



PUBLIC WORKS DEPARTMENT

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PLANNING COMMISSION STAFF REPORT

Meeting: July 14, 2026

Subject

Review of the Draft Active Transportation Plan and Provide a Recommendation to the City Council.

Recommended Action

That the Planning Commission adopt the Draft Resolution recommending that the City Council adopt the Active Transportation Plan.

Discussion

With many of the recommendations from the 2016 Bicycle Transportation Plan and the 2018 Pedestrian Transportation Plan having been completed or advanced, the City is developing a new, comprehensive Active Transportation Plan (ATP) to address current needs and guide future transportation improvements. This unified plan will better coordinate bicycle and pedestrian investments while considering the safety, mobility, and operational needs of all roadway users, including motorists. This coordinated approach ensures consistency across policies and projects, avoids duplication, and addresses overlapping concerns. The ATP was included in the Fiscal Year 2024–25 City Work Program, and the City Council later authorized a contract with Alta Planning + Design, Inc. to prepare the Plan.

Phase 1 & Phase 2 Summary

Phase 1 of the ATP, conducted between March and June 2025, focused on policy review, technical analysis, and initial community outreach. The project team reviewed relevant local and regional plans to ensure consistency with the City's existing goals, including the General Plan Mobility Element and the Vision Zero Action Plan. Community input during Phase 1 identified safety, accessibility, maintenance, sustainability, multimodal balance, and fairness as key priorities, with safety ranked as the top goal.

Phase 1 also included a needs assessment and existing conditions review to identify gaps, barriers, and opportunities within the active transportation network. Technical analyses, including Level of Traffic Stress and Active Trip Potential, helped identify locations where existing short driving trips could reasonably shift to walking or biking if safer and more comfortable facilities were provided. These analyses were paired with community feedback about desired destinations, barriers to walking and biking, and general safety concerns.

Residents consistently emphasized the need to improve safety along the Vision Zero High-Injury Network, strengthen connections between neighborhoods and schools, address stressful intersections, and consider potential impacts to drivers when implementing bicycle improvement projects. Together, the technical analysis and community feedback informed the development of draft network recommendations and draft project prioritization criteria.

Phase 2, the Network Recommendations Phase, occurred between August 20 and November 30, 2025. During this phase, the City continued public engagement through eight pop-up events, three public hearings, and an updated online webmap that allowed community members to review and comment on draft project recommendations. Public feedback continued to highlight concerns about intersection conflicts, right-turning vehicles, limited visibility, red-light running, vehicle speeding, and bike-ped safety during commute periods. The intersections and corridors most frequently identified included Stevens Creek Boulevard, Stelling Road, Bollinger Road, De Anza Boulevard, and Blaney Avenue.

For pedestrian projects, the community expressed strong support for shared-use path recommendations, including the Tamien Innu, Union Pacific corridor, and Lawrence-Mitty Trail, as well as intersection improvements. For bicycle projects, popular recommendations included separated bike lanes on Stevens Creek Boulevard, buffered bike lanes on Blaney Avenue and Bollinger Road, and a combination of buffered and separated bike lanes on Homestead Road and Stelling Road. Across both pedestrian and bicycle recommendations, recurring priorities included improving school access, addressing High Injury Network corridors, strengthening neighborhood connections, supporting traffic calming, and improving intersection safety.

In fall 2026, all Phase 1 materials, along with the draft project prioritization criteria, were presented to the Bicycle Pedestrian Commission, the Planning Commission, and the City Council. Both the Planning and Bicycle Pedestrian Commissions agreed that the ATP project scoring should prioritize safety near schools and along the Vision Zero High Injury Network. Additionally, both Commissions recommended that the criteria should rely on data-based metrics, and that subjective metrics, such as “Fairness,” should be removed from the scoring criteria. Lastly, the two bodies emphasized the need to improve future decision-making through better data collection and that the ATP should place greater emphasis on transportation technology.

Commission recommendations were presented to the City Council on November 4, 2026, and based on Council direction, staff then revised the draft prioritization criteria by refining the Safety metric, refining and increasing the max score for the School Proximity metric, adding senior facilities to Destination scoring, creating a new transportation technology project category, removing the Fairness metric, adding Cost Effectiveness as a metric, and incorporating additional negative scoring for projects which could impact traffic operations on Cupertino arterials.

Staff also developed additional guidelines to support future project delivery, including a Project Impact Assessment Memo and a Project Effectiveness Memo. These documents are intended to improve transparency, evaluate potential tradeoffs during project design, and establish a more consistent approach to measuring the effectiveness of future ATP projects. Together, the work completed in Phases 1 and 2 makes up the Draft Active Transportation Plan (Attachment 2), which was developed in Phase 3.

