



**DRAFT MINUTES**  
**MINUTES OF THE REGULAR MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**  
**December 15, 2021**

**Draft Minutes**

The meeting was called to order at 7:01 p.m.

**ROLL CALL:**

Present: Jack Carter, Gerhard Eschelbeck (Chair), Ilango Ganga (Vice Chair), Erik Lindskog

Absent: Maanya Condamoor

Staff: David Stillman, Staff Liaison

Others Present: None

**APPROVAL OF MINUTES**

**1. November 17, 2021 Minutes**

Commissioner Carter motioned to approve the minutes as presented, Vice Chair Ganga seconded the motion. Motion passed 4-0, Condamoor absent

**POSTPONEMENTS**

No Postponements.

**ORAL COMMUNICATIONS**

Byron Rovegno hoped that the Carmen Road Bridge would remain on the Agenda.

Al Esquivel liked what was happening on Mary Avenue and did not feel the McClellan Road bike lanes were safe.

**WRITTEN COMMUNICATIONS**

David Stillman, Transportation Manager explained the Written Communication protocol. When Written Communication is received in advance of 72 hours prior to the meeting, no acknowledgement needs to be made at the meeting. When Written Communication is received within 72 hours, but before the evening of the meeting, no acknowledgement is made at the meeting and the Written Communication is posted on the City of Cupertino website. Those communications are attached to the meeting minutes for that meeting. Finally, Written

Communication received right before the meeting, it can be read aloud at the meeting if requested. Those communications are also included in the minutes for that meeting.

## **OLD BUSINESS**

### **2. Future Agenda Items (Eschelbeck)**

Carmen Road Bridge  
Public places for bike racks  
Education on how to use two-stage left turn boxes  
Path between Lincoln Elementary and Monta Vista High School  
Touchless pedestrian push buttons  
The impact of semi-rural designation on bike and ped projects/priorities  
Adaptive traffic signal pilot update  
Multi-modal traffic count pilot update  
Reassess the Intersection at Bubb Rd/McClellan Rd  
Stevens Creek Boulevard, Phases 1-3  
Legally allowed behavior at stop signs for Bicyclists  
Vision Zero  
2022/2023 Workplan Item  
School Walk Audit  
Capital Improvement Programs (CIP) proposals to Council  
Lead pedestrian walk interval  
Diagonal crosswalks  
Lawson Middle School

### **3. Suggestions for FY 2022/23 City Work Program Inclusion (Eschelbeck)**

David Stillman, Transportation Manager shared a list of items that were discussed at the November meeting.

Commissioner Lindskog suggested installing a buffered bike lane on De Anza Boulevard. Chair Eschelbeck suggested lead pedestrian walk intervals. Mr. Stillman suggested agendaizing this for discussion and implementation.

Commissioner Carter suggested more monitoring on what was implemented. This was so measurements could be made to see if the improvements have helped, or if problems were pushed elsewhere.

Peggy Griffin, public speaker expressed having difficulty in shopping centers when walking from the car to the store. In the Crossroads shopping center, there was a walkway from the parking lot to the store. Most people cannot identify the walkway and end up walking around the lot where the traffic is. She suggested the installation of poles, which showed where the path was.

Vice Chair Ganga said a resident proposed diagonal crosswalks. Chair Eschelbeck suggested that as a Future Agenda Item and wanted that added to that list.

Chair Eschelbeck wanted De Anza Buffered Bike Lane on the Work Program list. Mr. Stillman noted that was a Bike Plan item. Regarding the distinction between the Work Plan and Capital Improvement Programs (CIP) items, he suggested a comprehensive list of all suggestions, so all ideas were in one place. Then in January 2022, the full list can be parsed into two groups. One group will be the Commission Work Plan recommendations, the second group will be the CIP recommendations, which he can recommend internally.

## **NEW BUSINESS**

### **4. Lawson Middle School Bike Path (Stillman)**

David Stillman, Transportation Manager shared a presentation on the history, purpose, and design of the Lawson Middle School Bike Path. It is a proposed two-way separated bike lane along Forest Avenue, along the west side of Vista Drive between Forest Avenue and Merritt Drive, and along Merritt Drive from Vista Drive to the western end, to provide separation between pedestrians and vehicles.

Vice Chair Ganga asked if there were other alternatives considered and if there was a California Environmental Quality Act (CEQA) report. Mr. Stillman said yes, other alternatives were considered. Since this project only involved minor alterations related to parking removal, it was categorically exempt from CEQA.

