

A stylized graphic featuring a large sun with rays on the right and a crescent moon on the left, both in shades of yellow and white against a light yellow background. The sun's rays are represented by thick, white, curved lines radiating from the right side. The moon is a simple white crescent shape on the left side.

APPENDIX A

Plan Review



To: David Stillman, Transportation Manager, City of Cupertino
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd and Jesús Contreras, Alta Planning + Design

Date: March 13, 2025

Re: Cupertino ATP: Plan Review

Introduction

This memorandum summarizes local and regional plans, policies, and standards that impact active transportation in the City of Cupertino. These studies and reports were reviewed to understand Cupertino’s existing conditions, previously identified active transportation needs, policy priorities (in light of changing legislative environments), and recent transportation initiatives. This document provides a foundation for the development of the City of Cupertino Active Transportation Plan (ATP). This review will help:

- Ensure Goals, Objectives, and Performance Metrics for Cupertino ATP are consistent with City policies and plans.
- Identify and integrate priority projects from previous plans.
- Identify policy and programmatic recommendations to carry into the ATP.

The review memo is divided into four sections:

[Section 1 – Introduction](#): provides an overview of the memo and the information included.

[Section 2 – Key Takeaways](#): includes a high-level summary of common themes identified within the plans reviewed.

[Section 3 – Full Document Review](#): contains a complete summary of the 12 documents reviewed. Information is presented in individual tables for easy readability.

[Section 4 – Active Transportation Network Progress](#): details the progress Cupertino has made since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016.

Plans Reviewed

The following 14 documents were reviewed to prepare this memo. They are listed in order of relevance to the plan process:

1. City Plans
 - a. 2024 Cupertino Vision Zero Action Plan
 - b. 2023 Cupertino Local Road Safety Plan
 - c. 2016 Cupertino Bicycle Transportation Plan
 - d. 2018 Cupertino Pedestrian Transportation Plan
 - e. 2021 Cupertino Bollinger Road Corridor Safety Study
 - f. 2015 Cupertino General Plan Mobility Element
 - g. 2018 Cupertino Complete Streets Policy
 - h. 2025 Cupertino Transportation Study Guidelines
 - i. 2022 Cupertino Climate Action Plan 2.0
 - j. 2020 Cupertino Parks and Recreation Master Plan

2. Countywide Plans
 - a. 2025 Santa Clara County Active Transportation Plan (in-progress)
 - b. 2018 VTA Countywide Bicycle Plan
 - c. VTA Bicycle Superhighway Implementation Plan
 - d. 2025 VTA Valley Transportation Plan 2050 (in-progress)

Key Takeaways

- The City has been making progress towards the completion of the priority projects by advancing the Tamien Trail¹ and critical on-street facilities.
- While safety has long been a priority for the City, the adoption of the Vision Zero Plan highlights a fundamental shift toward enhancing safety through non-infrastructure programs and the build-out of facilities that offer greater protection from vehicle traffic for pedestrians and bicyclists.
- Since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016, the City has built five sidewalk segments, nine intersection improvements, four shared-use paths, two bike lanes, four buffered bike lanes, three bike boulevards, and one bike route.
- Policy and design alignment with regional Active Transportation Plans (Santa Clara County ATP, VTA Countywide Bicycle Plan, VTA Bicycle Superhighway Implementation Plan, and VTA 2050) will be critical to securing future implementation funding.

¹ The Tamien Trail was previously known by the name “Junipero Serra Trail” in previous plans. In this document, this facility will be referred to exclusively as the “Tamien Trail”.

Full Document Review

The following section includes a summary of the plans reviewed. Information for each plan is organized into individual tables for easy readability.

Plan 1

PLAN NAME	AGENCY	YEAR
Vision Zero Action Plan	City of Cupertino	2024
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Vision Zero Action Plan (VZAP) was a high-level document that focused on broad strategies and actions aimed at eliminating severe injuries and fatalities on the City’s transportation network. Pedestrian and bicycle safety was emphasized, as these users account for 60% of all fatal and serious injury crashes. A citywide High Injury Network (HIN) and a set of High Injury Intersections (HII) were identified based on the collision history. The VZAP included a robust community engagement effort and identified seven partnership strategies, including advocacy for safer delivery vehicles, partnerships with transit agencies, and private sector engagement.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Guiding Principles</p> <ol style="list-style-type: none"> 1. Safety is our highest priority 2. Traffic deaths and severe injuries are a preventable public health issue 3. People make mistakes 4. Slower streets are safer streets 5. We will create safer transportation options for people to travel 6. Street safety must be achieved equitably 7. Vision Zero will be both reactive to crash data and proactive to crash risk 8. Vision Zero requires a holistic approach to land use and transportation 9. Cupertino’s response will utilize proven safety countermeasures coupled with innovative strategies 	
Design Standards	<p>The Countermeasure Toolbox is organized into the following categories: Roadway Design, Pedestrian Safety, Bicyclist Safety, Speed Management, Operations, and Signal</p>	
Policies and Programs	<p>A.1 - Establish a Vision Zero Task Force</p> <p>A.2 - Identify sustainable funding sources for a Vision Zero program</p> <p>A.6 - Integrate Vision Zero safety principles into forthcoming City plans and design documents</p> <p>A.8 - Continue monitoring existing speed limits on City streets in accordance with the changes made by AB 43 to further lower speeds</p> <p>A.12 - Set up periodic pedestrian and cyclist counts at standardized locations</p> <p>B.2 - Create a carefully ranked roster of extra safety projects</p> <p>B.3 - Install quick, light, and adaptable projects proven to achieve real tangible benefits (Quick-Build projects)</p> <p>B.6 - Update signal timing plans to enhance safety for all modes of transportation, which may include adjustments to all-red intervals and pedestrian crossing times.</p> <p>B.8 - Create an internal procedure for evaluating and implementing Vision Zero countermeasures on projects located within the HIN</p>	

	<p>B.9 - When identifying safety enhancements, ensure countermeasures align with the City's Complete Streets policy</p> <p>D.1 - Implement the 2016 Bicycle Transportation Plan</p> <p>D.2 - Prioritize pedestrian crossing improvements on the High Injury Network</p> <p>D.3 - Complete projects that enhance bicycle & pedestrian safety at intersections with turning vehicles</p> <p>D.4 - Develop and maintain an Active Transportation Plan</p> <p>D.5 - Install high-visibility crosswalks in proximity to schools.</p> <p>D.6 - Develop a comprehensive Safe Routes to Schools Plan</p>
Projects	<p>The Vision Zero Action Plan prioritizes the following eight corridors along the High Injury Network (HIN):</p> <ul style="list-style-type: none"> • Stevens Creek Blvd • Homestead Rd • McClellan Rd • De Anza Blvd • Stelling Rd • Wolfe Rd/Miller Ave • Bollinger Rd • Blaney Ave
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • The Vision Zero approach marks a notable shift in how transportation safety should be addressed, focusing on eliminating all traffic-related fatalities and severe injuries through infrastructure and non-infrastructure projects. • Safety improvements should be prioritized along the HIN, including speed reduction measures. • Enforcement efforts should focus on key priorities and include training to enhance data reporting. 	

