



City of Cupertino Active Transportation Plan

FINAL DRAFT · JULY 6, 2026



Acknowledgments

2025-2026 City Council

Kitty Moore

Mayor

Liang-Fang “Liang” Chao

Vice Mayor

J.R. Fruen

Councilmember

Sheila Mohan

Councilmember

R “Ray” Wang

Councilmember

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Chair

Munisekaran Madhipatla

Vice Chair

Ilango Ganga

Commissioner

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Joel Wolf

Commissioner

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Tracy Kosolcharoen

Chair

Steven Scharf

Vice Chair

David Fung

Commissioner

Seema Lindskog

Commissioner

Santosh Rao

Commissioner

City of Cupertino, Public Works

David Stillman

Transportation Manager

Matthew Schroeder

Senior Transportation Planner

Consultant

Alta Planning + Design

HMH Engineers

Contents

CHAPTER 1—PLAN OVERVIEW 7

- Why an Active Transportation Plan? 8
- What’s in the Plan? 11

CHAPTER 2— VISION, GOALS, AND OBJECTIVES 12

- Goals 14
- Objectives 15

CHAPTER 3—CUPERTINO TODAY 18

- Building on the Past 19
- Community Profile 20
- Transportation Profile 21
- Walking and Rolling 22

CHAPTER 4—NEEDS ANALYSIS 31

- Components of the Needs Analysis. 32
- Safety 33
- Level of Traffic Stress Analysis 35
- Active Trip Potential 39
- Stress-Adjusted Short Trips:
Gap Potential Analysis. 45

CHAPTER 5—PUBLIC ENGAGEMENT 49

- Phase 1 Outreach 51
- Phase 2 Outreach 52

CHAPTER 6—PLAN RECOMMENDATIONS 53

- Recommendation Selection Methodology 54
- Pedestrian Network Recommendations 55
- Transportation Technology
Corridor Recommendations 58
- Bicycle Network Recommendations 60
- Recommended Programs 63

CHAPTER 7— PROJECT PRIORITIZATION 72

- Methodology 73
- Project Ranking and Cost Estimates 78
- Implementation Strategy. 90
- Project Delivery and Evaluation Commitments . 91
- Funding Sources 92

APPENDICES 94

List of Figures

Figure 1 —Bicyclists and e-scooter on McClellan Road at Rose Blossom Drive	8
Figure 2 —Woman riding an e-scooter on Torre Avenue.	9
Figure 3 —Adult riding an e-mountain bike on Stevens Creek Boulevard.	9
Figure 4 —Older adult riding a tricycle on Stevens Creek Boulevard.	10
Figure 5 —ATP signage at Creekside Park.	20
Figure 6 —Cyclists waiting to cross De Anza Boulevard at Stevens Creek Boulevard.	20
Figure 7 —Youth and Seniors as Share of Population in Cupertino (Source: ACS 2023 five-year estimates) .20	
Figure 8 —Commuter Mode Share (Source: 2023 ACS 5-Year estimates)	21
Figure 9 —Three cyclists riding westbound on Bollinger Road	22
Figure 10 —Existing Pedestrian Network (2025)	22
Figure 11 —Existing Sidewalk Network	23
Figure 12 —Cyclist approaching Rectangular Rapid Flashing Beacon on McClellan Road	24
Figure 13 —Permanent crossing improvements on Byrne Avenue	24
Figure 14 —Existing Crosswalks	25
Figure 15 —VTA Route 23 on Stevens Creek Boulevard.	26
Figure 16 —SV Hopper.	26
Figure 17 —Average Daily Transit Boardings and Alightings	27
Figure 18 —Person rolling on De Anza Boulevard at Stevens Creek Boulevard.	28
Figure 19 —Existing Bike Infrastructure	29
Figure 20 —Pedestrians at the intersection of De Anza Boulevard and Stevens Creek Boulevard	33
Figure 21 —Older adult in crosswalk blocked by a car on Stevens Creek Boulevard	33
Figure 22 —Cyclists on Bollinger Road at Clifden Way	33
Figure 23 —High-Injury Network	34
Figure 24 —Pedestrian Level of Traffic Stress Categories.	35
Figure 25 —Pedestrian Level of Traffic Stress	36
Figure 26 —Bicycle Level of Traffic Stress Categories .37	
Figure 27 —Bicycle Level of Traffic Stress Analysis .38	
Figure 28 —Woman riding a folding electric bike on Homestead Road at De Anza Boulevard	39
Figure 29 —Active Trip Potential	40
Figure 30 —A screenshot of the Flowmap showing short driving trips within Cupertino	40
Figure 31 —Active Trip Potential: All Trips Under 5 Miles.	41
Figure 32 —Walk Trip Potential.	42
Figure 33 —Bike Trip Potential	43
Figure 34 —E-Bike Trip Potential	44
Figure 35 —Man crossing Stevens Creek Boulevard at Finch Avenue to access Main Street Cupertino	45
Figure 36 —Woman cycling on Rodrigues Avenue turning onto De Anza Boulevard	45
Figure 37 —Walk Gap Scores	47
Figure 38 —Bike Gap Scores	48
Figure 39 —Presentation at Community Workshop #1	50
Figure 40 —Silicon Valley Fall Festival	50
Figure 41 —Cupertino Block Leader Meeting.	50
Figure 42 —Students and parents at Collins Elementary School Walk and Roll Day	51
Figure 43 —Cupertino Senior Center.	52
Figure 44 —Recommended Pedestrian Network	57
Figure 45 —Recommended Transportation Technology Corridors.	59
Figure 46 —Recommended Bikeway Facilities (miles)	60
Figure 47 —Rider on McClellan Road	60
Figure 48 —Recommended Bike Network	62
Figure 49 —Pedestrian Network Recommendations with Project Rankings.	75
Figure 50 —Transportation Technology Network Recommendations with Project Rankings	76
Figure 51 —Bicycle Network Recommendations with Project Rankings.	77
Figure 52 —Rodrigues Avenue buffered bike lanes installed as part of the City’s pavement maintenance program	90
Figure 53 —Sharrow installation on Pacifica Drive.	91

List of Tables

Table 1— Student mode share in Cupertino (2024)	21
Table 2— Engineering Program Recommendations	63
Table 3— Encouragement Program Recommendations	66
Table 4— Education Program Recommendations	68
Table 5— Enforcement Program Recommendations	70
Table 6— Evaluation Program Recommendations	71
Table 7— Pedestrian Facility Improvements Prioritization Metrics.	73
Table 8— Transportation Technology Corridors Prioritization Metrics.	74
Table 9— Bicycle Facility Improvements Prioritization Metrics.	74
Table 10— Consolidated Project Ranking.	78

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).

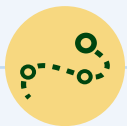
1.B Design the transportation system to accommodate vulnerable road users, especially youth. Integrate Vision Zero principles into all City projects and departments, with a focus on eliminating all traffic fatalities and severe injuries on City roadways.

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



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

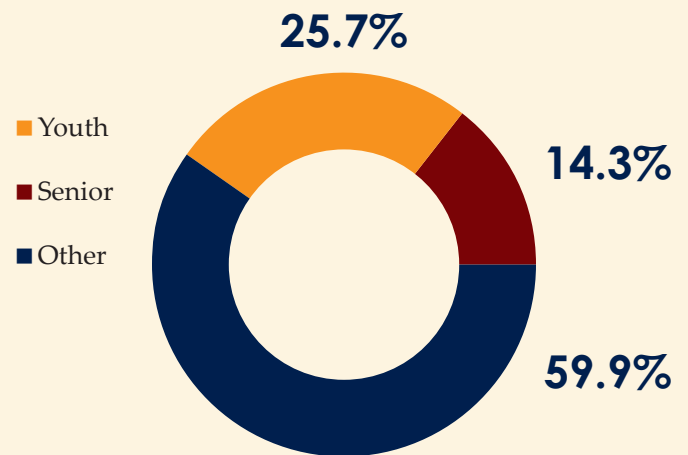


Figure 7: Youth and Seniors as Share of Population in Cupertino (Source: ACS 2023 five-year estimates)

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)

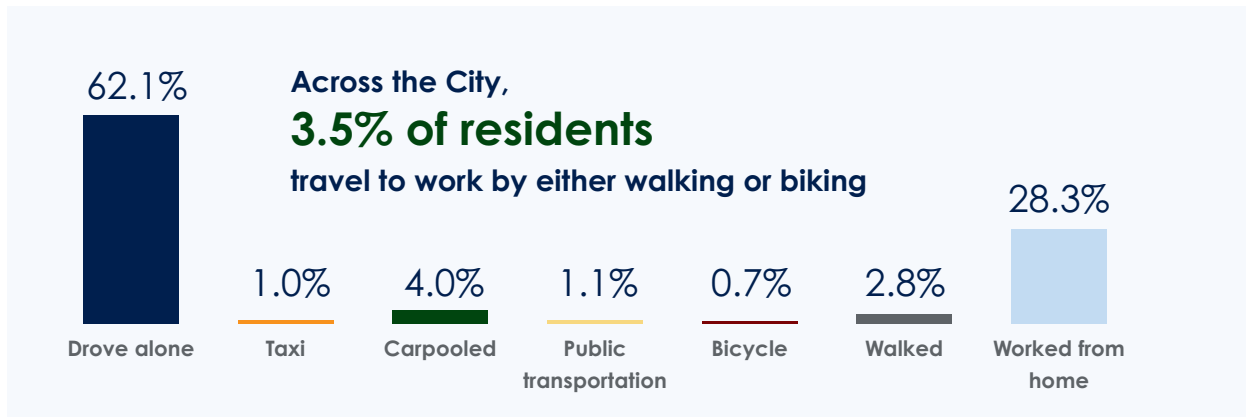


Table 1: Student mode share in Cupertino (2024)

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)

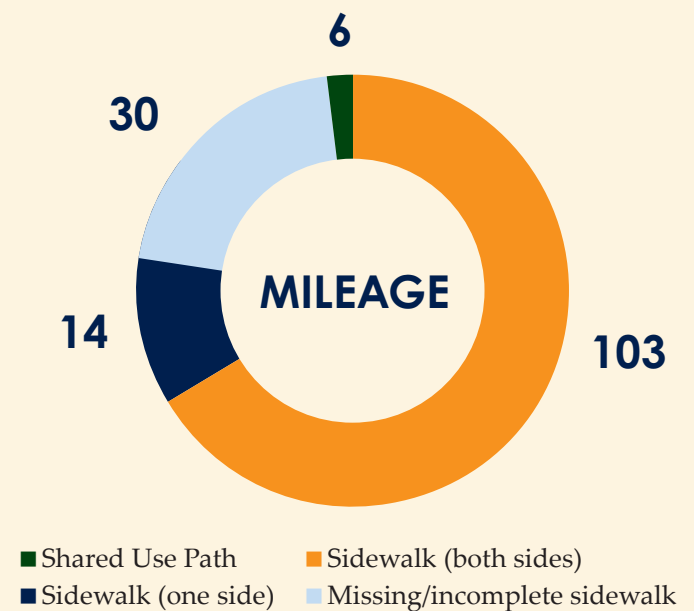
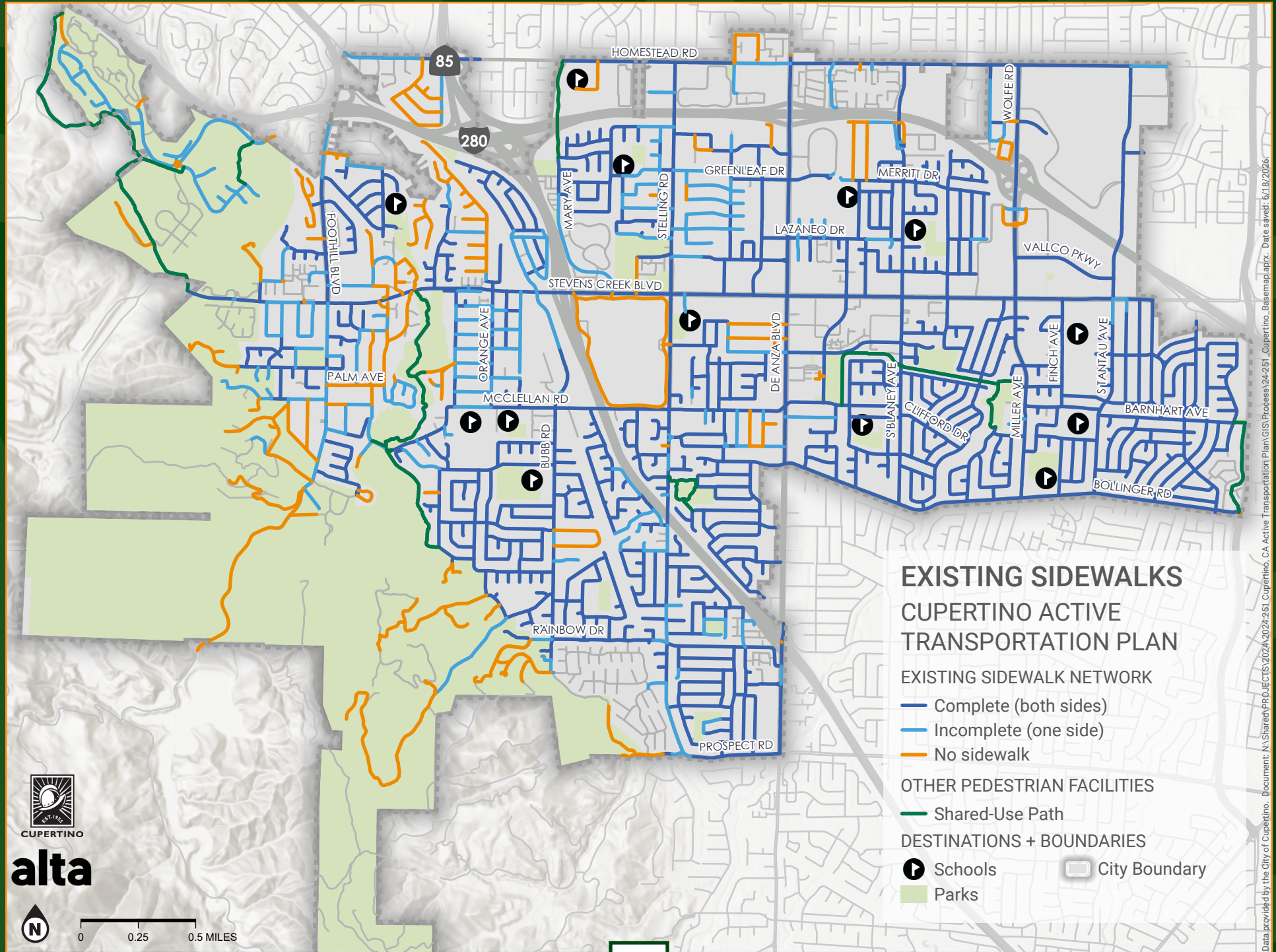


