



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

Draft Minutes

The meeting was called to order at 7:02 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: Chris Corrao, Senior Transit & Transportation Planner, Cherie Walkowiak, Safe Routes to School Coordinator

APPROVAL OF MINUTES

1. August 18, 2021 Minutes

Commissioner Carter motioned to approve the minutes as presented, Vice Chair Ganga seconded the motion. Motion passed 3-0, Condamoor & Lindskog absent

POSTPONEMENTS

None.

ORAL COMMUNICATIONS

None.

WRITTEN COMMUNICATIONS

None.

OLD BUSINESS

2. Future Agenda Items

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
Junipero Serra Trail
Reassess the Intersection at Bubb Rd/McClellan Rd
Vision Zero
Stevens Creek Boulevard, Phases 1-3
Bicyclist legally allowed behavior at stop signs

Commissioner Lindskog joined the meeting at 7:12 p.m.

3. Cupertino 2021 Fall Bike Fest

Cherie Walkowiak, Safe Routes to School (SR2S) Coordinator discussed the event details, event highlights, family ride details and Commissioner responsibilities for the 2021 Fall Bike Fest. The standard activities will be the bike rodeo, a bike ride, the blender bike smoothie, some vendors, a bike mechanic, helmet fits, contests, first aid, and the Mayoral Address. Some new highlights planned are a 'How to Lock your Bike' clinic, bike bells for the bike rodeo participants, and art and poetry.

Chair Eschelbeck asked if people were going to wear helmets. Ms. Walkowiak said helmets were mentioned on all the publicity. Chair Eschelbeck asked again about helmets, wondering if they were required. Ms. Walkowiak said there was no helmet policy and in the past, it was not required; it is the law for riders under age 18. David Stillman, Transportation Manager said it was best to stick with the law and it would be difficult to enforce a helmet requirement that was stricter than prescribed by law.

Commissioner Lindskog agreed to do the bike blender smoothie.

Ms. Walkowiak inquired about the Ride Coordination Meeting date and if a Commissioner would volunteer for the 'How to lock your bike' Clinic. Commissioner Carter volunteered. Before the Bike Fest, a Coordination Meeting needed to be held, and the day of the Bike Fest, a meeting with all the chaperones needed to be held. It was decided to hold the Coordination Meeting on Thursday at 6:00 p.m. The Chaperone Meeting was scheduled for Saturday. Ms. Walkowiak agreed to send out a timetable to all the volunteers for the day of the event.

4. Cupertino Vision Zero Program

Chair Eschelbeck recapped the last Vision Zero Program discussion and recalled there was talk of forming a Subcommittee. He thought goals should be established, then the

formation of a Subcommittee, with two Commissioners. Lastly, a regular check-in needed to be established. Vice Chair Ganga suggested having Task Members or staff members from neighboring jurisdictions present at the Bicycle Pedestrian Commission (Commission).

Commissioner Carter thought the hardest part was getting the Task Force together because it included the Mayor's Office, Police Department, etc. He wondered how big the Task Force needed to be. Chair Eschelbeck agreed and thought it was beneficial to have representatives from neighboring cities that have a Vision Zero program visit the Commission first. Commissioner Carter said a lot of what Portland, Oregon did was gather data, build on maps, and identify school routes. He thought enforcement was a big issue as well; there needed to be a buy in from the community and local law enforcement.

Commissioner Carter discussed ways to encourage drivers to reduce speed. Rainbow Drive was reconfigured so that it was uncomfortable to go fast. Commissioner Lindskog suggested narrowing lanes. High speed intersections were the biggest problem; he wondered how to reduce speed there. Vice Chair Ganga thought enforcement was not the highest priority. Task Forces were important because all the stake holders were brought in; Task Forces were something that were brought out as an Action Item from the Vision Zero Policy. After the Policy is established, then appropriate stake holders needed to be identified for the City of Cupertino. Typically, a Task Force meets quarterly to review progress and review data; enforcement was going to come later.

