



# CITY OF CUPERTINO

## AGENDA

### BICYCLE PEDESTRIAN COMMISSION

10300 Torre Avenue, City Hall Conference Room C

Wednesday, April 17, 2024

7:00 PM

Teleconference Location pursuant to Government Code Section 54953(b)(2);  
855 Jipu Road, Shanghai, China

#### ROLL CALL

#### APPROVAL OF MINUTES

1. Subject: March 28, 2024 Bicycle Pedestrian Commission minutes  
Recommended Action: Approve the March 28, 2024 Bicycle Pedestrian Commission minutes  
[A - Draft Minutes](#)

#### POSTPONEMENTS

#### ORAL COMMUNICATIONS

*This portion of the meeting is reserved for persons wishing to address the Commission on any matter within the jurisdiction of the Commission and not on the agenda. Speakers are limited to three (3) minutes. In most cases, State law will prohibit the Commission from making any decisions with respect to a matter not on the agenda.*

#### WRITTEN COMMUNICATIONS

#### OLD BUSINESS

2. Subject: Rodrigues Avenue Safety Recommendations (Staff)  
Recommended Action: Receive update from Staff on observations and recommendations related to bicycle and pedestrian safety

#### NEW BUSINESS

3. Subject: Homestead Safe Routes to School Improvements Project (VTA)  
Recommended Action: Receive presentation from VTA on the Homestead Safe Routes to School Improvements Project

4. Subject: Appointment of a Cupertino Representative to VTA Bicycle Pedestrian Advisory Committee (Staff)  
Recommended Action: Appoint a Commissioner to represent Cupertino on the VTA Bicycle Pedestrian Advisory Committee  
[A - VTA BPAC Bylaws](#)
5. Subject: Bike Event Coordination (Staff)  
Recommended Action: Discuss Cupertino Bicycle Pedestrian Commission involvement and coordination with respect to upcoming City bicycling events

## STAFF AND COMMISSION REPORTS

6. Subject: Staff Update and Commissioner Activity Report (All)  
Recommended Action: Receive Updates from Staff and Commissioners Regarding Recent Activities

## FUTURE AGENDA SETTING

## ADJOURNMENT

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*Any writings or documents provided to a majority of the members after publication of the agenda will be made available for public inspection. Please contact the City Clerk's Office in City Hall located at 10300 Torre Avenue, Cupertino, California 95014, during normal business hours.*

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*Members of the public are entitled to address the members concerning any item that is described in the notice or agenda for this meeting, before or during consideration of that item. If you wish to address the members on any other item not on the agenda, you may do so during the public comment.*





# CITY OF CUPERTINO

## Agenda Item

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**24-13090**

**Agenda Date: 4/17/2024**  
**Agenda #: 1.**

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Subject: March 28, 2024 Bicycle Pedestrian Commission minutes

Approve the March 28, 2024 Bicycle Pedestrian Commission minutes





**DRAFT MINUTES**  
**MINUTES OF THE SPECIAL MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**

**March 28, 2024**

**Draft Minutes**

The meeting was called to order at 7:03 p.m.

**ROLL CALL:**

Present: Ilango Ganga, Hervé Marcy (C), Joel Wolf (VC), John Zhao (Pursuant to Government Code section 54953(b)(2)); Commissioner John Zhao participated from 855 Jipu Road, Shanghai, China)

Absent: Grace John

Staff: Marlon Aumentado, Staff Liaison

Others Present: Chad Mosley, Director of Public Works, David Stillman, Transportation Manager, Ruta Jariwala, TJKM Consultant, Nayan Amin, TJKM Consultant

**APPROVAL OF MINUTES**

**1. February 28, 2024 Bicycle Pedestrian Commission minutes**

**MOTION:** Commissioner Ganga moved, seconded by Vice Chair Wolf to approve the minutes as presented.

**MOTION PASSED:** 3-0, John Absent, Zhao Abstain

**POSTPONEMENTS**

No Postponements

**ORAL COMMUNICATIONS**

Jennifer Shearin, public speaker was concerned about how residents were being admitted to this meeting. A Mercury News article said traffic accidents were the number one cause of death for school children because of speeding.

Commissioner Ganga commented that the public speaker's point was valid. Marlon Aumentado, Assistant Engineer replied that due to the current budget situation, there was no longer budget for a door attendant to let people in the building.

Seema Lindskog, public speaker suggested using Conference Room A and propping the door to the City open.

David Stillman, Transportation Manager promised to take the message upstairs.

## **WRITTEN COMMUNICATIONS**

None

## **OLD BUSINESS**

## **NEW BUSINESS**

### **2. Vision Zero Policy and Action Plan**

David Stillman, Transportation Manager introduced the TJKM representative. Ruta Jariwala, TJKM Consultant gave a presentation on Vision Zero (VZ) Plan (Plan).

Commissioner Zhao requested to see slide 21 again. Commissioner Ganga wanted to know the next steps. Ms. Jariwala said if approved it was to be taken to the City Council for approval. When the Active Transportation Plan (ATP) was finalized, it needed to be made into a more robust plan. Mr. Stillman added there were many other next steps, such as applying for grants and putting together a task force that could meet quarterly to discuss the effectiveness of the Plan. He also mentioned putting together some data collection elements to monitor the effectiveness of the Plan. Mr. Stillman was requesting a recommendation for Council approval today.

Vice Chair Wolf wanted to know what the next steps were if this was not approved. Ms. Jariwala replied that, in her experience, she did not see any agency not approve VZ. If the Bicycle Pedestrian Commission (Commission) was not satisfied, the item could come back to the Commission until they were satisfied. Nayan Amin, TJKM Consultant added the number one reason the Federal Government was putting so much money into these programs was because they wanted zero fatalities and zero serious injuries. These funds expired in 2027. Once the City of Cupertino adopted VZ, this provided a mechanism to go after these Federal dollars while enhancing safety throughout the City. Vision Zero also brought accountability to the City. Ms. Jariwala added that the Plan could continue to be amended and the Federal Government asked that a Task Force be formed, which aided in the continuation of the updating of the Plan.

Seema Lindskog, public speaker felt the Plan was not ready to be accepted, there needed to be time to invite proper feedback. Commissioners needed more time to review the document.

Jennifer Shearin, public speaker asked that the report not be approved. The study needed major updates. The Recommended Projects section showed an orange checkmark which showed the improvement was in process or complete, but she said that was frequently not true or misleading.

Juliet Shearin, public speaker had issues with the Plan, particularly how it pertained to students and how the Plan did not capture near misses. The analysis in this report cataloged vehicles traveling in single lines on straight roads, whereas a student's was destination-based, which she said was a hotspot for accidents.

Commissioner Ganga asked how to get the Killed, Seriously Injured (KSI) number to zero. The report stated the KSI goal of zero was set for 2040, but he thought it needed to be more aggressive. The presentation emphasized zero deaths, but it also needed to emphasize serious injuries as equally serious. He suggested focusing on the high-injury networks first. Where were the serious injuries occurring and how were those intersections able to be improved. Next was the recommended projects list, other improvements could be made there, such as speed management. Improving intersections by looking at the low-hanging fruit and how that had the maximum benefit. He suggested quick-build programs while funding was pending. The City of San Jose was utilizing technology more fully, such as cataloging near misses at intersections. He wanted the City to fully utilize task forces, starting with asking the question of who the stakeholders were and then organizing a meeting, suggesting quarterly. The meeting discussions needed to be about if these changes working. The other suggestion was to provide a roadmap of what was to be done in years one, two, etc., so things were more measurable and more actionable. Educational for pedestrians, bicyclists, motorists, and enforcement needed to complement these suggestions.

Commissioner Zhao agreed with what should be included in the scope; Wolfe Road needed to include Miller Avenue toward Bollinger Road, and Blaney Avenue and Bubb Road were important to include as well, considering those roads were frequently used by students. Regarding data collection and reporting, there needed to be more resident involvement in reporting and respect for people's digital privacy. Third, he pointed out public transportation and self-driving car technology, there needed to be a lot more emphasis on public transportation. He did not think the Plan promoted public transportation enough. He thought about public transportation in terms of taking more cars off the road. This made for fewer opportunities for conflict and led to lower chances of fatal collisions. He suggested bulb-outs for transit vehicles, such as busses so there was less time for traffic to adjust to busses pulling out into traffic. In Vancouver, there was a law where buses had the right of way when pulling into traffic. He recommended deprioritizing autonomous vehicles. He heard the concern about getting funding for grants and wanted to consider tactical urbanism, which meant being more creative in the approach to solutions. For example, having partnerships with schools and clubs and seeing what input they have.

Vice Chair Wolf reviewed the draft VZ Plan and there was a lot of literature associated with the report. He was encouraged by the opening comments and the Guiding Principles mentioned in the report, in particular those related to speed. One principle stated safety was the highest priority, human life was more important than speed, convenience, or property for example. The fourth principle was generally about designing the streets for slower speeds to eliminate fatal or severe accidents. Most important was the relationship between speed and fatalities in the report. In various European countries that adopted various VZ Plans, they achieved a notable

reduction in fatalities, whereas in the US, in places where they adopted the VZ Plan, they only saw a reduction of about 5.6%. He wondered why the US failed and the best answer was we were addicted to speed, and many were not willing to change. His main feedback for the Plan was regarding the seven major corridors in Cupertino; he called De Anza Boulevard and Stevens Creek Boulevard drive-through speedways. There was nothing in the Plan that changed that. He suggested areas that needed speed limit reductions and wanted them to include things like speed cameras. For all seven corridors, the recommendation in the Plan was dynamic speed warning signs and high friction surface treatment and he did not see the City getting to zero with this Plan. Many European countries lowered speed limits to 19 kilometers per hour (KPH) and they were making progress. He thought 20 was plenty in the United States. If he had to advise the Council about this Plan and having Cupertino get to zero fatalities or serious injuries, he would say no to it. He wanted a Plan that was going to get the City closer to zero.

Chair Marcy gave a presentation. He thought the draft Plan was a solid start, but there needed to be prioritization of projects where most accidents happened and where people were the most vulnerable. Some of the countermeasures were effective, but a category IV bike lane was effective as well. He wanted to look at the numbers: there was one fatality per year, and one severe collision every month and a half. He wanted to see Bollinger Road and Blaney Avenue included. Some things that were not included in the presentation were the explanations behind granularity checkmark assessments. In the report, there were checkmarks for things that were done but he wanted to know the status, the phase of the project, whether the project was funded, etc. Lastly was the rating associated with the countermeasures, it was hard to understand the rating. He had a hard time understanding why one area got a rating of two and another three; it looked random. For all these reasons he thought the toolbox needed to be removed. Some recommendations for improvements were speed reduction measures applied to all target streets, adding quick builds, such as bollards everywhere needed, adding the refuge islands for stronger protection for pedestrians, and adding school-specific measures. He suggested reducing speeds on major thoroughfares in proximity to schools and senior facilities. He suggested an app to report near-misses as an easy way to report this statistic. Regarding KSIs, he suggested feedback from pedestrians and cyclists and the use of a code enforcement application as a measure for safety improvement. The last point was how exponential the fatalities were when the speed was increased; if the speed was lowered, there were fewer fatalities.

