APPENDIX B

Existing Conditions Memo

MEMORANDUM

To: David Stillman, City of Cupertino; Matt Schroeder, City of Cupertino

From: Christopher Kidd, George Foster, Jesús Contreras, and Petra Reyes, Alta Planning + Design, Inc.

Date: June 6, 2025

Re: Cupertino Active Transportation Plan: Existing Conditions Chapter

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Introduction

Project Description

The Cupertino Active Transportation Plan (ATP) seeks to advance mobility for multimodal transportation in Cupertino. The ATP builds from the 2016 Bicycle Transportation Plan, the 2018 Pedestrian Transportation Plan, and the 2024 Vision Zero Action Plan – among others. The ATP will, through a combination of analysis and public engagement, develop a unified set of bicycle and pedestrian projects to guide the work program of City of Cupertino staff into the future. The ATP will also develop a set of policy and programmatic recommendations to help the City better pursue and implement impactful projects benefitting all of Cupertino. A map the project study area is shown in **Figure 1.**

Memo Overview

This memo seeks to establish the existing conditions for walking and biking in the City of Cupertino, which will serve as a foundation for analysis and provide context to input given during the public outreach process. This memo covers the following topics:

- Summary of Findings– overview of existing conditions and report
- Community Overview – summary of demographics, income, and land use
- Plan Review – summary of previously adopted plans directly impacting the ATP and the status of plan implementation
- Travel Profiles – summary of how people in Cupertino move around
- Transportation Profile – summary of the transportation networks for all modes in Cupertino
- Biking, Walking, and Rolling Safety – summary of the 2024 Vision Zero Action Plan findings

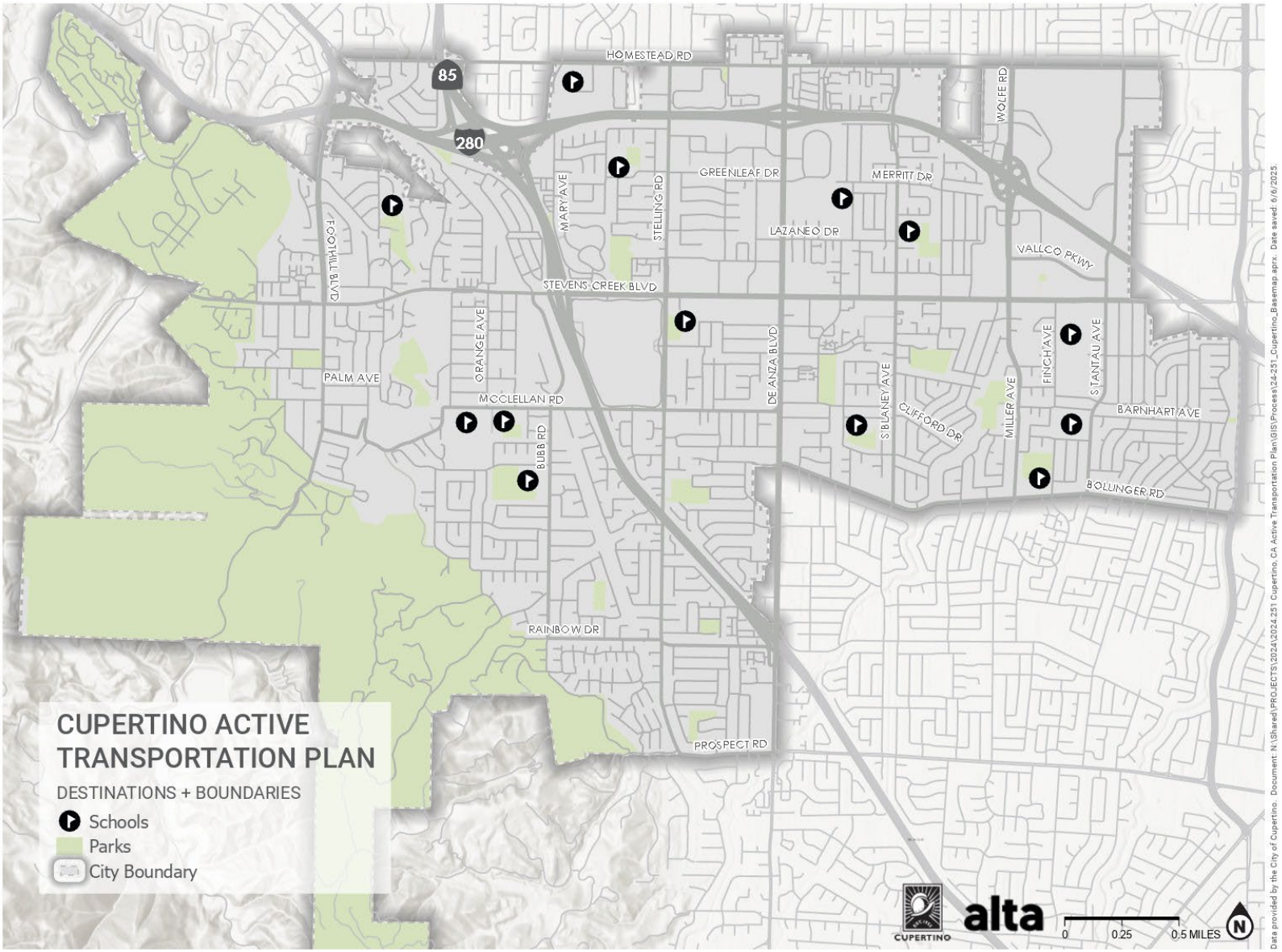


Figure 1. Project Study Area

Summary of Findings

Cupertino has a well-developed and maintained sidewalk network, particularly in the denser commercial and residential areas of the city. Along the arterial roadway network, there are crosswalks and Rapid Rectangular Flashing Beacons (RRFBs) at major intersections which promote safe pedestrian crossings, albeit with dedicated crossing locations sometime being spaced far enough apart to discourage some walking trips. In the residential or less-developed areas, crosswalks are sparse, requiring pedestrians to cross without adequate infrastructure.

The bikeways in Cupertino create a connected network with multiple north/south, east/west access points for cross city travel. The growing network has a variety of bikeway types, including bike lanes and shared use paths like the Regnart Creek Trail. For more information on the existing pedestrian and bicycle network, see the **Transportation Profile** section.

The City made significant progress in implementing recommendations included in the 2016 Bicycle Plan and 2018 Pedestrian Plan. The greatest progress was made among high priority recommendations. For more information on the prioritization criteria and progress made since past plans, see the **Plan Review** section.

The City is bound and bisected by interstates, highways, and expressways, which provide regional access for travel by car - but presents connectivity barriers for people walking and biking in the City. The residential street network also has limited access to the arterial roadway network, limiting route options and connections for cross city travel.

The analysis of bicycle- and pedestrian-involved collision data found that Cupertino saw the fewest overall collisions in the beginning of the COVID pandemic (2020), and they steadily rose in 2021 and 2022. Pedestrian-involved collisions have remained below pre-pandemic levels, but killed or seriously injured (KSI) numbers have remained at the same level. In Cupertino, 72% of serious and fatal crashes take place on 7 city streets, which comprise the High-Injury-Network. Most of these streets are arterial roadways, but some are smaller residential streets. For this list of streets, see the **Biking, Walking, and Rolling Safety** section.

Next Steps

Findings from the analyses conducted as part of this memo will be used in conjunction with public feedback to inform the development of recommendations in subsequent phases of the Active Transportation Plan.

Community Overview

The City of Cupertino is in western Santa Clara County in the San Francisco Bay Area, with a population of 58,886 residents[1]. It is the ancestral home of the Muwekma Ohlone tribe[2] and the Tamien Nation[3] indigenous peoples. Throughout the late 19th and early 20th centuries, Cupertino was home to a robust agricultural industry. The City formally incorporated in 1955, with much of the City subsequently developing in post-war suburban layout. The City of Cupertino is home to a history of innovation in Silicon Valley, serving as the headquarters for Apple Inc.

The City of Cupertino is relatively flat, sloping upwards to the south and to the west where the City runs into the foothills of the Santa Cruz Mountains. Cupertino experiences a mild climate, with winter temperatures in the upper-50s and summer temperatures in the low-80s. The City is laid out on a modified grid system with the vast majority of land dedicated to single family homes. Commercial districts are located along some of the City's major thoroughfares, such as Stevens Creek Blvd.

The City of Cupertino is also a major regional destination. Apple's headquarters, located in Cupertino, draws over 12,000 employees each day. DeAnza College, a junior college located in Cupertino, has a total enrollment of over 24,000 students.

[1] American Community Survey, 5-Year Estimate (2019-2023)
[2] https://www.muwekma.org/
[3] https://www.tamien.org/tribal-territories

Demographics

Age & Sex

Cupertino's population is more heavily skewed towards males (53%) than Santa Clara County at large (51%). The median age in Cupertino is 41 years; population bubbles for people ages 40-54 and 10-19 suggest many parents with teenage children. Approximately 40% of Cupertino residents are either under 18 (26%) or over 65 (14%), suggesting a large demand for local, non-commuting trips within the community that require options beyond driving. Age and sex breakdowns for the City, County, and State are shown in **Figure 2** through **Figure 4** and **Table 1. Population Age and Sex by Geography**. Senior and youth populations are further explored in **Figure 5** through **Figure 7** and **Table 2. Youth and Seniors as Share of Population by Geography**.

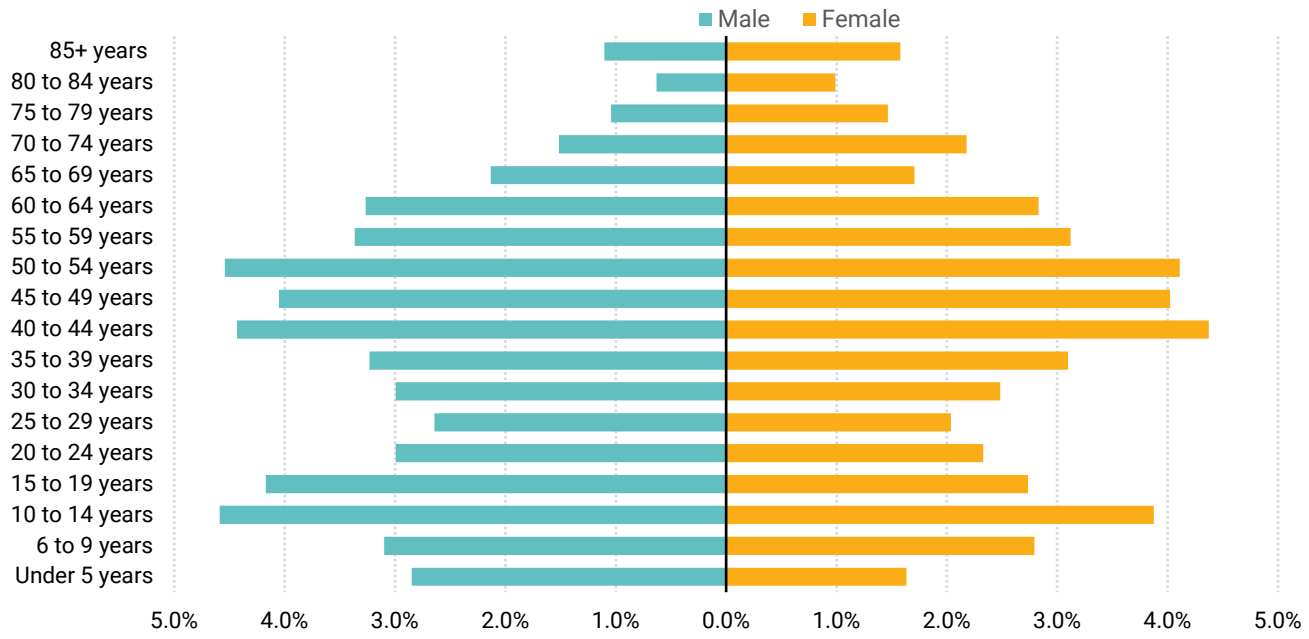


Figure 2. Population Share by Age Group in Cupertino (Source: ACS 2023 5-Year estimates)

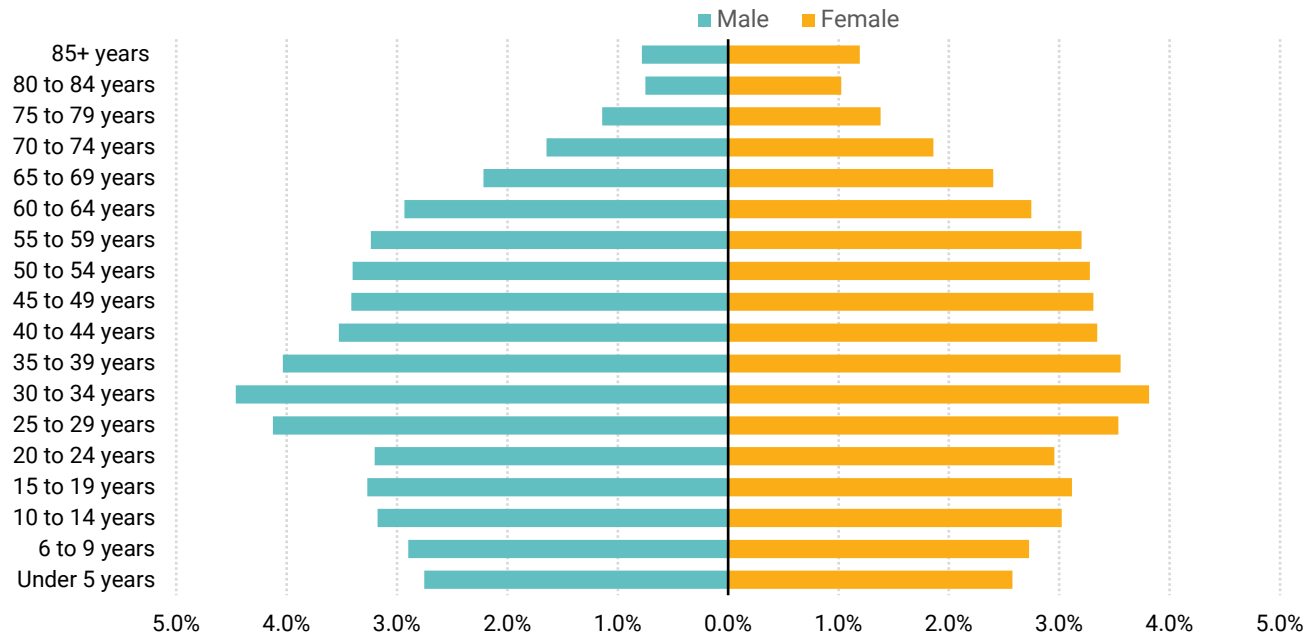


Figure 3. Population Share by Age Group in Santa Clara County (Source: ACS 2023 5-Year estimates)