Chair Eschelbeck thought the question was 'how will the Commission get started.' He agreed with having someone visit the Commission, someone who was part of an established Vision Zero program. Commissioner Carter thought it was good to find a representative that was part of a city that was comparable to Cupertino. Vice Chair Ganga did not think it would do any harm to get information from a larger city. Since the City of Sunnyvale was a neighboring city, Cupertino had to coordinate with them because Cupertino shares boundaries with them. The City of San Jose has things like a data analytics tool to help collect data and a Geographic Information System (GIS) map. This helps residents see an average in the form of statistics for the past five years. They also identified problematic corridors so they can prioritize their work. So, Cupertino can learn from a large city like San Jose, and just scale the formats down to fit Cupertino.

Chair Eschelbeck asked David Stillman, Transportation Manager to coordinate with the cities of Sunnyvale and San Jose to see if a representative could visit the Commission.

Vice Chair Ganga recalled there was mention of goal setting and the Subcommittee working with staff. He wanted to know the Commission's thoughts on how to proceed with those. Chair Eschelbeck suggested goal setting after there was more context from neighboring agencies.

NEW BUSINESS

5. Cupertino E-Scooters

Chris Corrao, Senior Transit & Transportation Planner gave a presentation on Electronic Bicycles and Scooters (e-bikes/e-scooters) and how that connects to shared micro mobility. His presentation entailed what it is, why do it now, what the plan is, and how to measure success.

Vice Chair Ganga inquired of the kinds of micro mobility options considered for Cupertino. Mr. Corrao wanted to leave options open when he sought feedback from the public, but e-bikes and e-scooters were the most popular.

Commissioner Carter did not know the rules for operating electronic mobility in Cupertino; he wondered if people knew how to ride e-bikes/scooters and if they knew what the laws were. Mr. Corrao said some knew the rules and added that the law says any electrified device needs to be in the bike lane and is limited to 15 miles per hour. The institution of the program would include significant outreach to schools. There would be a helmet program and an education program.

Bob Walsh, public speaker works for a vendor that would be interested in working with the City. He commented that there is a lot of education that takes place, as part of the vendor implementation. Many people were familiar with these programs, so he did not think the learning curve would be steep.

Commissioner Lindskog did not think scooter parking was too big of a problem.

Chair Eschelbeck wondered how the pilot was envisioned, versus implementation. Mr. Corrao envisioned virtual hubs at high activity locations, such as coffee shops or along Stevens Creek Boulevard. People could ride them during the day, and at night, they would be charged and brought back to those key locations. Separately, he wanted the Commission's feedback on having some in neighborhoods because it was convenient.

Chair Eschelbeck wondered how to ensure scooters were properly returned so there were no scooters in the walkways. Mr. Corrao said this was why a pilot made sense because it gave staff the ability to test the waters and to end it if there was a negative response. Chair Eschelbeck inquired if the model allowed people to leave the scooters

anywhere, or if they had to be brought back to some specified location. Mr. Corrao envisioned virtual hubs where people could get the devices, the rider could ride them anywhere, and then at night they would be picked up and brought back to those hubs. He suggested asking the community if there were specific areas they wanted blocked out, such as schools or large private employers.

Vice Chair Ganga observed mopeds, e-scooters, and e-bikes in other cities, and he noticed people used them as a one-way commute. He thought the virtual hubs were a good idea, including at multi-unit housing areas.

Chair Eschelbeck wanted to know the requirements for someone to participate. Mr. Walsh said a person needed to be 18 and it is not a requirement to use a bike helmet. The rider would first scan their driver's license and take a picture of themselves (the picture needed to match the license for use of the device), then they needed to take a tutorial. Mr. Corrao thought a California State Identification would work for use. He noted that the age limit for e-bikes was much lower.

Mr. Corrao mentioned that Cupertino was trying to partner with Sunnyvale, which allowed for a much larger ridership.

Chair Eschelbeck inquired about the 18-month commitment. Mr. Corrao said 16 months was a good amount of time to tell if the pilot worked, but it did not need to be that long.

6. Class IV Separated Bikeway Concrete Barriers

David Stillman, Transportation Manager gave a presentation regarding Class IV Separated Bike Lanes, what they are, where they exist now and what the future locations are anticipated to be. He also discussed resident concerns.

Commissioner Carter commented that the issues were with debris, branches etc. being left in the bike lane. The parts of McClellan Road that were close to Saratoga Sunnyvale Road had escape routes for bicyclists to get around the obstacles, but other areas had no escape routes.