Ms. Jariwala acknowledged that all points made were valid. She relayed that if all things mentioned in everyone's comments were conveyed in one single Plan though, it would mean that the Plan would be thousands of pages. The individual programs mentioned in people's comments were a part of the Action Plan. Safe Routes to School (SR2S) for example, needed to be its own program where it looked at areas where kids were prone to accidents and the traffic had the capability of being dangerous. The SR2S program was acknowledged in the VZ Plan but to create a SR2S plan that was inclusive of the VZ was not, from a dollar perspective, possible. Mr. Stillman remarked that VZ defined the elements that needed to be addressed but did not detail all the City programs because that constrained options.

Ms. Jariwala said VZ was its own Plan with a lot of different criteria that needed to be included. If SR2S was mentioned in the VZ Plan, that was because it helped the City go after funds related to SR2S. Similarly, regarding speed management and Assembly Bill (AB) 43, she was able to recommend speed management, but speed management was a separate policy that needed to be adopted by the City. Speed limits were not able to be changed without having the speed management policy first. Cupertino needed funds for all these programs, so staff needed to create a VZ program that was all-inclusive; everything needed funds to start with, including quick builds. She suggested making those points solid action items in the VZ Plan if it was something the Commission felt strongly about.

Chair Marcy asked for clarification: he understood Mr. Stillman said there was something that should not be put in the Plan because it constrained the process. Mr. Stillman explained with SR2S as an example, there was flexibility to make real-time adjustments, in terms of what improvements were going to be made with safe routes to school, with crossing guards, or decisions made at the SR2S Working Group Meetings. The SR2S program was constantly in flux. Prescribing levels of detail in a Plan that was going to get updated every few years did not give the SR2S program the flexibility to make real-time adjustments that were needed. An ideal VZ Plan gave the SR2S plan the authority to look at the important elements, whereas the actual SR2S program was defined at a deeper level. Costs were not developed in the VZ program, which was not its intended use.

Chair Marcy said his issue was Mr. Stillman stated details were constraining, and on the other hand, Mr. Stillman stated it was just a start. Mr. Stillman responded it was both. Chair Marcy wondered how it was both. Ms. Jariwala clarified that the constraint came when something was defined, then later it was determined it did not work, and then the flexibility of changing something became the constraint.

Mr. Amin further explained what a VZ Plan was. He said the VZ Plan identified areas that needed to be emphasized within a jurisdiction. The next step was to define the programs, policies, and items that were able to be implemented to achieve the VZ goal. Once the program and the policies were defined, those things were not a part of the VZ Plan. For example, if the full SR2S plan were included in the VZ Plan, then there was a need to take the VZ Plan back to Council every time the SR2S plan needed to be changed. If the policies and programs were separate, it gave staff the flexibility to change the individual plan without having to change VZ Plan along with it. The VZ Plan was about reducing KSI to zero, it was also a commitment from the Council and the task force, who was going to be actively involved. Mr. Amin identified speed management throughout the seven corridors. There were good suggestions regarding speed management on the seven corridors. The answer was yes, speed needed to be looked at but the new bill for speed reduction had restrictions also. Mr. Stillman said the point was there was a level of detail that a person needed to stay above in a VZ Plan.

Vice Chair Wolf read the VZ Plan, and he did not walk away from it thinking Cupertino was going to achieve 0 KSI by 2040. The Commission's job was to advise the Council on the VZ Plan, and in the US, there was a problem. Ms. Jariwala replied yes. She was asked about the

difference between Europe and the US many times. The difference was the way the US planned their overall areas. Europe was more multi-model, and there was more mixed-use development. Chair Marcy knew first-hand about European countries. Europeans often had separated bike lanes. Vice Chair Wolf understood the transition in Amsterdam happened recently. The Council needed to know they were not going to achieve VZ unless the speed was reduced. Mr. Stillman believed the report addressed that, but there was a lot more to addressing collisions than speed limits. The Plan was to look at things holistically because there was a whole range of issues that needed to be proved to enhance the safety in the City. Chad Mosley, Director of Public Works said the Department was committed to producing a document the Commission wanted to see.

**MOTION:** Commissioner Ganga moved, seconded by Chair Marcy to recommend:

1. City staff and the consultant solicit Bicycle Pedestrian Commission and public feedback through April 8, 2024, for the Vision Zero Draft Plan
2. Have the Commission revisit the revised Vision Zero Plan at the May 2024 meeting
3. Have the goal to take the Vision Zero Plan to the City Council in June 2024

**MOTION PASSED:** 4-0, John Absent

## **STAFF AND COMMISSION REPORTS**

### **3. Staff update and Commissioner Activity Report (All)**

Marlon Aumentado, Assistant Engineer requested the Bicycle Pedestrian Commissioners (Commission) fill out their Fair Political Practices form. The next Safe Routes to School meeting was in April 2024, he was going to get back to the Commission on the date. City of Cupertino staff received the engineering and traffic survey results for five of the corridors, based off Assembly Bill (AB) 43 that passed, and was able to justify reducing speed on those corridors by five miles per hour (MPH). Staff planned on implementing those changes when AB 43 was valid in July 2024. This item did not need to go to the City Council.

Vice Chair Wolf gave an update on the bike racks.

## **FUTURE AGENDA SETTING**

### **Work Plan**

- Bicycle Facilities – In Progress
- Vision Zero – In Progress – May meeting
- Lawson Middle School Bikeway – Completed
- New Bicycle Pedestrian Plan (FY 24-25)

### **Grants**

- Know/Understand Fed Grant Funding with Caltrans on updated bike ped planning
- Understand/Educate on what funding standards are (Fed/State)

### **Studies / Plans**

- Staff update - Rodrigues Ave Speed Study and Street Crossing Behavior- suggested for April meeting
- Staff update - Stevens Creek Corridor Vision Study
- Examine Pedestrian Walkways for Safety
- Install Bollards at existing buffered bike lanes (Public Request)
- Path between Lincoln Elem and Monta Vista HS
- Regnart Creek Trail Crossing at Blaney Avenue
- Speed Limit Reduction Study on Blaney, Rodrigues, McClellan (Public Request)
- Speed Limits Studies
- Bollinger Road Corridor

#### Projects

- Staff update - Stevens Creek Boulevard, Phases 2-3
- Staff update - Safe Routes to School (SR2S)
- Staff update – De Anza Blvd Buffered Bike Lanes
- Carmen Road Bridge
- I-280 Wolfe Interchange

#### Education

- Adult Bicycle Education
- Impact of Semi-Rural Designation on Bike and Ped Projects/Priorities
- Lead Pedestrian Walk Interval (LPI) – Start pedestrian green before vehicles

#### Miscellaneous

- Bicycle Licensing (Theft Prevention)
- Review Progress toward BPC Objectives & Grant Applications (6 mo.)
- Status – VTA BPAC Adult Bicycle Education (Lindskog)
- Inventory of Traffic Lights (triggering traffic light from a detector) – Staff update
  - Is there a sensitivity setting?

#### ADJOURNMENT

Meeting adjourned at 9:30 p.m.

#### SUBMITTED BY:

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Marlon Aumentado, Staff Liaison

Note: Any attachments can be found on the Cupertino Website

<https://www.cupertino.org/our-city/agendas-minutes>

# Vision Zero Project Feedback

Hervé Marcy  
Chair, Bicycle and Pedestrian Commission  
City of Cupertino  
March 28th, 2024





# Vision Zero is a solid start in order to identify opportunities to save lives

- Recognizes the need to prioritize projects to save as many lives as possible quickly and efficiently
- Used a data-based approach to identify some of the corridors and intersections that are the most prone to collisions
- Lists some of the measures that we -as pedestrians and cyclists- have recognized and experienced as the most effective to prevent collisions



# While an encouraging plan to reduce fatalities, many aspects must be improved

## Areas of coverage

- The project to improve Wolfe Rd fails to include Miller Ave - **include Miller Ave**
- **Add a page analyzing Blaney Avenue**
- **Do specific analyses of intersections with unusually high pedestrian or cyclist traffic** such as Stelling/De Anza and Homestead/Kennewick, Blaney/Regnart Creek Trail

## Methodology

- The checkmarks regarding the ongoing City projects are misleading
  - **provide checkmarks with more granular assessment** R= Recommended (no city plans), F= feasibility/concept funded, D=design funded, C=construction funded.
  - **indicate coverage of the area by Vision Zero report** (complete or partial)
- Efficacy ratings seem counterintuitive
  - **Remove efficacy ratings**



## The following actions could be undertaken to achieve maximum efficiency

City Staff	City Council	KPIs
<ul style="list-style-type: none"><li>- Add speed reduction measures that apply to all target streets</li><li>- Add quick build protected bike lanes (bollards) wherever possible (ex.: buffered bike lanes)</li><li>- Restrict right turn on red and add pedestrian refuge islands to all major intersections with high pedestrian or cyclist traffic</li><li>- Schools-specific measures</li></ul>	<ul style="list-style-type: none"><li>- Adopt a Complete Streets ordinance</li><li>- Adopt an ordinance reducing speeds on major thoroughfares and within a certain proximity to schools or senior residential facilities</li><li>- Add an easy one-button process for non-emergency code enforcement to report accidents and near misses, bike lane obstructions, and other pedestrian and cycling infrastructure problems.</li></ul>	<ul style="list-style-type: none"><li>- Recommend a process for gathering feedback from pedestrians and cyclists with targeted outreach as pedestrian and cyclist counts do not provide a complete picture</li><li>- Use the code enforcement app information as a measure of safety improvements</li><li>- Use the actual car speed as KPI</li></ul>



# CITY OF CUPERTINO VISION ZERO ACTION PLAN

BICYCLE PEDESTRIAN COMMISSION

MARCH 28, 2024





# PURPOSE OF TODAY'S MEETING

- What is Vision Zero?
- Vision Zero Process
- Focusing on Fatalities and Severe Injuries
- Countermeasures, Collision Profiles & Projects
- Action Plan
- Vision Zero Programs, Partnerships, Data Collection
- Open Discussion



# WHAT IS VISION ZERO?

- Vision Zero combines a belief in **zero traffic fatalities with proactive strategies** for safer roads.
- It stems from a deep belief **that no one should endure death or severe injury on our streets**, extending that value to all individuals.
- Vision Zero's comprehensive strategy aims to **eliminate fatal and severe injury crashes, promoting safe, equitable mobility for everyone.**
- This approach prioritizes safety and **inclusivity in road planning** and design, regardless of age, ability, identity, or mode of travel.
- Originating in Sweden, Vision Zero has seen success in Europe and is **gaining momentum in various U.S. jurisdictions.**

