	Access	Sustainability	Cost Effectiveness	Final Score
			Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	Project Costs					
Stelling Rd	Seven Springs Pkwy	A, B	0	10	0	0	0.91	0.52	0.50	10	10	0.91	1.02	10	27.41
Weymoth Dr	Rainbow Dr	A	0	0	0	0	0.91	0.52	0.50	10	0	0.91	1.02	10	14.91
Bubb Rd	Rainbow Dr	A, B	0	5	0	0	0.00	0.28	0.21	10	5	0	0.49	10	19.36
Bubb Rd	Regnart Rd	A, B	10	5	0	0	0.45	0.45	0.43	10	15	0.45	0.88	10	32.91
Santa Teresa Dr	Columbus Ave	A	0	0	10	0	2.27	0.20	0.16	10	0	12.27	0.36	10	28.29
Linda Vista Dr	McClellan Rd	A, C	30	0	10	0	4.55	1.08	0.95	5	30	14.55	2.02	5	64.46
Hyannisport Dr	Linda Vista Dr	A	10	0	10	0	4.09	1.08	0.95	10	10	14.09	2.02	10	45.14
Bubb Rd	McClellan Rd	C	30	5	10	0	0.91	1.08	0.95	10	35	10.91	2.02	10	72.41
Scenic Blvd	Palm Ave	A	0	0	10	0	3.64	0.40	0.52	10	0	13.64	0.92	10	30.70
100' East of Scenic Ct	Cir Pathway	A	0	0	10	0	4.55	0.40	0.52	10	0	14.55	0.92	10	31.84
Palo Vista Rd	Janice Ave	A	10	0	10	0	4.09	0.40	0.52	10	10	14.09	0.92	10	43.76
Foothill Blvd	Voss Ave	A	0	10	10	0	3.18	0.77	0.67	10	10	13.18	1.44	10	43.28
Merriman Rd	Voss Ave	A	0	0	10	0	2.27	0.77	0.67	10	0	12.27	1.44	10	29.64
Lockwood Dr	Voss Ave	A	0	0	10	0	1.36	0.77	0.67	10	0	11.36	1.44	10	28.50
Lockwood Dr	Stevens Creek Blvd	A, B	0	10	10	0	0.00	0.81	0.69	10	10	10	1.5	10	39.38
Ainsworth Dr	Bahl St	B	0	0	10	0	1.82	0.71	0.85	10	0	11.82	1.56	10	29.23
Ainsworth Dr	Hartman Dr	A	0	0	10	0	1.36	0.71	0.85	10	0	11.36	1.56	10	28.65
Dempster Ave	Stokes Ave	A	0	0	0	0	2.27	0.26	0.28	10	0	2.27	0.55	10	16.03
Dempster Ave	Fitzgerald Ave	A	0	0	0	0	4.09	0.26	0.28	10	0	4.09	0.55	10	18.30
Mary Ave	Lubec St	B	0	5	10	0	3.18	0.46	0.46	10	5	13.18	0.91	10	36.36
Ann Arbor Ave	Greenleaf Dr	B	10	0	10	2	2.73	0.46	0.46	10	10	14.73	0.91	10	44.55
Flora Vista Ave	Greenleaf Dr	A, B	30	0	10	2	4.09	1.29	1.50	10	30	16.09	2.78	10	73.59
Stelling Rd	Orion Ln	A, B	30	5	0	0	1.36	1.80	1.45	10	35	1.36	3.26	10	62.03
Stelling Rd	Huntridge Ln	B	30	5	10	0	0.00	1.80	1.45	10	35	10	3.26	10	72.83
Kirwin Ln	Erin Way	A	10	0	0	0	1.36	2.28	1.96	10	10	1.36	4.24	10	32.00
Kim St	Kirwin Ln	A, B	0	0	0	0	2.27	1.80	1.45	10	0	2.27	3.26	10	19.41
Kim St	Bollinger Rd	A, B	0	5	0	0	1.36	1.80	1.45	10	5	1.36	3.26	10	24.53
Kirwin Ln	Felton Way	A	10	0	0	0	3.64	2.66	2.24	10	10	3.64	4.9	10	35.68
Saich Way	Alves Dr	A, B	10	0	0	5	2.73	3.59	3.59	10	10	7.73	7.18	10	43.64
Granada Ave	Orange Ave	A	10	0	10	0	3.18	2.16	2.27	10	10	13.18	4.43	10	47.01
Imperial Ave	Olive Ave	A	10	0	0	0	2.73	2.16	2.27	10	10	2.73	4.43	10	33.95
Alves Dr	De Anza Blvd	A	30	10	0	5	1.36	3.35	2.86	10	40	6.36	6.21	10	78.21
Vallco Pkwy	Wolfe Rd	C	30	5	10	0	2.73	3.24	2.81	10	35	12.73	6.05	10	79.73
Richwood Dr	Miller Ave	A, B	30	10	0	0	3.18	3.24	2.81	10	40	3.18	6.05	10	74.04
Miller Ave	Greenwood Dr	A, B	30	5	0	0	2.73	3.24	2.81	10	35	2.73	6.05	10	67.23
Bollinger Rd	Clifden Way	A, B, C	30	10	0	0	4.09	2.15	2.01	5	40	4.09	4.15	5	66.55
Martinwood Way	Bollinger Rd	A, B	30	0	0	0	3.64	2.15	2.01	10	30	3.64	4.15	10	59.74
Bollinger Rd	Blaney Ave	A	30	5	0	0	0.91	2.15	2.01	10	35	0.91	4.15	10	62.58
Blaney Ave	John Dr	A, B	30	5	10	0	3.64	2.15	2.01	10	35	13.64	4.15	10	78.49
Forest Ave	Blaney Ave	A, B	30	0	10	0	1.82	1.40	1.15	10	30	11.82	2.55	10	67.96
Blaney Ave	Pear Tree Ln	A, B	30	0	10	0	1.36	1.40	1.15	10	30	11.36	2.55	10	67.39
Stevens Creek Blvd	Portal Ave	A, B, C	30	5	10	0	3.18	2.81	2.42	5	35	13.18	5.23	5	73.01
Wheaton Dr	Portal Ave	A	10	0	10	0	2.73	1.40	1.15	10	10	12.73	2.55	10	44.10

Cross Street A	Cross Street B	Improvement Type	Safety		Access			Sustainability		Cost Effectiveness	Safety	Access	Sustainability	Cost Effectiveness	Final Score
			Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	Project Costs					
Bollinger Rd	Estates Dr	A, B	30	5	0	0	1.82	1.01	0.97	10	35	1.82	1.97	10	60.99
Alderbrook Ln	Bollinger Rd	A, B, C	30	5	0	0	1.82	1.01	0.98	5	35	1.82	1.99	5	54.76
Lance Dr	Bollinger Rd	A	30	5	0	0	1.36	1.01	0.98	10	35	1.36	1.99	10	60.44
Alderbrook Ln	Atherwood Ave	A	10	0	10	0	2.73	1.01	0.98	10	10	12.73	1.99	10	43.40
Stendhal Ln	Phil Ln	A	10	5	10	0	2.73	1.40	1.21	10	15	12.73	2.61	10	50.43
Rainbow Dr	De Anza Blvd	B, C	0	0	0	0	1.36	2.58	2.40	5	0	1.36	4.98	5	14.18
Wildflower Way	De Anza Blvd	A	0	0	0	0	1.36	1.62	1.61	10	0	1.36	3.23	10	18.24
Prospect Rd	Stelling Rd	A, B, C	0	10	0	0	0.45	0.10	0.10	5	10	0.45	0.2	5	19.56
Johnson Ave	Wunderlich Dr	A, B	0	0	10	0	0.00	1.10	1.06	10	0	10	2.16	10	27.70
Barnhart Ave	Wunderlich Dr	A, B	10	0	10	0	0.00	1.40	1.21	10	10	10	2.61	10	40.76
Stern Ave	Tilson Ave	A, B	10	0	10	0	0.91	1.40	1.21	10	10	10.91	2.61	10	41.90
Merritt Dr	Larry Way	A, B	10	5	10	0	0.91	1.12	1.28	10	15	10.91	2.39	10	47.88
Randy Ln	Merritt Dr	A	10	0	10	0	0.45	1.12	1.28	10	10	10.45	2.39	10	41.05
Merritt Dr	Vista Dr	B	10	0	10	0	0.45	1.12	1.28	10	10	10.45	2.39	10	41.05
Forest Ave	Randy Ln	A	10	0	10	2	1.82	3.35	2.86	10	10	13.82	6.21	10	50.04
Stevens Creek Blvd	Torre Ave	B, C	30	0	10	2	5.00	3.35	2.86	5	30	17	6.21	5	72.76
Torre Ave	Pacifica Dr	A	10	5	10	0	4.55	2.66	2.24	10	15	14.55	4.9	10	55.56
Pacifica Dr	Whitney Way	A	0	0	10	0	4.55	2.15	2.01	10	0	14.55	4.15	10	35.88
N Portal Ave	Merritt Dr	A	30	0	10	0	1.82	1.40	1.15	10	30	11.82	2.55	10	67.96
Miller Ave	Calle De Barcelona	C	30	5	10	0	3.18	1.01	0.98	10	35	13.18	1.99	10	75.21
San Fernando Ave	Orange Ave	A	0	0	10	0	3.64	2.16	2.27	10	0	13.64	4.43	10	35.09
Sterling Ave	Barnhart Ave	A	10	0	10	0	0.00	1.46	2.04	10	10	10	3.49	10	41.86
Bollinger Rd	Hyde Ave	A, B, C	30	5	10	0	0.91	2.22	1.99	5	35	10.91	4.21	5	68.90
Hyde Ave	Willowgrove Ln	B	10	0	10	0	0.91	2.22	1.99	10	10	10.91	4.21	10	43.90
Bixby Dr	Portal Ave	A	10	0	10	0	3.64	2.81	2.42	10	10	13.64	5.23	10	48.59
Bonny Dr	Sola St	A	10	0	10	2	3.64	2.66	2.24	10	10	15.64	4.9	10	50.68
Stevens Creek Blvd	Phar Lap Dr	B	30	5	10	0	2.73	0.26	0.28	10	35	12.73	0.55	10	72.85
Via Roncole	Prospect Rd	A, B, C	0	0	0	0	0.45	1.62	1.61	5	0	0.45	3.23	5	10.85
Canyon Oak Way	Cristo Rey Dr	A, C	0	0	0	0	0.00	0.00	0.00	5	0	0	0	5	6.25
Stevens Creek Blvd	Blandley Dr	C	30	0	0	5	3.64	3.35	2.86	10	30	8.64	6.21	10	68.56
Torre Ave	Town Center Ln	A, B, C	10	0	10	2	4.55	2.66	2.24	5	10	16.55	4.9	5	45.56