Vice Chair Ganga heard similar complaints. He also heard complaints from drivers that the barriers were a hindrance. He cited one instance where he saw a child ride through a gap in the separated bike lane and into vehicle traffic.

Commissioner Lindskog felt the separated bike lanes added safety, especially for younger bicyclists. Most of the gaps in the protected bike lanes were not frequent because of lack of space; escaping into traffic on the left was not advisable.

Mr. Stillman said there were precast concrete barriers on Stevens Creek Boulevard that were about eight feet long with a gap of about two feet; he wondered if the two-foot gap was an acceptable enough gap. If a truck were blocking the bike lane completely, the two-foot gap could provide an escape route, although inconvenient. Commissioner Carter thought if he had to stop, then that would be dangerous, plus he would be forced to go into traffic, which was also dangerous.

Commissioner Lindskog suggested taking the road. Chair Eschelbeck indicated that some bike lanes might appear narrower on one street over others. Commissioner Lindskog commented that there was simply not enough space.

Vice Chair Ganga said the Bicycle Pedestrian Commission could look at other alternatives and see what improvements there were, within the boundaries of safety. Commissioner Lindskog said having the lanes be perceived as narrower was what was wanted because it caused motorists to drive slower.

Vice Chair Ganga commented on the vertical posts. Visually, they did not look good, but they were less expensive, and they could provide more of an escape route. Data on traffic accidents typically pointed toward problems at the intersection, not bike lanes.

Commissioner Carter concluded that McClellan needed a class IV solution, it's safer now. Mr. Stillman said this was good feedback and it was a learning process. Chair Eschelbeck noticed that the feedback tonight was more about the style used on McClellan. He was not aware of any feedback on the newer style used at Stevens Creek; it seemed to be more acceptable to people. He thought it was good to monitor the Stevens Creek model.

STAFF AND COMMISSION REPORTS

Staff Update and Commissioner Activity Report

David Stillman, Transportation Manager had no updates except that the Transportation Division was hiring an intern in the Safe Routes to School (SR2S) group.

Commissioner Lindskog said the Valley Transportation Authority (VTA) meeting and the Mayor's meeting were both cancelled. He reported on the SR2S meeting.

Chair Eschelbeck said Commissioner Condamoor was scheduled to attend the SR2S meeting next month.

Commission Carter asked if 'bikes yielding at stop signs' was on the long-term agenda. Commissioner Lindskog noted a new law being considered about not stopping at stop signs when vehicles were not present.

FUTURE AGENDA SETTING

ADJOURNMENT

Meeting adjourned at 9:32 p.m.

SUBMITTED BY:

David Stillman, Staff Liaison

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

2021 Fall Bike Fest

Bicycle Pedestrian Commission

Planning Meeting



Bike Fest 2021

- Event Details
- Event Highlights
- Family Ride Details
- Commissioner Responsibilities

Event Details

Saturday, September 25

9am – 1pm



Event Timeline

9:00am:	Event Start Time
10:00:	Mayoral Address Bike Challenge Announcements
10:30am:	Safety Talk & Family Bike Ride
12:00 pm:	Clinic
1:00 pm:	Event End Time

Standard Highlights

- Bike Rodeo
- Bike Ride
- Blender Bike Smoothies
- Vendors
- Bike Mechanic
- Helmet Fits
- Contests
- First Aid
- Mayoral Address

New Highlights

- How to Lock Your Bike Clinic
- Bike Bells for Bike Rodeo Participants
- Cupertino Library
- Art and Poetry



