



DRAFT MINUTES
MINUTES OF THE REGULAR MEETING OF THE
BICYCLE PEDESTRIAN COMMISSION

August 18, 2021

Draft Minutes

The meeting was called to order at 7:00 p.m.

ROLL CALL:

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

Absent: None

Staff: David Stillman, Staff Liaison

Others Present: Marlon Aumentado, Assistant Engineer

APPROVAL OF MINUTES

1. July 21, 2021 Minutes

Commissioner Carter motioned to approve the minutes as presented, Commissioner Lindskog seconded the motion. Motion passed 5-0.

POSTPONEMENTS

No Postponements.

ORAL COMMUNICATIONS

Pranav Bollineni, Student Speaker requested a letter of recommendation for his research and presentation at the Bicycle Pedestrian Commission meeting on July 21, 2021.

WRITTEN COMMUNICATIONS

The amended PowerPoint from the Crash Data Analysis from the July 21, 2021 Bicycle Pedestrian Commission Meeting was added into the record.

OLD BUSINESS

2. Future Agenda Items

Carmen Road Bridge

Public places for bike racks

Education on how to use two-stage left turn boxes

Path between Lincoln Elementary and Monta Vista High School
Next steps for commission Work Plan Item
Touchless pedestrian push buttons
The impact of semi-rural designation on bike and ped projects/priorities
Adaptive traffic signal pilot update
Multi-modal traffic count pilot update
Rental Bicycle Discussion
Junipero Serra Trail
Reassess the Intersection at Bubb Rd/McClellan Rd
Vision Zero
Issues with Concrete Barriers

3. McClellan Road Separated Bike Lane Project, Phase 3 (Aumentado)

Marlon Aumentado, Assistant Engineer indicated that Phase 3 completed the gap in the McClellan Road (McClellan) Separated Bikeway Project (Project.) Phases 1 and 2 were completed in 2019 and 2020. There was a grant received for construction in the amount of \$1 million and the City received the right-of-way dedication from 10490 and 10495 South De Anza Boulevard (De Anza). He was looking for feedback from the Bicycle Pedestrian Commission (Commission) on the design elements.

David Stillman, Transportation Manager noted that 8 Phase signal operation was not likely going to proceed. Staff was going to keep the split phase operation due to the queueing on the approach of the west side of the intersection because it was extending too far back, prohibiting left and through movements for vehicles. He noted some aspects that will add a delay to that intersection were the crosswalk on the southern side of the McClellan/De Anza intersection and keeping the split phase operation.

Mr. Stillman noted the next phase was to proceed with 35% drawings, which gets into the engineering design portion of the project.

Chair Eschelbeck wondered if it was possible to have the center eastbound lane on McClellan be a left turn and straight lane. Mr. Aumentado explained that the center lane and the right lane would then have to merge once they reached the other side of the intersection.

Commissioner Lindskog perceived a risk in making a left turn from McClellan headed northbound because the bicyclist needed to make a big left turn, meaning being on the outside of the vehicle on the far right of the intersection. He thought that might not be obvious to the bicyclist. Mr. Aumentado noted there were green bike-boxes implemented for less confident bicyclists, where more confident bicyclists could take

the vehicle lane to turn left. Mr. Stillman said the proposal was safer because if a bicyclist needed to make a left turn, the bicyclist would be on the right side of the bike-box, and there would be a natural movement into the northbound bike lane on De Anza, without any conflicts with vehicles. Right now, the lane is more dangerous because it is a shared left through lane.

Vice Chair Ganga asked about the green bike-box on the far right on McClellan going eastbound because most bicyclists will follow the bike path when crossing De Anza. Mr. Aumentado thought that was a good comment and would ask the consultant about that. Commissioner Carter was hesitant to take the bike box out until there was confirmation that the bike lane was big enough to handle multiple bikes.

Vice Chair Ganga noted that if a bicyclist wanted to turn left, heading north on De Anza using the bike lane, there needed to be a place for them to wait so they do not block bicyclists going straight because right now there was not enough signal time to get across the street to Pacifica Drive (Pacifica). Mr. Aumentado said he would make note of the timing. He reminded the Commission that there may be more of delay with the proposed improvements.