Table 8: Sidewalk Scoring Breakdown

Location	Cross Street A	Cross Street B	Project Description	Miles	Safety		Access			Sustainability		Cost Effectiveness	Safety	Access	Sustainability	Cost Effectiveness	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	Project Cost					
Kirwin Ln	Lonna Ln	De Anza Blvd	Sidewalk on One Side	0.21	10	10	0	0	3.75	2.98	2.41	2	20	3.75	5.39	2	38.93
Flora Vista Ave	Greenleaf Dr	Lavina Ct	Sidewalk on One Side	0.06	10	0	10	2	4.17	1.58	1.89	5	10	16.17	3.47	5	43.30
De Anza Blvd	Rainbow Dr	Wildflower Way	Sidewalk on One Side	0.08	0	0	0	0	1.25	2.78	2.65	5	0	1.25	5.43	5	14.60
Carmen Rd	Janice Ave	Scenic Blvd	Sidewalk on One Side	0.05	10	0	10	0	4.17	0.26	0.44	5	10	14.17	0.69	5	37.33
Greenleaf Dr	Stelling Rd	Glencoe Dr	Sidewalk on One Side	0.06	30	0	10	2	2.92	1.58	1.89	5	30	14.92	3.47	5	66.74
Stelling Rd	Catalano Ct	Orion Ct	Sidewalk on One Side	0.04	30	5	0	0	1.25	2.34	1.83	5	35	1.25	4.17	5	56.78
Stelling Rd	Jollyman Ln	Lilac Way	Sidewalk on One Side	0.06	30	10	10	0	0.42	2.70	2.20	5	40	10.42	4.9	5	75.40
Alves Dr	Stelling Rd	680' East of Stelling Rd	Sidewalk on One Side	0.13	10	0	0	5	2.92	5.00	5.00	5	10	7.92	10	5	41.15
Stevens Creek Blvd	Lockwood Dr	160' East of Lockwood Dr	Sidewalk on One Side	0.04	0	10	10	0	0.00	0.86	0.70	5	10	10	1.56	5	33.20
Beardon Dr	Fargo Dr	Dunbar Dr	Sidewalk on One Side	0.06	10	0	10	2	2.92	1.58	1.89	5	10	14.92	3.47	5	41.74
Bubb Rd	Edward Way	Vai Ave	Sidewalk on One Side	0.12	30	5	10	0	0.83	0.33	0.30	5	35	10.83	0.63	5	64.33
Bubb Rd	230' South of Stevens Creek Blvd	1,200' North of Results Way	Sidewalk on One Side	0.22	30	10	0	2	4.17	2.87	3.04	5	40	6.17	5.91	5	71.35
S Tantau Ave	Anne Ln	Stevens Creek Blvd	Sidewalk on One Side	0.10	10	5	10	0	1.25	2.18	1.67	5	15	11.25	3.85	5	43.88
Stevens Creek Blvd	Silver Oak Ln	Camino Vista Dr	Sidewalk on One Side	0.04	0	10	10	0	2.08	0.86	0.70	5	10	12.08	1.56	5	35.80
Palm Ave	S Foothill Blvd	Scenic Blvd	Sidewalk on One Side	0.25	10	5	10	0	3.33	0.53	0.55	2	15	13.33	1.08	2	39.26
Orion Ln	Stelling Rd	Hunterston Pl	Sidewalk on One Side	0.05	10	5	0	0	1.25	1.34	1.06	5	15	1.25	2.4	5	29.56
Orion Ln	Derbyshire Dr	Hunterston Pl	Sidewalk on One Side	0.05	10	0	0	0	1.25	0.33	0.30	5	10	1.25	0.63	5	21.10
Stevens Creek Blvd	Tantau Ave	Judy Ave	Sidewalk on One Side	0.06	30	5	10	0	0.83	2.18	1.67	5	35	10.83	3.85	5	68.35
Foothill Blvd	Walnut Cir	314' South of Rancho Ventura St	Sidewalk on One Side	0.02	0	10	0	0	2.92	0.81	0.66	5	10	2.92	1.47	5	24.24
McClellan Rd	Byrne Ave	Orange Ave	Sidewalk on One Side	0.16	30	5	10	0	4.17	1.27	1.07	5	35	14.17	2.34	5	70.64
Foothill Blvd	170' South of Voss Ave	Palm Ave	Sidewalk on One Side	0.04	0	5	10	0	2.92	0.81	0.66	5	5	12.92	1.47	5	30.49
Ann Arbor Ave	Grenola Dr	Hazelbrook Dr	Sidewalk on One Side	0.06	10	0	10	2	2.50	0.34	0.34	5	10	14.5	0.68	5	37.73
Stevens Creek Blvd	Lebanon Dr	170' East of Lebanon Dr	Sidewalk on One Side	0.03	0	10	10	0	0.00	0.86	0.70	5	10	10	1.56	5	33.20
McClellan Rd	250' East of Stevens Canyon Rd	90' west of San Leandro Ave	Sidewalk on One Side	0.02	10	0	0	0	2.92	0.00	0.00	5	10	2.92	0	5	22.40
Greenleaf Dr	Ann Arbor Ave	Flora Vista Ave	Sidewalk on One Side	0.17	30	0	10	2	3.75	0.96	1.12	5	30	15.75	2.07	5	66.03
Alcalde Rd	Avenida Ln	Alicia Ct	Sidewalk on One Side	0.05	0	0	0	0	1.25	0.81	0.66	5	0	1.25	1.47	5	9.65
Mary Ave	500' South of Lubec St	160' North of Point Reyes Ter	Sidewalk on Both Sides	0.20	10	5	10	2	3.75	1.61	1.69	5	15	15.75	3.3	5	48.81
Stelling Rd	Echo Hill Ct	65' South of Echo Hill Ct	Sidewalk on Both Sides	0.01	30	10	0	0	1.67	0.44	0.40	5	40	1.67	0.84	5	59.39

Location	Cross Street A	Cross Street B	Project Description	Miles	Safety		Access			Sustainability		Cost Effectiveness	Safety	Access	Sustainability	Cost Effectiveness	Final Score
					Collision History	Level of Traffic Stress	School Proximity	Transit Proximity	Destination Proximity	Active Trip Potential	Gap Closure	Project Cost					
Foothill Blvd	Cristo Rey Dr	Vista Knoll Blvd	Sidewalk on Both Sides	0.11	0	10	10	0	1.25	0.72	0.93	5	10	11.25	1.65	5	34.88
Alcalde Rd	Merriman Rd	Foothill Blvd	Sidewalk on Both Sides	0.08	0	5	0	0	2.92	0.81	0.66	5	5	2.92	1.47	5	17.99
Stevens Creek Blvd	170' East of Lebanon Dr	Lockwood Dr	Sidewalk on Both Sides	0.03	0	10	10	0	0.00	0.86	0.70	5	10	10	1.56	5	33.20
Foothill Blvd	170' South of Stevens Creek Blvd	Rancho Ventura St	Sidewalk on Both Sides	0.11	10	10	0	0	3.33	0.84	0.68	5	20	3.33	1.52	5	37.31
Beardon Dr	Dunbar Dr	Greenleaf Dr	Sidewalk on Both Sides	0.05	10	0	10	2	3.33	1.58	1.89	5	10	15.33	3.47	5	42.25
Stevens Creek Blvd	200' East of Lockwood Dr	Prado Vista Dr	Sidewalk on Both Sides	0.03	0	10	10	0	1.25	0.86	0.70	5	10	11.25	1.56	5	34.76
Greenleaf Dr	360' East of Stelling Rd	520' West of Beardon Dr	Sidewalk on Both Sides	0.06	30	0	10	2	2.92	1.58	1.89	5	30	14.92	3.47	5	66.74
Stelling Rd	Squirehill Ct	Rainbow Dr	Sidewalk on Both Sides	0.09	10	10	0	0	1.25	0.44	0.40	5	20	1.25	0.84	5	33.86
Foothill Blvd	Santa Paula Ave	Kinst Ct	Sidewalk on Both Sides	0.07	0	10	0	0	2.92	0.81	0.66	5	10	2.92	1.47	5	24.24
Gardena Dr	Stelling Rd	Gardena Ct	Sidewalk on Both Sides	0.16	10	0	0	2	2.50	3.24	3.41	2	10	4.5	6.65	2	28.94
Forest Ave	260' East of Randy Ln	110' West of Toni Ct	Sidewalk on Both Sides	0.04	10	0	10	0	1.67	1.74	1.38	5	10	11.67	3.12	5	37.24
Scotfield Dr	Western Dr	De Anza Blvd	Sidewalk on Both Sides	0.25	10	10	0	5	5.00	3.62	2.99	5	20	10	6.61	5	52.01

