

PC 2-10-2025

Item No.5  
Active  
Transport Plan

Presentations

# City Of Cupertino

## Active Transportation Plan

Planning Commission Meeting  
February 10, 2026



# Agenda

## Project Description

### Phase 2 Outreach

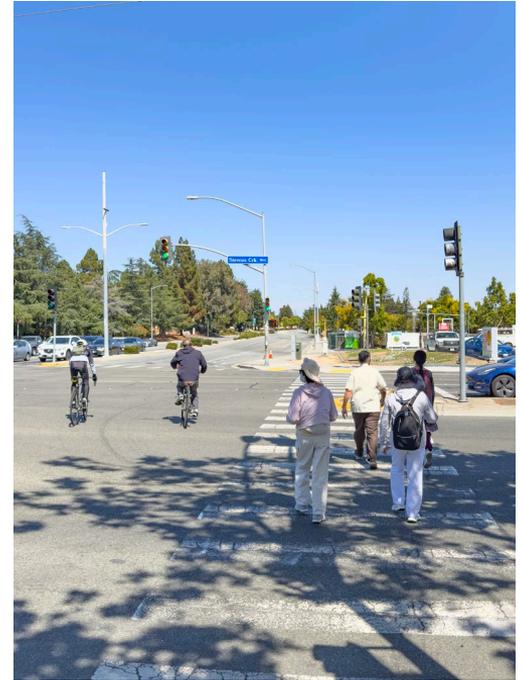
- What we heard

### 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.**



MARCH-JUNE 2025

## What We Heard During Phase 1 Outreach

Reach  
 1,341 People Reached and  
 2,967 Public Comments received via

12 Outreach Events  
 Interactive Webmap  
 Online Survey  
 Emails

34 signs were installed across the city promoting the plan and public engagement opportunities

**The Highest Ranking Plan Goals Are:**

**Safety and Accessibility**

Safety	4.4
Accessibility	4.4
Historic Preservation	3.8
Finance	2.7
Other	1.9

Infrastructure that would encourage people to walk or bike more in Cupertino:

- Traffic calming
- Better street lighting
- Protected intersections

**Key Themes and Results**

- Goals for Connected Networks**  
 Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network. Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network.
- Safety and Accessibility Lead the Way**  
 Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network.
- Focus on Pedestrian Improvements**  
 Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network.
- Full-Community Engagement**  
 Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network.
- Don't Just Build, Maintain**  
 Many residents expressed interest in the proposed network, particularly the proposed network for the proposed network.
- 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.
- 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.

**EXISTING ACTIVE TRANSPORTATION PLAN**

Map showing existing active transportation routes and proposed network. Legend: Existing Routes, Proposed Network, City of Cupertino.

City of Cupertino logo

# 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



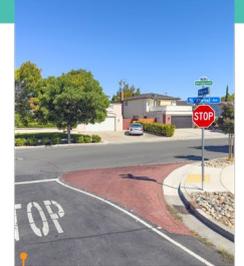
Separated Bikeway



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



In-Street Crossing Sign



High-Visibility Crosswalk



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 & Stevens Creek Blvd
  - *Typology A, B, C Intersection*
- Union Pacific Trail
- Pacifica Dr & Torre Ave
  - *Typology A Intersection*