Commissioner Carter understood there was a suggestion to have two bike corals, which he thought was a good idea. He wondered what kind of signage there was going to be, such as no pick-up/drop-off on this road. He also wondered if there was going to be permit parking required, so the neighborhood was not flooded with cars. He thought traffic control might be a good idea, making sure pick-up/drop-off did not clog streets with traffic.

Vice Chair Ganga asked if there was any data collected regarding the installation of the bike lanes and if it was known how many students road their bikes to school. Mr. Stillman said there were bike counts at the bike racks. Chair Eschelbeck noticed a lot of parked cars on Vista Drive.

Peggy Griffin, public speaker remarked that removing the parking in Vista Drive did impact the residents. The parking situation would affect events during after school hours. She hoped for a better solution that did not remove the parking.

Al Esquivel, public speaker liked the project plans but wondered about the inside bike lane, and if there was a measurement from the curb to the lane divider. Typically, cyclists were taught not to ride near where the concrete met the seam of the blacktop. He was concerned about students pedaling down and hitting the curb.

Chair Eschelbeck wanted the Bicycle Pedestrian Commission (Commission) to think about parking. He noticed there were many cars on Vista Drive when he visited the site. He also wanted to look at alternatives, from a resident's perspective.

Commissioner Lindskog said there was a need for another solution related to the student drop-offs. Students are being dropped off and there could be a bicyclist passing when a car door opens. Having the bicyclists in a two-way bike lane, separate from cars, was a very good idea. Also, a purpose, he thought, was to reduce the number of cars at schools. When a car approaches the school, there were plenty of opportunities to drop off before Vista Drive. Trash bins being put out by residents was not an issue, as those were put out the prior night. He did not support moving bike parking from its current location.

Chair Eschelbeck noticed there was still parking allowed on Forest Avenue; he did not see any signs. Mr. Stillman said that although signs were not posted, parking was prohibited in a City of Cupertino Ordinance.

Vice Chair Ganga questioned the current location of the bike rack. Residents suggested Lazaneo Drive or Merritt Drive as an alternative location. Secondly, he disagreed with the comment that people do not park on Vista Drive, he also wanted to address parking during off school hours.

Mr. Stillman remarked there was a suggestion to move the bike racks, but the school was not favorable to that because there would be no convenient way to cross the school because of the track, and as a habit, students would not want to walk a longer distance to class. Additionally, there was not a lot of room near Lazaneo Drive, where the proposed location was. There was a parking lot near Lazaneo Drive, which children would be forced to cross, which was unsafe. Regarding overflow parking during off hours, he said this was something to talk to the school about. He suggested use of the staff lot for after-hours events. With respect to resident input, there was a mailer sent to the 55 residents that lived near the school and he received only one letter opposing the project.

Commissioner Carter agreed that it would be good to have the staff lot open during off hours. He did not hear anything in the presentation about Apple Inc. Mr. Stillman clarified that Apple Inc. funded the project but did not promote it; they funded a lot of the bicycle and pedestrian projects throughout the City that enhanced bicycle and pedestrian safety while City staff was responsible for selecting the projects to receive the funding.

Vice Chair Ganga asked about the CEQA exemption and wanted to know the specific reason it was exempt. Mr. Stillman explained that CEQA was categorically exempt under certain criteria: adding and taking away parking does not qualify as an environmental impact. Mr. Stillman promised to relay the CEQA category later.

Vice Chair Ganga wondered if this project was considered a Class 1 Bike Lane because there was concern that students would be riding closer to the curb. Mr. Stillman answered that this

project was a Class 4 Facility, which is a separated protected bike lane. Vice Chair Ganga replied that a Class 4 did not have a bi-directional path. Mr. Stillman said a Class 4 was a separated bikeway. The width of the bike lane was eight feet to the striped buffer. Vice Chair Ganga brought up that if a shoulder needed to be added then eight feet would not be sufficient, he also wondered if there would be enough space for students to ride side-by-side in the same direction. Mr. Stillman expected the bike lane to be used as a one-directional lane because it was used exclusively for students going to and from school. The intention was just to provide something that is safer than riding on the sidewalk or next to vehicle drop-off.

Vice Chair Ganga did not agree with the elimination of the alternate bike racks solution. There was a pedestrian walkway to reach the campus, and it was not much longer having the bike rack on the other side of campus. Mr. Stillman relayed that the school decided where bike racks were placed, it was not under City purview. Chair Eschelbeck recalled that the issue was the perceived safety of the students; he cited the Walk Audit and how it had a different conclusion. He asked for a more thorough analysis of alternative options when this item returned to the Commission.