Table 9: Transportation Technology Corridors Scoring Breakdown

Corridor	To	From	Mileage	Safety				Access		Sustainability		Safety	Access	Sustainability	Final Score
				Collision History	Unsafe Speed Collision	Traffic Signal and Signs Collision	Level of Traffic Stress	School Proximity	Parks and Other Destination Proximity	Active Trip Potential	Gap Closure				
Stevens Creek Blvd	Foothill Blvd	Miller Ave/Wolfe Rd	3.01	20	1.67	5	5	10	10	5.72	6.62	31.67	20	12.35	71.06
De Anza Blvd	Homestead Rd	Prospect Rd	3.01	8	1.39	1.36	5	0	4.98	10	10	15.75	4.98	20	45.21
Wolfe Rd/Miller Ave	Homestead Rd	Calle de Barcelona	1.41	4	5	1.36	5	10	6.44	4.00	5.97	15.36	16.44	9.96	46.35
Homestead Rd	De Anza Blvd	Tantau Ave	1.49	18	0	2.73	5	10	0	0.27	0	25.73	10	0.27	39.96
Stelling Rd	I-280	Rainbow Dr	2.29	8	3.89	0	0	20	5.97	0	4.78	11.89	25.97	4.78	47.33

APPENDIX H

Complete Streets Policy Review Memo



To: City of Cupertino

From: Parin Patel and Christopher Kidd, Alta Planning + Design

Date: September 30, 2025

Re: City of Cupertino Complete Streets Policy Review

Introduction

This memo provides a review of the City of Cupertino Complete Streets Policy, and how the policy below aligns with the current funding eligibility requirements for the Metropolitan Transportation Commission (MTC) and the Santa Clara Valley Transportation Authority (VTA). Cupertino's Complete Streets Policy was also measured against external metrics for Complete Streets policies, established by [City Health and Smart Growth America](#).

Recommended updates to the policy include examples of design standards, inclusion of equity and vulnerable communities, involvement of city departments and stakeholders, inclusion of data-based analyses, public input, and performance measures. Both MTC and VTA periodically update their Complete Streets Policies; the City of Cupertino should continue to modify their Complete Streets policy into the future to retain funding eligibility.

Complete Streets Policy Recommendations

In April 2018, the City of Cupertino adopted a Complete Streets Policy to further the goals of meeting the safety, access and mobility needs of all users of the roadways¹. The 2018 policy can be found [here](#).

While the 2018 Complete Streets Policy is not out of compliance with funding eligibility, the following recommended updates will help strengthen funding eligibility, as well as meet the "Silver" designation of CityHealth's Complete Streets policies.² As VTA is in the middle of a process to revise their Complete Streets Policy as of the publication date of this memo, the City of Cupertino should wait until after the new VTA Complete Streets Policy is adopted to pursue any updates to their Complete Streets Policy in order to eliminate duplicative efforts. Recommendations are shown in bold and underlined.

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The City of Cupertino, through its 2015 Mobility Element update of the General Plan, has committed to creating and maintaining Complete Streets that provide safe, comfortable and convenient travel along and across streets, roads, highways, bridges, and other portions of the transportation system through a comprehensive, integrated transportation network that serves all categories

¹ [Staff Report.pdf](#)

² [Complete Streets - CityHealth — Helping everyone live healthy, full lives](#)

of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

2. **Context Sensitivity.** In planning and implementing street projects, departments of the City of Cupertino shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents and businesses to ensure that a strong sense of place ensues. Improvements that may be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users as identified in adopted plans.

Proposed Addition: The project meets professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities. (City should list explicit design standards and/or adopted plans they will follow; this could include):

- **NACTO Urban Street Design Guide**
- **NACTO Transit Street Design Guide**
- **United States Department of Justice ADA Standards for Accessible Design**
- **U.S. Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way**
- **Caltrans Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), DIB 89**
- **City/County General + Area Plans**
- **Bicycle, Pedestrian & Transit Plan**
- **Community-Based Transportation Plan**
- **ADA Transition Plan**
- **Station Access Plan**
- **Short-Range Transit Plan**
- **Vision Zero/Systematic Safety Plan**

3. **Complete Streets Routinely Addressed by all Departments.** All relevant departments of the City of Cupertino shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other agencies and jurisdictions to maximize opportunities for Complete Streets, connectivity and cooperation.

Proposed Addition: The city department which leads the project planning and/or implementation will bear the responsibility of ensuring that the project aligns with all Complete Street guidelines and ensures project sponsors and partners are actively engaged. This includes coordination with VTA, the Water District, MTC, Caltrans, local CBOs, and a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC). The BPAC should also be included in reviewing MTC's complete streets checklist.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users, consistent with the City's Mobility Element update, shall be incorporated into all planning, funding, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets, roads, highways, bridges and other portions of the transportation system, except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

Proposed Addition: Developers of private projects must also meet Complete Streets standards, except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation.

Proposed Addition: The project / plans include a timeline for the review and improvements to the project selection criteria.

2. **Street Network/Connectivity.** Consistent with the City's Mobility Element update, the City of Cupertino shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and between existing and anticipated future areas of travel origination or destination.

Proposed Addition: The project or plan will review the High Injury Network (HIN) and include a traffic safety assessment if a high incidence of bicyclist / pedestrian-involved crashes is found within the project area. If the project includes a bikeway, a Level of Traffic Stress (LTS), or similar assessment will be conducted.

3. **Bicycle Pedestrian Commission Consultation.** Transportation projects shall be reviewed by the Cupertino Bicycle Pedestrian Commission early in the planning and design phase to provide the Cupertino Bicycle Pedestrian Commission an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.

Proposed Addition: City of Cupertino staff, or project leads, should also seek community input on projects and programs early in the planning and design stages.

4. **Evaluation.** All relevant departments shall perform evaluations of how well the streets and transportation network of the City of Cupertino are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

Proposed Addition: Performance metrics, strategies, and mechanisms will produce actionable data that accounts for equity and is made publicly available. Performance metrics will align with the City of Cupertino's ATP.

C. Exceptions

1. **Exception Approvals.** Projects that seek exception from the Complete Streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person or his/her designee. Projects that are granted exceptions must be made publicly available for review.

CityHealth Complete Street Policy Assessment

CityHealth is an initiative by the de Beaumont Foundation and Kaiser Permanente, in partnership with Smart Growth America, to streamline evidence-based policy solutions that improve and support the health and well-being of people and communities. The Complete Streets policy ensures that streets are “designed and maintained to meet all our needs. Whether you walk, bike, roll, drive, or use public transit, we all deserve streets that are safe. Tragically, people in the United States are struck and killed, maimed, and seriously injured by vehicles on unsafe streets at alarming rates. All people from all neighborhoods should have access to Complete Streets that help them get where they need to go, live, play, and grow.”³

CityHealth's Complete Streets Policy Checklist⁴

The following policies were taken into consideration for recommended updates to the City of Cupertino's Complete Streets Policy:

1. Lays out a clear vision about the goal of creating a complete, connected transportation network that allows all users to safely travel to and from destinations
2. Defines which projects, programs, and interventions (including new construction, reconstruction/ retrofit, maintenance and ongoing operations) will be subject to the policy
3. Describes the balance and prioritization of different modes of travel, with an emphasis on non-motorized mobility
4. Specifies the design guidelines that will be adopted and/or created
5. Describes vulnerable users and how they will be identified, protected, and prioritized

³ [Complete Streets - CityHealth — Helping everyone live healthy, full lives](#)

⁴ [Complete-Streets-Policy-Action-Guide.pdf](#)

6. Designates entities or departments that will be responsible for implementing the policy
7. Describes a robust and inclusive community engagement plan
8. Describes performance measures, strategy and mechanisms that will produce actionable data that accounts for equity and is made publicly available
9. Lists the specific, and limited, exceptions to the policy
10. Indicates how private development projects will be encouraged, incentivized, and guided to comply with the policy
11. Includes the timeline for the review and improvements to the project selection criteria

Medal Designation

City Health grades the adopted Complete Streets Policies of cities across America on a Bronze-to-Gold medal scale. To meet the Silver designation, the City of Cupertino's complete street policies should include the following:

- City has a complete streets policy.
- Policy requires compliance.
- Policy balances pedestrians, bicyclists, and at least two other modes.
- Policy references the adoption of specific design guidelines, and/or requires the development or revision of internal design policies and guides.
- Policy explicitly prioritizes vulnerable users.
- Policy requires compliance of all new construction, reconstruction, and retrofit projects.
- Policy references compliance of all maintenance projects and ongoing operations.