Plan 2

PLAN NAME	AGENCY	YEAR
Local Road Safety Plan	City of Cupertino	2023
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>Cupertino’s Local Roadway Safety Plan (LRSP) identifies transportation safety capital projects throughout the City for all modes of transportation with the goal of reducing fatal and severe injury collisions. The LRSP, funded by the Federal Highway Administration (FHWA) and Caltrans, was achieved through a decision-making process that relied on a data-driven collision analysis of local roadways, partnership with stakeholders, and public outreach.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>The City of Cupertino’s Local Road Safety Plan outlines six safety projects specifically designed for the most hazardous intersections and roadway segments.</p> <p>Project 1: Safety at Signalized Intersections - Unsafe Speed and Rear End</p> <p>Project 2: Safety at Signalized Intersections - Improper Turning, Auto Right-of-Way Violations, and Broadside</p> <p>Project 3: Safety at Signalized Intersections - Pedestrian and Bicyclist Safety</p> <p>Project 4: Safety on Roadway Segments - Unsafe Speed Violations and Rear End</p> <p>Project 5: Safety on Roadway Segments - Improve Pedestrian and Bicyclist Safety</p> <p>Project 6: Safety on Roadway Segments - Reduce Nighttime Collisions</p>	
Design Standards	The Plan includes a countermeasure toolbox in Appendix C that corresponds with the six safety projects.	
Policies and Programs	N/A	
Projects	<p>Project 1: Safety at Signalized Intersections - Unsafe Speed and Rear End</p> <ul style="list-style-type: none"> • 10 projects <p>Project 2: Safety at Signalized Intersections - Improper Turning, Auto ROW Violations, and Broadside</p> <ul style="list-style-type: none"> • 9 projects <p>Project 3: Safety at Signalized Intersections - Pedestrian and Bicyclist Safety</p> <ul style="list-style-type: none"> • 9 projects <p>Project 4: Safety on Roadway Segments - Improve Pedestrian and Bicyclist Safety</p> <ul style="list-style-type: none"> • 20 projects 	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • A total of 48 improvements within six safety project types were developed for high-risk intersections and roadway segments in Cupertino. 		

Plan 3

PLAN NAME	AGENCY	YEAR
Bicycle Transportation Plan	City of Cupertino	2016
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Bicycle Transportation Plan provided a vision and specific steps to create safer and more comfortable conditions for people to bike in Cupertino. The Plan was built on an assessment of existing conditions that included an analysis of land use and community demographics, transportation and recreation facilities and programs, activity generators, and commuter travel. The plan also includes an outreach component, and its purpose was to aid the City in constructing a comprehensive, low-stress citywide bike network.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs.</p> <p>Improve bicyclist safety through the design and maintenance of roadway improvements.</p> <p>Increase and improve bicycle access to community destinations across the City of Cupertino for all ages and abilities.</p>	
Design Standards	<p>The Bicycle Transportation Plan included guidelines for bicycle facility selection, application, and design.</p>	
Policies and Programs	<ul style="list-style-type: none"> • Policy 1.A.1: Support and expand the City of Cupertino Safe Routes to School program. • Policy 1.A.2: Partner with the Silicon Valley Bicycle Coalition to offer routine adult and family bicycle education classes in Cupertino. • Policy 1.B.1: Incorporate messaging in all City media that promotes the benefits of active lifestyles and raises awareness of walking and bicycling facilities in the community. • Policy 1.C.1: Partner with tourism and economic development agencies to promote Cupertino as a destination for active recreation and active lifestyles. • Policy 1.C.2: Create a Bicycle Friendly Business program to recognize and promote bicycle-friendly businesses in Cupertino. • Policy 1.C.3: Collaborate with county and regional partners to create bikeway connections to the local tourism generators and to promote active recreation in the region. • Policy 1.D.1: Work with Santa Clara County Sherriff’s Office to review collision locations and ‘close-call’ reports and identify locations for increased enforcement of motorist and bicyclist behavior. • Policy 1.E.1: Review the Bicycle Transportation Plan performance measures at regular intervals to review progress and update priorities as necessary. • Policy 1.E.2: Conduct bicycle counts citywide at regular intervals to better understand the profile of residents bicycling in Cupertino as well as measure the impacts of newly implemented infrastructure and programs. • Policy 2.A.1: Annually review the number, locations, and contributing factors of bicycle-related collisions to identify and implement ongoing improvements at collision locations throughout the transportation network. 	

	<ul style="list-style-type: none"> • Policy 2.A.2: Identify opportunities to reduce bicyclist exposure by reducing locations or lengths of conflict areas with vehicles or by providing dedicated and separated facilities where feasible. • Policy 2.A.3: Adopt a Vision Zero policy to eliminate traffic fatalities by 2026. • Policy 2.A.4: Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2020. • Policy 2.A.5: Develop a City policy for the regular documentation of bike facility quality and maintenance of bicycle facilities throughout the City. • Policy 3.A.1: Implement the recommendations from this Bicycle Transportation Plan Update. • Policy 3.A.2: Integrate bicycle facilities as part of the design and construction of upgrades or resurfacing of all existing roadways. • Policy 3.B.1: Create a low-stress network in parallel to the arterial bikeway network, providing an alternative that is appealing to residents of all ages and abilities. • Policy 3.B.2: Upgrade and improve the existing arterial bikeway network to increase bicyclist comfort and lower barriers for more risk-averse users. • Policy 3.B.3: Develop a citywide wayfinding system, providing access to appropriate locations such as employment centers, schools, and commercial centers. • Policy 3.B.4: Prioritize the installation of bicycle parking in the public right-of-way at key commercial and retail destinations.
Projects	<p>Tier 1:</p> <ul style="list-style-type: none"> • Class I - 2 projects • Class III - 4 projects • Class IV - 3 projects • Spot improvement - 4 projects <p>Tier 2:</p> <ul style="list-style-type: none"> • Class I - 2 projects • Class II - 1 projects • Class IIB - 6 projects • Class III - 1 project • Class IIIB - 3 projects • Class IV - 5 projects • Spot improvement - 10 projects <p>Tier 3:</p> <ul style="list-style-type: none"> • Class I - 7 projects • Class II - 4 projects • Class IIB - 15 projects • Class III - 10 projects

- Class IIIB - 2 projects
- Spot Improvement - 12 projects

KEY TAKEAWAYS

- The Bicycle Transportation Plan represents a comprehensive approach to addressing the needs of bicyclists, including infrastructure, policy changes, educational and promotional campaigns, enforcement efforts, and an evaluation component to track progress in achieving the City's goals.
- Stevens Creek Blvd Class IV (Under Development) – tier 1
- Tamien Trail (Under Development) – tier 1
- Homestead Road Safe Routes to School Project (Under Development) – tier 2
- Carmen Road Bridge (Planning) – tier 2
- McClellan Road Class IV (Completed) – tier 1

Priority Projects Progress:

Tier 1:

- Class I – 2 initiated
- Class IIIB – 2 completed, 2 initiated
- Class IV – 2 initiated, 1 not funded
- Intersection/Spot/Bridge – 2 complete, 1 initiated, 1 not funded

Tier 2:

- Class I – 1 completed, 1 not funded
- Class II – 1 not funded
- Class IIB – 3 completed, 1 initiated, 2 not funded
- Class III – 1 not funded
- Class IIIB – 1 completed, 2 initiated
- Class IV – 5 not funded
- Intersection/Spot/Bridge – 4 complete, 3 initiated, 3 not funded

Tier 3:

- Class I – 2 complete, 5 not funded
- Class II – 2 complete, 2 not funded
- Class IIB – 2 completed, 13 not funded
- Class III – 1 complete, 9 not funded
- Class IIIB – 2 not funded
- Intersection/Spot/Bridge – 1 initiated, 11 not funded

Plan 4

PLAN NAME	AGENCY	YEAR
Pedestrian Transportation Plan	City of Cupertino	2018
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Pedestrian Transportation Plan (PTP) provides a vision and specific steps for creating an inviting, safe, and connected pedestrian network. The Plan was based on an assessment of existing conditions, which included analysis of land use, demographics, travel patterns, destinations, travel demand, and collision history. The Plan also includes an outreach component with engagement efforts at each stage of the planning process: existing conditions & needs analysis (Phase 1), preliminary recommendations (Phase 2), and implementation strategy & final draft plan (Phase 3). The PTP establishes a framework for developing and maintaining pedestrian facilities and recommends policies, programs, and messaging to promote walking.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Safety: Improve pedestrian safety and reduce the number and severity of pedestrian-related collisions, injuries, and fatalities.</p> <p>Access: Increase and improve pedestrian access to community destinations across the City of Cupertino for people of all ages and abilities.</p> <p>Connectivity: Continue to develop a connected pedestrian network that fosters an enjoyable walking experience.</p>	
Design Standards	Pedestrian Facility Toolbox, which provides guidelines regarding the facility purpose, selection, appropriate application, and design of facilities.	
Policies and Programs	<p>Infrastructure and Operations</p> <ul style="list-style-type: none"> • Develop/adopt a Complete Streets Design Manual • Design standard speeds in pedestrian areas do not require a routine need for traffic calming • Adopt a Complete Streets internal checklist • Formalize traffic calming practices • Reconsider speed limit criteria • 15 mph zones near schools, parks, community facilities, or senior housing • Establish an accessible design checklist <p>Evaluation and Planning</p> <ul style="list-style-type: none"> • Include ped/bike counts as a routine element of motor vehicle counts • Conduct ped/bike counts for the planning/evaluation of the City's trail system <p>Education and Enforcement</p> <ul style="list-style-type: none"> • Continue promoting walking and biking through the SR2S program • Develop/implement targeted safety campaigns for other groups (adults, seniors, drivers) <p>Project Implementation</p> <ul style="list-style-type: none"> • Secure funding for broader education efforts • Continue to collaborate with related and adjacent agencies • Explore opportunities for improving coordination with major employers <p>Develop a line item in the CIP for implementation of the PTP</p>	

Projects	<p>Priority Projects are concentrated in the western and northern parts of the City.</p> <p>Tier 1:</p> <ul style="list-style-type: none"> • Sidewalk - 9 projects • Intersection - 4 projects • Bridge - 3 projects • Shared-Use Path - 4 projects <p>Tier 2:</p> <ul style="list-style-type: none"> • Sidewalk - 3 projects • Intersection - 4 projects • Bridge - 2 projects • Shared-Use Path - 4 projects <p>Tier 3:</p> <ul style="list-style-type: none"> • Sidewalk - 2 projects • Intersection - 7 projects • Shared-Use Path - 2 projects
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KEY TAKEAWAYS

Priority Projects Progress:

Tier 1:

- Sidewalk - 5 completed, 4 not funded
- Intersection - 1 completed, 2 in progress, 1 not funded
- Bridge - 2 in progress, 1 not funded
- Shared-Use Path - 3 completed, 1 in progress

Tier 2:

- Sidewalk - 1 in progress, 2 not funded
- Intersection - 1 completed, 1 in progress, 2 not funded
- Bridge - 2 not funded
- Shared-Use Path - 1 completed, 3 not funded

Tier 3:

- Sidewalk - 2 not funded
- Intersection - 1 completed, 2 in progress, 4 not funded
- Shared-Use Path - 1 in progress, 1 not funded

Plan 5

PLAN NAME	AGENCY	YEAR
Bollinger Road Corridor Safety Study	City of Cupertino	2021
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Cities of Cupertino and San Jose conducted a safety and operational study of the Bollinger Road Corridor in 2021. This project examined Bollinger Road to identify improvements to enhance pedestrian, bicycle, motor vehicle, and transit safety and operations. The Study proposed two alternatives that reflect different priorities and strategies for improving the corridor.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	To create a safer and more accessible corridor for pedestrians, bicyclists, transit riders, and motorists.	
Design Standards	N/A	
Policies and Programs	N/A	
Projects	<p>Alternative A: Class IV; Speed feedback signage; High-Viz Crosswalk; Bike boxes; Two-stage turn queue boxes; and RRFB</p> <p>Alternative B: Class IV Cycle Tract; Speed feedback signage; High-Viz Crosswalk; Bike boxes; Two-stage turn queue boxes; RRFB; and PHB</p>	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • Alternative A involves a road diet, where the road would be reduced to one travel lane in each direction, along with providing a center two-way left turn lane. • Alternative B maintains the existing lane configuration while implementing spot improvements, primarily at intersections. • Further traffic analysis is required to evaluate the feasibility and potential effectiveness of each alternative. 		

Plan 6

PLAN NAME	AGENCY	YEAR
General Plan Mobility Element	City of Cupertino	2015
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The General Plan Mobility Element outlines goals, policies, and strategies for transportation network improvements necessary to accommodate Cupertino's anticipated growth. The Element aims to make alternative modes of transportation attractive choices to help reduce strain on the automobile network and improve health and quality of life for residents and businesses.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Enhance alternative modes of transportation with walking/biking facilities, transit service, and connections to key transit nodes.</p> <p><u>Goals:</u></p> <ul style="list-style-type: none"> • Regional Coordination • Complete Streets • Walkability and Bikeability • Transit • Safe Routes to Schools • Vehicle Parking • Transportation Impact Analysis • Greenhouse Gas Emissions and Air Quality • Roadway System Efficiency • Transportation Infrastructure 	
Design Standards	N/A	
Policies and Programs	<p><u>Regional Coordination</u> Regional Transportation Planning: Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan and to minimize adverse impacts on the City's circulation system. Work with neighboring cities to address regional transportation and land use issues of mutual interest. Citywide VMT Reduction: Framework for reducing VMT citywide includes limiting parking supply and implementing a citywide bikeshare program. Regional Trail Development: Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems, including the Bay Trail, Stevens Creek Corridor, and Ridge Trail.</p> <p><u>Complete Streets</u> Street Design: Adopt and maintain street design standards to optimize mobility for all transportation modes, including automobiles, walking, bicycling, and transit.</p>	

Adjacent Land Use: Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks, and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban, and rural environments found within the City.

Connectivity: Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

Community Impacts: Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or overwhelming through-traffic problem and there are no acceptable alternatives, since street closures move the problem from one street to another.

Traffic Calming: Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.