Vice Chair Ganga thought when cars were heading south on De Anza, making a left on Pacifica, the road was narrow. Cars needed more space to turn left. Mr. Aumentado reassured the Commission there was enough space.

Vice Chair Ganga asked about visibility for bicyclists on the bike path taking a right from Pacifica, heading northbound on De Anza. Mr. Aumentado said visibility was a consideration. Vice Chair Ganga suggested some striping stating a yield for bicyclists coming from Pacifica because they might meet a bicyclist coming from the southbound side of the intersection, heading northbound on De Anza.

Vice Chair Ganga asked how a bicyclist would make a right from McClellan onto southbound De Anza and how the bicyclist would get from the green bike lane to make the right on De Anza. Mr. Aumentado said a shift was needed for the bicyclist to make a right; he would add that to the diagram. If a bicyclist was going straight, they would stay in the green bike lane, if they needed to make a right turn on De Anza, they would shift lanes before the intersection to prepare to turn. Commissioner Carter suggested shared lane markings in the far-right lane for cars making a right on De Anza from McClellan.

Mr. Stillman wanted the Commission's consensus to accept the additional delays with the installation of the crosswalk on the south side of the intersection. He expected a 10% increase in delay overall along the De Anza corridor, and a 50-60% increase in delay at the De Anza/McClellan intersection, during the p.m. peak hours. Chair Eschelbeck asked if the delay was expected in both directions. Mr. Stillman said once the crosswalk was added, that would add about a 40 second delay every time a pedestrian wanted to cross, which would be frequent. Traffic was going to be worse with this improvement.

Commissioner Carter questioned whether there was a documented need for the crosswalk. Mr. Stillman said that depended on how "need" was defined. There had been a request for this crosswalk over the years but there was not an official study done for the demand for the crosswalk. Vice Chair Ganga noted that the improvement would cause quite a delay at the intersection. Chair Eschelbeck foresaw that cars would take other routes and cause more delays surrounding that intersection.

Commissioner Lindskog thought a crosswalk was a good idea, plus it was good for traffic to be slower on De Anza. Commissioner Carter inquired where the proposed crosswalk would lead to because most people were probably headed to the Library. There were not many businesses that the crosswalk led people to. Vice Chair Ganga agreed and thought most people went to the Library. Chair Eschelbeck asked if there were any use cases because he thought Commissioner Carter had a good point. Mr. Stillman did not have any use case data; he was unclear where people were crossing to as well. Vice Chair Ganga thought it was good to quantify the need of the pedestrian patterns for the crosswalk.

Commissioner Carter asked if the crosswalk was cheap to add on the first phase of planning. Mr. Stillman said ultimately it would be the same amount. If it was going to be added later, the signal modifications needed to be done now, and then they would be ready to turn on when they made the crossing functional. Chair Eschelbeck asked if there was a way to test this scenario without the crosswalk in place before the Commission made a decision. Mr. Stillman said that was a good idea, but traffic patterns were unpredictable right now.

Chair Eschelbeck asked if a vote was needed regarding the crosswalk. Mr. Stillman said the discussion was helpful, but he ultimately wanted a vote on the crosswalk. He wondered if there was a way to move forward with 35% design and put the crosswalk on a back burner. He suggested revisiting the crosswalk later, when there was more information, to try to ascertain the demand/impact for the crosswalk, and then a

decision could be made before the construction phase. He suggested him and his team coming up with some good information for the Commission to weigh their decision, and then vote on the crosswalk later. Chair Eschelbeck agreed. Mr. Stillman added that it will be another year before this project went into construction, so maybe he could proceed with the design as shown, and then sometime in the next year, staff could test out the need for the crosswalk. The Commission was fine with that.

NEW BUSINESS

4. Cupertino Vision Zero Program (Stillman)

David Stillman, Transportation Manager presented on Vision Zero. Vision Zero is a strategy to eliminate fatalities and serious injuries, while increasing safety and equitable mobility strategies. The strategy is to build collaboration among stakeholders, collect and analyze data, prioritize equity and community engagement, manage speeds, and set timelines. Vision Zero is in the Work Plan for the City Council.