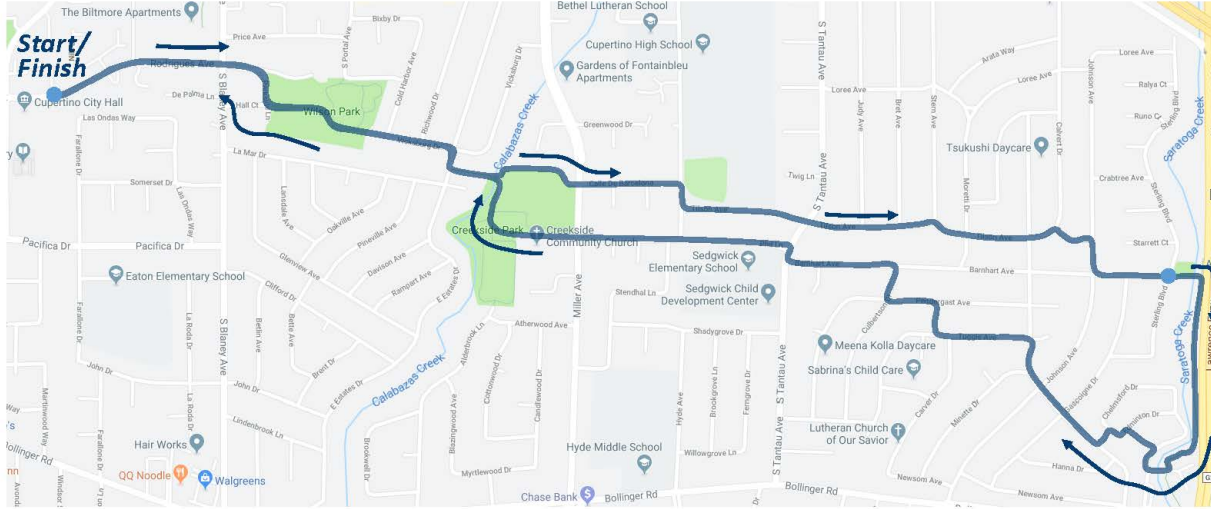
Family Bike Ride Details

10:30am – Brief Safety Talk & Departure
Water and Play break at the halfway point

Chaperones:

- BPC members
- 4 Volunteers

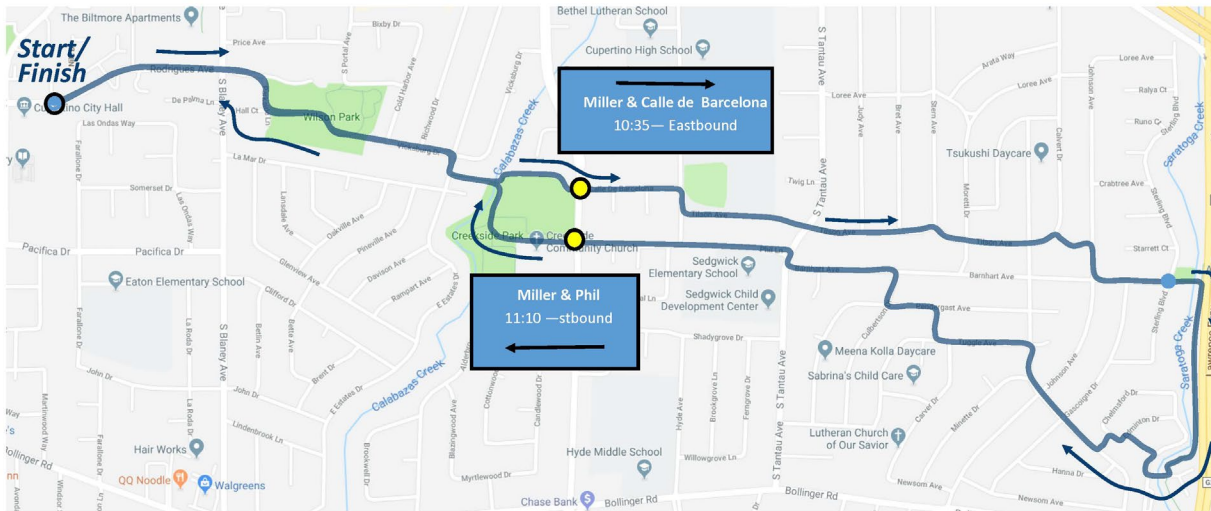
2021 Fall Bike Fest Family Ride




4.7mi
Distance



2021 Fall Bike Fest Family Ride



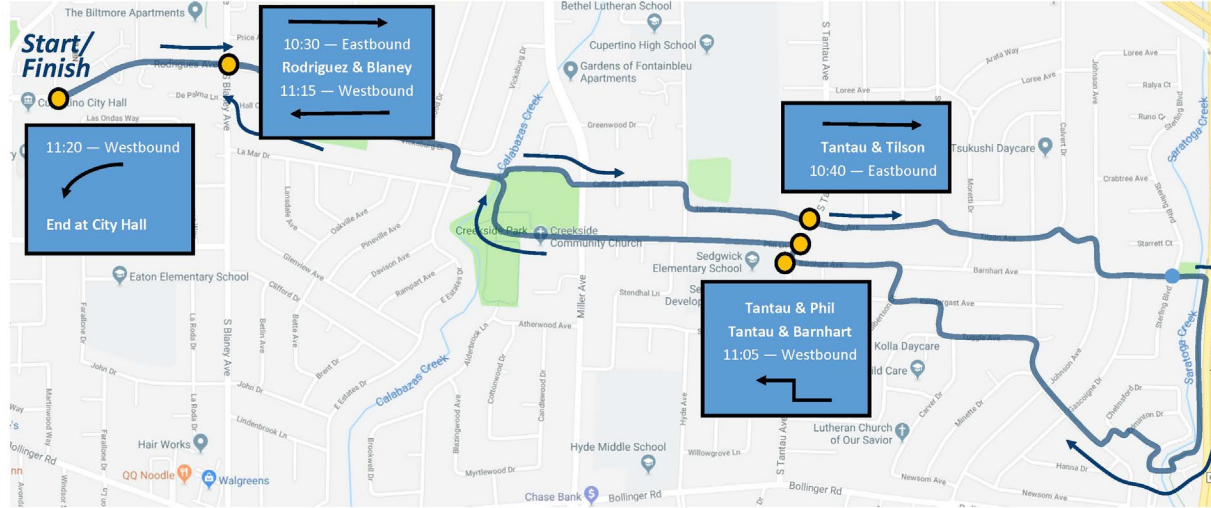
 Crossing Guards

4.7mi


Distance



2021 Fall Bike Fest Family Ride



4.7mi
Distance

 Other Crossings to Coordinate



CUPERTINO



Details to Figure Out

- Safety Talker
- Intersection Safety
- Chaperone Roles

Commissioner Responsibilities 9/25

7:45 am:	set up registration table & blender bike
8:45am:	volunteer orientation
8:55am:	Erik train smoothie volunteers Gerhard train registration volunteers
9:15am:	ride chaperone meeting
10:30am:	safety talk & family bike ride
Week of:	<i>Erik check blender bike</i>

Registration Table

- Take Signed Waivers & Stamp Hand for Rodeo and Ride
- Hand Out Route Maps
- Send Folks to WBC Booth for Helmet Check

Feedback Needed

- Bike Blender Check
- BPC Chaperones
- Ride Coordination Date
- How to Lock Your Bike Clinic: BPC or SR2S

Thank you!

See you on September 25th

City of Cupertino Bicycle Pedestrian Commission

Public Works – Transportation Division
Bicycle Pedestrian Commission
September 15, 2021



Vision Zero

What is Vision Zero?

- *Strategy to eliminate fatalities and serious injuries, while*
- *Increasing safe, healthy, equitable mobility for all*

Strategies:

- *Building collaboration among stakeholders*
- *Collecting and analyzing data*
- *Prioritizing equity and community engagement*
- *Managing speeds*
- *Setting timelines*

Vision Zero

Work Plan proposal:

- *Develop policies to guide Cupertino's Vision Zero Program*
- *Develop Action Plan to achieve Vision Zero goals, incorporating strategies*
- *Ensure school areas receive attention*

Vision Zero

Action Plan:

- *Living document*
- *Two key components: Foundational Elements and Actionable Strategies*
- *Foundational Elements:*
 - *Baseline best practices*
- *Actional Strategies:*
 - *Robust community engagement*
 - *Equity priority*

Vision Zero

Foundational Elements:

- *Build a Robust Data Framework*
 - *Collect crash data prior to creating Action Plan*
 - *Are crashes more likely at certain times and locations?*
 - *Are some demographics over-represented?*
 - *What crash factors are prominent?*
- *Set Measurable Goals with Implementation Timeline*
 - *Identify “reach zero year” as baseline, along with interim goals*
 - *What is success? What are measures of success?*
 - *Whose responsibility to achieve goals?*
 - *What are conditions and limitations for success?*

