



Project Schedule

Public Open House and Committee Meetings

- Vision and goals
- Low-stress pedestrian networks

Implementation Strategy

- Prioritization, phasing and cost estimates
- Policy and program recommendations

Plan Document Assembly

- Assemble all analyses, memos, and maps into a comprehensive document



Context and Existing Conditions Analysis

- Review of plans and policies
- Inventory of existing facilities
- Pedestrian counts
- Collision analysis

Needs and Demand Analysis

- Online WikiMap
- Network development
- Design guidance

Public Open House and Committee Meetings

- Review network recommendations
- Finalize design guidelines
- Identify early action priorities

Public Review Period

- 45 day online review period
- Final revisions





Who's Walking? Understanding pedestrian trip types

One of the first steps in the development of this Plan is to establish an understanding of the wide variety of people walking in Cupertino. From children walking to school, to people walking to a neighbor's house, to seniors walking to transit stops, there are wide variations in peoples' preferences, behaviors, skill levels, and reasons for walking. An important objective of this Plan is to identify ways to increase safety and meet the needs of a broad cross section of the population, especially those that may be less comfortable interacting with motor vehicle traffic and those with mobility limitations.

ROUTE CONSIDERATIONS



A FAMILY WITH YOUNG CHILDREN



Apartment to Park

- 0.8 mile
- 15 minutes



A SENIOR TRANSIT USER



Home to Grocery Store

- 0.6 mile
- 21 minutes



A HIGH SCHOOL STUDENT



School to Pizza

- 0.4 mile
- 8 minutes

Sidewalk Width



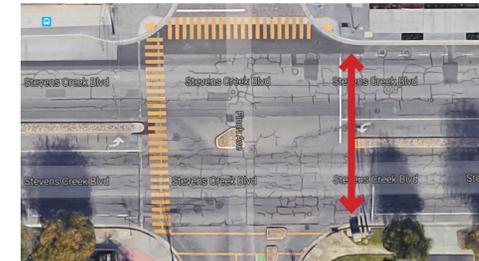
- Strollers, groups of people walking together

Sidewalk Gaps



- Lack of sidewalk forces pedestrians to walk in street
- Sidewalk on one side may force unsafe crossings

Indirect Route



- Most direct route not accommodated with crosswalk or signal
- Students unlikely to use existing crosswalks

Sidewalk Buffers



- Lack of buffer puts people closer to moving automobile traffic
- May make it easier for child pedestrians to run into traffic

Driveway Crossings



- Frequent driveways create more opportunities for conflict between pedestrians and automobiles

Street Crossings



- High visibility markings
- Median island allows for two-stage crossing

Disconnected Streets



- Cul de sacs without pedestrian cut-throughs make too long walk for children

Marked Crossings



- Lack of marked crossing or traffic control means pedestrians will have long wait to find gap in traffic

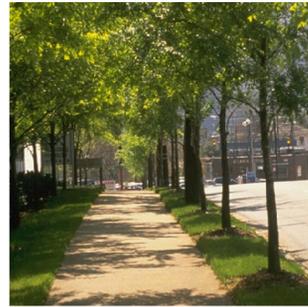
Intersection Design



- Tighter curb radii slow turns
- Allowing right turns on red creates more opportunity for conflicts with crossing pedestrians



Pedestrian Facility Types



ADA-Compliant Sidewalk with Buffer

- Typically concrete, 4-6 feet wide
- Planted buffer between the sidewalk and street, often includes street trees
- Buffer increases safety and comfort



High-Visibility Crosswalk/Curb Ramps

- Improves visibility of crossing with bold, reflective striping which can increase yielding rates at intersection and mid-block
- ADA-accessible curb ramps provide access and detectable warning for the physically impaired



Curb Extension

- Reduces pedestrian crossing distances at intersections or mid-block crossings
- Slows motor vehicle turning speeds
- Visually narrows the roadway helping to reduce vehicle speeds



Rectangular Rapid Flashing Beacon (RRFB)

- Bright LED flashers activated by a bicyclist or pedestrian on demand with a push-button
- Often used at mid-block crossings in combination with high-visibility crosswalk and median island



Median Island

- Allows pedestrians to cross streets in two stages
- Visually narrows the roadway helping to reduce vehicle speeds
- Used on multi-lane roadways or roadways with high traffic volume



Raised Intersection

- Places all intersection users at same level: drivers, bicyclists and pedestrians
- Calms traffic by slowing vehicles on ramp up to intersection level



HAWK Signal

- Traffic signal for major street activated on demand by bicyclists or pedestrians
- Often at mid-block crossings on higher speed, multi-lane roadways



Raised Crosswalk

- Reduces vehicle speeds at intersection or mid-block
- Increases visibility of pedestrians by elevating them
- Typically used on residential/low-volume streets



What's Most Important to You?

Place your dot(s) under the things that are most important to you in terms of developing a safe and connected pedestrian network in Cupertino.

 Access to Transit	 Access to Schools	 Access to Shopping	 Access to Greenspace	 Access to multi-use paths (i.e., trails)	 Access to Jobs	 Directness (i.e., shortest distance between destinations)	 Safe crossings of major roadways	 <u>Did we miss something?</u>
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