Chair Eschelbeck said there were neighboring cities that were part of Vision Zero and suggested hearing from them. Mr. Stillman said yes. Chair Eschelbeck thought that would be beneficial for the whole commission.

Vice Chair Ganga felt the presentation was accurate. Engagement with the community, education, infrastructure improvements and data collection were all important. He looked into the City of San Jose's model, as they have a Vision Zero Task Force which meets every quarter and includes other stakeholders.

Commissioner Carter wanted to know how much of an impact this project was going to have on implementations in the City, such as roundabouts, that citizens may not want. Mr. Stillman reassured the Bicycle Pedestrian Commission (Commission) that community engagement was a huge part of this program. The focus of the program would be to concentrate on locations in the City where there were serious injuries or fatalities and look at measures to reduce risk in those areas.

Mr. Stillman wanted to identify next steps, like bringing staff from other organizations. Vice Chair Ganga said once the Commission has the education of what Vision Zero is, then a framework needed to be written. He suggested discussing foundational items and what needed to be done with those.

Chair Eschelbeck inquired if a Subcommittee needed to be formed to accomplish more work; he thought a Subcommittee could have a maximum of two Commissioners. Vice Chair Ganga added that there could also be staff members that belong to the Subcommittee. They could meet regularly and report back to the full Commission.

Commissioner Carter thought it was good to identify the structure, like what could the Commission do differently from what they are doing right now. Chair Eschelbeck did not think there was a need for Guiding Principles but thought Vision Zero could stand on its own. He thought there could be areas identified in the future that need to be evaluated and then adjustments could be made.

Chair Eschelbeck suggested thinking about whether the Commission wanted to form a Subcommittee. Vice Chair Ganga agreed and wanted to make sure it was within the legal framework. Mr. Stillman confirmed two members of the Commission could discuss with staff but not with other Commissions.

STAFF AND COMMISSION REPORTS

5. Staff Update and Commissioner Activity Report (All)

David Stillman, Transportation Manager remarked that the Bubb Road Separated Bikeway Project was nearly complete. School was back in session. Cherie Walkowiak, the Safe Routes to School (SR2S) Coordinator was educating students and ensuring there was adequate staffing for crossing guards. Staff was moving forward with the McClellan Road Phase 3 and the Stevens Creek Class 4 Separated Bike Lane Phase 2 projects. Staff was preparing for modifications on the intersection of Stevens Creek Boulevard and Wolfe Road for the protected right turn phasing. Staff was working on a schedule for the Phase 3 of the Bike Boulevard Project. Work was going to begin next month on the Carmen Road Bridge right-of-way; he needed to work with the property owner, which was keeping the City from having clear right-of-way access.

Commissioner Lindskog reported on the Valley Transportation Authority (VTA) Bicycle Pedestrian Advisory Committee (BPAC) meeting on August 11, 2021.

Commissioner Carter reported on the SR2S Meeting for August 2021.

Chair Eschelbeck said Commissioner Lindskog was scheduled for the meeting updates next month but was not able attend. Commissioner Condamoor agreed to swap with Commissioner Lindskog.

Vice Chair Ganga requested an update on the Bike Fest. Mr. Stillman reassured the Commission that Ms. Walkowiak would return to the Commission next month for an update.

ADJOURNMENT

Meeting adjourned at 8:58 p.m.

SUBMITTED BY:

David Stillman, Staff Liaison

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

De Anza Blvd and McClellan Rd / Pacifica Dr Intersection Modifications

McClellan Rd Separated Bikeways Project – Phase 3

Conceptual Improvements - DRAFT



Background

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

Commission action

- Staff is seeking feedback on conceptual design elements

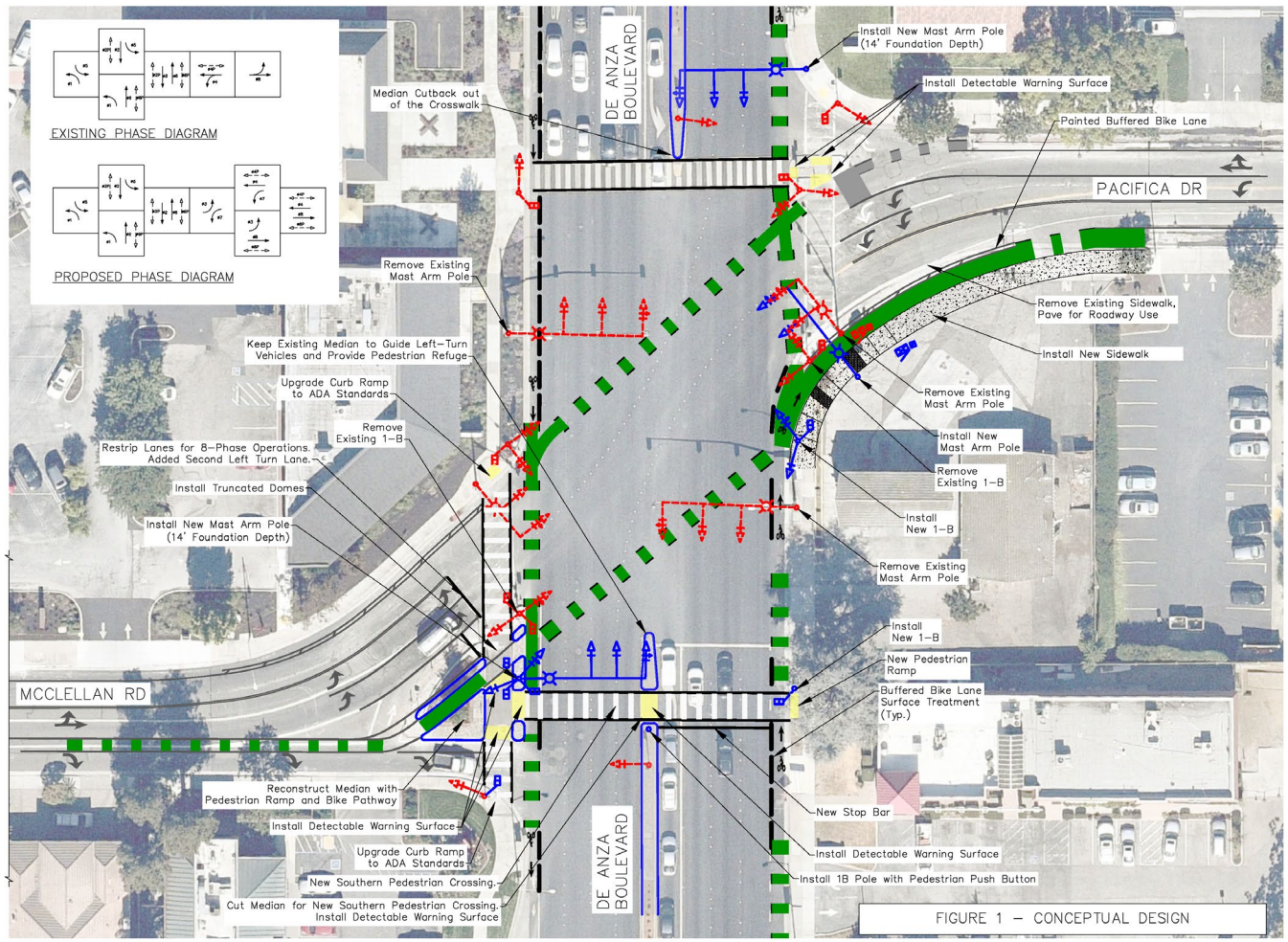
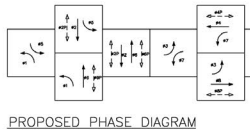
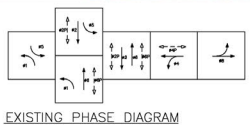
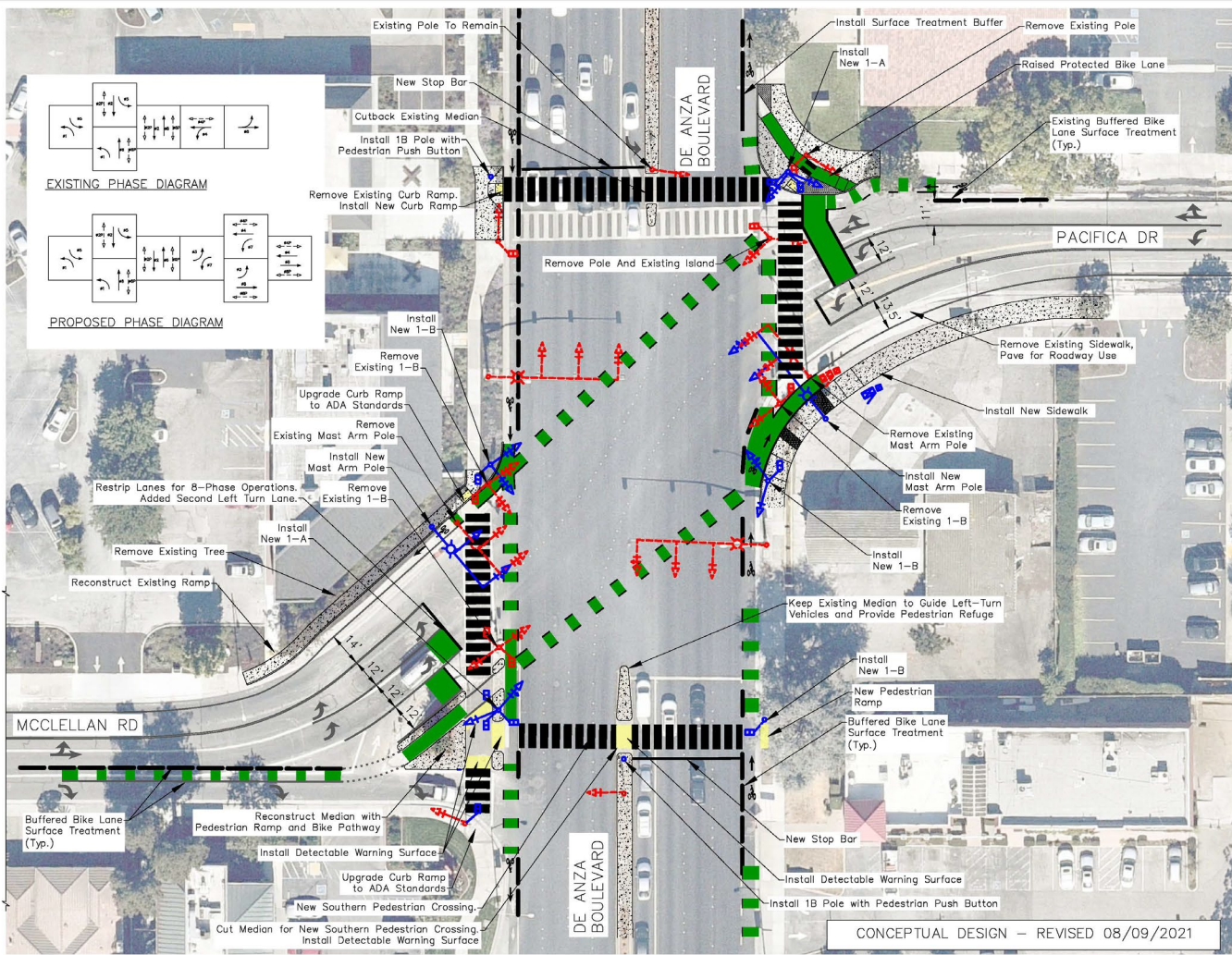