Vision Zero

Foundational Elements (cont):

- ***Be Accountable:***
 - *Identify lead agency responsible, partners, budget needs*
 - *Are strategies funded?*
 - *Is training for staff or others needed?*
- ***Ensure Transparency***
 - *Maintain Vision Zero website*
 - *Meet routinely with Task Force and residents*
 - *Report progress to stakeholders and decision makers*

Vision Zero

Actionable Strategies:

- ***Prioritize Roadway Design:***
 - *Design for slower, safer speeds, especially locations of serious injuries*
- ***Focus on Speed Management***
 - *Employ specific strategies to lower speeds*
- ***Utilize Impactful Educational Strategies***
 - *Use data and research to identify most effective strategies*
 - *Expand SR2S program*
 - *Develop Vision Zero training manual*
- ***Ensure Enforcement is Equitable***

Vision Zero

Action	2018-2019	2020-2023	Partners*
Establish a Vision Zero program within the City			
Establish a permanent, dedicated funding source for Vision Zero implementation and coordination. Continue to create a Vision Zero program with dedicated staff.	\$2M/year; 1.5 additional FTE/year	\$3M/year; 2 additional FTE/year	DPW, Mayor's Office, DPD, DEH, CDOT
Coordinate existing funding already going to Vision Zero projects or that could be applied to such projects.	Ongoing action	Ongoing action	DPW, BMO, CDOT
Institutionalize Vision Zero as the City's approach to its transportation system			
Continue convening regular meetings of safety stakeholders (TAC) to review data and ongoing traffic safety performance and determine strategies for improvement.	6 meetings/year	6 meetings/year	DPW or Mayor's Office, DPD, DEH, others
Convene regular meetings of executive-level departmental representatives to coordinate Vision Zero efforts.	4 meetings/year	4 meetings/year	Mayor's Office, Xcel Energy, DPW, DPD, DEH, others
Ensure that Denver Vision Zero staff are represented at CDOT Region 1/City and County of Denver coordination meetings.	Ongoing action	Ongoing action	DPW, CDOT
Make the City and County of Denver a model Vision Zero adopter, including possible fleet modifications, operational changes, and training.	Ongoing action	Ongoing action	DPW
Perform engineering reviews at traffic fatality and high collision locations to identify risk factors that can be addressed citywide			
Until the end of 2017, convene rapid response meetings after pedestrian, motorcyclist, and bicyclist fatalities. Implement near-term safety improvements as appropriate and implement a strategy for rapid response meetings beyond 2017.	Complete action		DPW, DPD, CDOT Region 1, VZC, DEH, RTD
Using crash trends, rapid response information, and other data and analytics that are available and appropriate, systematically identify locations that need street modifications and implement changes. Collaborate across agencies to identify problems and solutions, and develop case studies or lessons learned where possible for future improvements.	2 locations/year modified	4 locations/year modified	DPW, DPD, CDOT, DEH

Shared Micromobility Pilot Program

Bicycle & Pedestrian Commission

Chris Corrao



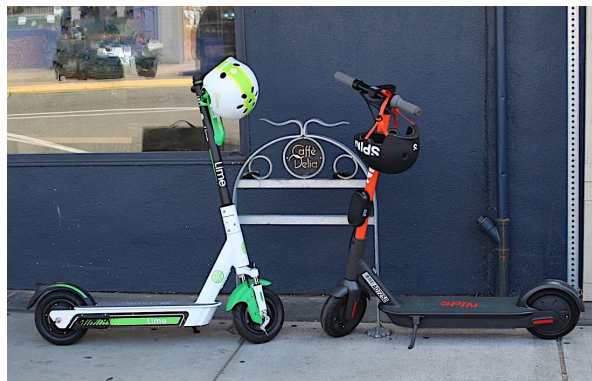
Shared Micromobility

What is it?

