ARA

CHAPTER 4 APPENDICES

APPENDIX - A COMMUNITY ENGAGEMENT

MAPTIONNAIRE COMMENTS - CUPERTINO VISION ZERO

Respondent ID	Location	Name		Mode	Issue
			The road is very short but cars often have to change lanes here. The condition is prone to accidents. I try to		
	Tertiary Road	Calvert Drive	avoid this route if possible, especially during rush hours.	Motor Vehicle	Other
	Tertiary Road	Finch Ave, Sorenson Ave	bike lane suddenly disappears and forces bikers into mixed traffic	Bicyclist	Bicycle Safety
		Finch Ave, solenson Ave		Pedestrian,	Bicycle Salety
	Secondary Boad	Stovens Creak Boulovard		Bicyclist	Diavelo Safaty
	Secondary Road	Stevens Creek Boulevard		,	Bicycle Safety
	Secondary Boad	Stovens Creak Boulovard		Pedestrian,	Diavelo Safatu
	Secondary Road	Stevens Creek Boulevard	pedestrian button is pushed.	Bicyclist	Bicycle Safety
	Tentian Deed	Courth Diagon Auguro	When the trail opens, will there be stop signs at this midblock crosswalk? Cars drive past this spot pretty fast,	Disuelist	Disuela Cafatu
	Tertiary Road	South Blaney Avenue		Bicyclist	Bicycle Safety
			Drivers use this bicycle lane every day to sit and wait in their cars, even though there are 2 car lanes plus car		
	Constant Doct	Users action of Data d	turn lane. Need bollards to protect the bicycle lane. The drivers can just use the right car lane instead, so no	Disculist	
	Secondary Road	Homestead Road		Bicyclist	Bicycle Safety
			This new protected bike lane is great!! Maybe redraw FUHSD attendance district so local students here can go		
	Local Street	Mary Avenue	*	Bicyclist	Bicycle Safety
			When going west on Bollinger, light timing is too short to cross De Anza. If you start crossing and it		
			immediately turns yellow, you don't have enough time to make it across on a bicycle before De Anza traffic has		
	Tertiary Road	Bollinger Road	green light (measured about 5-6 seconds).	Bicyclist	Bicycle Safety
	Tertiary Road	Mary Ave Path Sunnyvale Side		Bicyclist	Bicycle Safety
			People biking on the trail and crossing the street do not know that the cross traffic does not stop. If there is a		
	Tertiary Road	Rainbow Drive	stop sign placed for the cars, it will be easier for people walking and biking to cross the street.	Bicyclist	Bicycle Safety
			People biking on the trail and crossing the street do not know that the cross traffic does not stop. If there is a		
	Local Street	Seven Springs Parkway	stop sign placed for the cars, it will be easier for people walking and biking to cross the street.	Bicyclist	Bicycle Safety
			Off ramp traffic is unable to see any cyclist on the lane here, due to very high vegetation at the corner. It is a		
			very simple fix to have it cleared. I had reported this to the bike commission more than a year ago. I do not see		
	Secondary Road	North Foothill Boulevard	any improvements. I have has a couple of close calls here.	Bicyclist	Bicycle Safety
			The whole bike lane along McClellan are dangerous for cars & bikes on trash day & the day before because the		
			bins are in the bike lane & even sticking out into the car lane, especially after they are emptied. Many bikes		
			have to stop & walk around trash bins on their sides or scattered in the bike lane after the trucks empty them.		
			On regular residential streets, the bins are often out in the traffic lane, but with the bike curbs, they become		
			hazardous. I have had bikes dart out into the car traffic lanes to avoid the blocked bike lanes. I slow for them		
	Secondary Road	McClellan Road	as I ride a lot, but many cars do not look because the bike lanes are there.	Bicyclist	Bicycle Safety
			Trash bins along this street often block the bike lanes, especially after the trucks empty them & scatter them,		
	Local Street	Pacifica Drive	sometimes on their sides in the bike lane & the car traffic lanes	Bicyclist	Bicycle Safety
	Primary Rd	Junipero Serra Freeway		Bicyclist	Bicycle Safety
			This painted bicycle gutter (aka bike lane) is way too narrow and exposed for anyone to feel safe, especially		
	Secondary Road	Homestead Road	with the speed of traffic here.	Bicyclist	Bicycle Safety
			Sometimes residents leave garbage bins in the protected bike lane, forcing cyclists to swerve or even get onto		
7ud677lee3a3	Secondary Road	McClellan Road	the sidewalk	Bicyclists	Bicycle Safety
			There needs to be done more to ensure safety on the roads for cyclists. Especially on busy roads such as Wolfe		
218his8ef269	Tertiary Road	Sutton Park Place	there is hardly anything provided to ensure the safety of cyclists. Cars go too fast and drive so closely to bikers.	Bicyclists	Bicycle Safety
36gna3db4op4	Secondary Road	Bubb Road		Bicyclists	Bicycle Safety
			Bike lanes / safer walking (sidewalks) for students who walk/bike to school, neighbors who walk their dogs,		1
			parents pushing strollers		
6os9n8tbu224	Tertiary Road	Beardon Drive	Streetlights for people who walk at night	Bicyclists	Bicycle Safety

			This area sees a number of children biking to Kennedy Middle School on weekday mornings. They have to self	I	
7s4zrg34a2za	Tertiary Road	Mira Vista Road	navigate the intersections and hills during increased, school related traffic.	Bicyclists	Bicycle Safety
9d2vwt9g6op9	Tertiary Road	Shannon Court	Really unsafe for bicyclists. Please build physical divider just like on McClellan.	Bicyclists	Bicycle Safety
s3ycy2gzi47	Secondary Road	Stevens Creek Boulevard	No boxed lane for bikes. A lot of children bike to school and back from school here through blackberry farm	Bicyclists	Bicycle Safety
555909282147	Secondary Road		The concrete bike lane barriers are dangerous to cars and bikes. For cars, the concrete wall is hard to see at	BICYCIISUS	Bicycle Salety
			night because it's low and dark. There's paint but it wears out. Bollards would be higher and more visible and		
a a 2 u al C u a 2 2	Coordon: Dood	McCleller Deed	cheaper. For bikes, there's no way out. Trash days are dangerous for all, even pedestrians. The cans are in	Disuslists	Disusla Cafatu
ee2ugl6ua23	Secondary Road	McClellan Road	the street, in the bike lane, on the sidewalk. Everyone "benefits negatively" from this!	Bicyclists	Bicycle Safety
			Bike lane separators are not designed to be seen and are high enough to throw a bike. I almost accidentally		
			steered my bike into one and could have been thrown into traffic.		
			Wolfe Rd. intersection changes have made it much more dangerous. Turning cars don't know what to do and	.	
uz89b89blk6	Secondary Road	Wolfe Road & Stevens Creek Boulevard	it is more difficult to see bikers. I have almost been run over twice. Please undo.	Bicyclists	Bicycle Safety
			Lack of bike lane and relatively speedy traffic makes heading northbound on Miller Avenue from Creekside		
iz9sbh3fj28	Secondary Road	Wolfe Road	Park to Stevens Creek Boulevard somewhat dangerous.	Bicyclists	Bicycle Safety
			Lack of bike lane with curve often means "sharing" road with fast traffic. Fast traffic not always willing to share		
iz9sbh3fj28	Secondary Road	Miller Avenue	(or attentive). Southbound Miller Avenue from Stevens Creek Boulevard to Creekside Park.	Bicyclists	Bicycle Safety
j3dla9ciw78	Secondary Road	Stevens Creek Boulevard	Need boxed bike lane to go to Blackberry Farm. Lots of kids bike to school on this route.	Bicyclists	Bicycle Safety
<u>J30183C1W78</u>	Secondary Noau		This stretch along Wolfe Road is extremely dangerous for bicyclists. Cars tend to speed onto the on ramps and	Dicyclists	Dicycle Safety
			will tailgate people on bikes. Adding some sort of bike lane protection and traffic control would help it feel		
hue8shj62da	Secondary Road	Miller Avenue	much safer to cross this overpass.	Bicyclists	Bicycle Safety
nueosnjozua	Secondary Road			BICYCIISUS	Bicycle Safety
			The shoulder / bike lane for Stevens Canyon Rd is not well maintained and is dangerous for cyclists. This is a		
			common route that cyclists take to get to Stevens Creek Reservoir and/or continue onto Mt. Eden Rd / Pierce		
			Rd. There are often debris and rocks littered along the shoulder, and make it hazardous for bikes. Not to		
			mention, the high volume of large trucks that pass by. There are many turns and blind spots along this route	.	
hue8shj62da	Secondary Road	South Foothill Boulevard	and there should be more blind spot mirrors and traffic calming measures to reduce the risk of collision.	Bicyclists	Bicycle Safety
			Protected bicycle lanes are fantastic. I love them. But, they often have debris and rocks that make it unsafe for		
			bicycles. Street sweeping would help significantly. Also, sometimes, there will be city vehicles (or other vehicles		
hue8shj62da	Secondary Road	McClellan Road	doing maintenance / road work) that will park in the lane or block it.	Bicyclists	Bicycle Safety
			Students on bicycles must compete with automobiles making a left turn on to get to the bike lane especially in		
v3dz77jlc86	Secondary Road	McClellan Road	the last 10 minutes before school begins in the morning.	Bicyclists	Bicycle Safety
v3dz77jlc86	Secondary Road	McClellan Road	Automobiles use the bike lane and or block the sidewalk especially during morning commute hours	Bicyclists	Bicycle Safety
v5u277jiC80	Secondary Road		The bike ped lane is not marked or separated, students must ride in the automobile lane to pass, suggest a	BICYCIISUS	Bicycle Salety
	Cocondom: Dood	MaCleller Deed	wider bike lane separated with markers and or creating an alternate entrance for automobiles at the other	Disuslists	Disusla Cafatu
v3dz77jlc86	Secondary Road	McClellan Road	end of the parking lot	Bicyclists	Bicycle Safety
-2-1-77:1-00	Constant Doord		students must cross the access lane to the teachers parking lot to park their bikes in the bike lot, suggest a	Discustion of	Disuals Cafata
v3dz77jlc86	Secondary Road	McClellan Road	marked crosswalk	Bicyclists	Bicycle Safety
	Tentions D	Tarahi Caunt	It is difficult for cyclists to get onto stelling from the area south of Jollyman, most are forced to ride through	Discust: 1	
v3dz77jlc86	Tertiary Road	Tomki Court	the park, suggest a cycle trail, perhaps along the creek?	Bicyclists	Bicycle Safety
			the traffic light sensors on rodriguez are not sensitive enough to sense cycllists, a cyclist going straight must		
v3dz77jlc86	Secondary Road	South De Anza Boulevard	cross the right turn lane to push the crosswalk signal, then is in the path of vehicles turning right.	Bicyclists	Bicycle Safety
	L .		The road sensors do not detect a bicycle, this requires cyclists to cross the right turn lane, push the button,	L	
v3dz77jlc86	Secondary Road	South Blaney Avenue	then cross again to make a left turn, bike sensors would help	Bicyclists	Bicycle Safety
4oij94bew3a	Tertiary Road	Craft Drive	Bike lane is shared with automobiles, with lots of parked cars, suggest a dedicated bike lane on the school side	Bicyclists	Bicycle Safety
-				<i>"</i>	
4oij94bew3a	Tertiary Road	Mary Avenue	difficult for bikes to make a left turn when travelling south off the bridge	Bicyclists	Bicycle Safety

			Care illegally averus in the bile lange have average adding a drivery or any second success the side streage ve	1	
34oij94bew3a	Tertiary Road	Willowgrove Lane	Cars illegally que up in the bike lane here, suggest adding a driveway so cars can que up on the side street vs bollinger	Bicyclists	Bicycle Safety
401J94bew5a	Tertiary Roau		The middle left turn lane drivers encroach on the going straight ahead (right) lane if both cars start at the same		Bicycle Salety
			time when the light changes. This endangers the cars & if there are any bikes going straight they are		
)tp7nji9vii3	Tertiary Road	Pacifica Drive	endangered too. I have seen many close calls there since I cross here 5 days a week.	Bicyclists	Bicycle Safety
707713134113			I have seen groups of cyclists use this stretch of the park to cross from Stelling to DeAnza via city streets.	Dicyclists	Dicycle Safety
			Casual use of bicycles in this area by kids seems fine, but having adults use it as a part of the commute seems		
			dangerous. Possible to either create a bike path here, or prohibit cycling on the path? Or at least add a speed		
2+7noc4mov2a	Secondary Road	South Stelling Road	limit sign?	Bicyclists	Bicycle Safety
8t7noc4moy2a	Secondary Road			BICYCIISUS	Bicycle Safety
v6asg7asm47	Tertiary Road	Calle de Barcelona	Cars are too close to bikers traveling to Cupertino High each day. It's dangerous and feels unsafe.	Bicyclists	Bicycle Safety
-			Dangerous for students biking to school as there are many conflicts on a narrow two-lane road where young		
			middle-school students are biking and parents are trying to drop-off for school and are not looking. Crossing		
7v6asg7asm47	Tertiary Road	Vista Drive	into bike cage particularly bad.	Bicyclists	Bicycle Safety
			There is not enough room for students to safely bike currently, with two lanes of cars and parking on both		
			sides. Bikers go onto the sidewalk, but this is hard with students who walk. This is a dangerous area with		
7v6asg7asm47	Tertiary Road	Vista Drive	several reported near-miss accidents.	Bicyclists	Bicycle Safety
	,		No bike lanes. Very unsafe for cylists as traffic is always speeding. This is a common path for students biking to		
7v6asg7asm47	Secondary Road	Miller Avenue	school so they end up using the sidewalk.	Bicyclists	Bicycle Safety
v6asg7asm47	Secondary Road	McClellan Road	Unsafe for cyclists traveling on McClellan around this curve.	Bicyclists	Bicycle Safety
			The Via-Cupertino Shuttles have bicycle racks on the back. They are not very visible and are very close to the		
2rm2rxs6x8ga	Tertiary Road	Mary Avenue	roadway. I can easily see some car running into them.	Bicyclists	Bicycle Safety
			Signal coordination for the stretch along Stevens Creek Road between Orange Ave. and SR85 southbound		
			offramps does not exists during afternoon peak hour.		
			While this could be viewed as more safe for pedestrians and bicyclists, as vehicles stop at every signal. It is		
			intact unsafe for them. Drivers get frustrated with having to stop at every signal with school traffic, which		
			makes them more aggressive and this aggressiveness is not safe for pedestrians and bicyclists, most of them		
			are school children.		
			The ramps signals are typically controlled by Caltrans and the City may not have control over signal timings.		
			However, in order to address safety Caltrans have modified there signal timings before at other locations.		
			We would like the City to work with Caltrans and update the signal timings along this stretch to enhance safety		
			for pedestrians and bicyclists.		
			Decenter		
	Cara da ma Da da	Charles Carache David and and	Regards,	Discultate	Disusta Caff i
yfj3y7lbe99	Secondary Road	Stevens Creek Boulevard	Ali CUC students demonstrate bits have timited or so bits lance payled one (upyrind shout being "depard")	Bicyclists	Bicycle Safety
41	Tautian Daad		CHS student: dangerous to bike here. Limited or no bike lanes, parked cars (worried about being "doored").	Discultation	Disusta Caff i
34krz8tb4f29	Tertiary Road	Miller Avenue	Must use this as route to school and it feels unsafe.	Bicyclists	Bicycle Safety
			CHS student: too many cars and drivers that are rushing along Finch. Cars don't follow rules and students feel		
84krz8tb4f29	Secondary Road	Stevens Creek Boulevard	unsafe walking and biking.	Bicyclists	Bicycle Safety

	1			
Secondary Road	Stevens Creek Boulevard	I was almost killed in the bike lane here. A driver at the traffic light, (they missed the turn out to the on ramp) decided to turn right after the light to get onto the 85 north on ramp. No warning signs (like slow driving, hesitation, turn signal, nothing). As they started their turn (I was next to the vehicle (rear door of a suburban SUV) the only way I escaped with my life and injury was we both were going very slow and that I was quick enough to swerve from the designated bike lane into the the actual on ramp (thankfully there wasn't any cars behind us that would have hit me from behind). I had no other option. Stopping wouldn't have been enough as their turn angle would have easily caused serious injury if not death. Solution: have a ped & bike lane that goes over this on ramp. I'll never ride through this intersection ever again. Maybe walk my bike when there are no cars nearby, but that bike lane, green or not will not save from unsafe drivers.	Pedestrian, Bicyclist	Bicycle Safety
Tertiary Road	N ditty / M/DV	Near-miss accident (bike/car) at this location.	Pedestrian, Bicyclist	Bicycle Safety
Tertiary Road	Mitty Way		Pedestrian,	Bicycle Safety
Tertiary Road	Stern Avenue	Bike/car accident at this location.	Bicyclist	Bicycle Safety
Tertiary Roda			Pedestrian,	Dicycle Surety
Secondary Road	Stevens Creek Boulevard	Near-miss accident for bike, south side of Stevens Creek Blvd	Bicyclist	Bicycle Safety
			, Pedestrian,	, ,
Secondary Road	Stevens Creek Boulevard	Car/bike injury accident at Calle de Barcelona and Finch Ave.	Bicyclist	Bicycle Safety
·			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Unsafe for crossing student cyclists in the mornings	Bicyclist	Bicycle Safety
		Students on bike do not feel safe crossing this intersection as cars turning from Calle de Barcelona and crossing	Pedestrian,	
Secondary Road	Stevens Creek Boulevard	on Finch do not stop	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Near-miss accident between bike and car on Calle de Barcelona.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Injury accident between car and bike on Merritt in front of Lawson Middle School. It was a rainy day.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard		Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Near-miss accident between car and biker.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Near-miss accident between student biking and car.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Near-miss accident between Apple cyclist and car.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	commute path for students).	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	car speeds on Miller.	Bicyclist	Bicycle Safety
		Dangerous corner for both cyclists and pedestrians. Too narrow of road and poor sightlines mean there are a lot of poor misson between ears and bilder. Most explicitly just avoid this interaction when traveling south an	Dodoctrian	
Sacandary Boad	Stovens Creek Poulovard	lot of near-misses between cars and bikes. Most cyclists just avoid this interection when traveling south on Miller.	Pedestrian, Picyclist	Riguelo Safatu
Secondary Road	Stevens Creek Boulevard		Bicyclist Pedestrian,	Bicycle Safety
Secondary Road	Stevens Creek Boulevard		Bicyclist	Bicycle Safety
Secondary Rodu			Pedestrian,	Dicycle Salety
Secondary Road	Stevens Creek Boulevard	Cars do not stop for bikes at this intersection. Feels unsafe for cyclists.	Bicyclist	Bicycle Safety
cecentary nodu			Pedestrian,	Disycle Surcey
Tertiary Road	Finch Avenue	Near-miss accident on bike.	Bicyclist	Bicycle Safety
			Pedestrian,	,
Tertiary Road	Finch Avenue	Near-miss accident on bike.	Bicyclist	Bicycle Safety
,			Pedestrian,	-,,
Tertiary Road	North Blaney Avenue	Near-miss accident between student cyclist and car here.	Bicyclist	Bicycle Safety

			Pedestrian,	
Tertiary Road	McClellan Road	Injury accident between a car and a student biking to school	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	McClellan Road	Injury accident between bike and student cyclist at this location.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Blvd	Cars do not watch for cyclists when they make a right turn.	Bicyclist	Bicycle Safety
			Pedestrian,	
Local Street	Linda Vista Drive	Near-miss accident here between car and student cyclist.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	McClellan Road	Near-miss accident between student cyclist and car exiting Monta Vista High School.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	Byrne Avenue	Injury accident between car turning onto McClellan from Byrne and a student cyclist.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	Bubb Road	Near-miss accident at this intersection between a cyclist and a car.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	Bubb Road	Students report this intersection feels unsafe for those traveling east/west and biking to school.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	McClellan Road	Students report speeding cars and feeling unsafe biking to school over this bridge.	Bicyclist	Bicycle Safety
			Pedestrian,	
Tertiary Road	McClellan Road	Car leaving DeAnza and student on bike near-miss accident at this location.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Monta Vista	Injury accident of student cyclist and car at this location.	Bicyclist	Bicycle Safety
			Pedestrian,	
Secondary Road	Stevens Creek Blvd	Injury accident between car and student on bike at this location.	Bicyclist	Bicycle Safety
		Cars turning right out of the parking lot onto Homestead eastbound can't see bikes and pedestrians crossing	Pedestrian,	
Secondary Road	Homestead Road	north on Mary (this is where my son (cyclist) was hit by a car while crossing northbound on Mary.	Bicyclist	Bicycle Safety
		When bikers are going straight on McClellan (away from Monta Vista), and a car is turning right onto Stelling		
		(also away from Monta Vista), the car cuts in front of the bike. The only thing preventing a collision is a small		
		"yield for bikes" sign at the side of the road, which drivers tend to miss/ignore. Accidents and near-accidents	Pedestrian,	
Tertiary Road	McClellan Road	occur frequently, with bikers getting hurt.	Bicyclist	Bicycle Safety
		Every morning just before school starts, dozens of middle school kids bike on the wrong side of the road across		
		the bridge (over 85) to get to Cupertino Middle School - it's surprising that no one's been hit by a car yet, at	Pedestrian,	
Secondary Road	West Homestead Road	least as far as l've seen.	Bicyclist	Bicycle Safety
		Every morning just before school starts, dozens of middle school kids bike on the wrong side of the roadboth		
		on the sidewalk as well as in the street, to get to Cupertino Middle School - it's surprising that no one's been	Pedestrian,	
Secondary Road	West Homestead Road	hit by a car yet, at least as far as I've seen.	Bicyclist	Bicycle Safety
			Pedestrian,	
Local Street	Vista Drive	CHS student: near-miss accident with car while biking.	Bicyclist	Bicycle Safety
			Pedestrian,	
 Secondary Road	Stevens Creek Blvd	CHS student: Near-miss bike accident with carcar turned in front of bike.	Bicyclist	Bicycle Safety
		CHS student: Near-miss bike accident, when bike was going straight and car turned left into Calle de Barcelona	Pedestrian,	
 Tertiary Road	Calle de Barcelona	from Miller.	Bicyclist	Bicycle Safety
			Pedestrian,	
 Tertiary Road	Flinch Ave	CHS student: Accident on bike. Car pulled out from parking space and hit cyclist.	Bicyclist	Bicycle Safety
		CHS student: had an accident on my bike with a car at this intersection. I was crossing Lawrence to get to	Pedestrian,	
Primary Rd	Lawrence Expressway	school, the car was turning onto Lawrence.	Bicyclist	Bicycle Safety
		MV student: This intersection feels unsafe as cars are turning, especially at the red lights, while I am going	Pedestrian,	
Secondary Road	Stevens Creek Blvd, Mary Ave	straight on my bike.	Bicyclist	Bicycle Safety
		MV student: Nervous to bike on Imperial Ave. Many parents dropping off students, and with all the parked	Pedestrian,	
Secondary Road	Stevens Creek Blvd, Imperial Ave	cars, it's hard to see ahead.	Bicyclist	Bicycle Safety
			Pedestrian,	1 '
Tertiary Road	McClellan Rd, Budd Rd	MV student: near miss accident on bridge over CA-85. Only painted bike lane and it is narrow.	Bicyclist	Bicycle Safety

				Pedestrian,	
	Tertiary Road	McClellan Rd, Budd Rd	MV student: near-miss bike accident on McClellan heading toward MV High School.	Bicyclist	Bicycle Safety
				Pedestrian,	
	Tertiary Road	Budd Rd, Regnart Rd	MV student: near-miss bike accident at this intersection.	Bicyclist	Bicycle Safety
	, i			Pedestrian,	
	Tertiary Road	Budd Rd, Regnart Rd	MV student: near-miss bike accident on Bubb road east side here.	Bicyclist	Bicycle Safety
	,	, ,		, Pedestrian,	, ,
	Local Street	Rainbow Dr, Yorkshire Dr	MV student: near-miss bike accident here on Rainbow.	Bicyclist	Bicycle Safety
				, Pedestrian,	, ,
	Local Street	McClellan Rd, Byrne Ave	MV student: Near-miss accident here.	Bicyclist	Bicycle Safety
				Pedestrian,	,,
	Local Street	McClellan Rd, Byrne Ave	MV student: feels unsafe riding bike here.	Bicyclist	Bicycle Safety
	Local Street	Weelenan Na, Byrne Ave		Pedestrian,	Dicycle Safety
	Local Street	McClellan Rd, Byrne Ave	MV student: no safe way to get across McClellan on bike.	Bicyclist	Bicycle Safety
		Wicciellan Ru, Byrne Ave	NV student. To sale way to get all oss inicilenan on bike.	/	BICYCIE Safety
				Pedestrian,	
	Local Street	McClellan Rd, Orange Ave	MV student: near-miss biking accident on way to school.	Bicyclist	Bicycle Safety
	Carandar D.			Pedestrian,	
-	Secondary Road	Stevens Creek Blvd, Pasadena Ave	MV student: car hit me on my bike at this intersection.	Bicyclist	Bicycle Safety
	1		Students who need to get to the bike cage at Lawson Middle School have no safe, efficient way to get there.		
			They either have to bike north in the vehicular lane, and turn left across unexpecting oncoming cars, or they	Pedestrian,	
	Local Street	Vista Dr	have to ride on the narrow sidewalk, which endangers students who are walking.	Bicyclists	Bicycle Safety
			When traveling by bike along McClellan, it is not possible to force the signal change at the DeAnza intersection-		
			forcing cyclists to move out of the bike lane and cross traffic at McClellan over to the cross walk. Once across		
			DeAnza, you are now on the wrong side of the road, and must cross McClellan again to continue safely. Please		
	Secondary Road	McClellan Road	put in a cross walk button to activate the signal at this location		Bicycle Safety
			School and commute traffic coupled with post office vehicle create high congestion in this area. I've had to		
			wait until the 3rd traffic signal cycle to make an exit from a side street. When it's trash pickup day, the		
2f33oan2a7	Secondary Road	Stevens Creek Boulevard	situation is even worse!	Motor Vehicle	Congestion
cu9yr7uyw8	Secondary Road	North Blaney Avenue	Lots of traffic and lots of younger children 3x a day		Congestion
			Main road to/from 2 schools, very narrow road, heavy traffic both cars and pedestrian. On Wednesday also		
y6fad3l676	Secondary Road	Orange Avenue	used by garbage collection trucks	Motor Vehicle	Congestion
70100070	occontaily notai				congestion
mjy7297syk	Tertiary Road	La Salle Drive	Too many traffic lights, mos or all unsynchronized, leads to unnecessary congestion, pollution, and collisions	Motor Vehicle	Congestion
	Tertiary Road		Too many traine lights, mos or all ansynemonized, leads to annecessary congestion, politicion, and compones	WOLDT VEHICLE	congestion
mjy7297syk	Tertiary Road	Cupertino Road	Too many mostly unsynchronized traffic lights leads to excessive collisions, delays, congestion, and pollution.	Motor Vehicle	Congestion
шу/29/зук	Tertiary Road			WOLDI VEIIICIE	congestion
			Heavy traffic during school drop-off and pick-up time which coincides with office hours. Traffic will now		
			worsen due to closing of Regart Elementary. Unsafe for kids walking and biking down the Bubb road. Very		
			unsafe for kids to cross the roads to go to and from their schools. Please work with CUSD to not worsen the		
oi2864uau3	Secondary Road	Bubb Road	traffic for safety of kids in Bubb Road neighorhood.	Motor Vehicle	Congestion
			It's just confusing here. See other comments. Should be sorted out before the new development is completed.		
	Secondary Road	Stevens Creek Boulevard	I think there will be more traffic when that is completed.	Motor Vehicle	Congestion
			With the pending development of the Westport complex, I am concerned about potential traffic challenges on		
	Local Street	Parkwood Drive	Stevens Creek Blvd between Mary and Hwy 85.	Motor Vehicle	· ·
	Secondary Road	North De Anza Boulevard	School pick-ups happen here on weekday afternoons and cars get backed up waiting for kids.	Motor Vehicle	Congestion
	1		San jose is trying to put a Costco at Westgate shopping center and this will cause tremendous more traffic and		
	Secondary Road	Stevens Creek County Park Rim Trail	gridlock on lawrence expressway and saratoga ave.	Motor Vehicle	Congestion
			Bubb road and mc cullen road have a large amount of traffic on the way to and from school every day,		
				1	1
			especially closing the regnart school will cause serious traffic jams and traffic safety hazards in lincoln primary		
				Motor Vehicle,	
			especially closing the regnart school will cause serious traffic jams and traffic safety hazards in lincoln primary school and monta visa high school mc cullen road. In particular, high school students who ride bicycles and drive on and off are opposed to the school district's arbitrary closure of schools regardless of the safety of	Motor Vehicle, Pedestrian,	

