

From: Jennifer Shearin <jshearin@cupertino.org>

Sent: Monday, June 8, 2020 8:45 PM

To: City Council <CityCouncil@cupertino.org>; Deborah L. Feng <DebF@cupertino.org>

Cc: David Stillman <DavidS@cupertino.org>

Subject: Letter of Resignation

Dear Mayor Scharf, Councilmembers, and City Manager Feng:

It is with reluctance that I write this letter today. Although my time on the Bicycle Pedestrian Commission has been, on the whole, satisfying and productive, it has become clear that the current Commission has strayed far from the stated mission of the Commission to make Cupertino a top city for walking and biking. Its current priorities no longer align with my goals of creating excellent, safe, and easily accessible walking and biking infrastructure for all our citizens, encouraging sustainability, and prioritizing projects through a community-driven plan process. After the vote at the last City Council meeting, it is clear that the Council as a whole also approves of this current majority focus and direction of the Bicycle Pedestrian Commission.

During my tenure, I most enjoyed my work on Walk Audit (school) projects and leading rides during annual Bike Fest and Earth Day celebrations, but especially meeting and talking with so many residents out in our city about pedestrian and biking issues, such as at each Bike Boulevard neighborhood meeting. These activities were in alignment with all our approved Bicycle, Pedestrian and Parks & Rec Master Plans as well as the BPC's mission to increase biking trips for students, commuters, and for recreation. For the benefit of Cupertino, I truly hope that supporting all of Cupertino's Plans becomes a priority again when appointing commissioners or considering courses of action.

Therefore, it is with regret that I submit my letter of resignation from the City of Cupertino Bicycle Pedestrian Commission effective immediately.

Sincerely,

Jennifer Shearin

From: [Lisa Maletis-Massey](mailto:Lisa.Maletis-Massey)
To: [Lisa Maletis-Massey](mailto:Lisa.Maletis-Massey)
Subject: FW: PEDESTRIAN SCRAMBLE for Cupertino
Date: Friday, June 19, 2020 9:55:25 AM

From: Gerhard Eschelbeck <geschelbeck@cupertino.org>
Sent: Wednesday, June 17, 2020 6:16 PM
To: Raj <rajaram.sr@gmail.com>; David Stillman <DavidS@cupertino.org>
Cc: Rajaram Soundararajan <RSoundararajan@cupertino.org>
Subject: Re: PEDESTRIAN SCRAMBLE for Cupertino

Thanks for your thoughtful input Raj. I am also adding Transportation Manager David Stillman to this email .

Thanks,
Gerhard

From: Raj <rajaram.sr@gmail.com>
Sent: Wednesday, June 17, 2020 5:44 PM
To: Gerhard Eschelbeck <geschelbeck@cupertino.org>
Cc: rajaram.sr@gmail.com <rajaram.sr@gmail.com>; Rajaram Soundararajan <RSoundararajan@cupertino.org>
Subject: PEDESTRIAN SCRAMBLE for Cupertino

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Dear Gerhard,

It was great talking to you at Mayor's meeting last week. Regarding the pedestrian scramble thinking I shared with you that day, I have collected below some of my thoughts around it for your and your commission's consideration.

My name is Rajaram Soundararajan and I am a long time Cupertino resident. Currently I serve in the Technology, Information and Communications Commission (TICC) as a vice chair. Also, I have been a Disaster Service Worker volunteer (KJ6ZKT) for the past 8 years with the Cupertino Amateur Radios Emergency Services (CARES). However, I am writing this particular email as a fellow citizen and am only representing myself.

Our city is one of the best when it comes to public safety and traffic efficiency. A huge kudos to the stellar public works department and of course the public safety commission.

PEDESTRIAN SCRAMBLE

It is not an over statement to say our community enjoys outdoors, walking and jogging the breadth

and width of the city, whether it is for some cardio or to get a cup of coffee. A thought that has been lingering in my mind which I would like to convert into a request for consideration now is for the city to consider a type of pedestrian crossing called "Pedestrian Scramble" (aka Diagonal Crossing*) at certain pedestrian heavy junctions. I am sure most of you are already aware of such concept. In fact, I have noticed this concept functioning effectively in several cities across the US.

Additionally, now that living with COVID 19 pandemic in the backdrop is becoming a new norm for a while, Observing an understandably edgy community due to this, I grew even more convinced that the "Pedestrian Scramble" at certain Cupertino junctions may truly help our citizens.

The advantages and disadvantages I perceived are as follows.

ADVANTAGES

a) Pedestrian Safety: Since the automobiles in all directions come to an absolute stop with no free turns for the duration of the scramble crossing, the right turn hazard and near misses can be avoided.

b) Pedestrian Convenience: By not having to wait for two separate signals to get to a diagonal point, a citizen saves time and energy (e.g. elderly) while hanging around less at a junction. Needless to say the latter in turn reduces a citizen's presence at a junction - the most vulnerable spot probabilistically speaking. Benefit multiplies to elderly and families with children. De Anza college community benefits too at several junctions.

c) COVID-19:

- More space for people to cross each other.

- Less time in the proximity of crowd formation. Less wait time at each corner with fellow citizens. (For example, two people wanting to go to the other side of the road but to the different target corners will start diverging at the source corner. Using the same example, two folks coming from the other corner will have more room and options to give good social distance to the oncoming fellow citizens.

- Also, until there is an automatic pedestrian sensor, less touching of the pedestrian crossing switch as a citizen will now have one less corner to visit when crossing diagonally.

- Overall, the mode naturally promotes better social distancing at junctions.

d) Encourages community to walk more than use cars for local needs such as walking kids to school (when schools reopen I mean)

DISADVANTAGES:

a) It impacts the traffic flow of vehicles and can back up a certain direction for longer than usual.

b) More cars idling in a junction at a given time thereby emitting more CO. (May cancel out with Advantage #d above)

c) Educating people to cross safely with this new concept.

MITIGATION OF DISADVANTAGES

Some techniques I could think of that may mitigate disadvantages are as follows:

a) Limiting the pedestrian scramble mode only for few junctions. The junctions I have in mind are: (1) De Anza and Stevens Creek, (2) De Anza and Bollinger, (3) Stevens Creek and Stelling and (4) Stevens Creek and Mary. There can be others.

b) Synchronizing the timing of pedestrian scramble signal between adjacent junctions so the traffic stops at the same time.

c) If possible and safe, consider turning on the pedestrian scramble mode only for certain known high pedestrian traffic times such as the weekends and evenings.

Not very certain where to begin, I thought I may not go wrong by communicating with the Bike and Ped commission. I kindly request you to review my proposal for implementing "Pedestrian Scramble" which in my humble view only helps the community more in this phase of pandemic uncertainty. Also please let me know if I need to be in touch with public works or public safety commission too. But I thought I would first consult your commission. Let me know if you need any further clarification regarding this proposal. Also I can assure you I am open to either decision without any reservation at all. Just I am glad I could bring this up to you and your commission. Thank You!

Best Regards,

Rajaram Soundararajan
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Cupertino, CA 95014
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* REF: https://en.wikipedia.org/wiki/Pedestrian_scramble