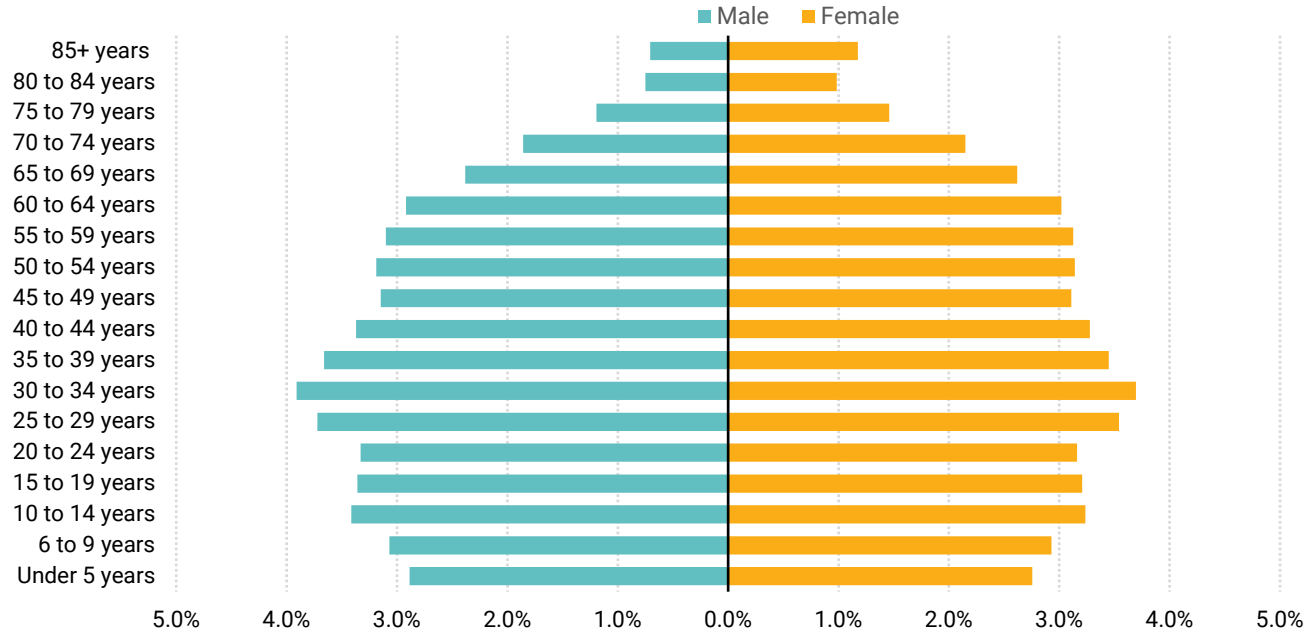


Figure 4. Population Share by Age Group in California (Source: ACS 2023 5-Year estimates)

Table 1. Population Age and Sex by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino		Santa Clara County		California	
	Male	Female	Male	Female	Male	Female
85+ years	1.10%	1.60%	0.80%	1.20%	0.70%	1.20%
80 to 84 years	0.60%	1.00%	0.70%	1.00%	0.70%	1.00%
75 to 79 years	1.00%	1.50%	1.10%	1.40%	1.20%	1.50%
70 to 74 years	1.50%	2.20%	1.60%	1.90%	1.90%	2.10%
65 to 69 years	2.10%	1.70%	2.20%	2.40%	2.40%	2.60%
60 to 64 years	3.30%	2.80%	2.90%	2.70%	2.90%	3.00%
6 to 9 years	3.10%	2.80%	2.90%	2.70%	3.10%	2.90%
55 to 59 years	3.40%	3.10%	3.20%	3.20%	3.10%	3.10%
50 to 54 years	4.50%	4.10%	3.40%	3.30%	3.20%	3.10%
45 to 49 years	4.10%	4.00%	3.40%	3.30%	3.10%	3.10%
40 to 44 years	4.40%	4.40%	3.50%	3.30%	3.40%	3.30%
35 to 39 years	3.20%	3.10%	4.00%	3.60%	3.70%	3.40%
30 to 34 years	3.00%	2.50%	4.50%	3.80%	3.90%	3.70%
25 to 29 years	2.60%	2.00%	4.10%	3.50%	3.70%	3.50%
20 to 24 years	3.00%	2.30%	3.20%	3.00%	3.30%	3.20%
15 to 19 years	4.20%	2.70%	3.30%	3.10%	3.40%	3.20%
10 to 14 years	4.60%	3.90%	3.20%	3.00%	3.40%	3.20%
Under 5 years	2.80%	1.60%	2.80%	2.60%	2.90%	2.80%

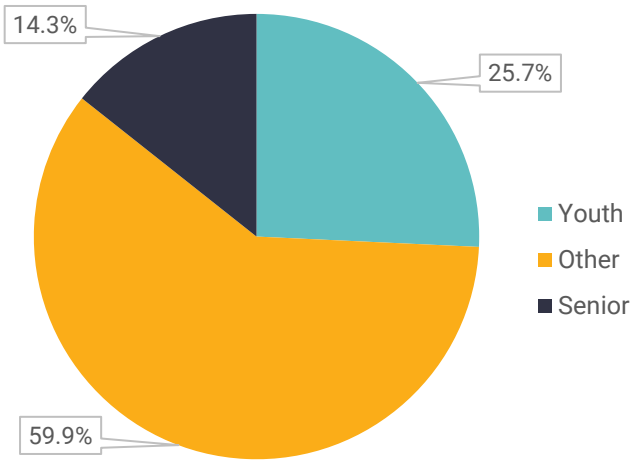


Figure 5. Youth and Seniors as Share of Population in Cupertino (Source: ACS 2023 5-Year estimates)

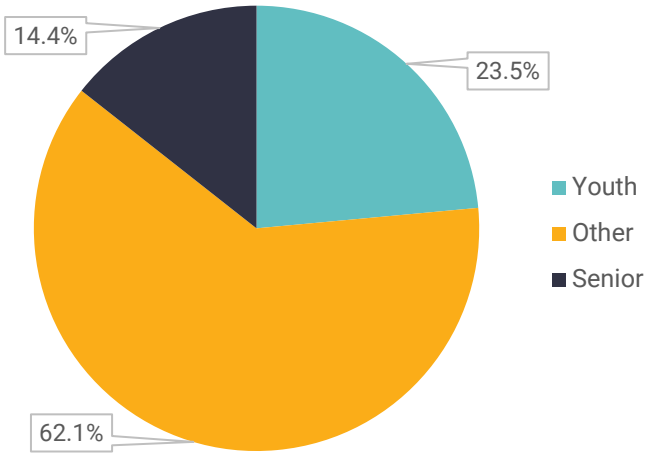


Figure 6. Youth and Seniors as Share of Population in Santa Clara County (Source: ACS 2023 5-Year estimates)

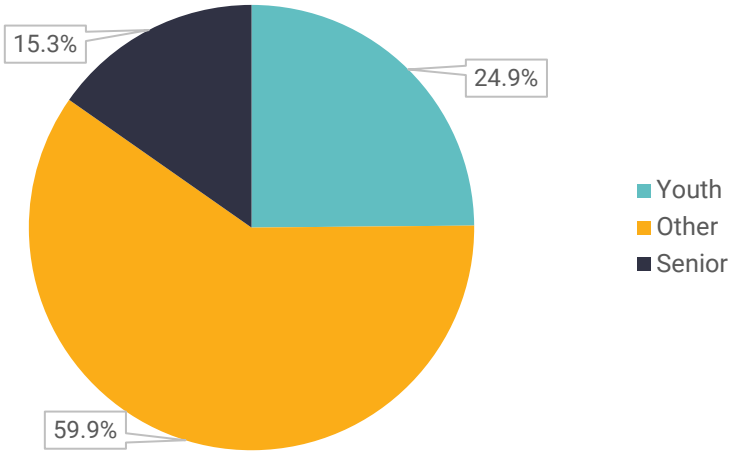


Figure 7. Youth and Seniors as Share of Population in California (Source: ACS 2023 5-Year estimates)

Table 2. Youth and Seniors as Share of Population by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
Youth	25.7%	23.5%	24.9%
Other	59.9%	62.1%	59.9%
Senior	14.3%	14.4%	15.3%

Race & Ethnicity

Nearly 75% of Cupertino residents identify as Asian, with 30% of the total population identifying as Chinese and another 30% identifying as Asian Indian or South Asian. About 20% of Cupertino residents identify as White, and 3% identify as Latino, which is lower than the statewide California estimates of 35% White and 40% Latino. Breakdown of race and ethnicities by geography are shown in **Figure 8** through **Figure 10** and in **Table 3. Race and Ethnicity of Residents by Geography.**

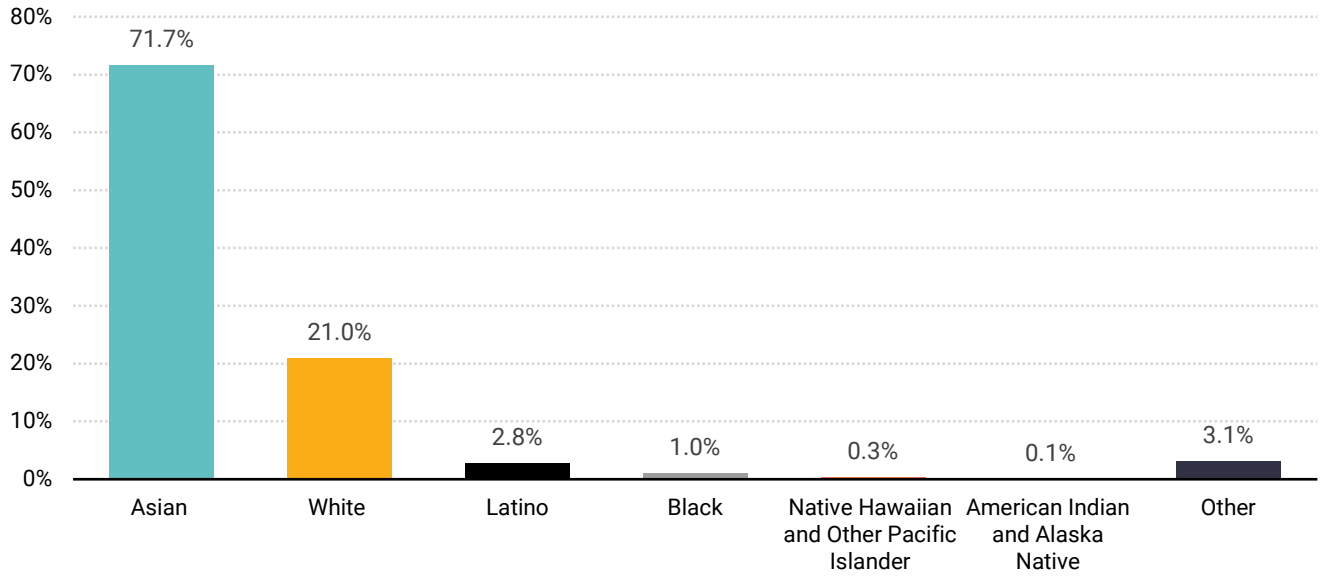


Figure 8. Race and Ethnicity of Residents of Cupertino (Source: ACS 2023 5-Year estimates)

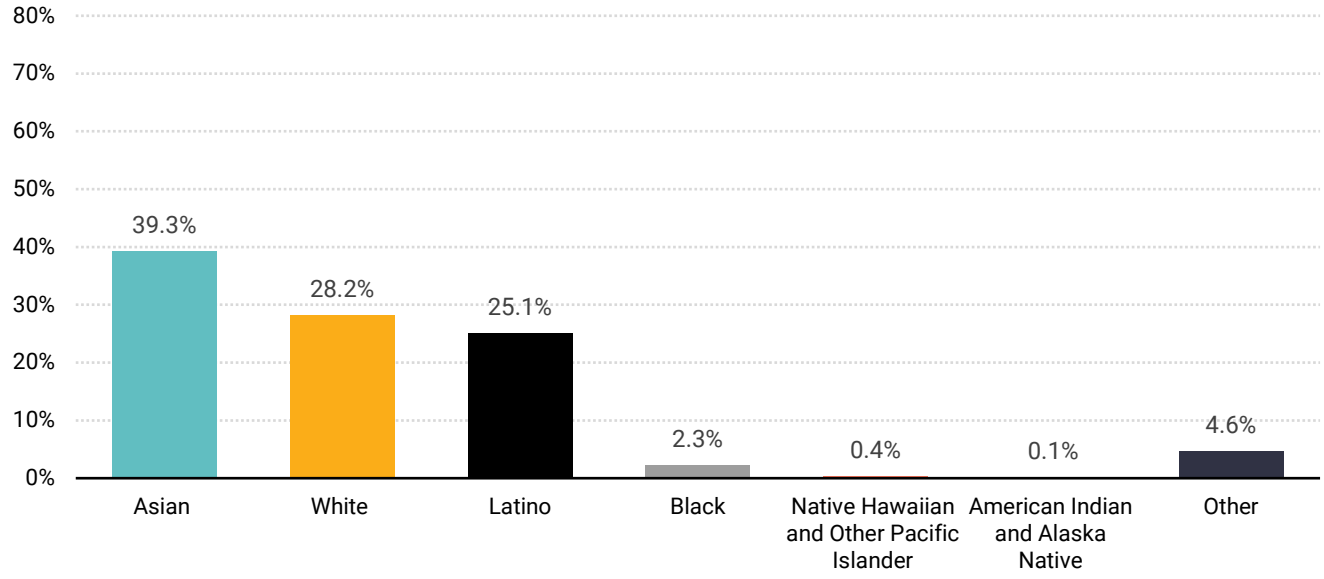


Figure 9. Race and Ethnicity of Residents of Santa Clara County (Source: ACS 2023 5-Year estimates)