			Bubb road and mc cullen road have a large amount of traffic on the way to and from school every day,		ſ
			especially closing the regnart school will cause serious traffic jams and traffic safety hazards in lincoln primary		
			school and monta visa high school mc cullen road. In particular, high school students who ride bicycles and	Motor Vehicle,	
			drive on and off are opposed to the school district's arbitrary closure of schools regardless of the safety of	Pedestrian,	
	Local Street	Festival Court	children from nearby residents.	Bicyclists	Congestion
	Local Street		With the pending development of the Westport complex, I am concerned about potential traffic issues on	Dicyclists	congestion
fe493ab4sl3	Tortion, Bood	Mary Avenue		Motor Vahiela	Corridor Sofoty
16492904212	Tertiary Road	Mary Avenue	Stevens Creek Blvd between Mary Avenue and Hwy 85. Bollinger Road is a big mess and I hope the suggestions from the Bollinger Road Safety Study with San Jose are	Motor Vehicle	Corridor Safety
a:04:000a4	Cocondom · Dood	South Do Arro Doulouard		MatarNahiala	Couridou Cofotu
si94i9w98c4	Secondary Road	South De Anza Boulevard	taken into account.	wotor venicle	Corridor Safety
			The corner of Alves and Anton is unsafe because the wide rode Alves changes to narrow rode, Anton. The		
			large Harker school bus, large RV, large trucks often short cut from Stelling to Stevens Creek. Those large cars		
			can't turn properly at corner, so that they drive over the center bumps. Those big cars also sometimes almost		
			hit the other side of cars coming from Stevens Creek at corner.		
4u8xln7ogh7	Local Street	Alves Drive	Can you put a sign for "NO VEHICLES OVER 5 TONS" at Stelling/Alves and Stevens Creek/Anton?	Motor Vehicle	Corridor Safety
			Road is very narrow here. Difficult to make a right from Bubb onto Mclellan. High risk of damaging tires or		
	Tertiary Road	McClellan Road	wheels for wider/larger cars	Motor Vehicle	Corridor Safety
			Need soft barriers at red painted curbside to prevent cars improperly dropping off kids at red zone during		
	Tertiary Road	McClellan Road	morning school drop off creating safety issue for students crossing and cars trying to squeeze through.	Motor Vehicle	Corridor Safety
	Secondary Road	Monta Vista	School children crossing over safely.	Pedestrian	Corridor Safety
			Blind spot due to S curve for vehicles turning right from Estates Dr onto Bollinger		
			Vehicles turning left onto Bollinger from Estates Dr, against the sign not to, due to lack of middle divider on		
			Bollinger/some barrier on the middle of the Bollinger road preventing vehicles to turn left onto Bollinger from		
	Secondary Road	Estates Dr, Bollinger Rd	Estates Dr	Motor Vehicle	Corridor Safety
	,		Bike lane barrier curb starts too soon after the curve in the road. Multiple cars have hit this curb before and		
	Tertiary Road	Bubb Road	ended up with damage	Motor Vehicle	Corridor Safety
	, , , , , , , , , , , , , , , , , , ,		Finch & Stevens CreekThe new right-turn-only lane is more dangerous than what we had before! For cars		,
			going east on SCB, many times cars in the new right-turn-only lane go straight anyway so there's more chance		
			for collisions! The lane backs up now, just like it did before. There's no difference except now you've added		
	Tertiary Road	Main Street Driveway	the possibility that cars will go straight when not expected.	Motor Vehicle	Corridor Safety
			Driving southbound on Saratoga-Sunnyvale Rd (coming from Sunnyvale) and turning left onto Homestead Rd		contract surcey
			going towards the Apple SpaceshipThe outermost left turn lane is dangerous IF the traffic northbound on		
			Saratoga Sunnyvale Rd turns left at the same time. There isn't enough clearance for both outer left turn lanes		
			to safely make the turn. If someone isn't paying attention it can be a head-on collision.		
	Tentiene Deed	Fact Hamastand Band	NOTE: Sometimes, the Saratoga-Sunnyvale Rd northbound and southbound left turns don't go at the same		
	Tertiary Road	East Homestead Road	time and that is SO MUCH safer!	wotor venicle	Corridor Safety
			Gardena Drive is a shortcut used to get from Mary Ave. to Stelling. During rush hours, trying to turn left onto		
	Secondary Road	North Stelling Road	Stelling to go northbound towards Sunnyvale can be very dangerous.	Motor Vehicle	Corridor Safety
	Tertiary Road	Miller Avenue	Unsafe Leftturns	Notor Vehicle	Corridor Safety
			Addition of controlled bike lane and forced right turn lane creates confusion for cars traveling west on Stevens		
			Creek. Results in dangerous merges from right lane to center lane. Controlled bike lane here is not a good		
	Secondary Road	Stevens Creek Boulevard	idea and actually creates a more dangerous intersection.	Motor Vehicle	Corridor Safety
					1
			Wolfe & Stevens CreekThe new right-turn-only lane is more dangerous than what we had before! For cars		
			going west on SCB, many times cars in the new right-turn-only lane go straight anyway so there's more chance		
			for collisions! For cars turning right onto Wolfe northbound, the turn is VERY sharp. Pedestrians wanting to		
	Secondary Road	Stevens Creek Boulevard	cross Wolfe were more visible to a car when they were standing on the island waiting to cross.	Motor Vehicle	Corridor Safety
			This intersection would benefit from traffic calming measures. A traffic circle? 3-way stop? Also, consider		
	Local Street	Pacifica Drive	adding a west crosswalk across Pacifica.	Motor Vehicle	Intersection Saf
	l		Traffic related to student pick up and drop off not adhering to road rules not keeping the intersection clear		
g6ref2asz3	Secondary Road	West Homestead Road	and stopping on Homestead to pick up or drop off.	Motor Vehicle	Intersection Saf
• · ·	Secondary Road	Stevens Creek Boulevard	Dangerous uncontrolled intersection. Difficult to safely exit postoffice/starbucks parking lots.	Motor Vehicle	

			stop. I have witnessed cars almost crashing in this intersection several times. It is also dangerous for pedestrians. I think It is necessary to add stop signs here. Other intersections have 4 stop signs in this part of		
	Local Street	Barnhart Avenue		Motor Vehicle	Intersection Safety
			This intersection needs some reworking. The east west roads (Suisin and Clifford) are misaligned and as a		
			result, the stop line for vehicles on Blaney coming from the north [north vehicles] are much closer into the		
			intersection compared to vehicles on Clifford coming from the east [east vehicles], to the point where north		
			vehicles need to look almost behind them to see the east vehicles. There are many instances where the		
			vehicles on the north will skip the east vehicles' turn. Moving back the stop line so that east vehicles are more		
	Tertiary Road	South Blaney Avenue	in north vehicles' line of sight would help address this problem.	Motor Vehicle	Intersection Safety
			we need a traffic light between the Bollinger Rd and Wunderlich Rd. It's very dangerous today without one.		
	Local Street	Wunderlich Drive	Thank you	Motor Vehicle	Intersection Safety
			This area gets extremely around 8:30am and again around 3pm. It will be great to have a traffic light here.		
			Once the crossing guards leave, school children are crossing McClellan at great peril, as there is no light on		
			McClellan after Bubb, and people drive very fast in this segment. It's also almost impossible to make a left turn		
	Tertiary Road	Orange Avenue	onto McClellan from Orange at these busy times.	Motor Vehicle	Intersection Safety
			The criss-cross of bikes/cars at Stevens Creek and the 85 North ramp is really bad with cars accelerating onto		
	Secondary Road	Stevens Creek Boulevard	the ramp. I hope that this will be rethought as part of the replacement for the Oaks.	Motor Vehicle	Intersection Safety
			From 280 N to 85 S, it's dangerous to merge to the right to exit Stevens Creek to make a right turn. Drivers		
			heading south on 280 and taking 85 S will use the far right lane to try and speed past others before cutting		
232f33oan2a7	Secondary Road	Stevens Creek Boulevard	back to the left to head get onto 85 S.	Motor Vehicle	Intersection Safety
			S curve blind spot for vehicles turning right onto Bollinger from Estates Dr, very difficult to merge due to		
			difficulty seeing incoming traffic. Incoming traffic on Bollinger also can't see the vehicles on Estates Dr trying to		
			turn right onto Bollinger.		
			S curve also makes it hard for vehicles traveling on Bollinger towards Lawrence Expy to see parked vehicles on		
			San Jose side of Bollinger, right along the curve in front of Estates Dr, which sometimes try to make a U-turn		
			towards De Anza Blvd, resulting in a crash between vehicles and crash of car into Cupertino homes whose		
			backyard faces Bollinger.		
			Even though there's a sign on Estates Dr saying no left turn, I observed cars turning left onto Bollinger from		
			Estates Dr, again super dangerous due to the bind spot at that S curve vehicles turning left can't really see		
2xf3yey6utz6	Secondary Road	Bollinger Road	incoming traffic on Bollinger traveling towards S De Anza Blvd	Motor Vehicle	Intersection Safety
			There is no protected left turn. Turning left to Calle De Barcelona from Miller is not possible with the amount		
7zx67hdw2a23	Tertiary Road	Calle de Barcelona	of traffic coming from the other side.	Motor Vehicle	Intersection Safety
			It is extremely difficult to navigate into Alderbrook lane from Bollinger during weekdays. If there is a turn		
			signal it would be helpful. During weekdays the traffic backs up and become impossible to turn left onto		
8fy8dpv28jy3	Tertiary Road	Alderbrook Lane	Bollinger from Alderbrook lane. Or turn into alderbrook from bollinger with oncoming traffic	Motor Vehicle	Intersection Safety
			When you are going down Wolfe and need to turn right on Stevens Creek - the new corner is very dangerous.		
			Peds get the walk sign and by the time they start walking the drivers get the green light. Peds are put in		
			jeopardy for walking because drivers think they can just go and not look for walkers. I have driven this corner		
			and wallend this servery. Also, the visit type is your shows and server duivers are not seed of the type. It walles		
10:00007:CH0	Tortion	Stovens Crook Doulouard	and walked this corner. Also, the right turn is very sharp and some drivers are not good at the turn. It makes	Motor Mahial-	Interception Cofety
2ei3xwa7j6k9	Tertiary Road	Stevens Creek Boulevard		Motor Vehicle	Intersection Safety
2ei3xwa7j6k9	Tertiary Road	Stevens Creek Boulevard	drivers have to use 2 lanes to turn right/. Put back the right turn island for peds and smoother turns	Motor Vehicle	Intersection Safety
2ei3xwa7j6k9	Tertiary Road	Stevens Creek Boulevard	drivers have to use 2 lanes to turn right/. Put back the right turn island for peds and smoother turns The right turn lane and corner going on Wolfe towards Stevens Creek - that corner Wolfe/Stevens Creek	Motor Vehicle	Intersection Safety
<u>2ei3xwa7j6k9</u>	Tertiary Road	Stevens Creek Boulevard	drivers have to use 2 lanes to turn right/. Put back the right turn island for peds and smoother turns The right turn lane and corner going on Wolfe towards Stevens Creek - that corner Wolfe/Stevens Creek Peds get the walk sign first and start to walk. When right turn drivers get the green - they go and don't watch		Intersection Safety
2ei3xwa7j6k9	Tertiary Road	Stevens Creek Boulevard	drivers have to use 2 lanes to turn right/. Put back the right turn island for peds and smoother turns The right turn lane and corner going on Wolfe towards Stevens Creek - that corner Wolfe/Stevens Creek		Intersection Safety

			There are two lanes turning right onto Stevens Creek:		
			1. It's unclear if you can turn right on a red light (after a stop) from the second to the right lane.		
			2. People turning right from the right-most lane often drift into one of the left turn lanes to get onto 85 north.		
			I've had several near-misses from people doing that.		
			Recommendations:		
			1. Have a sign indicating if a right on red is allowed or not fro the second to the right lane.		
44gih9tf3ce6	Secondary Road	Bubb Road	2. Heavier lines across the intersection to show that the rightmost lane goes to the non-freeway lanes.	Motor Vehicle	Intersection Safety
116113000	Secondary Road		Traffic light is confusing for left turn from Rainbow onto Stelling. The light is turned in such a way that it's not		intersection survey
8t7noc4moy2a	Secondary Road	Rainbow Drive	clear which direction it's pointed. Light should be modernized and placed in a less confusing way.	Motor Vehicle	Intersection Safety
00/1100-1110/20	Secondary Road		making left turn onto Homestead from Barranca, it's impossible to see or be seen by traffic because of the		intersection survey
			trees.		
			Also, Sunnyvale has the sensor set to favor coming from Belleview. The Cupertino side has to wait for up to 5		
4 a: 20 wth 0.7+0	Tartian Deed	Derrenee Drive		MataxVahiala	Internetion Cofety
4oj28rth87t9	Tertiary Road	Barranca Drive	minutes.	wotor venicle	Intersection Safety
			This area has no intuitive way to get onto west-bound Stevens Creek Blvd from the south (aka with a left turn).		
	Local Street	Imperial Avenue	As a result, I see cars having to make strange maneuvers or resorting to unpermitted left turns / u-turns.	Notor Vehicle	Intersection Safety
			Road is too narrow to accommodate both cars and bicycles. Of special concern are days when garbage cans		
	Tertiary Road	Rainbow Drive	block the street even further	Motor Vehicle	Intersection Safety
			Map is hard to read; I may have marked it incorrectly.		
			Intersection of Wolf & Homestead has a shopping center with an exit to Homestead. Often, I have been		
			behind drivers who stop on Homestead (heading N) to turn left into that center. They are not supposed to do		
			so. The signs need enlarging or a barrier needs to be installed. Two times I witnessed a car turning left out of		
	Local Street	Mapletree Place	center and a car turning left from homestead basically doing a U-turn almost collide.	Motor Vehicle	Intersection Safety
	Tertiary Road	Finch Avenue	Right hand turn clogs the stevens creek	Motor Vehicle	Intersection Safety
	Secondary Road	Stevens Creek Blvd	Right hand turn lane clogs Stevens creek until Miller intersection	Motor Vehicle	Intersection Safety
	Secondary Road	South De Anza Boulevard	Unsafe left turn	Motor Vehicle	Intersection Safety
	,		Turning left onto Tantau here is scary. The left hand turn lane is just kind of crammed in and there is not		,
	Secondary Road	Bollinger Road	enough room for all the lanes.	Motor Vehicle	Intersection Safety
			Cars driving on Stevens Creek from east to west, and want to pull into this driveway seem to need to stop		
			suddenly, making a sudden backup for cars behind them in this lane who are not making a right into this		
	Secondary Road	Stevens Creek Blvd, S Tantau Ave	driveway.	Motor Vehicle	Intersection Safety
	Secondary Road	Stevens creek biva, 5 fantaa Ave	This protected left turn median is somewhat misaligned from the driveway to enter the residential/retail area		intersection surery
			of 19501 Stevens Creek Blvd (Lattea, T4, etc.). Cars who are unaware and make a left turn into that driveway		
	Secondary Road	Stevens Creek Blvd, N Wolfe Rd	will scrap the curb of the median.	Motor Vahiela	Intersection Safety
	Secondary Road	Stevens creek biva, N Wolle Ru		WOLDI VEIIICIE	intersection safety
	Cocondou · Dood	Stavage Creek Divid, Side Arge Divid	For some reason, the cars making a right turn out of this parking lot seem to miss seeing the pedestrians who	Mater Vahiele	Interrorition Cofety
	Secondary Road	Stevens Creek Blvd, S de Anza Blvd	are crossing this driveway from west to east.	wotor venicle	Intersection Safety
			There is a driveway here to go into the residential/office area of this complex. The driveway is very narrow, so		
			when one car is making a right turn into the driveway and another car is leaving, there's very little space to		
			maneuver. This causes the car driving down Wolfe who is turning into the driveway to slow down significantly		
	Tertiary Road	N Wolfe Rd, Vallco Pkwy	to make the tight right turn, causing the traffic behind to stop suddenly as well.	Motor Vehicle	Intersection Safety
			Can you mark the lanes more clearly? It's a little confusing which lane one is supposed to be in to go straight		
2j3dla9ciw78	Secondary Road	Stevens Creek Boulevard	on Stevens Creek and which lane to be when one wants to go on 85. Lots of near misses.	Motor Vehicle	Other
			Can both of these lanes from Bubb do a right turn when it is red? It is unclear. Lots of people honking and		
2j3dla9ciw78	Secondary Road	Bubb Road	causing frustration. A sign to clarify would be nice so drivers have some guidance.	Motor Vehicle	Other
2ty2ivp20ctv	Local Street	John Drivo	Lagra manholo covers. Clank clank all day long. If they're lease anough to clank, comeane's rejects to fell in	MotorVahiala	Othor
3tx3jvn39ctv	Local Street	John Drive	Loose manhole covers. Clank clank all day long. If they're loose enough to clank, someone's going to fall in.	Motor Vehicle	other
	Constant Doub	Starrage Create Development	Pedestrians often cross the road illegally at this location. Barriers should be put up to prevent pedestrian	Matan	De de staiser Cof. :
	Secondary Road	Stevens Creek Boulevard	crossing when there is a crosswalk 20 feet away.	iviotor Vehicle	Pedestrian Safety
	Tantian (Deed	MaClallan Dd. Dubb Dd		Dedestrier	Dedectries Cof-to
	Tertiary Road	McClellan Rd, Bubb Rd	Unsafe for pedestrian crossing	Pedestrian	Pedestrian Safety

			In need of a traffic signal. It is very hard for cars to make a left turn from Gardena dr on Stelling Road.		
			Also, there are many kids who bike to Lawson Middle school and a pedestrian and bike crossing at the	Pedestrian,	
	Tertiary Road	North Stelling Road	proposed traffic signal would be a big help.	Bicyclist	Pedestrian Safety
			Bubb Road is a major roadway where students ride their bicycles to school and parent drive their children to		
			school. It is also a major bicycle roadway used by resident on weekends. Cars are also allowed to park on Budd		
			during weekends and garbage bins block the bicycle lanes during pickup days. People riding on Budd feel		
			uncomfortable safely riding their bicycles on Rainbow when the bicycle lanes are blocked. Bubb should be		
			made narrower for cars and wider for bicycle lane and a buffer. Something needs to be done to make Bubb	Pedestrian,	
	Secondary Road	Bubb Road	Road safer for bicycle riding.	Bicyclist	Pedestrian Safety
			A three way stop sign for cars and a bike crossing at this intersection will help kids cross safely to Lawson		
	Local Street	Beardon Drive	Middle School	Pedestrian	Pedestrian Safety
			No sidewalk with electrical poles on road. So kids have to walk on the road to go to school / play. This is also a		
	Local Street	Granada Avenue	main road of sorts for cars to go to monta vista / Lincoln schools - so school pick up and drop off is very busy	Pedestrain	Pedestrian Safety
			There are often people walking across here but during the night, it's hard for the driver to see them when they		
			wear dark clothes. Please add some flashing light here for people to safely walk across. It's also for the driver's	Motor Vehicle,	
	Local Street	Pacifica Drive	safety. Thank you.	Pedestrian	Pedestrian Safety
-			Bubb Road from Stevens Creek to McClellan needs better sidewalks. Or add better pedestrian path along		
			Union Pacific Right-of-Way. Bubb from McClellan to Rainbow needs better traffic management for School		
4jp9bxd3enk4	Secondary Road	Stevens Creek Boulevard	hours.	Pedestrian	Pedestrian Safety
<i></i>	,		No continuous sidewalk, you either have to cross the street without a crosswalk to stay on a sidewalk, or walk		· · · ·
8oul4sag2e43	Tertiary Road	Ann Arbor Avenue	on the street.	Pedestrian	Pedestrian Safety
0	<i>'</i>		lots of business parking in this residential area; Narrowed way due to double parking in front of business;		
3gt2iet88p73	Tertiary Road	Imperial Avenue	unsafe for pedestrian due to heavy business traffic	Pedestrian	Pedestrian Safety
0			There is no continuous sidewalk on Ann Arbor Ave. You either have to walk on the street for part of the way,		
5rpf2v2wtj98	Tertiary Road	Ann Arbor Avenue	or you have to cross the street without a crosswalk.	Pedestrian	Pedestrian Safety
- I			The large quarry trucks come up and down Stevens Canyon Road speeding along with other cars. There are		
			also no sidewalks on one side so my young kids and I have to run across the street from San Juan Road. This		
			area needs the flashing crosswalk lights similar to the ones on McClellan near Blackberry Farm. At the very		
9cz9go9l7wya	Secondary Road	Stevens Canyon Road	minimum, there should be a crosswalk.	Pedestrian	Pedestrian Safety
			Cars going east on Stevens Creek is going downhill, a little difficult to stop in time when there is a pedestrian		
			waiting at the signal light. Need another pedestrian crossing or bridge between the junction of Stevens Creek		
			& S Foothill Blvd and junction of Phar Lap Dr & Stevens Creek. There are MANY residents walking along Stevens		
		Stevens Creek Boulevard & Phar Lap	Creek to cross over between these 2 junctions to get to Blackberry Farm or Mcclellan Ranch for the trails. It's		
4ze3bhc44ae9	Secondary Road	Drive	not SAFE as there are many cars plying up and down that section.	Pedestrian	Pedestrian Safety
12030110111003	Secondary noda		No sidewalk and speed bumper. Many students are walking to school (Lincoln elementary, Kennedy middle	i cucstiluii	r cuestituri surcey
			school, month vista high) on this road, but often some cars are driving fast, and even don't full stop at stop		
9fx4oxy3i4o8	Tertiary Road	Olive Avenue	sign.	Pedestrian	Pedestrian Safety
517407751408	Tertiary Noau	Olive Avenue	No sidewalk, and some cars are parked on the side, so students walking to school have to walk in the orange	recescitati	Fedeschan Salety
9fx4oxy3i4o8	Tertiary Road	Orange Avenue	road, and in the morning a lot of cars on the road.	Pedestrian	Pedestrian Safety
517407751400	Tertiary Road			reacstrian	r cuestnan sarcty
			1) Parents turning left into the pick up/drop off circle 2) Non-parents driving on the wrong side of the road to		
			go around the huge back up of cars waiting to pick up/drop off. 3) Cars backed up into the cross walks. 4)		
			Pedestrians crossing 2 active driveways to get to the school entrance gate. The big gate at the end of the		
			sidewalk next to the parking lot was open pre-pandemic. But now the school campus is more closed off, and		
700202702-	Socondary Board	Phillopp		Podostrian	Rodoctrian Cofety
7cr2bau77e3z	Secondary Road	Phil Lane	students have to go in the gate closest to the building. Twice a day this area is extremely dangerous!	Pedestrian	Pedestrian Safety
9yx2fgn6mhl7	Tertiary Road	Orange Avenue	There in no sidewalk, the street is narrow. It is dangerous for the kids to walk to school	Pedestrian	Pedestrian Safety
-			When I'm crossing this street on foot, lots of cars don't stop or yield. There is a pedestrian sign but no stop		
			sign so I think drivers don't know that they have to yield to pedestrians. I've had many dangerous encounters		
			here with cars not stopping so I stopped crossing the street here, and instead walk over to the next		
9v4ep4s6sie2	Tertiary Road	Pacifica Drive	intersection that has a stop sign.	Pedestrian	Pedestrian Safety

			Side walk doesnt exist on this road with poles which are almost at the middle of the road - this is a heavily		
7wyn883g6to4	Tertiary Road	Granada Avenue	trafficked road especially during school hours	Pedestrian	Pedestrian Safety
3s3ycy2gzi47	Secondary Road	North Foothill Boulevard	No side walk	Pedestrian	Pedestrian Safety
3s3ycy2gzi47	Tertiary Road	Silver Oak Way	No stop light to cross	Pedestrian	Pedestrian Safety
555909282147				reuestilaii	Pedestrian Safety
3s3ycy2gzi47	Secondary Road	Salem Avenue	No stop light to cross	Pedestrian	Pedestrian Safety
3s3ycy2gzi47	Secondary Road	Stevens Creek Boulevard	Insufficient pedestrian/bicycle area due to to a protruding corner	Pedestrian	Pedestrian Safety
			There is no sidewalk on the Stelling portion or the Rainbow portion. The Rainbow portion is particularly		
			dangerous. The sidewalk is all broken up, goes up a grade, slopes to the side, has a tree (or telephone pole) in		
			the middle of it, and has no adjacent bike lane. It is a tripping hazard, unsafe for the elderly, and impossible		
			for those in wheelchairs to navigate. The road is narrow in that section making it dangerous for bikes and		
			especially for kids going to Regnart, Kennedy, Monte Vista. Neither the sidewalk nor the road is safe for bikes.		
8m3afj8fvc99	Secondary Road	South Stelling Road	This is a very busy intersection for people going to or coming from schools.	Pedestrian	Pedestrian Safety
			This short stretch of Foothill Blvd. (on the west side) does not have any sidewalk, so pedestrians must walk in		
77ofj7li9i27	Tertiary Road	South Foothill Boulevard	the bike lane. This makes it dangerous for pedestrians, cyclists, and drivers.	Pedestrian	Pedestrian Safety
			I'd love to have some professionals analyze the traffic patterns during CHS' morning dropoff and afternoon		
			pickup times. Finch and Calle de Barcelona are heavily impacted with impatient drivers. There are several near-		
			misses of cars vs pedestrians/cyclists. Pls look up the school bell schedule for the day to catch the traffic at its		
8ij38fir9v93	Secondary Road	Stevens Creek Boulevard	peak.	Pedestrian	Pedestrian Safety
			LACK OF SIDEWALKS. Way overdue to fix Bubb Road east side for pedestrians and students heading to		
3u93w8hjf7f7	Tertiary Road	Columbus Avenue	Kennedy.	Pedestrian	Pedestrian Safety
			There should be a crosswalk here. Many people cross here to get to school. It will alert drivers that there will		
			be pedestrians here. Also, it will guide the schoolkids to walk on a certain path and not meander on Vista Knoll		
2j3dla9ciw78	Tertiary Road	Vista Knoll Boulevard	while crossing.	Pedestrian	Pedestrian Safety
•			Need traffic light here so that pedestrians can cross over. There is only one traffic light at Foothill/Stevens		
			Creek and one at Foothill/Starling Drive. Nothing in between. So when you walk to school, there is not a safe		
			and efficient way to cross over. The last part on Foothill towards Starling has no sidewalk. So a place to cross		
2j3dla9ciw78	Tertiary Road	Salem Avenue	over will be useful here.	Pedestrian	Pedestrian Safety
			Rainbow between Stelling and Bubb is a major roadway used by pedestrians, bicycles, and cars. Bicycles and		
			cars must share the same roadway as cars since Rainbow is too narrow for a separate bicycle lane. Students		
			and casual bicycle riders like myself can't ride safely on the street when Rainbow is busy with traffic and are		
			forced to ride on the sidewalk illegally. Something must be done to make riding bicycles safely on Rainbow or		
2cc4b9nfy2h4	Tertiary Road	Seven Springs	make it legal to ride on the sidewalk.	Pedestrian	Pedestrian Safety
20040511192114				recestricit	r cuestinan sarcty
2x6ret7eud8f	Secondary Road	Bubb Road	There are no sidewalks on east side of Bubb. Makes it unsafe for pedestrians and bikers.	Pedestrian	Pedestrian Safety
			The segment of Homestead Road has both heavy pedestrian and vehicle traffic. The speed limit is too high at		
			35mph, there is a cross walk yet a pedestrian has to run the gauntlet as many driver do not stop. As this is on		
			the Los Altos/Cupertino border, there are additional issues that the two cities should consider addressing		
4wj2dmt6wmf6	Secondary Road	Homestead Road	regarding traffic flow. When 280 is backed up, drivers use Homestead as an alternate route.	Pedestrian	Pedestrian Safety
8v3dz77jlc86	Tertiary Road	Tomki Court	Difficult to cross stelling here, suggest a crosswalk with warning lights on the bridge over 85	Pedestrian	Pedestrian Safety
,			Difficult to cross stelling here, suggest a crosswalk with lighted warning lights on the bridge over 85 and a stop	1	ĺ í
8v3dz77jlc86	Secondary Road	Stelling Road	sign on cross traffic	Pedestrian	Pedestrian Safety
7dy62dlt3xta	Tertiary Road	Hanford Drive	Sidewalk unfinished / unpaved along stretches of Beardon Dr.	Pedestrian	Pedestrian Safety
6hy9j6lcb8o7	Secondary Road	Prospect Road	No stop sign for podestrians to pass the major road - prospect rd. Dangerous to local residents	Pedestrian	Pedestrian Safety