Walkability and Bikeability

Bicycle and Pedestrian Master Plan: Adopt and maintain a Bicycle and Pedestrian Master Plan, which outlines policies and improvements to streets, the extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis.

Pedestrian and Bicycle Crossings: Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways, and road barriers.

Development: Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, and shopping and employment destinations throughout the city.

Street Widths: Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.

Curb Cuts: Minimize the number and width of driveway openings.

Capital Improvement Program: Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.

Bicycle Parking: Require new development and redevelopment to provide public and private bicycle parking.

Outreach: Actively engage the community in promoting walking and bicycling through education, encouragement, and outreach on improvement projects and programs.

Spaces for Pedestrians: Require parking lots to include clearly defined paths for pedestrians, providing a safe route to building entrances.

Proactive Enforcement: Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.

Transit

Access to Transit Services: Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.

Transit Facilities with new development: Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit, including bus stop shelters, space for transit vehicles as appropriate, and attractive amenities such as trash receptacles, signage, seating, and lighting.

Vallco Shopping District Transfer Station: Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as car sharing, bike sharing, and/ or other services.

Safe Routes to School

Safe Routes to School: Promote Safe Routes to Schools programs for all schools serving the city.

Prioritize Projects: Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

	<p>Connections to Trails: Connect schools to the citywide trail system. Education: Support education programs that promote safe walking and bicycling to schools.</p> <p><u>Transportation Impact Analysis</u> Protected Intersections: Consider adopting a Protected Intersection Policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration, such as near shopping districts, schools, parks, and senior citizen developments.</p> <p><u>Roadway System Efficiency</u> Street Width: Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character.</p> <p><u>Transportation Infrastructure</u> Transportation Improvement Plan: Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian, and bicycle transportation improvements to meet the City’s needs. Multimodal Improvements: Integrate the financing, design, and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).</p>
Projects	<ul style="list-style-type: none"> • The project recommendations from the Bicycle Transportation Plan were identified. • Recommends bikeshare stations • Recommends Protected Intersections Policy
<p>KEY TAKEAWAYS</p>	
<ul style="list-style-type: none"> • The Mobility Element aims to enhance alternative transportation modes by prioritizing safety improvements near schools, implementing a micromobility share system, implementing complete streets projects, and enhancing the active transportation network. 	

Plan 7

PLAN NAME	AGENCY	YEAR
Complete Streets Policy	City of Cupertino	2018
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The City of Cupertino’s Complete Street Policy advances the City’s goal of meeting the safety, access, and mobility needs of all users, including pedestrians, bicyclists, motorists, public transportation users, and people with disabilities. This policy aims to create an integrated transportation network that promotes safe and convenient travel for all. The policy acknowledges the public health and welfare benefits of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transit. It aligns with the California Complete Streets Act of 2008 (AB 1358) and related directives, which mandate that cities incorporate the mobility needs of all roadway users into their general planning processes. Furthermore, the policy supports the goals of the California Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375), which require significant increases in public transit, bicycling, and walking to reduce greenhouse gas emissions.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Complete Streets Principles</p> <ul style="list-style-type: none"> • Serving all users • Context sensitivity • Complete Streets routinely addressed by all Departments • Consistent with the City's Mobility Element update 	
Design Standards	N/A	
Policies and Programs	<p>Plan Consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation.</p> <p>Street Network/Connectivity. Consistent with the City’s Mobility Element update, the City of Cupertino shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and between existing and anticipated future areas of travel origination or destination.</p> <p>Bicycle Pedestrian Commission Consultation. Transportation projects shall be reviewed by the Cupertino Bicycle Pedestrian Commission early in the planning and design phase to provide the Cupertino Bicycle Pedestrian Commission an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.</p>	
Projects	Includes recommendations in the Bicycle Transportation Plan and Pedestrian Transportation Plan.	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • The policy ensures eligibility for regional funding programs like the One Bay Area Grant (OBAG) and 2016 Measure B, supporting community health, safety, economic vitality, and environmental sustainability. 		

Plan 8

PLAN NAME	AGENCY	YEAR
Transportation Study Guidelines	City of Cupertino	2025
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Transportation Study (TS) Guidelines outline the process for evaluating the transportation effects of projects on the City’s transportation system and services for all travel modes. The Guidelines support the General Plan’s Mobility Element goal of implementing strategies to make alternative modes of transportation an attractive choice.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<ol style="list-style-type: none"> To evaluate a project’s consistency with the City’s General Plan, including compliance with the transportation standards in the Mobility Element. To evaluate a project’s consistency with the Santa Clara County Congestion Management Program (CMP). To evaluate significant impacts and mitigation measures per the California Environmental Quality Act (CEQA). 	
Design Standards	<p>Americans with Disability Act standards</p> <p>Caltrans DIB-94 bicycle lane width standards</p>	
Policies and Programs	<ul style="list-style-type: none"> Projects shall provide convenient short-term bike parking such as bike racks (Class 2) and secure longer-term bike parking such as bike lockers (Class 1) with clear wayfinding signage visible from public pathways to the parking locations. Bicycle access routes and bicycle site access points shall be identified and conflicts between vehicles and bicyclists along these routes should be minimized. Projects shall accommodate pedestrian desire lines to nearby destinations. Projects shall provide adequate sidewalks and crosswalks. Projects shall consider pedestrian-scale lighting and benches along the project frontage for areas with higher pedestrian demand. 	
Projects	<p>Example Improvements</p> <ul style="list-style-type: none"> Provide for access to, from, and through the development for pedestrians and bicyclists Construct Class I bicycle paths, Class II bicycle lanes, and other facilities Provide secure bicycle parking and shower amenities Reduce travel lanes on a street to install a two-way left-turn lane and Class II bicycle lanes Add corner bulbouts, reduce curb radii, add pedestrian refuges or implement other walking-related improvements Dedicate right-of-way to provide bicycle or pedestrian facilities 	
KEY TAKEAWAYS		

- The Transportation Study Guidelines provide a clear and consistent technical approach for evaluating the transportation effects of projects on the City's transportation system and services.
- Outcomes include mitigation measures under CEQA and/or other conditions of approval that result in changes to the project site plan or program or the implementation of off-site transportation system improvements.