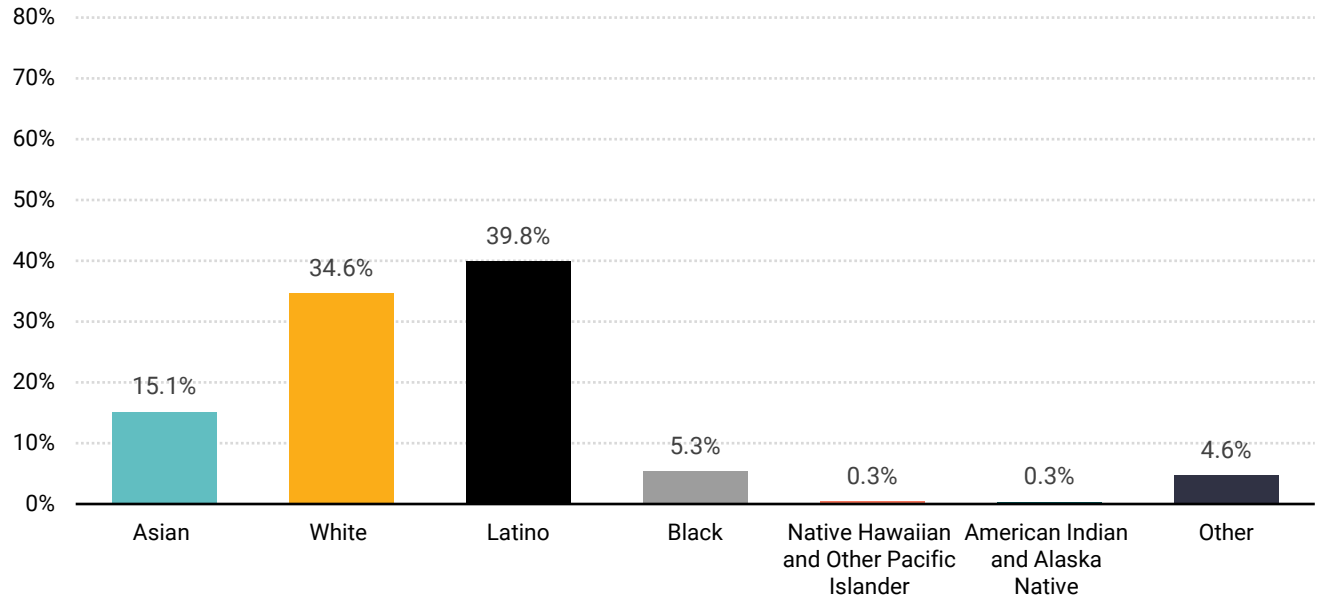


Figure 10. Race and Ethnicity of Residents of California (Source: ACS 2023 5-Year estimates)

Table 3. Race and Ethnicity of Residents by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
White	21.0%	28.2%	34.6%
Black	1.0%	2.3%	5.3%
American Indian and Alaska Native	0.1%	0.1%	0.3%
Asian	71.7%	39.3%	15.1%
Native Hawaiian and Other Pacific Islander	0.3%	0.4%	0.3%
Latino	2.8%	25.1%	39.8%
Other	3.1%	4.6%	4.6%

Languages Spoken at Home

A little over one-third of Cupertino households speak only English at home, while 63% speak a language other than English. 43% of Cupertino households speak Asian and Pacific Islander languages, 16% speak other Indo-European Languages, and less than 2% speak Spanish at home. Languages are further broken down in **Table 4. Languages Spoken at Home by Geography.**

Table 4. Languages Spoken at Home by Geography (Source: ACS 2023 5-Year estimates)

	Cupertino	Santa Clara County	California
Speak only English	36.8%	45.3%	55.9%
Asian and Pacific Islander languages	43.0%	26.2%	10.0%
Other Indo-European languages	16.7%	9.8%	4.8%
Spanish	1.8%	17.2%	28.2%
Other languages	1.6%	1.5%	1.1%

Income & Education

The median household income in Cupertino is $231,139. This median household income is substantially higher than Santa Clara County ($159,674) and California generally ($96,334). There are no MTC Equity Priority Communities within the City limits; income-driven equity concerns may largely focus on people commuting into or passing through Cupertino.

83.1% of Cupertino households have achieved a bachelor's degree or higher. This is also much higher than Santa Clara County (55.9%) and California generally (36.5%).

Land Use

Planning for land use and transportation together helps create safer, more walkable environments. Designating local land uses with mobility in mind can create more access to destinations and resources, as well as support the local economy. Diverse land uses with higher density encourage walking, biking, and rolling trips because destinations are closer together and easier to access. Conversely, segregated land uses that are low density and further apart tend to promote driving trips.

Cupertino's land uses are largely defined by its street grid, the paths of Interstate 280 and Highway 85, and the rising topography of western Cupertino. Stevens Creek Boulevard, DeAnza Boulevard, and Homestead Road act as the primary commercial corridors in the City.

Cupertino features a range of land uses, though most are designated for low-density residential uses, as show in **Figure 11**. Higher density housing is largely grouped nearby to major roadways or adjacent to highways. Planned development areas are a mix of uses: mixed-use commercial/residential at the former Vallco Mall site, retail development along the Stevens Creek corridor, commercial and offices uses along DeAnza Boulevard, and residential elsewhere.

The Apple campus, in the northeast of the City, is designated as an industrial park. An additional small strip of light industrial uses can be found on the west side of Highway 85 in Central Cupertino. DeAnza College is located in central Cupertino. Significant open space areas are located on the western side of the City.

Future housing growth in Cupertino is largely concentrated on the eastern end of the City, focused on the former Vallco Mall site on the corner of Stevens Creek Boulevard at Wolfe Road. Investments in active transportation should account for future growth to help minimize vehicle trips generated by new development. This will minimize congestion and parking availability impacts for both existing and new residents.

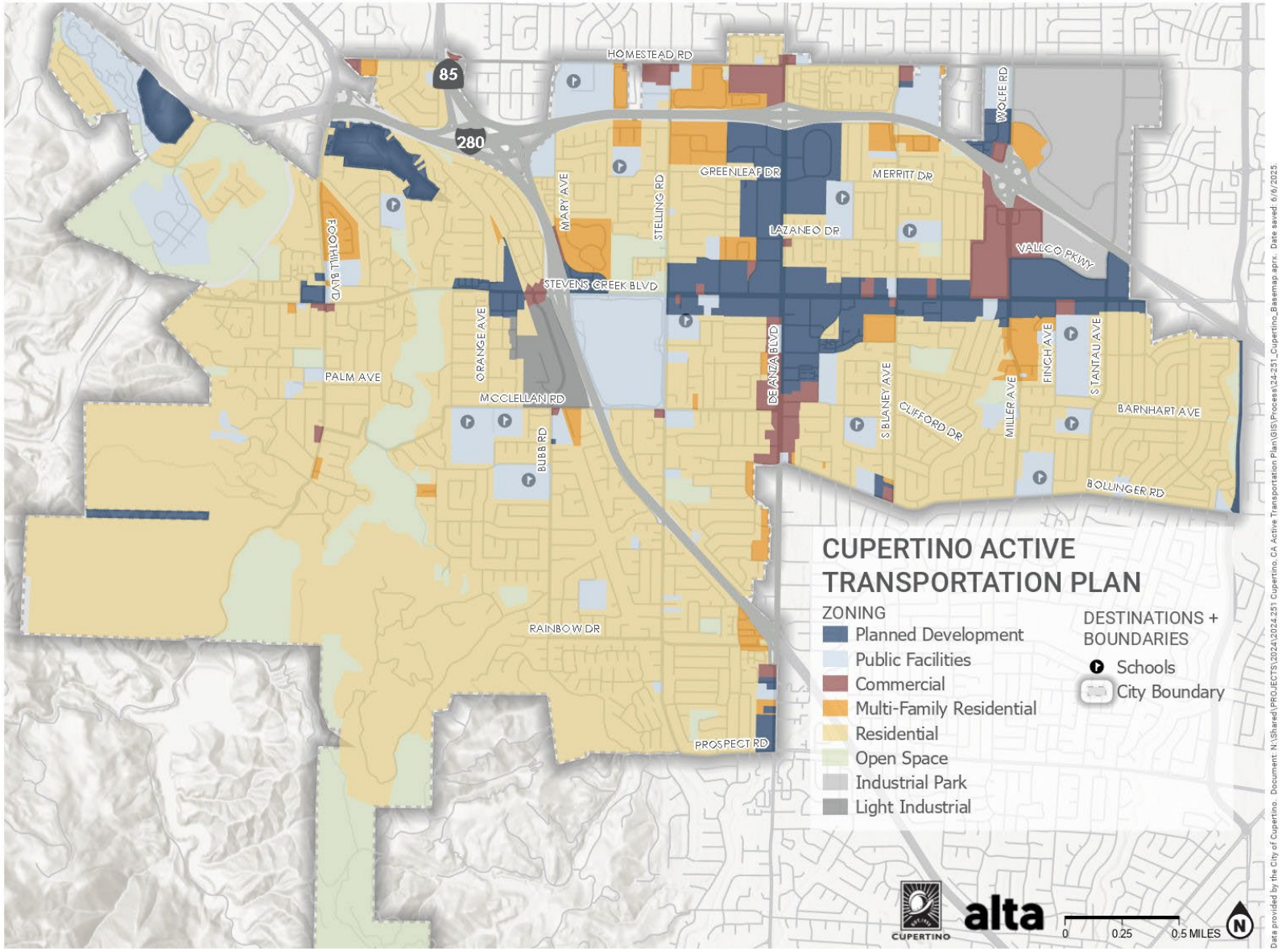


Figure 11. City of Cupertino Existing Land Use Map

Plan Review

In February of 2025, Alta Planning completed a comprehensive Plan Review for the Cupertino ATP. This section summarizes local and regional plans, policies, and standards that impact active transportation in the City of Cupertino. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Cupertino as they pertain to transportation; how the City is moving forward in light of evolving policies at the federal, state, and regional levels; and the direction being taken by the City through its most recent initiatives. The plans and studies reviewed are listed in **Table 5. Plans and Studies Reviewed**. Key takeaways from these plans are described below and a full document review can be found in the Plan Review memo.

Table 5. Plans and Studies Reviewed

Jurisdiction	Year	Plan
Local Plans		
City of Cupertino	2025	Transportation Study Guidelines
City of Cupertino	2024	Vision Zero Action Plan
City of Cupertino	2024	General Plan Mobility Element
City of Cupertino	2023	Local Road Safety Plan
City of Cupertino	2022	Climate Action Plan 2.0
City of Cupertino	2021	Bollinger Road Corridor Safety Study
City of Cupertino	2020	Parks and Recreation Master Plan
City of Cupertino	2018	Pedestrian Transportation Plan
City of Cupertino	2018	Complete Streets Policy
City of Cupertino	2016	Bicycle Transportation Plan
Regional Plans		
Santa Clara County	2025	Active Transportation Plan
Valley Transportation Authority	2025	Valley Transportation Plan 2050
Valley Transportation Authority	2021	Bicycle Superhighway Implementation Plan
Valley Transportation Authority	2018	Countywide Bicycle Plan

Plan Review Findings

The City of Cupertino is currently prioritizing the completion of shared use paths, with significant progress being made on the Regnart Creek and Tamien Trails. Safety has always been a key focus for Cupertino, but with the recent adoption of the Vision Zero Action Plan, the City has made a fundamental shift in its approach. The Vision Zero Action Plan emphasizes the creation of facilities that offer greater protection for people walking and biking, reducing the risk of accidents involving vehicle traffic.

Additionally, since the adoption of the Cupertino Pedestrian Transportation Plan in 2018 and the Cupertino Bicycle Transportation Plan in 2016, the City has made substantial strides in improving its infrastructure. These improvements include the construction of five sidewalk segments, seven intersection enhancements, two shared-use paths, one new bike lane, five buffered bike lanes, one separated bikeway, four bike boulevards, and one designated bike route.

Looking ahead, aligning with regional Active Transportation Plans will be essential for securing future implementation funding. This includes coordination with the Santa Clara County ATP, the VTA Countywide Bicycle Plan, the VTA Bicycle Superhighway Implementation Plan, and VTA's 2050 plan. These regional plans will play a crucial role in ensuring continued progress and funding for Cupertino's transportation goals.