Funding Eligibility

Metropolitan Transportation Commission

MTC updated their regional policy for provision of Complete Streets in 2022 (Resolution 4493)⁵. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

This policy applies to transportation project planning, design, funding, construction, reconstruction, and maintenance activities. A Complete Streets checklist from projects seeking discretionary funding or funding endorsements from MTC is required. MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC – must submit a Complete Streets Checklist (Checklist) to MTC.

The following topics must meet Complete Streets Policy Considerations:

⁵ [MTC Resolution No. 4493 Approved](#)

1. **Bicycle, Pedestrian and Transit Planning** – Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include:
 - City/County General + Area Plans
 - Bicycle, Pedestrian & Transit Plan
 - Community-Based Transportation Plan
 - ADA Transition Plan
 - Station Access Plan
 - Short-Range Transit Plan
 - Vision Zero/Systematic Safety Plan
2. **Active Transportation Network** – Does the project area contain segments of the regional Active Transportation (AT) Network? [See AT Network map on the [MTC Complete Streets webpage](#).]
3. **Safety and Comfort**
 1. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?
 2. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?
4. **Transit Coordination**
 1. Are there existing public transit facilities (stop or station) in the project area?
 2. Have all potentially affected transit agencies had the opportunity to review this project?
 3. Is there a MTC [Mobility Hub](#) within the project area?
5. **Design** – Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?
6. **Equity** – Will Project improve active transportation in an Equity Priority Community (EPC)?
7. **BPAC Review** – Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist. The CS Checklist MTC review will begin once the BPAC meeting has occurred.

The MTC Complete Streets Checklist can be found here: [Complete Streets Checklist | Metropolitan Transportation Commission](#)

Santa Clara Valley Transportation Authority

VTa updated their Complete Streets principles and practices to all transportation capital projects and funding programs in December 2017⁶ and is currently (as of 2025) in the process of updating their Complete Streets Policy. The following from the 2017 Complete Streets Policy apply:

⁶ https://www.vta.gov/sites/default/files/2022-07/Attachment-A3_Complete-Streets-Policy.pdf

1. **Serve All Users** – All transportation improvements must be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.
2. **Use Context Sensitive Design** – VTA staff should design transportation projects to be appropriate for the surrounding land use, community character, and function of the transportation facility. Designs should reflect desired or anticipated future conditions.
3. **Maintain or Enhance Networks** – With every transportation project, VTA staff should seek opportunities to create, maintain or enhance network connectivity for all users, and ensure that the user experience is maintained across jurisdictional boundaries. The transportation network for pedestrians, bicyclists, and transit riders should not be severed or degraded with the completion of new or modified transportation infrastructure.
4. **Incorporate Technology** – VTA staff should incorporate technology to improve safety and operations of the roadway system for all users, and to improve information dissemination.
5. **Be Consistent with Adopted Plans**– VTA staff should assure consistency with regional, local and VTA planning documents, including the Countywide Bicycle Plan, Pedestrian Access to Transit Plan, Transit Passenger Environment Plan, VTA’s corridor studies, Metropolitan Transportation Commission’s Regional Transportation Plan, and Member Agency planning documents.
6. **Maintain Transportation Infrastructure** –With every transportation project, VTA staff should seek opportunities to maintain, upgrade, or replace transportation infrastructure and technology, using asset management best practices.
7. **Seek and Respond to Public Input**– VTA staff should seek community input on transportation projects and programs early in the planning and design stages. Input should be sought from relevant VTA Advisory Committees, local communities, and other stakeholders.
8. **Build Complete Streets Infrastructure** – VTA staff should proactively seek opportunities to integrate Complete Streets infrastructure into every transportation project.
9. **Design Using Latest and Best Practice Design Standards and Guides** – VTA staff should: (i) use latest and best practice multi-modal design standards and guides when developing and delivering capital projects; (ii) consult innovative pedestrian, bicycle, and transit design manuals; and (iii) seek new examples as innovations are tested. Examples of national, state, and local design standards/guidelines that support Complete Streets include:

National

- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares

- ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- NACTO Transit Street Design Guide
- NACTO Urban Street Stormwater Guide

Regulatory

- United States Department of Justice ADA Standards for Accessible Design
- U.S. Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way

State

- California Highway Design Manual and all Deputy Directives and Design Information Bulletins
- California Manual on Uniform Traffic Control Devices and adopted Interim Approvals
- Main Street, California – A Guide for Improving Community and Transportation Vitality
- Caltrans Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), DIB 89

Local

- VTA Community Design and Transportation Manual of Best Practices for Integrating Transportation and Land Use
- VTA Bicycle Technical Guidelines
- VTA Pedestrian Technical Guidelines
- VTA Multi-Modal Design Practices and Principles
- Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook

APPENDIX I

Active Transportation Plan Impact Evaluation Guidelines

Active Transportation Plan Impact Evaluation Guidelines

Following the Council-approved initiation of any new Active Transportation Plan (ATP) project, and when parking or traffic impacts are identified during the preliminary engineering phase (30% design), staff will return to the City Council to present the final 30% design, identified impacts, and potential trade-offs. At that meeting, the Council will determine whether the project should undergo a detailed impact analysis tailored to its specific impacts. This level of analysis requires a degree of design detail that is available only once the 30% design phase has been completed.

The detailed impact analysis described in these guidelines is intentionally scheduled for this phase of a project because at this phase, the City is advancing a concept from the ATP into preliminary design. It does not approve final plans or commit to construction. The purpose of this early design effort is to translate a plan-level concept into a specific layout that defines lane configurations, parking, intersection control, and other geometric and operational details.

A 30% level of design is necessary to evaluate traffic and parking impacts with technical accuracy because traffic analysis tools, such as Synchro, TransCAD, Cube, or Inrix-based models, require defined lane assignments, turn pockets, signal phasing, parking layouts, and other project features not known prior to 30% design in order to produce meaningful estimates of delay, queues, diversion patterns, and parking utilization.

By conducting a detailed analysis at the 30% phase, the City balances accuracy with flexibility. A complete set of 30% design plans is sufficient for accurate modeling and is early enough in the design process to allow the Council to call for modifications or discontinue the project if the identified impacts are unacceptable. In addition, tying the analysis to the identification of parking or traffic impacts at 30% ensures that funding is focused on projects where the preliminary design reveals meaningful operational or parking impacts, rather than expending significant resources on every concept in the ATP, regardless of its risk profile.

Accordingly, if the Council requests an impact analysis following the 30% phase, then additional budget must be approved for the project's Engineering Services Consultant to manage data collection and to evaluate the 30% design within the context of the City's transportation network through traffic or parking analysis.

The tasks below summarize the scope of what could potentially be required for project impact analysis. Following the completion of 30% design for impacted projects, the Consultant will prepare a cost estimate for transportation analysis, which will also be presented to the Council for consideration when the Council reviews the 30% plans.

If Council supports this approach, staff will incorporate this impact evaluation framework into the final Active Transportation Plan as an internal policy that then applies to new ATP projects.

The tasks below may not apply to all projects, but it is assumed that impact analysis would roughly equate to 10% of project construction costs.

Task 1. Data Collection and Analysis Memorandum

Cost: \$5,000 - \$10,000

Prepare a memorandum describing the proposed approach to data collection and analysis. The memo will list all relevant data to be collected based on the project's determined impacts and document sources, formats, and methods. This could include signal phasing, vehicle, pedestrian, and bicycle counts, an inventory of existing traffic control devices, or an inventory of parking supply. It will specify which transportation network or traffic operation elements, such as intersection delay, roadway segment operations, or parking, each dataset will support. The draft memorandum will be submitted to City staff for review before initiating data collection.

Task 2. Initial Data Collection

Cost: \$15,000 - \$30,000

- Obtain commercially available origin–destination data, through providers such as StreetLight, Inrix, or Replica for the project area, including both peak periods. Collect turning-movement counts at project area intersections for both peak periods, including vehicle, pedestrian, and bicycle volumes, right-turn-on-red movements, and initial queues at signalized intersections.
- Conduct a field visit of the project site and broader study area to verify existing and planned facilities identified in the data collection tasks, confirm any facilities constructed since prior programming documents, and investigate unusual trends in traffic patterns.

Task 3. Traffic Operations Analysis

Cost: \$20,000 - \$40,000

- Document existing conditions based on collected counts and field observations. Results will be summarized in narrative text, Level of Service (LOS) tables, figures visualizing lane configurations, traffic controls, and volumes, and supporting calculation outputs. If appropriate for evaluating the impacts of interest, speeds along the project area will be estimated and validated based on the City's latest Engineering Traffic Survey, and queue lengths in dedicated turn lanes and through lanes between intersections under gridlock conditions will be evaluated.
- Develop and refine Synchro traffic models to represent Existing and Existing-Plus-Project conditions. The models will be used to identify any adverse or significant impacts associated with the proposed project improvements.
- Assess proposed intersection and corridor layouts for accessibility, including lane widths and turning radii, and identify opportunities for new or modified traffic control devices to support operations and safety.
- Develop recommendations to address identified potential operational impacts.