Plan 9

PLAN NAME	AGENCY	YEAR
Cupertino Climate Action Plan	City of Cupertino	2022
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Climate Action Plan (CAP) provides meaningful actions to reduce greenhouse gas emissions and mitigate climate change impacts to improve quality of life in Cupertino. In Cupertino, on-road transportation accounts for 60% of emissions. The CAP has set a target of communitywide carbon neutrality by 2040, which is more ambitious than the state's goals.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>The Cupertino Climate Action Plan 2.0 contains recommendations to achieve the following transportation-based goals:</p> <ol style="list-style-type: none"> 1. Develop and implement an Active Transportation Plan to achieve 15% of active transportation mode share by 2030 and 23% by 2040 2. Implement public and shared transit programs to achieve 29% of public transit mode share by 2030 and maintain it through 2040 3. Increase zero-emission vehicle (ZEV) adoption to 35% for passenger vehicles and 20% for commercial vehicles by 2030 and 100% for all vehicles by 2040 4. Refocus transportation infrastructure away from single-occupancy gasoline vehicles to support the active transportation, public transit, and ZEV goals stated above. 	
Design Standards	N/A	
Policies and Programs	<ul style="list-style-type: none"> • Develop and implement an Active Transportation Plan to achieve 15% of active transportation mode share by 2030 and 23% by 2040. • As part of the City's active transportation planning, identify priority projects to connect neighborhoods with commercial areas via bike/ped paths, repainted roadways, and e-bikeshare. • Collaborate with the County, VTA, and SVCE to connect Cupertino's bicycle network to cross-jurisdiction bicycle superhighways and other e-bike networks as feasible. • Engage the Bicycle Pedestrian Commission, Safe Routes to School network, and community groups to identify additional short-term and long-term bikeway and pedestrian infrastructure improvement projects to implement. • Ensure equitable access to safe bicycle and pedestrian infrastructure in all city areas. Prioritize new bicycle and pedestrian facilities (e.g., bike paths, bike parking, sidewalks) in areas with underdeveloped facilities and lower-income populations. • Re-stripe arterial, minor collector, and major collector roads (as mapped in the 2016 Bicycle Transportation Plan) without existing designated bike lanes to include bike lanes and reduce the width of existing car lanes/travel determined by the bicycle and pedestrian plans. • Conduct a pilot program, including a plan for pilot implementation, that designates the road space on select streets specifically for bikes and is closed to through-traffic motor vehicles. As part of the plan, consider the location and extent of a pilot program based on transportation data analysis and develop success tracking metrics to inform potential pilot expansion. 	

	<ul style="list-style-type: none"> • Improve the bike/e-bike parking network to reduce theft and increase rider attraction. This would include surveying existing bike parking facilities throughout the City and developing and implementing a plan to improve these with preference given to improving bike/e-bike parking facilities near public transit stops to improve and expand access to transit (i.e., first/last mile access). • Design a micromobility program that explores the expansion of the use of e-bikes and scooters and shared micromobility options. • Bring an e-bike share or e-scooter share to Cupertino, focusing on placing hubs near neighborhood entry points and commercial areas. Adopt an ordinance to allow and manage the mobility sharing program.
Projects	References infrastructure recommendations from the Bicycle Transportation Plan and the Pedestrian Transportation Plan.

KEY TAKEAWAYS

- The Cupertino Climate Action Plan provides a set of measures to reduce transportation-related emissions by making alternative travel modes a more attractive choice.
- Key metrics include achieving 15% of active transportation mode share by 2030 and 23% by 2040.

Plan 10

PLAN NAME	AGENCY	YEAR
Parks and Recreation Master Plan	City of Cupertino	2020
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Cupertino Parks and Recreation Master Plan aims to improve the quality of life by connecting residents to parks, nature, and each other. The plan's driving goals are conservation, connection, equitable access, enhancement, activity, quality, and sustainability. The plan's recommendations aim to advance these goals by transforming existing parks and recreation, expanding current joint use opportunities and partnerships, adding new parks and facilities, expanding services for teens and seniors, and protecting natural resources.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	Conservation, connection, equitable access, enhancement, activity, quality, and sustainability.	
Design Standards	N/A	
Policies and Programs	<p>Strategic actions to advance goal - Connection</p> <ul style="list-style-type: none"> • Implement opportunities for the proposed trails and paths noted in the Bicycle Transportation Plan, Pedestrian Transportation Plan, Cupertino General Plan, Countywide Trails Master Plan, and other local and regional plans to improve access to parks and expand walking and biking opportunities in Cupertino. • Prioritize completing a comprehensive network of off-street facilities and protected bikeways to provide safe, inviting walking and biking opportunities. • Encourage biking and walking to parks and recreation destinations and the use of non-single-driver-vehicle options through physical and programmatic enhancements. 	
Projects	<p>Enhancement to existing trails</p> <ul style="list-style-type: none"> • Don Burnett Bicycle-Pedestrian Bridge & Trail • Creekside Park and Connection to Regnart Creek Trail • Saratoga Creek Trail • Stevens Creek Trail <p>Potential Joint Use Opportunities</p> <ul style="list-style-type: none"> • Facilitate connections between schools and any proposed nearby bikeways and trails. • Encourage connections between Kennedy Middle School, the the Union Pacific Railroad right-of-way, and nearby parks. Pursue partnerships with Cupertino Unified School District to improve public access or to add or enhance recreation facilities. • Encourage connections and shared uses between Stevens Creek Elementary School and Varian Park. <p>Trail Opportunities</p> <ul style="list-style-type: none"> • New corridors as identified in the City pedestrian and bicycle plans and transportation plans, including acquisition of the Lawrence-Mitty parcels on the west side of the Lawrence Expressway. 	

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|--|---|
| | <ul style="list-style-type: none">• Other potential trails, such as Tamien Trail or UPRR Trail. (Complete feasibility analysis and develop multi-use trails if feasible.) |
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KEY TAKEAWAYS

- The Plan prioritizes the implementation of the Cupertino Loop by advancing the Regnart Creek and Tamien Trails.
- The Plan reinforces the recommendations of the Stevens Creek Corridor Master Plan.

Plan 11

PLAN NAME	AGENCY	YEAR
Santa Clara County Active Transportation Plan	Santa Clara County	2025
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Santa Clara County Active Transportation Plan provides a vision and steps to create a safer, more comfortable, and more connected active transportation network. The plan was built on an assessment of existing conditions analysis and robust community engagement. The plan builds on previous efforts to enhance walking, biking, and rolling conditions on county-maintained roadways.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<ul style="list-style-type: none"> • Equity and social justice • Health, well-being, and sustainability • Access, connectivity, and multimodal consistency • Public safety and comfort • Collaboration and community partnerships 	
Design Standards	<p>Caltrans Guidance</p> <ul style="list-style-type: none"> • Caltrans 7th Edition Highway Design Manual - Chapter 1000 Bicycle Transportation Design • Design Information Bulletin Number 89-02 - Class IV Bikeway Guidance • Caltrans District 4 Bike Plan (currently under update) • Design Information Bulletin Number 94 - Complete Streets Contextual Design Guidance <p>FHWA</p> <ul style="list-style-type: none"> • Bikeway Selection Guide, 2019 • Small Town and Rural Multimodal Networks, 2016 • Safe Transportation for Every Pedestrian (STEP) • Proven Safety Countermeasures 	
Policies and Programs	<ul style="list-style-type: none"> • Curb extensions at intersections • Crossing Facilities • Sidewalk and Curb Cut Improvement Program • Slip Lane Retrofitting Program • Quick-Build Project Implementation • Open Streets • Wayfinding • Bike Trains to School and Walking School Buses • Adult Bike Education • “New Infrastructure” Education Campaign • Bicycle and Pedestrian Safety Campaign • Tactical Urbanism and Slow Streets/School Streets • Bicycle and Pedestrian Count Program • School Safety Assessment 	

Projects	<p>Recommendations on Expressways</p> <ul style="list-style-type: none"> • Class I - 56.5 mi <p>Recommendations on non-expressways</p> <ul style="list-style-type: none"> • Class I - 40 mi • Class IIB - 1.1 mi • Class III - 39.3 mi • Class IIIB - 13.9 mi • Class IV - 3.8 • Paved shoulder with intermittent Rumble Strips - 33.4 <p>Recommendations near Cupertino</p> <ul style="list-style-type: none"> • Class I - Foothill Expwy (Highest Priority) • Sidewalk gap closures on northwest local roads
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KEY TAKEAWAYS

- The Plan represents a comprehensive approach to addressing the needs of pedestrians and bicyclists, including infrastructure, educational and promotional campaigns, and programs. The recommendations aim to provide greater separation between active travel modes and motorized vehicles along county-maintained roads.
- Recommendations near Cupertino include a proposed Class I on Foothill Expwy (Highest Priority) and sidewalk gap closures on northwest local roads outside Cupertino city limits.