Implementation from Past Plans

The City has an existing bikeway network 50.5 miles of bikeways, with plans to build 50.7 more. These include over 25 miles of bike lanes (Class II) and buffed bike lanes (Class IIB), seen on major roads like De Anza Boulevard and Homestead Road. The 2016 bike plan had a strong emphasis on the construction of separated bikeways (Class IV) and shared-use paths (Class I), with 3.1 miles and 6.3 miles in the network as of 2025. As part of the Plan Review, the 2016 Bicycle Plan and 2018 Pedestrian Plan were reviewed for progress in implementing recommended projects. Both plans developed prioritized project lists, ranked into three different tiers. Prioritization criteria included 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 reduction of user stress and implementation feasibility. **Table 6. Pedestrian and Bicycle Planned Infrastructure Progress** shows projects for both plans, divided by tiers, and the status of implementation. Projects shown as "in-progress" are currently in stages of funding or design. Some of these projects have been partially implemented. The map on the following page shows the geographic distribution of completed and in-progress projects from both plans, in **Figure 12**. More detail can be found in the Plan Review appendix.

Projects completed include 3.1 miles of Class IV separated bikeways and 1.3 miles of Class I shared-use paths.

Table 6. Pedestrian and Bicycle Planned Infrastructure Progress

Project Status	Recommended	Complete	In-Progress	Not Funded
Pedestrian Plan (2018)				
Tier 1	**20**	9	4	6
Tier 2	**13**	2	2	9
Tier 3	**11**	1	3	7
Bicycle Plan (2016)				
Tier 1	**13**	4	7	2
Tier 2	**28**	9	6	13
Tier 3	**50**	7	1	42
Total	**135**	**32**	**23**	**78**

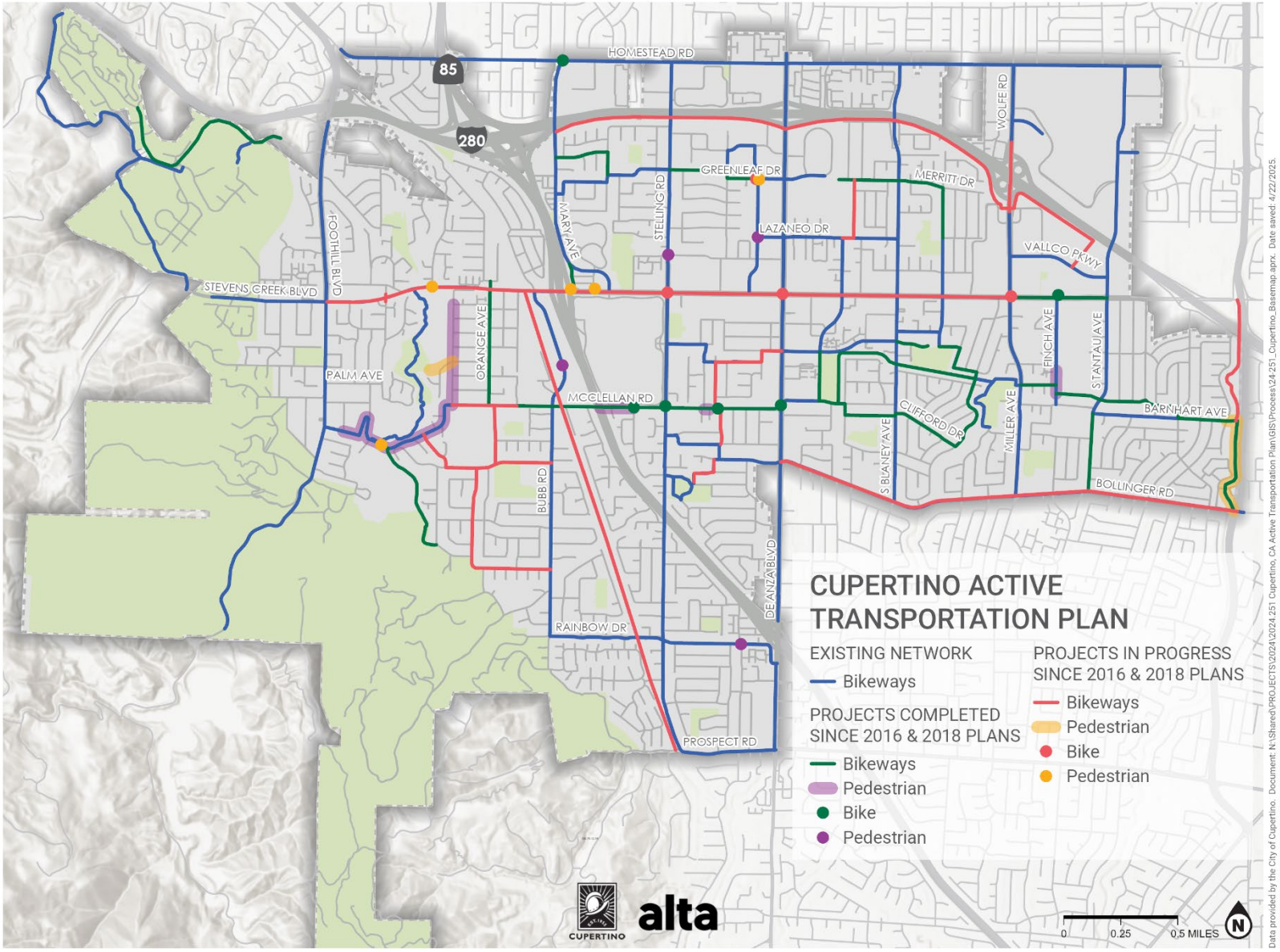


Figure 12. Projects completed and in-progress from the 2016 Bicycle Plan and 2018 Pedestrian Plan

Travel Profiles

Commute Mode Share

Commute to work is measured by the American Community Survey, which provides 5-year rolling estimates of mode choices for travel. It should be noted that ACS mode share data only captures work-related trips taken during peak-hour commute periods. ACS data also only captures the most predominant mode used: someone who walks or bikes to a bus stop would only get counted as a transit-user. Lastly, 40% of Cupertino's residents are too young or too old for the labor pool, meaning their trips are not captured by the ACS.

Across the City, 3.5% of residents travel to work by either walking or biking, while another 28% worked from home. By capturing more local trips through active modes, the City has the potential to reduce congestion for those residents who must drive. These commuter travel patterns are shown in **Figure 14**.

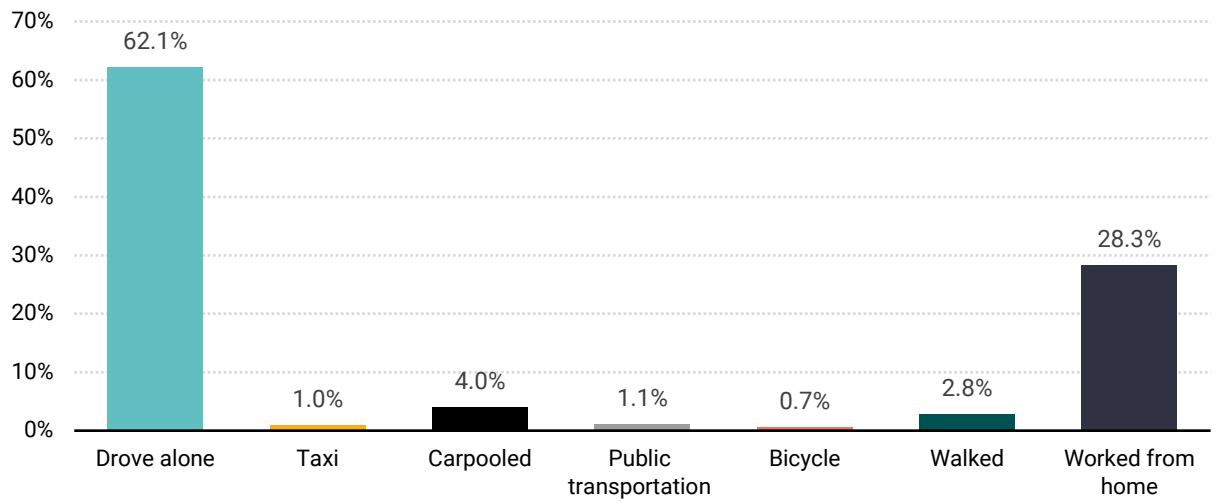


Figure 13. Commuter Mode Share (Source: ACS 2021 5-Year estimates)

School Trips/Safe Routes to School

Cupertino collects extensive school travel data as part of its Safe Routes to School (SRTS) initiative. This is particularly important as one-quarter of the population of Cupertino are children. These children live close to neighborhood schools, and most cannot drive themselves until later in high school, if ever, so a higher percentage of students walk, bike, and take bus/transit. One third of Cupertino students currently walk or bike to school.

Since 2015, Cupertino SRTS has collected data on how students travel to and from school using an in-class survey method. Teachers administer the Travel Tally Questionnaire, developed by the National Safe Routes to School Partnership, asking students about their travel modes during a designated week. Initially piloted in a subset of schools in the fall of 2015, the survey expanded citywide by the spring of 2016. In 2021, the survey shifted from biannual (spring and fall) to annual administration each fall. The data collected informs program planning and supports grant applications by tracking mode share trends across all grade levels. SRTS travel tally data from 2024 is shown in **Table 7. Student Mode Share in Cupertino**.

Table 7. Student Mode Share in Cupertino (2024)

Mode of Travel	Elementary Schools	Middle Schools	High Schools	Citywide
Family Vehicle - Alone	56%	54%	54%	**55%**
Family Vehicle - Carpool	12%	14%	6%	**11%**
Public Transit	0%	0%	3%	**1%**
School Bus	1%	1%	0%	**1%**
Bike/Other	6%	12%	18%	**11%**
Walk	26%	19%	19%	**22%**

Transportation Profile

Located in western Santa Clara County, Cupertino is connected to the larger region via a network of interstates, highways, and expressways. The City is bounded to the north by Interstate 280, which has a major interchange with Highway 85 in the northwest corner of the City. Highway 85 travels in a diagonal north/south pattern, bisecting Cupertino in half. The Lawrence Expressway bounds the eastern edge of the City. Each of these interstates, highways, and expressways present substantial barriers to people walking and biking. Decommissioned UPRR railroad right-of-way also bisects the western half of the City, providing a significant barrier to east/west travel.

Figure 14 shows the major streets and highways that form the street network in the City. The City's Collector streets have a wide range of street characteristics, from two-lane roadways to wide multilane roadways. The arterial network also significantly divides the street network and acts as a barrier for walking and biking trips; the local street network was designed to have minimal access points to, and crossings of, the arterial roadway network. This results in distances of over 1,000 feet between marked crosswalks on major arterial streets.

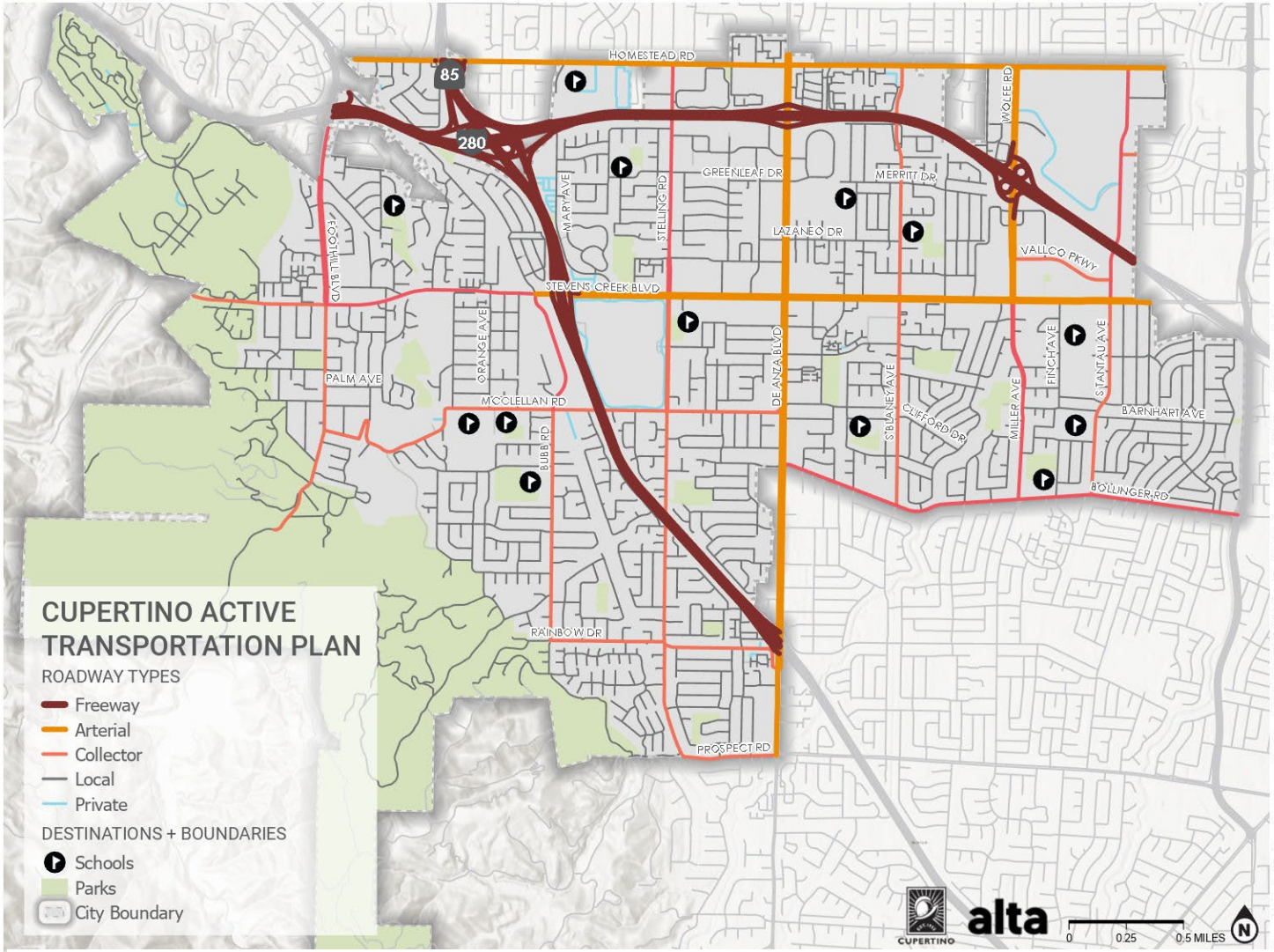


Figure 14. Cupertino Roadway Network

Pedestrian Infrastructure

The following are some of the proven safety countermeasures Cupertino has installed for people walking and using mobility devices. Implemented and in-progress projects from the 2018 Pedestrian Transportation Plan were previously shown in **Figure 12.**

New/Improved Sidewalk

Sidewalks provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.