Mr. Rovegno agreed with the installation of the bike lane and said children's safety was most important. He did not think residents were giving up any parking spaces.

Commissioner Lindskog remarked that if there was discussion to move the bicycle parking to the edge of the campus, some parents drop their children off in that location as well, putting mixed bikes and vehicles together. There was a need to be careful who priority was given to. If priority was given to cars, then parents will drive their children to school, if priority was given to bicyclists, then perhaps children will ride their bikes. Parents had plenty of opportunities to drop their children off before they entered the campus area. There was a safety issue; the current situation is not safe, and this staff proposal was an excellent solution.

Chair Eschelbeck thought the bike racks on the north and south side of Vista Drive was a safer solution, plus, it would be less of an impact to residents.

Mr. Stillman was not able to propose a location of bike racks on the campus, as this was not under the City's purview. If the Commission was not in support of his recommendation and wanted more information, then he proposed a meeting with the school and some parents to discuss options and to hear input.

Commissioner Carter suggested removing two tennis courts to make room for the bike racks, so the children were able to go directly into the school area. If the tennis courts were removed, then there would be enough space for the bikes to get through. He thought the protected bike lane would still be needed but this solution would reduce bike traffic coming from the track area. Mr. Stillman replied that this suggestion was made in one of the meetings with the school district but not utilized.

Chair Eschelbeck noted how the recommendation from the Walk Audit was different from this recommendation because the Walk Audit specifically pointed out parking at the southern end of the school. The original vision was well aligned with the Commission's vision but the solution being recommended here was less secure and less safe. He understood some suggestions were not under the Commission's purview, so he suggested engaging in a dialogue with stakeholders and possible alternate solutions. Mr. Stillman said the Walk Audit recommendation was to put a path along the north side of Forest Avenue, like what was proposed, and a path on school property from the north side of Forest Avenue to the classrooms, presumably alongside the track. From the discussions with the school district, that was not possible because of where the property line was and where the track line was. Vice Chair Ganga was for safety but felt he did not have the data to support this recommendation. Mr. Stillman replied that some recommendations were not necessarily contingent on data, such as the day-to-day operation of the school, behavior of the students, traffic operations, etc.; data did not always include the full picture.

Mr. Stillman suggested one to two Commissioners join the City and the school district in a discussion, he thought it would be helpful to meet on site.

Commissioner Carter wondered if it would help to have a few more crosswalks; he noticed this discouraged jaywalking. Mr. Stillman noted some students would cross where they wanted to, and mid-block crosswalks were sometimes more dangerous because motorists do not expect people crossing in the middle of a roadway. Commissioner Carter suggested making Vista Drive a one-way street. Mr. Stillman answered that historically one-way streets have other unintended consequences for the residents in the neighborhood, as it created impacts in the neighborhood that were not there before.

Chair Eschelbeck asked about a bike path for students to walk their bike from the southern end of the school. He said the safest option was to enter the campus from the south or the north. Commissioner Lindskog noted that some students would still bike on Vista Drive. Chair Eschelbeck clarified the improvement he was suggesting was to make it easier for students to enter the school on the south and north sides of campus. If an explicit possibility was created for bicyclists to enter the school with a path, then they might use it.

**MOTION:** Chair Eschelbeck moved, seconded by Commissioner Lindskog to recommend that the Bicycle Pedestrian Commission:

1. Have Commissioner Lindskog and Chair Eschelbeck attend a meeting with stakeholders at the Lawson Middle School site;
2. Recommend that the stakeholders consider alternative solutions more thoroughly;
3. Receive a better understanding of decision material that was considered when coming up with the current proposed solution (the background of the current solution;) and
4. Report back to the Bicycle Pedestrian Commission with the outcome of the meeting with stakeholders.

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

## **STAFF AND COMMISSION REPORTS**

### **5. Staff Update and Commissioner Activity Report**

David Stillman, Transportation Manager reported that the traffic adaptive and multi-modal project was ending, and a report was being written. Additionally, he met with the Vision Zero Subcommittee, and they were researching other cities for a potential action plan for the City of Cupertino's Vision Zero Program. They were looking to put together a Request for Proposal with the intent to request additional funding next fiscal year. He looked at the accident data from the Local Road Safety Plan from 2015-2019 and there was some good data there.

Commissioner Lindskog updated the Commission on the Valley Transportation Authority Bicycle Pedestrian Advisory Committee Meeting.

