

December 12, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

Location: Quinlan Community Center, Cupertino Room

Date: December 6, 2017

Time: 6:00 p.m. to 8:00 p.m.

Number of people who signed-in: 29

Number of people who turned-in an input packet: 13

Attendees:

City of Cupertino (City):

Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org
Erick Serrano (ES), Planning, ericks@cupertino.org

Callander Associates (CA):

Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

Community Meeting #1 was open house style where participants were invited to arrive at any time during the event window (6:00 p.m. to 8:00 p.m.) and provide individual feedback on the trail project. Community members were notified about the event through the following methods:

- City's website
- City Channel
- Social media (Next Door, Facebook, Twitter)
- Tabling/flyer distribution at the Fall Festival, Diwali Festival, Fall Family Bike Fest
- Flyer postings at the Library and City Hall
- Door hangers and flyers to residents/businesses directly adjacent to the proposed trail extents
- Safe Routes to School (SR2S) monthly newsletter

The meeting included six stations for community participants to provide their input at their own pace. Station #1 was the welcome table, where participants were greeted by City staff and provided an input packet to record comments as they traveled between stations. The five additional stations included project background and goals and objectives (Station #2), Stations #3, 4, 5 were for the three segments of the proposed trail, and refreshments (Station #6). Participants were asked to return their input packets to Station #1 before leaving so that their comments could be recorded. The next sections review the input methodology and summarize the input received at the meeting.

Commenting Material

Community Meeting #1 included several opportunities to provide written input and have that input recorded. Input methods included the input packet, the trail segment plans, and large flip charts. Participants were not limited to one commenting method and everyone was encouraged to document their input. Below is a description of each input method available:

Input Packet

The input packet included the same two open-ended questions for each trail segment. Community members were asked to respond to these questions as they traveled to each of the trail segments.

- Question 1: What do you like about this segment of the trail?
- Question 2: What can be improved in this segment of the trail?

Trail Segment Comments

The trail was divided into three segments and set up at three separate stations (Stations #3, 4, 5). Each trail segment plan was printed at a large scale to help community members identify neighborhood features and the proximity of the trail to community resources (i.e., schools and businesses). Participants were invited to draw and write on each plan to provide feedback on each trail segment. Commenting directly onto the large plans is a useful tool for input because context can be applied to a specific comment and ideas can be drawn and documented. Each of the trail segments provided this input method, but the geographic differences between each segment generated unique comments from the community.

- Trail Segment #1 – Mary Avenue to De Anza Boulevard
This segment includes the connection to Mary Avenue Bridge and the on-street bicycle network that connects to Garden Gate Elementary School. This segment includes a street crossing at Stelling Road.
- Trail Segment #2 – De Anza Boulevard to Vallco Center
This segment is in close proximity to Lawson Middle School and runs along the northern edge of the Infinite Loop. This segment includes a street crossing at De Anza Boulevard and would have the trail running under Blaney Avenue.
- Trail Segment #3 – Vallco Center to Vallco Parkway
This segment is near the Vallco Center and runs along the northern edge of to the new Hyatt Hotel and Apple. The trail runs under Wolfe Road and terminates at Vallco Parkway and Calabazas Creek.

Flip Charts

Flip Charts were placed at Station #2 and each of the three trail segment stations (Stations #3, 4, 5). Flip charts did not include a prompted question, all feedback provided was open-ended. Not all Stations with flip charts received comments.

Input Received

Station #2 - Project Background and Goals and Objectives

Flip Chart

- Please keep redwood trees along I-280 frontage. Do not cut down. They run the length of I-280 from Los Altos to San Jose so they provide a greenbelt along the freeway and buffer residential from the freeway. Redwoods also clean impurities from the air.

