

De Anza Blvd Buffered Bike Lanes

Community Meeting
September 12, 2024



CUPERTINO

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Topics

- Project Genesis
- Project Purpose
- Project Description
- Project Details
- Traffic Effects
- Next Steps

Project Genesis

- Council Approved 2016 Cupertino Bicycle Transportation Plan
 - List of prioritized projects
 - Highest ranking Tier 2 project
- Council approved CIP FY 2022-23
- Bicycle Pedestrian Commission
 - December 2022, April 2023, July 2023
- City Council
 - April 2024 contract approved
 - \$530k, \$166k grant funded

Project Purpose

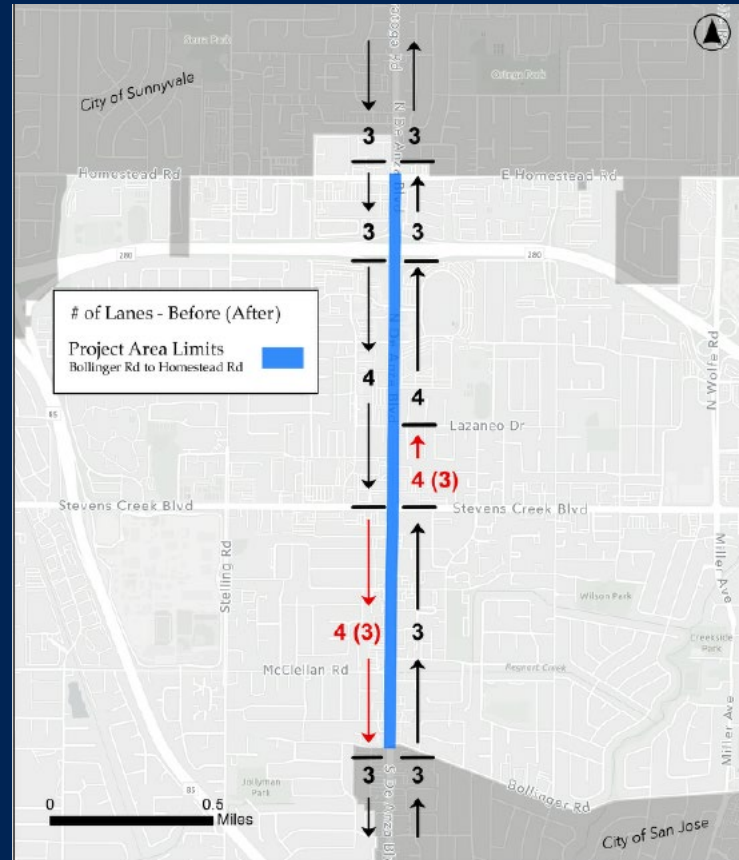
- ***Enhance bicyclist safety***
 - Bikes account for 25% of all crashes
 - Bicyclists account for 31% of all serious injuries and fatalities
- Bicyclists are vulnerable, responsibility to provide infrastructure that enhances protection
- Vision Zero Guiding Principal – human life is more important than speed, convenience or property



Project Description

- Limits - Homestead Rd to Bollinger Road
- Provides buffer zone between bike lane and vehicle lane
 - Two-foot minimum painted buffer
- No physical barriers
- Vehicle lanes reduced from 4 to 3 in some segments