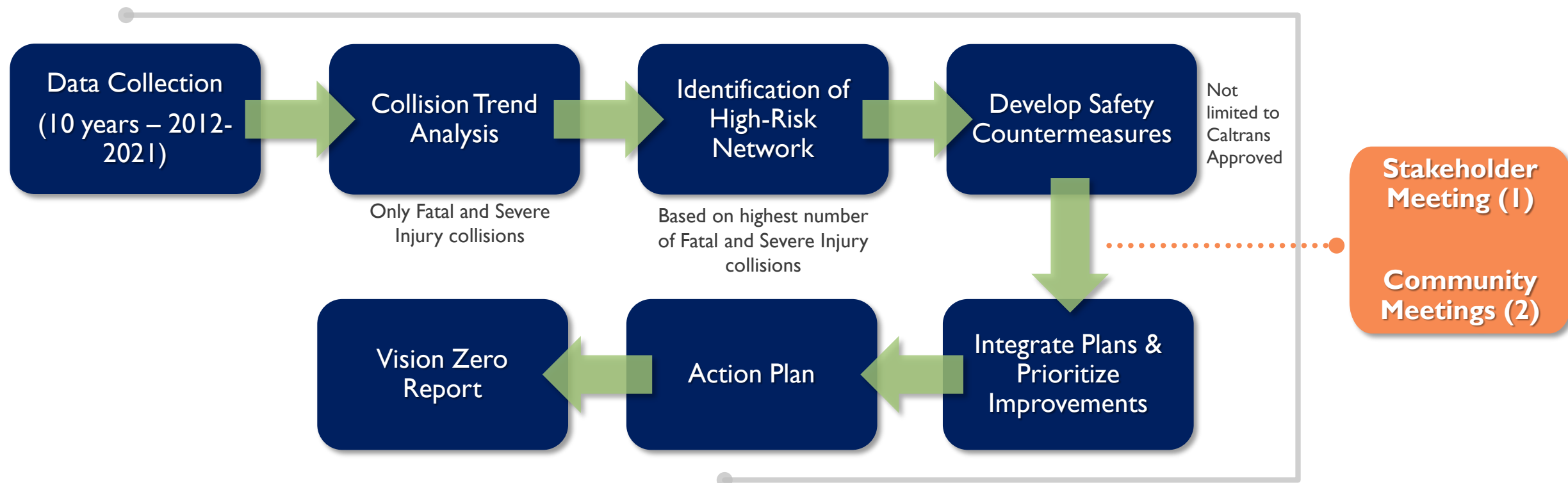
## PRINCIPLES

- **Deaths and serious injuries are unacceptable**
- **Humans make mistakes**
- **Humans are vulnerable**
- **Responsibility is shared**
- **Safety is proactive**
- **Redundancy is crucial**

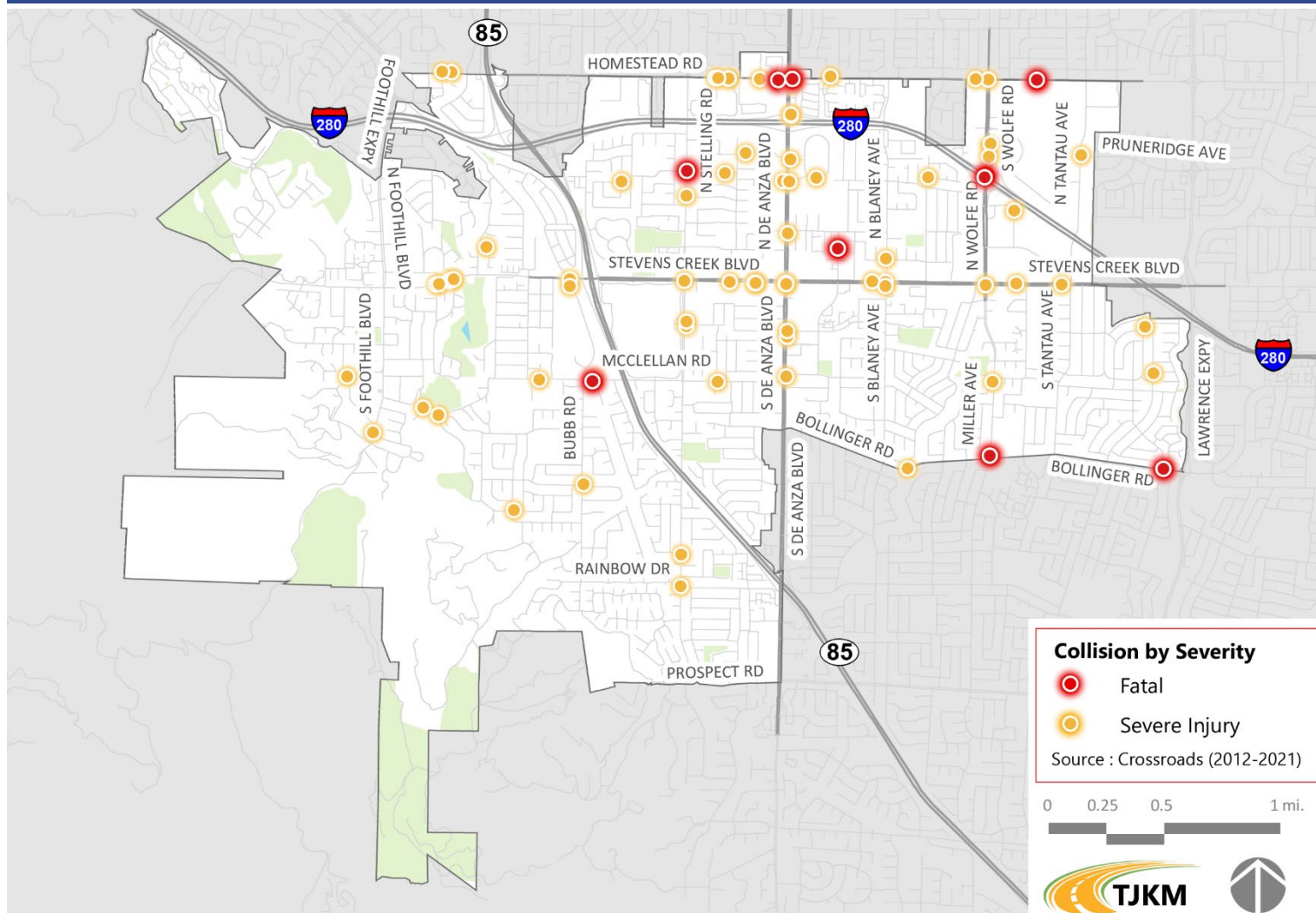
## BENEFITS

- ✓ Data driven approach to identify, analyze, and **prioritize** roadway safety improvements
- ✓ Considers **stakeholder and community feedback** to identify additional traffic safety related concerns
- ✓ Allows the City to implement a **systemic approach** to address collisions
- ✓ Tailored to the City's and **Community specific traffic safety needs** – based on the data
- ✓ **Implementation: City is eligible to apply for grants (OBAG and Safe Streets for All (SS4A))**

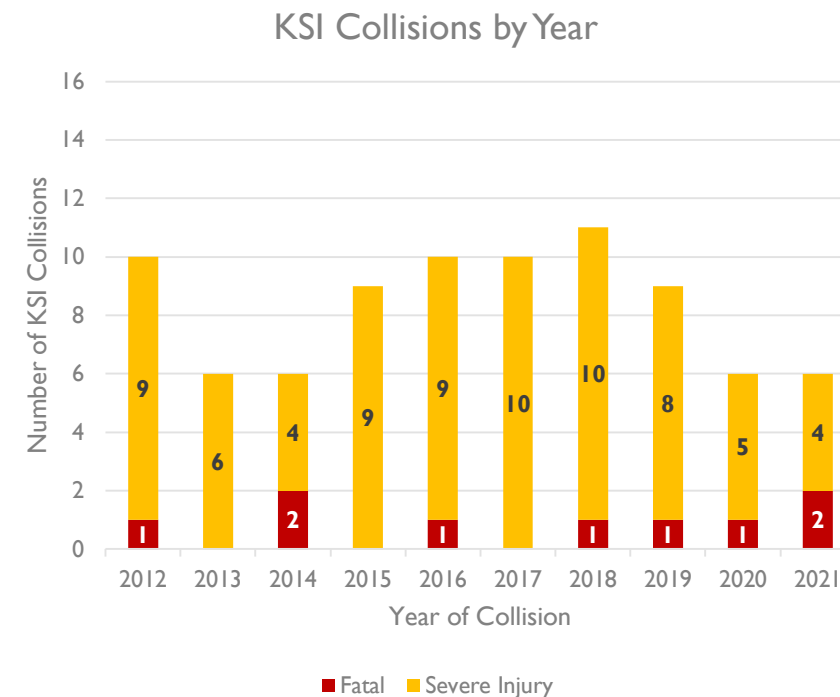
# VISION ZERO PROCESS



# FOCUSING ON FATALITIES AND SEVERE INJURIES



All Killed and Severe Injury Collisions (2012-2021)



- Between 2012 and 2021 there were **nine** fatalities and **74** severe injuries reported.



