BPC 1-29-2026

Item No.2
Active Transportation Plan

Presentations

City Of Cupertino

Active Transportation Plan

Bicycle Pedestrian Commission Meeting
January 29, 2026

CUPERTINO

Agenda

Project Description

Phase 2 Outreach

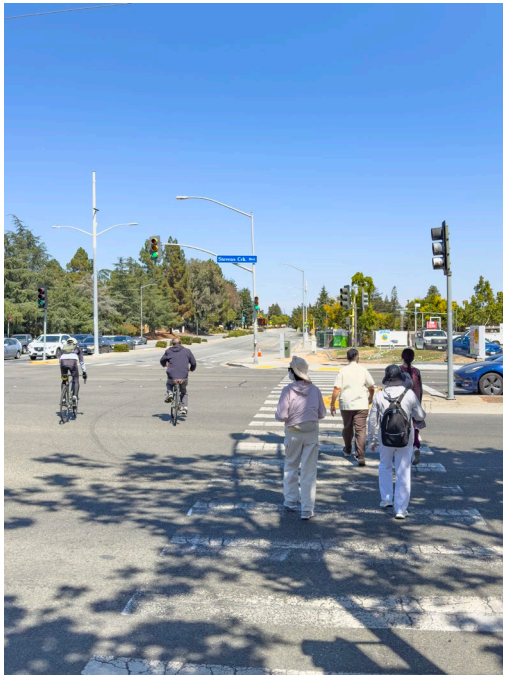
- What we heard

Updates and Changes

- Revised prioritization criteria and ranked projects list
- Transportation technology corridors

Proposed New Project Guidelines

- Project impact assessment memo
- Project effectiveness memo



Project Background

April 4, 2023: The City Council approved the FY 23/24 City Work Program (CWP), including the ATP as an item "to be considered" in the FY 24/25 City Work Program.

April 3, 2024: The City Council approved the FY 24/25 CWP, including the ATP as an approved item.

June 26, 2024: The City Council adopted Resolution 24-063, requesting that the Metropolitan Transportation Commission allocate FY 24/25 TDA3 funding for the development of an Active Transportation Plan.

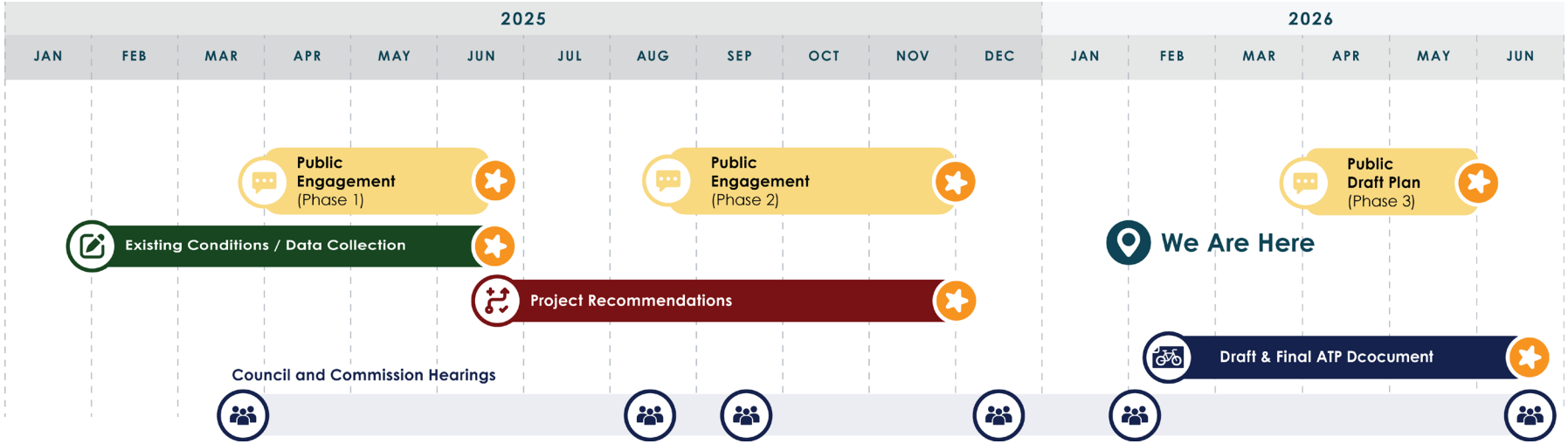
December 3, 2024: The City Council approved a contract with Alta Planning + Design, Inc. for the development of an ATP.

