

<p>Cupertino has made a lot of progress on safe walking and biking in the past ten years. What should the next ten years look like?</p>	<p>While Cupertino made progress on safe walking and biking lanes, I am not ready to bike around the city yet. I don't personally feel comfortable enough. I would advocate to install a cycle lane separator to remind car drivers of the distance between cars and bicyclists. Ultimately, car drivers need to understand how fragile bicyclists are and continue to learn to share the road. Community outreach and involvement of schools should be in the mix for the next 10 to 20 years. Schools could even be part of a program that rewards "best idea of the year" for biking and walking in Cupertino. As a council member, I would want to be involved more in the solution so that we design a future Cupertino where we bike and walk safely.</p>
<p>A child died this year on Foothill Blvd on a stretch where there is no sidewalk. Many streets in Cupertino have rural or semi-rural designation which makes it impossible to add new sidewalks. Other streets like Bollinger Road have few pedestrian crossings and high car speeds. What are some ideas you have to improve walkability in our city, such as in these difficult areas?</p>	<p>We could think of "Traffic Calming Measures" such as speed bumps, raised crosswalks, and chicanes to reduce vehicle speeds. This can make streets safer for pedestrians. Install - if possible- well marked illuminated crosswalks, possibly with flashing beacons to alert drivers. We could envision a pedestrian refuge island in wider streets to allow pedestrians to cross safely in two stages. Consider extending sidewalks at intersections where space allows for shortening crossing distances and improving pedestrian visibility. Traffic signals and Stop signs. Evaluate the placement of traffic signals and stop signs to ensure they are adequate for pedestrian crossings, particularly at busy intersections. Signage overall is key. I would advocate for zoning changes that encourage mixed-use developments whenever possible, leading to a more pedestrian-friendly environment and reducing reliance on cars. Improve Public transportation access to reduce the number of cars on the road, enhancing walkability and pedestrian safety. Last but not least, community engagement. Involve Cupertino residents about walkability. Gather input on specific areas of concern and potential solutions that residents feel would improve pedestrian safety. As a Council member, I would welcome</p>

Claudio Bono
 Full answers to 2024 Candidate Survey

	<p>community input and ensure we set ordinances accordingly. The goal will always remain about the safety and security of our residents.</p>
<p>Most of our schools are still unsafe for kids walking or biking to school with frequent near-miss collisions with cars. How do we improve safety for students walking and biking to school?</p>	<p>My response will be a mix from question 1 and 2. Improving safety for students walking and biking to school is crucial to ensure their wellbeing and encourage active transportation. Safe routes to school programs that focus on creating safe, convenient and fun routes for students. We can involve mapping safe pathways and organizing community walks to raise awareness. We should ensure signage is used well and speed bumps, chicanes and road narrowing to slow down vehicle traffic. Align with senior center and non profits to bolster use of community leaders to ensure safe passage at traffic stops. We need to continue to advocate for dedicated bike lanes. School zone enforcement by increasing patrols during drop-off and pick-up times can deter dangerous driving. Continuously improve lighting and visibility around schools and along walking and biking routes to increase visibility, especially during early morning and late afternoon hours. Community engagement and education remain key. We need to involve parents, teachers, students, and schools in general. Continue or enhance educational programs that teach children about pedestrian and biking safety. We should also conduct regular safety audits around schools to identify potential hazards.</p>
<p>How have you personally advocated for proven improved walking or biking in Cupertino or the surrounding areas? <i>Examples could include Safe Routes to School work, supporting new infrastructure through signing a petition, or advocating for improvements by speaking as a</i></p>	<p>As a matter of fact, not later than 1 week ago, I sent an email to City Council in regards to lane reduction and to ensure we keep road safe for all, especially bikers and anyone walking in Cupertino. Here is the email : Sent: Tuesday, September 3, 2024 1:43 PM To: citycouncil@cupertino.gov <citycouncil@cupertino.gov>; City Clerk <cityclerk@cupertino.gov></p>

resident at a City Council or Bicycle Pedestrian Commission meeting.

Subject: De Anza Buffered Bike Lanes - Support City Council members;

City Staff;

My name is Claudio Bono and I am a Cupertino resident. This email is sent on my behalf, as a resident.

I have my motorcycle permit; I have a bike. I chose not to use it simply because I don't trust drivers and feel unsafe driving or operate a bike on some corridors. I strongly believe that De Anza corridor in Cupertino isn't safe for cars to begin with, let alone for bikers and motorcycle users. I use these corridors daily. I work at the Cupertino Hotel and use de Anza corridor all the time. I have seen many accidents as a resident for over 10 years.