# HIGH-INJURY CORRIDORS (2012-2021)

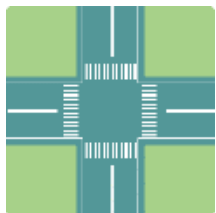
## CORRIDORS

- Stevens Creek Boulevard
- Homestead Road
- McClellan Road
- De Anza Boulevard
- Stelling Road
- Wolfe Road
- Bollinger Road

## INTERSECTIONS

- De Anza Boulevard & Homestead Road.
- Bandley Drive & Stevens Creek Boulevard
- Cupertino Road & Stevens Creek Boulevard
- Stevens Creek Boulevard & De Anza Boulevard
- Blaney Avenue & Stevens Creek Boulevard
- De Anza Boulevard & Mariani Avenue
- De Anza Boulevard & Rodrigues Avenue

# COUNTERMEASURE TOOLBOX



**ROADWAY DESIGN**



**PEDESTRIAN  
SAFETY**



**BICYCLIST SAFETY**



**OPERATIONS AND  
SIGNAL TIMING**



**SPEED MANAGEMENT**



**SIGNAGE AND MARKING**



**EDUCATION AND  
PUBLIC AWARENESS**

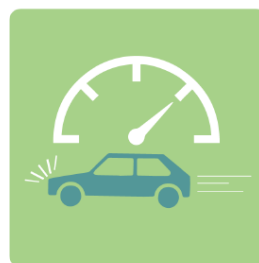


**ENFORCEMENT**

# COLLISION PROFILES



**PROFILE 1:**  
Pedestrian &  
bicyclist are most  
vulnerable



**PROFILE 2:**  
Unsafe speeds



**PROFILE 3:**  
Improve intersection  
safety for all



**PROFILE 4:**  
Pedestrian code  
violation



**PROFILE 5:**  
Majority of bicycle  
collisions are  
broadside collisions



**PROFILE 6:**  
Teenagers biking  
near schools and  
parks



**PROFILE 7:**  
Driving under  
influence

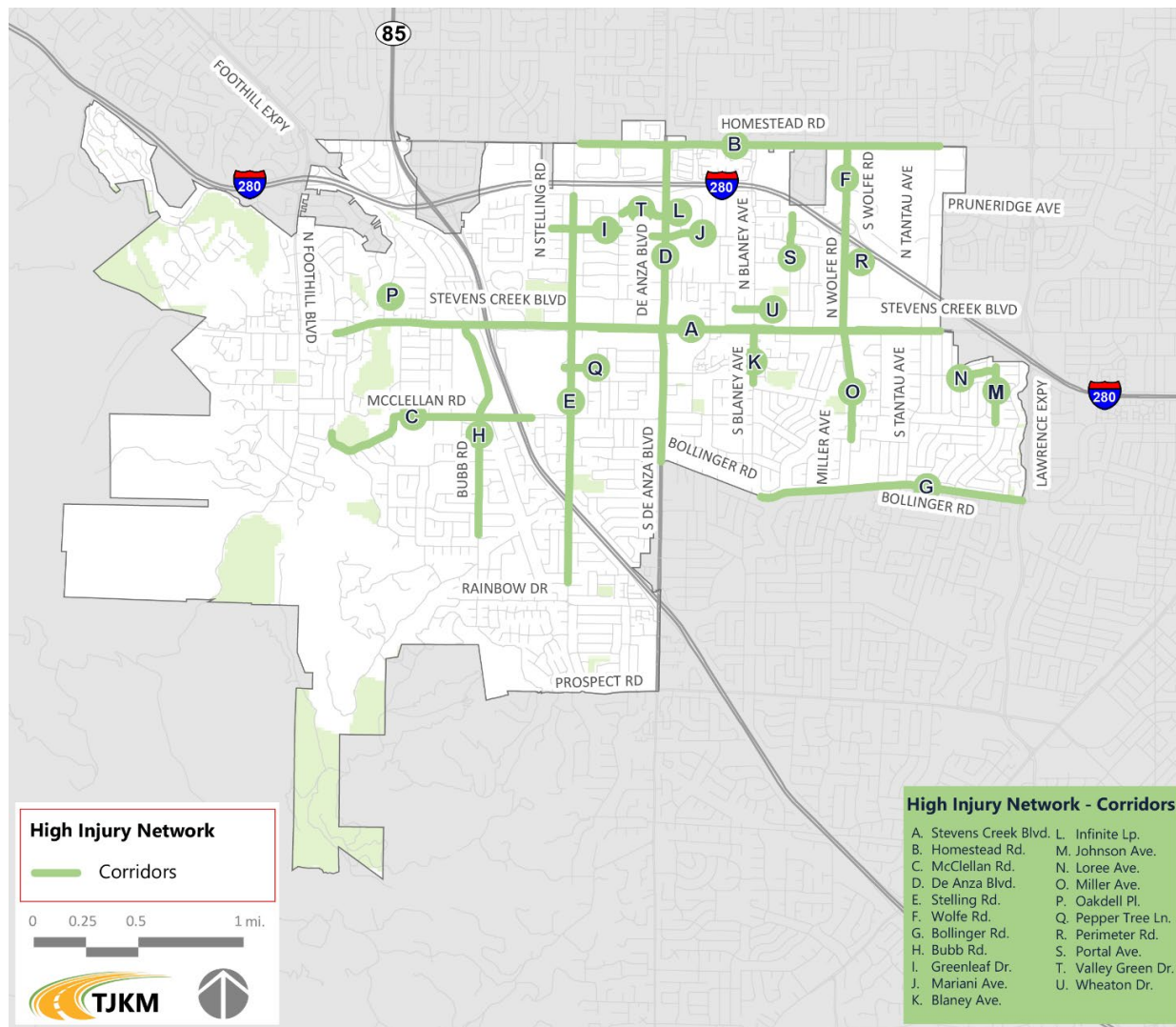


**PROFILE 8:**  
Bicycle collisions and  
automobile  
right-of-way violation



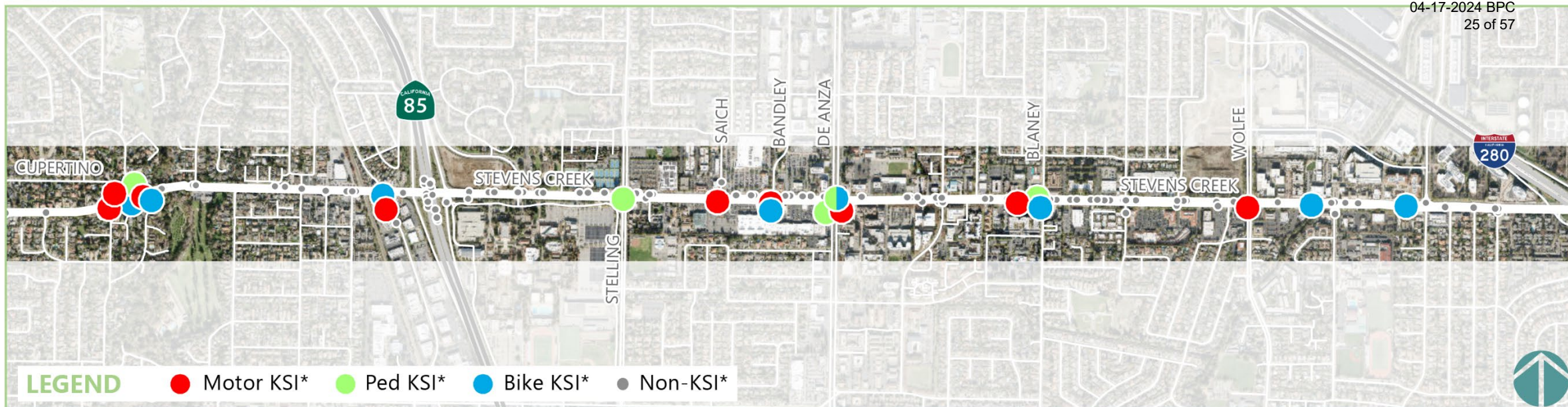
**PROFILE 9:**  
Collisions near  
transit stops

# RECOMMENDED PROJECTS



- Stevens Creek Boulevard
- Homestead Road
- McClellan Road
- De Anza Boulevard
- Stelling Road
- Wolfe Road
- Bollinger Road



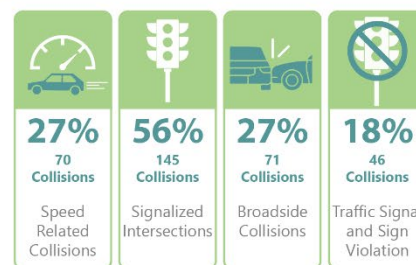


# STEVENS CREEK BOULEVARD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS

### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- Signal Head and Equipment Upgrades
- Improve Signal Timing
- Pedestrian Refuge Island
- No Right on Red
- Advanced Dilemma Zone for High Speed Approaches
- Convert Pedestal Mounted Signal to Mast Arm
- Install Raised Pavement Markers and Striping

### SPEED SAFETY IMPROVEMENTS

- Dynamic/Variable Speed Warning Signs
- Pavement Friction Improvement using High Friction Surface Treatment (HFST)

### BICYCLE SAFETY IMPROVEMENTS

- Class IV Separated Bicycle Facility
- Bike Boxes
- Bicycle Signal
- Bike Detection Systems
- Green Pavement Marking in Conflict Zone

### SIGNAGE IMPROVEMENTS

- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders

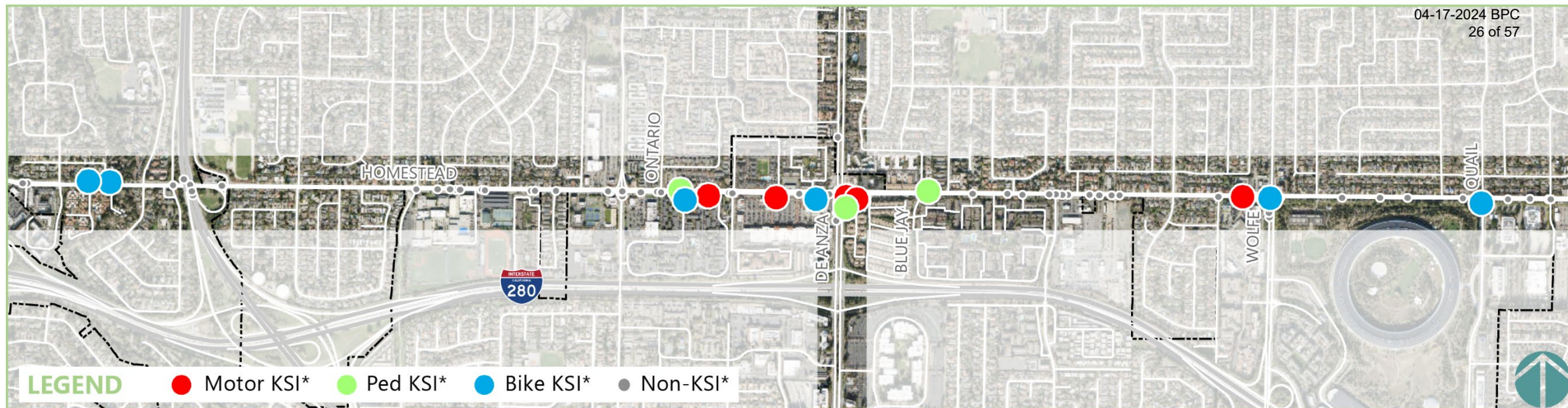
### OTHER

- Median Fencing
- Transit Islands

City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured



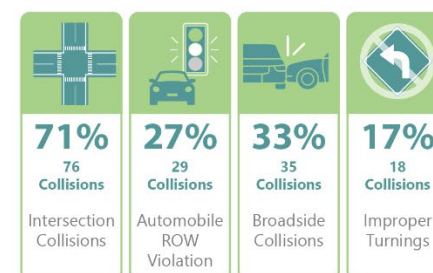


# HOMESTEAD ROAD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- Signal Head and Equipment Upgrades
- Improve Signal Timing
- No Right on Red
- Reconfiguring Intersections
- High Visibility Crosswalk
- Signalization of Intersections (Fallen Leaf Dr.)
- Advanced Dilemma Zone for High Speed Approaches
- Convert Pedestal Mounted Signal to Mast Arm
- Install Raised Pavement Markers and Striping