What is an Active Transportation Plan?

The ATP aims to make it easier for people to walk and bike in Cupertino.

- Identify gaps in the pedestrian and bicycle networks.
- Perform community outreach and different data analysis techniques to develop network recommendations that are data-driven and based on community input.
- Develop network recommendations for pedestrian and bicycle projects, while also balancing the needs of motorized vehicles.

Project Schedule



Commission and Council Feedback

The ATP was presented to the Bicycle Pedestrian Commission, Planning Commission, and City Council following Phase 1.

- Bicycle Pedestrian Commission – August 20, 2025
- Planning Commission – September 9, 2025
- City Council – November 4, 2025

Staff received comments at each of these meetings and this presentation explains how staff addressed those comments.

Preferred Network Recommendations

What we Heard in Phase 2

Network Recommendations Process

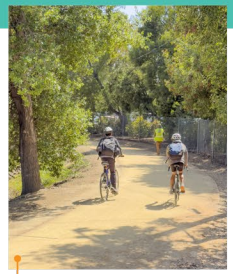
Description

- Community feedback helped validate the technical analysis, and together, these two sources, along with state and federal design guidance documents, were referenced to develop draft network recommendations.

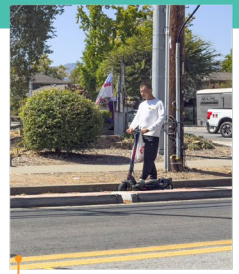
Network Recommendations

Following Local, State, and Federal Guidance and Standards

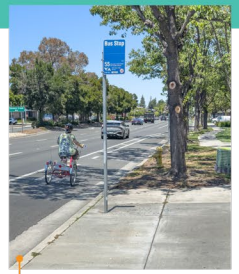
- The Caltrans Design Information Bulletin #94, FHWA Bikeway Selection Guide, and other design manuals served as references to ensure consistency with state and federal design guidance.



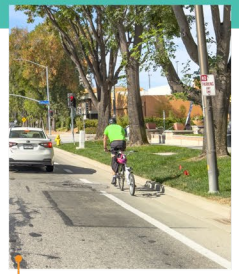
Shared-Use Path



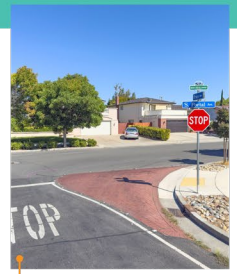
Separated Bikeway



Buffered Bike Lane



Bike Lane



Neighborhood Bike Route

Network Recommendations

Categories

- Intersection projects were grouped into typologies to allow for greater flexibility with future project delivery.

Group A—Crossing Improvements

Advanced Stop/Yield Bar

High-Visibility Crosswalk

In-Street Crossing Sign

Visibility Improvements

Group B—Geometric Changes

Median Refuge Islands

Curb Extensions

Curb Ramp

Group C—Traffic Control Improvements

Leading Pedestrian Interval

Rectangular Rapid Flashing Beacon

Phase 2 Community Feedback

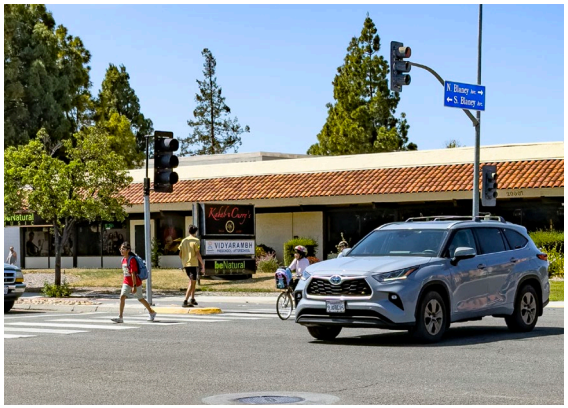
Summary of Engagement

- 8 pop-up events, 2 community workshops, and 3 public hearings

Pedestrian Network Recommendations

Summary of Input

- Strong support for shared-use paths
- Intersection projects at major intersections along:
  - Stelling Rd
  - De Anza Blvd
  - Stevens Creek Blvd
  - Bollinger Rd
  - Blaney Ave