High-Visibility Crosswalk

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.

Raised Crosswalk

A high-visibility crosswalk built on top of a speed table. This keeps the crosswalk at sidewalk-height, prioritizing pedestrian crossings and slowing driver traffic near the crosswalk.

Median Refuge Island

A median refuge island, or crossing island, is a median with a refuge area intended to help protect pedestrians crossing a multilane road. Crossing islands should be considered as a supplement to the crosswalk. A pedestrian refuge island allows pedestrians to focus on one direction of traffic at a time as they cross and provides space to wait for an adequate gap in oncoming traffic before finishing the second phase of the crossing.

Curb Extension

Curb extensions—also known as bulb-outs or neckdowns—extend the sidewalk or curb line out into the parking lane and reduce the effective street width. These minimize exposure for people crossing the street by shortening crossing distance, giving them a better chance to see and be seen before committing to crossing.

Rectangular Rapid Flashing Beacon (RRFB)

User-activated pedestrian signals that use flashing yellow lights to alert motorists to the presence of people walking in the crosswalk. They can be installed in midblock locations or at intersections where a full traffic signal is not warranted. Alternative flashing signs that illuminate the sign's perimeter may be considered in residential areas.

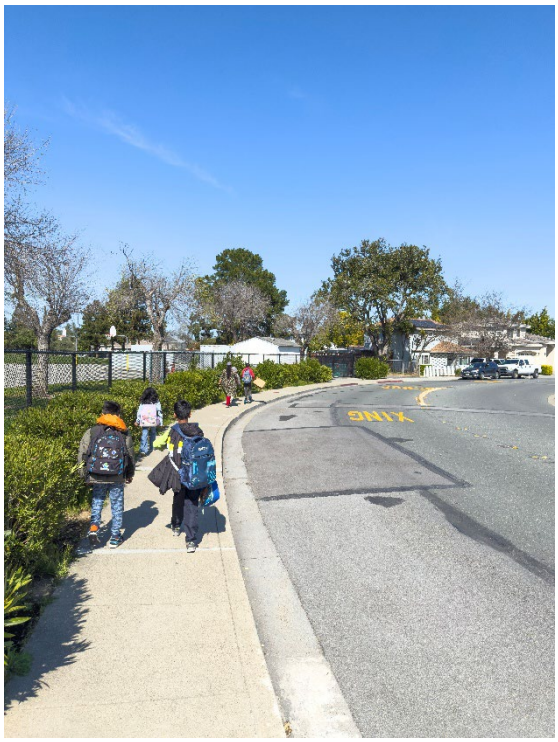
Leading Pedestrian Interval (LPI)

LPIs can be programmed into traffic signals to minimize conflicts between pedestrians crossing a roadway and left- or right-turning vehicles. LPIs give pedestrians the WALK signal 3-7 seconds before motorists can proceed through the intersection, making them more visible.

Existing Pedestrian Infrastructure Network

Sidewalks/Shared Use Paths

Cupertino has a relatively well-developed sidewalk network, particularly in the areas around its denser centers and southern residential neighborhoods. In areas near the Cupertino Village Shopping Center, Main Street, and schools, like Cupertino High School, sidewalks are common and well-maintained. In the more central parts of Cupertino, especially near major intersections and public facilities like the Cupertino Library and Community Center, there is also that higher density of sidewalks. Cupertino also has a large number of privately-owned roadways, often within planned unit development areas. Sidewalks on these privately-owned roads are not owned or maintained by the City of Cupertino. **Figure 15** shows the City's existing pedestrian network, including sidewalks and shared-use paths.



While there is a large network of sidewalks, the roadway crossings for pedestrians in Cupertino is variable, with a mix of well-designed crossings in higher-density areas and gaps in infrastructure in lower-density, residential areas. In denser commercial zones, such as along major roads like De Anza Boulevard and Homestead Road, crosswalks are generally well-marked. Areas with higher foot traffic, such as near Cupertino High School, the Cupertino Library, and the Cupertino Village Shopping Center also, have enhanced crosswalks, including use of Rapid Rectangular Flashing Beacons (RRFBs) at uncontrolled intersections. Some residential or less-developed areas, especially in the outskirts of the City, crosswalks are sparse, requiring pedestrians to cross without adequate infrastructure or walk further to find a safe crossing point. In these areas, the lack of consistent crosswalk infrastructure can create challenges for pedestrians. **Figure 16** shows the City's existing pedestrian crossings and locations of RRFB crossings.

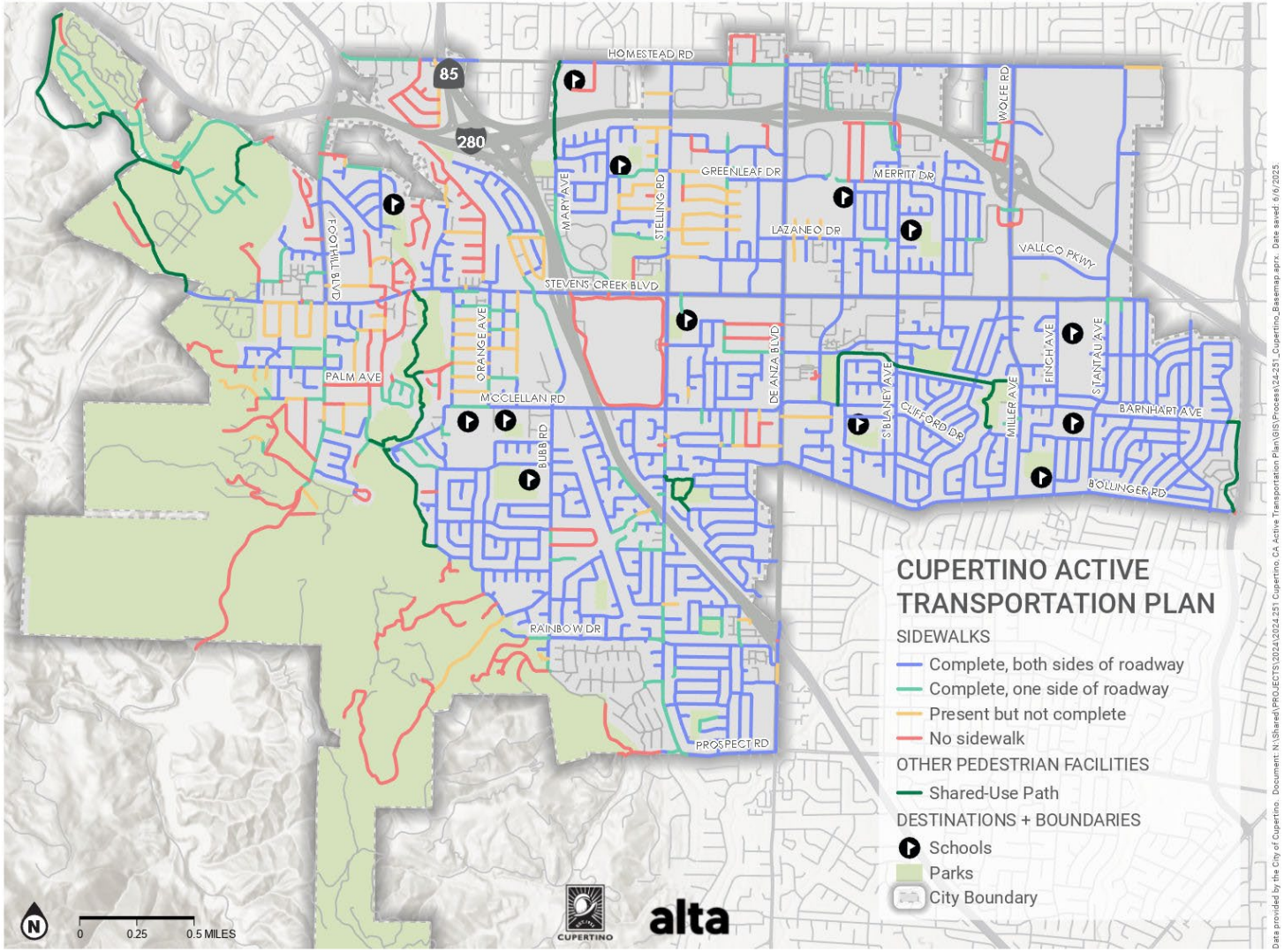


Figure 15. Existing and Proposed Sidewalks

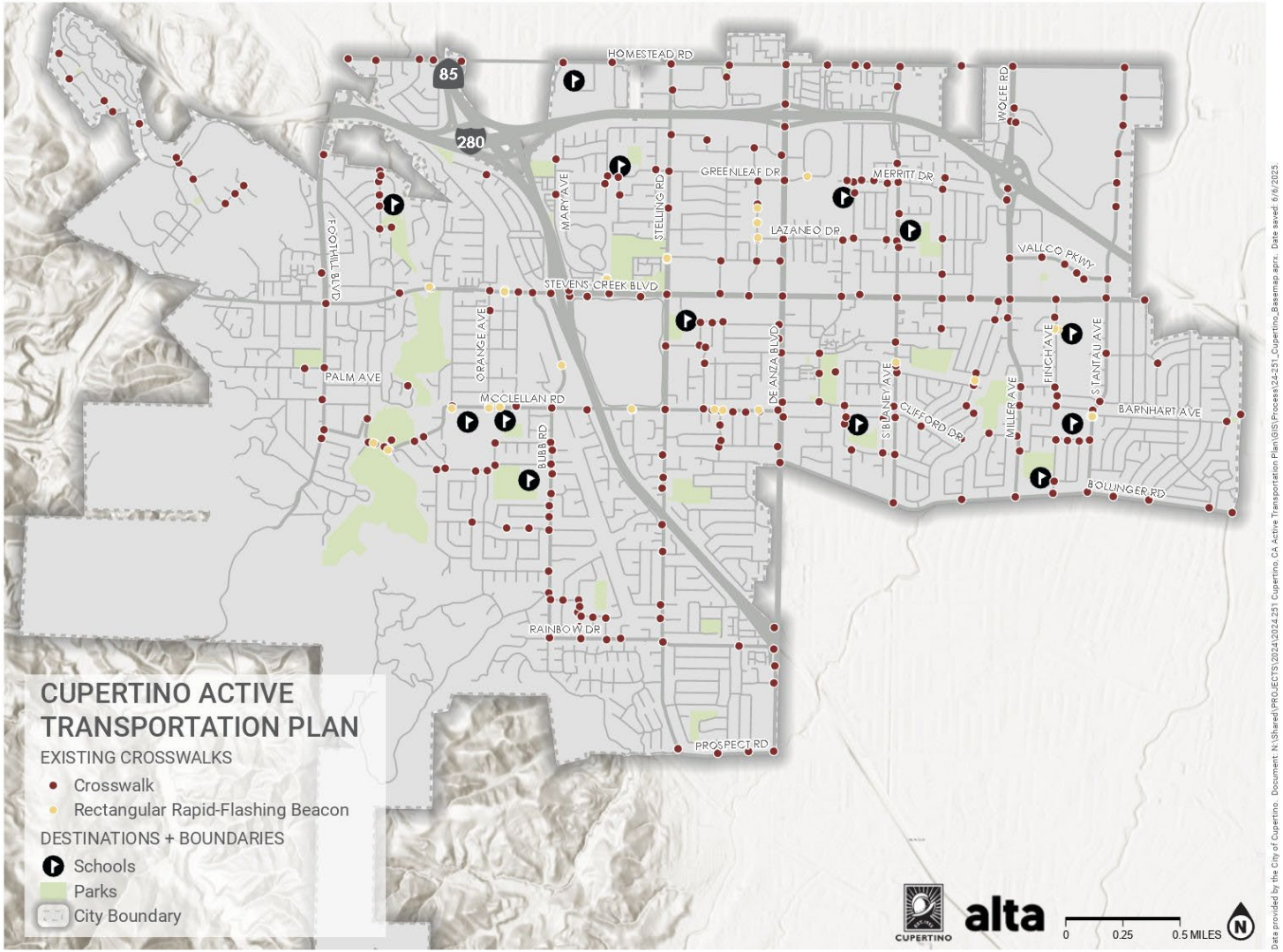


Figure 16. Existing Crosswalks

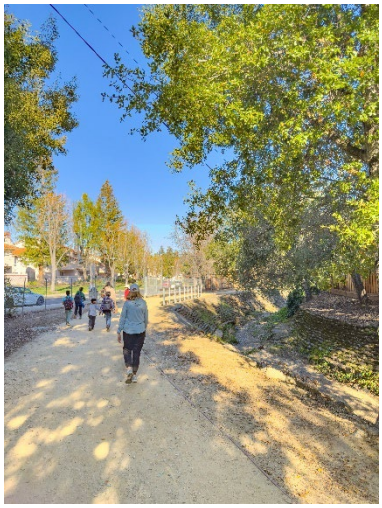
Bike Infrastructure

The following are some of the proven safety countermeasures Cupertino has installed for people riding bicycles and using other micromobility devices. Completed and in-progress projects from the 2016 Bicycle Transportation Plan were previously shown in **Figure 12**.

Shared-Use Path (Class I)

Bike and shared-use paths are typically paved bi-directional pathways separate from the road right-of-way. Ideally, shared-use paths will follow a distinct course in an independent right-of-way, often along former railroad beds, water courses, or other rights-of-way that usually have few crossing roadways.