Task 4: Parking Impact Analysis (If needed)

Cost: \$5,000 - \$15,000

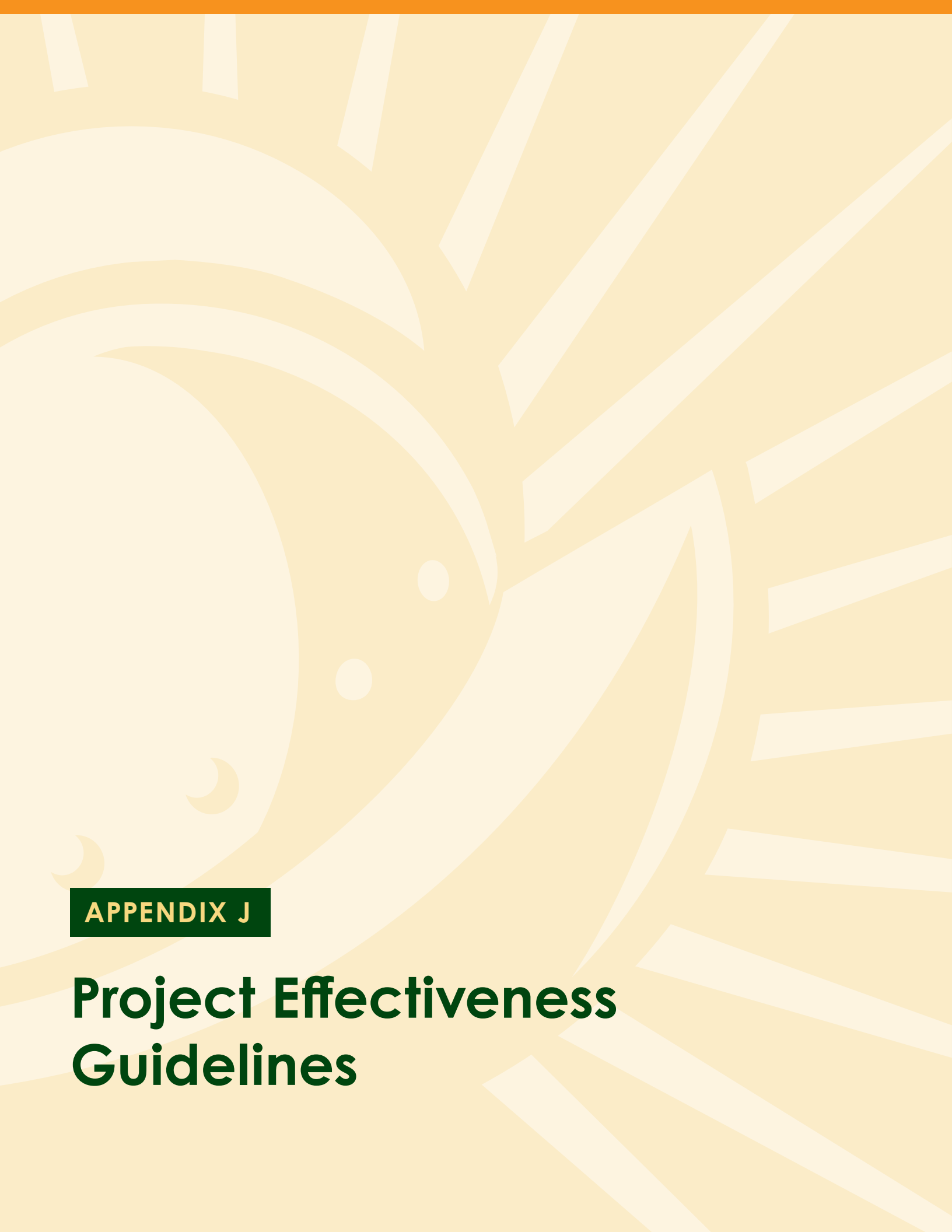
- Prior to conducting a parking survey, develop a geodatabase of on-street parking supply along the project area. The database will count, by block face, the number of spaces, as well as all applicable parking regulations, such as permits. The initial inventory will rely on the City's GIS database, aerial imagery, and street-level photography, then verified in the field, and summarized in an exhibit that depicts curb conditions and the total existing parking supply.
- Perform parking occupancy counts at 30-minute intervals by block face during typical weekday midday (noon–2:00 p.m.) and evening (8:00–10:00 p.m.) periods, and on a Saturday to represent weekend conditions.
- Compare parking supply changes associated with the project design to observed parking demand to quantify the number of on-street spaces affected. The analysis will include spaces in front of nearby properties within a 500-foot buffer of the

affected spaces to determine potential redistribution and broader neighborhood impacts.

Task 5: Impact Report

Cost: \$5,000 - \$10,000

The combined work will result in a set of findings and recommendations on specific traffic operations and parking impacts resulting from the project. The report will be used to inform potential further project development and frame public communications. The report will be evaluated by the City Council to assess the extent of the impacts and consider whether the project's preliminary design should be modified to minimize the learned impacts or discontinued entirely.



APPENDIX J

Project Effectiveness Guidelines

Project Effectiveness Guidelines

This memo describes the process for using data to measure the success of new projects recommended in the Active Transportation Plan (ATP), specifically for Class II, Class IIB, and Class IV bicycle facilities. The goal of this approach is to ensure that transportation projects developed by the ATP and completed through the City's Capital Improvement Program (CIP) successfully advance the City's goals and priorities.

The ATP supports two City policy priorities. These are traffic safety (Vision Zero Action Plan) and reducing greenhouse gas emissions (Climate Action Plan). The City's Vision Zero Action Plan calls for eliminating serious and fatal collisions by 2040, and the Climate Action Plan seeks to reduce vehicle trips and their associated emissions in part by shifting short driving trips to walking, biking, and transit.

To demonstrate progress toward these goals, staff must track the number of people using new facilities and the safety of those facilities. This proposed data-driven evaluation approach will allow the City to answer basic but important questions, such as whether these projects encourage the use of active transportation modes, whether collision rates are decreasing even as ridership increases, and, potentially, which types of improvements deliver the greatest benefits.

The City does not currently own the counting technology needed to answer these questions on a citywide scale. Historically, staff has relied on occasional spot counts or project-specific traffic studies, which provide only short snapshots of bicycle and pedestrian volumes. To fully measure the effect of new ATP projects, staff proposes establishing an approach that combines a one-time citywide baseline count effort along with project-specific before-and-after counts for key bikeway projects. This will require the purchase or lease of bike-ped counting equipment and, potentially, the associated analytics software, so bicycle and pedestrian activity can be measured in a repeatable way.

Staff recommends that the first action of the ATP should be to conduct a comprehensive baseline bicycle and pedestrian count at all ATP project locations across the City. This initial effort would record how many people are currently biking (and walking, where feasible). The equipment could be repositioned over several weeks or months to cover all project locations within the ATP, providing the City with a clearer picture of existing conditions.

For future Council-approved and initiated bikeway projects, staff proposes a before-and-after evaluation for Class II, Class IIB, and Class IV bikeways. As a project moves into design, staff will begin a data collection period at the project location to determine existing volumes. Counters would be deployed at a set of locations along the project limits to record bicycle activity on typical weekdays and weekends. At the same time, staff would track reported collisions using Sheriff reports and SWITRS. This establishes a clear pre-project picture of both ridership and safety.

After the project is constructed and open to the public, and a suitable amount of time has passed to account for possible changes in transportation behavior, staff will repeat this process during the post-project period, using the same locations and equipment to ensure comparable data. With these two datasets, staff can calculate changes in average daily and peak-period bicycle volumes, as well as changes in collision rates. The key metric will not just be the number of collisions, but collisions relative to the number of bicyclists or pedestrians. A successful project will be one in which more people use the facility while the collision rate per rider remains the same or decreases. This will be referred to as the Safety Plus Mode Shift (SPMS) rate, which aligns with Vision Zero and Climate Action Plan objectives.

To proceed with this approach, the City will need to either purchase equipment or contract for services. One option is to purchase a set of movable counters. This would involve an upfront capital cost but would give the City full control over how and when the equipment is deployed. This approach would also build internal expertise over time. Another option is to lease equipment or work with a contractor that provides turnkey services, including counter deployment, data processing, and reporting. This method would reduce the upfront cost and technical burden, but could be more expensive if used intensively over many years. A hybrid approach is also possible, in which the City purchases a small number of cameras for ongoing monitoring and supplements them with leased equipment or contractor services for larger, one-time efforts such as the initial citywide baseline.

Staff envisions this work rolling out in phases. In the near term, following Council direction, staff would refine this evaluation approach, identify preferred equipment and procurement approaches, and bring forward a funding request. Once counters or services are secured, staff will conduct the citywide baseline count at ATP priority project locations. As ATP individual projects advance, staff will complete the one-year

before-and-after evaluations and prepare project summaries for Council and the community that describe changes in volumes and safety. Ultimately, this data can be incorporated into public-facing tools such as dashboards or annual reports for residents to review projects.

