CITY OF CUPERTINO

PUBLIC WORKS

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BICYCLE PEDESTRIAN COMMISSION INFORMATIONAL MEMORANDUM

Date: January 29, 2026

To: Cupertino Bicycle Pedestrian Commission
From: Matthew Schroeder, Senior Transportation Planner

Re: An update on the development of the Active Transportation Plan, including a summary of Phase 2, explanations of plan edits, revised scoring criteria, and next steps.

Discussion

Phase 1 Summary

Phase 1 of the ATP occurred between March and June 2025. It included policy review, community outreach, and technical analysis to develop data-driven project recommendations. The first step of Phase 1 was to develop a Plan Review Memo to ensure the ATP is consistent with and supports local and regional policies, including Cupertino plans like the General Plan's Mobility Element and Vision Zero Action Plan, the Countywide Active Transportation Plan, and other relevant documents.

During Phase 1, the project team also conducted a Needs Assessment and an Existing Conditions Review. These documents examined the City's transportation network in detail, identifying where walkers and bikers feel stressed or disconnected. Analyses such as Active Trip Potential and Level of Traffic Stress were applied to determine areas in the City where existing short driving trips could realistically shift to walking or biking. Together, these analysis methods established a clear picture of where gaps are greatest and where investments could potentially yield the greatest community benefits.

In parallel with the analysis task, staff reached out to the community to learn which destinations they want to travel to and what barriers prevent them from walking or biking. Residents consistently expressed concerns about safety on the Vision Zero High-Injury Network (HIN), the need for improved connectivity between neighborhoods and schools, the need to consider potential project impacts on drivers, and the importance of designing facilities for people of all ages and abilities. Feedback from the community helped validate the technical analysis, and together, these two sources, along with state and federal design guidance documents such as the Caltrans Design Information Bulletin Number 94 and the Federal

Highway Administration Bikeway Selection Guide, were leveraged to develop draft network recommendations.

Draft project prioritization criteria that align with the Plan goals were established to assist in ranking the draft network recommendations. The scoring metrics were selected to be consistent with community goals and VTA Measure B funding requirements. These criteria were presented to the Bicycle Pedestrian Commission (August 20, 2025), Planning Commission (September 9, 2025), and City Council (November 4, 2025) for review and public comment.

Phase 2 Summary
Following Phase 1, the project transitioned to the Network Recommendations Phase (Phase 2). All Phase 1 documents can be referenced on the project webpage at www.cupertino.gov/atp. During this phase, public engagement continued, with the community encouraged to review and comment on the draft network recommendations. Phase 2 ran from August 20 to November 30 and consisted of eight pop-up events and three public hearings. The online input webmap was also updated to allow community members to review and comment on the project recommendations using the project webpage.

Phase 2 public outreach once again highlighted repeated concerns about intersection conflicts, particularly with right-turning vehicles, limited visibility, red light running, and speeding through major intersections. For pedestrian projects, respondents strongly supported the proposed Class I shared-use facilities (Tamien Innu Trail, Union Pacific corridor, and Lawrence Mitty Trail). For the Lawrence Mitty Trail, the community specifically noted the value of extending the shared-use path northward and into Santa Clara to improve school access. There was also broad support for the recommended sidewalk projects. Participants noted that safety issues at intersections become more pronounced during commuting hours due to the high volume of traffic. The intersections most frequently mentioned were those along Stevens Creek Boulevard, Bollinger Road, Prospect Road, Stelling Road, De Anza Boulevard, and Blaney Avenue. The community's preferred pedestrian projects were:

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

For bicycling, popular projects included upgrading bike lanes on corridors such as Homestead Road and Blaney Avenue, and addressing intersection safety issues along Stevens Creek Boulevard, especially near Highway 85 and De Anza College. The community's preferred bicycle projects were:

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

Overall, participants expressed support for enhanced network connections to schools and requested that some of the proposed buffered bike lanes be upgraded to separated bikeways to improve safety due to high-speed traffic. The corridors that received the most feedback included the recommended shared-use paths, as well as Homestead Road, Stevens Creek Boulevard, Blaney Avenue, and Bollinger Road. Many participants favored the suggested shared-use paths, expressing that they would provide safe alternatives to major roadways and intersections. Concerns about speeding and unsafe intersections along Stevens Creek Boulevard were highlighted, particularly near Highway 85 and De Anza College. Separated bikeways were supported on Foothill Boulevard, Stelling Road, and Wolfe Road. Most unique comments were regarding the recommended neighborhood bike routes, with overall support for the enhanced neighborhood network serving schools.