			Crossing at this point (west bound) is dangerous because the crosswalk starts at a point where you can't see		
4ju43xni6p97	Secondary Road	Stevens Creek Boulevard	the oncoming traffic and it can't see you clearly while cars are speeding up here to get on the highway.	Pedestrian	Pedestrian Safety
8t7noc4moy2a	Secondary Road	South Stelling Road	Lack of side-walk on this section of Stelling makes it unsafe to walk.	Pedestrian	Pedestrian Safety
8t7noc4moy2a	Tertiary Road	Seven Spring	Can the city look at adding a sidewalk on this side of Stelling?	Pedestrian	Pedestrian Safety
0071100-1110720			CROSSWALK ON N STELLING FROM ALVES NEAR QUINLAN CENTER:	reaconan	reaconan survey
			Many cars often do not stop at crosswalk and drive through with the full speed even the pedestrian(s) is (are)		
			crossing the Stelling from Alves. The drivers do not notice there is a crosswalk or flashing light. Even though		
			they noticed the flashlight, they do not know exact where to stop. There is no visible line to stop. I sometimes		
			see the car drives so fast right in front of the pedestrian and almost hit. My neighbors almost hit a couple		
			times. It is danger crosswalk. Would you please put visible sign, lines, lights, bumps, and also camera for the		
39zb3sxi7wn4	Tertiary Road	Alves Drive	record in case the collision was happened?	Pedestrian	Pedestrian Safety
	,		No sidewalk		í í
			Mixed traffic (pedestrians + cars) every morning.		
			With parked cars, 2 way traffic is difficult.		
			Muddy after rain.		
7hg48bwm2yna	Tertiary Road	Orange Avenue	Adding sidewalk project [Budget Unit 270-90-958, \$3.8M] initiated in 2016, no visible progress.	Pedestrian	Pedestrian Safety
			Cars driving along this road, which is a commute path for hundreds of students walking and biking each day,		
7v6asg7asm47	Tertiary Road	Calle de Barcelona	do not stop or watch for cyclists and drive quickly. Some cars honk horns to get cyclists out of the way.	Pedestrian	Pedestrian Safety
			Along the East side of Bubb Road there are missing segments of the sidewalk. I don't know the exact		
			segments, but people living on that side of this busy road should have a continuous sidewalk all the way from		
			Rainbow to McClellan. Many people of all ages walk this stretch of road to school or for walks around the		
			block (Stelling, Rainbow, Bubb to the percolation pond, then McClellan and back to Stelling). They should not		
2bz4m8om9p68	Secondary Road	Bubb Road	have to cross to the other side of this busy road to stay on a side walk. Thanks!	Pedestrian	Pedestrian Safety
			This is a highly traffic area. The kids have to cross over the North bound on ramp to Highway 85 - if you		
			observe this during the morning the cars are just scary I am not surprised more kids are not hurt here. This is a		
			residential area why is there a need for Highway 85 on ramp anyways? Fremont Avenue and Stevens Creek		
			where cars can access Highway 85 both directions where Kids do not walk. This on and off ramp to Highway		
			85 from Homestead is it really necessary - the commuters are the main users and not the residents in the area -	-	
			fact during distance learning lockdown this was not an issue. The traffic was extremely low, and kids were still		
			walking here and there, actual residents were the main drivers (not the commuters) I would suggest fixing		
6xwl9onn8po6	Secondary Road	West Homestead Road	this so its safer for kids to walk and bike to Cupertino Middle School and Homestead High School. Thank you	Pedestrian	Pedestrian Safety
			Major local road leading to all 3 schools - no sidewalk. Only two lines, very narrow in one place with cars		
			parked on both sides, lots of traffic including garbage collection on Wednesday. Sidewalk is planned for long		
8fkl9e7wcm48	Tertiary Road	Orange Avenue	time but still no work is done. What are we waiting for? Kids getting in accident?	Pedestrian	Pedestrian Safety
			Great new sidewalk but mailboxes are installed right in the middle of it - very dangerous and basically reducing		
			useful width of sidewalk to less than 3ft. Please move mailboxes to another side of the street where there is a		
8fkl9e7wcm48	Tertiary Road	Byrne Avenue	divider and thus mailboxes will not infringe on the sidewalk	Pedestrian	Pedestrian Safety
7si94i9w98c4	Secondary Road	Stevens Creek Boulevard	This whole area should be pedestrian only for all of time. No vehicles ever.	Pedestrian	Pedestrian Safety
7313413W3804	Secondary Road		No walking path in Blackberry entrance puts Pedestrians at risk . Please check if we can have a dedicated	receschan	redestrian safety
	Secondary Road	Stevens Creek Blvd, Byrne Ave	walking path for Pedestrians	Pedestrian	Pedestrian Safety
					,
	Local Street	Dolores Ave	No walking path on Dolores Ave	Pedestrian	Pedestrian Safety
			Lot of students walk on Orange Ave everyday. We do not have a walking path. Orange has lot of traffic		
	Local Street	Orange Ave, San Fernando Ave	especially during the school hours.	Pedestrian	Pedestrian Safety
	Tortion, Dead	Pollinger Dd	There is no susceptable in front of the school	Dedectrier	Dodoctrice Cofety
	Tertiary Road	Bollinger Rd	There is no crosswalk in front of the school	Pedestrian	Pedestrian Safety

Tertiary Road	Bollinger Rd	No crossroads	Pedestrian	Pedestrian Safe
Tertiary Road	Bollinger Rd	No crossroads or traffic lights for pedestrians or bikers to safely cross Bollinger	Pedestrian	Pedestrian Safe
Local Street	Beardon Dr	Crosswalk for students walking to Garden Gate Elementary from Beardon area neighborhoods	Pedestrian	Pedestrian Safe
Local Street		closswark for students warking to Garden Gate Liementary nom beardon area neighborhoods	redestrian	receschan Sale
Local Street	Beardon Dr	Crosswalk for students walking to Garden Gate	Pedestrian	Pedestrian Safe
Secondary Road	Stevens Creek Blvd	No crosswalk to enter Ann Arbor Ave.	Pedestrian	Pedestrian Safe
		The road is wide, sometimes I am not able to notice pedestrian waiting to cross or already on the crossing until	- edebtildir	
		I'm very close and had to stop suddenly. The crossing itself is not black and white, a little difficult to see		
		ESPECIALLY when it's sunset and the sun is right in front of driver's view. I avoid taking driving on this road		
		when its around sunset time. Not all pedestrians use the traffic signal. Lots of shops and cars on the left and		
		right of this road, it's a very busy part and lots of things/people moving, it's hard for driver to notice		
Secondary Road	Stevens Creek Boulevard	pedestrians.	Motor Vehicle	Pedestrian Saf
		Instead of flags, we need an on-demand only push button with flashing lights so pedestrians can use use to		
Secondary Road	Rainbow Drive	cross this street.	Pedestrian	Pedestrian Saf
		Where the sidewalk ends, the barrier forces pedestrians to walk around that barrier directly into an adjacent		
		bike lane before they can enter the "safety" of the concrete parking areas in front of the next few houses.		
		There is no more sidewalk from this point to Rainbow Drive, the next cross street. There are three issues here.		
		1. Ideally the sidewalk would continue to Rainbow and around the corner to the west. 2. Alternatively, the		
		barrier should be changed so that pedestrians can proceed to those concrete "driveway/parking" areas		
		without having to enter the bike lane. That is a dangerous spot because the pedestrians have their back to the		
		oncoming bicycles. If they are jogging, chatting, texting, paying attention to an uncooperative dog or child,		
		etc., they may not stop to turn around to see if a bicycle is approaching. There really is no need for the		
Local Street	Squirehill Court	walking public to have to walk around that barrier into the bike lane. 3. Handicapped accessibility	Bicyclist	Pedestrian Sa
		No service and the Charlel have an attack induction Charles and Charlies Databased and he		
		INO WAY TO CROSS OVER HERE. Should have one stop light between Stevens Creek and Starling Ur. It heed not be		
		No way to cross over here. Should have one stop light between Stevens Creek and Starling Dr. It need not be right at Salem, but somewhere in the middle here. Usee people cross over because Stevens Creek stoplight is		
Tertiary Boad	North Foothill Boulevard	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is	Pedestrian	Pedestrian Sa
Tertiary Road	North Foothill Boulevard	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes!	Pedestrian	Pedestrian Sa
Tertiary Road	North Foothill Boulevard	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight istoo far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes!This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north	Pedestrian	Pedestrian Sa
		right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes! This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north side. It would help to standardize it and make it crossable on all four sides. The east side is already implicitly		
Tertiary Road Local Street	North Foothill Boulevard Rodrigues Avenue	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes! This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north side. It would help to standardize it and make it crossable on all four sides. The east side is already implicitly	Pedestrian Pedestrian	
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Local Street Tertiary Road	Rodrigues Avenue Forest Avenue	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes! This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north side. It would help to standardize it and make it crossable on all four sides. The east side is already implicitly used as an unmarked crosswalk, but it does not feel safe to cross on the south side. Unsafe for peds to cross here - we need a crosswalk here	Pedestrian Pedestrian	Pedestrian Sa Pedestrian Sa
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Local Street Tertiary Road Tertiary Road Tertiary Road	Rodrigues Avenue Forest Avenue Forest Avenue Saint Joseph Avenue	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes! This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north side. It would help to standardize it and make it crossable on all four sides. The east side is already implicitly used as an unmarked crosswalk, but it does not feel safe to cross on the south side. Unsafe for peds to cross here - we need a crosswalk here Unsafe for Pedestrians An excellent new bike path in Rancho San Antonio County Park leads to a dead end due to a locked gate. On the other side, A safe bicycle and pedestrian route from Cupertino neighborhoods, along Stevens Creek Blvd, leads to the locked gate instead of connecting the neighborhoods safely to the County Park. There is no train danger posed to people crossing the railway. Just need to open the gate. Too many parking driveways into the same strip mall. This bicycle lane and sidewalk are heavily used by local school kids every day. They are in danger of people driving across the bike lane and the sidewalk to get in and	Pedestrian Pedestrian Pedestrian, Bicyclist Pedestrian,	Pedestrian Saf Pedestrian Saf Pedestrian Saf Pedestrian Saf
Local Street Tertiary Road Tertiary Road	Rodrigues Avenue Forest Avenue Forest Avenue	right at Salem, but somewhere in the middle here. I see people cross over because Stevens Creek stoplight is too far and to get to Starling, there is no sidewalk. So they cross over in the middle here. Yikes! This intersection is very strange since it only has marked pedestrian crosswalks on the west side and north side. It would help to standardize it and make it crossable on all four sides. The east side is already implicitly used as an unmarked crosswalk, but it does not feel safe to cross on the south side. Unsafe for peds to cross here - we need a crosswalk here Unsafe for Pedestrians An excellent new bike path in Rancho San Antonio County Park leads to a dead end due to a locked gate. On the other side, A safe bicycle and pedestrian route from Cupertino neighborhoods, along Stevens Creek Blvd, leads to the locked gate instead of connecting the neighborhoods safely to the County Park. There is no train danger posed to people crossing the railway. Just need to open the gate. Too many parking driveways into the same strip mall. This bicycle lane and sidewalk are heavily used by local school kids every day. They are in danger of people driving across the bike lane and the sidewalk to get in and out of the parking lots: counting about 8 in and out car access within 150 yards! Extremely dangerous design.	Pedestrian Pedestrian Pedestrian Pedestrian, Bicyclist	Pedestrian Saf Pedestrian Saf Pedestrian Saf Pedestrian Saf Pedestrian Saf

		There is a cross walk on N. Stelling on Alves near to Quinlan Center. Many drivers do not notice there is a		
		crosswalk and do not notice people are crossing the road. I often see the cars are driving even people are		
		crossing. Even the yellow warning light is flashing, the driver miss the light. My neighbors almost got hit a		
			Dedestrien	
Tentiens Deed	North Challing Dand	couple times. Even the drivers saw a person is crossing, they do not know where to stop. No visible line for	Pedestrian,	De de staiser Cofeta
Tertiary Road	North Stelling Road	cars to stop.	Bicyclist	Pedestrian Safety
		Add a 4-way stop sign. Currently drivers on Columbus don't have a stop and often drive fast. During school	Pedestrian,	
Local Street	Columbus Avenue	drop off hours this can be a safety concern, especially for kids walking/riding their bikes to school.	Bicyclist	Pedestrian Safety
		No crosswalk, people often jay-walking to cross from neighborhood to the other side to get to safeway, plaza.	Pedestrian,	
Tertiary Road	Bollinger Road	Would advocate for crosswalk with flashing lights.	Bicyclist	Pedestrian Safety
		People traveling fast on Tantau, make turns onto the side streets (like shadygrove in this case), have seen near-	Pedestrian,	
Local Street	Shadygrove Drive	misses with pedestrians crossing Shadygrove.	Bicyclist	Pedestrian Safety
		When I commute to school in the mornings, cars often block the crosswalk or go immediately after another car	Pedestrian,	
Local Street	Tilson Avenue	has gone, making it unpredictable and unsafe to walk.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Near-miss accident: pedestrian/car at this intersection. Cars do not wait for pedestrians to cross.	Bicyclist	Pedestrian Safety
		Unsafe pedestrian crossing at this intersection: due to slope /angle of the road, pedestrians cannot be seen	Pedestrian,	
 Secondary Road	Stevens Creek Boulevard	when crossing and cars turning right therefore don't stop.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Unsafe- cars turn in front of pedestrians crossing on southwest corner	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Cars go through crosswalk and don't wait for pedestrians.	Bicyclist	Pedestrian Safety
,			Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Unsafe intersection- cars on Finch don't stop for pedestrians or cyclists in crosswalk	Bicyclist	Pedestrian Safety
occontairy nota		Students walking here do not feel safe as cars do not stop in intersection or do not stop long enough (stop too		i cucotitui ourcey
Secondary Road	Stevens Creek Boulevard	briefly).	Bicyclist	Pedestrian Safety
Secondary noda	Stevens creek boulevard	breny).	Pedestrian,	r cuestinun surety
Secondary Road	Stevens Creek Boulevard	Student does not feel comfortable crossing here as feels unsafe as a pedestrian.	Bicyclist	Pedestrian Safety
Secondary Road		student abes not rect comortable drossing nere as reets drisate as a pedestrian.	Pedestrian,	reacistinan sarety
Tertiary Road	Finch Avenue	Near-miss accident between student pedestrian and car.	Bicyclist	Pedestrian Safety
Tertiary Roau	Filicit Avenue	hear-miss accuent between student pedestnan and car.	Pedestrian,	Pedestrian Salety
Tartian Deed	Finale Avenue	Construction anto Finals dan't write for an electricity	-	Dedestrien Cofetu
Tertiary Road	Finch Avenue	Cars turning onto Finch don't wait for pedestrians.	Bicyclist	Pedestrian Safety
T D			Pedestrian,	
Tertiary Road	South Blaney Avenue	Safety concern at this intersection for walking students.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Tertiary Road	McClellan Road	Crossing for pedestrians feels unsafe (per student).	Bicyclist	Pedestrian Safety
		Crossing here for pedestrians feels unsafe as cars waiting here going south cannot see pedestrians well on the	Pedestrian,	
Secondary Road	South Stelling Road	opposite side when they are crossing.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Tertiary Road	Terrace Drive	Feels unsafe for pedestrians crossing here.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Budd Rd	Near miss accident between student and car here (east side).	Bicyclist	Pedestrian Safety
			Pedestrian,	
Local Street	Wilkinson Avenue	Near- miss accident here between student pedestrian and car.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Monta Vista	Injury accident between car and pedestrian at this intersection.	Bicyclist	Pedestrian Safety
		Several students report feeling unsafe at this intersection, as cars must 'dart out' to turn left onto Stevens	, Pedestrian,	· · · · · · · · · · · · · · · · · · ·
Secondary Road	Stevens Creek Blvd	Creek and don't watch for walkers or cyclists.	Bicyclist	Pedestrian Safety
			Pedestrian,	
Secondary Road	Stevens Creek Blvd	Students feel unsafe at this intersection due to many cars crossing and making turns.	Bicyclist	Pedestrian Safety
		Near-miss accident between car and student walking across Stevens Creek at this intersection. Cars do not	Pedestrian,	. cuestinun surety
1	1	inter and a condent between our and stadent warking across stevens creek at this intersection. Cars do not	· cacstrian,	1

			Pedestrian,	
Secondary Road	Monta Vista	Cars do not watch for pedestrians crossing onto Cupertino road and are driving too fast.	Bicyclist	Pedestrian Safety
		Students report unsafe intersection, due to cars not being able to see pedestrians crossing because of angled	Pedestrian,	
Secondary Road	Stevens Creek Blvd	crosswalks.	Bicyclist	Pedestrian Safety
		Crosswalk is difficult to navigate for students walking and biking, when there are cars trying to turn left onto		
		Mclellan towards the schools. Sidewalk on Mclellan eastbound at September intersection is poorly	Pedestrian,	
Tertiary Road	McClellan Road	maintained (dirt and weeds) - either homeowner or city should address it.	Bicyclist	Pedestrian Safety
		Foothill Blvd is used by bikers and pedestrians and it is unsafe for both. I was nearly run over one day trying to		
		walk to Stevens Creek County Park. Bicyclists have died in the past as well. It should be widened to allow for	Pedestrian,	
Secondary Road	Riverside Drive	pedestrians and bicyclists to use the road safely.	Bicyclist	Pedestrian Safety
Secondary Road		parestrains and bicyclists to use the road safety.	Pedestrian,	r cuestnan sarety
Tertiary Road	Finch Avenue	Care coming out of the lot often mice padactrians because of a hush	Bicyclist	Rodoctrian Safety
Tertiary Roau	Fincil Avenue	Cars coming out of the lot often miss pedestrians because of a bush	Pedestrian,	Pedestrian Safety
Teatiens Deed	Frist Fatatas Daixa			De de staiser Cofet
Tertiary Road	East Estates Drive	Pedestrians crossing the sidewalk here aren't seen by westbound car traffic due to the curve of Bollinger here	Bicyclist	Pedestrian Safety
			Pedestrian,	
Local Street	Farallone Drive	Although there is a sign to yield to pedestrians crossing the street here, many cars don't follow the sign.	Bicyclist	Pedestrian Safety
		Pedestrian and cyclist safety is of greatest concern at this intersection. Vehicles often turn right too quickly		
		without checking for pedestrians entering and exiting the crosswalks. Traffic moves quickly in all directions. I	Pedestrian,	
Secondary Road	South De Anza Boulevard	have witnessed or experienced too many close calls with pedestrians at this intersection.	Bicyclist	Pedestrian Safety
		Pedestrian safety. There is high demand for a crosswalk at this location. Cupertino residents walking to Trader		
		Joe's or nearby businesses, Trader Joe's employee's who park in Cupertino neighborhood's, and anyone		
		traveling to/from the Route 25 bus stop crosses Bollinger at Clifden. But 4 lanes is a lot to cross without a	Pedestrian,	
Secondary Road	South De Anza Boulevard	crosswalk and flashing crossing lights. Please consider safety mitigations for pedestrians at this location.	Bicyclist	Pedestrian Safet
Secondary noda		This intersection needs a southern crosswalk on De Anza Blvd. It is unreasonable to expect pedestrians to cross		r cuestilair surce
		3 streets to travel from southeast De Anza to southwest De Anza, especially with connecting bus routes		
		located on adjacent streets. The new bike lane connecting westbound Pacifica with McClellan is an		
			De de staten	
			Pedestrian,	
Secondary Road	South De Anza Boulevard	between cyclists and vehicles.	Bicyclist	Pedestrian Safety
		Consider adding a south crosswalk on Blaney at this intersection. Not having a south crosswalk encourages		
		people walking on the south side of Rodrigues to cross Rodrigues mid-street to get to the north side before		
		the intersection. Visibility on Rodrigues is not great is some places, so the mid-street cut acrosses can be	Pedestrian,	
Tertiary Road	South Blaney Avenue	dangerous.	Bicyclist	Pedestrian Safety
		Ugh. Consider giving pedestrians and cyclists a head start light when it is their turn to cross. Also, Fremont has		
		done some innovative work its busiest intersections to create safer crossings for pedestrians and cyclists.	Pedestrian,	
Secondary Road	Stevens Creek Boulevard	Check out Fremont Blvd/ Mowry, Fremont Blvd/Stevenson, Walnut/Paseo Padre in Fremont, for example.	Bicyclist	Pedestrian Safety
,		I am concerned about pedestrians who are crossing Alderbrook going or coming from the bus stop. Cars are	, ,	
		driving fast around the bend in the road at Calabazas Creek. It would be good to have a cross-walk there to	Pedestrian,	
Secondary Road	Bollinger Road	slow cars down.	Bicyclist	Pedestrian Safety
Secondary Road	Bolinger Road	At this location, the south bound traffic is stopped well before the intersection due to the intersection's curved		Fedestrian Salet
		nature. When the light turns green, the cars may turn right. At the same time, the white light for the		
		pedestrians gives them the right to cross McClellan. The driver cannot see the pedestrian and begins to turn.		
		The pedestrian may not see the car, since they may be walking in either direction. It is a pedestrian death		
		waiting to happen. I note that there are many, many intersections where the green light for cars and the		
		white light for pedestrians sets up the same problem. They should all be fixed. What makes the McClellan/De		
		Anza intersection even more dangerous is the distance that the cars must stop before the intersection because	Pedestrian,	
<u> </u>	McClellan Rd, Bubb Rd	of its curved nature.	Bicyclist	Pedestrian Safet
Tertiary Road				
 Tertiary Road		This intersection has a lot of cars making right turns on red that do not see pedestrians crossing on their green.		
Tertiary Road	Neclenan Na, Bass Na	This intersection has a lot of cars making right turns on red that do not see pedestrians crossing on their green. I have had 2 near-misses walking across this intersection where cars almost hit me, and I've observed a few		
 Tertiary Road	incertainina, babbina	I have had 2 near-misses walking across this intersection where cars almost hit me, and I've observed a few	Pedestrian,	

 1		1		I
Secondary Road Local Street	Stevens Creek Blvd, N Wolfe Rd Edminton Dr, Farmingham Wy	The traffic signals have changed multiple times at this intersection, and my concerns are specifically about the pedestrian/bike crossing on the north side of Stevens Creek crossing Wolfe. First, pedestrians do not have protections from cars making right turns from Stevens Creek onto Wolfe. The green light for both cars and pedestrians occur at the same time, so cars are pulling up into the crosswalk right as pedestrians are walking into the crosswalk, and I've seen cars either not see approaching pedestrians and cutting them off, or suddenly stopping to avoid hitting pedestrians. I suggestion either making no-right-turn if a pedestrian walk light is on/pressed, or allowing pedestrians to walk first before the green light for cars are on. Second, the no-right-turn light turns on when a bicycle hits the intersection, but this light is too sudden, and I've seen cars miss this light or not be able to stop in time and continue making the right turn. Need stop sign enforcement here. Drivers ignore them and there is a lot of foot traffic for people accessing the creek trail and the pool.	Bicyclist	Pedestrian Safety Pedestrian Safety
		The area of concern is Stevens Creek Boulevardfrom Bubb Road to SR85 NB Ramps. We have a number if signalized intersections in this small stretch and absolutely no coordination between		
		them. During the afternoon peak period, when the school gets off, we have a number of students on bicycle on Stevens Creek Boulevard, along with heavy traffic (school traffic). Lack of signal coordination between these intersections frustrates motorist who wants to clear the		
		intersection on yellow or even all red phase. This puts pedestrians and bicyclists in harms way. Note that this happens at all signalized intersections in this small stretch. While I understand that ramp signals are controlled by Caltrans and the City cannot change their timings,		
Secondary Road	Stevens Creek Boulevard	Coordination can we done with Caltrans who are very supportive of LRSP projects. Also, it would be beneficial if Piano Tiles crosswalks are implemente t all signalized Ints	Pedestrian, Bicyclist	Pedestrian Safety
Tertiary Road	San Tomas Aquino		Pedestrian, Bicyclist	Pedestrian Safety
Local Street	Flinch Ave, Calle De Barcelona	CHS student: near-miss accident with car by pedestrian. Cars do not stop at this intersection for pedestrians, but try to "beat" them through the intersection. Also have seen near-miss accidents with bikes.	, Pedestrian, Bicyclist	Pedestrian Safety
 Local Street	Flinch Ave, Calle De Barcelona	on Finch don't stop.	Pedestrian, Bicyclist	Pedestrian Safety
Secondary Road	Stevens Creek Blvd, Saich Wy	MV student: I was hit by a car at this intersection.	Pedestrian, Bicyclist	Pedestrian Safety
 Secondary Road	Stevens Creek Blvd, Mary Ave	MV student: Near-miss accident here (walking) by entrance to 85. Crossing the onramp seems very dangerous.	,	Pedestrian Safety
Secondary Road	Stevens Creek Blvd, Imperial Ave	MV student: Imperial Ave. feels unsafe to walk on. Lots of people backing out and limited sidewalks.	Pedestrian, Bicyclist Pedestrian,	Pedestrian Safety
 Secondary Road	S Stelling Rd, Orogrande Pl	look for people before doing so.	Bicyclist Pedestrian,	Pedestrian Safety
Local Street	McClellan Rd, Orange Ave	MV student: near miss in crosswalk when walking to school.	Bicyclist Pedestrian,	Pedestrian Safety
Local Street	McClellan Rd, Orange Ave	MV student: does not feel safe crossing here.	Bicyclist Pedestrian,	Pedestrian Safety
Local Street	McClellan Rd, Orange Ave		Bicyclist	Pedestrian Safety
Local Street	McClellan Rd, Orange Ave		Pedestrian, Bicyclist	Pedestrian Safety
Local Street	McClellan Rd, Byrne Ave		Pedestrian, Bicyclist	Pedestrian Safety

Secondary Road	Homestead Road	Car slip lane for right turn puts pedestrians and bicycles in danger	Pedestrian, Bicyclist	Pedestrian Safety
Secondary Roda		Student cyclists exiting HHS campus riding their bikes across the scramble-walk/pedestrian crossing, weaving	Dicyclist	r cuestnun suret
		between pedestrians. Often riding at speed. Have witnessed at least one pedestrian knocked to the ground by		
Secondary Road	Homestead Road	a cyclist already.	Bicyclist	Pedestrian Safet
Secondary Road		a cyclist alleady.	BICYCIISL	Peuestrian Salet
		Vehicles turning right from Bubb Road onto South/East bound Stevens Creek Blvd. from 2 right lanes against		
Secondary Road	Stevens Creek Blvd, Bubb Rd	red light almost hit pedestrians and bicyclists. Please add No Right Turn on Red to this intersection.	Pedestrian	Pedestrian Safet
Secondary Road		Roads at this location are far too wide, making it difficult to cross. I regularly see older people struggle to make	reuestilali	Fedestilan Salet
Secondary Boad	North Do Anzo Rhyd Mariani Avo		Dedectrian	Pedestrian Safet
Secondary Road	North De Anza Blvd, Mariani Ave	it through in time and it's very dangerous with the high traffic speeds.	Pedestrian	Pedestrian Sale
		When this crosswalk has a green light, the traffic coming from the street also has green light and turn light.		
		This puts pedestrians in the path line of left turning drivers coming from behind them. So if you walk south in		
		the crosswalk to the school, and a car comes south from the neighborhood and makes a left, both of you have		
Secondary Road	Homestead Road	green light and the car might hit you from behind. Should not have both green lights at the same time.	Pedestrian	Pedestrian Safe
		Much used crosswalk is all but invisible to heavy traffic, speeding cars and trucks. It is at an angle which adds		
		to poor visibility and poor lighting. Have seen near pedestrian misses (kids especially) when one car stops and		
		car in next lane keeps moving.		
Secondary Road	Stevens Canyon Rd, St Andrews Ave	Please put up blinking lights and illuminate pavement.	Pedestrian	Pedestrian Safe
		There is a lot of traffic dropping off their students in the morning or picking them up. This causes a lot of	Pedestrian,	
Tertiary Road	Hyde Ave	congested traffic, but more importantly: unsafe circumstances for children, pedestrians and bikers.	Motor Vehicle	Pedestrian Safe
		There is a lot of traffic dropping off their students in the morning or picking them up. This causes a lot of	Pedestrian,	
Local Street	Willowgrove Ln	congested traffic, but more importantly: unsafe circumstances for children, pedestrians and bikers.	Motor Vehicle	Pedestrian Safe
		There is a lot of traffic dropping off their students in the morning or picking them up. This causes a lot of	Pedestrian,	
Local Street	Willowgrove Ln	congested traffic, but more importantly: unsafe circumstances for children, pedestrians and bikers.	Motor Vehicle	Pedestrian Safe
		Traffic coming down Hartman do not stop (or often look) turning right on to Chace Drive. It's a hazard for	Pedestrian,	
Local Street	Hartman Dr	pedestrians or cars traveling down Chace.	Motor Vehicle	Pedestrian Safe
		Cars and pedestrians crossing during school days morning/afternoons in small area. Poor visibility and lighting	Motor Vehicle,	
Local Street	September Drive	especially at night.	Pedestrian	Pedestrian Safe
Local Street	September Drive	Better lighting needed at intersection to see pedestrians and trim trees for visibility	Pedestrians	Pedestrian Safe
		Unsafe for crosswalk users, both to and from De Anza college and crosswalk from Senior Center to new		
		construction area. Drivers need a better crossing light/no turns signal. I have seen one on the corner of		
Secondary Road	Stevens Creek Boulevard	Homestead and Mary, in front of Homestead High school in Sunnyvale.	Pedestrain	Pedestrian Safe
		Cars traveling south on Byrne try to make a left onto McClellan (east bound) during the start of school is		
		dangerous. Drivers tend to be aggressive and often claim right away pulling out in front of students crossing		
		the sidewalk or in front of drivers lined up heading eastbound on McClellan. It's best described as a "chaotic		
		symphony". The flags at the crosswalk really helped to bring pedestrian visibility, but that doesn't address the		
		traffic or flow of traffic issues. I've observed this for 25 years as a teacher driving to school everyday. Please		
		consider 2 obvious solutions, both of which are feasible and should be budget friendly.		
		1. Hire a crossing guard. The crosswalks by Lincoln just 50 yards away work well for both pedestrian safety and		
		for creating predictable breaks in the flow of east & west bound traffic which allows for vehicles to safely turn		
		onto McClellan from feeder streets and parking lots.		
Tertiary Road	McClellan Road	2. Prohibit a left hand turn from Bryne in the AM on school days.	Motor Vehicle	Pedestrian Safe
			veniele	
Count D '	l la mante a l Da a d	Ded Bakterislations		Red Light & Sto
Secondary Road	Homestead Road	Red light violations	Motor Vehicle	Sign Violations