Plan 12

PLAN NAME	AGENCY	YEAR
Countywide Bicycle Plan	Valley Transportation Authority	2018
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The 2018 Countywide Bicycle Plan describes a vision for a countywide network of connected, high-quality bikeways. While the plan focuses on bicycle planning, it should be viewed within the context of VTA as a multimodal transportation solutions provider. Therefore, the plan addresses congestion by encouraging alternative modes of transportation. It supports transit by accommodating bikes on transit and promotes first/last mile access. The plan provides a planning and policy framework for developing and delivering future bicycle projects to reduce congestion and enhance transit access. The plan is built on an existing conditions analysis that identifies existing bike infrastructure, barriers, and programs based on input from local jurisdictions, elected officials, and the community. The plan also serves as guidance for jurisdictions applying for Measure B funding.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<ol style="list-style-type: none"> 1. Develop a Comprehensive and Continuous Countywide Bicycle Network 2. Ensure that Bicycling is Safe and Convenient for All 3. Pursue Innovative Solutions 4. Improve Transit Connectivity 5. Improve Bicycle Access to Transit 	
Design Standards	<p>VTA expects high-quality, low-stress bicycle design along Cross County Bicycle Corridors (CCBCs). However, implementation will be context-sensitive. Addresses elements like appropriate bikeway type, separation of bicyclists from motorized vehicles and pedestrians, bikeway width, recommended roadway markings, intersection amenities, and crossing amenities. Draws from VTA’s Bicycle Technical Guidelines, local design standards, and state and national manuals and guidelines. This includes design principles for CCBCs, bicycle superhighways, and expressway considerations for bikeways along waterways, and design features for CCBC by facility type.</p>	
Policies and Programs	<ul style="list-style-type: none"> • Policy 1A: Expand the Network • Policy 1B: Leverage Development to Build Bicycle Infrastructure • Policy 1C: Seek Adequate Funding • Policy 2A: Improve the Quality of Bicycle Infrastructure • Policy 2B: Ensure the Network is Easy to Find and Use • Policy 2C: Support Bicyclist Safety and Traffic Laws • Policy 2D: Promote Bicycle Education • Policy 2E: Encourage Bicycling • Policy 3C: Plan for the Future of Bicycling • Policy 4A: Improve Bicycle Access to Transit • Policy 4B: Provide Consistent Bicycle Parking at Transit Stations • Policy 4C: Support Safe and Convenient Bicycle/Transit Interactions • Support violator diversion programs • Support bicycle safety and education classes for youth and adults 	
Projects	<p>Priority Cross-County Bicycle Corridors in Cupertino</p> <ul style="list-style-type: none"> • Stevens Creek Blvd • Mary Ave • Homestead Rd 	

- Tantau Ave
- Bollinger Rd – Erin Way – Kirwin Ln
- Saratoga Sunnyvale Rd - Prospect Rd – Blaney Ave

All Other Cross-County Bicycle Corridors in Cupertino

- Miller Ave
- Barhart Ave – Phil Ln
- Tantau Ave
- Along south side of I-280
- Stelling Rd

Across Barrier Connections in Cupertino

- Prospect Rd at Stelling Rd (Planned)
- Stelling Rd at Waterford (Unplanned)
- Miller Ave at I-280 (Planned)
- Homestead Rd at Mary Ave (Planned)
- Foothill Blvd at I-280 (Planned)
- Stevens Creek Blvd at Carmen Rd (Planned)
- Union Pacific Railroad at Snyder-Hammond House (Planned)

KEY TAKEAWAYS

- VTA provides funds to Member Agencies to deliver programs and takes an active role in delivering programs to the public.
- The Plan provides guidelines for Measure B funding for programs and infrastructure.
- The plan supports bicycle access to transit.

Priority Cross County Bicycle Corridors in Cupertino

- Stevens Creek Blvd
- Mary Ave
- Homestead Rd
- Tantau Ave
- Bollinger Rd – Erin Way – Kirwin Ln
- Saratoga Sunnyvale Rd - Prospect Rd – Blaney Ave

Planned Across Barrier Connections in Cupertino

- Prospect Rd at Stelling Rd
- Miller Ave at I-280
- Moestead Rd at Mary Ave
- Foothill Blvd at I-280
- Stevens Creek Blvd at Carmen Rd
- Union Pacific Railroad at Snyder-Hammond House

Plan 13

PLAN NAME	AGENCY	YEAR
VTA Bicycle Superhighway Implementation Plan	VTA	2021
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>This VTA Bicycle Superhighway Implementation Plan proposes specific alignments for a countywide network of 17 bicycle superhighways for Santa Clara County. It also describes the implementation status of each bicycle superhighway, summarizes active implementation efforts, and provides planning-level cost estimates for building out remaining segments. To move from the list of conceptual bicycle superhighway corridors identified in the Countywide Bicycle Plan to a map of specific alignments, VTA worked closely with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee. The Plan will assist local agencies and VTA in funding, planning, designing, and building the superhighway network.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<ul style="list-style-type: none"> • Build public and political awareness and support for the network and inspire community members to shift from driving to riding bicycles. • Better position Member Agencies (local agencies in Santa Clara County) that intend to pursue grant funding by identifying high-priority projects and showing VTA's support. 	
Design Standards	<p>Provides design expectations to create a consistent riding experience through off-street trails and on-street facilities. The overall design should support low-stress riding, minimize conflicts with other users, prioritize bicyclists at intersections, provide highly legible wayfinding and high connectivity, and reduce or eliminate conflicts and wait time at major barriers. The plan provides design principles and recommended features by facility type, which includes wayfinding.</p>	
Policies and Programs	N/A	
Projects	<p>Identifies 17 potential bicycle superhighway alignments</p> <p>Planning Work Done, Corridor Alignment Fairly Certain:</p> <ul style="list-style-type: none"> • Historic De Anza Trail/Union Pacific Railroad Trail (VTA will lead, support or fund) <ul style="list-style-type: none"> ○ Rainbow Dr – Saratoga Ave (built) ○ Cristo Rey Dr – Rainbow Dr (Feasibility study) <p>Requires Further Study to Determine Feasibility & Specific Alignments:</p> <ul style="list-style-type: none"> • East Channel Trail/Blaney Avenue (VTA will lead, support or fund) <ul style="list-style-type: none"> ○ Bay Trail – Prospect Rd (Feasibility Study) • Stevens Creek Trail/ Homestead Road/Mary Avenue (VTA will support) <ul style="list-style-type: none"> ○ Homestead Rd/Mary Ave – Tamien Trail (Under Construction) ○ Tamien Trail – Stevens Creek Blvd (Environmental & Design) ○ Stevens Creek Blvd – Historic De Anza Trail (Concept) • Tamien Trail/Pruneridge Avenue/Hedding Street/Berryessa Road (VTA will support or fund) <ul style="list-style-type: none"> ○ Mary Ave – De Anza Blvd (Feasibility Study) ○ De Anza Blvd – Vallco Pkwy (Environmental & Design) 	
KEY TAKEAWAYS		
<ul style="list-style-type: none"> • Implementation of the bicycle superhighway network will continue to be led by Member Agencies and other agencies with land use authority. However, VTA will play a role in organizing the vision, coordinating the effort across jurisdictional lines, and seeking funding sources. 		