Example photo: Regnart Creek Trail shared-use path



Bike Lane (Class II)

Bike lanes designate an exclusive space for bicyclists through pavement markings and signage. The bike lane is next to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.

Example photo: Stelling Road bike lane

Buffered Bike Lane (Class IIB)

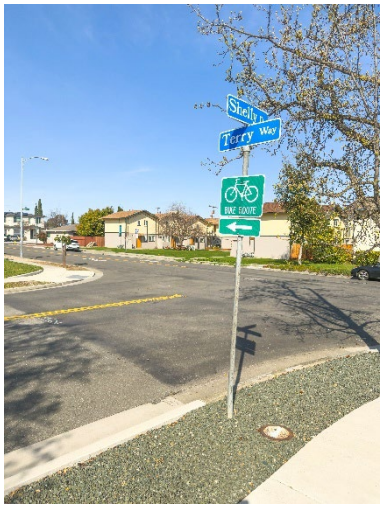
Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane or parking lane.

Example photo: Rodrigues Avenue buffered bike lane

Bike Route (Class III)

Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

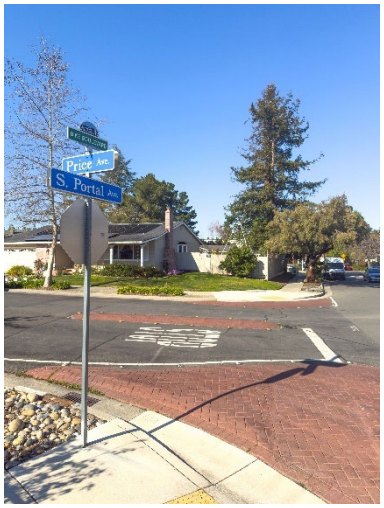
Example photo: Terry Way bike route



Bike Boulevard (Class IIIB)

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to prioritize bicycle travel. Signs, pavement markings, and speed and volume management measures are used to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Example photo: Price Avenue bike boulevard



Separated Bikeway (Class IV)

An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier such as bollards, raised medians, planters, or parked cars.

Example photo: Stevens Creek Boulevard separated bikeway

Existing Bicycle Infrastructure Network

Cupertino, with its mild weather, flat terrain, and compact size, is a prime location for all forms of rolling – including biking, scooting, or other personal mobility devices. Cupertino's bicycle network has seen significant growth in recent years, offering a mix of bikeway types to meet the needs of a variety of users.

The Caltrans Highway Design Manual (Chapter 1000) defines four types of bicycle facilities: Class I bike paths (shared use paths), Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways (separated bike lanes). In addition to these four types, this plan recognizes two additional types of bicycle facilities: Class IIB buffered bike lanes (described below as part of Class II) and Class IIIB bicycle boulevards.

The City has an existing bikeway network 50.5 miles of bikeways, with plans to build 50.7 more. These include over 25 miles of bike lanes (Class II) and buffed bike lanes (Class IIB), seen on major roads like De Anza Boulevard and Homestead Road. The 2016 bike plan had a strong emphasis on the construction of separated bikeways (Class IV) and shared-use paths (Class I), with 3.1 miles and 6.3 miles in the network as of 2025.

Cupertino has also developed a series of bike boulevards (Class IIIB), which account for several miles of lower-traffic streets that prioritize comfort for users of all ages and abilities. Cupertino's bike boulevards are routed through residential areas where traffic is less dense, often supplemented with speed tables, traffic circles, or traffic diverters.

The City has also invested in low-stress shared-use paths (Class I), including trails like the Regnart Creek Trail, which connect key areas of Cupertino with off-road options for people of all ages and abilities. **Figure 17** shows the City's existing bicycle network. **Table 8. Existing Bikeway Facilities by Class** shows existing and proposed facilities from the 2016 Bike Plan Recommendations.

Table 8. Existing Bikeway Facilities by Class

Bikeway Classification	Existing Facilities (mi.)	2016 Proposed Facilities (mi.)
Shared-Use Path (Class I)	6.3	7.7
Bike Lane (Class II)	19.3	1.6
Buffered Bike Lane (Class IIB)	7.0	13.7
Bike Route (Class III)	8.3	8.2
Bike Boulevard (Class IIIB)	6.5	8.6
Protected Bike Lane (Class IV)	3.1	10.9
TOTAL	50.5	50.7

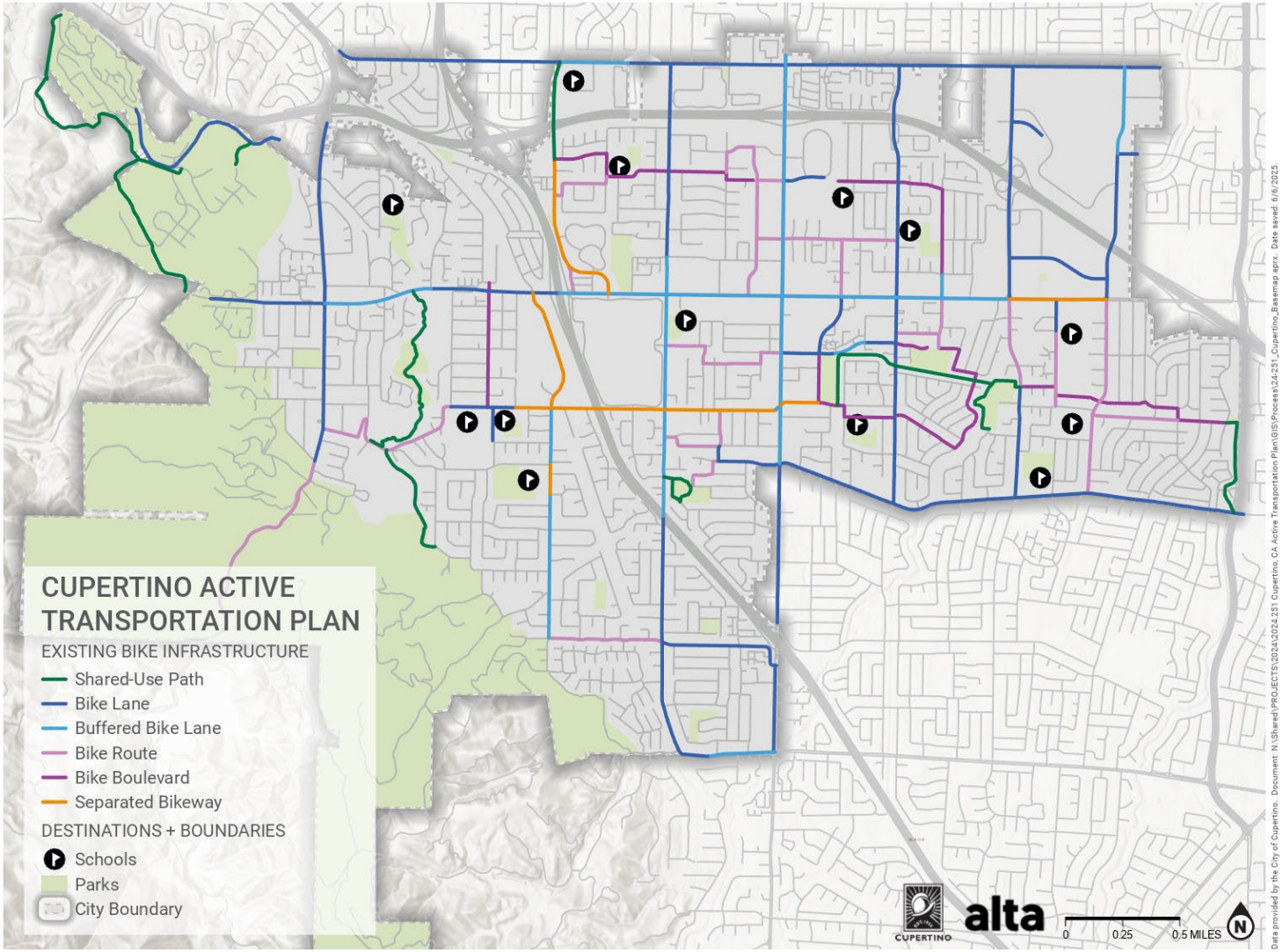


Figure 17. Existing Bike Infrastructure

Existing Transit Network

Cupertino's existing transit network is an essential component of the City's transportation infrastructure, providing vital connections to neighboring cities and regional hubs in the broader Silicon Valley and San Francisco Bay Area. The City is served by 13 VTA bus routes, which provide local and regional transit options, with key routes connecting Cupertino to other parts of Santa Clara County. The City also benefits from its proximity to Caltrain stations in nearby cities such as Sunnyvale and Mountain View, offering regional rail service along the Peninsula Corridor. While Cupertino itself does not have a Caltrain station, the nearby stations are critical for residents seeking rail connections to San Francisco, San Jose, and beyond. Most bus routes connect to central Cupertino along Stevens Creek Boulevard, and buses are equipped with bike racks that can accommodate up to three bicycles.

Although the broader region has a very fragmented array of 27 transit operators, Cupertino's transit network is relatively well integrated with sub-regional VTA and Caltrain systems. It offers residents and employees various options for commuting, though the lack of a local rail station forces residents to still rely heavily on bus service and private vehicles for longer trips. Enhancing last-mile connectivity to and from bus and rail stations is a priority, aligning with City goals to reduce car dependence and promote walking, biking, and other sustainable modes of transportation. This can be particularly influential in central and eastern Cupertino, which are better served by VTA. Ridership is highest near De Anza College in Cupertino.

Additionally, Cupertino has a microtransit operator similar to private rideshare providers in the area. The Silicon Valley (SV) Hopper program is a multijurisdictional partnership between the City of Cupertino and the City of Santa Clara. The City of Cupertino manages the program, offering rideshare service through a dedicated app for Cupertino, select areas in Santa Clara, and a few specific destinations beyond the city limits. Similar to Uber and Lyft, instead of providing a door-to-door service, SV Hopper takes users to a nearby designated stop. This stop is typically the closest street corner to trip origins or destinations, though individuals with disabilities can receive door-to-door service. This program receives funding from the Transit and Intercity Rail Capital Program (TIRCP). **Figure 18** through **Figure 20** show the City's existing transit network, busiest stops, and the SV Hopper service area.