				1	
					Red Light & Stop
	Secondary Road	South De Anza Boulevard	Red light runners. It's ridiculous how many cars run the red lights and get away with it. We need cameras.	Motor Vehicle	Sign Violations
					Red Light & Stop
	Secondary Road	South De Anza Boulevard	Lots of people running red lights because they don't want to wait for another light cycle.	Motor Vehicle	U 1
	,,				
					Red Light & Stop
	Secondary Road	Stevens Creek Boulevard	runs red light	Motor Vehicle	Sign Violations
					Red Light & Stop
	Tertiary Road	Mc Kinley Drive	Cars don't watch (or don't stop long enough) for pedestrians/bikes at this intersection.	Motor Vehicle	Sign Violations
			Ded light runners. All of the time. Very degrarous for pedestrians and biguilists. I've stars ad welling to the		Rod Light & Star
	Secondary Road	East Homestead Road	Red-light runners - ALL of the time. Very dangerous for pedestrians and bicyclists. I've stopped walking to the store after almost being hit twice.	Motor Vehicle	Red Light & Stop Sign Violations
					Red Light & Stop
	Secondary Road	North De Anza Boulevard	People are constantly running red lights here.	Motor Vehicle	Sign Violations
					Red Light & Stop
	Local Street	Barbara Lane	Parents driving kids to Faria and picking them up are driving like maniacs. They ignore traffic rules.	Motor Vehicle	Sign Violations
			Parents driving kids back and forth to Faria School seem to have blinders on. A light blue minivan nearly hit us		
			in the crosswalk, after running a red light at the corner of Stelling and Pepper Tree Lane. They did not even		
			slow down for the red light, nor notice us in the crosswalk. We fortunately jumped out of the way of the van, and after walking down Pepper Tree, we saw the vehicle pulled up in front of Faria School. PLEASE put cops		Red Light & Stop
	Tertiary Road	Pepper Tree Lane	out in our neighborhood at school drop off and pick up times.	Motor Vehicle	•
					- 0
			We've seen many people using this path as a shortcut from Homestead to Steven's Creek and vice-versa. They		Red Light & Stop
3ec69gue4t84	Tertiary Road	Vista Drive	tend to blow through Stop signs. There are some speed bumps, but maybe we need more?	Motor Vehicle	Sign Violations
					Red Light & Stop
7dh26k9g6ka9	Tertiary Road	Ann Arbor Avenue	Car not stopping at STOP sign	Motor Vehicle	Sign Violations
					Ded Liebe C.C.
7db26k0a6k20	Tertiany Poad	Parkwood Drive	On ston sign drivers not stopping	Motor Vehicle	Red Light & Stop
7dh26k9g6ka9	Tertiary Road		On stop sign drivers not stopping	wotor venicle	SIGH VIOIGTIOUS
			I have gotten rear-ended three times on this section of road. The fast speed up and slow down between lights -		
			- or running through the red lights to continue speeding has resulted in damage to me and my cars. Help		Red Light & Stop
6kl6c7svs7v4	Tertiary Road	Valley Green Drive	please.	Motor Vehicle	Sign Violations

l					
I					Red Light & Stop
33ckv2k9kxo8	Tertiary Road	Drea Road	Vehicles not following the one way street signs. Vehicles making a U-Turn and parking the wrong way.	Motor Vehicle	Sign Violations
					Red Light & Stop
3w7ujp7m2nc9	Secondary Road	Stevens Creek Boulevard	Garbage truck running red light	Motor Vehicle	Sign Violations
			Many cars don't stop completely at the traffic stops. Many pickup trucks from Homedepot are speeding		Red Light & Stop
	Local Street	Kim Street	through the intersection. Some vehicles go the wrong direction in the 1 way street on Kim st.	Motor Vehicle	Sign Violations
					Red Light & Stop
	Local Street	Shadygrove Drive	Cars do not stop at this intersection and there is no crosswalk delineation for kids crossing the street.	wotor vehicle	Sign Violations
			Cars racing through the corner at night. Loud and dangerous, especially if there are pedestrians. The situation		Red Light & Stop
	Local Street	Vista Drive	did not improve even with the safety cones installed last year.	Motor Vehicle	Sign Violations
	Local Street			WOLDI VEIIICIE	Sign violations
					Red Light & Stop
	Local Street	Fort Baker Drive	Many motorists running the stop sign at Ft. Baker, traveling east on Hyannisport.	Motor Vehicle	Sign Violations
					Red Light & Stop
	Local Street	Vista Dr	People driving up Vistada towards Lawson Middle School do not stop at this stop sign.	Motor Vehicle	Sign Violations
					Red Light & Stop
	Tertiary Road	John Dr	People don't stop at this stop sign	Motor Vehicle	Sign Violations
				Pedestrian,	
	Secondary Road	Stevens Creek Blvd	Many speeding cars reported here.	Bicyclist	Speeding
	Secondary Road	Budd Rd	Cars speed, and don't stop at this stop-controlled intersection.	Motor Vehicle	, ,
3xwd2yvp2k7	Tertiary Road	Linda Vista Drive	Speeding traveling downhill on Linda Vista Drive.		Speeding
ud677lee3a3	Secondary Road	Bollinger Road	design here is very conducive to speeding, and there's a lot of fast traffic. not safe for walkers and bikers	Motor Vehicle	Speeding
37joc8ks8mi6	Secondary Road	Stelling Road	speeding cars	Motor Vehicle	Speeding
Bec69gue4t84	Tertiary Road	Larry Way	People drive fast down this street. We need speed bumps.	Motor Vehicle	Speeding
Bec69gue4t84	Tertiary Road	North Blaney Avenue	People drive very fast down this stretch, using it is a shortcut. We need speed bumps installed		
	Tout tour D				INDOOD IDD
ž	Tertiary Road	Lucille Avenue	People drive fast down this street. We need speed bumps installed,	Motor Vehicle	Speeding
4ttu8r8mig6	Secondary Road	Bubb Road	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross	Motor Vehicle	Speeding
4ttu8r8mig6 7zx67hdw2a23	Secondary Road Tertiary Road	Bubb Road Finch Avenue	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch.	Motor Vehicle Motor Vehicle	Speeding Speeding
14ttu8r8mig6 7zx67hdw2a23 126z6zcn4ww6	Secondary Road Tertiary Road Secondary Road	Bubb Road Finch Avenue Bubb Road	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed.	Motor Vehicle Motor Vehicle Motor Vehicle	Speeding Speeding Speeding
44ttu8r8mig6 7zx67hdw2a23 426z6zcn4ww6	Secondary Road Tertiary Road	Bubb Road Finch Avenue	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed. Unsafe Speeding	Motor Vehicle Motor Vehicle	Speeding Speeding Speeding
44ttu8r8mig6 7zx67hdw2a23 426z6zcn4ww6 46zbm92u46h9	Secondary Road Tertiary Road Secondary Road Secondary Road	Bubb Road Finch Avenue Bubb Road Rainbow Drive	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed. Unsafe Speeding Quarry trucks on this steep downhill routinely go at speeds that are too fast to stop - they would skid past the	Motor Vehicle Motor Vehicle Motor Vehicle Motor Vehicle	Speeding Speeding Speeding Speeding
44ttu8r8mig6 7zx67hdw2a23 426z6zcn4ww6 46zbm92u46h9	Secondary Road Tertiary Road Secondary Road	Bubb Road Finch Avenue Bubb Road	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed. Unsafe Speeding Quarry trucks on this steep downhill routinely go at speeds that are too fast to stop - they would skid past the bottom of the hill. This is a disaster waiting to happen.	Motor Vehicle Motor Vehicle Motor Vehicle	Speeding Speeding Speeding Speeding
44ttu8r8mig6 7zx67hdw2a23 426z6zcn4ww6 46zbm92u46h9	Secondary Road Tertiary Road Secondary Road Secondary Road	Bubb Road Finch Avenue Bubb Road Rainbow Drive	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed. Unsafe Speeding Quarry trucks on this steep downhill routinely go at speeds that are too fast to stop - they would skid past the bottom of the hill. This is a disaster waiting to happen. I believe the speed limit is too high on Stevens Creek Blvd. I would like to see the speed limit lowered from 35	Motor Vehicle Motor Vehicle Motor Vehicle Motor Vehicle	Speeding Speeding Speeding Speeding
3ec69gue4t84 44ttu8r8mig6 7zx67hdw2a23 426z6zcn4ww6 46zbm92u46h9 4zv32hks3bb4	Secondary Road Tertiary Road Secondary Road Secondary Road	Bubb Road Finch Avenue Bubb Road Rainbow Drive	Speeding since no stop signs. not yield to pedestrians on Regnant and Bubb cross There should be a stop sign here. Motorists do not stop for students crossing Finch. during the school time. cars speed. Unsafe Speeding Quarry trucks on this steep downhill routinely go at speeds that are too fast to stop - they would skid past the bottom of the hill. This is a disaster waiting to happen.	Motor Vehicle Motor Vehicle Motor Vehicle Motor Vehicle	Speeding Speeding Speeding Speeding

			La Mar Drive is a straight shot with absolutely no traffic control, aside from the two radar speed signs which		
			don't really do anything to discourage speeding. There should be at least some traffic calming put in place		
4hue8shj62da	Secondary Road	South Blaney Avenue	here.	Motor Vehicle	Speeding
6c9bgn2czr39	Secondary Road	North Blaney Avenue	Speeding is an issue here - We need a dynamic speed sign.	Motor Vehicle	Speeding
4tz4awf4fpw3	Secondary Road	North Blaney Avenue	Speeding is a problem here	Motor Vehicle	Speeding
9je8lla69r43	Secondary Road	Rainbow Drive	Unsafe speeding and cars don't stop at stop signs.	Motor Vehicle	Speeding
9je8lla69r43	Secondary Road	Rainbow Drive	Unsafe speeding - Need speed feed back signs.	Motor Vehicle	Speeding
			Too much traffic for a local road and speeding on this roadway segment (between Tilson and Johnson on		
4yr4c9ehd4ha	Tertiary Road	Wunderlich Drive	Wunderlich)	Motor Vehicle	Speeding
6fc3npk3hb7a	Secondary Road	Stevens Creek Boulevard	Orange SUV speeding in the mornings on the weekends	Motor Vehicle	Speeding
	Stevens Creek				
98zsv9yii8ea	Boulevard	Stevens Creek Boulevard	Speeding	Motor Vehicle	Speeding
			Many people roll through the red light to Stevens Creek Blvd from Bubb Rd. It is very dangerous for the traffic		
			coming from the west of the Stevens Creek Blvd, both for pedestrians and cyclists. I would like to suggest		
7ii48vm2nsu9	Secondary Road	Stevens Creek Boulevard	making it NO TURN ON RED from Bubb Rd turning right to Stevens Creek Blvd.	Motor Vehicle	Speeding
	,		Cars often roll the right on red from Northbound Deanza onto Bollinger and from Bollinger onto Northbound		
8v3dz77jlc86	Secondary Road	South De Anza Boulevard	Deanza	Motor Vehicle	Speeding
2wp7snn6to73	Tertiary Road	Gardena Drive	speeding. we need speed bumps.	Motor Vehicle	Speeding
3d6mdp8anm38	Secondary Road	McClellan Road	Speeding traffic coming from Foothill Blvd.	Motor Vehicle	Speeding
	···· / ···				
6hy9j6lcb8o7	Secondary Road	Prospect Road	Most cars in Prospect rd & Via Roncole are speeding! Most cars. Please take measures to control the speeding.	Motor Vehicle	Speeding
4h9k77j697n7	Tertiary Road	Calle de Barcelona	unsafe speeding	Motor Vehicle	Speeding
			People come into the neighborhood here at high speeds and then make a U-turn to get out of the		
			neighborhood. I've seen quite a few accidents and near-accidents over the years. This might be a good place		
			for some speed bumps, narrowing the road where Newsom terminates into Wunderlich, Putting a stop sign at		
			the end of Newsom, something so this is not a broad sweep for folks to whip around. Or just shut it off		
7si94i9w98c4	Local Street	Newsom Avenue	entirely? Wunderlich and Bollinger is such a problematic intersection.	Motor Vehicle	Speeding
	Local Street	East Estates Dr	People speed through E Estates and use it as a cut through.	Motor Vehicle	Speeding
			Cars drive too fast on November, probably using it as shortcut between Stelling and McLellan, especially during	Wotor Venicie	opecomb
	Local Street	November Drive	commute times.	Motor Vehicle	Speeding
	20001001000		Slip lane with car speeding up to freeway speed does not work well for crossing. Need a right angle turn for		opecanig
	Tertiary Road	Wolfe Road	cars, just like on Winchester on ramp.	Motor Vehicle	Speeding
	rential y noud				opecanig
			We need to provide a stop sign or yield sign for vehicles going east or west bound on Homestead Road		
	Local Street	Sweet Oak Street,	because bikers are prone to accidents at the intersection between Homestead Street and Sweet Oak Street.	Motor Vehicle	Speeding
	Tertiary Road	North Blaney Avenue	Speeding. Especially after the bridge cars are going down. Bump or hump would help		Speeding
	Tertiary Road	Phil Lane	Cars often do not slow down or stop here, especially when turning from Phil onto Stendhal.	Motor Vehicle	Speeding
			Cars are speeding over the speed limit here, making it dangerous for cars going southbound on Estates Dr		
	Secondary Road	Bollinger Road	trying to turn right onto Bollinger	Motor Vehicle	Speeding
			Speeding cars, lack of sidewalks for pedestrians, pedestrians walking on wrong side of street, lack of speed		
	Tertiary Road	Mann Dr, Meadowview Ln	limit signs, lack of humps to slow traffic.	Pedestrian	Speeding
	rential y noud		Speeding down road segments, drivers do not obey the uncovered 15mph sign. They fly down from top of	- cucoti iui	opecanig
			rainbow and sterling road bend corner at about 40 mph, drivers skid through my drive way while turning		
			rainbow Drive at 7330 rainbow Drive Apt3 is I the current tennat that is very much concerned why responsible		
			drivers can not obey the residential street and the amount of pedestrians a d children walking this very busy		
			street. The peak time of all this non stop behavior is ruffle from 7am to 9pm then after 4pm to about 6pm		
			hours usually around the am and pm work/ weekends is variable mostly Saturdays around 10pm and Fridays.		
			My children have felt unsafe crossing the road unfortunately and we have almost gotten struck by ignorant		
			drivers who don't even care to see pedestrians and they keep up the speed to intimidate us. Sherrifs office has		
	Tortion, Dead	Painhow Dr. Cardenside La	been told about the concern. Sargent at the patrol units of Roads etc will be told to monitor rainbow Drive to	MotorVabial	Speeding
	Tertiary Road	Rainbow Dr, Gardenside Ln	be more efficient on prioritize spee	Motor Vehicle	speeding

	Socondary Poad	Stevens Creek Boulevard	The intersection of DeAnza and Stevens Creek is particularly dangerous for pedestrian crossings. The road speeds are too high on both these streets and drivers turning right many times fail to yield to pedestrians. I have personally come close to getting hit by an auto. The Cupertino Pedestrian plan recognizes the danger of this intersection to pedestrians but fails to recommend any changes	Pedestrian	Speeding
	Secondary Road	Stevens Creek Boulevard	I live on Prospect Raceway, or should I say Road, and we have unbelievably fast speeders on my street. And they do not stop for pedestrians. I know that David Stillman is working on this, but in the meantime, it is	Pedesthan	Speeding
			extremely unsafe. PLEASE DO SOMETHING NOW! Just come over sometime and check out just how bad it is.		
	Local Street	Prospect Road	Thank you.	Motor Vehicle	Speeding
	Primary Rd	Foothill Expressway	Cars don't have a good view of the cross walk and are often speeding on the downhill of Foothill Expressway	Motor Vehicle	Speeding
3hl8rvb4hdy9	Local Street	Alves Drive			Unknown
2l8his8ef269	Secondary Road	Merritt Drive			Unknown
2l8his8ef269	Tertiary Road	Clearcreek Court			Unknown
218his8ef269	Secondary Road	South Stelling Road			Unknown
3gt2iet88p73	Tertiary Road	Imperial Avenue			Unknown
8m3afj8fvc99	Tertiary Road	Seven Springs			Unknown
8tk27lkx7wa4	Tertiary Road	Alves Drive			Unknown
4xt976jhn9n6	Tertiary Road	Kirwin Lane			Unknown
4wj2dmt6wmf6	Secondary Road	Homestead Road			Unknown
7srt6vlz7gs9	Secondary Road	Bubb Road			Unknown
8t7noc4moy2a	Secondary Road	McClellan Road			Unknown
8foi2864uau3	Secondary Road	McClellan Road			Unknown
2yfj3y7lbe99	Tertiary Road	Orange Avenue			Unknown
9b6pas9ukp9f	Tertiary Road	South De Anza Boulevard			Unknown
	Local Street	Lazaneo Drive			Unknown
	Tertiary Road	Pheasant Road			Unknown
	Tertiary Road	Calle de Barcelona			Unknown
	Tertiary Road	South Blaney Avenue			Unknown
	Primary Rd	West Valley Freeway			Unknown
	Local Street	Hyannisport Dr			Unknown
			East bound cars that stop here to turn left to enter Estates Dr. get rear ended due to the reduced visibility of		
	Tertiary Road	East Estates Drive	the curve of Bollinger.	Motor Vehicle	Visibility/Lighting
			Going Southbound on Estates Dr trying to turn right to go west on Bollinger, the visibility of cars coming west		
	Tertiary Road	East Estates Drive	on Bollinger is blind due to the curve of Bollinger.	Motor Vehicle	Visibility/Lighting
	Local Street	Loree Avenue	Need an overhead light at Loree and Calvert.	Motor Vehicle	Visibility/Lighting
			Taking right/left on to bollinger road from Alderbrook road is unsafe. The visibility is restricted from parked		
	Local Street	Alderbrook Lane	cars on the bollinger side walk	Motor Vehicle	Visibility/Lighting
			Blind spot here. There should be no parking at all. When cars are parked there, you can't quite see the road		
2j3dla9ciw78	Tertiary Road	English Oak Way	and on coming traffic.	Motor Vehicle	Visibility/Lighting
			There should be no parking on this side of the road. When both sides of the road is parked with cars, the road	1	
			narrows into a one vehicle road. One car often has to stop on one side to let the other pass.		
			There is one 'No Parking' sign further up the street but there rest are 'No Parking on 1st and 3rd Tuesdays of		
2j3dla9ciw78	Tertiary Road	English Oak Way	the month' during certain hours.	Motor Vehicle	Visibility/Lighting

SUMMARY OF PUBLIC OUTREACH

COMMUNITY WORKSHOP MEETING MINUTES

Date: October 4, 2023 **Time:** 6:00 p.m. to 7:00 p.m.

Attendees:

City of Cupertino – Residents, David Stillman, Prashanth Dullu TJKM – Ruta Jariwala, Mark Doty, Devyani Padubidri

Meeting Notes:

- 1. David Stillman (City of Cupertino) began the meeting with an introduction to the project, its purpose, and the team members involved.
- 2. Mark Doty (TJKM) described the purpose of the community meeting, covering various topics:
 - Introductions
 - Vision Zero concept
 - Goals & Vision Zero Process
 - Collision Analysis and Trends
 - High Injury Network
 - Profile and Countermeasures
 - Open Discussion
 - Next Steps
- 3. Mark Doty (TJKM) explained how the 2023 City of Cupertino's Local Roadway Safety Plan (LRSP) serves as a baseline and informs the Vision Zero project, focusing on fatal and severe injuries.
- 4. Mark Doty (TJKM) provided an overview of Vision Zero, its principles, and its international success.
- 5. The Safe Systems Approach and its guiding principles were discussed.
- 6. The benefits of Vision Zero, including data-driven decision-making and grant opportunities, were highlighted.
- 7. The project schedule and milestones were presented, outlining the steps from data collection to the Vision Zero report.
- 8. The need for Vision Zero in Cupertino was emphasized due to the growing number of collisions, especially involving vulnerable road users.
- 9. Findings from the Collision Analysis (2012 2021) were shared.
- 10. Mark Doty (TJKM) presented maps showing fatal and severe collisions and KSI collision trends by year.
- 11. The concept of the High Injury Network was introduced, identifying problem areas.

- 12. Nine collision profiles were discussed
- 13. Mark Doty (TJKM) delved into the first collision profile, "Pedestrian & bicyclists are most vulnerable," and discussed countermeasures.
- 14. The different categories of the countermeasure toolbox were introduced, including roadway design, pedestrian safety, bicyclist safety, operations and signal timing, speed management, signage and marking, education and public awareness and enforcement.
- 15. A summary of the collision profiles was presented.
- 16. The project website and a QR code for community involvement were introduced.
- 17. The meeting was opened to open discussions.
- 18. Resident Comment 1: Is it possible that most of the collisions are caused by motor vehicles colliding with pedestrians and bicyclists?
 - a. Project Team's Response: We've examined collision trends between 2012 and 2021 and found that 60 percent of fatal and severe injury collisions involve collisions between motor vehicles and pedestrians or bicyclists.
- 19. Resident Comment 2: As a longtime resident, avid biker, and a participant in Walk-Bike Cupertino
 - a. Comment 1: It appears that the primary focus in recent years has been on commuter traffic from South-Bay to North-Bay (Mountain-View, Sunnyvale, etc.), emphasizing the efficiency of travel to work. However, this seems counterproductive to creating safe routes in and around the city.
 - b. Comment 2: The "right on red" function at many intersections seems to be a real problem in terms of deciding when to proceed and when not to. Removing the right-turn on red option might be a solution.
- 20. Resident Comment 3: Interested in knowing if most severe collisions involve motor vehicles colliding with pedestrians and motorcyclists. Lowering the speed limits could be a solution. Has the team considered studying the speed limit changes implemented in Sweden and adopting similar strategies in Cupertino?
 - a. Project Team's Response: We have explored Vision Zero implementations in Sweden and other California cities. We've assembled a countermeasure toolbox that includes measures such as lowering speed limits. Depending on the specific circumstances, the city will consider and implement relevant countermeasures.
- 21. Resident Comment 4: It's important to clarify that when we mention bicycle collisions, it often involves motor vehicles hitting bicycles rather than the other way around. This should be acknowledged and discussed in more detail. It seems that the majority of our discussions center around countermeasures that don't focus on managing motor vehicles. What about initiatives like eliminating right turns on red and implementing speed tables near schools to slow down cars, rather than solely addressing bicyclists and pedestrians?

- a. Project Team's Response: Vision Zero and the Safe System Approach address potential issues within the transportation system, encompassing pedestrians, bicyclists, and motorists. We recognize that individuals in various modes of transport can make mistakes, and our aim is to create a system that accounts for these mistakes and reduces the severity of collisions. It's the responsibility of policymakers, planners, the city, and the community to proactively work on reducing these collisions. We are presenting one of the nine collision profiles and have compiled an extensive countermeasure toolbox. The ultimate goal is to enhance safety across the entire transportation system.
- 22. Resident Comment 5: NHTSA research indicates that if a pedestrian is hit by a car traveling at 20 mph, there is a 5% chance of getting killed. This probability increases to 40% at 30 mph, 80% at 40 mph, and 100% at 50 mph. Many streets in our area have speeding cars. We should design infrastructure to slow down traffic.
 - a. Project Team's Response: All countermeasures, including those addressing right turns on red, reducing speed limits, narrowing lanes, and implementing road diets, are incorporated into this plan.
- 23. Resident Comment 6: Will the presentation and data be available for public review? In reference to the near-miss collision report at the Stelling and Ryan intersection that was submitted to the City, we assume the City has received this request, and we are following up with the City.
 - a. City's Response: We have received the comment and will incorporate it into the Vision Zero Study as we proceed with the process. Although we don't have a dedicated solution at this point, we will examine the factors involved and integrate them into the final recommendations of the plan. The City will also reach out to the individual to discuss how to implement recommendations outside of the Vision Zero effort.
- 24. Resident Comment 7: As our city experiences more development, such as the Oaks Center, De Anza, Valco, and other high-density residences, are you taking these into account when encouraging more biking and ensuring safe routes for walking and biking in the community?
 - a. Project Team's Response: This plan is a living document, and our team will continue to evaluate and implement measures as needed. A task force will be established to facilitate ongoing evaluations, identify hotspots, assess the effectiveness of countermeasures, and determine the suitability of additional measures.
- 25. Resident Comment 8: Are we going to wait for another fatality, or can we use the abundance of data that highlights the danger of speed? Most fatalities result from motor vehicles colliding with pedestrians and bicyclists. How can we reduce the severity of these collisions beyond simply lowering speed limits?

- a. Project Team's Response: We are utilizing data to apply for grants to secure funding for measures such as radar feedback signs and high friction pavement treatments at 18 locations. The city has already received a \$3.2 million grant through the LRSP process. We are continually evaluating data and applying for grants to implement safety measures in the city.
- 26. Resident Comment 9: Have you conducted surveys to determine how many people in the city don't feel safe biking or walking?
 - a. Project Team's Response: We have conducted public surveys and received 400 responses.
- 27. Mark Doty (TJKM) informed the community about the Next Steps, which include:
 - Identifying Priority Project Locations
 - Identifying Funding Sources
 - Developing an Implementation Plan
 - Reviewing the draft Vision Zero Action Plan, which will be made available on the website
- 28. Resident Comment 10: Will the draft report be presented to the Bicycle and Pedestrian Commission before the City Council?
 - a. Project Team's Response: Yes, it will. Please note that there will be a second community meeting for the project, with the date to be determined.
- 29. David Stillman (City of Cupertino) concluded the meeting.

CITY OF CUPERTINO VISION ZERO ACTION PLAN

SPEED

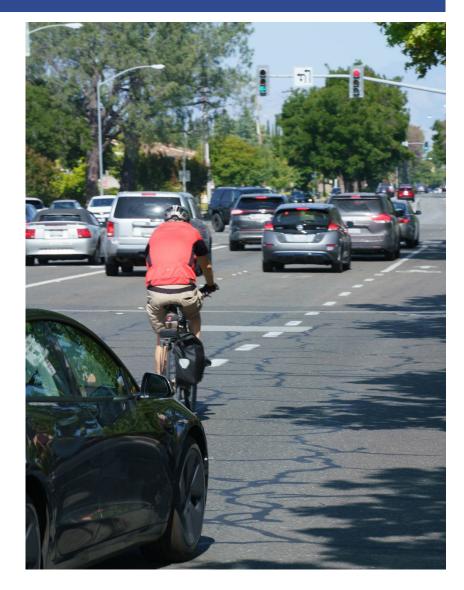
BIKE ROUTE

COMMUNITY MEETING

OCTOBER 4, 2023

PURPOSE OF TODAY'S MEETING

- Introductions
- What is Vision Zero?
- Goals & Process of Vision Zero
- Collision Analysis and Trends
- High Injury Network
- Profiles and Countermeasures
- Open Discussion
- Next Steps





HOW TO USE ZOOM This meeting is being recorded Free Zoom app Zoom Group Chat \sim zoom $\bullet \bullet \bullet$ How to send us your questions and feedback? 8 <u>^</u> ^ **2** 1 \bigcirc Leave Stop Video Participants Share Screen Join Audio Chat Record Reactions Use the chat feature to send us To: Everyone 🗸 Type message here...



INTRODUCTION

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- David Stillman, Transportation Manager
- Prashanth Dullu, Assistant Engineer

TJKM Transportation Consultants:

- Ruta Jariwala, Principal Engineer
- Mark Doty, Project Manager
- Gary W. Schatz, Senior Planner
- Devyani Padubidri, Assistant Transportation Planner





FROM LRSP VISION ZERO

- In 2022 the City of Cupertino developed its Local Roadway Safety Plan (LRSP)
- It identified safety projects and developed a countermeasure toolbox
- Stakeholder and community input was crucial in shaping the LRSP.
- Building on past planning efforts, LRSP insights help inform Vision Zero.

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EFFORTS

SAFETY

STREET

EXISTING

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- Parks and Recreation System Master Plan (2020)
- Pedestrian Transportation Plan (2018)
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WHAT IS VISION ZERO?



VISION-4=: TONETWORK

Cities that have adopted Vision Zero (Source: Vision Zero Network)

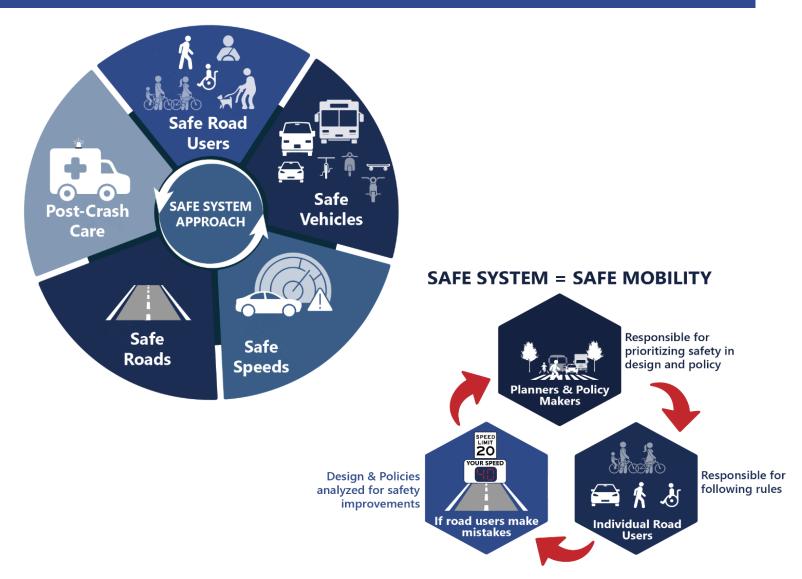
- Vision Zero combines a belief in zero traffic fatalities with proactive strategies for safer roads.
- It stems from a deep belief that no one should endure death or severe injury on our streets, extending that value to all individuals.
- Vision Zero's comprehensive strategy aims to eliminate fatal and severe injury crashes, promoting safe, equitable mobility for everyone.
- This approach prioritizes safety and **inclusivity in road planning** and design, regardless of age, ability, identity, or mode of travel.
- Originating in Sweden, Vision Zero has seen success in Europe and is gaining momentum in various U.S. jurisdictions.