## The community's preferred bicycle 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*



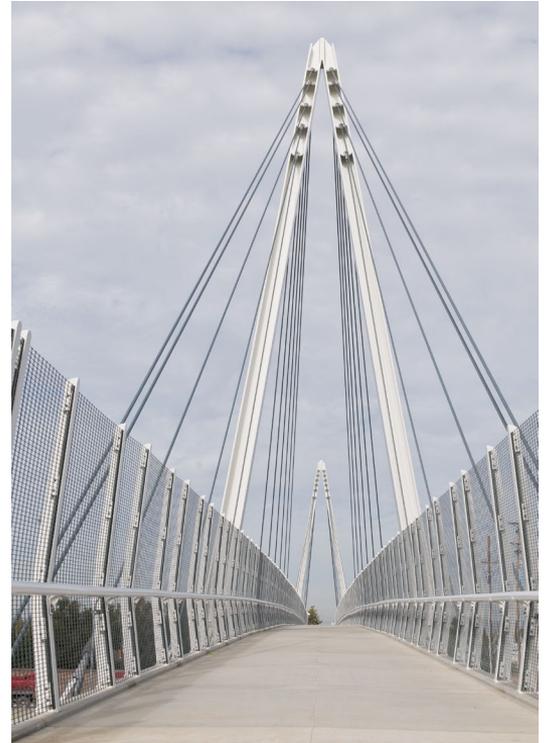
# Updated Criteria

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

# New Pedestrian 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	<i>Collision History</i>	Roadway is on or near the High Injury Network (HIN)	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	Project is located along a SR2S suggested route to school	20
	<i>High Frequency Transit Proximity</i>	Presence of major transit stops	5
	<i>Parks &amp; Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	<i>Active Trip Potential</i>	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	<i>Collision History</i>	Roadway is on or near the High Injury Network (HIN)	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	Project is located along a SR2S suggested route to school	20
	<i>High Frequency Transit Proximity</i>	Presence of major transit stops	5
	<i>Parks &amp; Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	<i>Active Trip Potential</i>	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
<b>Safety</b>	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
<b>Access</b>	<i>School Proximity</i>	% of corridor length on Suggested Route to School	20
	<i>Parks &amp; Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	10
<b>Sustainability</b>	<i>Active Trip Potential</i>	Average bicycle/e-bike short-trip share intersecting the corridor	10
	<i>SAST Gap Score</i>	% of corridor length within high SAST gap-score areas	10



# Draft Project List

Scored Projects Using Updated Criteria

# Scoring Network Projects

## Takeaways:

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

Project Type
Pedestrian
Bicycle
Shared Use
Technology

	Project Type	Description	Location	Cross St	Cross St	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	Shared Use	Trail	Tamien Innu	Vallco Pkwy	Don Burnett Bridge	80
8	Bicycle	Neighborhood Route		- De Anza Blvd to Stelling Rd via Rodriguez Ave, Terry Way, Shelly Dr, Bonny Dr, and Pepper Tree Ln. - De Anza Blvd to McClellan Rd via Rodriguez Ave, Terry Way, Shelly Dr, and Westacres Dr		77
9	Pedestrian	A, B		Blaney Ave	Rodriguez 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	Shared Use	Trail	UPRR	Prospect Rd	Stevens Creek Blvd	74
14	Pedestrian	A, B		McClellan Rd	Clubhouse Ln	74
15	Pedestrian	A, B, C		Stevens Creek Blvd	Blaney Ave	74
16	Pedestrian	A, B		Flora Vista Ave	Greenleaf Dr	74
17	Bicycle	Bike Lane	Mariani Ave	Bandley Dr	De Anza Blvd	73
18	Shared Use	Grade Separated	McClellan Rd Undercrossing	Linda Vista Trail	Stevens Creek Trail	73
19	Bicycle	Separated Bikeway	Finch Ave	Phil Ln	Stevens Creek Blvd	72
20	Shared Use	Trail	Varian Park Path	Varian Way	Amelia Ct	72
21	Pedestrian	A (Signage and Striping)		Stelling Rd	Gardena Dr	71
22	Technology	Transportation Technology Corridor	Stevens Creek Blvd	Miller Ave/Wolfe Rd	Foothill Blvd	71
23	Pedestrian	A, B		Bubb Rd	Columbus Ave	71
24	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
25	Pedestrian	A		September Dr	McClellan Rd	70



# 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  
Initiation



30% Design



Impacts  
Learned



Design & Impacts  
Presented to  
Council



Project  
Specific  
Analysis



Council  
Reviews  
Results

# 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.



Project  
Initiation



Design



Data  
Collection



Construction



Data  
Collection



Determine  
Effectiveness



# Next Steps

Document Development & Public Review

# What Comes Next

## **Commission and Council Meetings**

- Bicycle Pedestrian Commission (February 18)
- 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.



**CUPERTINO**