Figure 11: Existing Sidewalk Network



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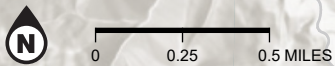


Figure 12: Cyclist approaching Rectangular Rapid Flashing Beacon on McClellan Road on McClellan Road

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

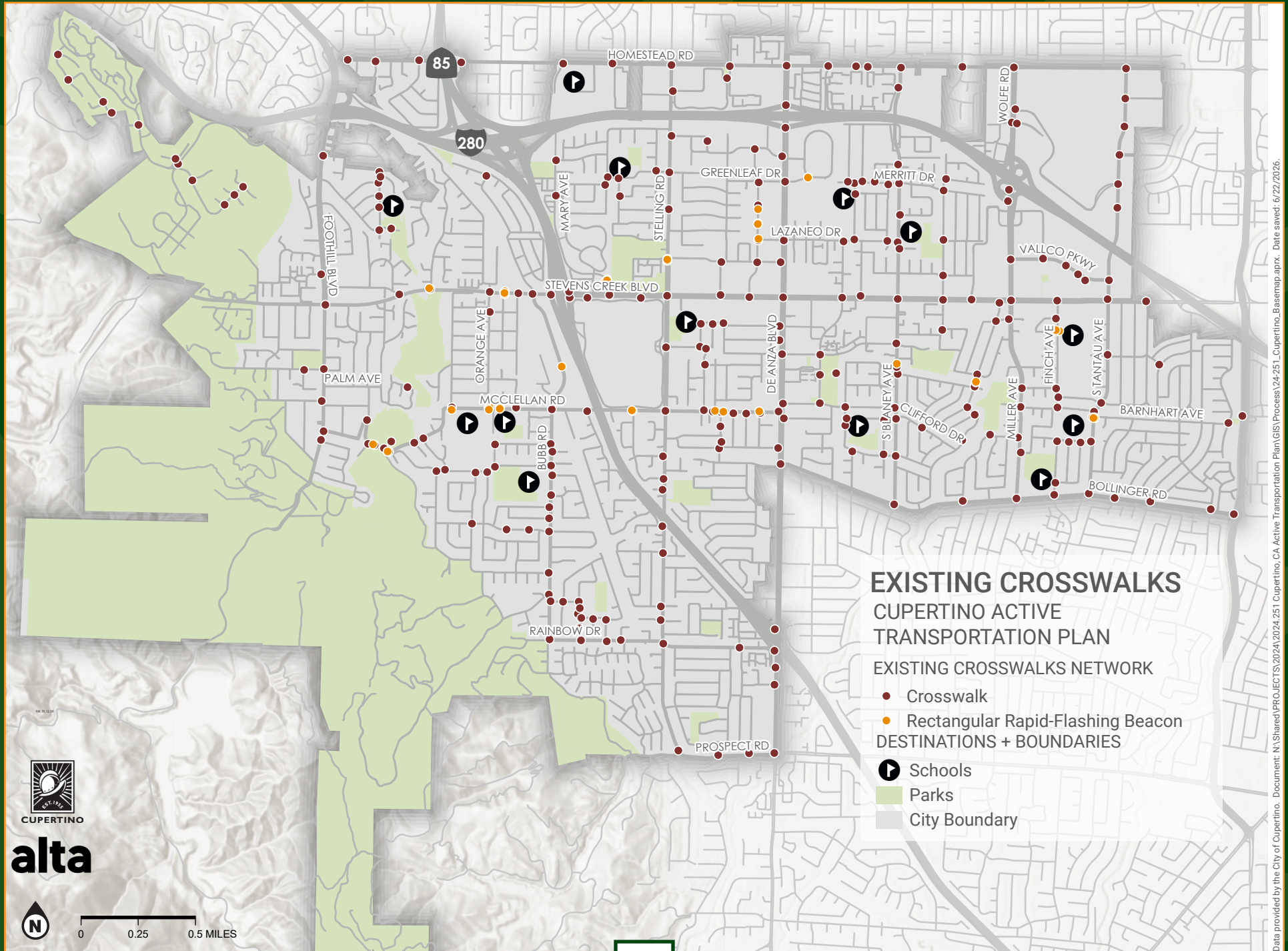




Figure 15: VTA Route 23 on Stevens Creek Boulevard

Transit Network

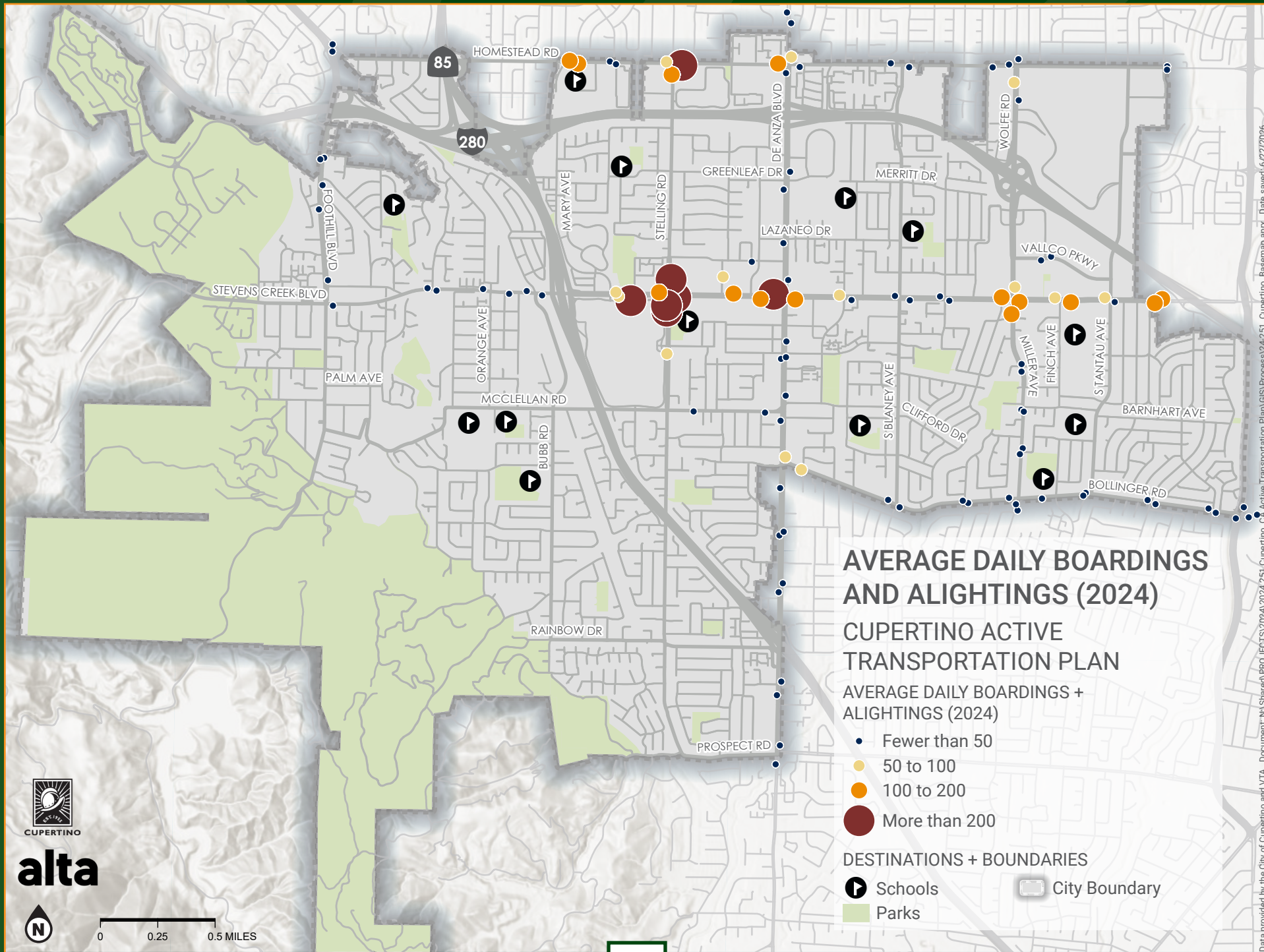
Cupertino’s transit network provides vital connections to neighboring cities and regional hubs in the broader Silicon Valley and San Francisco Bay Area. The City is served by 13 VTA bus routes, which provide local transit options and also connect to VTA Light Rail and regional transit such as Caltrain. 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



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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