SAFE SYSTEMS APPROACH

Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



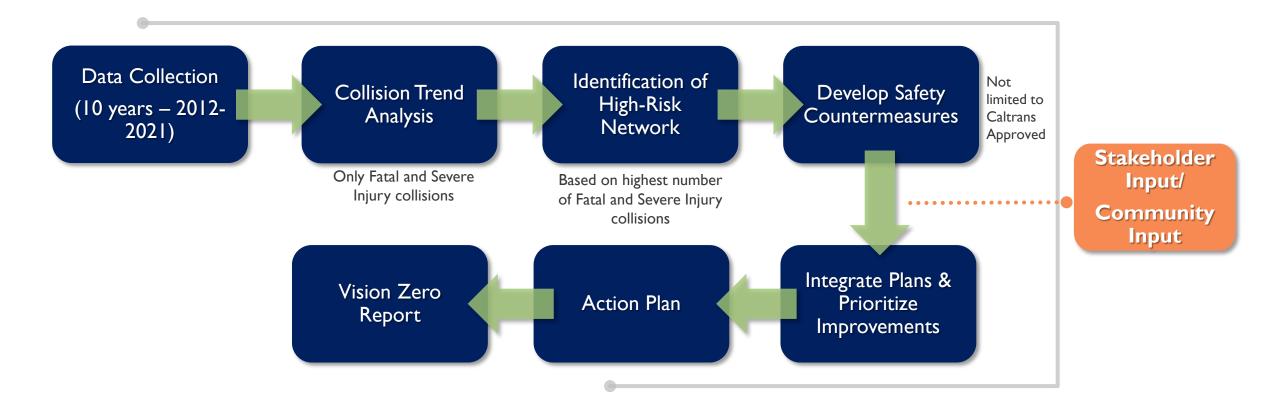


BENEFITS OF VISION ZERO

- Data driven approach to identify, analyze, and prioritize roadway safety improvements
- Considers stakeholder and community feedback to identify additional traffic safety related concerns
- Allows the City to implement a systemic approach to address collisions
- Tailored to the City's and Community specific traffic safety needs – based on the data
- Implementation: City is eligible to apply for grants (OBAG and Safe Streets for All (SS4A))

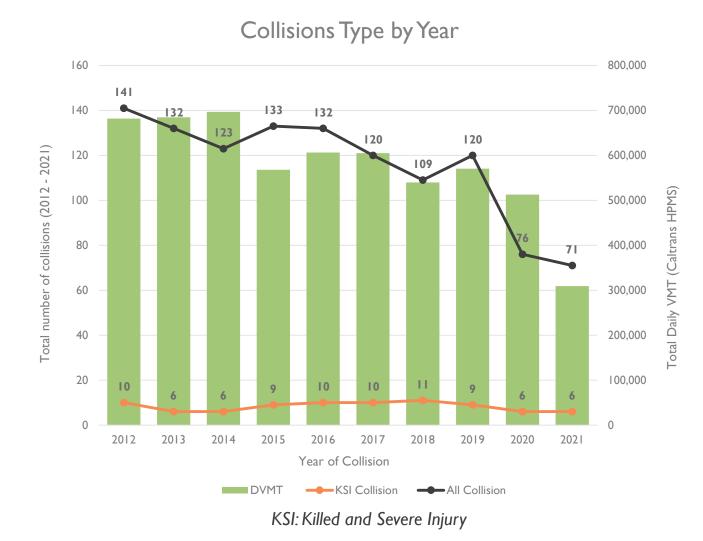


VISION ZERO PROCESS





WHY DOES CUPERTINO NEED VISION ZERO ?



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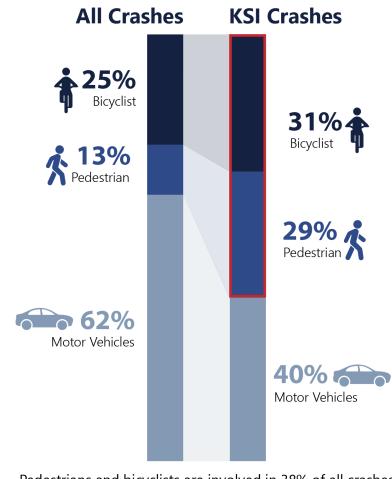
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- Despite traffic signals, intersections pose a risk of fatal and severe injuries, emphasizing the need for a comprehensive strategy.
- Cupertino's Vision Zero plan aims to create safer streets through various measures, prioritizing safety for all.
- The goal is to eliminate traffic fatalities and severe injuries, as they are preventable incidents with no acceptable loss of life.

WHY DOES CUPERTINO NEED VISION ZERO ?

Pedestrians and cyclists constitute 60% of severe and fatal crashes. Risk of serious crashes persists at intersections, despite traffic signals.

- Comprehensive Safety Strategy: Vision Zero prioritizes safe streets, infrastructure improvements, lower speed limits, public education, and law enforcement.
- Safer Streets for All: Cupertino aims to create safer streets and reduce trafficrelated fatalities and injuries, acknowledging that no loss of life is acceptable.

MOST VULNERABLE TRAVELERS



Pedestrians and bicyclists are involved in 38% of all crashes, but account for **60%** of serious injuries or fatalities.



COLLISION ANALYSIS

SPEED BUMP

BIKE ROUTE

COLLISION TRENDS (2012 – 2021)



Cupertino saw **1157** collisions between 2012 and 2021 including **83** KSI Collisions



88% of pedestrian and bicycle KSI collisions occurred at intersections



Victims between 25 - 64 years represent **58%** of KSI collisions involving pedestrian and bicyclists



55% of pedestrian and bicycle KSI collisions occurred at signalized intersections

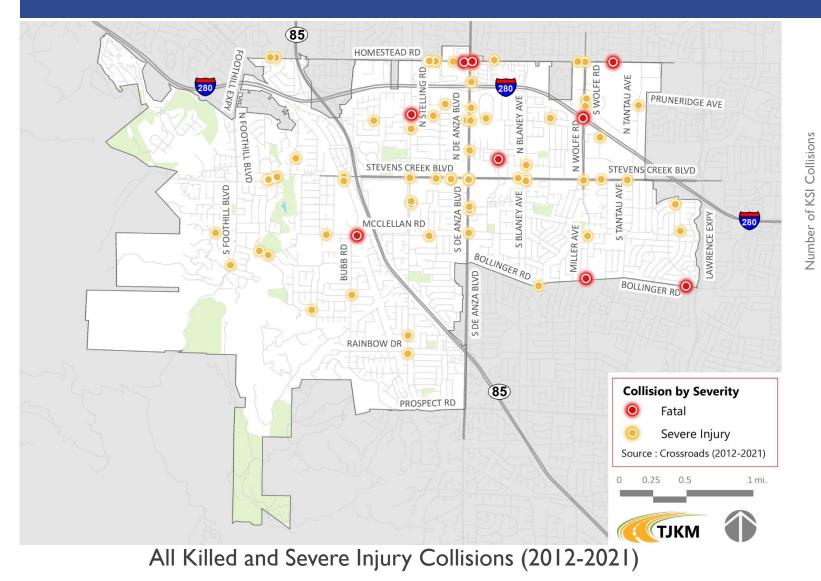


36% of all collisions involved pedestrian and bicycle yet pedestrian and bicycle collisions comprise **60%** of KSI collisions



Pedestrian and bicycle KSI collisions were most likely to occur in the late afternoon or evening. **56%** of the collisions occur between 4 P.M. and 10 P.M.

FOCUSING ON FATALITIES AND SEVERE INJURIES



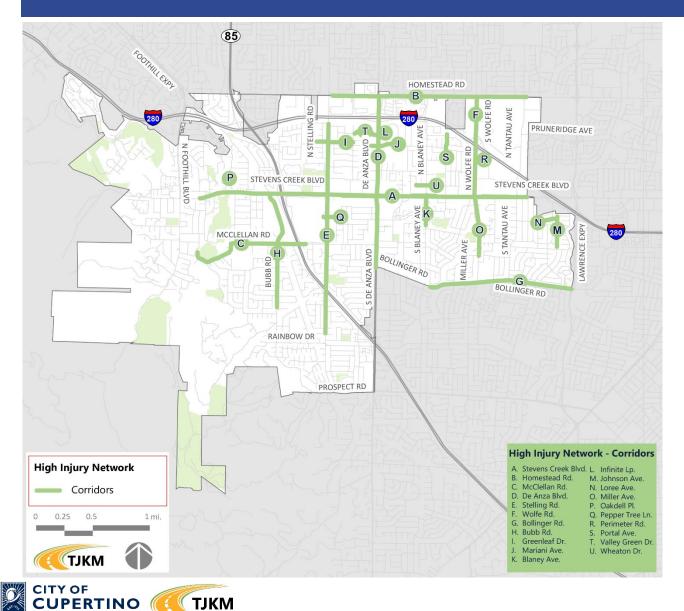
KSI Collisions by Year 16 12 0 8 6 4 0 2017 2012 2013 2014 2015 2016 2018 2019 2020 2021 Year of Collision

Fatal Severe Injury

Between 2012 and 2021 there were **nine** fatalities and **74** severe injuries reported.

CITY OF

HIGH-INJURY CORRIDORS (2012-2021)



The roadways that had the highest number of collisions include:

- Stevens Creek Boulevard
- Homestead Road
- McClellan Road
- De Anza Boulevard
- Stelling Road
- Wolfe Road
- Bollinger Road

HIGH-INJURY INTERSECTIONS (2012-2021)



The intersections that had fatalities and multiple severe injury crashes are:

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- Bandley Drive & Stevens Creek Boulevard
- Cupertino Road & Stevens Creek Boulevard
- Stevens Creek Boulevard & De Anza Boulevard
- Blaney Avenue & Stevens Creek Boulevard
- De Anza Boulevard & Mariani Avenue
- De Anza Boulevard & Rodrigues Avenue

COLLISION PROFILES

- The City of Cupertino has identified top nine collision profiles that emphasizes the trends observed in crashes resulting in people being killed or seriously injured (KSI).
- These profiles are developed through the analysis of collision data and relevant environmental factors.
- Each profile identifies a collision type that is considered a priority concern.
- Accompanying each profile are safety countermeasures that are most applicable to the specific crash and location context.
- These countermeasures, which include engineering, education, and enforcement strategies, form a toolbox of safety interventions that the City of Cupertino will utilize to implement projects tailored to address unique safety issues.



COLLISION PROFILES



Pedestrian & bicyclist within the city are most vulnerable



Unsafe speeds



Driving under influence



Majority of pedestrian and bicycle collisions occur at intersections



Teenagers biking near schools and parks



Majority of bicycle collisions are broadside collisions



Pedestrian violation led to majority of pedestrian collisions

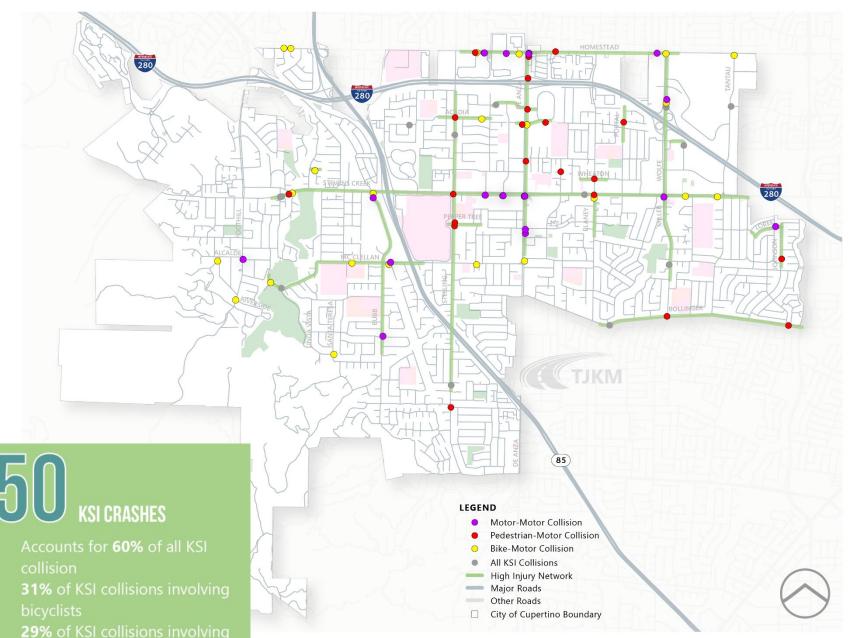


Majority of bicycle collision occur due to violation of automobile right-of-way



Collisions near transit stops

Profiles 1 : PEDESTRIAN & BICYCLIST ARE MOST VULNERABLE



MARKED CROSSWALKS



Effectively decrease the occurrence of collisions along high risk corridors

EFFICACY:

PEDESTRIAN REFUGE ISLANDS

Provide a safe space for pedestrians to pause between traffic



EFFICACY:

PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY:



Offers pedestrians and bicyclists a clear path to cross the street more safely.

EFFICAC COST:

EFFICACY:

SHARE THE ROAD AWARENESS PROGRAM



Create a Share the Road Awareness Program for motorist, bicyclist and pedestrians that is easily accessible.

EFFICACY: COST: COST: COMPLEXITY: COMPLEX: COMPLEXITY: COMPLEXITY: COMPLEXITY:



TRAFFIC SAFETY DIVERSION PROGRAM For bicycle and pedestrian traffic violations providing access to safety courses and programs centered on biking and walking

EFFICACY: COST: COMPLEXITY: COMPLEX: COMPLEXITY: COMPLEXITY: COMPLEXITY: COMPL

19

COUNTERMEASURE TOOLBOX



ROADWAY DESIGN



PEDESTRIAN SAFETY



BICYCLIST SAFETY



OPERATIONS AND SIGNAL TIMING



SPEED MANAGEMENT



SIGNAGE AND MARKING



EDUCATION AND PUBLIC AWARENESS



ENFORCEMENT



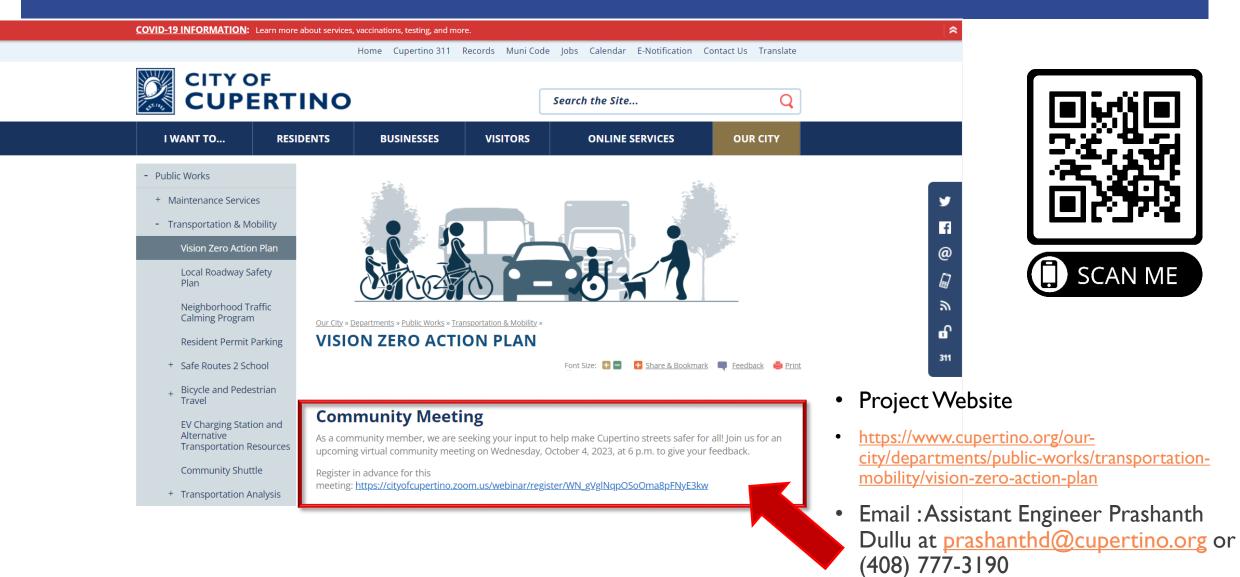
COLLISION PROFILES – SUMMARY

COLLISION PROFILE	% OF ALL KSI (# OF ALL KSI)	% OF AUTO KSI (# OF AUTO KSI)	% OF BICYCLE KSI (# OF BICYCLE KSI)	% OF ALL PEDESTRIAN (# OF PEDESTRIAN KSI)
1. Pedestrians & Bicyclists are most vulnerable	60% (50)		100% (27)	100% (24)
2. Unsafe Speeds	10% (8)	19% (6)	7% (2)	
3. Improve intersection safety for all	88% (73)	47% (15)	85% (22)	100% (24)
4. Pedestrian code violation	10% (8)			33% (8)
5. Majority of bike collisions are broadside collisions	11% (9)		33% (9)	
6. Teenagers biking and walking near schools and parks	10% (8)		19% (5)	13% (3)
7. Driving under influence	5% (4)			
8. Bicycle collisions & automobile right-of-way violation	7% (6)		22% (6)	
9. Collisions near transit stops	13% (12)	9% (3)	15% (4)	

Please Note: Due to the possibility of a single collision being classified under multiple profiles, the figures in the table do not total up to 100%. In cases where a cell lacks a KSI percentage, it signifies that there were zero KSI collisions recorded for the indicated mode within that particular profile.



STAKEHOLDER AND COMMUNITY OUTREACH





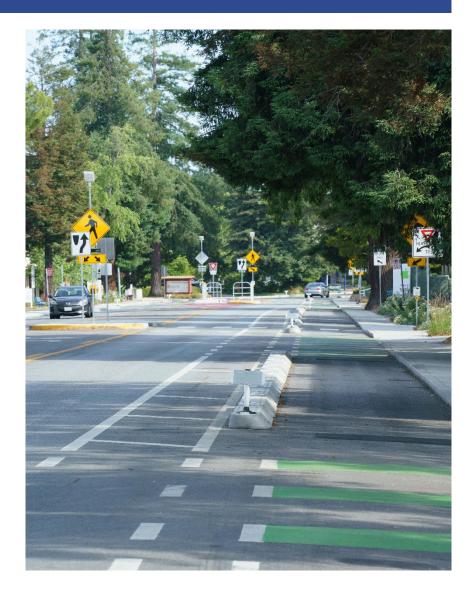


SPEED

BIKE ROUTE

NEXT STEPS

- Identify Priority Project Locations
- Identify Funding Sources
- Develop an Implementation Plan
- Draft Vision Zero Action Plan





THANK YOU !

CITY OF CUPERTINO



SUMMARY OF PUBLIC OUTREACH STAKEHOLDER MEETING MINUTES

Date: September 28, 2023 **Time:** 6:00 p.m. to 7:00 p.m.

Attendees:

City Department staff: Public Works and Planning.

- 1. David Stillman, Transportation Manager
- 2. Cherie Walkowiak, Safe Routes to School Coordinator
- 3. Prashanth Dullu, Assistant Engineer
- 4. Danielle Condit, Associate Planner (Planning Department)

County Department staff: Sheriff and Fire.

- 1. Jeremy Belligan
- 2. Brad Fox

Bicycle and Pedestrian Committee.

- 1. Ilango Ganga
- 2. John Zhao

City's public Outreach Representative.

1. Kavitha Aravindhan, Community Outreach Specialist

School District Representatives from CUSD and FUSD.

- 1. Stacy yao
- 2. Isabel Chadinha

Walk Bike Cupertino.

1. Erik Lindskog

TJKM

- 1. Ruta Jariwala
- 2. Mark Doty
- 3. Devyani Padubidri

Meeting Notes:

1. Opening Remarks

• The meeting commenced at 6:00 p.m. with introductions from all attendees.

2. Continuous Data Collection and Monitoring

- Ilango Ganga inquired about continuous data collection and analysis.
- Vision Zero Team responded that a taskforce will be created for monitoring, and the VZ Action Plan will guide data collection, analysis, and effectiveness measures.

3. Countermeasures Implementation

- John Zhao asked about the implementation of countermeasures like bulb-outs and curb extensions, especially around McClellan and Cupertino High School intersections.
- Vision Zero Team stated that cameras for near misses can be installed and LRSP comments are integral to the plan.

4. Infrastructure Safety

• Erik Lindskog emphasized that making infrastructure safe should be the primary goal.

5. Near Misses at Signalized Intersections

- Ilango Ganga suggested recording near misses at signalized intersections and including ITS components, pedestrian detection, and other avoidance infrastructure while considering privacy issues.
- Vision Zero Team replied that active pedestrian detection technology is not currently being pursued but could be considered in the future. Cameras at Bubb and McClellan are being evaluated for reliable information.

6. Community Engagement and Communication Support

• Kavitha Aravindhan highlighted the need for community engagement through education and effective communication support.

7. Countermeasures and Quick Build Programs

• Ilango Ganga inquired about the list of countermeasures and the inclusion of Quick Build Programs, and asked about quarterly meetings for project monitoring and data collection.

• Vision Zero Team mentioned that they are finalizing countermeasures and considering quick builds. Quarterly meetings for ongoing monitoring and data collection will be looked into.

8. Focus on Policies

• Erik Lindskog noted that the focus should be more on policies rather than specific sites.

CITY OF CUPERTINO VISION ZERO ACTION PLAN

SPEED

BUMP

BIKE ROUTE

STAKEHOLDER MEETING

SEPTEMBER 28, 2023

PURPOSE OF TODAY'S MEETING

- Introductions
- What is Vision Zero?
- Goals & Process of Vision Zero
- Your Role as a Safety Champion
- Collision Analysis and Trends
- High Injury Network
- Profiles and Countermeasures
- Open Discussion
- Next Steps





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WHAT IS VISION ZERO?



VISION-44: TONETWORK

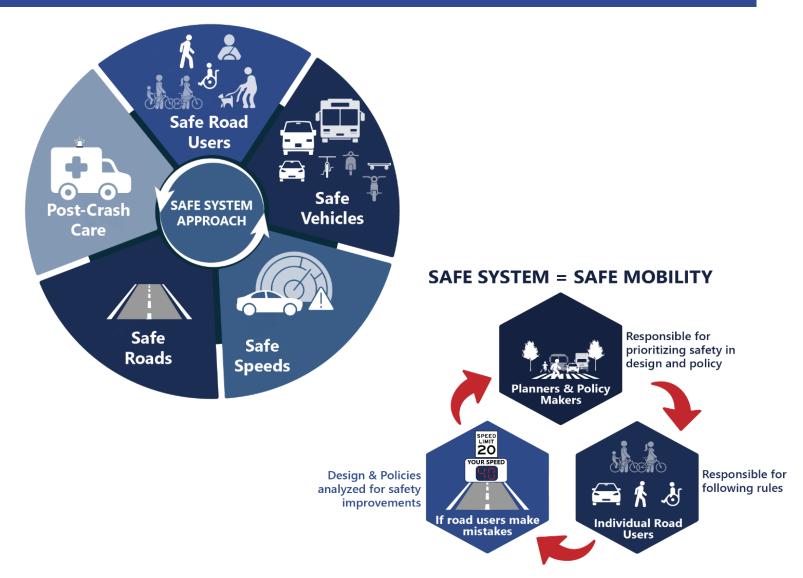
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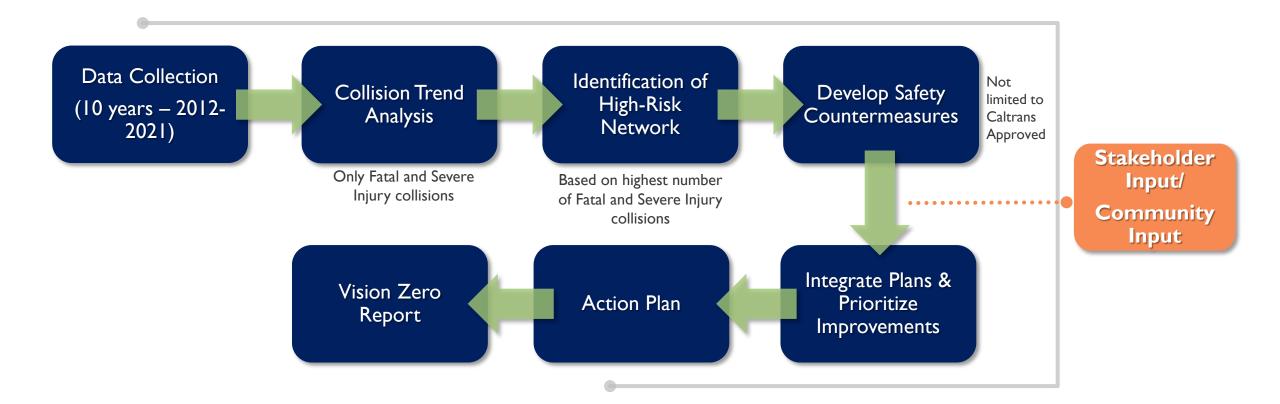
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- Implementation: City is eligible to apply for grants (OBAG and Safe Streets for All (SS4A))

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VISION ZERO PROCESS





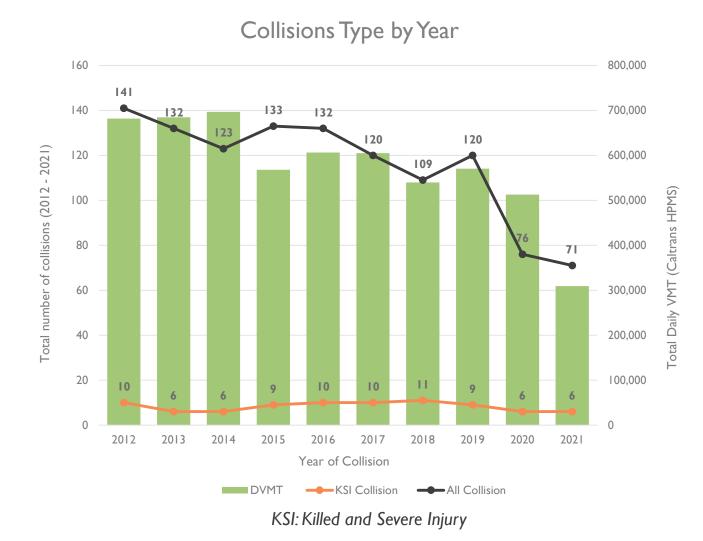
YOUR ROLE AS A SAFETY CHAMPION!

- Contribute to shaping the Vision Zero's goals and objectives.
- Discuss traffic safety concerns and issues.
- Relay community members' feedback and input.
- Share insights regarding recently implemented safety measures.
- Inform the community about project details, fostering awareness and engagement.
- Collaborate in prioritizing safety strategies.
- Aid in monitoring the program's progress and assessing the benefits of implemented measures.
- Stay engaged and well-informed about the project's developments!
- Review the draft Vision Zero Action Plan





WHY DOES CUPERTINO NEED VISION ZERO ?



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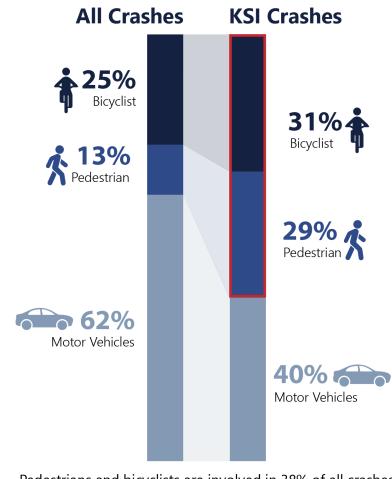
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BIKE ROUTE

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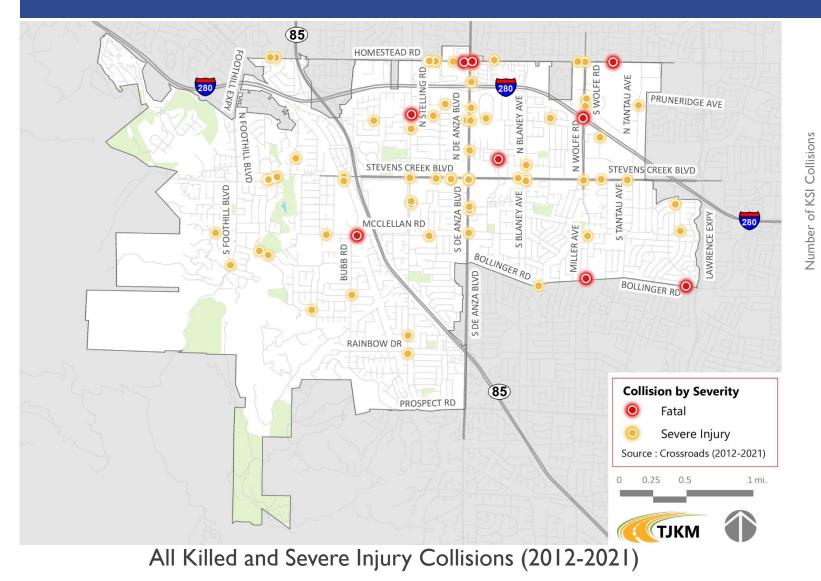


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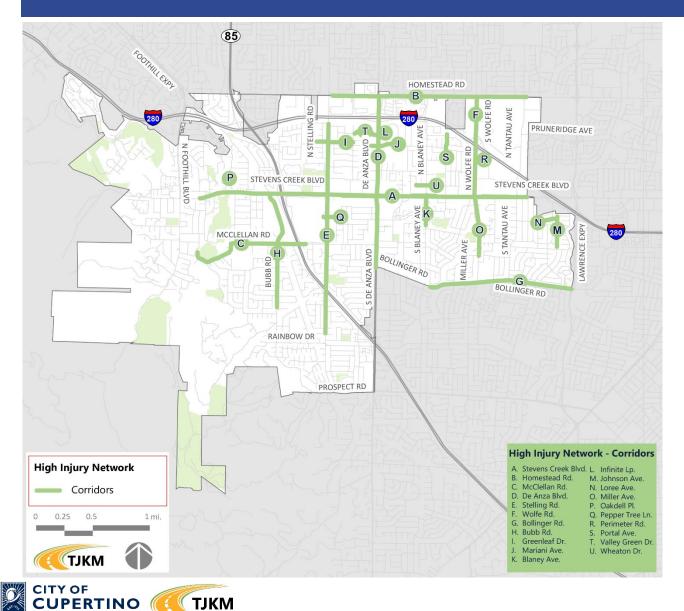
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CITY OF

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- Accompanying each profile are safety countermeasures that are most applicable to the specific crash and location context.
- These countermeasures, which include engineering, education, and enforcement strategies, form a toolbox of safety interventions that the City of Cupertino will utilize to implement projects tailored to address unique safety issues.



