

<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>I'd like to see us further improve connectivity in a second wave of major bike-ped improvements in our city, and get protected connections into adjacent cities, particularly west San Jose, Los Altos and Sunnyvale, in coordination with those cities. Cupertino is now well known in the South Bay as a leader in bike/ ped infrastructure thanks to the hard work of creating the 2016 plan, and the even harder work of implementing it. Encouraging other cities to plan with us will mean better connectivity across our city boundaries and motivate more active transportation.</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>The pros who engineer our roadways and trails use the term complete streets to refer to making our shared right-of-way available to all users, not just cars. &amp; trucks. We have been slowly working to get sidewalks in front of residences in former unincorporated areas of the city when those owners pull a permit for substantial redevelopment. Of course, that method creates a patchwork and takes years. I will seek to accelerate sidewalk development with grants from regional or State agencies.</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>If we had a protected bike lane on McClellan ten years ago, as we have now, Ethan Wong would have been protected from the truck that killed him. With bollards to protect bike lanes in front of schools from encroaching we can provide more safety around schools. We need to continue our robust efforts in our Safe Routes to School programs. I personally observe the frustration of drivers in the tri-schools area, and drivers who are stressed and running late often make sudden and sometimes risky moves that create the preconditions for accidents. SV Hopper is now a popular option for a shared ride to or from our high schools, and we should continue to support it as a traffic reduction measure.</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 resident at a City Council or Bicycle Pedestrian Commission meeting.</i></p>	<p>As a councilmember, I worked with residents starting in 2012 to get Bike Ped commissioners appointed in 2013 who wanted to create a ambitious bike plan. In 2015, while I was mayor, we put 3 miles of green paint to demark bike lanes across the city, and began work in earnest to create our landmark 2016 bike plan. We then began the harder work of implementing it. Finally, in 2023, we completed one of the last major sections when we cut the ribbon on the Regnart Creek Trail. We can now bike with a protected or off-road bike lane from Monta Vista through the Civic Center all the way to Cupertino High. We are also moving to get a buffered lane on our main north-south axis along De Anza Blvd, which I have publicly supported.</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>We should let the available incident data guide top priority improvements, and place special emphasis on areas around our schools. There are many improvements that can and should be made that didn't require a long community engagement or planning process. And others of larger scope or that require community buy-in or a shift in mindset that will take a longer engagement process.</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>The Active Transportation Plan is the umbrella plan for our various efforts, including Vision Zero, Local Road Safety Plan, and Safe Routes to School programs, and Mobility elements in our General Plan. It aligns priorities &amp; timelines for all our projects and programs, and is the successor to the 2016 Bike Plan and 2018 Pedestrian Plan. Council members should encourage a robust community engagement process with all stakeholders, including community input on priorities. We have a lot of good work to build on from these prior plans. We should also be doing our best to align our projects with our neighboring cities where possible.</p>

Rod Sinks

Full answers to WBC Candidate Survey 2024

<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>In general, we should use public funds to maximize the length and quality of the trails we build. There are certainly circumstances where improvements on private property may be considered if there are legitimate safety or liability issues.</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 the commission is to make recommendations to council that improve and prioritize improvements for those who walk and bike in the city. So, yes, I think those chosen to serve should be active users of our existing bike and ped infrastructure and programs, and should have demonstrated interest in furthering the work.</p>
<p>What is your opinion on the use of sharrows (shared lane markings) as a biking safety improvement?</p>	<p>Where a roadway is too narrow, a sharrow is intended to signal to all users that the lane is to be shared (Class III).. In my experience, cars often ignore bikes with or without sharrows, which is why we need to consider better alternatives (Class II or better Class IV or Class I) wherever possible..</p>