### SPEED SAFETY IMPROVEMENTS

- Dynamic/Variable Speed Warning Signs
- Pavement Friction Improvement using High Friction Surface Treatment (HFST)



### BICYCLE SAFETY IMPROVEMENTS

- Class IV Separated Bicycle Facility
- Bike Boxes
- Bicycle Signal
- Bike Detection Systems
- Green Pavement Marking in Conflict Zone



### SIGNAGE IMPROVEMENTS

- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders

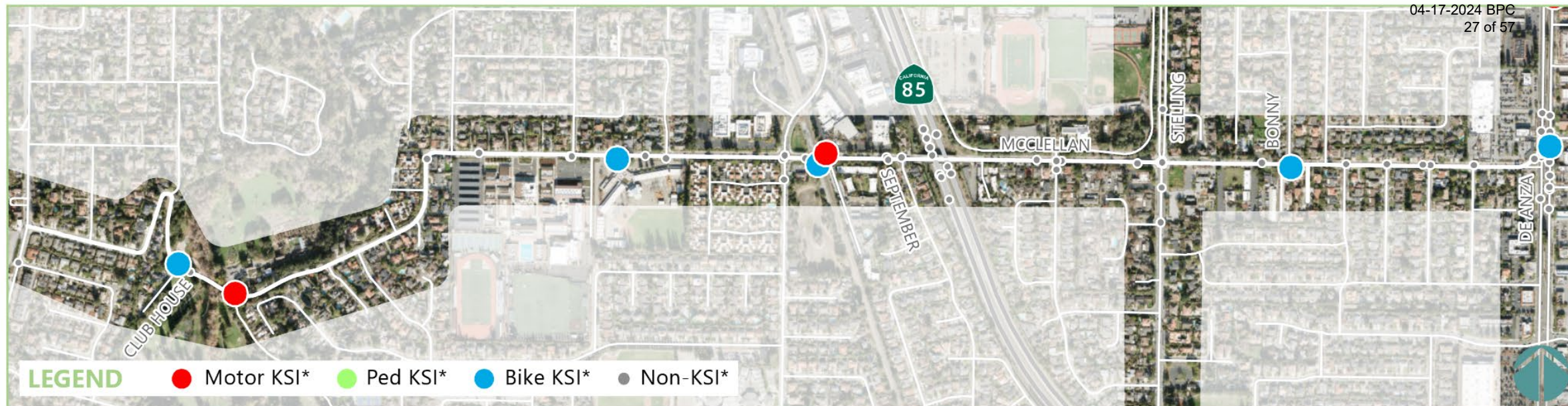
### OTHER

- Widening Sidewalks and Closing Gaps
- Installing ADA Compliant Ramps

City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured





# MCCLELLAN ROAD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- Signal Head and Equipment Upgrades
- Pedestrian Refuge Island
- No Right on Red



### SPEED SAFETY IMPROVEMENTS

- Dynamic/Variable Speed Warning Signs
- Pavement Friction Improvement using High Friction Surface Treatment (HFST)



### SIGNAGE IMPROVEMENTS

- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders



### BICYCLE SAFETY IMPROVEMENTS

- Class IV Separated Bicycle Facility
- Bike Boxes
- Bicycle Signal
- Bike Detection Systems
- Green Pavement Marking in Conflict Zone

### OTHER

- Consistently monitor the effectiveness of the implemented safety measures, serving as a model for other comparable streets within the city.

City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured

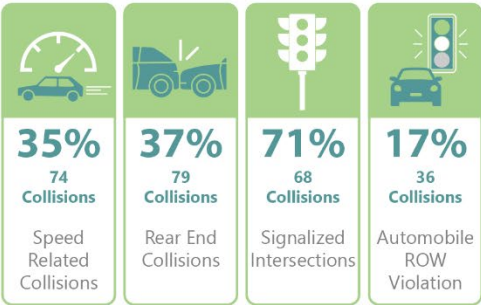


# DE ANZA BOULEVARD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- Signal Head and Equipment Upgrades
- Improve Signal Timing
- Reconfiguring Intersections
- High Visibility Crosswalk
- Advanced Dilemma Zone for High Speed Approaches
- Convert Pedestal Mounted Signal to Mast Arm
- Install Raised Pavement Markers and Striping



### BICYCLE SAFETY IMPROVEMENTS

- Class IV Separated Bicycle Facility
- Bike Boxes
- Bicycle Signal
- Bike Detection Systems
- ✓ Green Pavement Marking in Conflict Zone



### SPEED SAFETY IMPROVEMENTS

- ✓ Dynamic/Variable Speed Warning Signs
- ✓ Pavement Friction Improvement using High Friction Surface Treatment (HFST)



### SIGNAGE IMPROVEMENTS

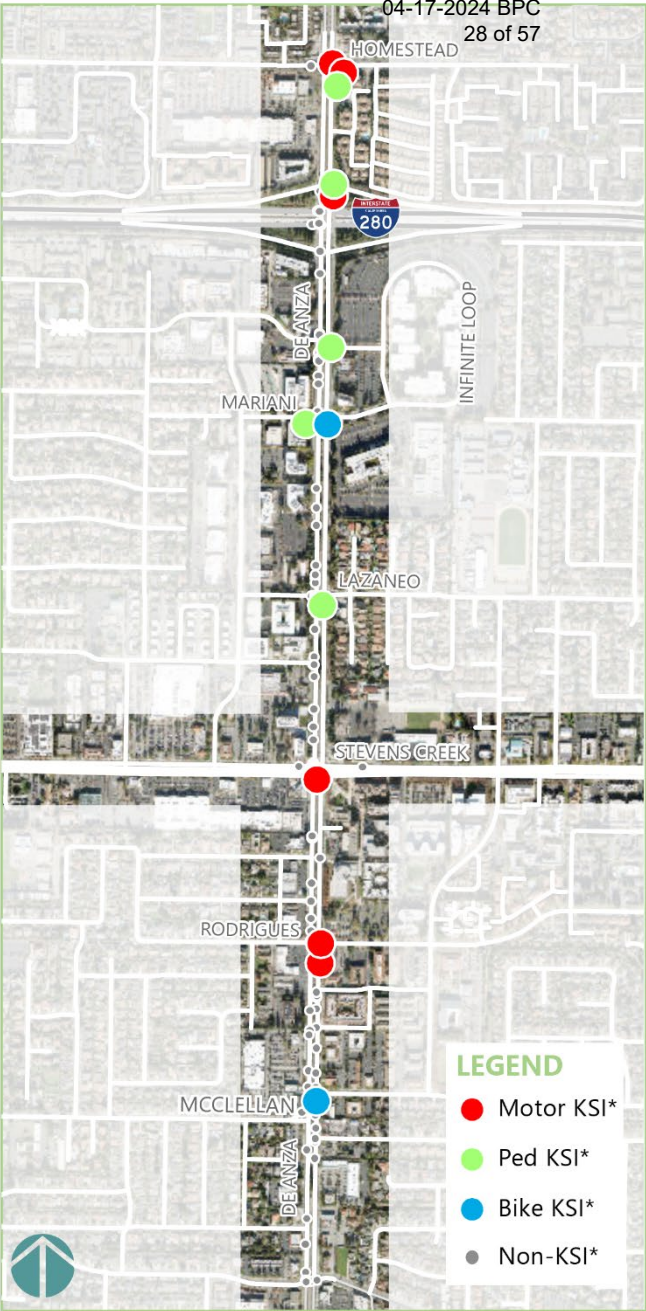
- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders

### OTHER

- Transit Islands
- Study Potential Lane Narrowing or Reduction

✓ City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured



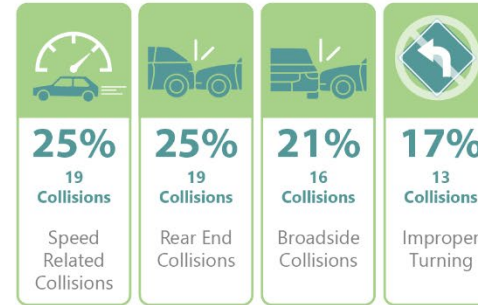


# STELLING ROAD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- Signal Head and Equipment Upgrades
- Improve Signal Timing
- Free-Right Turn Removal
- Reconfiguring Intersections
- High Visibility Crosswalk



### BICYCLE SAFETY IMPROVEMENTS

- Class IV Separated Bicycle Facility
- Bike Boxes
- Bicycle Signal
- Bike Detection Systems
- Green Pavement Marking in Conflict Zone



### SPEED SAFETY IMPROVEMENTS

- ✓ Dynamic/Variable Speed Warning Signs
- ✓ Pavement Friction Improvement using High Friction Surface Treatment (HFST)