COLLISION PROFILES



Pedestrian & bicyclist within the city are most vulnerable



Unsafe speeds



Driving under influence



Majority of pedestrian and bicycle collisions occur at intersections



Teenagers biking near schools and parks



Majority of bicycle collisions are broadside collisions



Pedestrian violation led to majority of pedestrian collisions

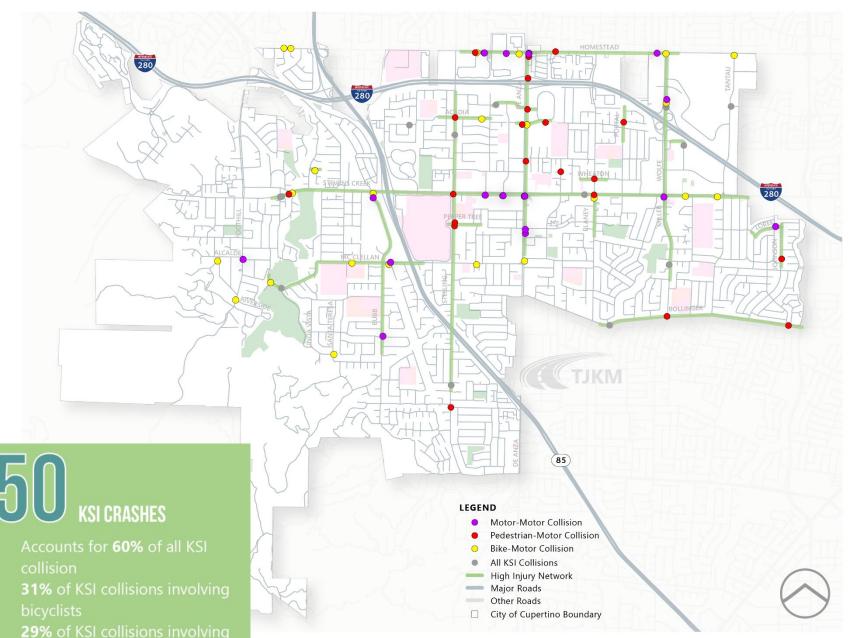


Majority of bicycle collision occur due to violation of automobile right-of-way



Collisions near transit stops

Profiles 1 : PEDESTRIAN & BICYCLIST ARE MOST VULNERABLE



MARKED CROSSWALKS



Effectively decrease the occurrence of collisions along high risk corridors

EFFICACY:

PEDESTRIAN REFUGE ISLANDS

Provide a safe space for pedestrians to pause between traffic



EFFICACY:

PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY:



Offers pedestrians and bicyclists a clear path to cross the street more safely.

EFFICAC COST: COMPL

EFFICACY:

SHARE THE ROAD AWARENESS PROGRAM



Create a Share the Road Awareness Program for motorist, bicyclist and pedestrians that is easily accessible.

EFFICACY: COST: COST: COMPLEXITY: COMPLEX: COMPLEXITY: COMPLEXITY: COMPLEXITY:



TRAFFIC SAFETY DIVERSION PROGRAM For bicycle and pedestrian traffic violations providing access to safety courses and programs centered on biking and walking

EFFICACY: COST: COMPLEXITY: COMPLEX: COMPLEXITY: COMPLEXITY: COMPLEXITY: COMPLEXITY: COMPL

19

COUNTERMEASURE TOOLBOX



ROADWAY DESIGN



PEDESTRIAN SAFETY



BICYCLIST SAFETY



OPERATIONS AND SIGNAL TIMING



SPEED MANAGEMENT



SIGNAGE AND MARKING



EDUCATION AND PUBLIC AWARENESS



ENFORCEMENT



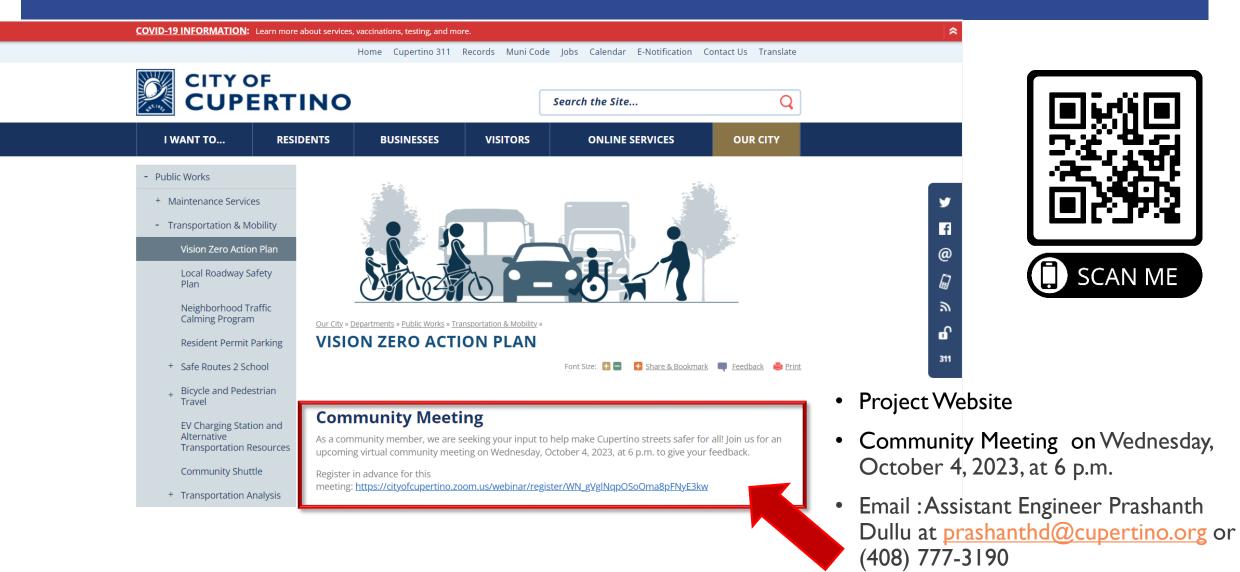
COLLISION PROFILES – SUMMARY

COLLISION PROFILE	% OF ALL KSI (# OF ALL KSI)	% OF AUTO KSI (# OF AUTO KSI)	% OF BICYCLE KSI (# OF BICYCLE KSI)	% OF ALL PEDESTRIAN (# OF PEDESTRIAN KSI)
1. Pedestrians & Bicyclists are most vulnerable	60% (50)		100% (27)	100% (24)
2. Unsafe Speeds	10% (8)	19% (6)	7% (2)	
3. Improve intersection safety for all	88% (73)	47% (15)	85% (22)	100% (24)
4. Pedestrian code violation	10% (8)			33% (8)
5. Majority of bike collisions are broadside collisions	11% (9)		33% (9)	
6. Teenagers biking and walking near schools and parks	10% (8)		19% (5)	13% (3)
7. Driving under influence	5% (4)			
8. Bicycle collisions & automobile right-of-way violation	7% (6)		22% (6)	
9. Collisions near transit stops	13% (12)	9% (3)	15% (4)	

Please Note: Due to the possibility of a single collision being classified under multiple profiles, the figures in the table do not total up to 100%. In cases where a cell lacks a KSI percentage, it signifies that there were zero KSI collisions recorded for the indicated mode within that particular profile.



STAKEHOLDER AND COMMUNITY OUTREACH





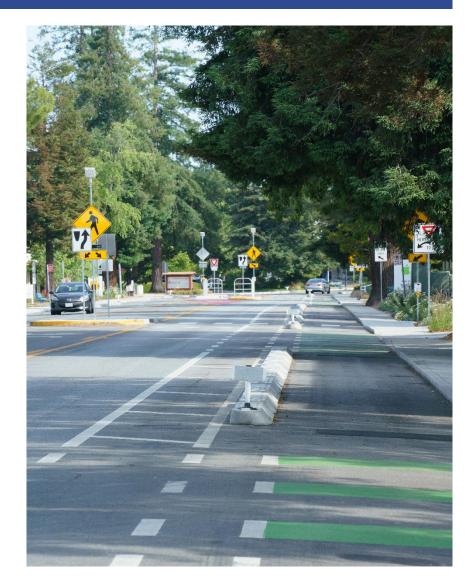


SPEED

BIKE ROUTE

NEXT STEPS

- Identify Priority Project Locations
- Community Outreach October 4th, 2023
- Identify Funding Sources
- Develop an Implementation Plan
- Draft Vision Zero Action Plan





YOUR ROLE AS A SAFETY CHAMPION!

- Contribute to shaping the Vision Zero's goals and objectives.
- Discuss traffic safety concerns and issues.
- Relay community members' feedback and input.
- Share insights regarding recently implemented safety measures.
- Inform the community about project details, fostering awareness and engagement.
- Collaborate in prioritizing safety strategies.
- Aid in monitoring the program's progress and assessing the benefits of implemented measures.
- Stay engaged and well-informed about the project's developments!
- Review the draft Vision Zero Action Plan





THANK YOU !

CITY OF CUPERTINO



CITY OF CUPERTINO VISION ZERO ACTION PLAN

SPEED

BIKE ROUTE

COMMUNITY MEETING #2

JANUARY 23, 2024

PURPOSE OF TODAY'S MEETING

- Introductions
- What is Vision Zero?
- Collision Analysis
- Countermeasure Toolbox and Profiles
- Action Plan
- Vision Zero Programs, Partnerships, Data Collection
- Open Discussion
- Next Steps





INTRODUCTION

City of Cupertino:

- David Stillman, Transportation Manager
- Prashanth Dullu, Assistant Engineer

TJKM Transportation Consultants:

- Ruta Jariwala, Principal Engineer
- Mark Doty, Project Manager
- Gary W. Schatz, Senior Planner
- Devyani Padubidri, Assistant Transportation Planner





FROM LRSP VISION ZERO

- In 2022 the City of Cupertino developed its Local Roadway Safety Plan (LRSP)
- It identified safety projects and developed a countermeasure toolbox
- Stakeholder and community input was crucial in shaping the LRSP.
- Building on past planning efforts, LRSP insights help inform Vision Zero.

- Local Roadway Safety Plan (LRSP) (2022)
- City of Cupertino's Climate Action Plan 2.0 (2022)
- Bollinger Road Corridor Safety Study (2021)
- Transportation Study Guidelines (2021)

EFFORTS

SAFETY

STREET

EXISTING

- Parks and Recreation System Master Plan (2020)
- Pedestrian Transportation Plan (2018)
- 2016 Bicycle Transportation Plan (2016)
- General Plan 2040 Chapter 5: Mobility Element (2015)
- VTP2040: The Long-Range Transportation Plan for Santa Clara County
- Safe Route To School Program
- City of Cupertino School Walk Audit Report



WHAT IS VISION ZERO?

- Vision Zero combines a belief in zero traffic fatalities with proactive strategies for safer roads.
- It stems from a deep belief that no one should endure death or severe injury on our streets, extending that value to all individuals.
- Vision Zero's comprehensive strategy aims to eliminate fatal and severe injury crashes, promoting safe, equitable mobility for everyone.
- This approach prioritizes safety and **inclusivity in road planning** and design, regardless of age, ability, identity, or mode of travel.
- Originating in Sweden, Vision Zero has seen success in Europe and is gaining momentum in various U.S. jurisdictions.



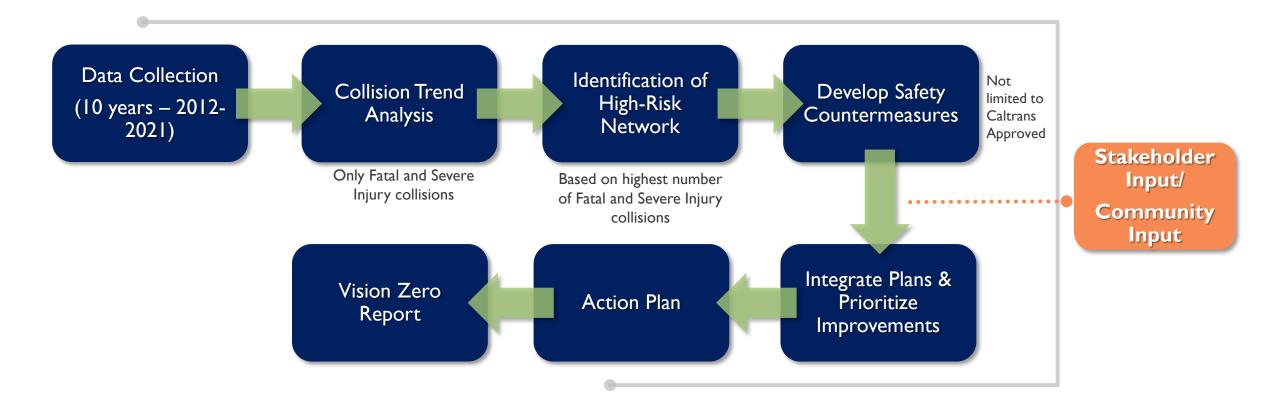
ENEFITS

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- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial
- Data driven approach to identify, analyze, and prioritize roadway safety improvements
- Considers **stakeholder and community feedback** to identify additional traffic safety related concerns
- Allows the City to implement a systemic approach to address collisions
- Tailored to the City's and **Community specific traffic safety needs** – based on the data
- Implementation: City is eligible to apply for grants (OBAG and Safe Streets for All (SS4A))



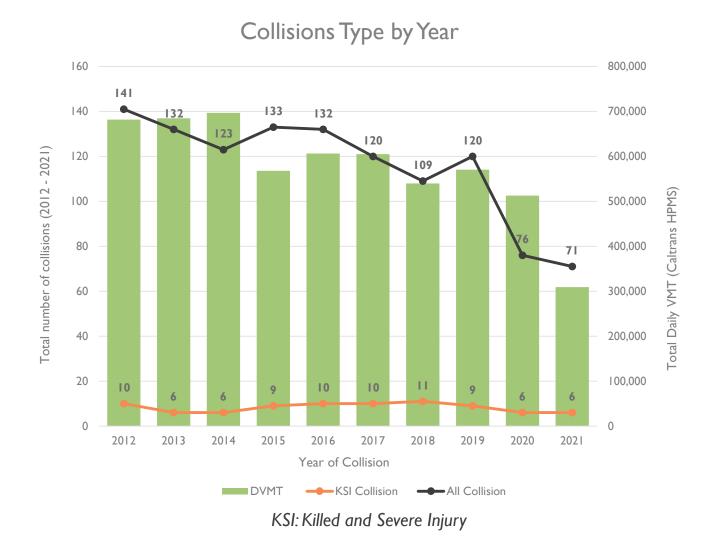
VISION ZERO PROCESS





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WHY DOES CUPERTINO NEED VISION ZERO ?



TY OF

CUPERTINO 🥚

TJKM

- With one crash every three days, Cupertino's road safety is a growing concern, especially for vulnerable users.
- Despite traffic signals, intersections pose a risk of fatal and severe injuries, emphasizing the need for a comprehensive strategy.
- Cupertino's Vision Zero plan aims to create safer streets through various measures, prioritizing safety for all.
- The goal is to eliminate traffic fatalities and severe injuries, as they are preventable incidents with no acceptable loss of life.

COLLISION ANALYSIS

SPEED BUMP

BIKE ROUTE

COLLISION TRENDS (2012 – 2021)



Cupertino saw **1157** collisions between 2012 and 2021 including **83** KSI Collisions



88% of pedestrian and bicycle KSI collisions occurred at intersections



Victims between 25 - 64 years represent **58%** of KSI collisions involving pedestrian and bicyclists



55% of pedestrian and bicycle KSI collisions occurred at signalized intersections

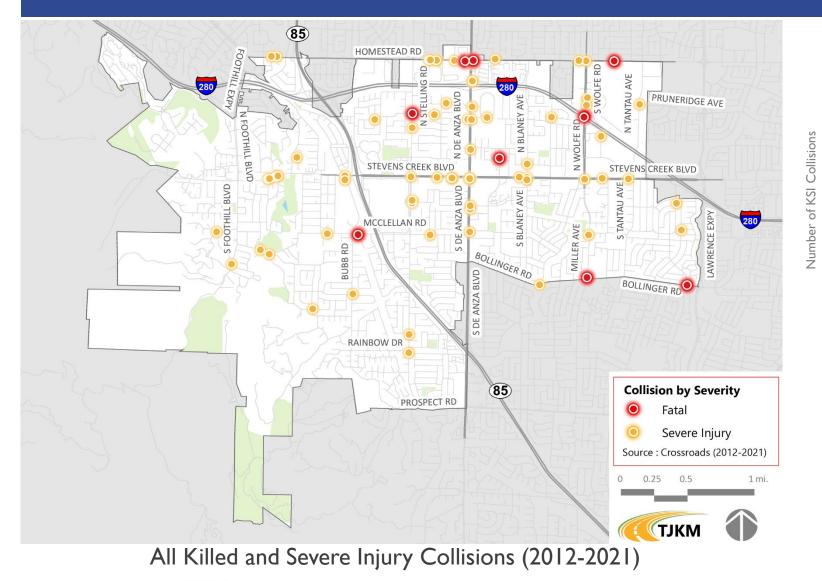


38% of all collisions involved pedestrian and bicycle yet pedestrian and bicycle collisions comprise **60%** of KSI collisions



Pedestrian and bicycle KSI collisions were most likely to occur in the late afternoon or evening. **56%** of the collisions occur between 4 P.M. and 10 P.M.

FOCUSING ON FATALITIES AND SEVERE INJURIES

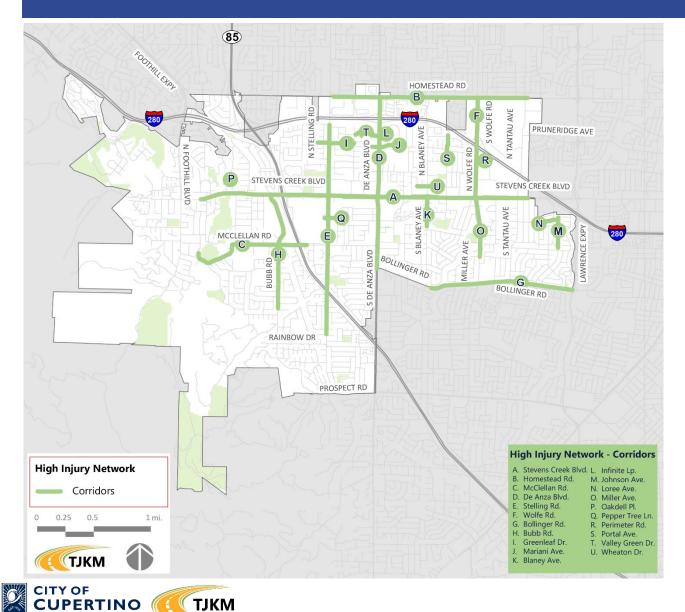


KSI Collisions by Year 16 12 0 8 6 4 0 2017 2012 2013 2014 2016 2018 2020 2021 2015 2019 Year of Collision

Fatal Severe Injury

 Between 2012 and 2021 there were nine fatalities and 74 severe injuries reported.

HIGH-INJURY CORRIDORS (2012-2021)



The roadways that had the highest number of collisions include:

- Stevens Creek Boulevard
- Homestead Road
- McClellan Road
- De Anza Boulevard
- Stelling Road
- Wolfe Road
- Bollinger Road

HIGH-INJURY INTERSECTIONS (2012-2021)



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The intersections that had fatalities and multiple severe injury crashes are:

- De Anza Boulevard & Homestead Road.
- Bandley Drive & Stevens Creek Boulevard
- Cupertino Road & Stevens Creek Boulevard
- Stevens Creek Boulevard & De Anza Boulevard
- Blaney Avenue & Stevens Creek Boulevard
- De Anza Boulevard & Mariani Avenue
- De Anza Boulevard & Rodrigues Avenue

COLLISION PROFILES

- The City of Cupertino has identified top nine collision profiles that emphasizes the trends observed in crashes resulting in people being killed or seriously injured (KSI).
- These profiles are developed through the analysis of collision data and relevant environmental factors.
- Each profile identifies a collision type that is considered a priority concern.
- Accompanying each profile are safety countermeasures that are most applicable to the specific collision and location context.
- These countermeasures, which include engineering, education, and enforcement strategies, form a toolbox of safety interventions that the City of Cupertino will utilize to implement projects tailored to address unique safety issues.



COLLISION PROFILES



PROFILE 1: Pedestrian & bicyclist are most vulnerable



PROFILE 2: Unsafe speeds



PROFILE 3: Improve intersection safety for all



PROFILE 4: Pedestrian code violation



PROFILE 5: Majority of bicycle collisions are broadside collisions



PROFILE 6: Teenagers biking near schools and parks



PROFILE 7: Driving under influence



PROFILE 8: Bicycle collisions and automobile right-of-way violation



PROFILE 9: Collisions near transit stops



COUNTERMEASURE TOOLBOX



ROADWAY DESIGN



PEDESTRIAN SAFETY



BICYCLIST SAFETY



OPERATIONS AND SIGNAL TIMING



SPEED MANAGEMENT



SIGNAGE AND MARKING



EDUCATION AND PUBLIC AWARENESS



ENFORCEMENT

COUNTERMEASURE TOOLBOX - ROADWAY DESIGN

SAFETY LIGHTING EFFICACY:

COST:

ROADWAY AND INTERSECTION









CURB EXTENSIONS & BULB





RAISED INTERSECTIONS
EFFICACY:



OUTS

EFFICACY:

COST:

COMPLEXITY:











RAISED MEDIANS EFFICACY: COST:





COUNTERMEASURE TOOLBOX – PEDESTRIAN SAFETY



MARKED CROSSWALKS









HIGH VISIBILITY CROSSWALKS **ADVANCED STOP OR YIELD SIGNS** EFFICACY: COST: COMPLEXITY:

















COUNTERMEASURE TOOLBOX – BICYCLIST SAFETY



BIKE INTERSECTION MARKING EFFICACY: E COST: COMPLEXITY: COMPLEXITY COMPLEXITY COMPLEXITY C



SIGNAL DETECTION AND ACTUATION EFFICACY: COST: COMPLEXITY:



COMPLEXITY:

COST:



	ZE BIKE LANES I-STREET PARKING
EFFICACY	(:
COST:	
COMPLEX	ITY:











BUFFERED BIKE LANES

COST:



SHARED USE TRAIL & BICYCLE PATH EFFICACY: COST: COMPLEXITY: COMPLEXITY COMPLEX



COUNTERMEASURE TOOLBOX – OPERATIONS AND TIMING



ADAPTIVE PEDESTRIAN SIGNAL TIMING EFFICACY: COST: COST: COMPLEXITY: COMPLEXITY

COMPLEXITY:





SIGNAL DETECTION & ACTUATION PED COUNTDOWN SIGNAL HEAD EFFICACY:











MODIFIED INTERSECTION STOP-CONTROL EFFICACY: EFFICACY: COST: COMPLEXITY: COMPL



SIGNAL TIMING & PHASING IMPROVEMENTS EFFICACY:





LASHING YELLOW
IGHT TURN SIGNAL
FICACY:
OMPLEXITY:



COUNTERMEASURE TOOLBOX - SPEED MANAGEMENT



VEHICLE SPEED FEEDBACK SIGN EFFICACY: COST: COMPLEXITY:

SCHOOL	
SPEED LIMIT	
15	

REDUCED SPEED SCHOOL ZONE EFFICACY: COST: COMPLEXITY:



AUTOMATED SPEED ENFORCEMENT EFFICACY: COST: COMPLEXITY:





/	

SPEED CUSHIONS, SPEED HUMPS **& SPEED TABLES**



IMPROVE HIGH FRICTION SURFACE TREATMENT





MAST ARM EFFICACY: COST: COMPLEXITY:



COUNTERMEASURE TOOLBOX





STOP











PARKING RESTRICTION A	Т
EFFICACY:	



ENFORCEMENT EFFICACY: COST: COMPLEXITY:

EDUCATIONAL INITIATIVES OVER CITATIONS EFFICACY: COST: COMPLEXITY:

TRAFFIC SAFETY DIVERSION PROGRAM
EFFICACY:
COST:

RED LIGHT VIOLATION CAMERAS
EFFICACY:
COST:
COMPLEXITY:



COUNTERMEASURE TOOLBOX - EDUCATION







RAPID RESPONSE SAFETY COMMUNICATION PROTOCOL

EFFICACT:	
COST:	
COMPLEXITY:	



SAFE ROUTES TO SCHOOL PROGRAM EFFICACY: COST: COMPLEXITY:





	VISION ZERO TRAINING
3	MANUAL
5	EFFICACY:
	COST:



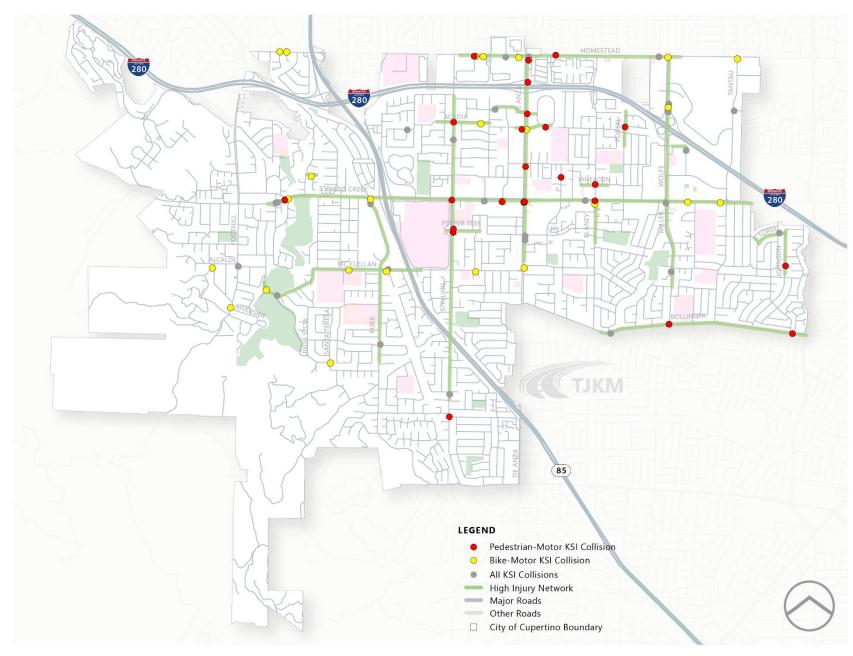


ALCOHOL USE DISORDER (AUD) **ASSESSMENT & TREATMENT PROGRAMS**

EFFICACY: COST: COMPLEXITY:



Profiles 1 : PEDESTRIAN & BICYCLIST ARE MOST VULNERABLE



MARKED CROSSWALKS

Effectively decrease the occurrence of collisions along high risk corridors

EFFICACY: COST: COMPLEXITY:

PEDESTRIAN REFUGE ISLANDS

Provide a safe space for pedestrians to pause between traffic



EFFICACY: COST:

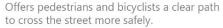
PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY: COST: COMPLEXITY:

RECTANGULAR RAPID FLASHING BEACON



to cross the street more safely.



EFFICACY: COST: COMPLEXITY:

SHARE THE ROAD AWARENESS PROGRAM



Create a Share the Road Awareness Program for motorist, bicyclist and pedestrians that is easily accessible. EFFICACY:

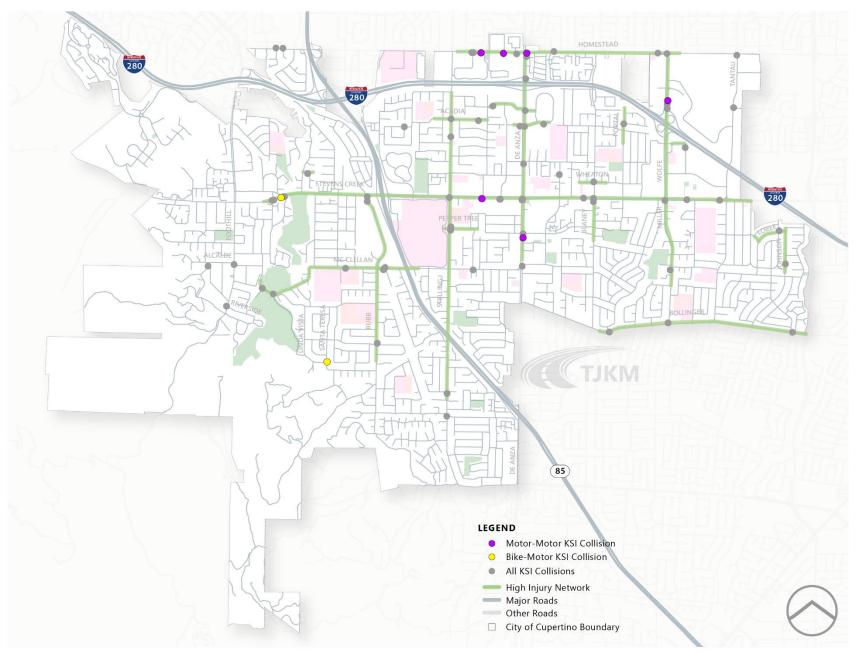
COST: COMPLEXITY:

TRAFFIC SAFETY DIVERSION PROGRAM

For bicycle and pedestrian traffic violations providing access to safety courses and programs centered on biking and walking

EFFICACY: COST: COMPLEXITY:

Profiles 2 : UNSAFE SPEED



PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY: COST: COMPLEXITY:



YOUR

SPEED

SCHOOL

SPEED

LIMIT

15

EFFICACY: COST:

VEHICLE SPEED FEEDBACK SIGN



EFFICACY: COST: COMPLEXITY:

SPEED CUSHIONS, HUMP AND TABLE

Traffic calming devices that reduce vehicle speeds



EFFICACY: COST: COMPLEXITY:

REDUCED SPEED SCHOOL ZONE

Reduction in speed limits in school zones reduces vehicular speeds and fatal and injury collisions

EFFICACY: COST: COMPLEXITY:

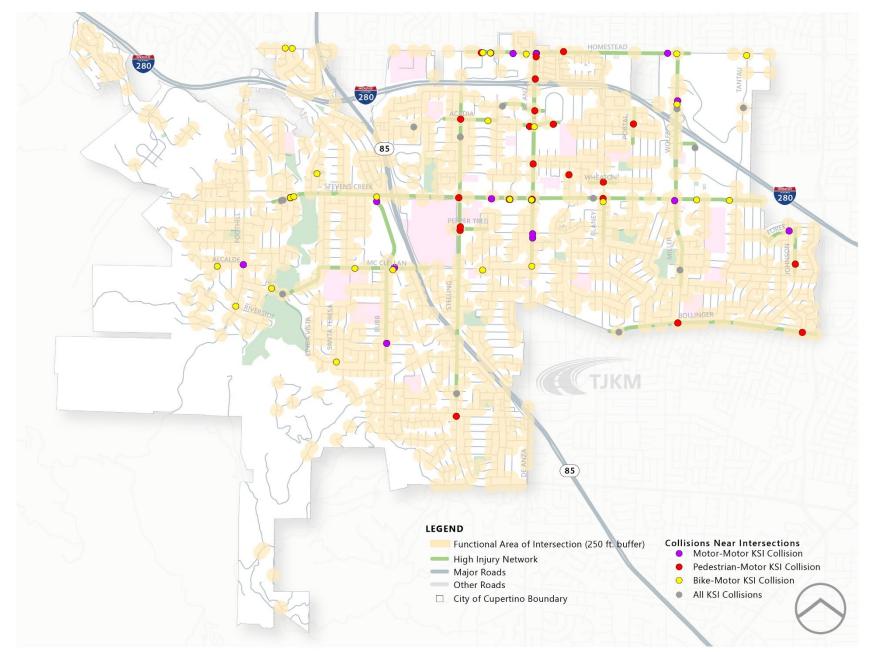
AUTOMATED SPEED ENFORCEMENT

Automated sensors linked to cameras detect red-light running and speeding, resulting in mailed citations to violators.