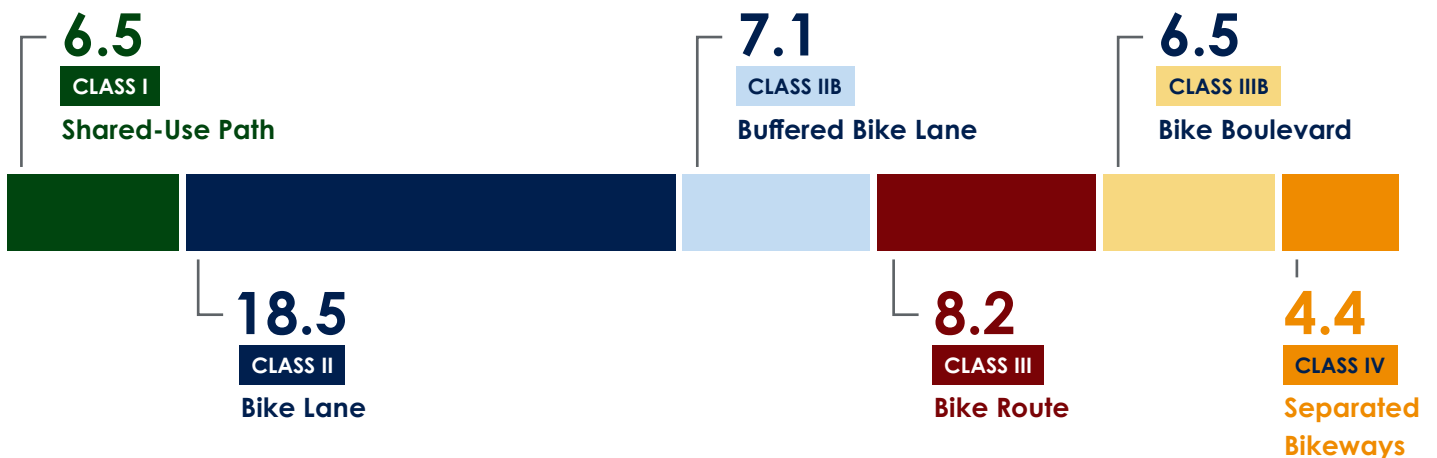
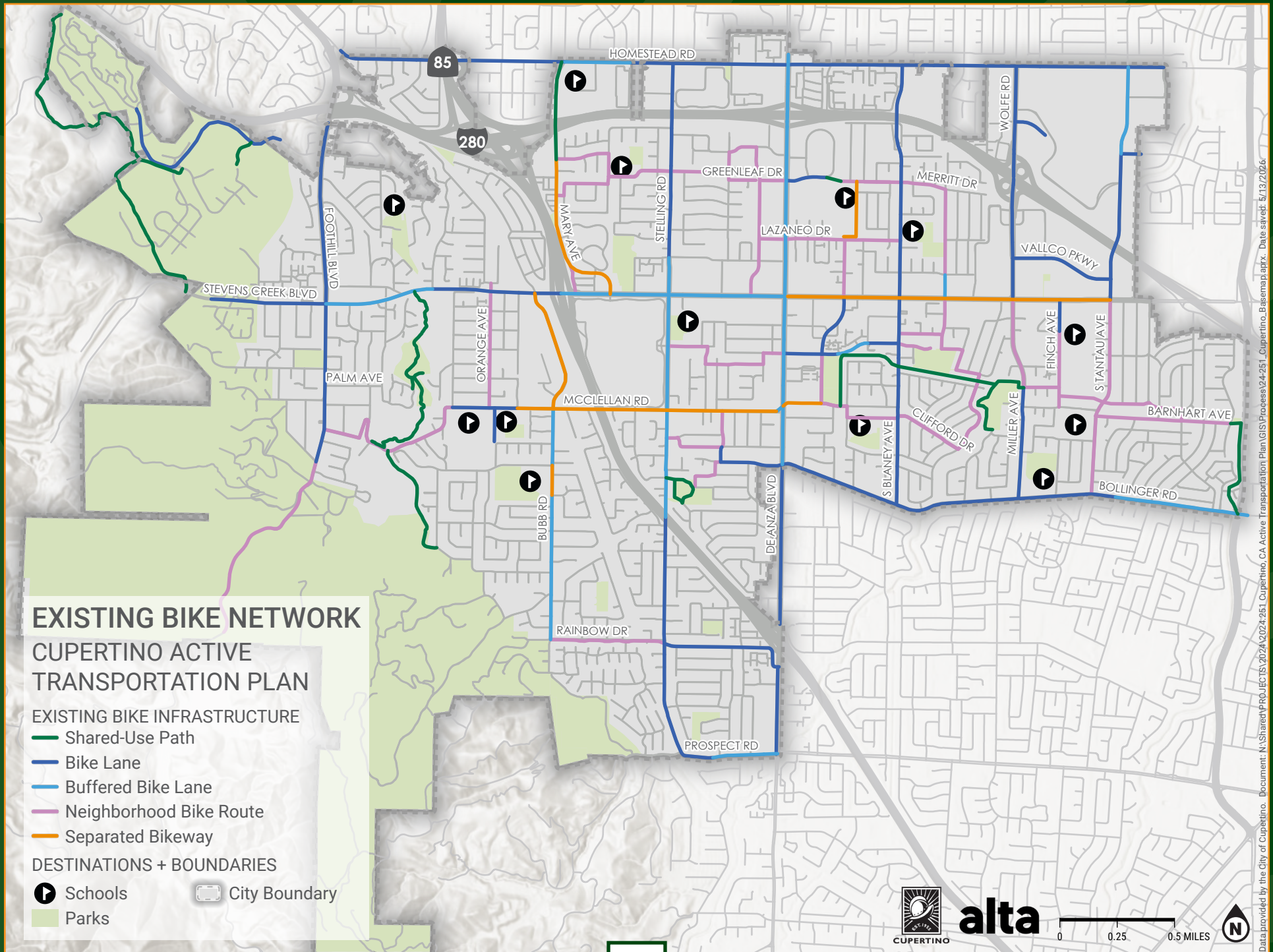


Figure 19: Existing Bike Infrastructure



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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



Regnart Creek Trail



McClellan Rd Class IV



Stevens Creek Blvd 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.

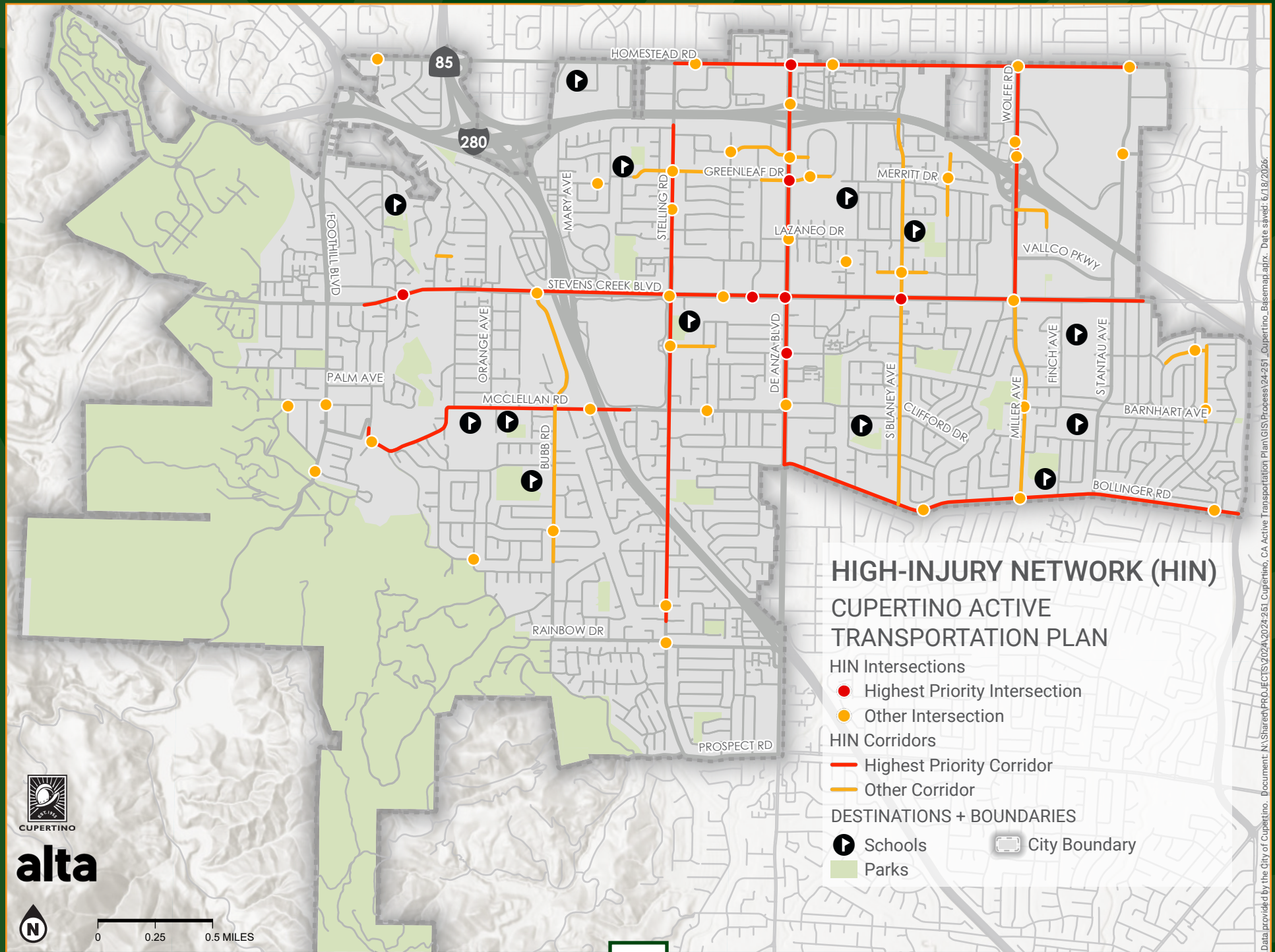


Figure 21: Pedestrians at the intersection of De Anza Boulevard and Stevens Creek Boulevard



Figure 22: Cyclists on Bollinger Road at Clifden Way

Figure 23: High-Injury Network



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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

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST FOR PEDESTRIANS IN TRANSPORTATION

LOW COMFORT

PLTS 4

High traffic stress experienced and would be used only by able-bodied adults with limited route choices.



LOW COMFORT

PLTS 3

Moderately uncomfortable roadways, where most able-bodied adults would feel uncomfortable but safe.



HIGH COMFORT

PLTS 2

Slightly less comfortable roadways that require more attention to traffic and are suitable for children over 10, teens and adults.



HIGH COMFORT

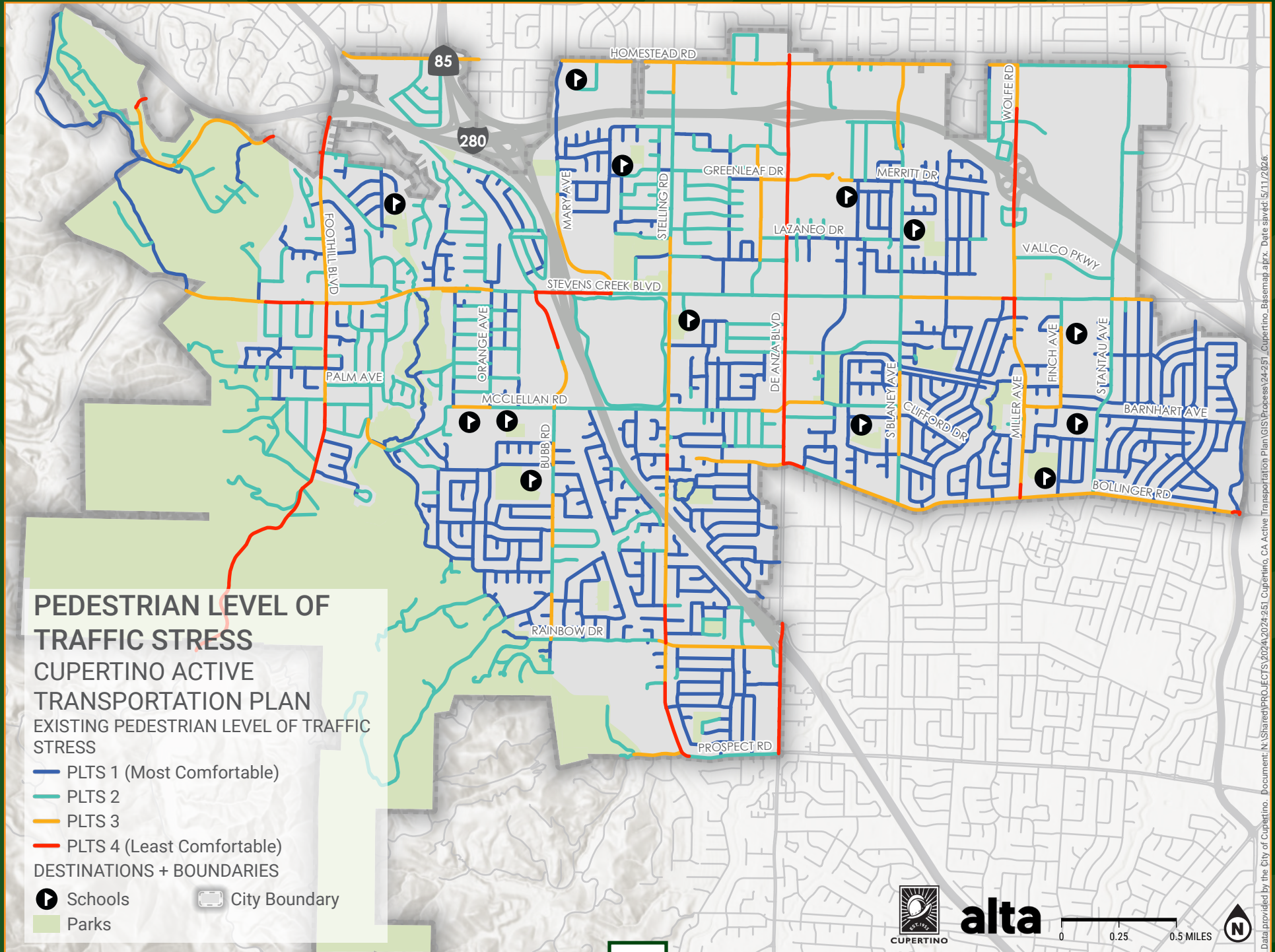
PLTS 1

Roadways where people of all ages and abilities would feel comfortable walking and require little attention to traffic.



