

BPC 2-18-2025

Item No.2
Cupertino
Active
Transportation
Plan

Written
Communications

From: [Peggy Griffin](#)
To: [City of Cupertino Bike and Ped Commission](#)
Cc: [City Clerk](#)
Subject: 2026-02-18 Bike/Pedestrian Commission Meeting-AGENDA ITEM #2-ATP Phase 2 Review
Date: Wednesday, February 18, 2026 3:31:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

PLEASE INCLUDE THIS EMAIL AS PART OF WRITTEN COMMUNICATIONS FOR THE 2-18-2026 BIKE/PED COMMISSION MEETING, AGENDA ITEM #2.

Dear Bike/Pedestrian Commissioners and Staff,

I am very concerned at the resulting project rankings for the ATP due to the scoring of the Project Prioritization Matrix. When I looked at the highest priority work it emphasizes routes that I would consider some of the safer routes compared to those that were ignored.

REQUESTS: Please reassess the scoring matrix to

1. INCREASE the emphasis/scoring for areas where there are injuries, deaths and collisions.

- a. The priority should be where people have been killed, injured or there have been accidents!
- b. EXAMPLE OF UNDESIREED POINT RESULTS...the highest priority project is the intersection of Lazaneo Dr (near the Donut Wheel) and De Anza Blvd
 - i. 90 points = Intersection of De Anza Blvd and Lazaneo
 - ii. 60 points = intersection of De Anza Blvd and Homestead Rd
 1. This is by far a more dangerous intersection for everyone (pedestrians, bikes and vehicles)! Vehicles running the red lights don't just run the light, they increase their speeds to run the light. I have seen as many as 5 cars run the light AFTER it turns red. If pedestrians, cyclists and other vehicles don't see them they risk injury or death...and yet it's #60 on this list!

1. REDUCE the priority on Safe Routes to School routes and give more priority to the Vision Zero High Injury locations and areas.

- a. In "Attachment A – Revised Prioritization Criteria"
 - i. Table 1, Safety gives the max of 20 points if it's ANYWHERE ALONG the SR2S route. Please note that these routes are selected because the ARE the safer routes already!
 - ii. Table 2, Safety gives the max of 20 points if it's ANYWHERE ALONG

- the SR2S route.
- iii. Table 3, Safety gives the max of 20 points if it's ANYWHERE ALONG the S42S route.
 - 1. NOTE in this Table 3 that parks, the library, senior center/facilities, rec centers, shopping get a max of 5 points!
 - iv. Table 4, Safety, again gives the max of 20 points if it is along 75% of the SR2S route
 - 1. NOTE under Safety that Collision History can only get a max of 10 points!

2. INCREASE the emphasis on the use of technology

- a. Our Sheriff's contract is increasing, we can't afford to add deputies but technology can help increase safety. Please use it!

REQUEST:

- 1. **LOSS OF PARKING** - There are quite a few projects on this list that anyone driving down the specified road would know the impact without having to spend 30% of the design cost for a consultant to tell you. Once a project is started, even 30%, it is not stopped. It's basically a done-deal.
 - a. With our city's growing density and the state's requirement to NO REQUIRE parking for housing projects, the elimination of existing parking becomes more significant.
 - b. **ADD POINT DEDUCTIONS for loss of parking.**
- 2. **PUBLIC NOTICE – for potential projects**, NO WHERE is there a mention that the residents/businesses will be notified BEFORE a decision is made.
 - a. As the Planning Commissioner Rao pointed out, at the public events, no mention of potential loss of parking was mentioned.
- 3. **SEPARATED BIKE LANES** – please use sparingly for high speed corridors (35-40 mph or more) with multiple lanes, not 2-lane roads.

Sincerely,
Peggy Griffin

From: [Peggy Griffin](#)
To: [City of Cupertino Bike and Ped Commission](#)
Cc: [City Clerk](#); [Seema Lindskog](#)
Subject: 2026-02-18 Bike/Ped Commission Meeting-AGENDA ITEM #2-Active Transportation Plan (ATP)
Date: Wednesday, February 18, 2026 3:42:53 PM
Attachments: [Pages 60-62 PC Written Communications \(Updated 02-11-2026\).pdf](#)

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PLEASE INCLUDE THIS EMAIL AS PART OF WRITTEN COMMUNICATIONS FOR THE 2-18-2026 BIKE/PED COMMISSION MEETING, AGENDA ITEM #2.

Dear Bike/Pedestrian Commissioners and Staff,

Attached are written comments submitted for last week's Planning Commission meeting from a past bike/ped commissioner (I think) and current planning commissioner, Seema Lindskog. Her comments site specific examples of the misalignment of the matrix ranking scores compared to the dangerous intersections.

These comments support in much more detail, my requests to re-work the matrix scoring. Please this is the time to fix it to be in alignment with the Vision Zero.

Sincerely,
Peggy Griffin

PC 2-10-2026

Item No.5
Active
Transport Plan

Written
Communications

From: [Seema Lindskog](#)
To: [Lauren Sapudar](#); [Kirsten Squarcia](#); [Lindsay Nelson](#)
Cc: [Luke Connolly](#); [Piu Ghosh \(she/her\)](#); [Matt Schroeder](#); [David Stillman](#)
Subject: Feedback on ATP Scoring Criteria and Ranking
Date: Tuesday, February 10, 2026 10:27:26 PM

Hi Lauren, Kirsten, and Lindsay,

Please include this email in the public record for the Planning Commission meeting of Feb 10, 2026.

My recommendation – which was supported unanimously by the Planning Commission this evening – is to rebalance the scoring criteria to reduce the weight on the safety of school routes and on cost effectiveness and increase the weighing on the Vision Zero High Injury Network as well as on the documented serious death and injuries in the accident on Foothill Blvd.

Detailed reasons are below.

- The scoring system puts too heavy a weight on safety on school routes and on cost effectiveness to the detriment of all other criteria, including Safety on the vision zero high injury network. This results in project priorities that are inconsistent with the goals of Vision Zero, Climate Action Plan, Local Road Safety Plan, 2018 VTA Countywide Bicycle Plan and others
- A child died and another was seriously injured on Foothill Blvd. While the ATP does propose sidewalks on Foothill, they are ranked between 121-184, far below much less dangerous locations in the city.
- The cost effectiveness is too high. Bike ped projects are some of the most cost-effective city projects as a high percentage of the cost is covered by grants. The proposed weighing makes it difficult to highly rank any projects outside of paint on the asphalt.
- The ATP prioritization puts too low a weight on the High Injury Network data that is discussed extensively in the Vision Zero Plan. This creates a critical safety issue for residents.
 - The number one most dangerous intersection in Cupertino was ranked 65 in the ATP priorities (DeAnza Blvd. & Homestead Rd.)
 - Nine of the top 20 (45%) most dangerous intersections in the city per the Vision Zero report did not even get included in the ATP
 - The average ATP ranking for the city's top 20 most dangerous intersections was 44.
 - The intersection at September Dr and McClellan is ranked 24 with a score of

70, Rodrigues and Terry Way is ranked 49 with a score of 63. They are both ranked much higher than far more busy and more dangerous intersections.

- De Anza and SCB is ranked 56 with a score of 62
- De Anza and Homestead is ranked 65 with a score of 60
- De Anza and Prospect is ranked 183 with a score of 23,
- De Anza and Rainbow is ranked 201 with a score of 14

Thanks,
Seema



Seema Lindskog

Planning Commissioner

SLindskog@cupertino.gov