Phase 3 Commission Feedback & Council Direction on Project Scoring

Phase 3 was the Plan Development and Public Review Phase of the Active Transportation Plan. This phase focused on consolidating the work completed during Phases 1 and 2 into a single comprehensive document for public review. The Draft Active Transportation Plan incorporates all materials previously reviewed by the City Council, the Bicycle Pedestrian Commission, and the Planning Commission, and its content reflects the direction provided by the City Council to staff throughout the project.

Before preparing the Draft Active Transportation Plan, staff returned to the Bicycle Pedestrian Commission and Planning Commission to receive feedback on the Draft Project List. At the February 10, 2026, Planning Commission meeting, the Commission discussed the challenge of making incremental adjustments to individual scoring criteria, noting that changes to one metric could unintentionally affect project rankings elsewhere. However, there was general agreement that the Safety and School Proximity scoring should be refined to better elevate Vision Zero-related projects.

The Bicycle Pedestrian Commission also reviewed the Draft Project List on February 18, 2026. Similar to the Planning Commission, the Bicycle Pedestrian Commission expressed interest in modifying the criteria to better support Vision Zero-related projects. Commissioners also suggested that the School Proximity metric may be weighted too heavily.

Based on feedback from both Commissions, staff prepared an adjusted scoring approach for the City Council's consideration. The proposed adjustment increased the maximum score for projects located on the Vision Zero High-Injury Network from 20 points to 30 points and reduced the maximum score for School Proximity from 20 points to 10 points. Because the proposed two changes move in opposite directions, projects that scored well under both criteria generally remained comparatively stable, while projects that relied heavily on only one of the two criteria experienced the largest change in their ranking. The strongest positive movement occurred among projects that benefited from the increased Vision Zero scoring but did not rely heavily on the School Proximity score.

This proposed adjustment was presented to the City Council on April 7, 2026 (staff report included as Attachment 3), where the Council conducted a straw poll directing staff to rescore the network recommendations using the adjusted scoring approach. The project rankings shown in Chapter 7 of the Draft Active Transportation Plan reflect the City Council's direction from the April 7, 2026, meeting. These project rankings are not intended to establish the order in

which projects should be completed. Rather, they are intended to inform future project selection and initiation through the City's Capital Improvement Program process. Future implementation will depend on multiple factors, including funding availability, staff capacity, Council priorities, project readiness, grant opportunities, community concerns, and opportunities to coordinate with other planned or ongoing City projects.

Phase 3 Draft Plan Public Comments and Responses

Following the April 7, 2026, City Council meeting, staff rescored the network recommendations using the Council-directed adjusted scoring criteria. Staff then began preparing the Draft Active Transportation Plan by organizing the materials developed over the past year into a single document. The Draft Plan was circulated for public review from June 1 through June 30, 2026, via an interactive PDF that allowed readers to submit comments, which were publicly viewable.

During this review period, staff received 19 comments on the Draft Plan, which are still viewable at CupertinoATP.org. Most comments were either minor clarifications, project-specific suggestions, unrelated concerns outside the scope of the ATP, or issues that had already been heard and considered during earlier phases of community engagement. Additionally, the comments largely reaffirmed themes from Phases 1 and 2, including general interest in safer walking and biking conditions, improved school access, low-stress bikeway connectivity, and careful consideration of potential neighborhood impacts. Other minor comments involved map symbology, photo selection, or other document presentation issues. These were generally minor and did not affect the substance of the Plan. Lastly, some comments pertained to matters such as SV Hopper operations, railroad property acquisition, and other issues not immediately related to the ATP. The primary substantive comment was regarding the importance of e-bike safety, which led to some additional language in Chapter 1 emphasizing the importance of e-bike and electric micromobility safety beyond what was already stated in Chapter 6.

California Environmental Quality Act (CEQA)

Adoption of the Active Transportation Plan is not a project subject to CEQA because it is a planning and policy document that does not commit the City to any specific physical improvements or activity that may result in a direct or reasonably foreseeable indirect physical change in the environment.

Prepared by: Matthew Schroeder, Senior Transportation Planner

Reviewed by: Chad Mosley, Director of Public Works

Approved for Submission by: Luke Connolly, Acting Director of Community Development

Attachments:

1 – Draft Resolution

2 – Final Draft Active Transportation Plan

3 – April 7, 2026, City Council Staff Report