Figure 24: Pedestrian Level of Traffic Stress Categories

Figure 25: Pedestrian Level of Traffic Stress



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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

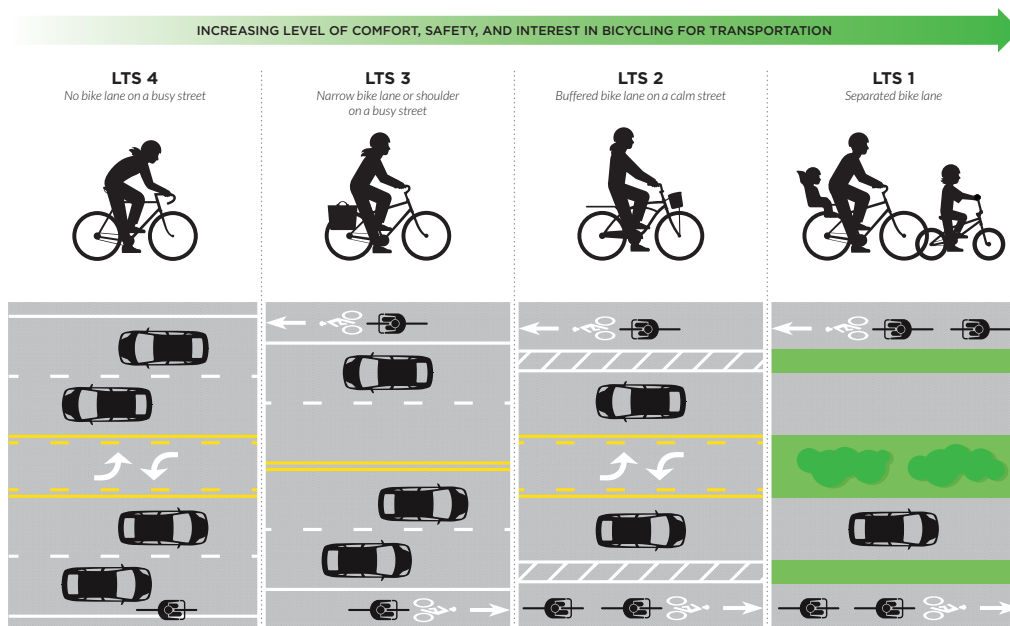


Figure 26: Bicycle Level of Traffic Stress Categories

Figure 27: Bicycle Level of Traffic Stress Analysis

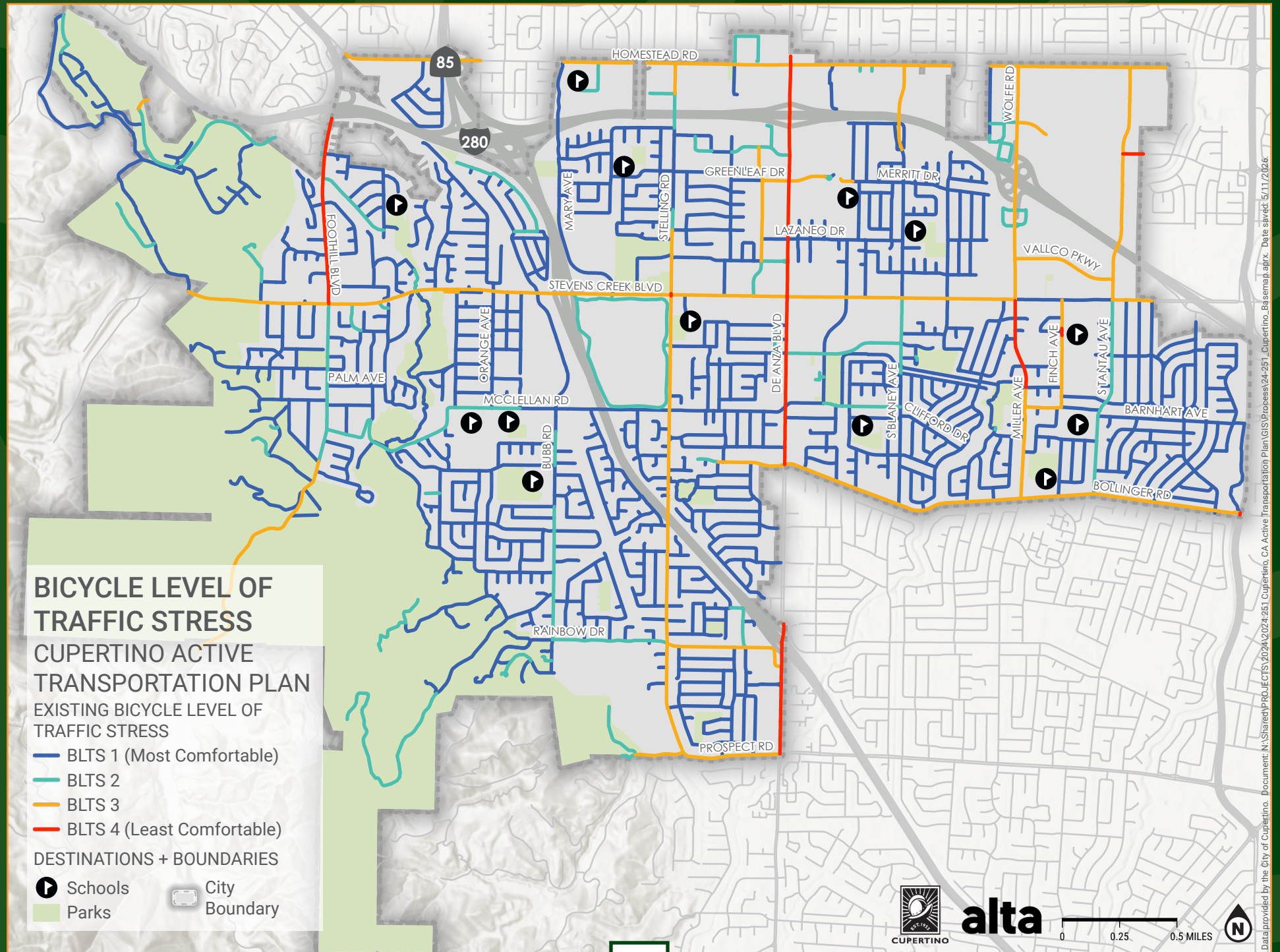




Figure 28: Woman riding a folding electric bike on Homestead Road at De Anza Boulevard

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

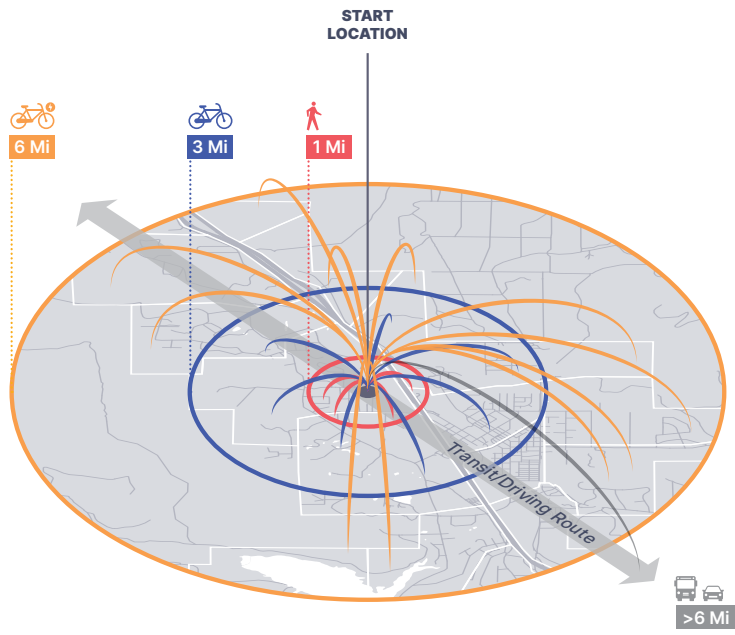
The active trip potential analysis uses data from Replica Places, visualizing motor vehicle trips under 5 miles that either started or ended within Cupertino. The project team developed an [interactive Flowmap webtool](#) (shown in **Figure 30** on the next page) of potential active-trip flows between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

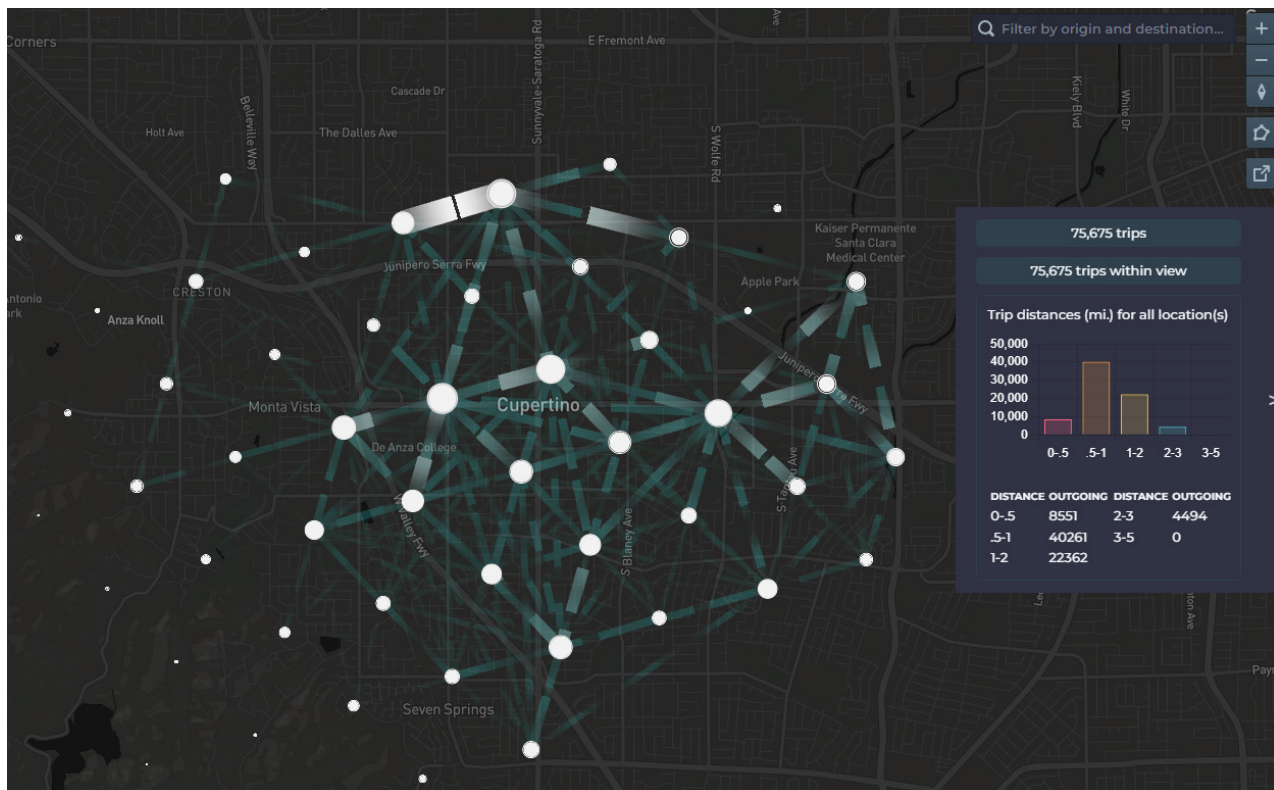


Figure 30: A screenshot of the Flowmap showing short driving trips within Cupertino