Across both pedestrian and bicycle projects, recurring priorities were improving safety for students travelling to schools (Lincoln Elementary, Monta Vista High, and Cupertino High were referenced the most), implementing traffic calming and speed-reduction measures on local streets (speed tables, RRFBs, and when legally permissible implementing automated speed enforcement measures), strengthening connectivity between parks, schools, and neighborhoods, and improving intersection safety.

Commission and Council Feedback Addressed

Following Phase 1, the ATP was taken to the Bicycle Pedestrian Commission, Planning Commission, and City Council to solicit feedback on the ATP and the draft project prioritization criteria. Based on the Council's direction and the Commissions' feedback, staff revised both the draft prioritization criteria and draft policy and program recommendations to address comments from the three bodies. Additionally, staff prepared two new policy memos to accompany the ATP, which will be applied to new ATP projects to better evaluate potential project impacts and project effectiveness.

A review of the Commission and Council feedback showed clear consensus among the Commissions and the Council regarding each body's comments on the draft project prioritization criteria and the ATP more broadly. These areas of agreement were:

- Project prioritization criteria should emphasize safety, especially for schools and the Vision Zero HIN.
- Scoring criteria should emphasize objective, data-based measures, and Fairness should be removed as a criterion.
- Support for improving future decision-making with more robust data collection.
- Technology solutions need greater emphasis.

Staff addressed the comments related to the draft prioritization criteria by revising scoring and metrics (Attachment A). Specifically, staff:

- Modified the scoring for the HIN and High Injury Intersections (HII) to give greater consideration to projects along the HIN/HII or locations in close proximity.

- Modified School Proximity scoring so that Suggested Routes to School is the chosen metric, rather than a distance-based proximity score for schools. This is more precise and appropriate, as it specifically addresses safety on known walking and biking routes to school.
- Added senior facilities to the Destinations proximity for scoring.
- Removed the Fairness criterion so that all metrics are based on objective data.
- Added additional negative scoring for projects that impact Cupertino arterials.
- Added cost effectiveness as a scoring criterion.

Staff addressed general comments on the ATP by creating a new project category for technology, developing two policies to apply to the new ATP network recommendations during project delivery, and making minor revisions to the program and policy recommendations (Attachment B). These changes include:

- The creation of a new project category for transportation technology, so that technology solutions are grouped into corridors and equally ranked against traditional network recommendations, not just listed as policy and program recommendations. This new project category is titled Transportation Technology Corridors.
- A Project Impact Assessment Memo, which lays out the approach for comprehensively assessing project impacts and a path for project delivery when the full extent of parking or roadway impacts is discovered during design.
- A Project Effectiveness Memo, which describes how the City can better evaluate long-term project effectiveness.
- Minor edits to the program and policy recommendations to better reflect the character of Cupertino and address comments received during public hearings.

Discussing these four changes in further detail, the first major revision to the ATP was the addition of a new project category, Transportation Technology Corridors. This new category addresses the community's desire and the Council's direction to prioritize technology.