This approach is intended to improve transparency and accountability around active transportation projects. It gives Council a simple way to compare projects and project types, it allows designs to be refined based on what works best in practice, and it creates a feedback loop between adopted policy goals and actual outcomes. By committing to this measurement approach, the City can signal that success is defined not only by miles of bikeway delivered, but by quantifiable improvements in safety and mode shift toward sustainable transportation.

If Council supports this approach, staff will incorporate these guidelines into the final ATP as an internal policy that then applies to new ATP projects.

APPENDIX K

Bicycle & Pedestrian Count Technology White Paper

To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transportation Planner, City of Cupertino

From: Christopher Kidd and Petra Reyes, Alta Planning + Design

Date: July 28, 2025

Re: Cupertino ATP: Bicycle and Pedestrian Count White Paper

Introduction

This memorandum outlines the key steps and considerations for establishing a bicycle and pedestrian count program in the City of Cupertino. Reference memo [sources](#) for additional details on concepts discussed, and the California Active Transportation Safety Information Pages ([CATSIP](#)) for more resources. Key takeaways include:

- Thorough planning is essential for selecting a count product that meets all potential program purposes and uses technology that can be deployed at desired count locations.
- All long-term, continuous count programs need to incorporate short-term counts for baseline data validation and should plan regular short-term counts to validate data, as part of a QA/QC protocol.
- There are many different products and staff time costs associated with starting a bicycle and pedestrian count program. Comprehensive life cycle budgetary planning will reduce unexpected and preventable costs.

Bicycle and Pedestrian Count Planning

During the bicycle and pedestrian count planning stage, program staff should identify all possible count purposes and locations to select the most appropriate count method. One component of identifying the count purpose(s) is establishing the count duration (short-term versus long-term) and which users (bicyclists and/or pedestrians) the program aims to count. Count duration, user compatibility, and location compatibility are three considerations that differentiate between the count technology (outlined **Table 1** and **Table 2**).

Count Purpose

There are several potential purposes for conducting bicycle and pedestrian counts, including but not limited to (Hugh, Davis, Voros, O'Toole, & Piper, 2016):

- Establishing a baseline for bicycle and pedestrian volume
- Determining locations where there is the greatest demand for bicycle and pedestrian facilities
- Analyzing changes over time in bicycle and pedestrian facility utilization
- Quantifying utilization when prioritizing resources and competing for funding

Establishing a baseline bicycle and pedestrian volume is an example of a count purpose where short-term, temporary count methods can be utilized. However, if the count program also aims to analyze changes over time, that is an example of a count purpose where long-term, permanent counting methods can be utilized. The Federal Highway Administration (FHWA) Traffic Monitoring Guide (TMG) recommends collecting a two-week, short-term count before installing permanent, continuous counting equipment. As a result, all long-term counts should include baseline data collection as a program purpose.

Count Location

The FHWA TMG recommends that bicycle and pedestrian count locations be representative of the network, aiming for geographic diversity and encompassing a range of low, medium, and high volumes of bicycle and pedestrian traffic. The short-term count, conducted in advance of installing continuous counting equipment, validates assumptions about traffic volume and supports the notion that these locations are representative of geographic and volume diversity. In a study of Municipal Planning Organizations (MPOs) piloting bicycle and pedestrian count programs, some MPOs selected count locations where they previously completed manual counts (Federal Highway Administration, 2016). This data may be sufficient for validating geographic and volume diversity.

Other factors that MPOs considered when selecting count locations include:

- **Stakeholder Input:** MPOs considered input from their local agencies, a university, a bicycle and pedestrian advisory committee, and interested parties. Coordination across agency departments was particularly crucial for identifying the specific locations where continuous count products would be installed and obtaining the necessary permissions for installation.
- **Recently completed projects:** Some MPOs used counts to assess the impact of recently completed projects on bicycle and pedestrian volumes. Alternatively, some collected a baseline volume for planned projects in advance of project completion.

A final consideration when selecting count locations is proximity to a power source. When identifying potential count locations, it is helpful to note in advance which locations are near a power source and which locations would require a battery-operated product.

Selecting a Count Method

In their report on bicycle and pedestrian counting technology, Ozan et al. (2021) provide a high-level overview of the different counting methods, their typical application, and the type of locations where they can be implemented. While not included in **Table 1** and **Table 2**, Ozan et al. (2021) also suggest **manual entry** as a very portable and expensive count method due to training and staff time. Manual entry is most often cited in the literature as a short-term method for validating automated count technology.

When used singularly, automated counting technologies have various limitations. Some can't be placed near vehicles, or they can't differentiate between bicyclists and pedestrians. However, when companies combine count technologies, their products are more flexible, can differentiate between user types, and can be deployed at a variety of location types. This memo prioritized discussing products that are either compatible with multiple user types or multiple location types. Below is a general description of each technology utilized in the products outlined in **Table 3** and **Table 4**.

Passive infrared sensors detect humans based on their heat signatures and cannot differentiate between bicyclists and pedestrians. The technology also captures individuals when they are in vehicles, making it unsuitable for collection near roadways. Passive infrared sensors can be used on trails or shared-use paths separated from traffic. They are best suited for either temporary or permanent counts where bicyclists and pedestrians do not need to be separately classified.

Pneumatic tubes use pressure sensors to detect when a bicycle passes over the tubes on a shared path, bike lane, or shared street lane. This technology is only used for short-term, temporary counts due to product wear and tear over time. When in combination with passive infrared sensors, as is the case with the Eco-Counter Mobile MULTI, bicyclists and pedestrians can be classified separately. Pedestrians are identified on sidewalks using passive infrared sensors, and bicyclists are identified using pneumatic tubes.

Inductive loops are a long-term, permanent alternative to pneumatic tubes. They use electric currents embedded under the pavement to detect magnetic objects. When in combination with passive infrared sensors, as is the case with the MULTI Evo, bicyclists and pedestrians can be classified separately. Pedestrians are identified on sidewalks using passive infrared sensors, and bicyclists are identified using inductive loops. A downside to inductive loops is that they do not capture bicycle traffic that does not pass over the loop (i.e., on the sidewalk or in the vehicle travel lane).

Piezoelectric sensors emit electric signals when a bicycle or pedestrian passes over the surface. The MetroCount RidePod BP is the only piezoelectric product on the market that can classify bicyclists separate from pedestrians. It is a long-term, permanent count technology, as the sensors are slotted into the pavement under a resin cover.

Radar sensors detect users based on reflected electromagnetic pulses and cannot differentiate between bicyclists and pedestrians combined. Radar sensor products can be used for temporary or permanent counts. The Smartmicro Traffic Radar uses radar sensors in combination with AI to distinguish between bicyclists and pedestrians.

Camera and AI uses videos or imagery to classify bicyclists and pedestrians separately. Products can be used for temporary or permanent counts. One technical specification that differentiates between products is whether video or images are saved. The Telraam S2 and Eco-Counter CITIX-AI explicitly state that images are not recorded – other products require further inquiry to determine their privacy policies.

Equipment Installation

As previously described, some count methods are more portable and can be used for either temporary or permanent counts. Other methods have a more intensive and permanent installation process, and may require special equipment or training. For example, Ozan et al. (2021) stated that installing a piezoelectric strip was the most time-intensive and challenging count method to install. The level of precision may require hiring a consultant, depending on current staff training. Installing permanent count methods may also require additional time and coordination across city agencies to validate site location permissions and installation logistics. As a result, installation equipment and staff time should both be considered in the program budget.

Count Program Management

According to the FHWA TMG, after installation, traffic monitoring equipment should be periodically calibrated and validated to ensure accurate reporting. In the study of MPOs piloting bicycle and pedestrian count programs, when validating their automatic count data, some MPOs identified instances of over- and under-counting due to factors like counter positioning. Count programs should establish quality assurance and quality control (QA/QC) protocols for testing count equipment, as well as establish a procedure for inputting data in the event of counter malfunction. Equipment maintenance, including battery checks and changes, as well as sensor cleaning, should also be incorporated into QA/QC protocols. Count products vary with regards to battery life (2 years to up to 10 years) and sensor sensitivity. Some vendors, such as Eco-Counter, offer subscriptions that detect inconsistencies in data collection and send alerts when issues arise with counters. QA/QC protocol costs, including additional monitoring subscriptions and/or staff time, should be incorporated into count budgeting and count product selection considerations.

Other additional costs with regard to the count program management may include data storage and transmission. Setting up an internal and/or publicly accessible dashboard (**Figure 1**) may also come at an additional cost. These costs vary by vendor and product. Costs included in the analysis from Ozan et al. (2021) are summarized in **Table 5** – obtaining estimates for other costs may require communicating directly with vendors.

Cupertino's Current Approach

There has been increasing community interest in Cupertino adopting a more robust data collection approach for transportation management. In response to these comments and those heard from the Bicycle Pedestrian Commission during the ATP Phase 1 outreach, Cupertino staff presented various counting technologies and methods to the Cupertino Bicycle Pedestrian Commission on July 17, 2025. During this meeting, staff solicited feedback on a potential program the City should consider. Although the Commission did not recommend a single method or technology, it reiterated its support for ongoing data monitoring to understand transportation trends.