Station #3 – Trail Segment #1 (Mary Avenue to De Anza Boulevard)

Input Packet – Question #1

- I would like to have lights on the way, some benches to sit, a water station, restroom facility
- Connecting the trail to the bridge is great!
- No stoplights (well almost)
- Minimal cross streets
- The bike bridge
- Everything
- Good access to western areas in the city
- It's a trail
- Less car traffic for students going to De Anza College
- Easy connection to Mary Ave. bridge and avoids Stevens Creek Blvd.
- Connectivity to Mary Avenue Bridge
- Takes you to Mountain View
- Connection to Mary Avenue Bridge

Input Packet – Question #2

- Protect bikes from falling into ditches
- Have a camera at the main junctions
- Put up signs (dog on-leash, no loitering, speed limit)
- Stelling Rd. crossing needs bridge over
- Need mile markers
- Access to the trail via Stelling Rd. is too dangerous for kids
- Take it along the wall all the way to De Anza College; use the City maintenance land to go from Mary Ave back to the sound wall here
- Put underground crossing under Stevens Creek Blvd to De Anza College
- Have the City buy a house along [Flora Vista Ave.] to allow Lawson students to access the trail (Garden Gate Elem. feeds into Lawson Middle)
- Need access near [photo] #4; buy a house, tear it down, provide access
- A glass sound wall so Teslas stuck in traffic can see how fast bikes go
- East end of bike bridge (Homestead Rd and Mary Ave) needs to be reconfigured
- Need grade separation (prefer underpass) for trail at Stelling Rd.
- Improve Stelling Rd. crossing if possible
- Safety and security of residence and businesses - how are we going to protect our business and homes along the path? Need regular monitoring for security concerns!
- Parents will still drive kids to neighborhood regardless

- Crossing at Stelling Rd. should be above or below street, no crosswalk is near the access point right now
- Widen 14' for multi-use
- All segments use over or under grade crossings to major streets
- Extend via bridge or tunnel to De Anza College and across 85 with dedicated bridge protected from cars/ramps
- Traffic light or bridge tunnel between [picture] #6 and #7
- Prefer the route be closer to storage, as it would have less impact on the residents and it is wider
- Safety and security of the trail while maintaining safety, security and privacy for the residents impacted by the trail

Trail Segment Plan Comments

- This speed table [on Meteor Dr.] will drive cars to Amulet then Nathanson Ave.
- Median on Meteor Dr. slows traffic and is a good thing
- Nobody stops at Nathanson Ave. turning onto Meteor Dr.
- Some late night noise at trail head [Mary Avenue Bridge]
- Hit by car at Glenbrook
- Mini-store employee concern about vandalism and homeless
- Purchase property at curve of Castine Ave. to Gardena Dr.
- Pedestrian bridge would be great between image #7 and #8 (Stelling Rd.) [other response] - or tunnel
- Suggest 20' minimum width to accommodate bikes, strollers, etc.

Flip Chart Comments

- Deter vehicular speed
- Drivers don't respect hawk signals
- Steven's Creek Blvd and Homestead Rd are existing east-west on-street connections
- Fencing for neighbors
- Trail is very isolated

Station #4 – Trail Segment #2 (De Anza Boulevard to Vallco Center)

Input Packet – Question #1

- Keep the existing trees and plant some new trees
- IDEA: Give property owners a cut in their property taxes to allow a portion of their land for the trail is selected cases. Bar Harbor along their harbor does this
- Spur to Lawson Middle along the east edge of Apple's property
- Will help Apple and it's near my house :)
- Everything
- This is a great connector across the city without riding/walking on busy streets
- It's a trail
- Less vehicle traffic
- Avoids Stevens Creek Blvd and De Anza Blvd

- Good east-west trail through Cupertino

Input Packet – Question #2

- Under/over bridge at the De Anza Blvd. crossing
- Add underground crossing under De Anza Blvd.
- Do not remove car access under Blaney Ave. bridge, it is used heavily
- Do not remove parking on Lucille Ave because it is used by PBC Church, apartment tenants, and Apple
- Take trail UNDER De Anza Blvd., look at Loveland, CO for examples!
- Removing vegetation to put trail in will increase sound from freeway, please put sound considerations high on design list
- Use negotiations with Apple to get Lawson students off the street [arrow pointed to east edge of Apple property]
- A wide, bright tunnel at [image] #17
- Suggest oaks with hairy leaves that will filter the freeway soot (East PA has done this)
- Pedestrian/bike undercrossing at De Anza Blvd.
- Add connection along Apple sound wall (parallel to Larry Way) to permit direct route to Lawson Middle and Merrit Way bike boulevard
- De Anza Blvd. crossing
- Safety of bikes
- Widen 14' for multi-use
- De Anza Blvd crossing should be above or below street level
- Make access for Garden Gate Elementary
- Reduce conflict between north-bound De Anza Blvd. to south-bound I-280 vs. crossing