To achieve this, transportation technologies were added to the ATP network recommendations as standalone corridor projects rather than as programmatic elements as previously identified. Staff began by reviewing Typology C intersection recommendations (intersection signal and control changes) located at Cupertino-owned signalized intersections and evaluated their overlap with the Vision Zero HIN. 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 along them were screened for implementation feasibility to determine appropriate Technology Corridors. This process helped staff select five corridors that would benefit most from transportation technologies, based on collision history and the City's ability to control and implement different technologies. These corridors are:

- De Anza Blvd: From Homestead Rd to Prospect Rd
- Stevens Creek Blvd: From Foothill Blvd to Wolfe Rd
- Homestead Rd: From De Anza Blvd to Tantau Ave

- Wolfe/ Miller Rd: From Homestead Rd to Calle de Barcelona
- Stelling Rd: From I-280 to Rainbow Dr

Technology solutions in this project category could include red-light cameras, speed-enforcement cameras (when legally permissible), adaptive detection for vehicles, pedestrians, and bicyclists, and audible pedestrian detection. Transportation Technology Corridor projects will be treated the same as traditional network recommendations, and their scores will be normalized against bicycle, pedestrian intersection, and sidewalk projects. Technology Corridors will be ranked in the final project list alongside all other project types.

The next notable change is the addition of two new policy documents to be presented to Council for consideration. These documents aim to address two commonly heard themes from the community, Commissions, and Council related to the need to better consider project tradeoffs before construction and to collect more data on ridership resulting from bicycle improvement projects. These two memos (Attachments 3 and 4) describe the approach that staff will follow for new ATP network recommendations.

For evaluating project impacts, the Project Impact Evaluation Memo (Attachment C) states that following the Council-approved initiation of any new ATP project, and when parking or traffic impacts are identified during the preliminary engineering (30% design) phase, staff will return to the City Council to present the 30% design, identified impacts, and potential trade-offs. At that meeting, the Council will determine whether the project should undergo a detailed impact analysis tailored to its specific impacts. This level of analysis requires a degree of design detail that is available only once the 30% design phase has been completed. A description of the potential scope and cost estimates for that work is included in Attachment C.

The second policy memo (Attachment D) describes the process by which the City will use data to measure the success of new network recommendations in the ATP. This approach exclusively applies to Class II (striped bicycle lane), Class IIB (buffered bicycle lane), and Class IV (protected bicycle lane) bicycle facilities. The goal of this approach is to ensure that transportation projects identified in the ATP and completed through the City's Capital Improvement Program (CIP) are successful in furthering the City's stated goals.

To demonstrate progress toward these goals, staff must track the number of people using new facilities and the safety of those facilities over time. This proposed evaluation approach will allow the City to answer basic but important questions, such as whether these projects encourage the use of active transportation modes, whether collision rates are decreasing even as ridership increases, and, potentially, which types of improvements deliver the greatest benefits.

Upon Council approval of project initiation, staff would begin a pre-construction data collection period at the project site. This establishes a clear pre-project picture of both ridership and safety. After the project is constructed, staff would then repeat this process for post-construction. With these two datasets, staff can calculate changes in average daily and peak-period bicycle volumes, as well as changes in collision rates. The key metric will not just be the number of collisions, but collisions relative to the number of bicyclists or pedestrians. A successful project would be one in which more people use the facility while the collision rate per bicyclist or

pedestrian remains the same or decreases. This will be referred to as the Safety Plus Mode Shift (SPMS) rate, which aligns with Vision Zero and Climate Action Plan objectives.

These new policies are intended to improve transparency and accountability around new active transportation projects. It also provides Council with a way to compare projects and project types, allows designs to be refined based on what works best in practice, and creates a feedback loop between adopted policy goals and real-world outcomes. By committing to these approaches, the City can signal that success is defined not only by miles of bikeway delivered, but by thoughtful design and quantifiable improvements in safety and mode shift toward sustainable transportation.

Next steps for the ATP will include presenting this information to the Planning Commission and City Council for review in February, followed by preparing a draft report for public review in the spring. After the public review period, staff will incorporate any needed revisions and bring the Draft Plan to the City Council for adoption in late June or early July.

Prepared by: Matthew Schroeder, Senior Transportation Planner
Reviewed by: David Stillman, Transportation Manager
Approved for Submission by: Chad Mosley, Director of Public Works
Attachments:
A – Revised Project Prioritization Criteria
B – Revised Program and Policy Recommendations
C – Draft Project Impact Evaluation Guidelines
D – Draft Project Effectiveness Guidelines