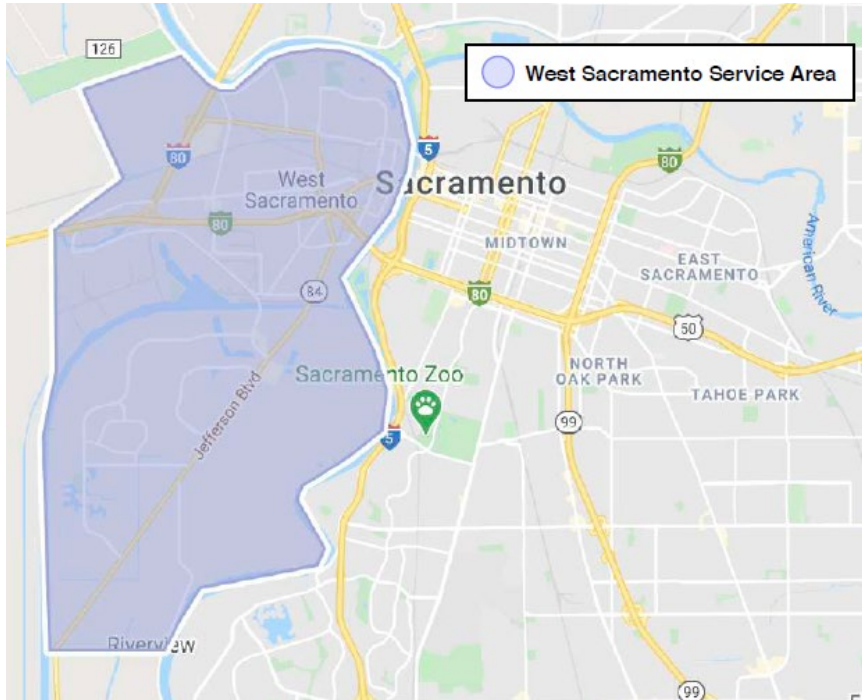
Why now?

What's the plan?

Measuring Success



What is Shared Micromobility?



- Transportation devices available to the public.
- Includes: scooters, bicycles, and more.
- Devices:
 - travel freely all day,
 - are charged at night
 - Re-staged in the morning.

Why Now?

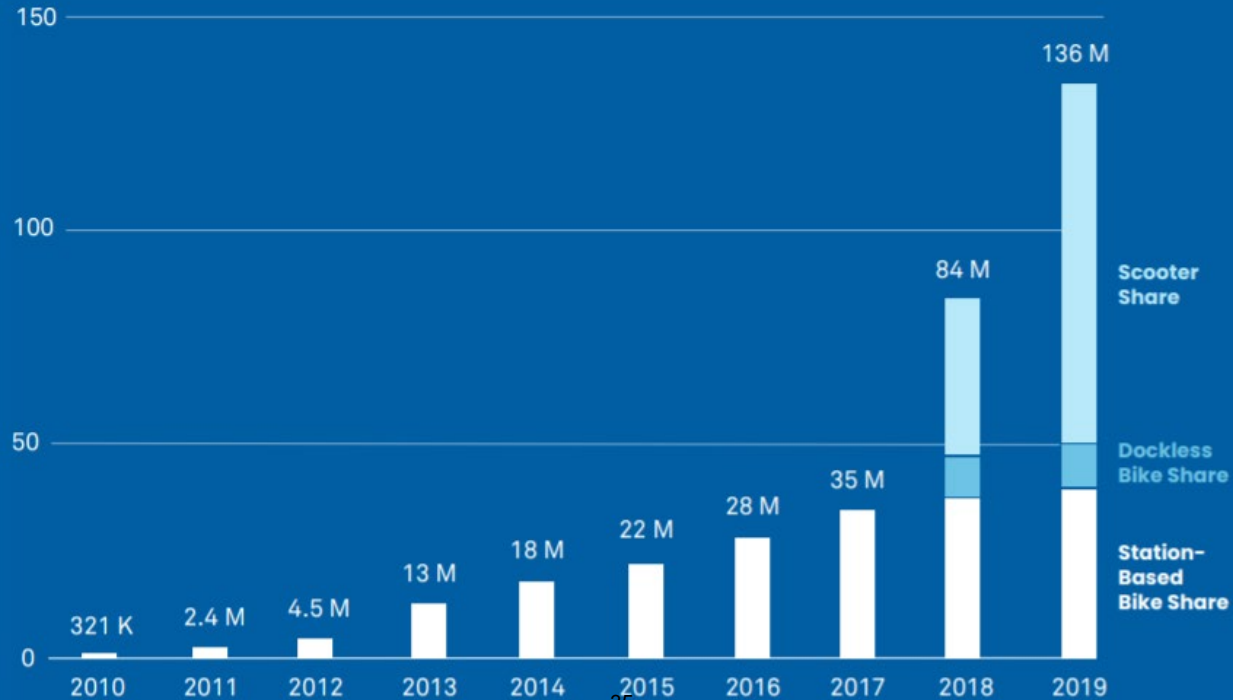
- Outdoor and COVID friendly.
- Climate emergency.
- Vendors engaging with cities now.
- America is falling in love with micromobility.