Vision zero plan indicates (for anyone reading information) that it is marked as high-risk corridor. Many severe injuries and fatalities occurred. I have been late for many meetings due to ambulance taking care of injured drivers/pedestrians and cars turned upside down. Adding a buffer to the bike lane is safer for cyclist. Period. Adding a buffer to the bike lane is safer for cyclists, drivers and everyone, especially those who think this is a formula 1 racetrack.

Many don't like change, and I can relate to that, however, it's important to remember the safety and security of our resident. This should be a priority. That change will affect less than 0.1% of the length of De Anza from Saratoga Ave to El Camino real. Surrounding cities (San Jose/south side) and Sunnyvale (to the north) already have only three lanes of traffic on De Anza. San Jose already added the same buffers to their lanes. Again, they have more traffic than Cupertino.

Based on analysis (or facts, that some love to disregard), no delays or traffic impact are

	<p>expected (Sunnyvale has more traffic/population versus Cupertino). This project - not a surprise for anyone to know- is also a long-time project coming, It's about time we value the safety of everyone in Cupertino. Price is low to do this, a life cost more.</p> <p>The part I want to emphasize is as follow (especially for CEQA lovers): The state's technical advisory committee on CEQA mentioned that "reducing roadway capacity (by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and is presumed to cause a less-than-significant impact on transportation. Generally, no Transportation analysis is needed for such project".</p> <p>I trust the expert. I value data and common sense. This change is necessary to enhance safety, and I am for it.</p> <p>Hoping you all will support this. Thank you.</p> <p>Claudio Bono</p>
<p>The city just adopted a Vision Zero Plan. What do you think is the most important action to work on first in the next two years to make Vision Zero a reality in Cupertino? Why?</p>	<p>Vision zero aims at eliminating traffic fatalities and severe injuries. t helps prioritizing actions and improvements in safety. To effectively implement vision zero plan in Cupertino, the most important action to prioritize would be enhancing pedestrian and cyclist safety through infrastructure improvements. It could include the installation of protected bike lanes, improved crosswalks, and better signage. Why? The focus is that pedestrian and cyclist safety is fundamental to reducing traffic fatalities and serious injuries. Improving infrastructure can encourage more residents to walk or cycle, promote healthier lifestyles, and reduce vehicle congestion. These efforts can create a safer, more inclusive transportation network in Cupertino and contribute to the overall success of the Vision Zero initiative. We must do all we can to ensure there are no more fatalities in Cupertino.</p>

<p>The new Active Transportation Plan will prioritize infrastructure projects based on many factors derived through community input such as need and safety. What do you think is the role of Councilmembers in the prioritization of that list of projects?</p>	<p>Councilmembers play an important role overall. They are instrumental in policy development, shaping policies that support active transportation initiatives, asking for funding and resources, balancing needs, and collaborating with experts. They represent the community's interests and provide transparency and accountability. They should also monitor outcomes after projects and evaluate what works and what does not.</p>
<p>Should the city of Cupertino pay for improvements on private properties of residents near trails or other infrastructure projects to make the project more amenable to neighbors? If yes, what percentage of the total project cost would be acceptable?</p>	<p>I believe that there are good and valid reasons for The City of Cupertino to invest and participate for improvements on private properties near public infrastructure. First and foremost, it could enhance the overall look of the area. We need to balance public and private interest. Funding improvements can help mitigate infrastructure projects. I favor a range of funding percentages depending on the project scale, from 10% to 30 %. It all depends on the city's financial situation as well. We are currently in a deficit. We can explore funding sources: Grants, partnerships, and community input.</p>
<p>In your opinion, what is the primary role of a Bike Ped Commissioner? Should that person regularly walk or bike within the city and have a track record of supporting walking and biking infrastructure projects in Cupertino? Why or why not?</p>	<p>The primary role of a Bike-Ped Commissioner is to advocate for both pedestrians and cyclists within the city. The bike-ped commissioner plays a very important role in promoting and reporting issues and giving advice to the City Council on how to improve conditions for cyclists and pedestrians. Walking and biking in the city can only enhance/complement the reporting and recommendations. It helps promote a decision-making-based real experience.</p>
<p>What is your opinion on the use of sharrows (shared lane markings) as a biking safety improvement?</p>	<p>While sharrows contribute to a safer cycling environment by increasing visibility and encouraging cycling, they should not be the sole solution for bike safety. It's effective when used with other measures like dedicated bike lane, traffic calming strategies and public education campaigns.</p>