Bicycle Network Recommendations

Summary of Input

- Shared-use, off-street paths remain popular
- Upgrade bike lanes on major roads:
  - Stevens Creek Blvd
  - Homestead Rd
  - Blaney Ave
  - Bollinger Rd
- Focus on projects that improve safety for students
- Support for new traffic calming neighborhood routes that would connect destinations, especially schools

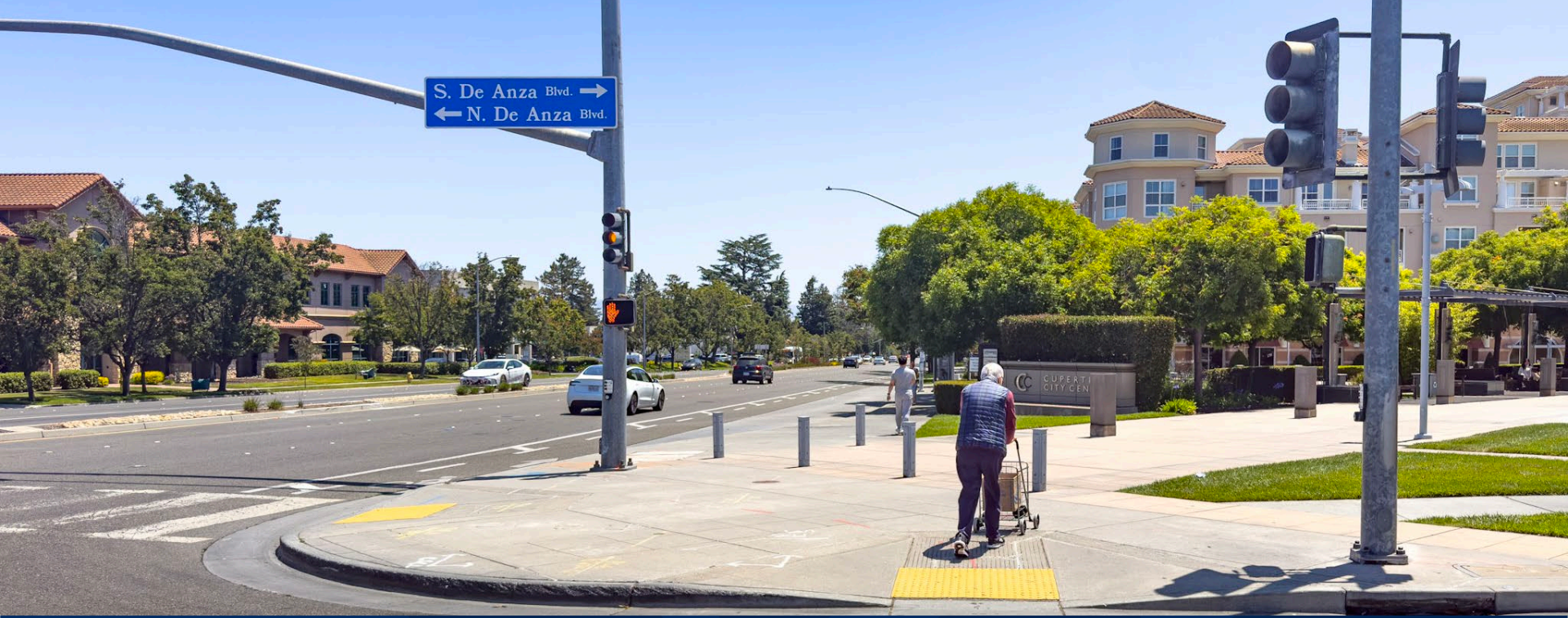
Preferred Network Recommendations

The community's preferred pedestrian projects were:

- Tamien Innu
- Lawrence Mitty Trail
- Blaney Ave and Stevens Creek Blvd (Typology A, B, C Intersection)
- Union Pacific Trail
- Pacifica Dr and Torre Ave (Typology C Intersection)

The community's preferred bike projects were:

- Stevens Creek Blvd (Separated Bike Lanes)
- Blaney Ave (Buffered Bike Lanes)
- Homestead Rd (Buffered/ Separated Bike Lanes)
- Bollinger Rd (Buffered Bike Lanes)
- Stelling Rd (Buffered/ Separated Bike Lanes)



Updated Criteria

Revisions and New Scoring

Council and Commission Comments

Areas of Consensus

- Safety should be prioritized, especially near schools and on the Vision Zero HIN
- Scoring criteria should emphasize objective, data-based measures
- Technology solutions need greater emphasis

New Bicycle Network Criteria

Revisions:

- Greater consideration to projects either on or near the HIN
- More points and precision for school scoring
- New arterial impacts
- Added destinations for seniors
- Removed Fairness criterion
- Added Cost-Effectiveness as a criterion

Goal	Criteria	Metric (Source)	Max Score
Safety	*Collision History*	Roadway is on or near the High Injury Network (HIN)	20
	Stress Level	Max score from bicycle level of traffic stress analysis	10
Access	*School Proximity*	Project is located along a SR2S suggested route to school	20
	High Frequency Transit Proximity	Presence of major transit stops	5
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	*Active Trip Potential*	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Balance	*Roadway Impact*	Potential need for lane reduction or parking removal	10
		Potential need for lane reduction or parking removal on a City arterial	10
Cost Effectiveness	Fiscal Responsibility	Project cost	10

New Pedestrian Network Criteria

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	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	*Active Trip Potential*	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Cost Effectiveness	Fiscal Responsibility	Project cost	10

New Sidewalk Network Criteria

Revisions:

- Greater consideration to projects either on or near the HIN
- More points and precision for school scoring
- Added destinations for seniors
- Removed Fairness criterion
- Added Cost-Effectiveness as a criterion

Goal	Criteria	Metric (Source)	Max Score
Safety	*Collision History*	Roadway is on or near the High Injury Network (HIN)	20
	Stress Level	Max score from bicycle level of traffic stress analysis	10
Access	*School Proximity*	Project is located along a SR2S suggested route to school	20
	High Frequency Transit Proximity	Presence of major transit stops	5
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	*Active Trip Potential*	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Cost Effectiveness	Fiscal Responsibility	Project cost	10

New Transportation Technology Corridors

A New Project Category:

- The Council and community requested that transportation technologies be given greater consideration.
- Corridors created by analyzing collision history, reviewing pedestrian intersection recommendations, and assessing the City's ability to control and implement projects.

Goal	Criteria	Metric (Source)	Max Score
Safety	Collision History	The corridor includes an intersection identified as a VZAP High Injury Network Intersection	10
	Collision History	# of collisions with a cause of "unsafe speed" per mile (according to Cupertino Vision Zero Dashboard Data)	10
	Collision History	# of collisions with a cause of "traffic signals and signs" per mile (according to Cupertino Vision Zero Dashboard Data)	10
	Level of Traffic Stress	Average PLTS for the corridor	10
Access	*School Proximity*	% of corridor length on Suggested Route to School	20
	Parks & Other Destination Proximity	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	10
Sustainability	*Active Trip Potential*	Average bicycle/e-bike short-trip share intersecting the corridor	10
	SAST Gap Score	% of corridor length within high SAST gap-score areas	10

Draft Project List

Scored Projects Using Updated Criteria

Ranked Network Projects

Takeaways:

- 203 total projects
- Top Projects:
  - School-related
  - Vision Zero-related
  - Low cost
- Scoring also prioritizes implementable projects with fewer tradeoffs and less delivery complexity.