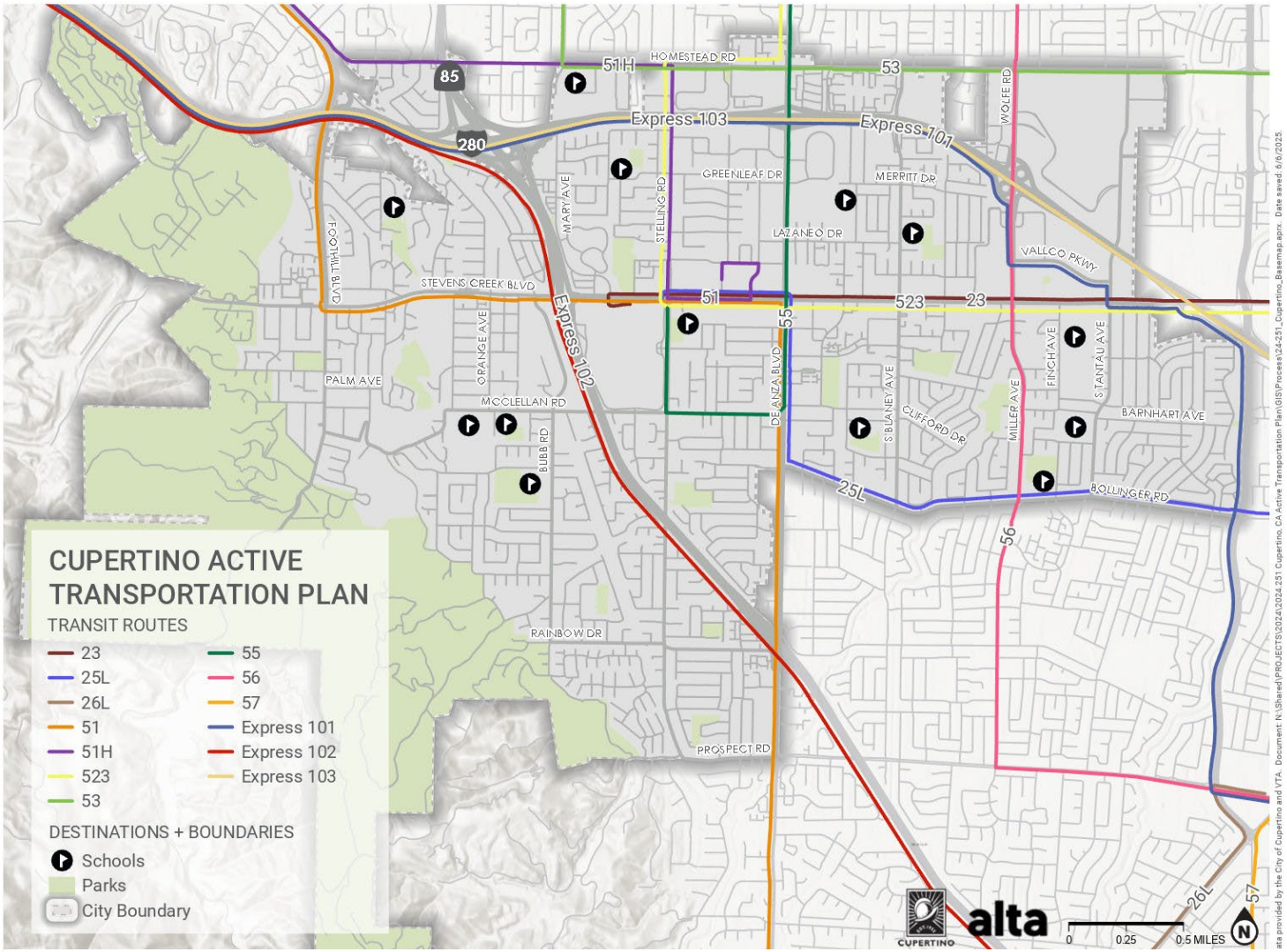


Figure 18. Transit Routes

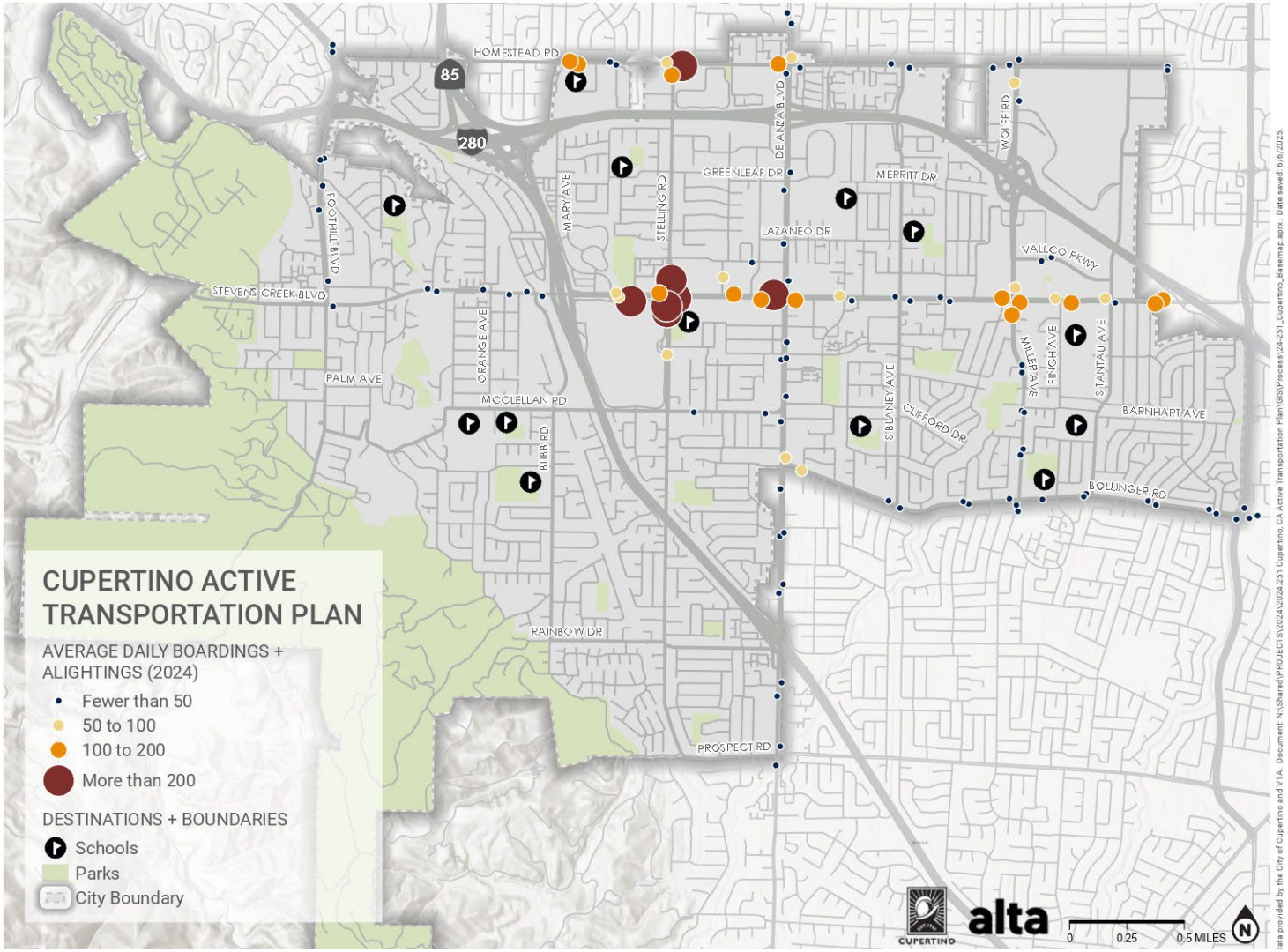
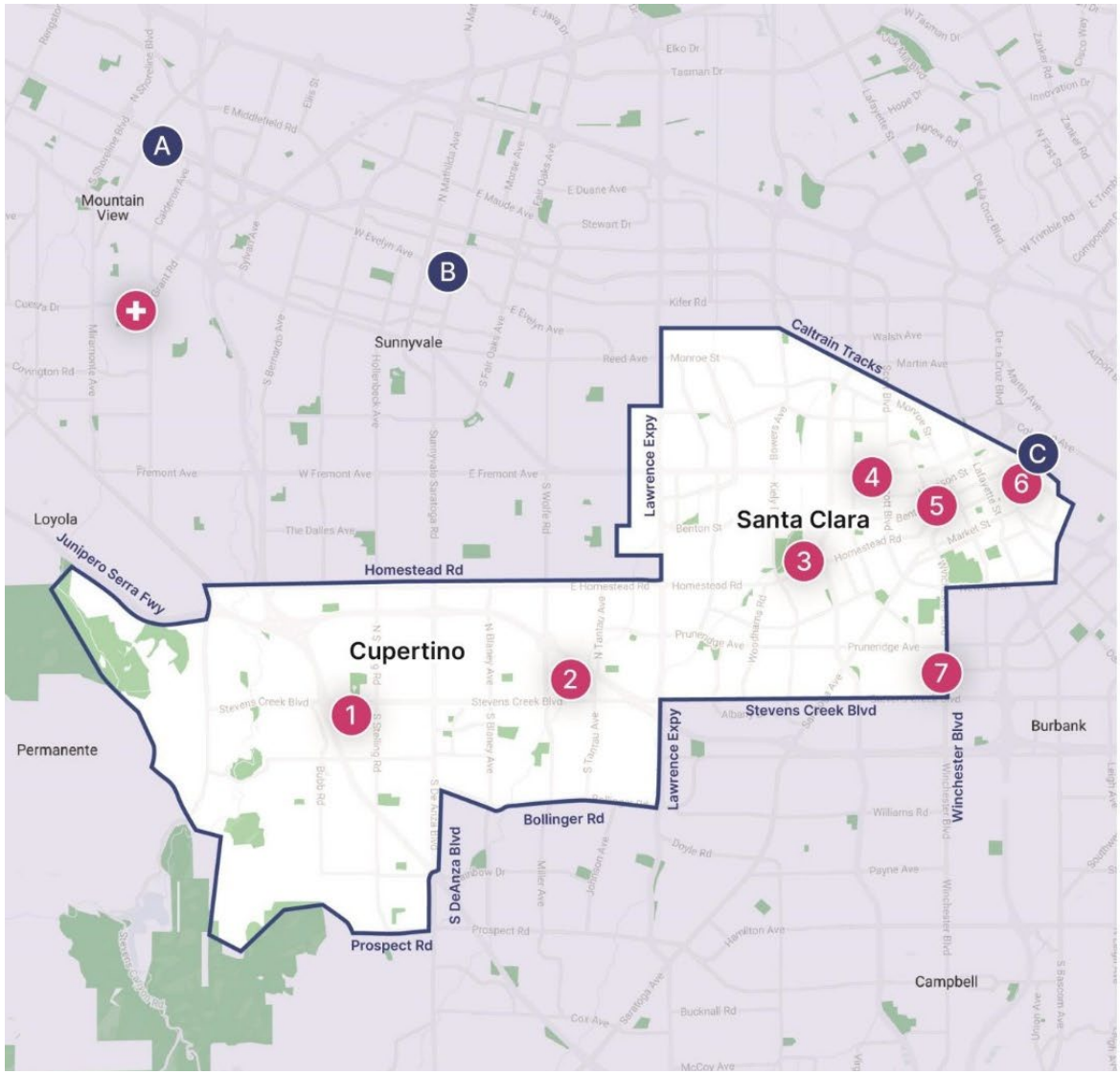


Figure 19. Average Daily Boardings and Alightings



Popular destinations:

1. De Anza College
2. Main Street Cupertino
3. Central Park/ Central Park Library
4. Santa Clara Town Center
5. Santa Clara Senior Center
6. Santa Clara University
7. Westfield Valley Fair
- El Camino Health - Mountain View Hospital

Transit hubs:

- A Mountain View Caltrain Station
- B Sunnyvale Caltrain Station
- C Santa Clara Caltrain Station

Figure 20. SV Hopper Service Area

Biking, Walking, and Rolling Safety

The 2024 Cupertino Vision Zero Action Plan identifies nine trends among traffic crashes resulting in people being killed or seriously injured between 2012 and 2021:

- Vulnerability of people walking and biking
- Unsafe speeds
- Collisions at intersections
- Pedestrian code violation
- broadside collisions (the majority of bicycle-related collisions)
- Teenagers biking and walking near schools and parks
- Driving under the influence
- Bicycle collisions and automobile Right of Way (ROW) violations
- Collisions near transit stops

Bicycle- and pedestrian-involved collision data provides further insight into specific locations and roadways that tend to have higher rates of collisions in Cupertino. This analysis uses collision data assembled from police crash reports between January 2018 and December 2022 taken from the 2024 Cupertino Vision Zero Action Plan, and does not include collision data since. It is important to note that this analysis relied on reported collisions; not all collisions involving people biking, walking, and rolling are reported to authorities. Furthermore, near-miss crashes are not included as they are typically not reported.

There were 203 bicycle-involved collisions and 191 pedestrian-involved collisions in Cupertino during the study period, as shown in **Figure 21** and **Figure 22**. Following national trends since the start of the pandemic, 2020 saw the fewest overall collisions at the outset of the COVID pandemic, followed by steady rises in both 2021 and 2022 where bicycle-involved collisions peaked for the study period. Pedestrian-involved collisions haver remained below pre-pandemic levels, but killed or seriously injured (KSI) numbers have remained at the same level. For the figures below, “Other” refers to injuries that were not life-threatening and “Property” refers to collisions where the people involved did not sustain reported injuries.

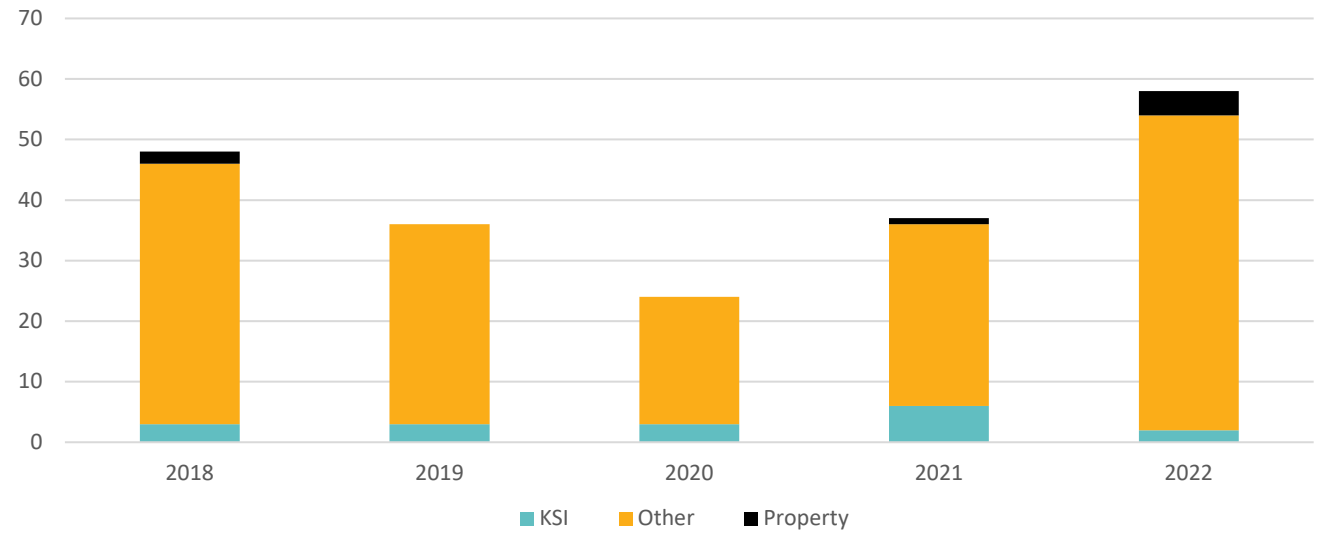


Figure 21. Bicycle-Involved Collisions 2018-2022 (Source: UC Berkeley Transportation Injury Mapping System)