- Bike Superhighway projects in Cupertino and VTA Involvement
 - Planning done
 - Historic De Anza Trail/Union Pacific Railroad Trail (VTA will lead, support, or fund)
 - Requires further study
 - Stevens Creek Trail/ Homestead Road/Mary Avenue (VTA will support)
 - East Channel Trail/Blaney Avenue (VTA will lead, support, or fund)
 - Tamien Trail/Pruneridge Avenue/Hedding Street/Berryessa Road (VTA will support or fund)

Plan 14

PLAN NAME	AGENCY	YEAR
VTA Valley Transportation Plan 2025	Valley Transportation Authority	In-Progress
HIGH LEVEL INTRODUCTION/ SUMMARY		
<p>The Valley Transportation Plan 2050 is the countywide long-range transportation plan for Santa Clara County. The plan provides a planning and policy framework for developing and delivering future transportation projects considering all travel modes. The plan is based on an existing conditions analysis that identifies existing and future transportation needs informed by input from local jurisdictions, elected officials, and the community.</p>		
RELEVANT PLAN/ REPORT RECOMMENDATIONS		
Goals, Objectives, and Metrics	<p>Implement faster, more frequent, safe, and convenient transit:</p> <ul style="list-style-type: none"> ▪ Increase frequency for bus and light rail routes ▪ Improve the rider experience and safety for all users ▪ Explore partnerships and other service models to reach new transit markets ▪ Assist cities in adopting transit priority policies <p>Prioritize Active Transportation to encourage healthier multimodal options</p> <ul style="list-style-type: none"> ▪ Fund, plan, design, and build complete streets and active transportation projects ▪ Complete the Bicycle Superhighway network ▪ Eliminate pedestrian and bicycle fatalities and severe injuries ▪ Improve pedestrian and bicyclist access to transit ▪ Plan for new and emerging mobility opportunities <p>Encourage land uses that create complete and convenient places</p> <ul style="list-style-type: none"> ▪ Support local Priority Development Areas/Transit Rich Areas ▪ Encourage Development Opportunities in proximity to transit ▪ Explore additional funding support for Local Plans ▪ Enhance Transit-Oriented Communities Policy actions at VTA property ▪ Build effective partnerships with stakeholders (jurisdictions, developers, and community) <p>Address the climate emergency by reducing transportation emissions</p> <ul style="list-style-type: none"> ▪ Adapt to emerging innovation ▪ Explore new mechanisms to mitigate increases in Vehicle Miles Travelled (VMT) from land development projects and transportation projects ▪ Support Transportation Demand Management strategies and the monitoring of their effectiveness ▪ Support equity in transportation ▪ Support improvements within Equity Priority Communities and other disadvantaged communities ▪ Continue efforts to implement Community Based Transportation Plans ▪ Build partnerships in Equity Priority Communities and with Community Based Organizations <p>Pursue safe and reliable travel on highways and expressways</p> <ul style="list-style-type: none"> ▪ Plan, design, and build Complete Streets improvements at interchanges ▪ Invest Express Lane revenue back into existing transportation system ▪ Support completion of the Countywide Expressway Plan to incorporate Complete Streets 	
Design Standards	N/A	
Policies and Programs	<p>Across Barrier Connections: Pedestrian or bicycle safety and access improvements through interchanges or across major barriers (freeways, highways, expressways, waterways, rail lines). Includes pedestrian/bicycle bridges or tunnels, freeway interchange and ramp modifications, and improvements to at-grade crossings of expressways and highways.</p>	

	<p>Safe Routes to School Infrastructure Programs: Bicycle and pedestrian infrastructure improvements, supporting facilities (e.g., bike parking), and education and encouragement programs to enhance safety for students in grades K-12 who walk, bike, or take transit to school. Projects and programs that encourage students/parents to walk, bike, transit, or carpool to school.</p> <p>Vision Zero Infrastructure and Programs: Improvements to mitigate or eliminate safety issues along priority safety corridors. Safety education and behavior change campaigns.</p> <p>Local Bicycle and Pedestrian Plans: Implementation of projects in locally adopted bicycle, pedestrian, safe routes to school, vision zero, and trail plans.</p> <p>First and Last Mile Connections: Establish innovative public/private pilot projects to reduce the distance between a traveler’s origin/destination and a transit station/stop. Inclusion of micromobility and microtransit opportunities.</p> <p>Minor Local Roadway Improvements: Completion of minor spot roadway improvements, local intersection improvements, traffic calming projects, and local complete streets projects.</p>
Projects	<p>Homestead Rd SR2S improvements</p> <ul style="list-style-type: none"> • Will construct bike and ped safety improvements on Homestead Rd between Foothill Expwy and Hollenbeck Ave. • Improvements include: Class IV, Class I, sidewalk gap closure, widen sidewalks, intersection improvements, and improve the NB SR 85/Homestead ramp for bicyclists and pedestrians.
KEY TAKEAWAYS	
<ul style="list-style-type: none"> • 2016 Measure B Bicycle and Pedestrian Program will give priority to those projects that connect to schools, transit, and employment centers, fill gaps in the existing bike and pedestrian network, safely cross barriers to mobility, and make walking and biking a safer and more convenient means of transportation. • Educational programs will also be eligible for funding. • A key draft project is the Homestead SR2S improvements from Foothill Expy to Hollenbeck Ave. 	

Active Transportation Network Progress

This section outlines the progress Cupertino has made since adopting the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016. Each of these Plans divided identified projects into three tiers. While all projects are important, this prioritization informed project delivery for the City in the following years. Prioritization criteria included a history of collisions, proximity to schools, proximity to destinations (including parks, transit, and employment centers), and network connectivity. Pedestrian network improvements also considered opportunities to reduce traffic speeds, and bicycle network improvements considered the reduction of user stress and implementation feasibility.

One of the most notable Tier 1 projects to achieve implementation is the Regnart Creek Trail, a shared-use path between Pacifica Drive and East Estates Drive. This 0.8-mile-long trail connects local neighborhoods with Creekside Park, Wilson Park, Cupertino City Hall, and the Cupertino Library. The Regnart Creek Trail serves as a partial off-street connection for students biking to school at Monta Vista High School and Cupertino High School. The American Public Works Association (APWA) Silicon Valley Chapter awarded the trail “Project of the Year” in 2022 in the category of transportation projects between \$2-5 million.