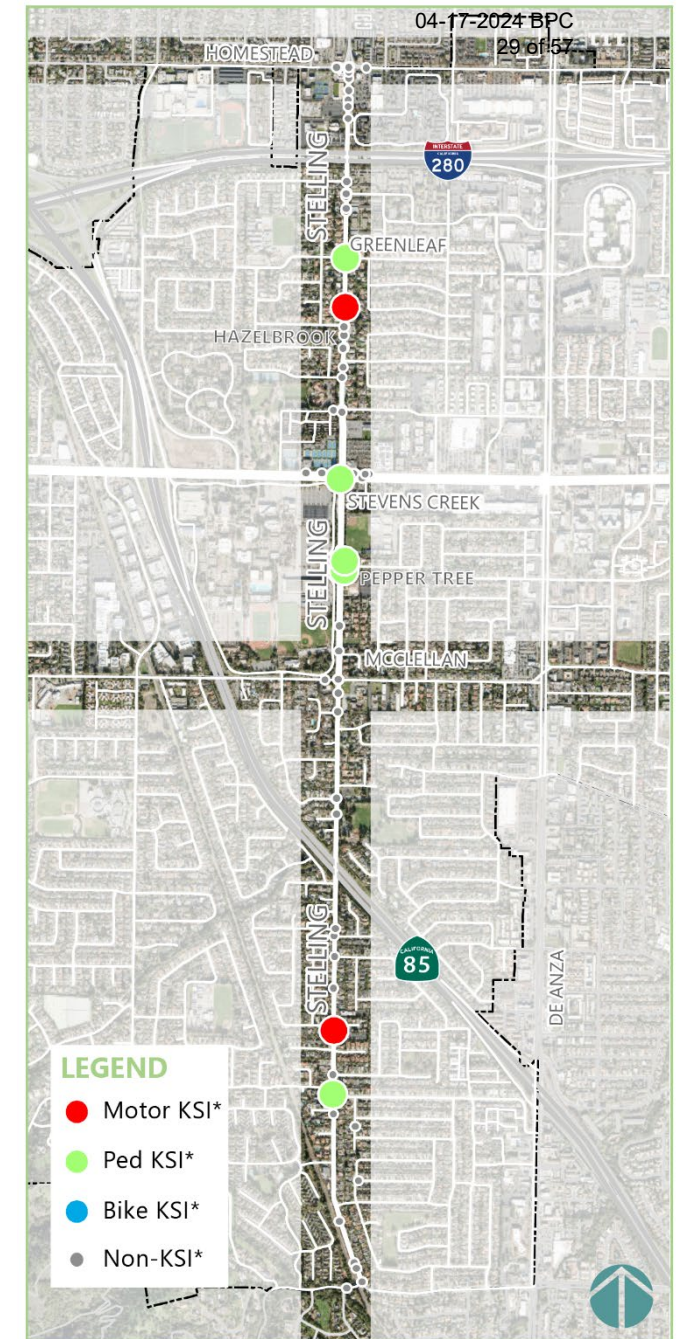


### SIGNAGE IMPROVEMENTS

- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders

✓ City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured



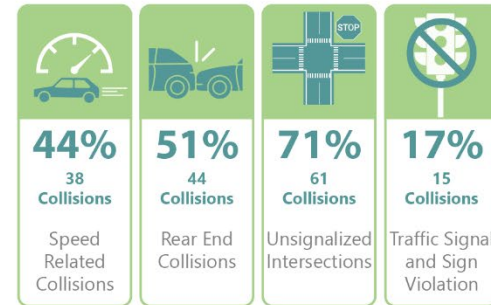


# WOLFE ROAD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- Leading Pedestrian Intervals (LPI)
- ✓ Signal Head and Equipment Upgrades
- Improve Signal Timing
- ✓ Free-Right Turn Removal
- ✓ High Visibility Crosswalk



### BICYCLE SAFETY IMPROVEMENTS

- ✓ Class IV Separated Bicycle Facility
  - Bike Boxes
  - Bicycle Signal
- ✓ Bike Detection Systems
- ✓ Green Pavement Marking in Conflict Zone



### SPEED SAFETY IMPROVEMENTS

- ✓ Dynamic/Variable Speed Warning Signs
- ✓ Pavement Friction Improvement using High Friction Surface Treatment (HFST)



### SIGNAGE IMPROVEMENTS

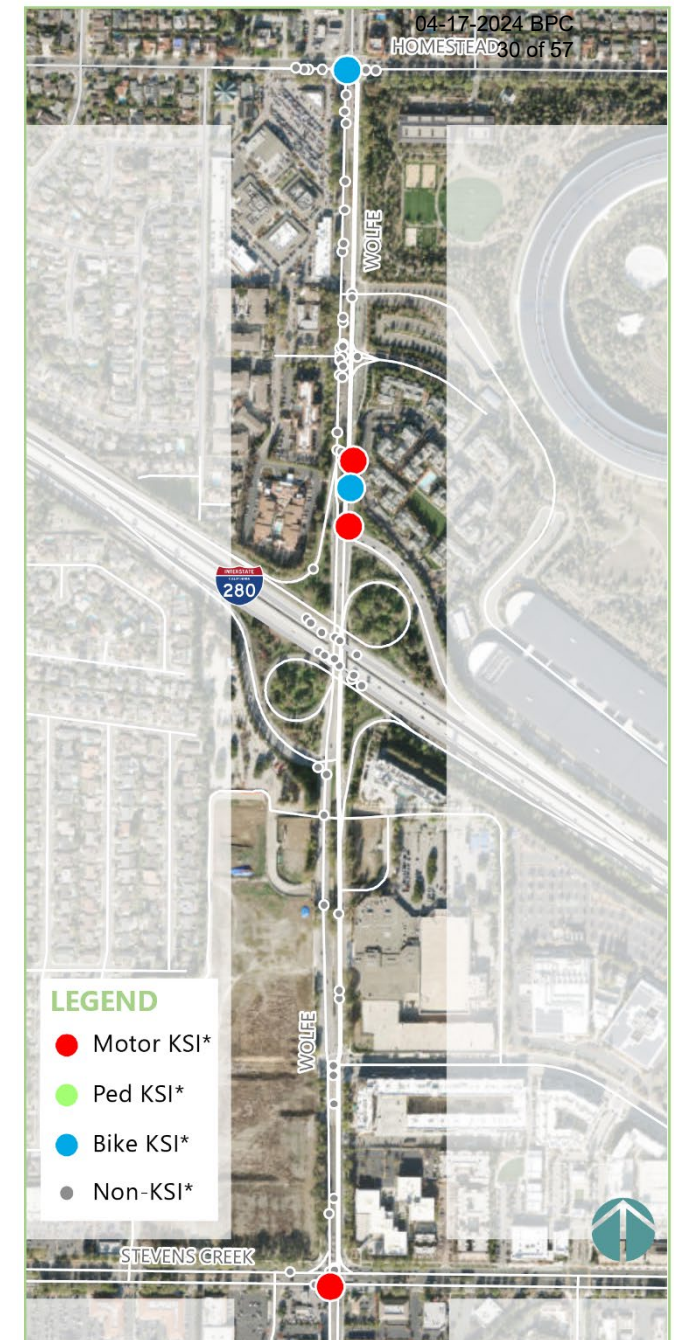
- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders
- Upgrading and Installing Additional Signage for Trap Lanes
- Consider Delimiters for Trap Lanes

### OTHER

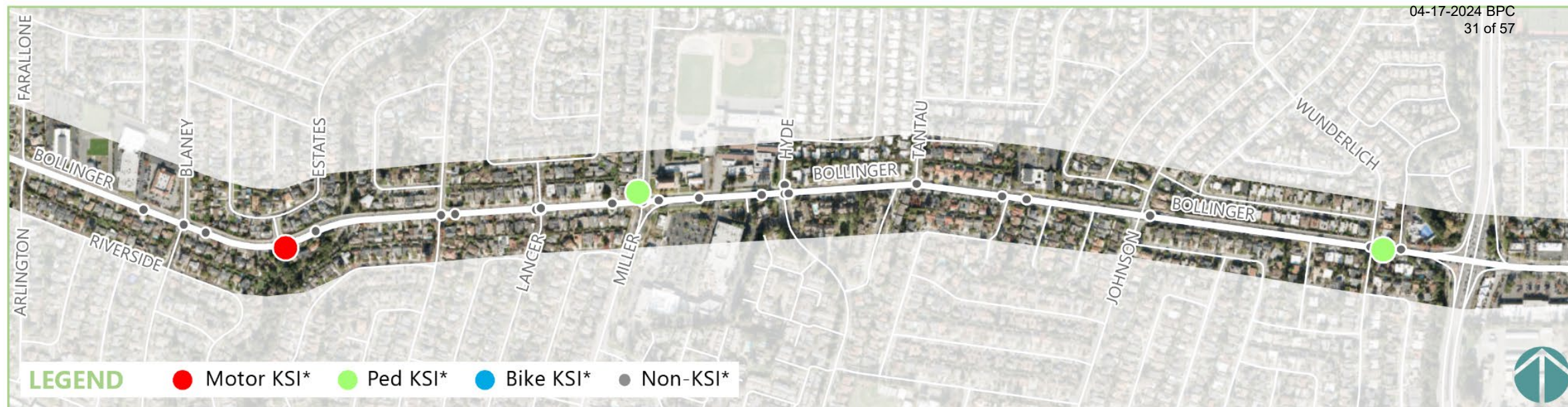
- Consider overhead mast arm with signs to inform drivers of what lanes they should be in ahead of approaches

✓ City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured





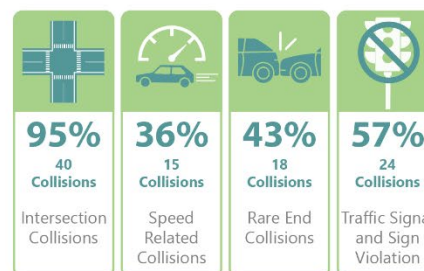


# BOLLINGER ROAD

## COLLISION STATISTICS (2012 - 2021)



## COLLISION TRENDS



## RECOMMENDATIONS



### INTERSECTION IMPROVEMENTS

- ✓ Leading Pedestrian Intervals (LPI)
  - Signal Head and Equipment Upgrades
  - Improve Signal Timing
- ✓ Curb Radii and Free-Right Turn Removal
- ✓ Reconfiguring Intersections
- ✓ High Visibility Crosswalk
- ✓ Rectangular Rapid Flashing Beacons (RRFB)
  - Signalization



### BICYCLE SAFETY IMPROVEMENTS

- ✓ Class IV Separated Bicycle Facility
- ✓ Bike Boxes
  - Bicycle Signal
- ✓ Bike Detection Systems
- ✓ Two-Stage Turn Queue Boxes



### SPEED SAFETY IMPROVEMENTS

- ✓ Dynamic/Variable Speed Warning Signs
- ✓ Pavement Friction Improvement using High Friction Surface Treatment (HFST)



### SIGNAGE IMPROVEMENTS

- Increase Size and Reflectivity of Signs
- Back-Plates With Retroreflective Borders

### OTHER

- ✓ Transit Islands

✓ City of Cupertino - Projects in Concept, Planning, Design or Construction Phase

\* Killed or Severely Injured

# ACTION PLAN

## VISION ZERO PROGRAM: STRATEGIES AND ASSESSMENT

No.	Safety Strategy	Timeline	City Resources
<b>Vision Zero Program Initiative</b>			
A.1	Vision Zero Task Force	Short-term	Low
A.2	Dedicated and Permanent Funding	Short-term	Medium to High
A.3	Media Workshop	Short-term	Low
<b>Promotion and Integration</b>			
A.4	Public Meeting	Short-Term	Low
A.5	Online Collision Map	Medium-Term	Medium
A.6	Future Plans	Continuous	Low
<b>Data Collection &amp; Program Evaluation</b>			
A.7	Program Monitoring	Medium-Term	Medium
A.8	Collision Report Training	Long-Term	Low
A.9	Data Completeness	Medium-Term	Low
A.10	Bicycle and Pedestrian Count Data	Medium-Term	Medium

# ACTION PLAN

## ENHANCING STREET LAYOUT AND MANAGEMENT

No	Safety Strategy	Timeline	City Resources
<b>High Injury Network Infrastructure</b>			
B.1	Priority Location	Medium-Term	High
B.2	List Prioritized Project	Medium-Term	Medium
B.3	Low-Cost Improvements	Medium-Term	Medium
B.4	Stakeholder Engagement	Medium-Term	Low
<b>Operations and Technology</b>			
B.5	Signal Timing Updates	Short-Term	Medium
B.6	Intelligent Transportation Systems (ITS)	Long-Term	High
<b>Policies and Design</b>			
B.7	Design Review	Long-Term	Low
B.8	Complete Streets	Medium-Term	Low