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

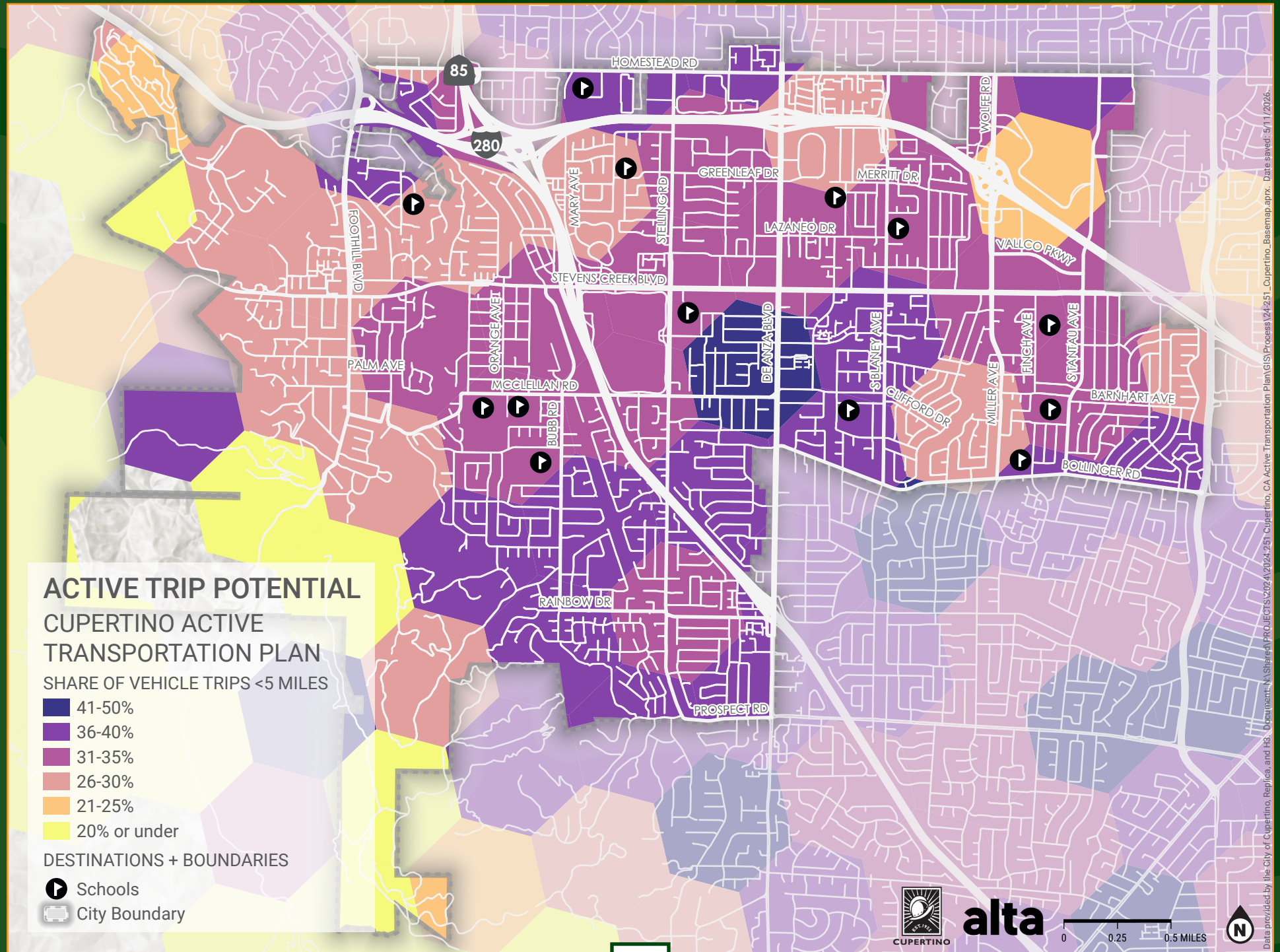
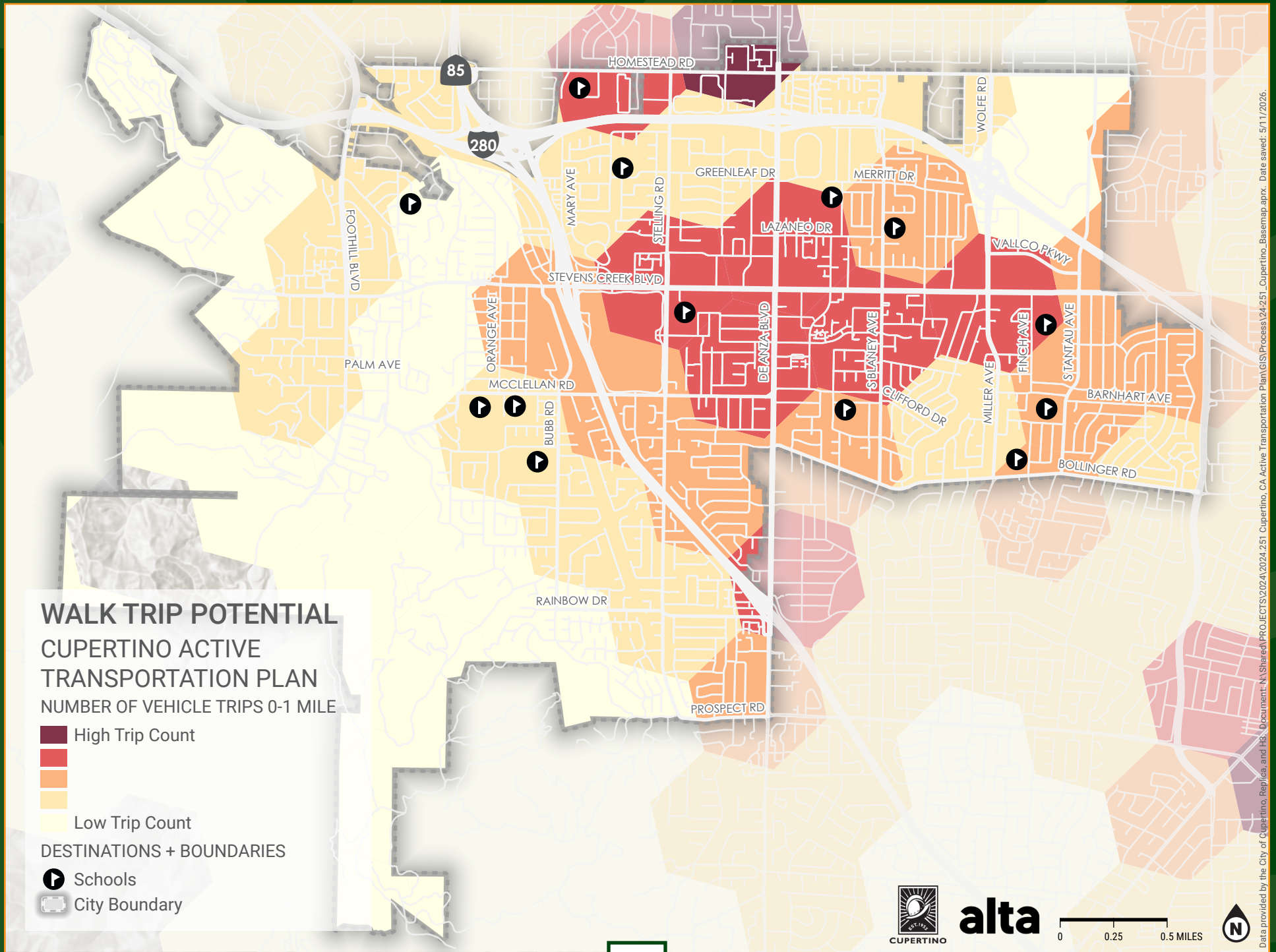
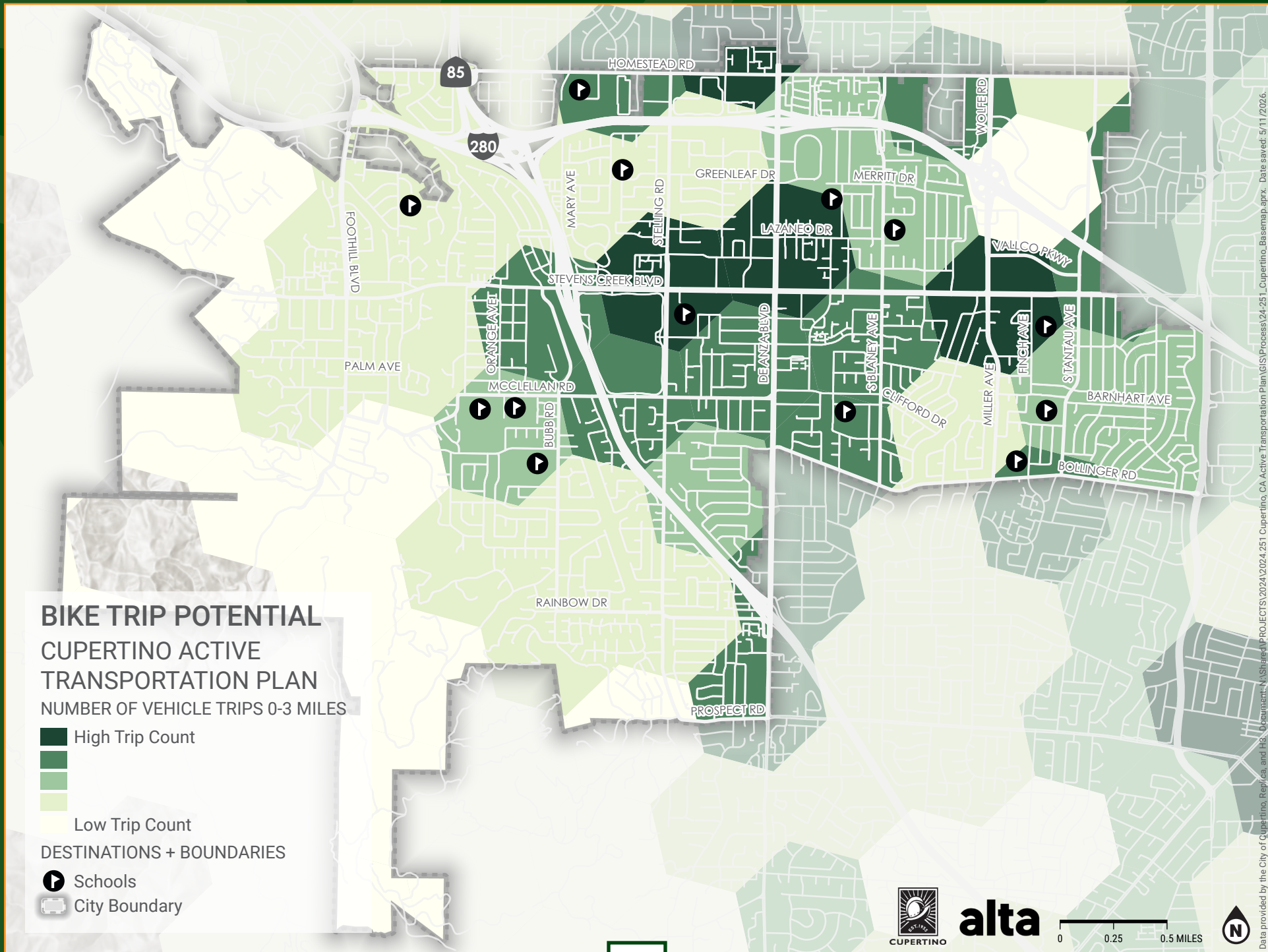


Figure 32: Walk Trip Potential



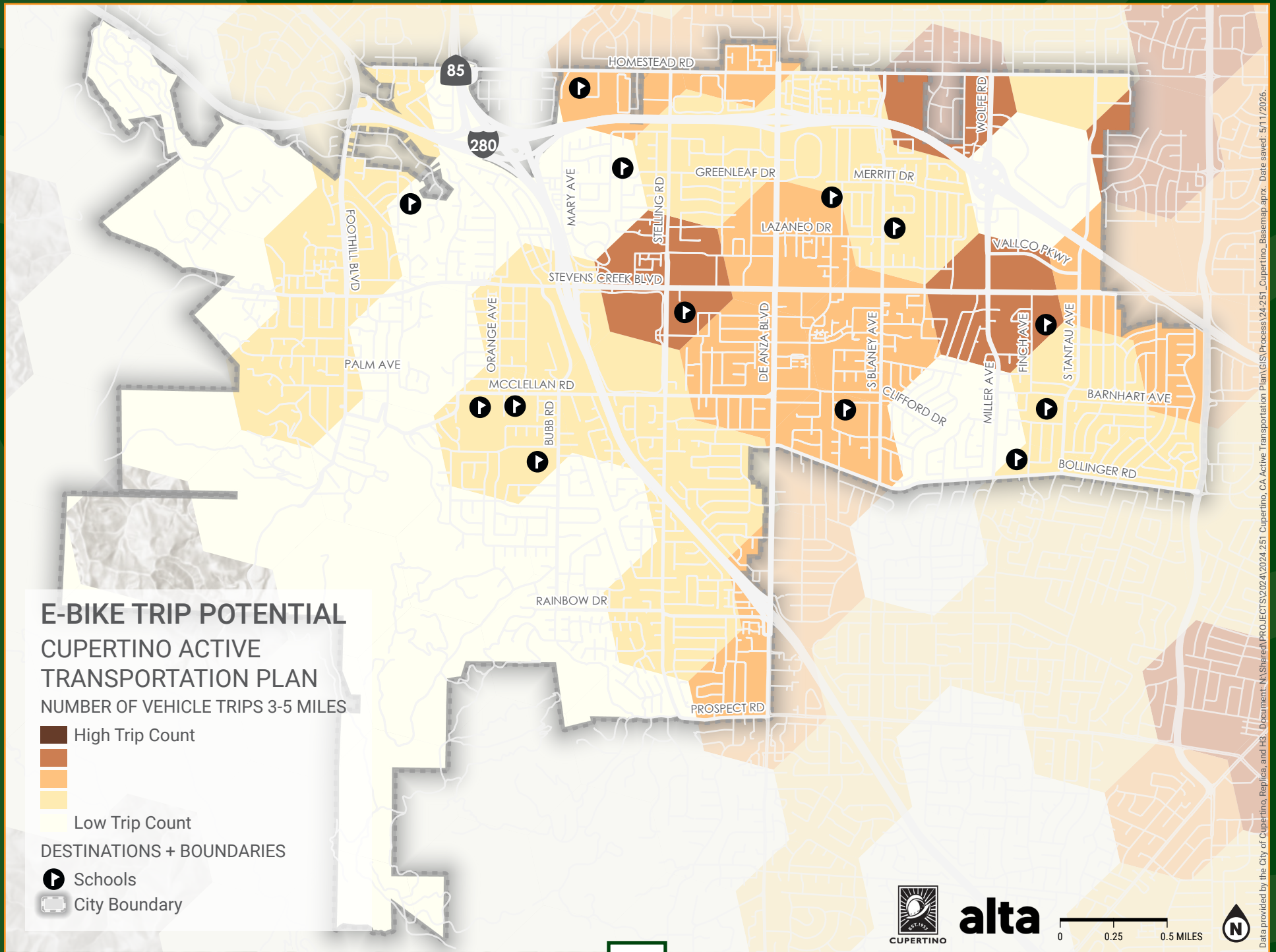
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Figure 33: Bike Trip Potential



Data provided by the City of Cupertino, Replica, and HIS Department. \\\Shared\PROJECTS\2024\2024.251\Cupertino, CA Active Transportation Plan\GIS\Process\24-251_Cupertino_Basemap.aprx. Date saved: 5/11/2026.