Trail Segment Plan Comments

- Suggest a tunnel or bridge (built by Apple of glass and chrome...)
- Evening backup on I-280 south-bound on-ramp at De Anza Blvd.
- Will this trail connect to De Anza Blvd. bike lanes? Optimize the crossing
- Loveland, CO has lots of underpass connections
- Bar Harbor - gave a cut in property taxes to allow for trail
- Could there be a spur [east side of infinite loop Apple property], provide connection to school and bike boulevard [other response] - yes!
- [Between image #15 and #16] Church parking, don't take parking away
- Add label for all BQ zoned properties
- When apartments are full [between Blaney Ave. and Randy Ln.] they park on street
- Don't close the loop under Blaney Ave.
- [Behind Mini-Stor] - Lots of graffiti when fence comes down;
- Wolfe improvements get tagged, may have taken another chain-link fence
- If trail is narrower than full width, is it harder to obtain funding?
- I would use [the trail] on commute and evening walks
- Look at Santa Clara Agilent property - proposed trail

Flip Chart Comments

- No comments provided at this station

Station #5 – Trail Segment #3 (Vallco Center to Vallco Parkway)

Input Packet – Question #1

- Overall love this idea of Cupertino Loop; can't wait to start running on the trail
- Will help Vallco and retail, when it's built
- Everything
- Utilization of existing Wolfe underpass at Vallco
- Access to Main Street and future Vallco activities and shopping
- It's a trail
- Less Apple traffic
- Wolfe crossing is not at street level
- Allows access to Vallco and Main Street
- Scenic
- Connection to Main Street, hotels, Apple

Input Packet – Question #2

- Add emergency blue poles throughout the trail
- Vegetation all along wall helps with freeway pollution and sound reduction, please consider this when designing the entire trail
- Bridge trail over Wolfe Rd.
- Overall, I suggest a 20' minimum width to accommodate a wide range of transportation preferences; trees, trees, trees (large species)
- Why not a full width new trail around "Section A"? [Hyatt Hotel Trail segment]
- Make sure bicycles abide by same rules as road users
- Make SHP developer incorporate bike access to trails
- Nothing
- Turning left onto Vallco Pkwy. on a bicycle is impossible/dangerous/requires using sidewalk?

Trail Segment Plan Comments

- Why not go across? [keep trail parallel to I-280, cut through Wolfe Rd. interchange and hook into trail at the Hyatt Hotel]
- Make the new trail at the hotel property wider, it's new
- Bridge over Wolfe Rd.? [Where underpass is currently]
- Is Perimeter Rd. public or private; is there an easement?
- Be aware of how a dotted melted strip bike lane feels on 110 psi bike tires
- Radius of speed hump should exceed that of 27" bike wheel!
- Traffic volume will increase at Vallco Pkwy. and Tantau Ave. intersection
- Continue trail across I-280 [follow Calabazas Creek] and connect at Tantau Ave.
- Add button for cyclists well ahead of intersection with priority timing [Idea is to be able to hit the button while on your bike and the light will be green by the time cyclist gets to the intersection]
- [At the Vallco Pkwy. trailhead] - What happens when you want to turn left onto Vallco Pkwy.?

- Add roundabout at Tantau Ave./Vallco Pkwy. intersection [other response] - I would be scared to use that

Flip Chart Comments

- No comments provided at this station

Community Meeting #1 Images

This section illustrates images captured from the meeting.



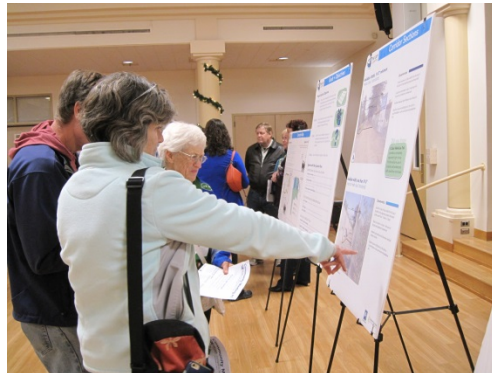
Sign-in and Input Packet Pick-Up



Trail Section



Background and Goals and Objectives



Background and Goals and Objectives



Trail Section

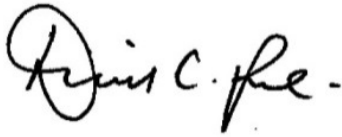


Input Packet

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

A handwritten signature in black ink, appearing to read "Dave Rubin". The signature is written in a cursive, flowing style.