# ACTION PLAN

## CULTIVATING A POSITIVE ROAD USER BEHAVIOR

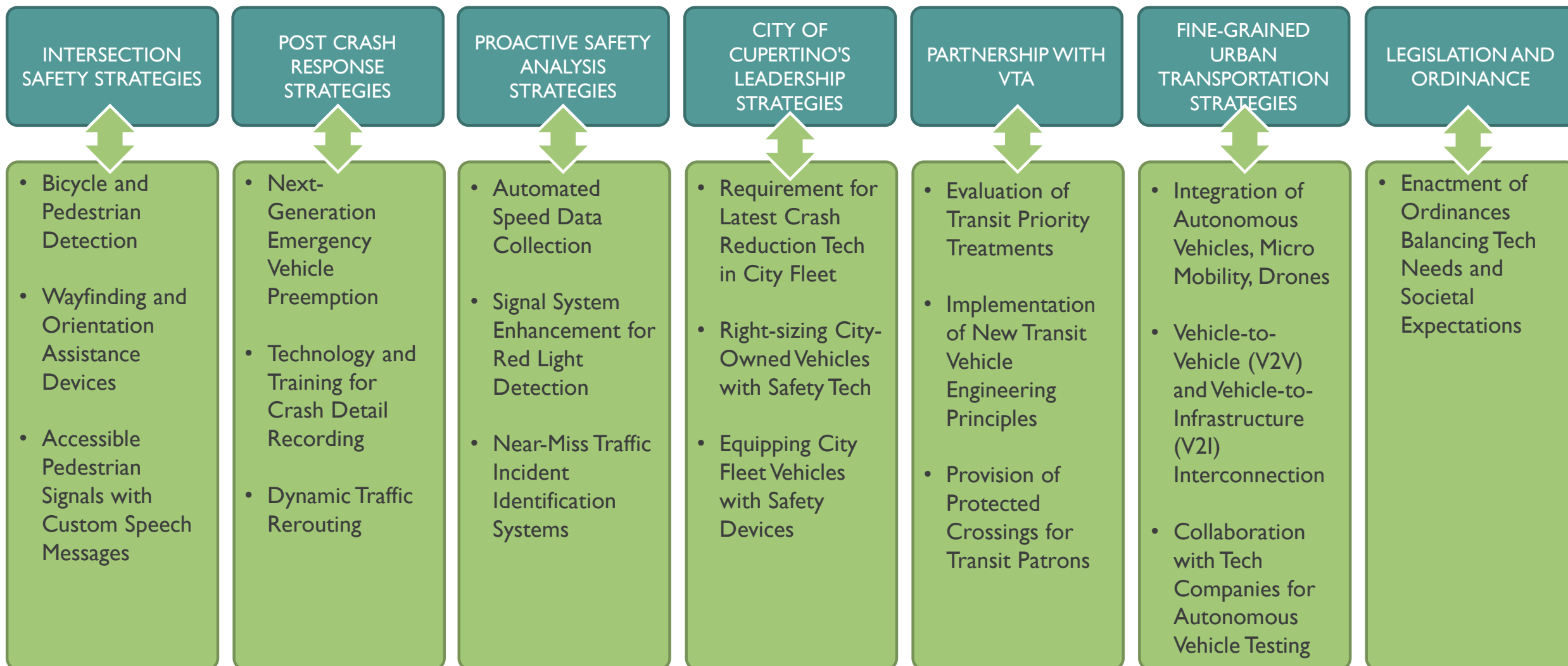
No	Safety Strategy	Timeline	City Resources
<b>Education and Outreach</b>			
C.1	Education Campaign	Medium-Term	High
C.2	Speed Feedback Signs	Medium-Term	Medium
C.3	Targeted Outreach	Medium-Term	Medium
<b>Enforcement</b>			
C.4	Police Academy	Short-Term	Low
<b>Providing Alternatives to Driving</b>			
C.5	Subsidized Transit	Medium-Term	Medium
C.6	Late-Night Options	Long-Term	Medium
C.7	Curbside Management	Medium-Term	Medium

# ACTION PLAN

## VULNERABLE ROAD USERS

No	Safety Strategy	Timeline	City Resources
<b>Bicyclist and Pedestrian</b>			
D.1	Bicycle Network	Ongoing	High
D.2	Pedestrian Crossing	Medium-Term	High
D.3	Turning Vehicles	Long-Term	High
<b>Children and Seniors</b>			
D.4	High-Visibility Crosswalk	Medium-Term	Medium
D.5	Senior Awareness	Medium-Term	Medium
D.6	Traffic Education for Safe Routes to School	Medium-Term	Medium

# TRANSPORTATION TECHNOLOGY





# EDUCATIONAL PROGRAMS

- Safe routes to school
- Americans with disabilities act engagement
- Walking/cycling/transit field days
- Community walking audits
- Medical services providers
- Improving access to transit

## SafeRoutes



CUPERTINO  
**SAFE ROUTES**  
TO SCHOOL



# TRAFFIC ENFORCEMENT PROGRAMS

- High visibility enforcement
- Traffic violators school
- Red light violation cameras
- Traffic safety diversion program
- Publicized sobriety checkpoints
- High visibility saturation patrols



# PARTNERSHIP

- Collaboration with nearby cities
- Public health and medical institution
- Private sector engagement
- Advocacy for safer delivery vehicles
- Traffic safety education in schools
- Community and school ambassador programs



# CONTINUOUS DATA COLLECTION

- Annual collision analysis and reporting
- Online dashboard platform
- High injury network map
- Complete injury and fatality reporting



# HOW TO GET INVOLVED

- Task a driving education class
- Pledge to not text
- Install anti-texting software on phone
- Observe rules of road when driving
- Bicycling etiquette
- Be an alert pedestrian
- Safe routes for all





# OPEN DISCUSSION



# THANK YOU !

CITY OF CUPERTINO



# CITY OF CUPERTINO

## Agenda Item

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**24-13091**

**Agenda Date: 4/17/2024**  
**Agenda #: 2.**

---

Subject: Rodrigues Avenue Safety Recommendations (Staff)

Receive update from Staff on observations and recommendations related to bicycle and pedestrian safety





# CITY OF CUPERTINO

## Agenda Item

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**24-13092**

**Agenda Date: 4/17/2024**  
**Agenda #: 3.**

---

Subject: Homestead Safe Routes to School Improvements Project (VTA)

Receive presentation from VTA on the Homestead Safe Routes to School Improvements Project



# CITY OF CUPERTINO

## Agenda Item

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**24-13093**

**Agenda Date: 4/17/2024**  
**Agenda #: 4.**

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**Subject:** Appointment of a Cupertino Representative to VTA Bicycle Pedestrian Advisory Committee (Staff)

Appoint a Commissioner to represent Cupertino on the VTA Bicycle Pedestrian Advisory Committee

## **BYLAWS FOR BICYCLE & PEDESTRIAN ADVISORY COMMITTEE**

### **Article I GENERAL PROVISIONS**

#### **§1.1 Purpose**

These Bylaws govern the proceedings of the VTA Bicycle & Pedestrian Advisory Committee (BPAC), an advisory Committee established by the Board of Directors of the Santa Clara Valley Transportation Authority (VTA).

#### **§1.2 Construction of Bylaws**

Unless the provisions or the context of these Bylaws otherwise require, the general provisions, rules of construction and definitions set forth in Chapter 1 of the VTA Administrative Code shall govern the construction of these Bylaws. As used in these Bylaws, “Committee” means the VTA Bicycle & Pedestrian Advisory Committee. These Bylaws shall govern the Committee’s proceedings to the extent they are not inconsistent with VTA’s Administrative Code, or law.

#### **§1.3 Definitions**

- a. As used in these Bylaws, “chairperson” means the chairperson of the Committee.
- b. As used in these Bylaws, “secretary” means the secretary of the Committee.
- c. As used in these Bylaws, “Member Agency” means the County of Santa Clara or a city within the county.

### **Article II DUTIES AND AUTHORITY**

#### **§2.1 Mission and Duties**

The BPAC is an advisory committee to the Board of Directors. The mission and duties of the Committee shall be:

## **MISSION:**

The VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-motorized transportation opportunities throughout Santa Clara County and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.

## **DUTIES:**

- a. Provides advice to the Board of Directors regarding funding priorities for bicycle and pedestrian projects in the county.
- b. Reviews and provides comments to VTA staff regarding plans and designs for an effective countywide bikeway and pedestrian system, updates of the Countywide Bicycle Plan and Countywide Bicycle Map, bicycle and pedestrian element of the countywide transportation plan, and bicycle-related issues affecting the transit system.
- c. Make recommendations to the Board of Directors and County Board of Supervisors through the Roads Commission regarding the Countywide annual priority list of bicycle and pedestrian projects for the TDA Article 3 program, and regarding the annual Expressway Sidewalk Program project selections.
- d. Coordinate with bicycle and pedestrian advisory committees of other agencies on multi-jurisdictional bicycle and pedestrian issues.
- e. Serve as the countywide bicycle and pedestrian advisory committee for the County of Santa Clara, providing input and recommendations through the Roads Commission.

## **§2.2 Limitations**

The Committee shall serve in an advisory capacity to the Board of Directors. It shall have no independent duties and no authority to take actions that bind VTA or the Board of Directors. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Board of Directors.



## **Article III MEMBERSHIP**

### **§3.1 Membership**

The Committee shall be composed of 16 voting members and one ex-officio member who are bicyclists or pedestrians. All members shall live or work, or both, in Santa Clara County during their terms on the Committee. VTA employees are not eligible for membership. The Board of Directors shall ratify the appointments of all members of the Committee.

It is the expectation that each member will keep the appropriate staff of their appointing Member Agency informed of key issues, facilitate communication between those entities and VTA, and help resolve and build general consensus on issues pertinent to the Committee.

It shall also be each member's responsibility to actively and reliably participate in the BPAC's execution of its Mission and Duties.

#### Voting Members

Committee members shall be representatives of local bicycle or pedestrian advisory committees, or, for Member Agencies that do not have a local bicycle or pedestrian advisory committee, shall be other individuals interested in bicycle or pedestrian issues. Each Member Agency shall appoint one member. Committee members may not be an employee of the Member Agency they represent.

#### Ex-officio Member

The Silicon Valley Bicycle Coalition (SVBC) may appoint one ex-officio member and one alternate, who shall not be counted for purposes of establishing a quorum and who shall have no voting rights.

### **§3.2 Members' Terms**

The term of membership of each Committee member shall be two fiscal years, commencing on July 1 of even-numbered years and ending on the second successive June 30. Members may be appointed to successive terms.

### **§3.3 Vacancies**

A vacancy in a member's position shall be filled for the remainder of the term by the Member Agency or other body which made the original appointment.