Figure 34: E-Bike Trip Potential



Data provided by the City of Cupertino, Replica, and RB. Document: N:\Shared\PROJ\GIS\2024\2024_25T_Cupertino_CA_Active_Transportation_Plan\GIS\Process\24-25T_Cupertino_BaseMap.aprx. Date saved: 5/11/2026.

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.

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.

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.

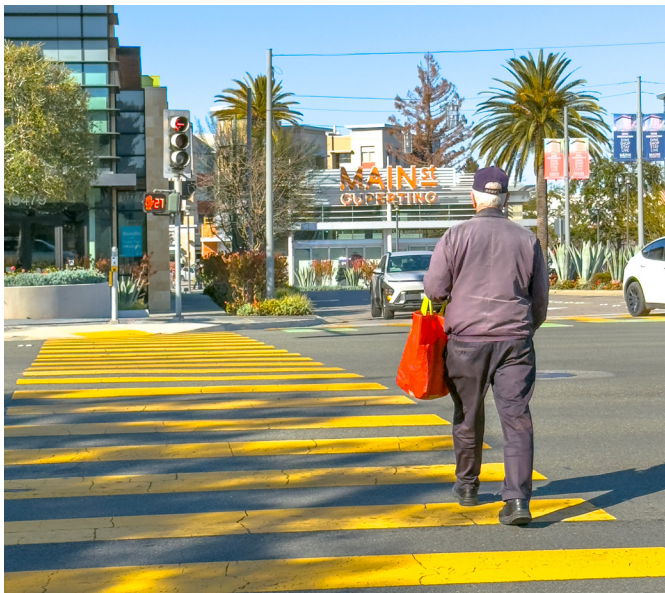


Figure 35: Man crossing Stevens Creek Boulevard at Finch Avenue to access Main Street Cupertino

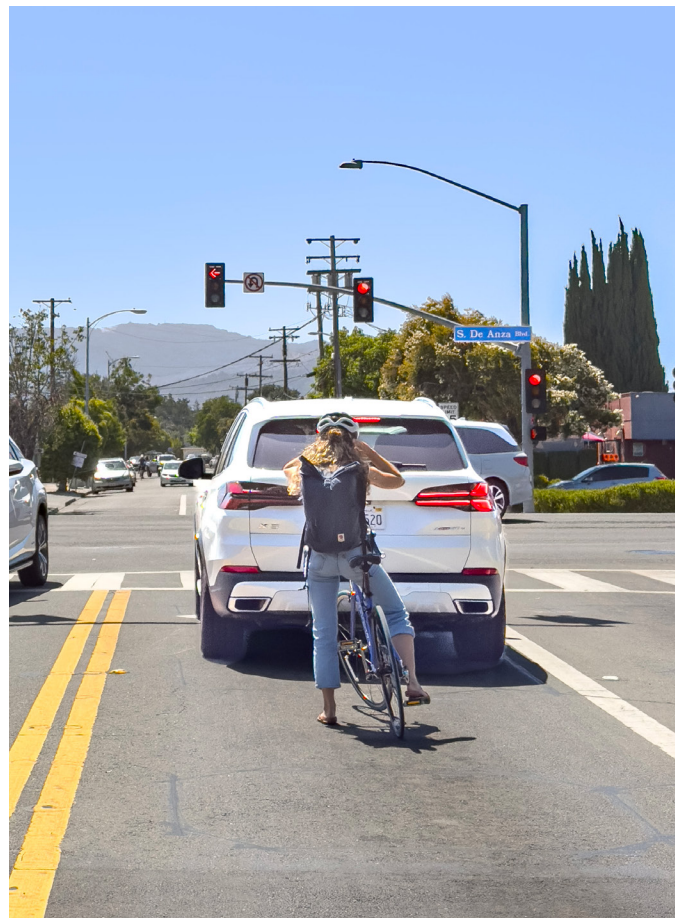


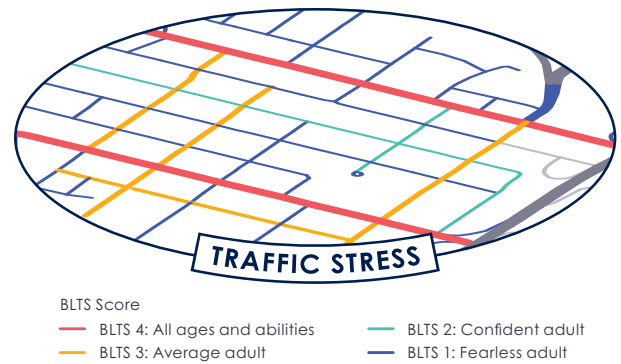
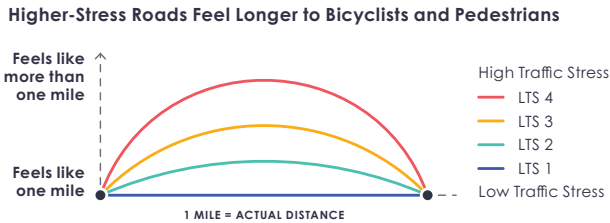
Figure 36: Woman cycling on Rodrigues Avenue turning onto De Anza Boulevard

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.

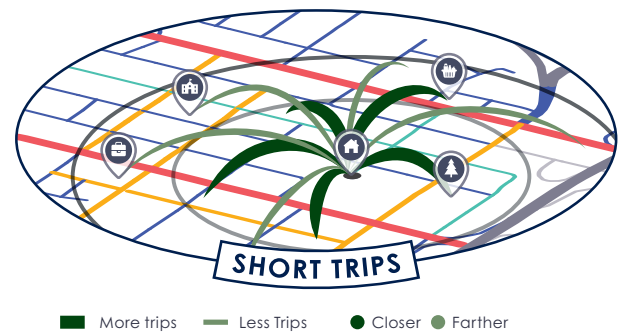
1 Identify Travel Costs of Network

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.

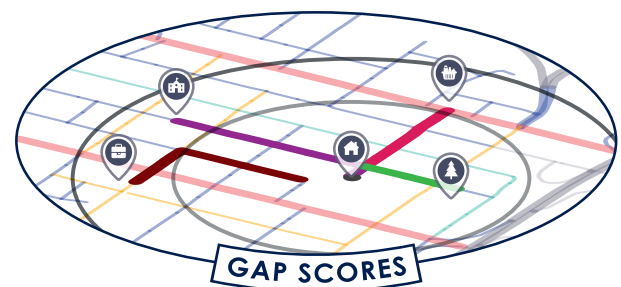


4 Compute Gap Scores

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:

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

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

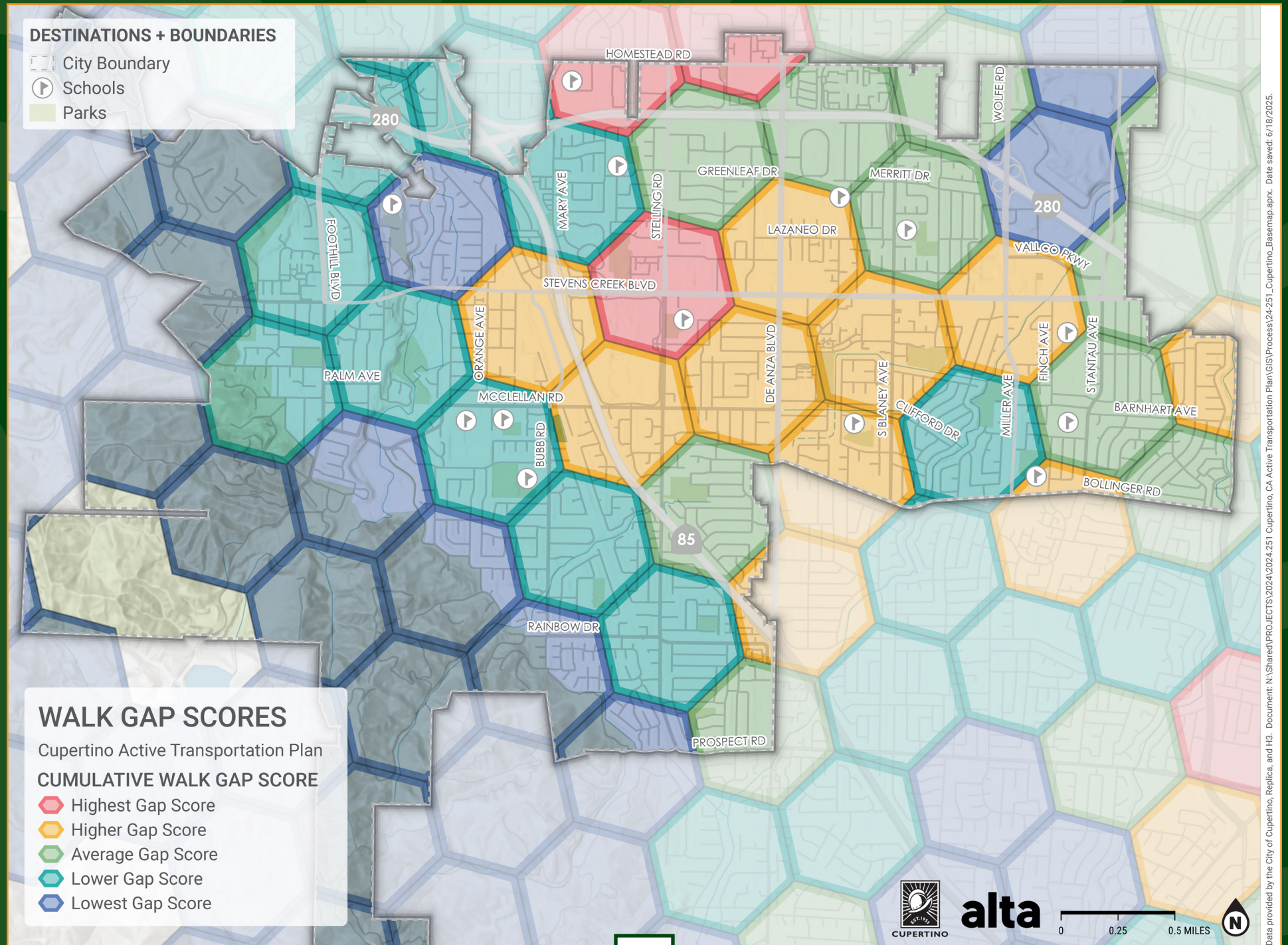


Figure 38: Bike Gap Scores



Data provided by the City of Cupertino, Replica, and HB. Document: N:\Shared\PROJECTS\2024\2024_251_Cupertino, CA Active Transportation Plan\GIS\Process\24_251_Cupertino_Basemap.aprx. Date saved: 6/18/2025.

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.