Dave Rubin, Project Manager, Callander Associates

cc: All attendees

Attachments:

1. Input Packet Response Data Presentation
2. Notification Flyers

Community Meeting #1



THE LOOP
Cupertino

Junipero Serra Trail

December 6, 2017

Welcome!

How to get started

- Travel to each of the stations and provide your input
- Enjoy the refreshments
- Ask us lots of questions

Tell us what you think

How would you use this trail?
Circle all that apply.

1. Walking/Jogging/Biking
2. Commuting to Work
3. Taking children to school
4. None of the above

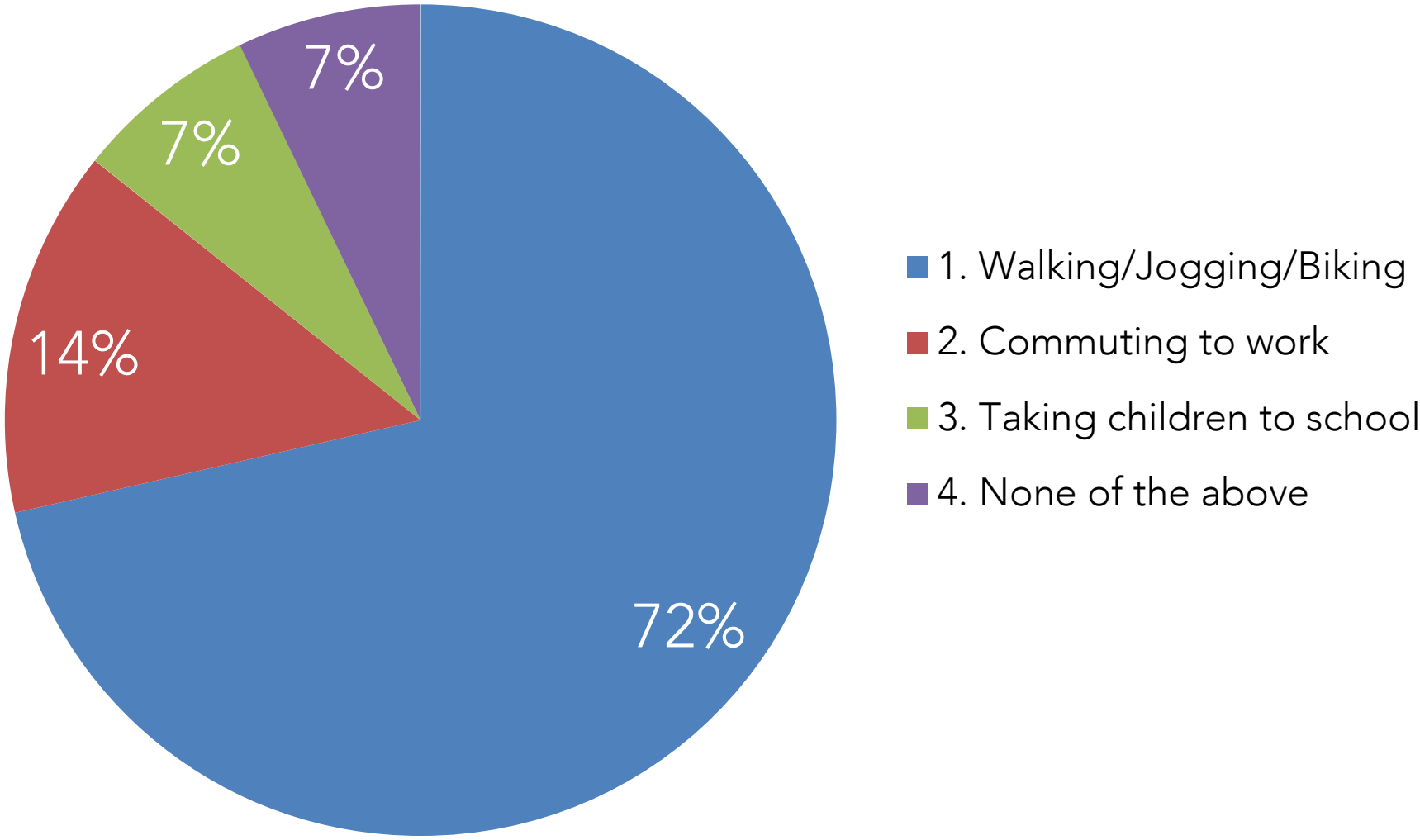
How often do you currently use a trail system elsewhere?
Circle one.