COMPLEXITY:

EFFICACY: COST:

Profiles 3 : IMPROVE INTERSECTION SAFETY FOR ALL



BIKE INTERSECTION MARKING



EFFICACY: COST: COMPLEXITY:

MARKED CROSSWALKS

Effectively decrease the occurrence of collisions along high risk corridors



EFFICACY: COMPLEXITY:





Sensor detects when pedestrian are present in a crossing and automatically increases crossing time when necessary

EFFICACY: COST: COMPLEXITY:



RAISED CROSSWALK

Reduce vehicle speeds and enhance the pedestrian crossing environment.

EFFICACY: COST: COMPLEXITY:

LANE RECONFIGURATION

Reapportion the street to reduce excessive speeding and better serve all road users.



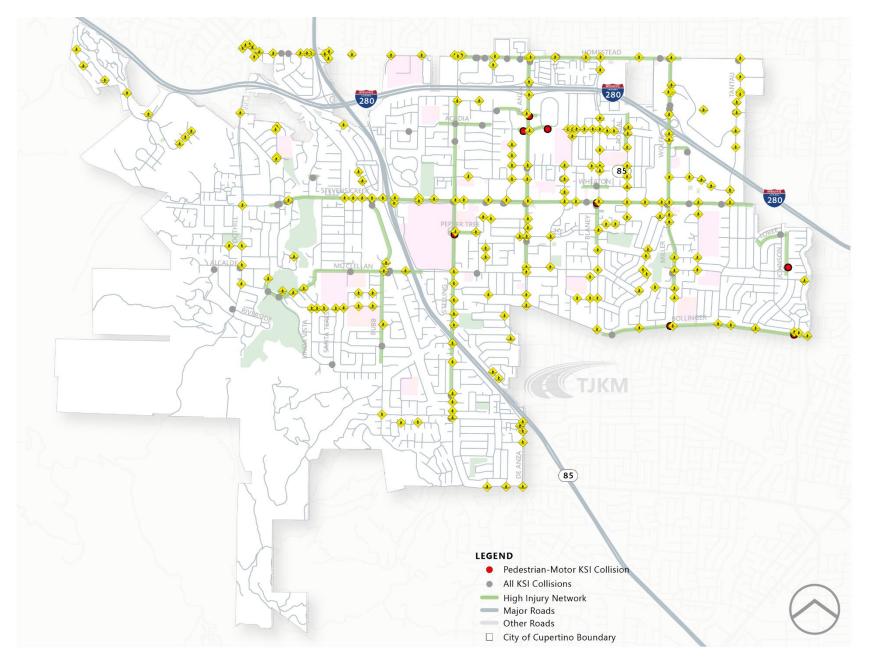
EFFICACY: COST: COMPLEXITY:

ROUNDABOUTS

Proven safety countermeasure that reduces speeds and crash potential while better serving all roadway users

EFFICACY: COST: COMPLEXITY:

Profiles 4 : PEDESTRIAN CODE VIOLATION



MARKED CROSSWALKS

Effectively decrease the occurrence of collisions along high risk corridors

EFFICACY: COST: COMPLEXITY:



Decreases accidents involving them during nighttime and increases awareness and response time. EFFICACY:

ADAPTIVE PEDESTRIAN SIGNAL TIMING



SHARE THE

ROAD

Sensor detects when pedestrian are present in a crossing and automatically increases crossing time when necessary

EFFICACY: COST: COMPLEXITY:

SHARE THE ROAD AWARENESS PROGRAM

Create a Share the Road Awareness Program for motorist, bicyclist and pedestrians that is easily accessible.

EFFICACY: COST: COMPLEXITY:



Indicate that drivers may turn after yielding to oncoming traffic. These turns are considered "permissive."

EFFICACY: COST: COMPLEXITY:

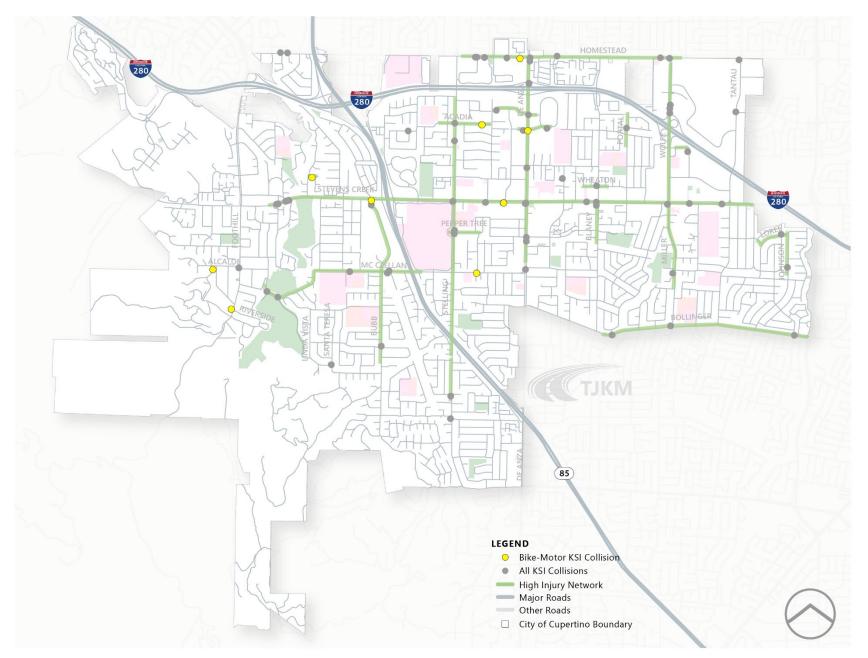
MIDBLOCK CROSSWALKS

Increases safety by decreasing random and unexpected pedestrian crossings

EFFICACY: COST: COMPLEXITY:

26

Profiles 5 : MAJORITY OF BIKE COLLISIONS ARE BROADSIDE COLLISIONS



PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY: COST: COMPLEXITY:

TWO-STAGE BICYCLE TURN BOX

Offers bicyclists a multi-stage process to safely and more visibly make a left turn



EFFICACY: COST: COMPLEXITY:



Prioritizes bicycle movements at intersections, separating them from conflicting motor

EFFICACY: COST: COMPLEXITY:

In the last of the **(**) IIIIII III

TURN CALMING PROGRAM

Basic or complete hardened centerlines for left turns and Slow Turn Wedges enforces safe turning practices

EFFICACY: COST: COMPLEXITY:

BIKE BOX

o to EFFICACY: COST:

Safe and visible way to get ahead of queuing traffic during the red signal phase.

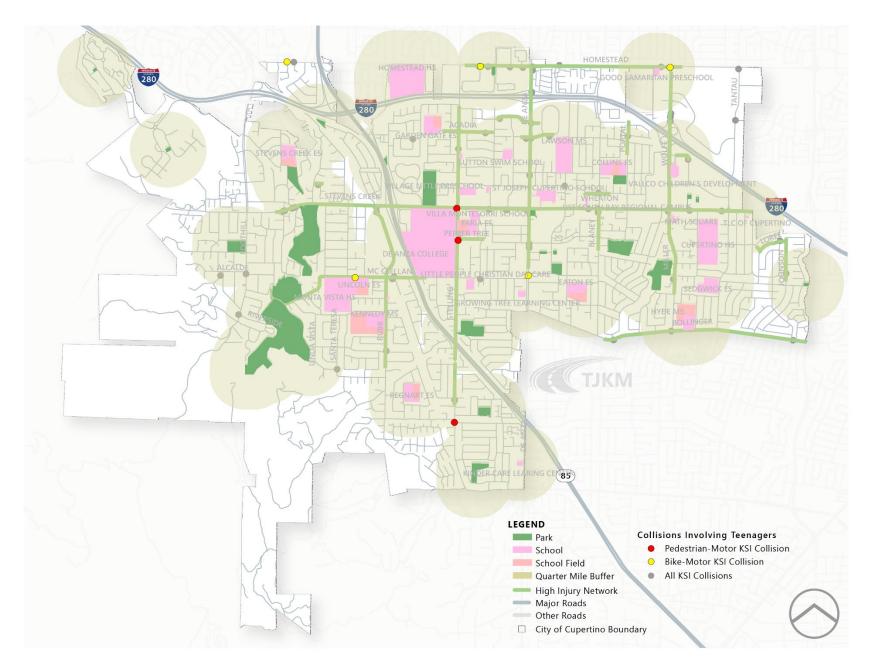


FLASHING YELLOW RIGHT TURN

Indicate that drivers may turn after yielding to oncoming traffic. These turns are considered "permissive."

EFFICACY: COST: COMPLEXITY:

Profiles 6 : TEENAGERS BIKING/WALKING NEAR SCHOOLS AND PARKS





SCHOOL

SPEED

LIMIT

15

SAFE ROUTES TO SCHOOL PROGRAM

Expand the Cupertino Safe Routes to School Program to include Vision Zero Training material for students, parents and teachers.

EFFICACY: COST: COMPLEXITY:

REDUCED SPEED SCHOOL ZONE

Reduction in speed limits in school zones reduces vehicular speeds and fatal and injury collisions

EFFICACY: COST: COMPLEXITY:



BICYCLE SIGNAL

Prioritizes bicycle movements at intersections, separating them from conflicting motor vehicles

EFFICACY: COST: COMPLEXITY:



Segregated lanes shielded by flexible posts,

parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY: COST: COMPLEXITY:

FLASHING YELLOW RIGHT TURN



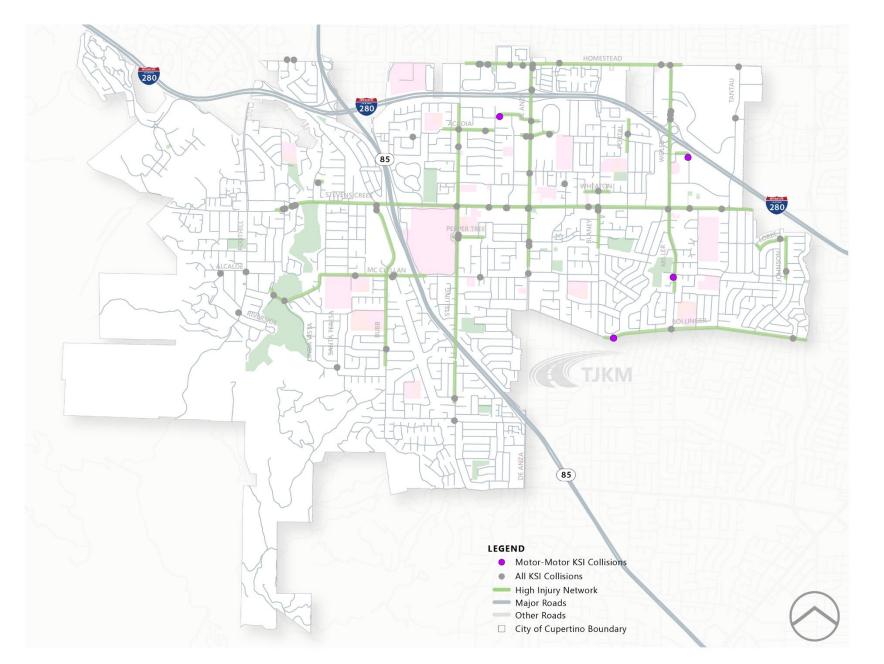
EFFICACY: COST: COMPLEXITY:



Concentrate enforcement activities in areas of Cupertino where engineering and educational initiatives have already been implemented.

EFFICACY: COST: COMPLEXITY:

Profiles 7 : DRIVING UNDER INFLUENCE





ALCOHOL USE DISORDER (AUD) ASSESSMENT & TREATMENT PROGRAMS

Long-term, tailored, and specialized treatment programs can serve as an intervention

EFFICACY: COST: COMPLEXITY:



YOUR Speed

Concentrate enforcement activities in areas of Cupertino where engineering and educational initiatives have already been implemented.

EFFICACY: COST: COMPLEXITY:

EDUCATIONAL CAMPAIGN



EFFICACY: COST: COMPLEXITY:



Radar-based vehicle speed feedback signs promote safer streets by improving drivers' speed compliance through LED displays.

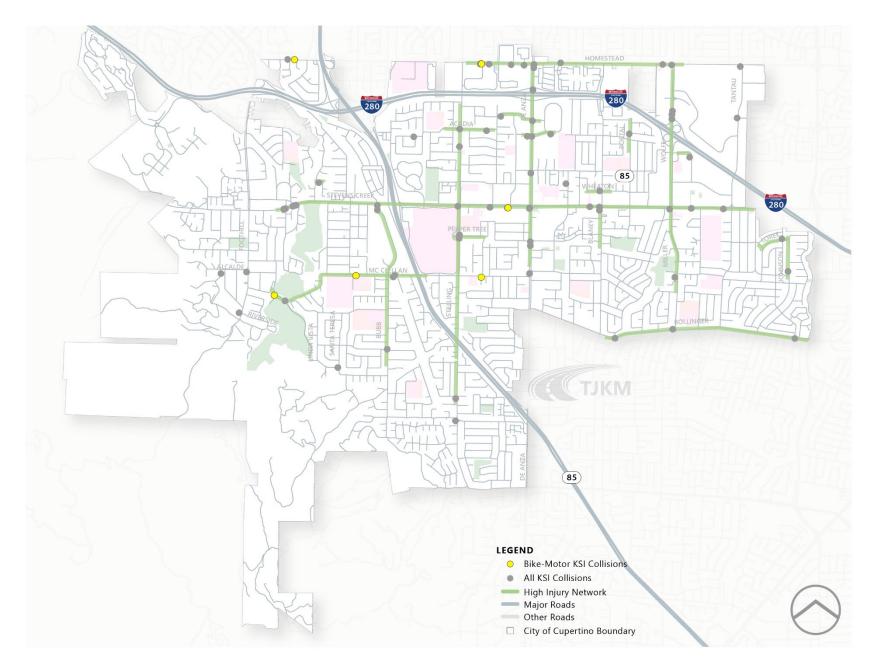
EFFICACY: COST: COMPLEXITY:



Prioritize educational initiatives while issuing citations during traffic enforcement

EFFICACY: COST: COMPLEXITY:

Profiles 8 : BICYCLE COLLISIONS AND AUTOMOBILE ROW VIOLATION



PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY:

TWO-STAGE BICYCLE TURN BOX



Offers bicyclists a multi-stage process to safely and more visibly make a left turn

EFFICACY:

ROUNDABOUTS



Proven safety countermeasure that reduces speeds and crash potential while better serving all roadway users

EFFICACY:



RED LIGHT VIOLATION CAMERAS

Used to automate enforcement efforts in locations where traffic stops violations occur

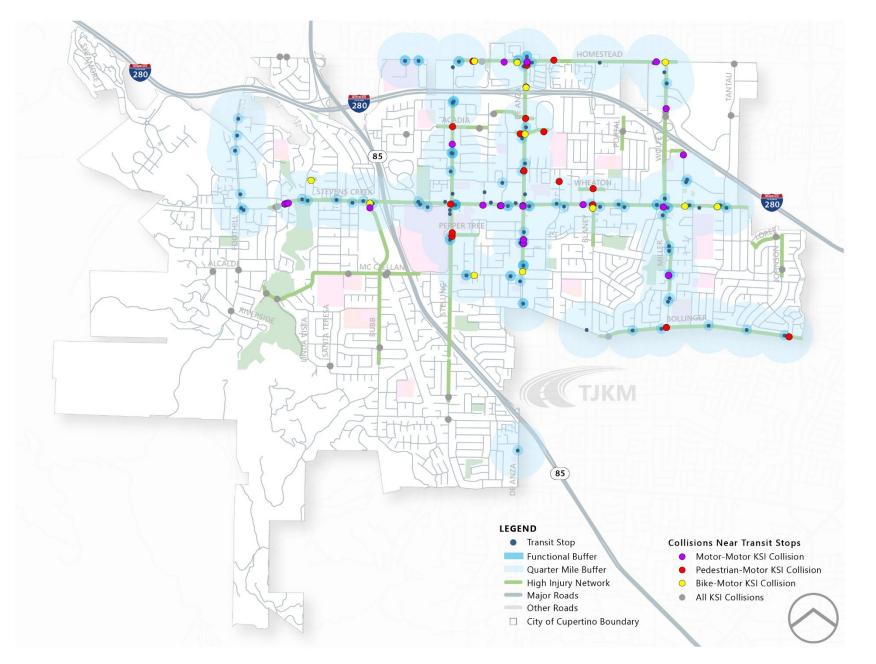
EFFICACY:

RAISED MEDIANS

Provides a physical barrier between opposing traffic lanes and restricts illegal turns and helps reduce collisions

EFFICACY:

Profiles 9 : COLLISIONS NEAR TRANSIT STOPS



PROTECTED BIKEWAYS



Segregated lanes shielded by flexible posts, parked cars, and planters for safe bicycle travel separate from vehicle traffic.

EFFICACY: COST: COMPLEXITY:

MARKED CROSSWALKS

Effectively decrease the occurrence of collisions along high risk corridors



COMPLEXITY:

PEDESTRIAN HYBRID BEACON



Warn and control traffic at unsignalized intersections while providing instantaneous service with less delay

EFFICACY: COST: COMPLEXITY:

RECTANGULAR RAPID FLASHING BEACON



Offers pedestrians and bicyclists a clear path to cross the street more safely.

EFFICACY: COST: COMPLEXITY:

VISION ZERO PROGRAM: STRATEGIES AND ASSESSMENT

No.	Safety Strategy	Timeline	City Resources
Vision Zero Program Initiative			
A.I	Vision Zero Task Force	Short-term	Low
A.2	Dedicated and Permanent Funding	Short-term	Medium to High
A.3	Media Workshop	Short-term	Low
Promotion and Integration			
A.4	Public Meeting	Short-Term	Low
A.5	Online Collision Map	Medium-Term	Medium
A.6	Future Plans	Continuous	Low
Data Collection & Program Evaluation			
A.7	Program Monitoring	Medium-Term	Medium
A.8	Collision Report Training	Long-Term	Low
A.9	Data Completeness	Medium-Term	Low
A.10	Bicycle and Pedestrian Count Data	Medium-Term	Medium



ENHANCING STREET LAYOUT AND MANAGEMENT

No	Safety Strategy	Timeline	City Resources
High Injury Network Infrastructure			
B.I	Priority Location	Medium-Term	High
B.2	List Prioritized Project	Medium-Term	Medium
B.3	Low-Cost Improvements	Medium-Term	Medium
B.4	Stakeholder Engagement	Medium-Term	Low
Operations and Technology			
B.5	Signal Timing Updates	Short-Term	Medium
B.6	Intelligent Transportation Systems (ITS)	Long-Term	High
Policies and Design			
B.7	Design Review	Long-Term	Low
B.8	Complete Streets	Medium-Term	Low



CULTIVATING A POSITIVE ROAD USER BEHAVIOR

No	Safety Strategy	Timeline	City Resources
Education and Outreach			
C.I	Education Campaign	Medium-Term	High
C.2	Speed Feedback Signs	Medium-Term	Medium
C.3	Targeted Outreach	Medium-Term	Medium
Enforcement			
C.4	Police Academy	Short-Term	Low
Providing Alternatives to Driving			
C.5	Subsidized Transit	Medium-Term	Medium
C.6	Late-Night Options	Long-Term	Medium
C.7	Curbside Management	Medium-Term	Medium

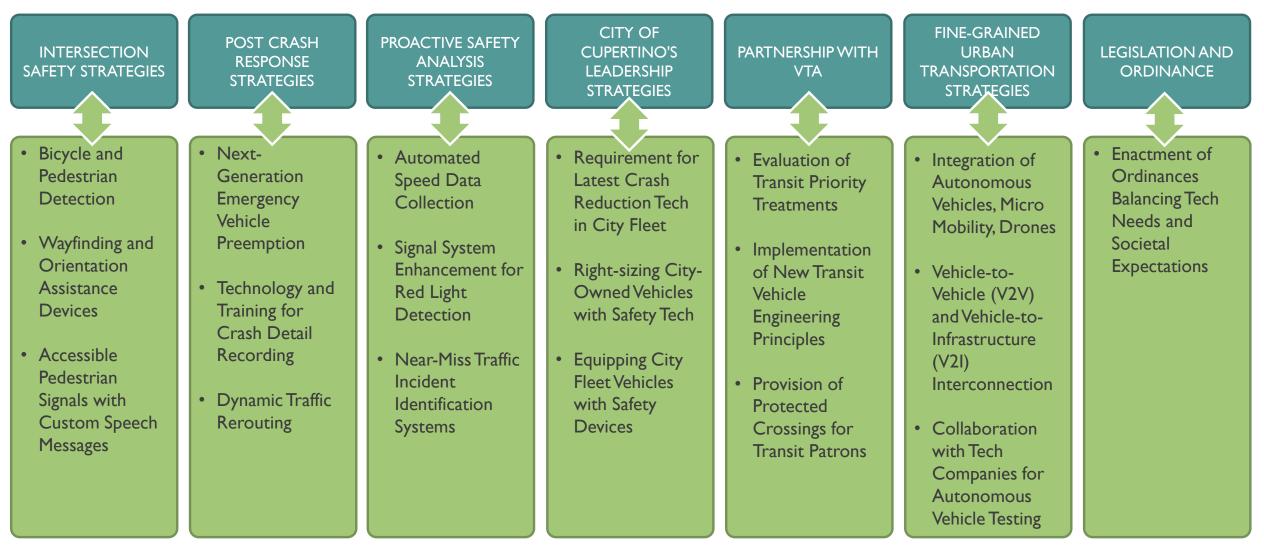


VULNERABLE ROAD USERS

No	Safety Strategy	Timeline	City Resources
Bicyclist and Pedestrian			
D.I	Bicycle Network	Ongoing	High
D.2	Pedestrian Crossing	Medium-Term	High
D.3	Turning Vehicles at Intersections	Long-Term	High
Children and Seniors			
D.4	High-Visibility Crosswalk	Medium-Term	Medium
D.5	Senior Awareness	Medium-Term	Medium
D.6	Traffic Education for Safe Routes to School	Medium-Term	Medium



TRANSPORTATION TECHNOLOGY





EDUCATIONAL PROGRAMS

- Safe routes to school
- Americans with disabilities act engagement
- Walking/cycling/transit field days
- Community walking audits
- Medical services providers
- Improving access to transit











TRAFFIC ENFORCEMENT PROGRAMS

- High visibility enforcement
- Traffic violators school
- Red light violation cameras
- Traffic safety diversion program
- Publicized sobriety checkpoints
- High visibility saturation patrols





PARTNERSHIP

- Collaboration with nearby cities
- Public health and medical institution
- Private sector engagement
- Advocacy for safer delivery vehicles
- Traffic safety education in schools
- Community and school ambassador

programs



CONTINUOUS DATA COLLECTION

- Annual collision analysis and reporting
- Online dashboard platform
- High injury network map



Complete injury and fatality reporting



VISION ZERO & GENERAL PLAN UPDATE

CHAPTER 1 – INTRODUCTION

• Propose removing the sentence accepting crashes as inevitable and emphasize the integration of Vision Zero principles into guiding principles.

CHAPTER 3 – LAND USE AND COMMUNITY DESIGN

 Integrate Vision Zero into the chapter's policies, especially Policy LU-1.1, recognizing the link between public health, street safety, and quality of life.

CHAPTER 5 – MOBILITY ELEMENT

• Recommend adopting a "desired operating speed" methodology and designing streets to a people-centric scale to promote sustained change and walkability.

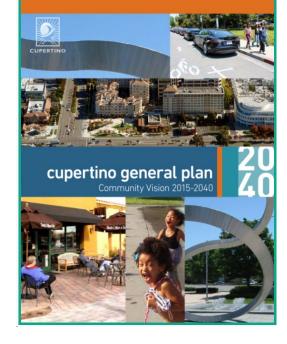
CHAPTER 6 – ENVIRONMENTAL RESOURCES AND SUSTAINABILITY

• Include language supporting sustainability aspects, such as softening streets through landscaping and bioswales, with a focus on Vision Zero principles.

CHAPTER 7 – HEALTH AND SAFETY

 Expand the chapter to include traffic crashes and Vision Zero principles, citing examples like Carmel, Indiana, and emphasizing sustainable approaches to health





HOW TO GET INVOLVED

- > Task a driving education class
- Pledge to not text
- > Install anti-texting software on phone
- > Observe rules of road when driving
- Bicycling etiquette
- > Be an alert pedestrian
- > Safe routes for all





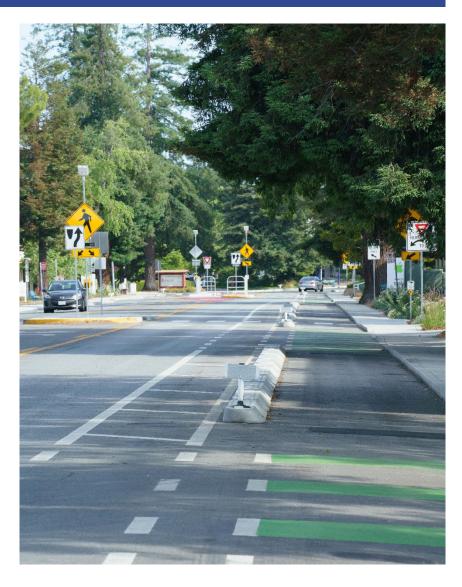


SPEED

BIKE ROUTE

NEXT STEPS

Finalize Vision Zero Action Plan

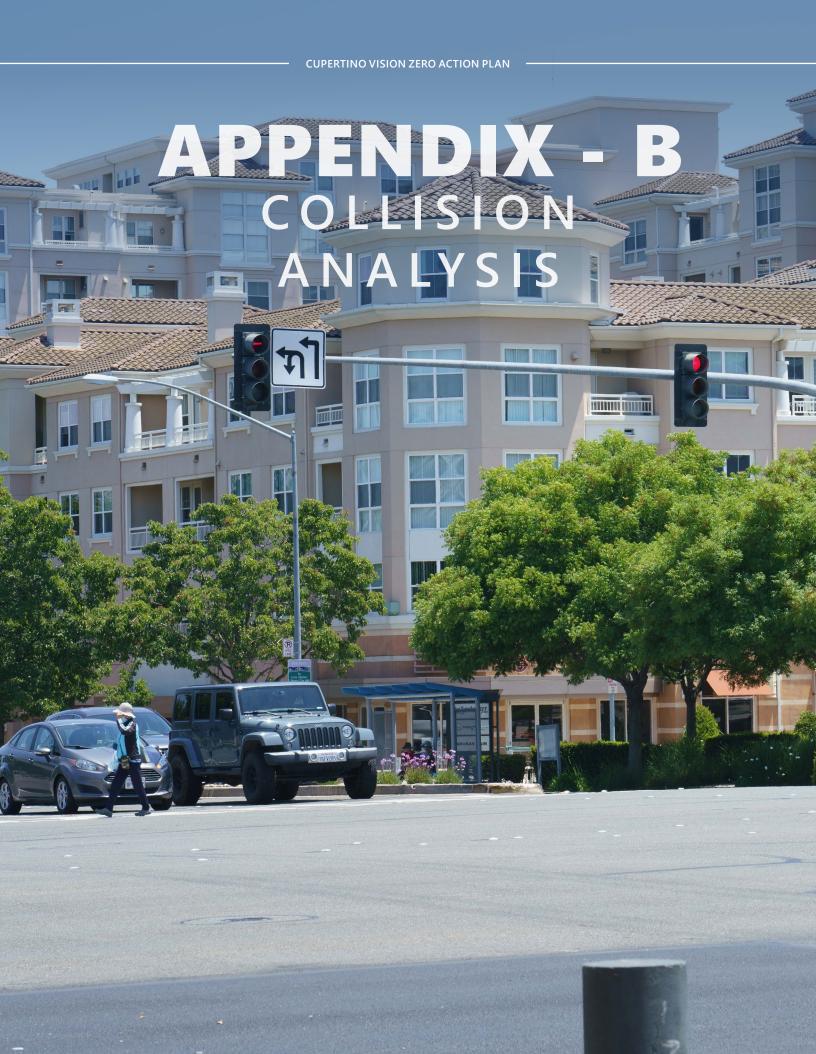




THANK YOU !