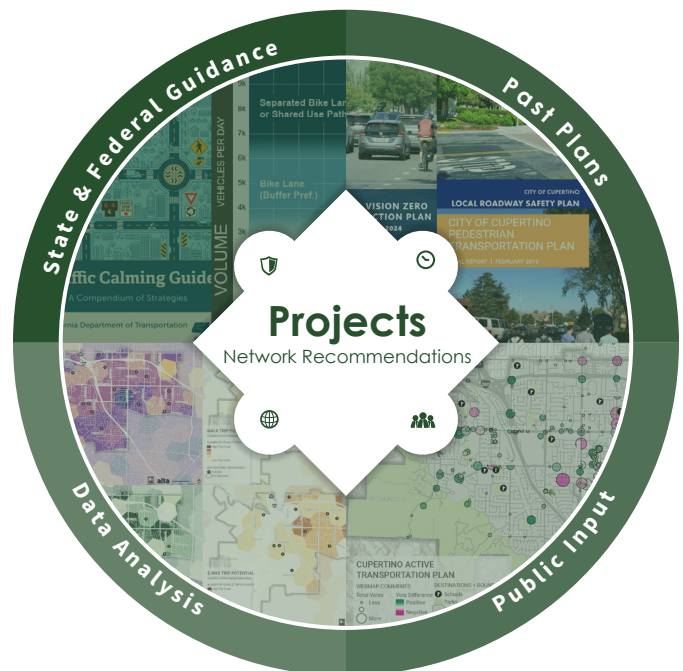
Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints. 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

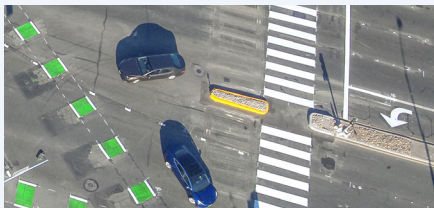
High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



Visibility Improvements

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

GROUP B—GEOMETRIC CHANGES



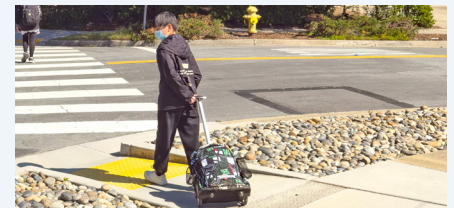
Median Refuge Islands

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

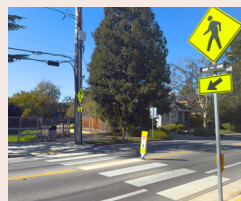
Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

GROUP C—TRAFFIC CONTROL IMPROVEMENTS



Leading Pedestrian Interval

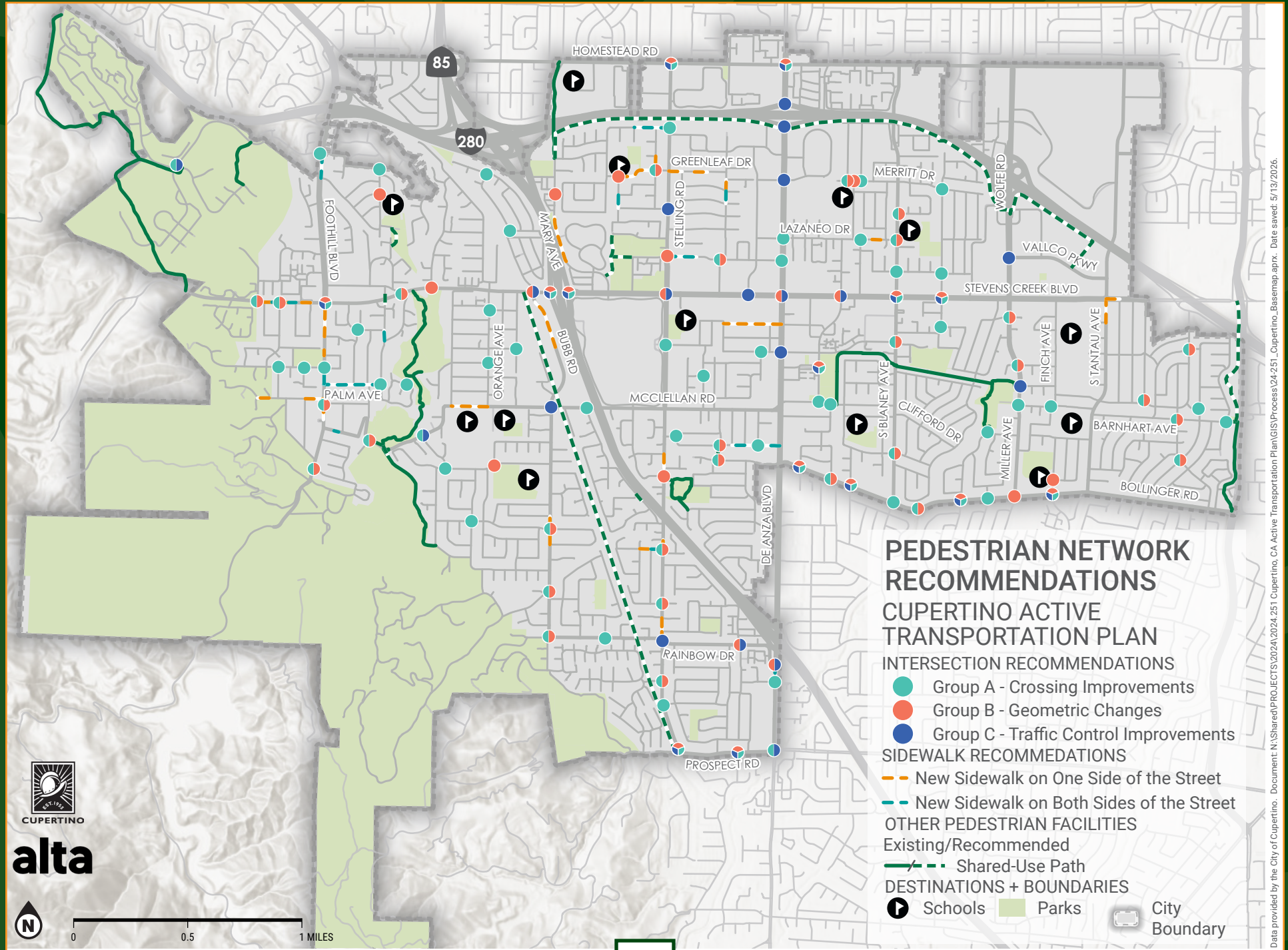
Leading Pedestrian Intervals (LPis) give a walk signal to pedestrian before the traffic signal turns green for vehicles. This allows pedestrians to enter the crosswalk before drivers start moving, increasing pedestrian visibility to turning drivers.



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.

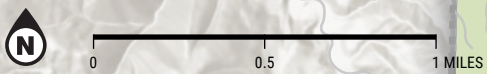
Figure 44: Recommended Pedestrian Network



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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

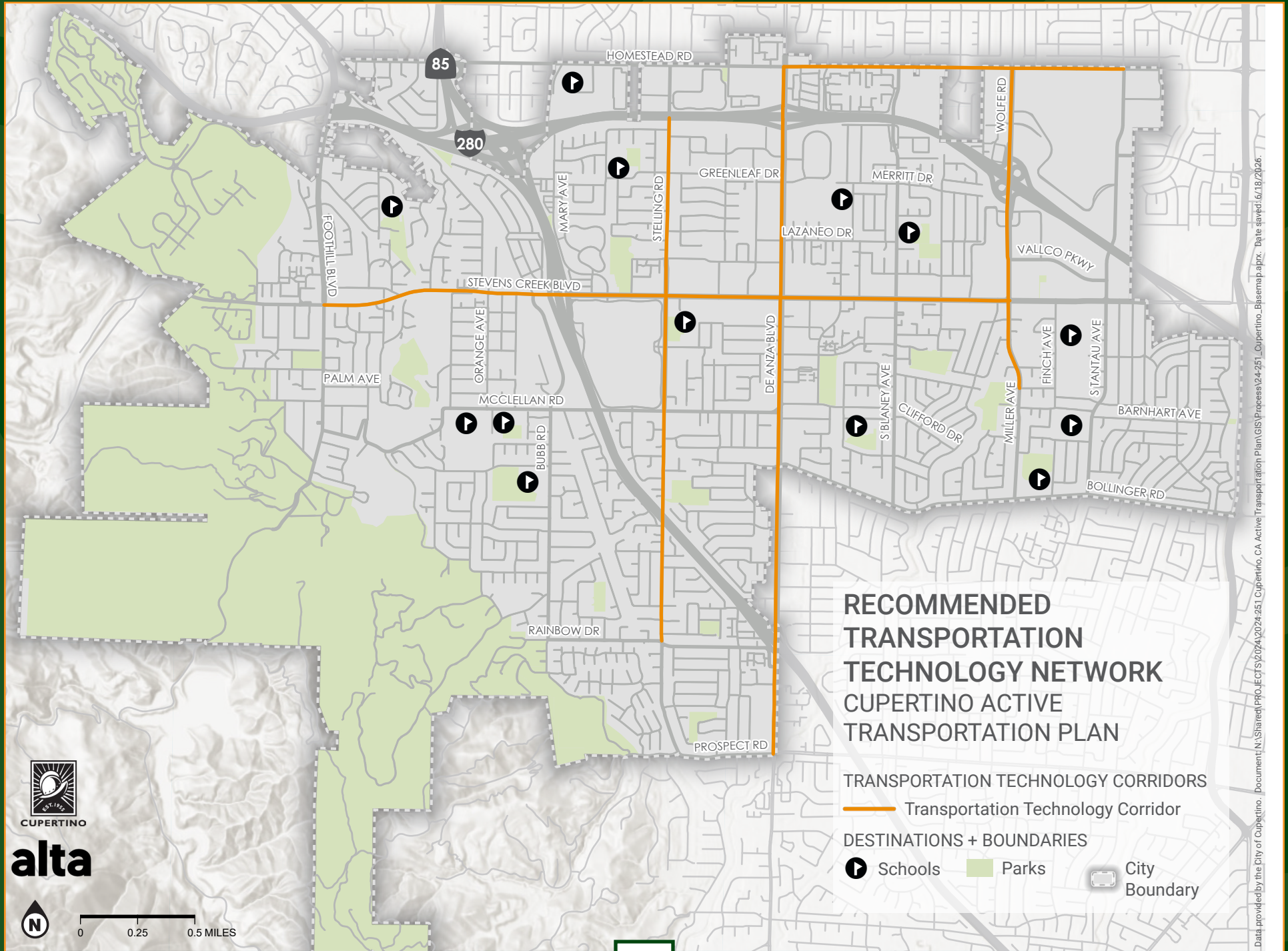


Speed camera



Red light camera

Figure 45: Recommended Transportation Technology Corridors



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Figure 46: Rider on McClellan Road

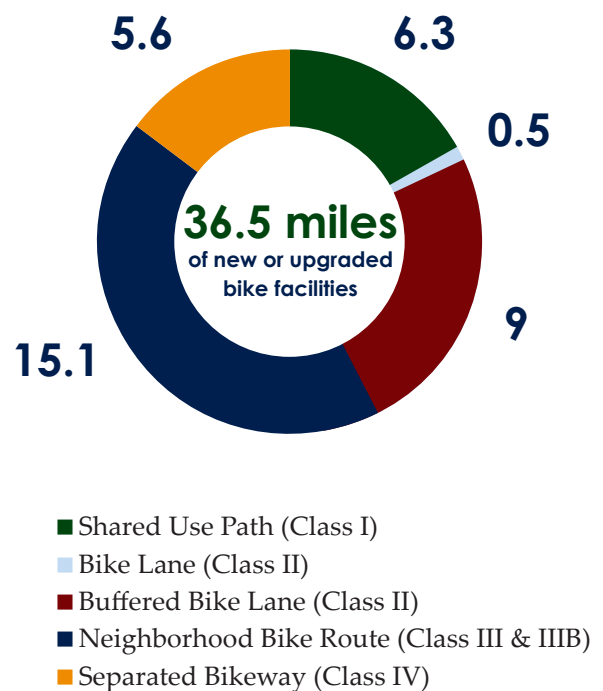
Bicycle Network Recommendations

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

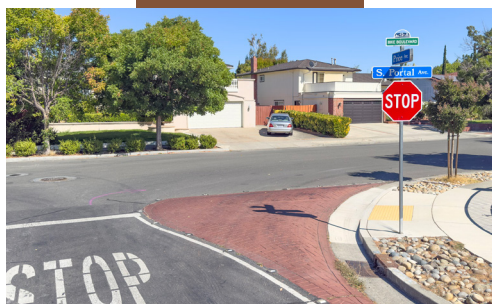
Example: De Anza Boulevard south of Stevens Creek Boulevard