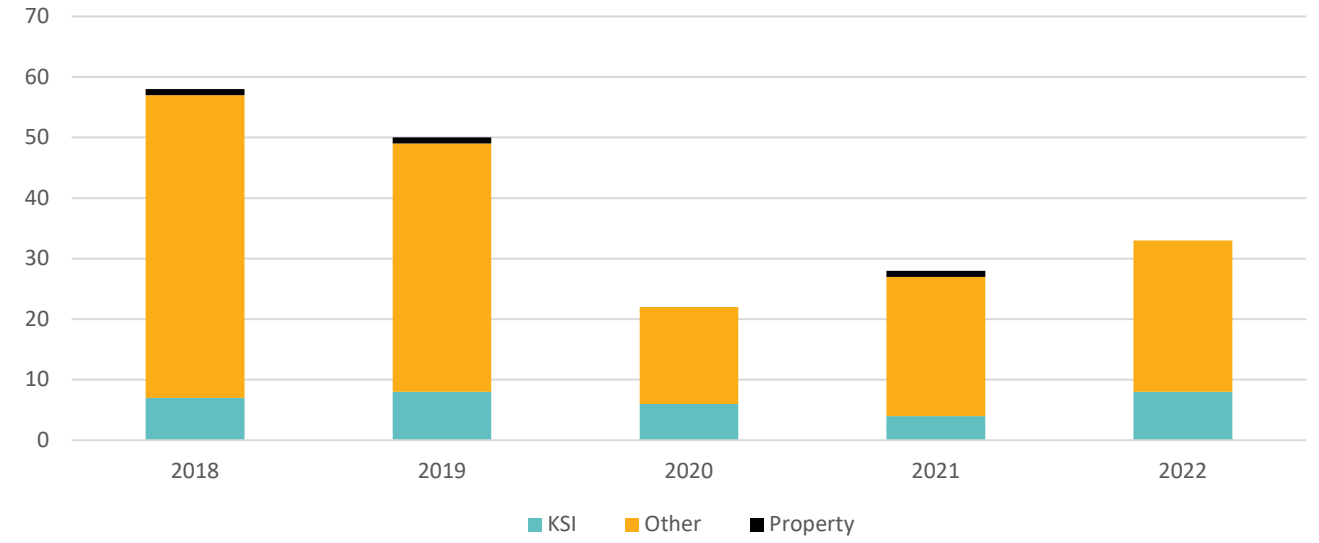


Figure 22. Pedestrian-Involved Collisions 2018-2022 (Source: UC Berkeley Transportation Injury Mapping System)

Bicycle and Pedestrian Collision Trends

As noted in the 2024 Cupertino Vision Zero report:

> "On average, a crash occurs every three days in Cupertino. Although pedestrians and bicyclists are involved in just over a third of all crashes, they make up 62 percent (50 collisions) of the crashes resulting in fatalities or severe injuries. This underscores their susceptibility as road users; thus, they are referred to as vulnerable roadway users. Intersections pose the greatest risk of a fatal or serious injury crash to vulnerable roadway users, with the majority (88 percent/44 collisions) of fatal and severe injury collisions occurring at intersections. The presence of a traffic signal does not guarantee safety, as more than half (55 percent/24 collisions) of the intersection collisions involving pedestrians and cyclists happen at signalized intersections. A significant portion (58 percent) of those who suffer fatal or severe injuries in such collisions fall within the age range of 24 to 64 years. Furthermore, the majority (56 percent/261 collisions) of pedestrian and bicycle fatalities and severe injuries take place during the late afternoon or evening, specifically between 4 pm and 10 pm (pg. 23)."

The 2024 Cupertino Vision Zero Action Plan developed a High-Injury-Network (HIN) map both for street corridors and for intersections. The High-Injury-Network identified the 7 city streets where more than 72% of serious and fatal crashes take place within Cupertino (pg. 106).

The highest priority HIN street corridors are:

1. Stevens Creek Boulevard
2. Homestead Road
3. McClellan Road
4. De Anza Boulevard
5. Stelling Road
6. Wolfe Road
7. Bollinger Road

The highest priority HIN intersections are:

1. De Anza Boulevard & Homestead Road
2. Bandley Drive & Stevens Creek Boulevard
3. Cupertino Road & Stevens Creek Boulevard
4. Stevens Creek Boulevard & De Anza Boulevard
5. Blaney Avenue & Stevens Creek Boulevard
6. De Anza Boulevard & Mariani Avenue
7. De Anza Boulevard & Rodrigues Avenue

While most collisions take place on the arterial roadways in Cupertino, there are a few smaller residential streets that account for part of the HIN. Further study should be done for these streets to determine what factors contribute to these collisions, and whether traffic calming measures would help to mitigate these risks. HIN corridors and intersections are shown in **Figure 23** and **Figure 24.**

CORRIDORS OF CONCERN

Between 2012 and 2021, seven specific roadways in Cupertino accounted for the majority (72%) of severe injuries and fatal crashes. These particular corridors witnessed at least three crashes per block between 2012 and 2021. **Figure 12** lists the high-injury corridors of concern. The roadways that had the highest number of accidents include:

1. Stevens Creek Boulevard
2. Homestead Road
3. McClellan Road
4. De Anza Boulevard
5. Stelling Road
6. Wolfe Road
7. Bollinger Road

Figure 12: City of Cupertino - High Injury Network - Corridors (2012-2021)

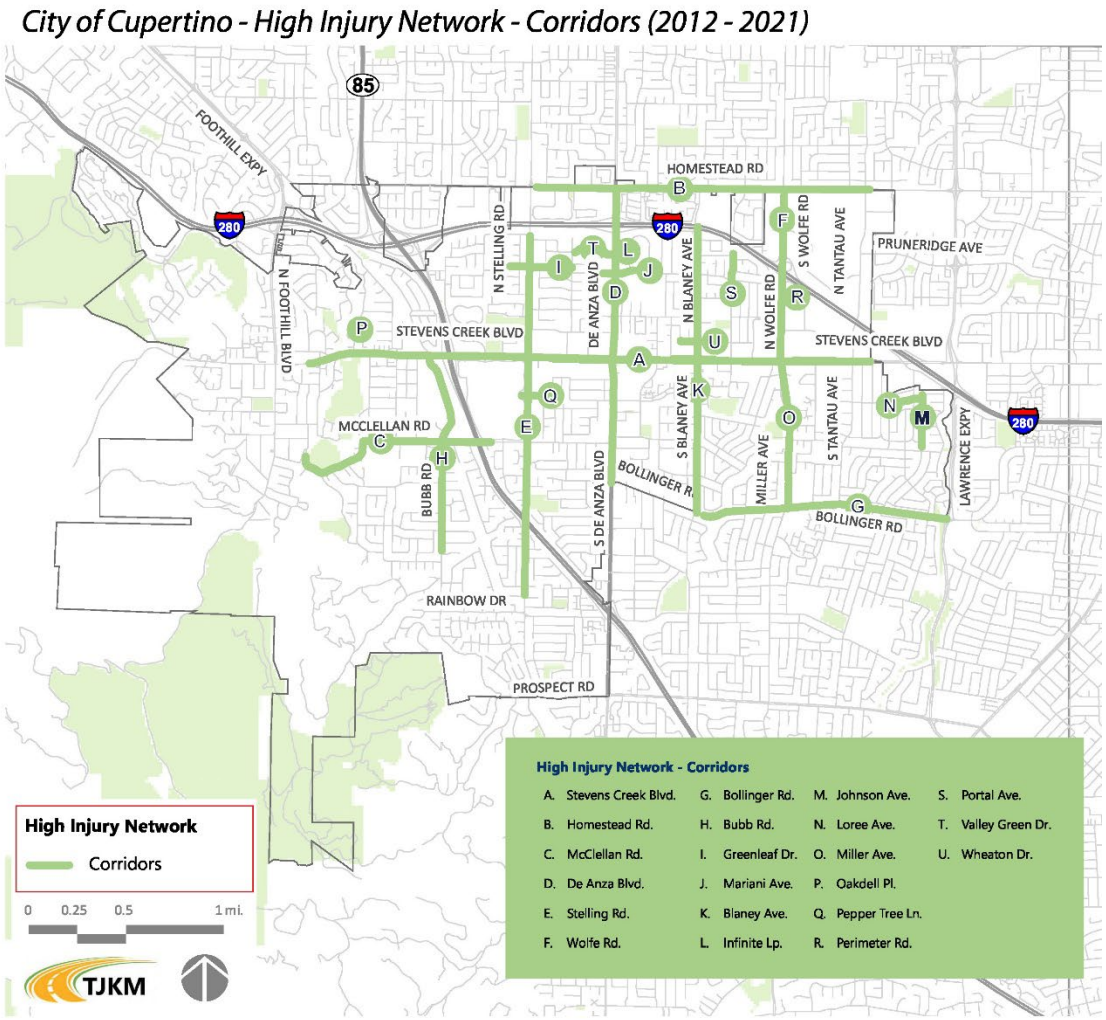


Figure 23. HIN Corridors

INTERSECTIONS OF CONCERN

Out of the 48 intersections in Cupertino where fatal or injury crashes occurred between 2012 and 2021, seven of them witnessed two or more crashes resulting in someone being killed or seriously injured. **Figure 13** shows the high-injury intersections. The intersections that had multiple KSI crashes are:

1. De Anza Boulevard & Homestead Road
2. Bandley Drive & Stevens Creek Boulevard
3. Cupertino Road & Stevens Creek Boulevard
4. Stevens Creek Boulevard & De Anza Boulevard
5. Blaney Avenue & Stevens Creek Boulevard
6. De Anza Boulevard & Mariani Avenue
7. De Anza Boulevard & Rodrigues Avenue

Figure 13: City of Cupertino - High Injury Network - Intersections (2012-2021)

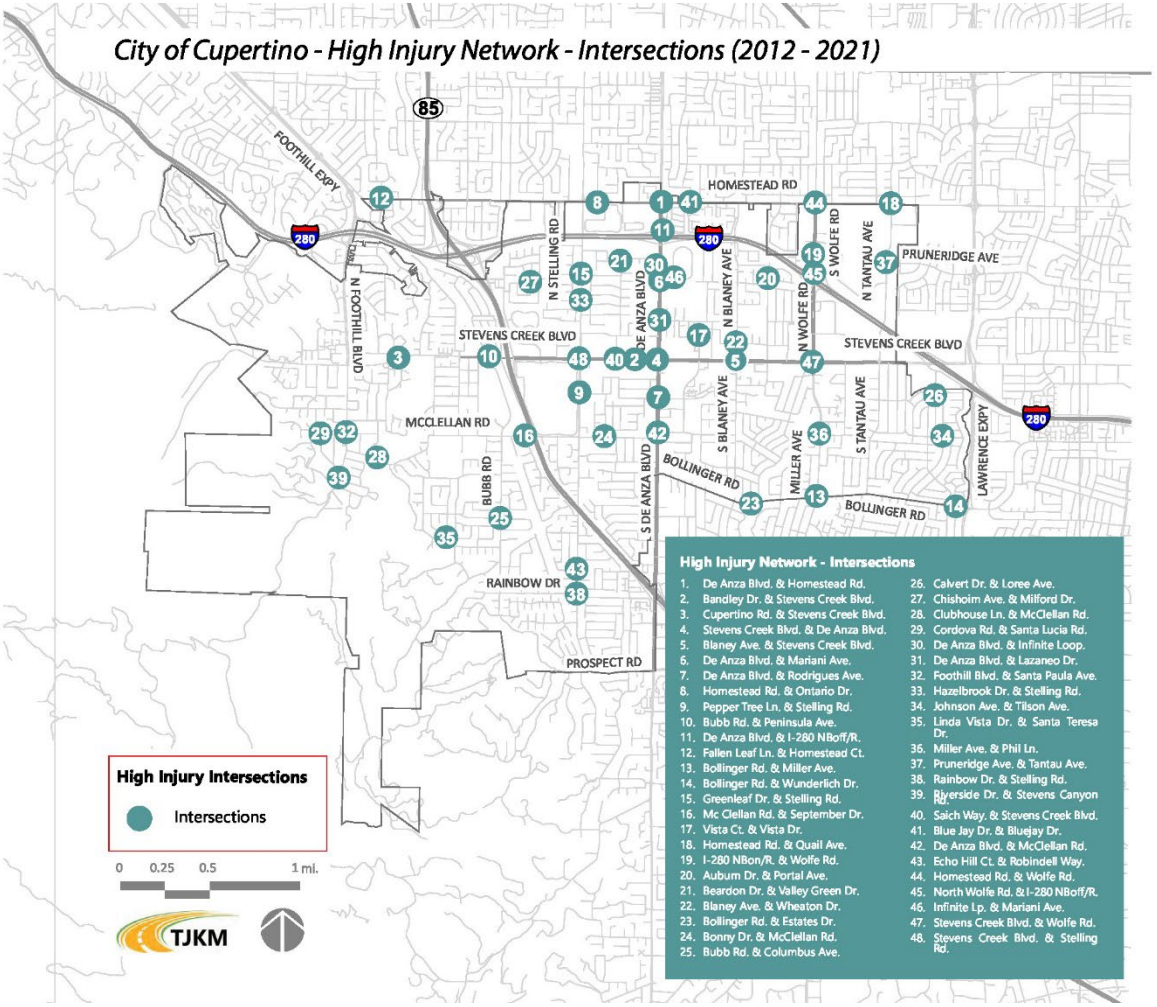


Figure 24. HIN Intersections

Conclusion

The City of Cupertino is located at the heart of Silicon Valley between the much larger cities of San Francisco and San Jose. Cupertino, as a major job center, experiences regional traffic congestion as employees commute between work and home. While a low percentage of Cupertino residents commute by walking or biking, active transportation is a viable and increasingly attractive option for other trips like travel to school, shopping, recreational trails, or to local community centers.

The City has been actively working to enhance its infrastructure to promote active transportation and improve connections to regional transit. This includes the development of connected pedestrian and bike networks that provide safe, convenient access to transit stations, schools, parks, and other local destinations. With a high percentage of residents working from home, the City is seeing fewer long commute trips, which supports the potential for more local trips to be made by walking or cycling. Furthermore, with a high number of younger residents, there is ample opportunity to reduce traffic congestion by promoting active transportation for school trips, making neighborhoods more accessible for children and families.

To make active transportation an even more attractive option, Cupertino must address its major corridors that serve as obstacles for people walking, biking, or rolling. Streets such as Stevens Creek Boulevard, De Anza Boulevard, and Homestead Road are critical to connectivity, but their design and traffic volumes present significant challenges for safe travel by walking or biking. Where facilities do exist, they may not feel comfortable for all ages and abilities to use. These high-traffic corridors often isolate residential areas and make it difficult for residents to access local destinations or regional transit stations safely. To address this, the City should focus on improving major corridors by creating safe and comfortable options for people to walk, bike, or roll. Doing so will create safer and more accessible routes for both residents and visitors, helping to improve overall connectivity and support the City's goals for a more sustainable, walkable Cupertino.