Currently, the City has nine intersections capable of collecting bicycle and, in some circumstances, pedestrian counts. Expanding this network would require the City to consider the associated capital, staffing, and maintenance costs related to a count program. Both increasing the number of City-owned permanent counters and the scheduling of routine vendor counts would require additional City resources.

Permanent Counters

As Cupertino has upgraded its traffic control cabinets, signals, and general hardware, these upgrades have also come with new technology to detect bicycles and pedestrians. Inductive loops are being phased out and upgraded to video systems for improved vehicle detection and signal coordination. These modern systems now include features to collect bicycle movement data. This technology exists at the following intersections:

- Stevens Creek Boulevard/Mary Avenue
- Stevens Creek Boulevard/SR-85 northbound ramp
- Stevens Creek Boulevard/SR-85 southbound ramp
- Stevens Creek Boulevard/Wolfe Road
- De Anza Boulevard/Homestead Road
- De Anza Boulevard/I-280 northbound ramp
- De Anza Boulevard/I-280 southbound ramp
- De Anza Boulevard/McClellan Road/Pacifica Drive
- De Anza Boulevard/Stevens Creek Blvd

Historically, data from these locations has been collected on an as-needed basis, as exporting and validating the counts requires significant staff time.

While Cupertino could establish a formal bicycle and pedestrian count program, doing so would require additional resources to purchase technology, maintain the equipment, and review the data for accuracy.

Vendor Performed Counts

Cupertino has previously contracted with vendors to conduct citywide bicycle counts. Most recently, in 2018, the City conducted counts at 47 locations for a cost of \$40,000.

These contractor-facilitated counts are costly and may not accurately represent typical travel patterns because they capture data over short periods. Variables such as weather, holidays, school schedules, and special events can influence results, leading to undercounts or overcounts of walking and biking activity. Therefore, when conducting temporary counts, it is critical that they occur during periods that reflect a typical day, when patterns are likely representative of normal conditions.

Conclusion

Primary Recommendation

Based on the factors discussed in this memo, we recommend using the Eco-Counter MULTI Evo Nature on shared-use paths and the Eco-Counter Urban MULTI Evo on sidewalks or roadways for conducting long-term and/or continuous counts at a permanent location. Eco-Counter utilizes a dynamic combination of technologies that is rated as highly accurate. Additionally, Eco-Counter has additional products like the Eco-DISPLAY Classic+ (**Figure 2**) and the online dashboard (**Figure 1**) which can be used for communicating bicycle and pedestrian counts to the public.

Per Ozan et al. (2021), these specific products come at a high cost when combining equipment, software, data transmission, and installation (**Table 6**). Ozan et al.'s (2021) estimates for staff time to conduct site selection, installation, maintenance, and validation are also conservative, as the wage/hour rates are based on assumptions from North Carolina wages in 2020. Accounting for an estimated 10% increase in costs due to wage/hour differences, a bicycle and pedestrian counter could cost between \$14,000-\$28,000 per location, depending on the number of inductive loops used and the type of product (Evo Nature has a lower cost per unit compared to the Urban MULTI Evo).

Secondary Recommendation

A secondary recommendation is to start with a small count program using a camera and AI product. This is a more flexible option for conducting long-term and/or continuous counts, which can be relocated easily.

Telraam S2 is the recommended product for a camera and AI product because it has a relatively low device and annual subscription cost (approximately \$500 combined). Additionally, no videos or images are saved to the device or cloud, addressing a data privacy concern that is often associated with some camera and AI products. The Telraam S2 is ideal for starting small, building momentum, and establishing support for a more sustained count program in the future. The primary challenge for a Telraam counter device is finding an available Wi-Fi source for data transmission.

Ozan et al.'s (2021) review of the Miovision Scout system, which utilizes standard video and algorithm processing, received high scores for accuracy but was penalized for its high cost (\$5,000 per unit, excluding data processing fees).

Appendix

Table 1. Technology Overview

Technology	Brief Description	Typical Application	Site Type			
			Shared Use Path	Sidewalks	On Street Bike Lanes	On Street Shared Lanes
Light/Optical						
Active Infrared	Detects users breaking an infrared light beam from transmitter to receiver.	Short-term or permanent counts; bicyclists and pedestrians combined.	X	X		
Passive Infrared	Detects infrared radiation given off by pedestrians and bicyclists passing the sensor.	Short-term or permanent counts; bicyclists and pedestrians combined.	X	X		
Laser Scanning	Emits laser pulses towards multiple directions and analyzes the reflections of the pulses to determine the characteristics of the device's surroundings, including the presence of pedestrians or bicyclists.	Short-term or permanent counts; bicyclists and pedestrians combined; object classification.	X	X	X	X
Radio/Radar						
Radar Sensors	Detect users based on reflected electromagnetic pulses.	Short-term or permanent counts; bicyclists and pedestrians combined.			X	
Radio Beams (single or multiple frequency)	Detect users breaking a radio beam from emitter to receivers.	Short-term or permanent counts; bicyclists and pedestrians combined.	X	X		
Microwave Radar	Classifies using a built-in microwave radar sensor to measure traffic at a one- or two-lane (opposite direction) road layout.	Short-term or permanent counts; bicyclists only.	X	X	X	X
Electromagnetic Detection						
Inductive Loops	Electric current running through a loop embedded in the pavement or placed on top of the pavement produces a magnetic field that detects magnetic objects, including bicycles.	Permanent counts; bicyclists only.	X	X	X	X
Magnetometers	Measure magnetism of magnetic objects, including bicycles.	Permanent counts; bicyclists only.	X		X	X
Pressure/Seismic Sensing						
Piezoelectric Strips	Emit electrical signals when strip is deformed as bicycle wheels pass over the surface.	Permanent counts; typically focused on bicyclists, but technology also available for counting pedestrians.	X		X	
Pneumatic Tubes	Detect pulses of air generated when tires pass over the tubes; includes standard pneumatic tubes and bicycle-specific versions.	Short-term counts; bicyclists only.	X		X	X

Source: (Ozan, et al., 2021)

Table 2. Technology Overview (continued)

Technology	Brief Description	Typical Application	Site Type			
			Shared Use Path	Sidewalks	On Street Bike Lanes	On Street Shared Lanes
Pressure/Seismic Sensing						
Fiber Optic Sensors	Suitable for high traffic volumes; not suitable for mixed traffic; detect pressure changes through detecting light changes passing through a cable.	Permanent counts; bicyclists only.	X	X	X	
Pressure Sensors/Mats	Count pressure signatures (changes in force) that pass over the device which is typically buried.	Permanent counts; typically used on unpaved trails or paths; bicyclists and pedestrians combined.	X			
Seismic Sensors (also called acoustic sensors)	Detect the passage of energy waves through the ground.	Short-term counts on unpaved trails; bicyclists and pedestrians combined.	X			
Mobile Device Signal Detection						
Passive Mobile Device Signal Sensing (Cellphone, Wi-Fi, or Bluetooth)	Detectors record unique identifiers of enabled devices passing by.	Short-term or permanent counts; bicyclists and pedestrians combined.	X	X	X	X
GPS Enabled Mobile App-Based Route Trackers	Uses Global Positioning System (GPS) and apps to track a mobile device's movements and to determine its location.	Short-term or permanent counts; bicyclists and pedestrians combined.	X	X	X	X
Sonic Sensors						
Ultrasonic Sensors	Transmit an ultrasound wave of a set duration and use the echo to measure distance.	Short-term counts; bicyclists and pedestrians combined.		X		
Video/Image Processing						
Video Imaging (machine learning-based or classical image processing algorithms)	Employs machine learning algorithms such as neural networks to detect and classify users from video frames.	Short-term or permanent counts; bicyclists and pedestrians separately.	X	X	X	X
Thermal Imaging	Combination of overhead passive infrared detection and automated imaging technology.	Short-term or permanent counts; bicyclists and pedestrians separately.	X	X	X	X
Depth Cameras	Dot matrix of infrared or visible light captured by a receptor to create a 3-D image of a scene.	Short-term or permanent counts; bicyclists and pedestrians separately.	X	X	X	X
Hybrid Technology						
Passive Infrared + Inductive Loop	Uses a combination of infrared and inductive loops to distinguish bicycles and pedestrians in mixed mode traffic scenarios.	Permanent counts; bicyclists and pedestrians separately.	X	X		
Multipurpose Sensor Networks	Synergistic use of citywide multi-sensor installations. Example: Array of Things project in Chicago.	Permanent counts; bicyclists and pedestrians combined.	X	X	X	X

Source: (Ozan, et al., 2021)

Table 3. Short-term and/or Recurring Counts

Vendor/Product	Technology	User Type	Location
N/A	Manual Count	Bicyclists and Pedestrians	All locations
Eco-Counter Mobile MULTI	Passive Infrared, Pneumatic tubes	Bicyclists and Pedestrians	Shared-use path, on-road
MetroCount RidePod BT	Pneumatic tubes	Bicyclists	Shared-use path, on-road
Miovision Scout	Camera and AI	Bicyclists and Pedestrians	Shared-use path, on-road