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

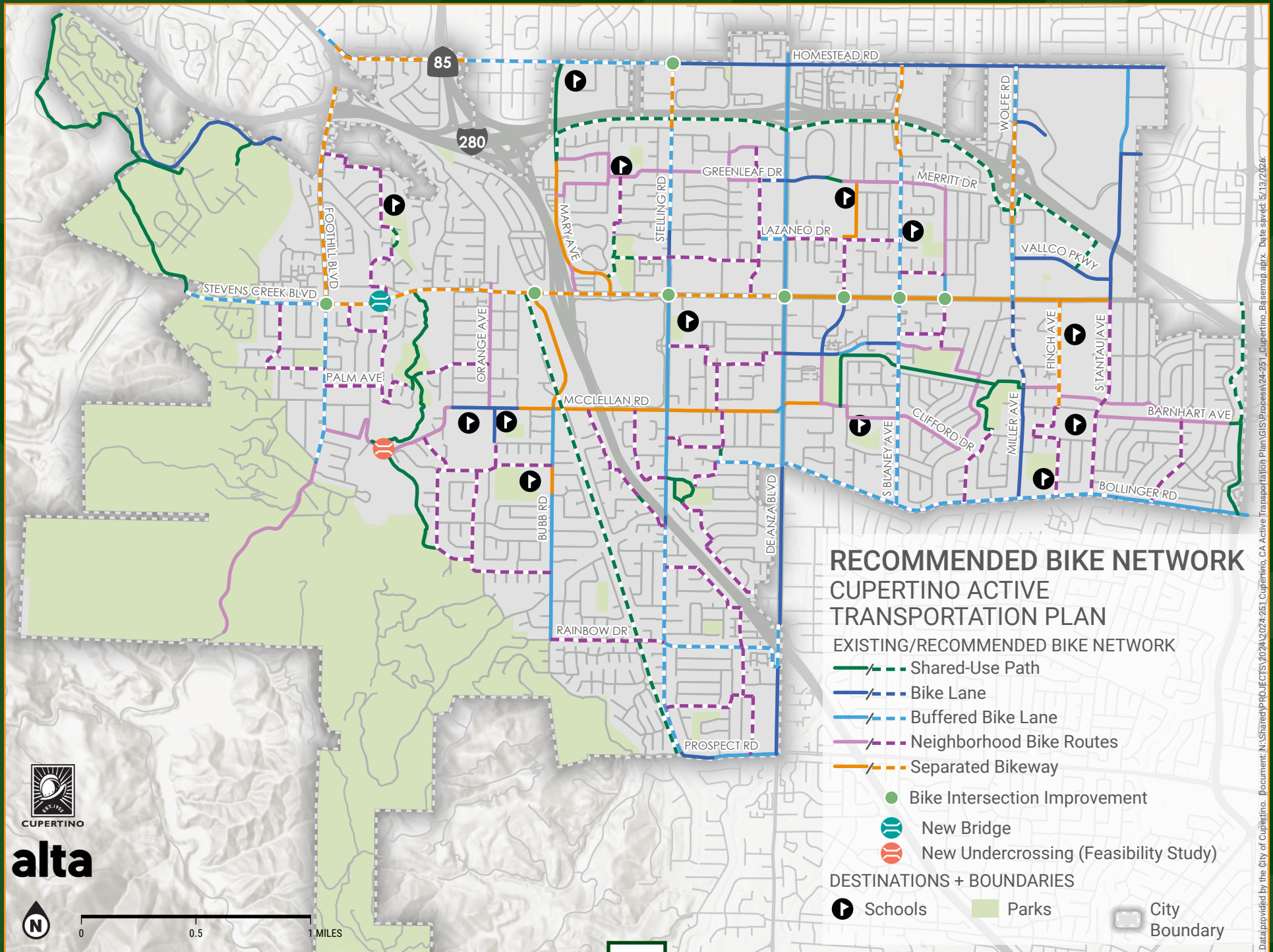


Neighborhood Bike Route

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









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

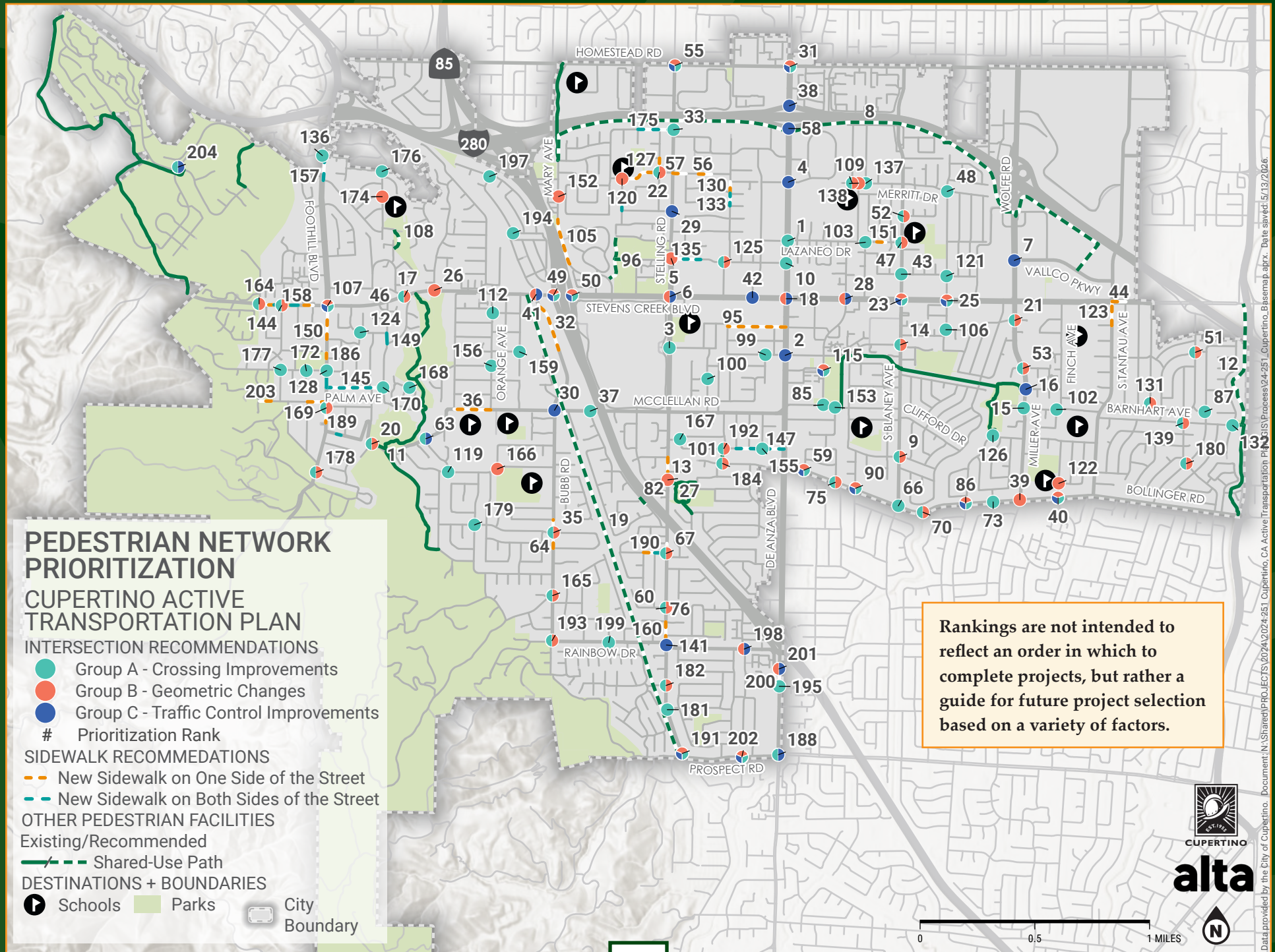
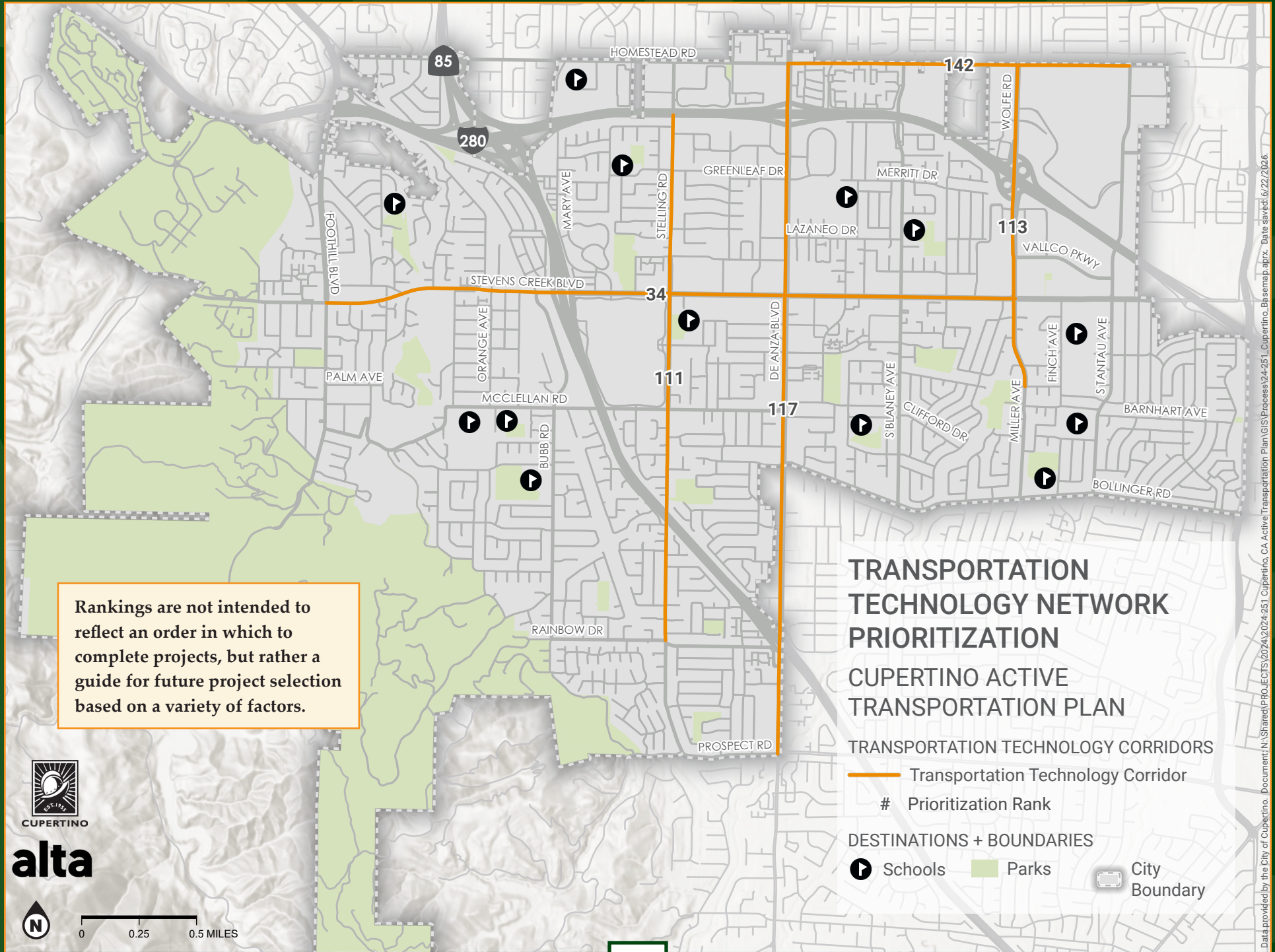


Figure 50: Transportation Technology Network Recommendations with Project Rankings



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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	\$
	Bike Network	Neighborhood Bike Route	Bonny Dr	Pepper Tree Ln	McClellan Rd		\$
	Bike Network	Neighborhood Bike Route	Terry Way	Rodrigues Ave	Shelly Dr		\$
45	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		\$
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		\$
	Bike Network	Neighborhood Bike Route	Carmen Rd - Scenic Blvd	Stevens Creek Blvd	Scenic Cir Pathway	52.79	\$
	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		\$
	Bike Network	Neighborhood Bike Route	Linda Vista Dr	McClellan Rd	Hyannisport Dr	52.36	\$
	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		\$
	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	51.59	\$\$
	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		\$
	Bike Network	Bike Path	Kim St	Kirwin Ln	Bollinger Rd		\$
	Bike Network	Neighborhood Bike Route	Kim St	McClellan Rd	Kirwin Ln	50.48	\$
	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)		\$
	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	49.8	\$
	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		\$
	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	48.3	\$
	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.

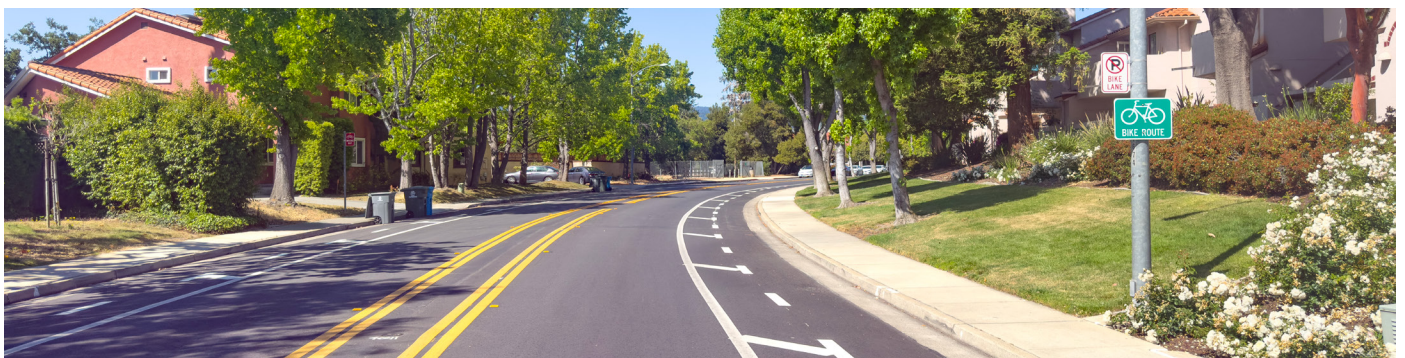


Figure 52: Rodrigues Avenue buffered bike lanes installed as part of the City's pavement maintenance program

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