Vice Chair Ganga reported on the Mayor's Meeting; there was no Safe Routes to School meeting for December. Chair Eschelbeck was assigned to attend the Mayor's meeting for January 2022.

Vice Chair Gaga relayed the Mayor supported Vision Zero and the Junipero Serra Project.

## **ADJOURNMENT**

Meeting adjourned at 9:49 p.m.

## **SUBMITTED BY:**

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David Stillman, Staff Liaison

Note: Any attachments can be found on the Cupertino Website  
<https://www.cupertino.org/our-city/agendas-minutes>

Bicycle Pedestrian Commission  
December 15, 2021  
Agenda Item #3 & 4

# Bicycle Pedestrian Commission Work Plan



**CUPERTINO**

December 15, 2021



## Items Discussed at November BPC

- Increase bike parking facilities
- AB 23 – Lower speed limits
- Bollinger Road
- Carmen Road Bridge
- Vision Zero
- Near misses and data collection (intersection camera utilization)
- Touchless pedestrian push buttons
- McClellan Rd bridge over Stevens Creek

# Lawson Middle School Separated Bike Lane Project

Vista Drive and Merritt Drive  
On-Street Parking Removal



**CUPERTINO**

December 15, 2021

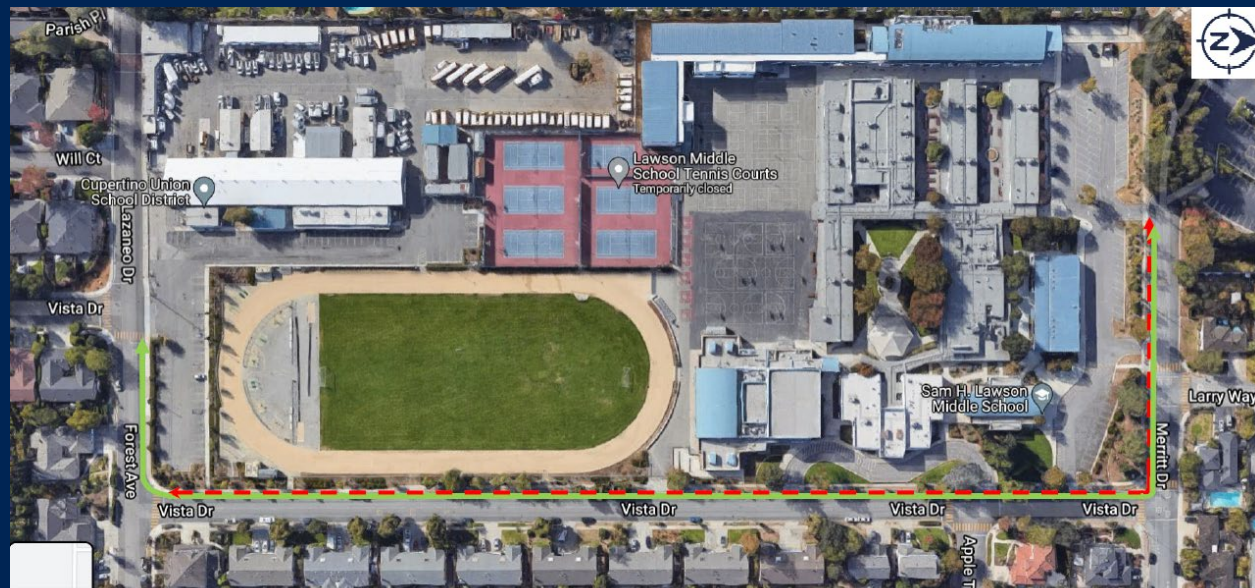
## Lawson Middle School Separated Bike Lane

- Identified as part of School Walk Audit Project
- Installs two-way separated bike lanes along:
  - Forest Ave (north side), Vista Dr (west) to Vista Dr (east)
  - Vista Drive (west side), Forest Ave to Merritt Dr
  - Merritt Drive (south side), Vista Ave to western end
- Provides safe access to and from bike racks, separate from pedestrians and vehicles

## **Lawson Middle School Separated Bike Lane**

- Currently, on-street parking exists along both sides of Vista Dr. and Merritt Drive. Parking already prohibited along Forest Ave.
- To accommodate the bike lane and provide increased safety for cyclists, parking must be prohibited

# Lawson Middle School Separated Bike Lane



Two Way Bike Path Alignment.



Vista Dr and Merritt Dr, Proposed On-Street Parking Removal  
(Along the school side of the street only).