1. Never
2. Once a year
3. Once a month
4. Once a week
5. More than once a week

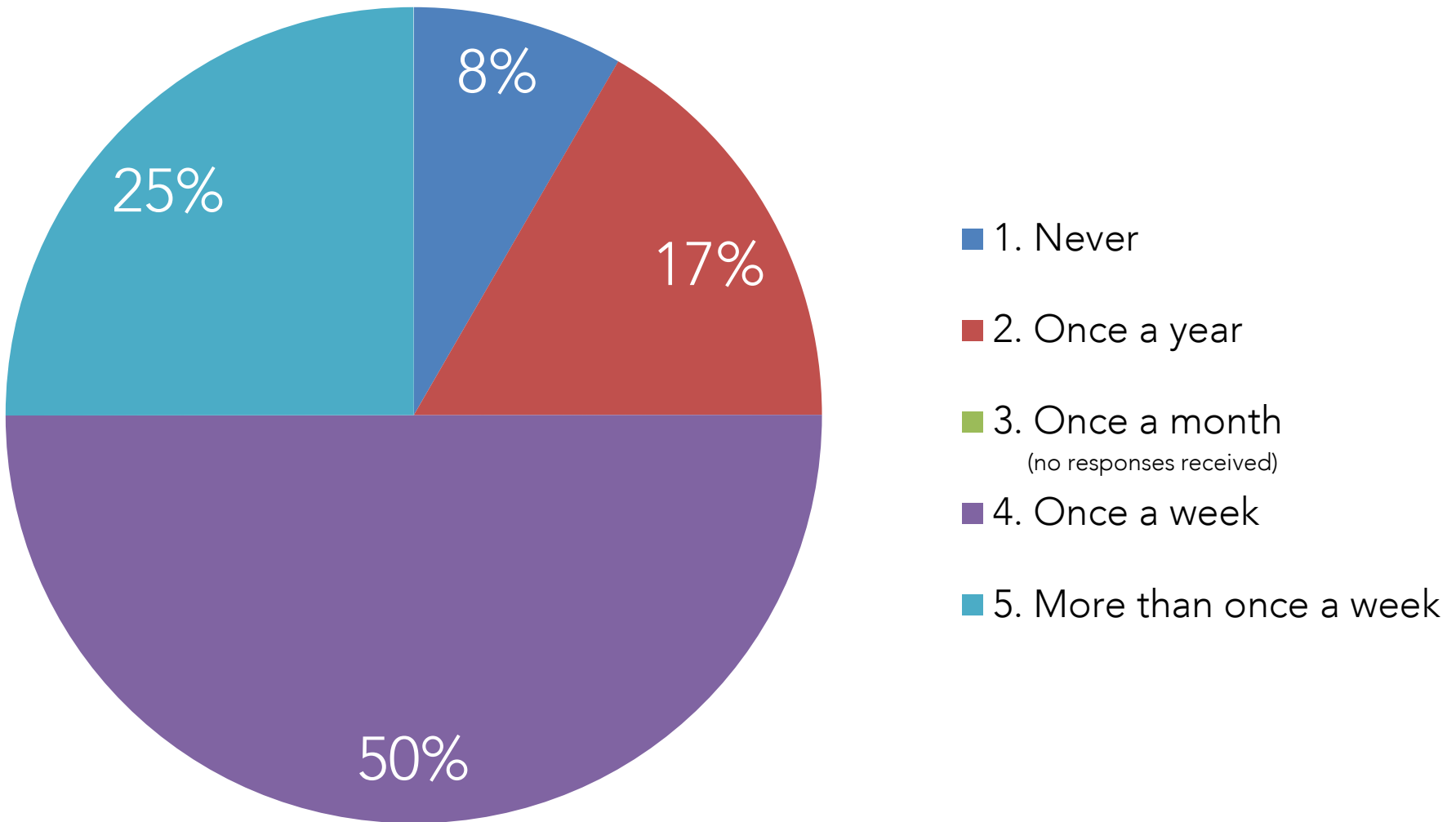
Regarding trail development, what's most important to you?
Circle all that apply.