Project Description



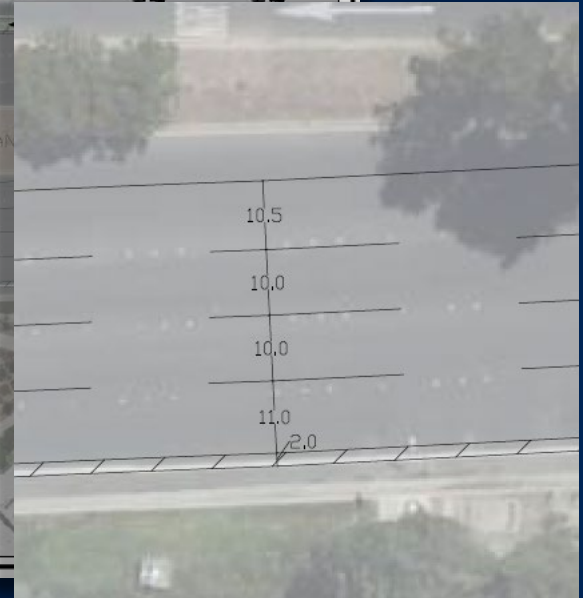
Project Description – What It Isn't



Project Description – What It Is



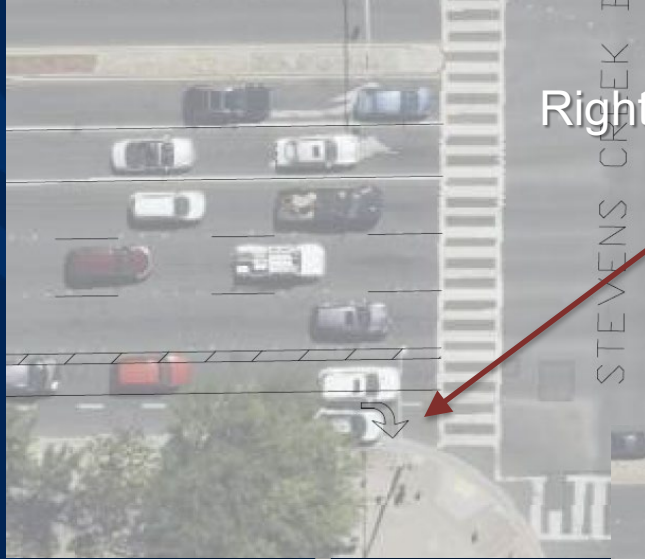
Project Details – 4-Lane Sections



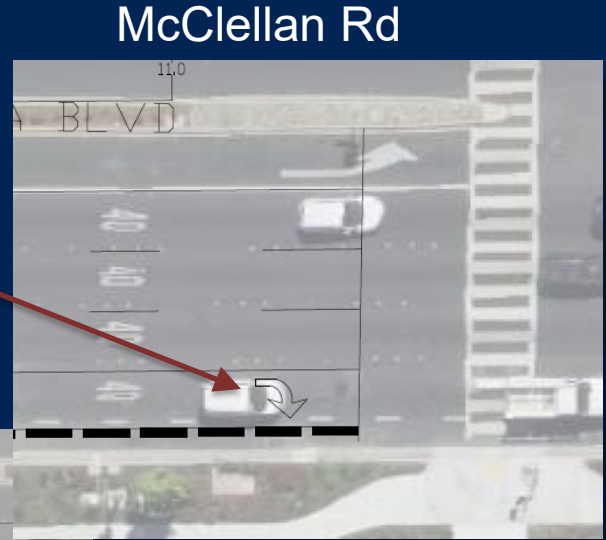
Project Details – 3-Lane Sections



Project Details – Right-Turn Treatment



Right-turn pocket



McClellan Rd

Stevens Creek Blvd



Typical Driveway/Intersection

No barriers to restrict movements

Traffic Effects

- De Anza Blvd/Sunnyvale-Saratoga Rd
 - 3 lanes existing each direction north and south of project area
- Current project aligns and is consistent with these existing configurations
- Analysis performed to ensure adequate design
 - Standard HCM methods utilized
 - 3 lanes adequate to accommodate traffic flow
 - $V/C < 1.0$ during peak 15-minute periods
- Right-turn impacts reduced

Traffic Effects

- What factors affect traffic progression?
 - Operation of signalized intersections - greatest impact
 - Number of thru lanes - lower impact
- Existing signal timings optimized for balanced flow with current lane configurations
- Signal readjustments will be considered following project implementation to ensure no increase in delays
- Traffic redistributions along corridor will ensure total travel times remain constant



Next Steps

- October implementation
- 4-6 week timeline
- Work will be scheduled to minimize traffic impacts
- Following completion, City will monitor traffic and travel time

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Questions?

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