Table 4. Long-term and/or Continuous Counts

Vendor/Product	Technology	User Type	Location
Eco-Counter MULTI Evo	Passive Infrared, Inductive Loop	Bicyclists and Pedestrians	MULTI Evo Nature on shared-use path, Urban MULTI Evo on on-road
Eco-Counter CITIX-AI	Camera and AI	Bicyclists and Pedestrians	On-road
MetroCount RidePod BP	Piezoelectric	Bicyclists and Pedestrians	Shared-use path
Miovision TrafficLink	Camera and AI	Bicyclists and Pedestrians	On-road
Smartmicro Traffic Radar	Radar and AI	Bicyclists and Pedestrians	On-road
Telraam S2	Camera and AI	Bicyclists and Pedestrians	On-road
TRAFx Infrared Trail Counter	Passive Infrared	Bicyclists and Pedestrians (combined)	Shared-use path

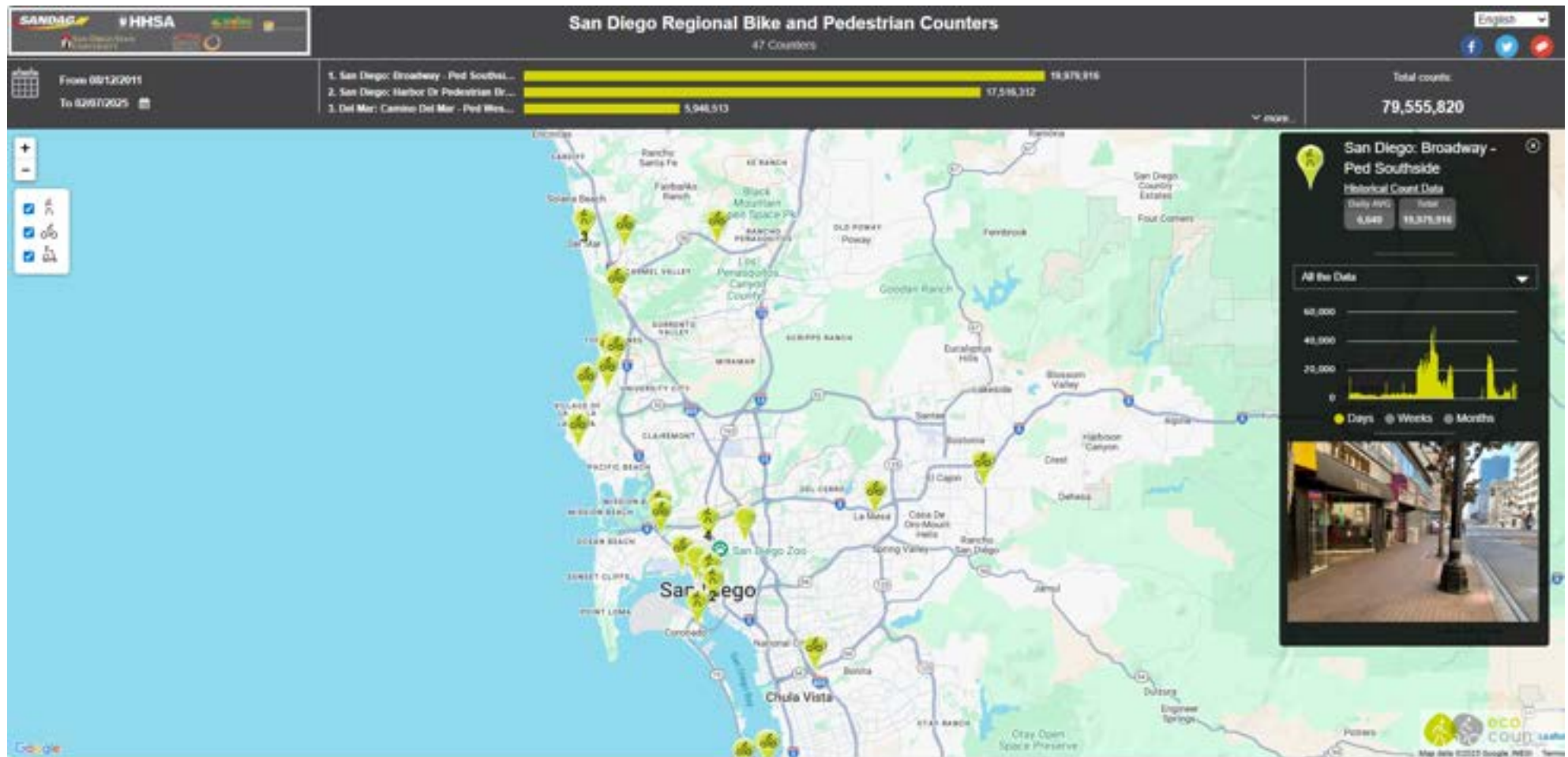


Figure 1. Publicly Accessible Bike and Pedestrian Count Dashboard

Table 5. Count Product Costs

Vendor/Product	Estimated Cost Per Unit	System Package Cost	Additional Fees
Eco-Counter Mobile MULTI	<i>Product not referenced in the literature or publicly available online. Requires contacting the vendor for a quote.</i>		
MetroCount RidePod BT	\$1,345		\$195 per tube install kit
Miovision Scout	\$5,000		\$198 processing fee for 6 hours of video footage
Eco-Counter MULTI Evo	\$5,545 - \$6,530 for shared-use path \$6,100 - \$7,320 for on-road		\$420 per counter per year for automatic data transmission and software subscription to access the data
Eco-Counter CITIX-AI	\$1,200 - \$8,000 on average		
MetroCount RidePod BP	\$4,400		
Miovision TrafficLink	\$1,200 - \$8,000 on average		\$198 processing fee for 6 hours of video footage
Smartmicro Traffic Radar			
Telraam	\$1,200 - \$8,000 on average		
TRAFx Infrared Trail Counter	\$490 - \$540	\$2,215	\$20 per security box supplies (electrical disconnect box, wire mesh, and hose clamp)

Source: (Ozan, et al., 2021)

Table 6. Total Cost for Eco-Counter Products

Cost Type	Cost Frequency	Per Screenline Counting Location (values reported in 2020 USD)				Assumptions	
		Trail (Bikes & Peds) ¹	Sidewalk (Peds) / Bike Lane (Bikes) - 2 loop ²	Sidewalk (Peds) / Bike Lane (Bikes) - 4 loop ³	Sidewalk (Peds) Only ⁴		
Equipment (Hardware)	One-Time	\$7,093	\$15,704	\$19,499	\$10,571	Intern Wage/Hour (Fully Loaded)	\$13
Software and Data Transmission	Annual	\$420	\$840	\$840	\$840	Staff Wage/Hour (Fully Loaded) - Maintenance Technician	\$51
Replacement Batteries	Biennial	\$125	\$450	\$900 ⁵	\$250	Staff Wage/Hour (Fully Loaded) - Data Technician	\$60
Site Selection	One-Time	\$500	\$500	\$500	\$500	Staff Wage/Hour (Fully Loaded) - Planner/Researcher	\$70
Installation	One-Time	\$1,350	\$1,350	\$1,350	\$1,350	Mileage/Trip (Per Mile Cost)	\$0.59
Maintenance and Validation ⁶	Annual	\$1,140	\$1,140	\$1,140	\$1,140	Average Roundtrip Mileage from ITRE	228
Data Management	Annual	\$1,420	\$1,420	\$1,420	\$1,420		
Total (One-Time/Initial Hardware, Site Selection, and Installation)		\$8,943	\$17,554	\$21,349	\$12,421		
Total (Recurring Annual Software and Data Transmission, Maintenance and Validation, and Data Management)		\$2,980	\$3,400	\$3,400	\$3,400		
Total (Recurring Biennial Replacement Batteries)		\$125	\$450	\$900	\$250		
Grand Total (First Year - One-Time/Initial Hardware, Site Selection, and Installation; Annual Software and Data Transmission, Maintenance and Validation, and Data Management)		\$11,923	\$20,954	\$24,749	\$15,821		

¹ Costs assume (1) Eco MULTI system with passive infrared sensor and 2 inductive loops; original purchase price = \$6,580 in 2016 USD

² Costs assume (2) Urban MULTI systems with 15-minute interval data recording with PYRO (passive infrared) sensor and 2 ZELT (inductive) loops – (1) system on each side of the roadway to capture the combined screenline across two sidewalks and two bike lanes; original purchase price = \$14,568 in 2016 USD

³ Costs assume (2) Urban MULTI systems with 15-minute interval data recording with PYRO (passive infrared) sensor and 4 ZELT (inductive) loops – (1) system on each side of the roadway to capture the combined screenline across two sidewalks and two bike lanes; original purchase price = \$18,088 in 2016 USD

⁴ Costs assume (2) Wooden Posts with PYRO (passive infrared) sensors and 15-minute interval data recording – (1) system on each side of the roadway to capture the combined screenline across two sidewalks; original purchase price = \$9,806 in 2016 USD

⁵ 4 loop systems require the battery to be replaced each year

⁶ Costs assume (2) field visits per year per screenline counting location to conduct maintenance and validation

Source: (Ozan, et al., 2021)



Figure 2. Eco-DISPLAY Classic +

Sources

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