## Impacts to Residents and Vehicles

- No parking removal in front of homes; all along Lawson Middle School frontage
- No impact to traffic operations or emergency vehicle access
- Some student drop-off/pick-up operations displaced
- Two letters mailed to 55 addresses
  - September 7<sup>th</sup>
  - October 26<sup>th</sup>

## Outreach and Coordination

- Ongoing coordination since 2018 with:
  - Lawson staff
  - CUSD staff
  - Lawson PTA
  - Lawson parents
- Cupertino SR2S Working Group
- Lawson Principal's "Coffee Hour"



# Lawson Middle School Separated Bike Lane





# Lawson Middle School Separated Bike Lane

## Vista Drive



# Existing Conditions



Vista Dr (looking north)



Bike racks



Forest Ave (looking west)



Merritt Dr (looking west)

# Palo Alto Example



California Ave (Greene Middle School)



**Questions?**

**END SLIDE**

# **Lawson Middle School Separated Bike Lane Project**

Vista Drive and Merritt Drive  
On-Street Parking Removal



**CUPERTINO**

December 15, 2021

# Lawson Walk Audit Status

| School Name          | Improvement (# and description)   | Org. Responsible | Status   |
|----------------------|---|------------------|--|
| Lawson Middle School | 1<br>Mariani Ave/Infinite Loop:<br>- Work with Apple to develop multi-use path south of sidewalk along south side of Mariani, connecting De Anza Boulevard to Merritt Drive. If funding is available. | City             | TIER 3   |
|                      | - Convert transverse crosswalk to yellow high-vis crosswalk   | City             | TIER 3   |
|                      | 2<br>Merritt Dr/Larry Way/Vista Dr:<br>- Install in-street school crossing signs (R1-6) in the crosswalks across Merritt Dr.  | City             | Done   |
|                      | 3<br>Northern School Drop-off:<br>- Install signage to encourage drivers to pull forward  | CUSD             | CUSD   |
|                      | - Install landscaping or pedestrian barricade to prevent pedestrians from crossing parking lot.   | CUSD             |  |
|                      | - Remove crosswalk across Merritt Drive at Larry Way  | City             | Removed from the list  |
|                      | Apple Tree Ln/Vista Dr:<br>- Install KEEP CLEAR markings in both N.bound and S.bound directions of the intersection   | City             | Done   |
|                      | 4<br>- Install in-street school crossing sign in the crosswalk across Vista Dr.   | City             | Done   |
|                      | - Shift crosswalk to north end of intersection.   | City             | TIER 3   |
|                      | 5<br>Eastern School Drop-Off:<br>- Remove center delineators  | CUSD             | Done   |
|                      | - Install signage to encourage drivers to pull forward  | CUSD             | CUSD   |
|                      | 6<br>Vista Dr/Forest Ave:<br>- Install shared-use path beside Lawson track from Forest Ave to bike cage   | City/CUSD        | Conceptual Plans are done. In the process of implementation. |
|                      | 7<br>Southern parking lot:<br>- Install in-street, two-way Class IV bike lanes along north side of Forest between Southern parking lot entrance and Vista Dr  | City             |  |
|                      | 8<br>Forest Ave/Vista Dr:<br>- Conduct crossing guard warrant analysis  | City             | TIER 3   |
|                      | - Install pilot bulb-outs with bollards at northeast and southeast corners  | City             | Done   |
|                      | - Install in-street school crossing sign in the crosswalk across Forest Ave.  | City             | Done   |