Implementing projects is not without challenges, and funding has been the greatest barrier for the City in the construction of projects. Many projects that involve bridge construction or relocating curbs and drainage require extensive engineering and grant writing to progress beyond the planning phase. Other hurdles have included ROW issues, UPRR cooperation, and the time and resources required to follow up on feasibility studies, outreach, and iterative design.

Below is a summary table of project implementation for both plans, divided by Tier. More than 40% of recommended projects across both plans are either completed or in progress.

Table 1: Pedestrian & Bicycle Plan Implementation Summary

Project Status	Recommended	Complete	In-Progress	Not Funded
Pedestrian Plan				
Tier 1	20	9	4	6
Tier 2	13	2	2	9
Tier 3	11	1	3	7
Bicycle Plan				
Tier 1	13	4	7	2
Tier 2	28	9	6	13
Tier 3	50	7	1	42
Total	135	32	23	78

Pedestrian Plan Implementation

For the 2018 Cupertino Pedestrian Transportation Plan, Cupertino identified 44 projects for implementation. Most of these projects are on high-crash corridors with a high density of pedestrian destinations. Projects in these locations will improve pedestrian safety and access in areas where people are likely to walk to schools, retail, parks, and transit. Pedestrian project progress is detailed in **Error! Not a valid bookmark self-reference.** through **Table 3.**

Table 2. Priority Pedestrian Infrastructure Projects Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Sidewalk				
Tier 1	9	5	-	4
Tier 2	3	-	1	2
Tier 3	2	-	-	2
Intersection				
Tier 1	4	1	2	1
Tier 2	4	1	1	2
Tier 3	7	1	2	4
Bike-Ped Bridge				
Tier 1	3	-	2	1
Tier 2	2	-	-	2
Tier 3	-	-	-	-
Shared-Use Path				
Tier 1	4	3	1	-
Tier 2	4	1	-	3
Tier 3	2	-	1	1
Total	44	12	10	22

Table 3. Walking Network – Completed Projects

Project	Location	Start	End	Notes
Tier 1				
Sidewalk	McClellan Rd	San Leandro Ave	Orange Ave	Complete
Sidewalk	McClellan Rd	Bonny Dr	McClellan Pl	Complete
Sidewalk	McClellan Rd	SR 85 overcrossing	Rose Blossom Dr	Complete
Sidewalk	Orange Ave	Granada Ave	Alcazar Ave	Complete
Crosswalk	Stelling Rd	Alves Dr		Complete
Sidewalk	Byrne Ave	McClellan Rd	Granada Ave	Complete
Class 1 Path	Mary Ave	Don Burnett Bridge	Stevens Creek Blvd	Separated bikeway complete in lieu of Class 1 path, deemed infeasible
Class 1 Path	Regnart Creek Trail	Pacifica Dr	E. Estates Dr	Complete
Class 1 Path	Oaks Shopping Center	Mary Ave	Stevens Creek Blvd	Westport completed Class III in lieu of Class I
Tier 2				
Reconfigure Intersection	De Anza Blvd	at McClellan Rd		
Shared-use Path	Linda Vista Trail and Stevens Creek Trail	McClellan Ranch	Stevens Creek County Park	Linda Vista Trail complete
Tier 3				
Install Curb Extensions and High-Vis Crosswalk	Rainbow Dr	at Gardenside Ln		Completed with flexible posts

Bicycle Plan Implementation

For the purposes of this review and future Cupertino Active Transportation Plan documents, bicycle projects may be referred to as rolling projects: the bike network serves a wide variety of micromobility users, including people using adaptive tricycles, wheelchairs, strollers, skateboards, scooters, and other active transportation options. Rolling infrastructure project progress is detailed in **Table 4** through **Table 5**.

Table 4. Priority Rolling Infrastructure Projects Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Class I – Shared Use Path				
Tier 1	2	-	2	-
Tier 2	2	1	-	1
Tier 3	7	2	-	5
Class II – Bike Lanes				
Tier 1	-	-	-	-
Tier 2	7	3	1	3
Tier 3	19	4	-	15
Class III – Bike Routes				
Tier 1	4	2	2	-
Tier 2	4	1	2	1
Tier 3	12	1	-	11
Class IV – Separated Bikeways				
Tier 1	3	-	2	1
Tier 2	5	-	-	5
Tier 3	-	-	-	-
Intersection/Spot/Bridge				
Tier 1	4	2	1	1
Tier 2	10	4	3	3
Tier 3	12	-	1	11
Total	91	20	14	57

Table 5. Rolling Network – Completed Projects

Project	Location	Start	End	Notes
Tier 1				
Configure Intersection	McClellan Rd	Stelling Rd	--	--
Class III Bike Boulevard	Portal Ave Bike Blvd (#5) Portal Ave at Merritt Dr	Portal Ave at Merritt Dr	Portal Ave at Wintergreen Dr	Bike Blvd Ph 1
Configure Intersection	McClellan Rd	Westacres Dr/Kim	--	--
Class III Bike Boulevard	Civic Center to Sterling Barnhart Park Bike Blvd (#2)	Rodrigues Ave Blaney Ave	Sterling Barnhart Park	Bike Blvd Ph 2
Tier 2				
Class II Buffered Bike Lane	De Anza Blvd	Homestead Rd	Bollinger Rd	
Grade-Separated Crossing Study	Carmen Rd	Stevens Creek Blvd - South Side	Stevens Creek Blvd - North Side	Feasibility study complete. No funding was allocated for design or construction.
Class III Bike Boulevard	Mary Ave to Portal Ave Bike Blvd (#4)	Mary Ave at Meteor Dr	Portal Ave at Merritt Dr	Bike Blvd Ph 1
Configure Intersection	De Anza Blvd	McClellan Rd	--	
Class II Buffered Bike Lane	Mary Ave	Stevens Creek Blvd	Meteor Dr	
Class II Buffered Bike Lane	Prospect Rd	De Anza Blvd	Stelling Rd	
Configure Intersection	McClellan Rd	Rose Blossom Dr	--	--
Trail Crossing	Homestead Rd	Mary Ave	--	Completed as part of VERBS grant with City of Sunnyvale
Class I Path	Regnart Creek Path	Pacifica Dr	Estates Dr	--
Tier 3				
Class II Buffered Bike Lane	Bubb Rd	McClellan Rd	Stevens Creek Blvd	
Class I Path	Oaks Development Bike Path	Stevens Creek Blvd	Mary Ave	
Class II Bike Lane	Pacifica Dr	De Anza Blvd	Torre Ave	Class IV constructed in lieu of Class II as part of McClellan Protected Bikeway project
Class III Bike Route	Civic Center to Creekside Park Bike Route (#2)	Torre Ave at Rodrigues Ave	Estates Dr at Creekside Park Path	Bike Blvd Ph 2
Class II Buffered Bike Lane	Tantau Ave	Pruneridge Ave	Homestead Rd	Completed by Apple

Class I Path	Linda Vista Park/Deep Cliff Golf Course	Linda Vista Park Parking Lot off Linda Vista Dr	McClellan Rd	--
Class II Bike Lane	Cristo Rey Dr	150 feet East of Cristo Rey Pl	Roundabout	