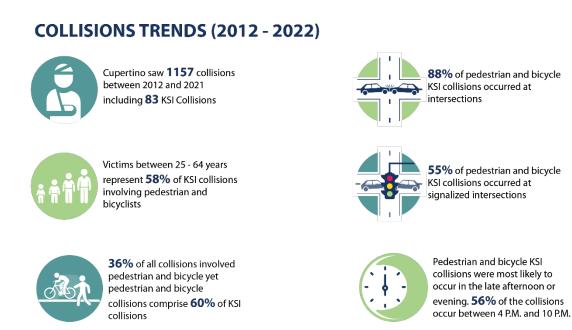
CITY OF CUPERTINO





SUMMARY OF COLLISION ANALYSIS

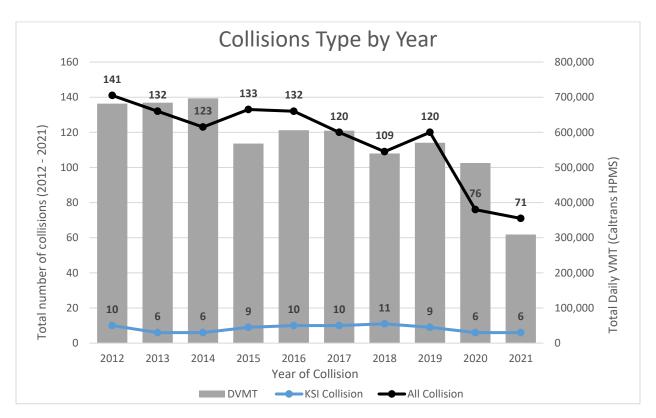
The City of Cupertino analyzed collision data recorded from 2012 to 2022 retrieved the collision database system of CROSSROADS. Here are some high-level snapshots of the data collected.



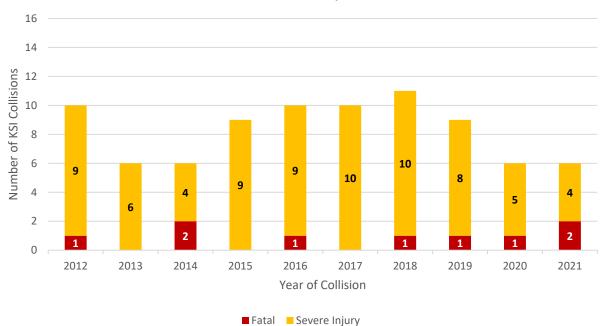
KSI – Killed or severely injures

The collision patterns identified show:

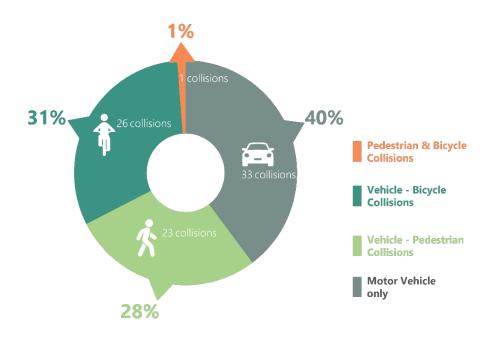
- On average, there is a crash every three days in Cupertino.
- Only a little more than a third of all crashes involve a pedestrian or cyclist, but they represent 60% of the fatal and severe injury crashes, reinforcing that pedestrians and cyclists are vulnerable roadway users.
- Intersections pose the greatest risk of a fatal or serious injury crash to vulnerable roadway users, with majority (88%) of fatal and severe injury collisions occurring at intersections.
- The presence of a traffic signal does not guarantee their safety as more than half (55%) of the intersection collision occur at signalized intersections.
- A staggering 58% of individuals who suffer fatal or severe injuries in collisions involving pedestrians and bicyclists fall within the age bracket of 25 to 64 years.
- Majority (56%) of pedestrian and Bicycle fatalities and severe injuries occurred late afternoon or evening between 4 p.m. and 10 p.m.



This graph displays the total number of crashes and the occurrences of fatal and serious injury crashes across the most recent ten years of accessible data. Encouragingly, there has been a consistent downward trend in the overall number of crashes. It is worth noting that this decline may have been influenced by various factors, including changes in driving behavior and increased road safety awareness. Notably, the relative proportion of fatal and serious injury crashes has exhibited relatively little variation during this period. It's important to consider that the total daily vehicle miles traveled (DVMT) also experienced a significant drop, particularly during the COVID-19 years, which could have contributed to the observed dip in crash numbers.

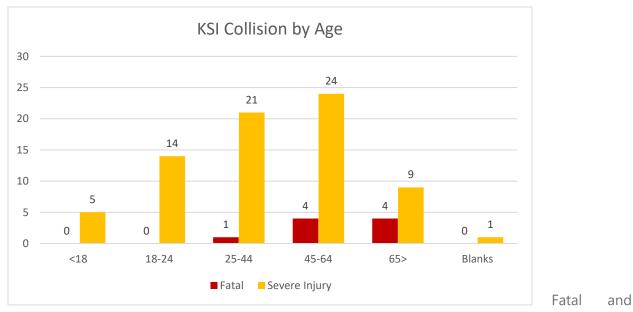


Between 2012 and 2021 there were nine fatalities and 74 severe injuries reported. The graph above shows KSI collisions by year.



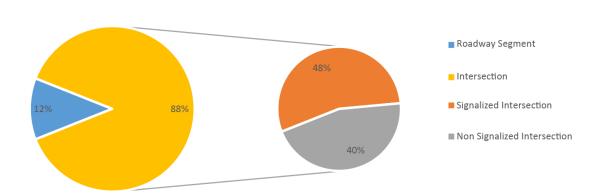
KSI Collisions by Year

This ring graph shows that pedestrian and cyclist collisions account for about 60% of all fatal and serious injury crashes. While crashes involving vulnerable roadway users hold the strong majority, those in motor vehicles are victims as well. An interesting affirmation is that a crash between a cyclist and pedestrian can result in a fatality or severe injury, reiterating that the human body is not designed to withstand the forces of a crash.



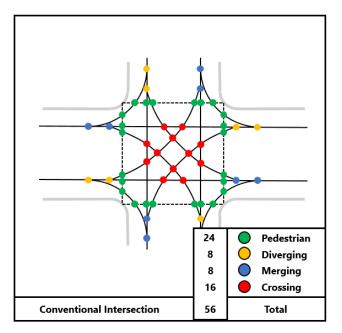
serious injuries occur among those age groups that are capable of self-transportation and travel more than other age groups.

KSI Collision by Location

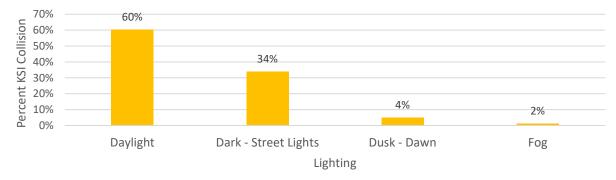


There are 295 centerline miles of city streets in Cupertino. Yet the vast majority (88 percent) of crashes occur at intersections, not in between the intersections. Even then, most occur (48 percent) at signalized intersections. 12 percent of the KSI collisions occurred along the roadway corridors. The common belief is that installing a traffic signal at an intersection will ameliorate the risk of

crashes occurring, but statistically that belief is not supported. The reason why is that crash risk increases with the presence of what is termed "conflict points", which is the intersection of two or more travel paths. For example, at a traditional two lane, four-legged intersection, there are 32 vehicle to vehicle conflict points and 24 vehicle to pedestrian conflict points. Additional lanes, like found at signalized intersections, compounds the number of conflict points, increasing crash risk. Intersections thus represent "low hanging fruit" for reducing crash risk, but intersections are also complex and constrained environments within themselves, so physical modifications can be challenging and budget intensive.

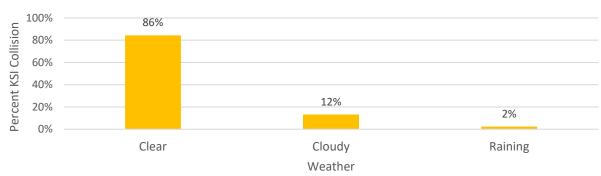


The majority of fatalities and severe injuries, accounting for 60% of the total, happen during daylight. Additionally, 34% of these collisions occurred on dark street lit streets.



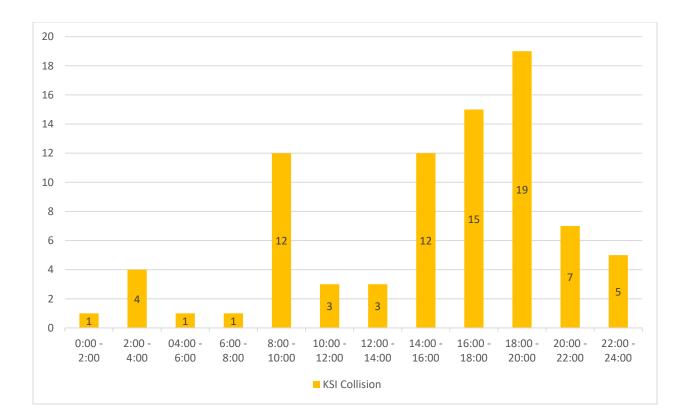
KSI Collision By Lighting

Clear weather conditions accounted for 86%, of KSI collisions. A small percentage, 12%, of the collisions occurred during cloudy weather, while only 2% took place during rainy conditions.



KSI Collision by Weather

Pedestrian and Bicycle KSI collisions tend to occur during the busier times of the day when people are going to and returning from work and school. Evening travel to shop or eat also sees a marked number of crashes. In Cupertino, 26% of collisions occurred between six and eight in the evening, and over half of the collisions occurred between 4:00 pm and 10:00 pm. Nighttime crashes are greater than daytime crashes by 32 percent. For nighttime crashes, none were reported as occurring at locations where there was considered to be inadequate street lighting.



REFERENCES:

¹ US Census Quick Facts – Cupertino city, California. Retrieved on June 30, 2023 from link: <u>https://www.census.gov/quickfacts/fact/table/cupertinocitycalifornia/PST045221</u>

² IIHS HLDI Fatalities Facts 2021 Yearly snapshot. Retrieved on June 30, 2023 from link: https://www.iihs.org/topics/fatality-statistics/detail/yearly-snapshot

³ Vision Zero Network. Retrieved on June 30, 2023 from link: <u>https://visionzeronetwork.org/about/what-is-vision-zero/</u>

⁴ Safe Routes Partnership Organization. Retrieved on June 30, 2023 from link: <u>https://www.saferoutespartnership.org/</u>

⁵ U. S. Department of Transportation – Zero Deaths and Dafe System. Retrieved on June 30, 2023 from link: <u>https://highways.dot.gov/safety/zero-deaths</u>

APPENDIX-C COUNTERMEASURE TOOLBOX

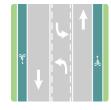
COUNTERMEASURE TOOLBOX





ROAD DIETS AND LANE REDUCTION

Reducing the number of lanes on a roadway can reduce crossing distance and exposure for pedestrians while simultaneously lowering vehicle speeds and the risk of rear-end collisions.



LANE RECONFIGURATION

Reapportion the street to reduce excessive speeding and better serve all road users.



CURB EXTENSIONS & BULB OUTS

Extend the sidewalk in to the street to narrow the roadway which lowers the speed of turning vehicles, shortens crossing distances and improve sight lines and visibility.



CORRIDOR ACCESS MANAGEMENT & CONSOLIDATING DRIVEWAYS

The streamlining and consolidation of driveways facilitate a more organized merging of traffic, while also reducing the number of conflict points and consequently decreasing the occurrence of collisions.



ROADWAY AND INTERSECTION SAFETY LIGHTING

Roadway and intersection lighting improves the ability of drivers to see pedestrians and cyclists, thus decreasing accidents involving them during nighttime. Additionally, it enhances driver awareness and response time.



INTERSECTION TIGHTENING

Tightening or narrowing of intersection using temporary materials like paint, soft posts and reflective markers to visually and physically narrow streets at intersections can potentially reduce turning speeds, shorten the crossing distance and also improve visibility.



RAISED INTERSECTIONS

Raised intersections reinforce slow speeds and encourage motorists to yield to pedestrians at crosswalks.



SLIP LANE CLOSURES

Prevents people driving from making dangerous right turns. Closing and reshaping lanes can create a comfortable crossing for pedestrians.



RAISED CROSSWALK

Reduce vehicle speeds and enhance the pedestrian crossing environment.



RAISED MEDIANS

Provides a physical barrier between opposing traffic lanes and restricts illegal turns and helps reduce collisions



CLOSE SIDEWALK GAPS

Enhance pedestrian safety and accessibility by ensuring continuous pathways, reducing the need for pedestrians to walk on roadways or uneven terrain. This improvement promotes safer, more convenient travel for all sidewalk users, including those with disabilities.





MARKED CROSSWALKS

The installation of crosswalks at un-signalized intersections, particularly along high-risk corridors and intersections, has the potential to effectively decrease the occurrence of collisions



MIDBLOCK CROSSWALKS

Increases safety by decreasing random and unexpected pedestrian crossings while allowing drivers to predict and expect pedestrian traffic.



HIGH VISIBILITY CROSSWALKS WITH ADVANCED STOP OR YIELD SIGNS

Utilizing specific pavement markings, such as ladder or continental patterns, stamped or colored concrete, or reflective inlays or thermoplastic tapes, can significantly enhance the visibility of pedestrian crossings.



PEDESTRIAN REFUGE ISLANDS AND MEDIAN

A dedicated concrete median is designed to facilitate pedestrian crossings by reducing the distance they need to traverse and providing a safe space for pedestrians to pause between traffic directions. This design ensures a physical separation between pedestrians and vehicular traffic.



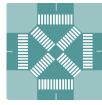
PEDESTRIAN HYBRID BEACON (PHB)

Part traffic signal and part stop sign, a PHB provides a protected crossing for pedestrians. Typically placed midblock, PHBs can also be placed at or near driveways and stop-controlled side streets. A PHB can also be coordinated with the traffic signal system to reduce congestion and delays for motorists while better serving pedestrians and cyclists. Especially effective for high speed, multilane streets.



RECTANGULAR RAPID FLASHING BEACON (RRFB)

Located at both ends of the crosswalk, consists of a push button that pedestrians use to activate the warning lights when they want to use the crosswalk. The lights prompt drivers to stop, offering pedestrians and bicyclists a clear path to cross the street more safely.



PEDESTRIAN SCRAMBLE

A specialized timing and phasing strategy for traffic signals where all vehicular approaches are red, right turn on red is prohibited, and all pedestrian signals say "Walk". Enables pedestrians to cross an intersection in all possible directions, including diagonally, while halting all vehicular traffic. This measure effectively mitigates vehiclepedestrian collisions, resulting in a 50% reduction. The tradeoff is that vehicular delays may increase.



ACCESSIBLE PEDESTRIAN SIGNAL (APS)

Accessible pedestrian signals provide information in alternative formats such as verbal message, audible tones and vibrating surfaces to communicate information on the status of pedestrian crossing (Walk, Flashing Don't Walk, or Don't Walk) to people who are visually impaired. Speech messages and wayfinding tones aid in navigation to the pedestrian push button and to the far side of the street. Speech messages also aid sighted pedestrians by alerting them to the pedestrian signal indication changing from Don't Walk to Walk, reducing instances of late crossings. Messaging that includes street names aids in wayfinding and orientation.



NO RIGHT ON RED

Improve traffic safety by reducing the risk of collisions between vehicles and pedestrians or cyclists. By prohibiting right turns on red lights, it minimizes the chances of drivers failing to yield to those crossing the street, thereby enhancing the overall safety of intersections.





BIKE INTERSECTION MARKING

Promotes awareness among both cyclists and motorists about potential conflict zones, emphasizing the priority of cyclists over turning vehicles and enhancing visibility.



SIGNAL DETECTION AND ACTUATION

Discourages red light running by bicyclist. It can also be used to prolong the green phase to provide adequate time for bicyclists to clear the intersection.



BICYCLE SIGNAL

Prioritizes bicycle movements at intersections, separating them from conflicting motor vehicles and pedestrian movements to minimize potential conflicts.



BIKE BOX

A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

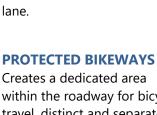
GREEN PAVEMENT

An easy to maintain, cost effective green markings, created with paint , epoxy, thermoplastic, or colored asphalt used to designated bike lanes, bike boxes, bike conflict zones or intersection crossings



TWO-STAGE BICYCLE TURN BOX

A designated, painted box in signalized intersections that offers bicyclists a multi-stage process to safely and more visibly make a left turn across an intersections from a bike lane.



within the roadway for bicycle travel, distinct and separate from vehicle traffic, with the inclusion of protective measures such as flexible posts, parked cars, and planters.



BUFFERED BIKE LANES

Providing greater shy distance between bicyclist and motor vehicles appeals to wider cross section of bicycle users.



SHARED USE TRAIL & BICYCLE PATH

Promotes safer and more efficient travel for both pedestrians and cyclists. By providing dedicated, off-road pathways, it reduces conflicts with motor vehicles, encourages active transportation, and enhances the overall connectivity of the transportation network. This improvement supports a healthier, more sustainable environment and increases recreational opportunities for the community.



PRIORITIZE BIKE LANES OVER ON-STREET PARKING

Enhances cyclist safety and encourages more people to bike by providing dedicated, protected lanes. This reduces the risk of accidents involving cyclists and motor vehicles, promotes active transportation, and can improve traffic flow.



PROTECTED BIKEWAYS – LOW COST OPTION (WITH PLASTIC STUBS OR STRIPING)

Improves cyclist safety and encourage biking by creating a physical separation between bike lanes and vehicle traffic. This low-cost solution uses plastic stubs or striping to delineate bike lanes, making it more affordable and easier to implement than other methods. It reduces the likelihood of collisions, promotes a safer environment for cyclists, and supports increased use of bicycles for transportation.





VEHICLE SPEED FEEDBACK SIGN

Improving drivers speed compliance while making streets safe, vehicle speed feedback signs use radar to ascertain the speed of the vehicle and provide suitable information to drive through LED signs.



REDUCED SPEED SCHOOL ZONE

Reduction in speed limits in school zones brings significant safety benefits by reducing vehicular speeds and fatal and injury collisions



AUTOMATED SPEED ENFORCEMENT

Addresses speeding and redlight running using sensors linked to cameras and vehicles that enter intersections against red signal lights are detected to show violation and vehicle speed and citations are mailed to respective violators.



SPEED CUSHIONS, SPEED HUMP AND SPEED TABLE

Speed tables are extended and wide speed humps with a flat top that may include a pedestrian crossing. Speed cushions are traffic calming devices that reduce vehicle speeds, and they can be speed humps or speed tables with wheel cutouts for large vehicles. They are often used on emergency response routes.



CHOKERS, CHICANES, BULB OUTS, SPLITTER ISLANDS, AND ROUNDABOUTS

Use of horizontal deflection devices such as chokers, chicanes, splitter islands or roundabouts encourage drivers to slow down by introducing an obstacle which drivers must safely and comfortably navigate around while reducing speeding on major arterials.



TURN CALMING PROGRAM

By implementing basic or complete hardened centerlines for left turns and Slow Turn Wedges for both left and right turns, the speed of turning vehicles could potentially be reduced, and safe turning practices are enforced.



IMPROVE HIGH-FRICTION SURFACE TREATMENT

Enhances road safety by increasing the skid resistance of pavement surfaces, particularly in areas prone to accidents, such as curves, intersections, and steep grades. This treatment reduces the risk of vehicles losing control, especially in wet or slippery conditions, thereby decreasing the likelihood of crashes and improving overall roadway safety.



SPEED LIMIT REDUCTION – AB 43

Enhances road safety by allowing for the adjustment of speed limits based on current conditions and safety needs. This legislation empowers local authorities to set more appropriate speed limits, particularly in areas with high pedestrian activity or accident rates, reducing the risk of collisions and improving the safety of all road users. Lower speed limits can lead to fewer and less severe crashes, promoting a safer environment for drivers, cyclists, and pedestrians.





ADAPTIVE PEDESTRIAN SIGNAL TIMING

Pedestrian sensors that detects when pedestrian are present in a crossing and automatically increases crossing time when necessary.



SIGNAL DETECTION AND ACTUATION PEDESTRIAN COUNTDOWN SIGNAL HEAD

Aids pedestrian decision-making for safe crossing, particularly beneficial to mobility-challenged individuals, elderly pedestrians, and adults with young children. Easily understood by most people. Important to include APS so all persons are better served.



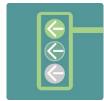
LEADING PEDESTRIAN/BICYCLE INTERVALS

Enhances visibility for pedestrians and bicyclists at crossings, minimizing potential conflicts and ensuring improved safety for individuals who may require more time to begin crossing the intersection.



MODIFIED INTERSECTION STOP-CONTROL

The installation of new stop signs at uncontrolled intersections or converting side street stops to all-way stops, following warrant guidance and design considerations at High Injury Intersections and Corridors, can greatly diminish collisions and conflicts associated with intersections.



PROTECTED LEFT TURN SIGNAL

Provides vehicles turning left with an exclusive opportunity to turn while opposing traffic and pedestrians are stopped, resulting in a significant reduction in conflicts among people driving and walking.



ADVANCED DILEMMA ZONE DETECTION

Intended for high-speed approaches where decision distances and stopping distances are critical a portion of the roadway in advance of the intersection within which a driver is indecisive regarding stopping prior to the stop line or proceeding into or through the intersection.



SIGNAL SYNC SLOW GREEN WAVE

Synchronized signals create a continuous green corridor for vehicles at a specific speed, prompting vehicles exceeding that speed to encounter more frequent stops. This effectively regulates speeds along high injury corridors and encourages drivers to adhere to posted speed limits, reducing conflicts associated with high speeds.



SIGNAL TIMING AND PHASING IMPROVEMENTS

Implementing safety-oriented signal modifications, such as extended walk intervals, coordinated signals, optimized timing for bicyclist speeds, or longer all-red times, and allows pedestrians, bicyclists, and drivers additional time to clear intersections before conflicting traffic enters from other directions.



FLASHING YELLOW RIGHT TURN SIGNAL

Flashing yellow arrow traffic signals feature a flashing yellow arrow in addition to the standard red, yellow and green arrows. When illuminated, the flashing yellow arrow allows waiting motorists to make a righthand turn after yielding to oncoming traffic



HYBRID LEFT TURN SIGNAL

During periods of heavy pedestrian and bicyclist traffic, a left-turn signal employs a Protected-Only pattern exclusively for left turns, while adopting less restrictive leftturn signals during other times of the day reducing broadside collisions and conflict points.





BACK-PLATES WITH RETROREFLECTIVE BORDERS

Treatment is recognized as a human factor enhancement of traffic signal visibility, conspicuity and orientation for both older and color vision deficient drivers. They also provide visible cue for motorist to stop at intersections when dark.



PEDESTRIAN PADDLE SIGNS

A lane device that provides indication to motorists where to yield for pedestrians in the crosswalk.



EDGE LINE

A solid line striped along the outer edge if the lane to a narrow curb lanes that are wider than recommended 10ft to 12ft. This gives motorist the perception of narrower streets and encourages slower driving speeds.



PARKING RESTRICTION AT INTERSECTION

On-street parking can typically result in less visibility between motorist and pedestrians, especially for children and is one of the most common types of midblock pedestrian collisions in residential areas. Therefore, restriction of on-street parking in areas with pedestrian activity may improve pedestrian activity may improve pedestrian safety.



CONVERT SIGNAL TO MAST ARM

Improve traffic signal visibility and safety by mounting traffic lights on a mast arm that extends over the roadway. This placement makes signals more prominent and easier for drivers to see, especially in heavy traffic or adverse weather conditions, reducing the likelihood of missed signals and improving overall intersection safety.





HIGH VISIBILITY ENFORCEMENT

Direct traffic enforcement efforts to prioritize the most critical high injury corridors identified in the Cupertino Vision Zero Action Plan. Concentrate enforcement activities in areas of Cupertino where engineering and educational initiatives have already been implemented.



EDUCATIONAL INITIATIVES OVER CITATIONS

Prioritize educational initiatives while issuing citations during traffic enforcement by actively seeking opportunities to provide educational resources.



TRAFFIC SAFETY DIVERSION PROGRAM

Design a traffic safety diversion program specifically for bicycle and pedestrian traffic violations, with the primary goal of facilitating access to safety courses and programs centered on biking and walking



RED LIGHT VIOLATION CAMERAS

A red light camera is a form of automated enforcement of traffic safety laws. Red light cameras photograph a vehicle's license plate if the driver fails to stop at a red light, and the vehicle owner or driver is sent a ticket. Red light cameras should be used to aid traditional enforcement efforts or in locations where traffic stops are impractical or unsafe.





TRANSIT ISLAND

Improve pedestrian and transit safety by providing a dedicated space for passengers to board and alight from public transportation. This separation from regular traffic reduces the risk of accidents, streamlines transit operations, and enhances accessibility for all users, including those with disabilities. Transit islands can also help manage pedestrian flow and minimize conflicts between pedestrians and vehicles, contributing to a safer and more efficient transportation network.



FLOATING TRANSIT STOPS

Improve safety and efficiency for public transportation users by creating bus stops that are positioned away from the curb, typically within the roadway. This design allows buses to pick up and drop off passengers without needing to merge in and out of traffic, reducing delays and enhancing the predictability of transit services. Additionally, floating transit stops can improve accessibility for passengers with mobility challenges and encourage more people to use public transportation, leading to overall benefits for traffic flow and the environment.



BUS BULB OUTS

Involves extending the sidewalk at bus stops into the roadway, creating a designated space for buses to stop and pick up passengers without merging back into traffic. This improves safety for pedestrians and enhances bus efficiency.



YIELD TO BUSSES – ORDINANCE

Improves traffic flow and safety by requiring vehicles to yield to buses when merging into traffic or at designated bus stops. This ensures smoother operations for public transportation, reduces delays for buses, and enhances overall road safety.



TRANSIT STOP PLACEMENT

Improve public transportation efficiency and accessibility by strategically locating transit stops. By placing stops at convenient intervals and in areas with high demand, it reduces walking distances for passengers and minimizes travel times. This encourages more people to use public transit, reduces congestion on roads, and enhances overall transportation efficiency.





EDUCATIONAL CAMPAIGN

Create and actively implement a branding, promotional, and educational campaign for Vision Zero to enhance knowledge and understanding of its principles. Work together with community organizations to distribute materials, spread messages, and organize public events that promote active transportation and transit as responsible choices. The aim is to make these modes of transportation more widely accepted and normalized.



RAPID RESPONSE SAFETY COMMUNICATION PROTOCOL

Create a Rapid Response Safety Communication Protocol for Vision Zero. Implement a communication plan that addresses recent severe and fatal collisions, with a specific focus on promoting traffic safety and health-conscious behaviors to the Cupertino community.



SAFE ROUTES TO SCHOOL PROGRAM

Expand the Cupertino Safe Routes to School Program to include Vision Zero Training material for students, parents and teachers.



SAFE ROUTES PROGRAMS

Implement Safe Routes educational programming to Safe Routes to Parks, Safe Routes for Seniors and Safe Routes for People with Disabilites to prioritize vulnerable population.



COMMUNITY PARTNERSHIP

Partner with Cupertino Unified School District, De Anza College, and Apple to distribute targeted Vision Zero messaging for students and employees



SHARE THE ROAD AWARENESS PROGRAM

Create a Share the Road Awareness Program for motorist, bicyclist and pedestrians that is easily accessible.



VISION ZERO TRAINING MANUAL

Develop a Vision Zero training manual and integrate Vision Zero traffic safety awareness and education into training City employees who drive Cupertino City vehicles or drive while on City business, including Police, Fire, Public Works, and all City Department and divisions.



ALCOHOL USE DISORDER (AUD) ASSESSMENT & TREATMENT PROGRAMS

Long-term, tailored, and specialized treatment programs can serve as an opportunity to assess drinking habits and refer them for brief interventions or specialized treatment.



NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP)

Improve safety and livability in residential areas by implementing various measures to slow down traffic and reduce vehicle volumes. This may include installing speed humps, traffic circles, chicanes, or other physical traffic calming devices. By making streets safer and more comfortable for pedestrians, cyclists, and residents, the NTCP promotes active transportation, enhances neighborhood connectivity, and fosters a sense of community well-being.



COMPLETE STREETS POLICY

Making "COMPLETE STREETS" a policy prioritizes safety and accessibility for all road users, integrating features like sidewalks, bike lanes, and transit facilities. This promotes active transportation, reduces congestion, and creates healthier, more vibrant communities.



ACTIVE TRANSPORTATION PLAN

The "ACTIVE TRANSPORTATION PLAN" promotes walking and biking through infrastructure improvements like bike lanes and safer pedestrian crossings, reducing congestion and enhancing community health.





DESIGN & LAYOUT BY TJKM TRANSPORTATION CONSULTANTS

PHOTOGRAPHS PROVIDED BY TJKM TRANSPORTATION CONSULTANTS

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