### **§3.4 Representative to Citizens Advisory Committee**

The Committee shall also appoint one individual from its membership to serve as a voting member of VTA's Citizens Advisory Committee (CAC), to provide communication and collaboration between the two committees. Appointment of this position is subject to the following provisions:

- a. The representative must be a voting BPAC member while on the CAC and must be in good standing.
- b. The representative must meet all established CAC membership requirements during their term on the CAC.
- c. The term of appointment shall be two years, commencing on July 1 of even-numbered years. The representative may be reappointed for successive terms.
- d. The representative shall serve on the CAC until resignation from the position or the BPAC, or removal by the Committee or the Board.
- e. Appointment by the Committee requires approval by the membership as provided in Section 5.4.
- f. Appointment requires ratification by the Board of Directors.
- g. Vacancies shall be filled for the remainder of the term by the Committee following the established appointment process and all established criteria for the position.

## **Article IV OFFICERS**

### **§4.1 Chairperson and Vice Chairperson**

The Committee shall elect from its membership a chairperson and a vice chairperson at its last meeting of the calendar year, to serve for a one year term effective January 1 of the next calendar year. In the event of a vacancy in the chairperson's position, the vice chairperson shall succeed as chairperson for the balance of the chairperson's term and the Committee shall elect a successor to fill the vacancy in the vice chairperson's position as provided below. In the event of a vacancy in the vice chairperson's position, the Committee shall elect a successor from its membership to fill the vice chairperson's position for the remainder of the vice chairperson's term.

The chairperson shall preside at all meetings of the Committee and represent the Committee before the Board of Directors. The chairperson, in consultation with the Committee staff liaison, may identify items of interest for future agendas that are relevant to the Committee's duties and responsibilities.

The vice chairperson shall perform the duties of the chairperson when the chairperson is absent.

The Committee shall appoint a nominating committee to nominate Committee members for the positions of chairperson and vice chairperson. Members willing to serve in either of these positions may submit their names to the nominating committee for nomination. Members may also submit names of other members for nomination. The nominating committee shall verify that members whose names have been submitted are willing serve in those positions. The nominating committee shall submit to the Committee the names of those members whom it has nominated and recommends for election. Notwithstanding these procedures, any member may nominate a member from the floor.

#### **§4.2 Secretary**

The General Manager shall furnish staff services to prepare and distribute the Committee's agendas, notices, minutes, correspondence, and other documents and will assign an employee to attend each regular meeting of the Committee to serve in the capacity as the Committee's secretary. The secretary shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided by these Bylaws.

### **Article V MEETINGS**

#### **§5.1 Regular Meetings**

Regular meetings of the Committee shall generally be held on the Wednesday following the first Thursday of each month. The committee meeting shall commence at 6:30 p.m. at the VTA Administrative Offices, 3331 North First Street, San Jose, California. Whenever a regular meeting falls on a holiday observed by VTA, the meeting shall be held on another day or cancelled at the direction of the Committee. Meetings that last beyond 8:00 p.m. may have agenda items postponed to a future meeting, to be decided by the committee chairperson in consultation with the committee staff liaison and the Board Secretary or representative. A rescheduled regular meeting shall be designated a regular meeting.

##### **§5.1A Workshop Meetings**

Workshop meetings of the Committee are meetings in which agenda does not call for the Committee to take action (no voting is conducted). Because no action by the Committee will take place, the Board Secretary may choose to provide limited support. Workshops shall generally be held in lieu of a regular meeting and, where possible, be conducted at the normal regular meeting time. The workshop meeting shall be called and noticed as provided in Section 5.3.

#### **§5.2 Special Meetings**

A special meeting may be called by the chairperson with the approval of the General Manager. The meeting shall be called and noticed as provided in Section 5.3 below. (For a general description of the noticing procedures, see the Rules of Procedure of the Board of Directors.)

### **§5.3 Calling and Noticing of Meetings**

All meetings shall be called, noticed, and conducted in accordance with the applicable provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code). The General Manager and General Counsel shall be given notice of all meetings. The Committee shall conduct a maximum combination of 10 regular and workshop meetings per year. For purposes of this limit, regular and workshop meetings held on the same day will be considered one event. The Committee shall conduct at least one meeting every three months, unless the Committee's activities are suspended.

### **§5.4 Quorum; Vote; Committee of the Whole**

The presence of nine members shall constitute a quorum for the transaction of business. All acts of the Committee shall require the presence of a quorum and the affirmative vote of a majority of the total membership. At any regularly called meeting not held because of a lack of quorum, the members present may constitute themselves a "committee of the whole" for the purpose of discussing matters on the agenda of interest to the Committee members present. The committee of the whole shall automatically cease to exist if a quorum is present at the meeting.

### **§5.5 [Reserved]**

### **§5.6 Thirty Minute Rule**

If a quorum has not been established within thirty minutes of the noticed starting time for the regular meeting, Board Office staff may be excused from further attendance at the meeting.

### **§5.7 Absences**

If a member is absent from four Committee meetings (regular and workshop; attendance is not counted for special meetings) in any twelve-month period, the position shall automatically be vacated, and a successor shall be appointed to fill the remainder of that member's term.



## **§5.8 Matters Not Listed on the Agenda Requiring Committee Action**

Except as provided below, a matter requiring Committee action shall be listed on the posted agenda before the Committee may act upon it. The Committee may take action on items not appearing on the posted agenda only upon a determination by a two-thirds vote of the Committee, or if less than two-thirds of the members are present, a unanimous vote of those members present, that there is a need to take immediate action AND the need to take action came to the attention of the Committee subsequent to the agenda being posted.

## **§5.9 Time Limits for Speakers**

Each member of the public appearing at a Committee meeting shall be limited to two minutes in his or her presentation, unless the chairperson, at his or her discretion, permits further remarks to be made. Any person addressing the Committee may submit written statements, petitions, or other documents to complement his or her presentation.

## **§5.10 Impertinence; Disturbance of Meeting**

Any person making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The chairperson may order any person removed from the Committee meeting who causes a disturbance or interferes with the conduct of the meeting, and the chairperson may direct the meeting room cleared when deemed necessary to maintain order.

## **§5.11 Access to Public Records Distributed at Meeting**

Writings which are public records and which are distributed during a committee meeting shall be made available for public inspection at the meeting if prepared by VTA or a member of the Committee, or after the meeting if prepared by some other person.

# **Article VI**

## **AGENDAS AND MEETING NOTICES**

## **§6.1 Agenda Preparation**

The secretary shall prepare the agenda for each meeting in consultation with VTA staff and the chairperson. Material intended for placement on the agenda shall be delivered to the secretary on or before 12:00 Noon on the date established as the agenda deadline for the forthcoming meeting. The secretary may withhold placement on the agenda of any matter which is not timely received, lacks sufficient information, or is in need of staff review and report prior to Committee consideration. Any member of the

Committee may request that such withheld matter be placed on the agenda by contacting the secretary in advance of the meeting.

## **§6.2 Agenda Format & Development**

The agenda shall specify the starting time and location of the meeting and shall contain a brief general description of each item of business to be transacted or discussed at the meeting. The description shall be reasonably calculated to adequately inform the public of the subject matter of each agenda item. The agenda shall also display the Board-adopted mission statement for the Committee.

Items may be referred for inclusion on an agenda by: (1) the Board of Directors; (2) the General Manager; (3) the Committee Chairperson; and (4) the Committee, with a quorum present and upon the affirmative vote of a majority of the members present. The order of business shall be established by the secretary with the approval of the chairperson.

## **§6.3 Public Presentations**

Each agenda for a regular meeting shall provide an opportunity for members of the public to address the Committee on matters of interest to the public either before or during the Committee's consideration of the item, if it is listed on the agenda, or, if it is not listed on the agenda but is within the jurisdiction of the Committee, under the agenda item heading "Public Presentations." The Committee shall not act upon an item that is not listed on the agenda except as provided under Section 5.8. Each notice for a special meeting shall provide an opportunity for members of the public to directly address the Committee concerning any item that has been described in the notice for the meeting before or during consideration of that item.

## **§6.4 Agenda Posting and Delivery**

The written agenda for each regular meeting and each meeting continued for more than five calendar days shall be posted by the secretary at least 72 hours before the meeting is scheduled to begin. The written agenda for every special meeting shall be posted by the secretary at least 24 hours before the special meeting is scheduled to begin. The agenda shall be posted in a location that is freely accessible to members of the public. The agenda together with supporting documents shall be delivered to each Committee member, the General Manager, and General Counsel at least five days before each regular meeting and at least 24 hours before each special meeting.

## **§6.5 Meeting Notices**

The secretary shall mail notice of every regular meeting, and every special meeting which is called at least one week prior to the date set for the meeting, to each person which has filed with VTA a written request for notice as provided in Section 54954.1 of the Government Code. The notice shall be mailed at least 72 hours prior to the date set for the meeting, in accordance with the Ralph M. Brown Act. In lieu of

mailing, notices may be emailed to any person who so requests in writing. Notice of special meetings called less than seven days prior to the date set for the meeting shall be given as the secretary deems practical.

## **Article VII** **MISCELLANEOUS**

### **§7.1 Adoption and Amendment of Bylaws**

These Bylaws may be amended by the Committee by the affirmative vote of a majority of its total authorized membership and with the approval of the Board of Directors.

### **§7.2 Rosenberg's Rules**

All rules of order not herein provided for shall be determined in accordance with *Rosenberg's Rules of Order*, latest edition.

Adopted by Board of Directors: December 10, 1998

Amended by Board of Directors: December 14, 2000

Amended by Board of Directors: June 5, 2003

Amended by Board of Directors: March 4, 2004

Amended by Board of Directors: September 1, 2005

Amended by Board of Directors: March 1, 2007

Amended by Board of Directors: October 2, 2008

Amended by Board of Directors: June 3, 2010 <sup>(1)</sup>

Amended by Board of Directors: April 5, 2012

Amended by Board of Directors: December 11, 2014 to take effect January 1, 2015

- (1) In 2010, the Board of Directors, based on recommendations from the Advisory Committee Enhancement Process, approved converting two existing VTA Citizens Advisory Committee (CAC) positions to two voting members appointed by the Committee for Transit Accessibility (CTA) and the Bicycle & Pedestrian Advisory Committee (BPAC). These representatives will be from the respective committee's current membership and must meet established CAC membership requirements, including Board of Directors approval.



# CITY OF CUPERTINO

## Agenda Item

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**24-13094**

**Agenda Date: 4/17/2024**  
**Agenda #: 5.**

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Subject: Bike Event Coordination (Staff)

Discuss Cupertino Bicycle Pedestrian Commission involvement and coordination with respect to upcoming City bicycling events



# CITY OF CUPERTINO

## Agenda Item

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**24-13095**

**Agenda Date: 4/17/2024**  
**Agenda #: 6.**

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Subject: Staff Update and Commissioner Activity Report (All)

Receive Updates from Staff and Commissioners Regarding Recent Activities