Rapid Growth of Micromobility

**SHARED MICROMOBILITY RIDERSHIP GROWTH
FROM 2010–2019, IN MILLIONS OF TRIPS**

Source: NACTO



Shared Micromobility Is Replacing Car Trips

In a 2019 survey of 7 cities, 45% of those using shared micromobility (bikes & scooters) said they would have completed their trips using a personal vehicle or rideshare vehicle if the bike/scooter was not available.*

What's The Plan?

- 16-month pilot program (1 vendor)
- To include scooters, bikes, etc.
- If successful, create a permanent program.



Measuring Success

- Rider & Community Survey
- Key Performance Indicators
- Overall environmental assessment:
 - Total miles travelled
 - Miles replacing vehicle trips (vs walk/bike trips)
 - Embodied environmental impacts of devices

Next Steps

- Solicit feedback from bike/ped commission
- Launch “Engage Cupertino” & community outreach
- Outreach to vendors to gauge interest
- Design a 16-month pilot program with one vendor
- City Council

City of Cupertino Bicycle Pedestrian Commission

Public Works – Transportation Division
Bicycle Pedestrian Commission
September 15, 2021



Shared Micromobility Pilot Program

Bicycle & Pedestrian Commission

Chris Corrao



Class IV Separated Bike Lanes

Cupertino Locations – Existing:

- *Stevens Creek Blvd, Wolfe Rd – Tantau Ave*
- *McClellan Rd/Pacifica Dr, Imperial Ave – Torre Ave*
- *Bubb Road, Stevens Creek Blvd – Results Way*

Cupertino Locations - Future:

- *Stevens Creek Blvd – Wolfe Rd – Foothill Blvd*
- *Mary Ave – Stevens Creek Blvd – Meteor Dr*
- *Blaney Ave – Homestead Ave – Bollinger Rd*

Class IV Separated Bike Lanes

Concerns Raised:

- ***Vehicle Lanes Too Narrow (Perception Only)***
- ***Lack of Visibility***
- ***Conflicts with Driveway Ingress/Egress***
- ***On-street Parking Prohibited***
- ***Right-turn hook conflicts***
- ***Emergency Vehicle Access***
- ***Blockage of lanes from construction/slow bikes/debris***

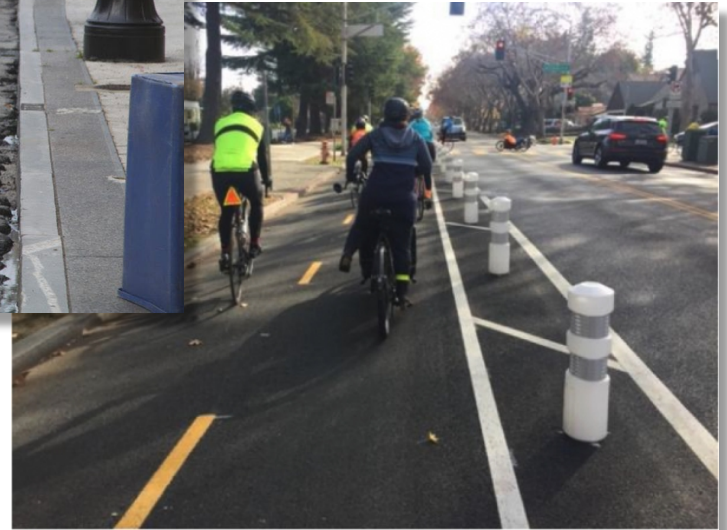
Class IV Separated Bike Lanes



Class IV Separated Bike Lanes



Class IV Separated Bike Lanes



Class IV Separated Bike Lanes