 Completed  
 Work in Progress  
 TIER 3  
 School District Responsibility

# The Problem...



# VTA BPAC Report

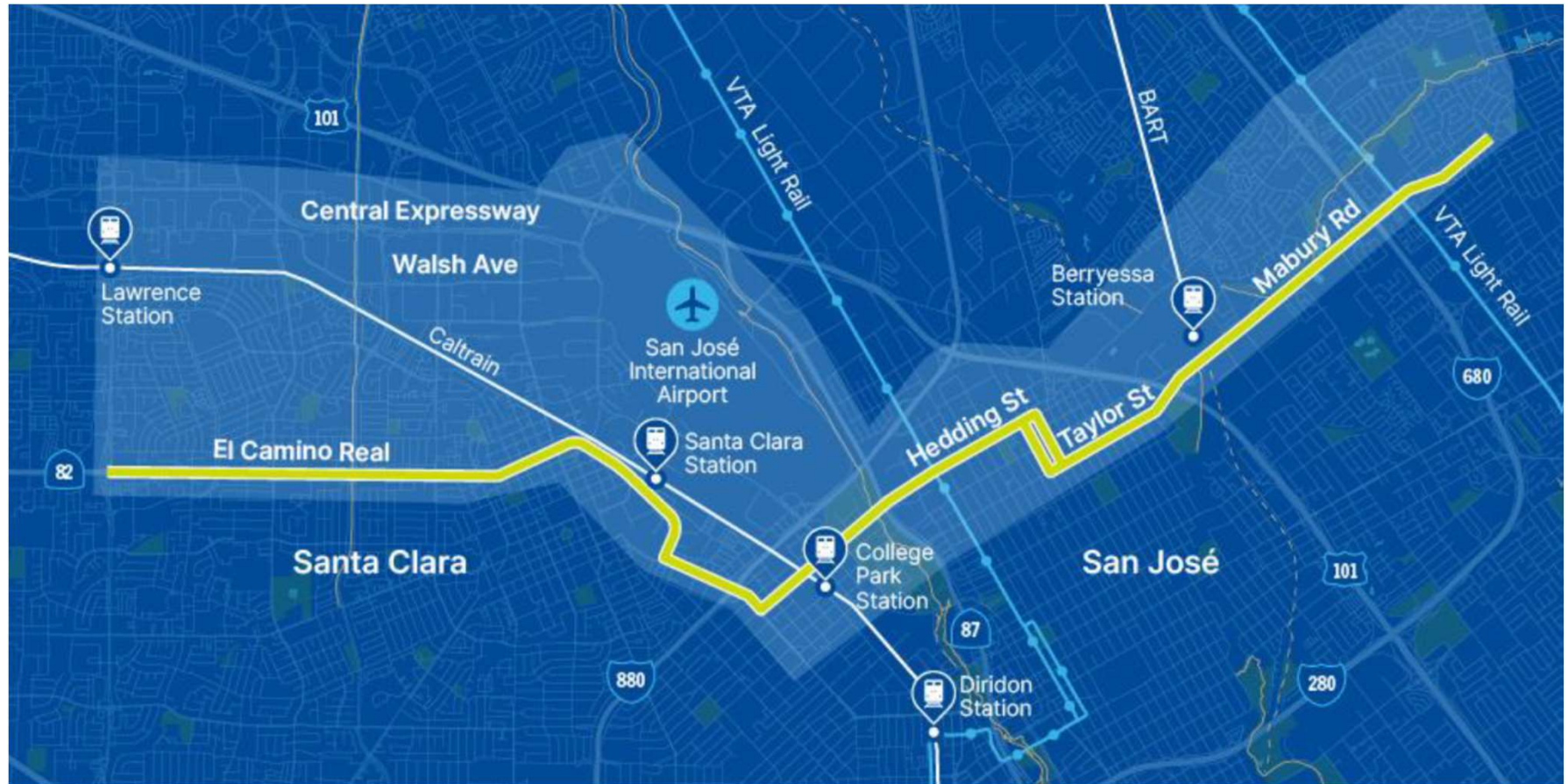
For the Dec 8, 2021 VTA BPAC meeting

Erik Lindskog



# Update on Central Bikeway

Public comment until Dec 31: [www.vta.org/centralbikeway](http://www.vta.org/centralbikeway)



# What is a bike superhighway

| Guideline  | Description   |
|------------|---|
| Accessible | Backbone of regional bicycle network                                    |
| Direct     | Connect key destinations with few detours and stops                     |
| Dedicated  | Separated from vehicular traffic  |
| Low-Effort | Limited interruptions and low grades                                    |
| Attractive | Positive and safe user experience; high quality materials and amenities |

# El Camino

Existing



Key Map



Conceptual Rendering



*Solutions that move you*



# Hedding Street

Existing



Key Map



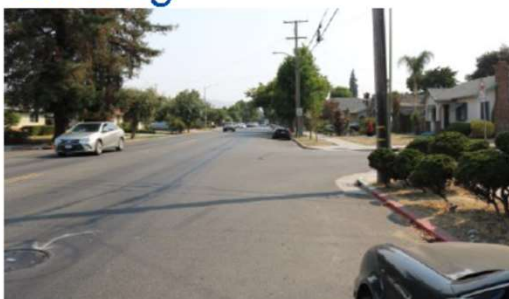
Conceptual Rendering



*Solutions that move you*

# Taylor Street

Existing



Key Map



Conceptual Rendering



*Solutions that move you*