	Project Type	Description	Location	Cross St/Start	Cross St/End	Score
1	Pedestrian	A (Signage & Striping)		De Anza Blvd	Lazaneo Dr	90
2	Pedestrian	C (Signal Controls & Changes)		De Anza Blvd	Rodriguez Ave	89
3	Pedestrian	A (Signage and Striping)		Stelling Rd	Pepper Tree Ln	88
4	Pedestrian	C (Signal Controls & Changes)		De Anza Blvd	Mariani Ave	83
5	Bicycle	Neighborhood Route	Forest Ave	Blaney Ave	De Anza Blvd	81
6	Bicycle	Neighborhood Route	Tantau Ave	Bollinger Rd	Stevens Creek Blvd	80
7	Trail	Shared-Use Path	Tamien Innu	Vallco Pkwy	Don Burnett Bridge	80
8	Bicycle	Neighborhood Route	- De Anza Blvd to Stelling Rd via Rodrigues Ave, Terry Way, Shelly Dr, Bonny Dr, and Pepper Tree Ln. - De Anza Blvd to McClellan Rd via Rodrigues Ave, Terry Way, Shelly Dr, and Westacres Dr			77
9	Pedestrian	A, B		Blaney Ave	Rodrigues Ave	75
10	Pedestrian	C (Signal Controls & Changes)		Miller Ave	Calle De Barcelona	75
11	Pedestrian	A		Miller Ave	Phil Ln	75
12	Pedestrian	A, B		Stevens Creek Blvd	Cupertino Rd	75
13	Pedestrian	A, B		McClellan Rd	Clubhouse Ln	74
14	Pedestrian	A, B, C		Stevens Creek Blvd	Blaney Ave	74
15	Pedestrian	A, B		Flora Vista Ave	Greenleaf Dr	74
16	Bike Network	Bike Lane	Mariani Ave	Bandley Dr	De Anza Blvd	73
17	Crossing	Grade Separated	McClellan Rd Undercrossing	Linda Vista Trail	Stevens Creek Trail	73
18	Bike Network	Separated Bikeway	Finch Ave	Phil Ln	Stevens Creek Blvd	72
19	Pedestrian	A (Signage and Striping)		Stelling Rd	Gardena Dr	71
20	Technology	Transportation Technology Corridor	Stevens Creek Blvd	Miller Ave/Wolfe Rd	Foothill Blvd	71
21	Pedestrian	A, B		Bubb Rd	Columbus Ave	71
22	Bicycle	Neighborhood Route	- Stevens Creek Blvd to Foothill Blvd via Carmen Rd, Crescent Rd, Varian Path, Ainsworth Dr, Hartman Dr, Chase Dr, and Starling Dr			71
23	Pedestrian	Neighborhood Route	Vista Dr	Stevens Creek Blvd	Forest Ave	71
24	Pedestrian	A (Signage and Striping)		September Dr	McClellan Rd	70
25	Pedestrian	Sidewalk	McClellan Rd	Byrne Ave	Orange Ave	69

Proposed New Guidelines

Project Impact Assessment and Effectiveness

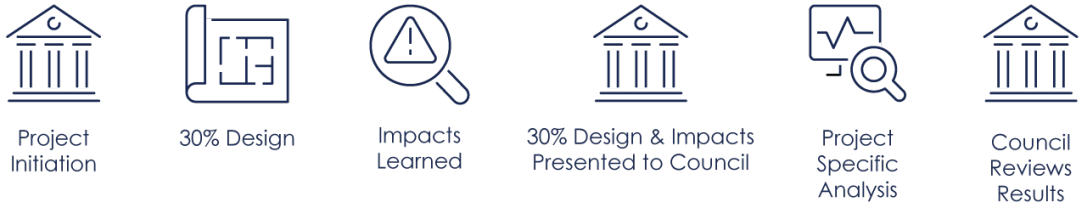
Project Impact Assessment Guidelines

Why?

- Based on Council, Commission, and community requests for project-specific comprehensive traffic operations analysis.

What?

- Present the preliminary engineering phase (30% design) to Council to determine whether the project should undergo a detailed analysis tailored to its specific impacts.



Project Effectiveness Guidelines

Why?

- Council, Commission, community, and staff's desire to collect more data on bicycle and pedestrian volumes, both generally and for pre- and post-construction analysis.

What?

- A successful project will be one in which more people use the facility while the collision rate 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.

Next Steps

Document Development & Public Review

What Comes Next

Commission and Council Meetings

- Planning Commission (February 10)
- City Council (February 19)

Prepare Draft Report

- Compile the different elements of the Plan and address any comments from Council and Commissions
- Organize the elements and prepare a Draft Plan document for public review, which will be open for 1 month

June 2026

- The Draft Plan will be brought to the City Council for adoption consideration

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