FIGURE 1 – CONCEPTUAL DESIGN



CONCEPTUAL DESIGN — REVISED 08/09/2021

City of Cupertino Vision Zero Program

Public Works – Transportation Division
Bicycle Pedestrian Commission
August 18, 2021



Vision Zero

What is Vision Zero?

- *Strategy to eliminate fatalities and serious injuries, while*
- *Increasing safe, healthy, equitable mobility for all*

Strategies:

- *Building collaboration among stakeholders*
- *Collecting and analyzing data*
- *Prioritizing equity and community engagement*
- *Managing speeds*
- *Setting timelines*

Vision Zero

Work Plan proposal:

- *Develop policies to guide Cupertino's Vision Zero Program*
- *Develop Action Plan to achieve Vision Zero goals, incorporating strategies*
- *Ensure school areas receive attention*

Vision Zero

Action Plan:

- *Living document*
- *Two key components: Foundational Elements and Actionable Strategies*
- *Foundational Elements:*
 - *Baseline best practices*
- *Actional Strategies:*
 - *Robust community engagement*
 - *Equity priority*

Vision Zero

Foundational Elements:

- ***Build a Robust Data Framework***
 - *Collect crash data prior to creating Action Plan*
 - *Are crashes more likely at certain times and locations?*
 - *Are some demographics over-represented?*
 - *What crash factors are prominent?*
- ***Set Measurable Goals with Implementation Timeline***
 - *Identify “reach zero year” as baseline, along with interim goals*
 - *What is success? What are measures of success?*
 - *Whose responsibility to achieve goals?*
 - *What are conditions and limitations for success?*

Vision Zero

Foundational Elements (cont):

- ***Be Accountable:***
 - *Identify lead agency responsible, partners, budget needs*
 - *Are strategies funded?*
 - *Is training for staff or others needed?*
- ***Ensure Transparency***
 - *Maintain Vision Zero website*
 - *Meet routinely with Task Force and residents*
 - *Report progress to stakeholders and decision makers*

Vision Zero

Actionable Strategies:

- **Prioritize Roadway Design:**
 - *Design for slower, safer speeds, especially locations of serious injuries*
- **Focus on Speed Management**
 - *Employ specific strategies to lower speeds*
- **Utilize Impactful Educational Strategies**
 - *Use data and research to identify most effective strategies*
 - *Expand SR2S program*
 - *Develop Vision Zero training manual*
- **Ensure Enforcement is Equitable**

Vision Zero

Action	2018-2019	2020-2023	Partners*
Establish a Vision Zero program within the City			
Establish a permanent, dedicated funding source for Vision Zero implementation and coordination. Continue to create a Vision Zero program with dedicated staff.	\$2M/year; 1.5 additional FTE/year	\$3M/year; 2 additional FTE/year	DPW, Mayor's Office, DPD, DEH, CDOT
Coordinate existing funding already going to Vision Zero projects or that could be applied to such projects.	Ongoing action	Ongoing action	DPW, BMO, CDOT
Institutionalize Vision Zero as the City's approach to its transportation system			
Continue convening regular meetings of safety stakeholders (TAC) to review data and ongoing traffic safety performance and determine strategies for improvement.	6 meetings/year	6 meetings/year	DPW or Mayor's Office, DPD, DEH, others
Convene regular meetings of executive-level departmental representatives to coordinate Vision Zero efforts.	4 meetings/year	4 meetings/year	Mayor's Office, Xcel Energy, DPW, DPD, DEH, others
Ensure that Denver Vision Zero staff are represented at CDOT Region 1/City and County of Denver coordination meetings.	Ongoing action	Ongoing action	DPW, CDOT
Make the City and County of Denver a model Vision Zero adopter, including possible fleet modifications, operational changes, and training.	Ongoing action	Ongoing action	DPW
Perform engineering reviews at traffic fatality and high collision locations to identify risk factors that can be addressed citywide			
Until the end of 2017, convene rapid response meetings after pedestrian, motorcyclist, and bicyclist fatalities. Implement near-term safety improvements as appropriate and implement a strategy for rapid response meetings beyond 2017.	Complete action		DPW, DPD, CDOT Region 1, VZC, DEH, RTD
Using crash trends, rapid response information, and other data and analytics that are available and appropriate, systematically identify locations that need street modifications and implement changes. Collaborate across agencies to identify problems and solutions, and develop case studies or lessons learned where possible for future improvements.	2 locations/year modified	4 locations/year modified	DPW, DPD, CDOT, DEH