1. Safety and security
2. Trail access
3. Trail amenities
4. Connections to other bike and pedestrian facilities
5. Other:

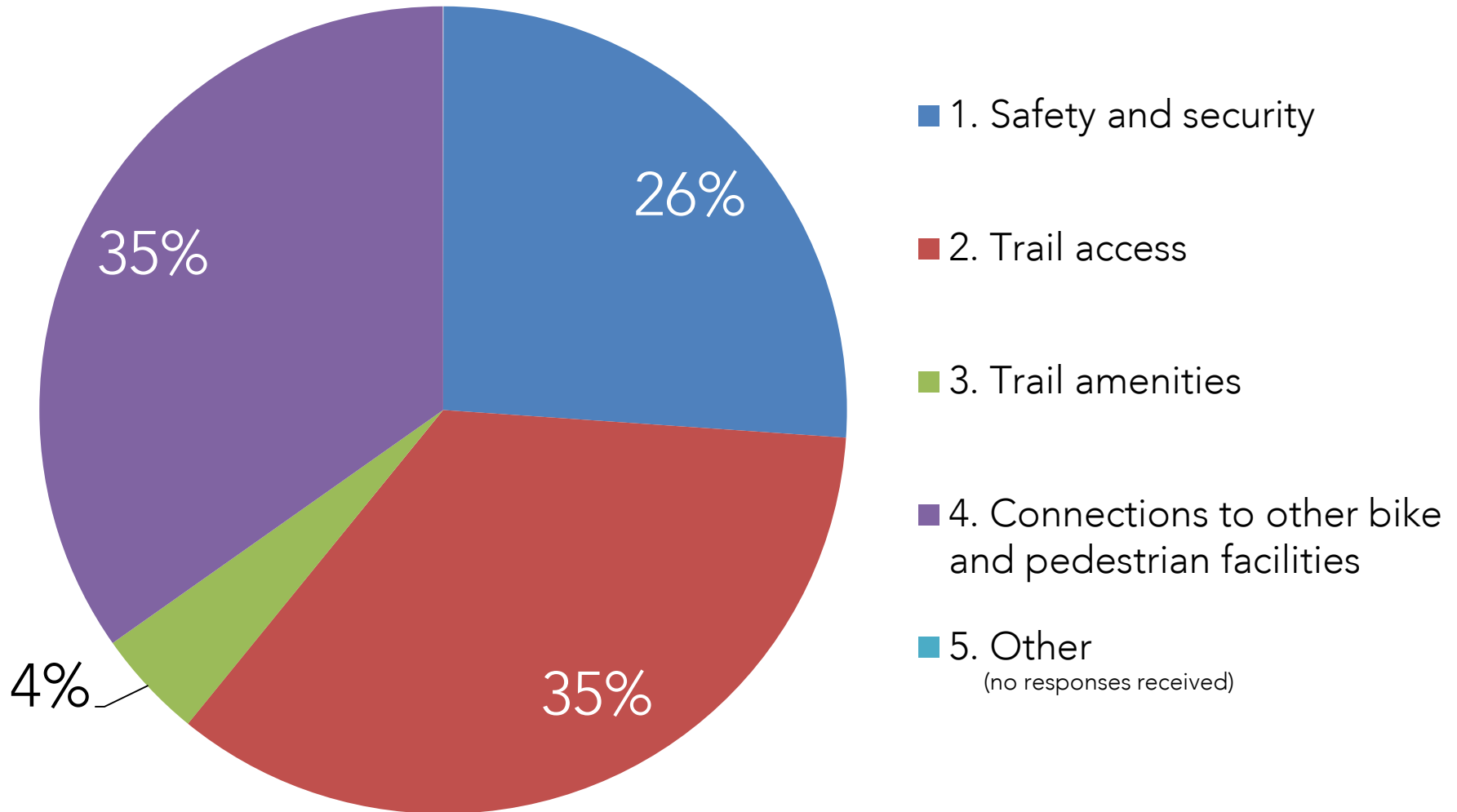
How would you use this trail? Circle all that apply.



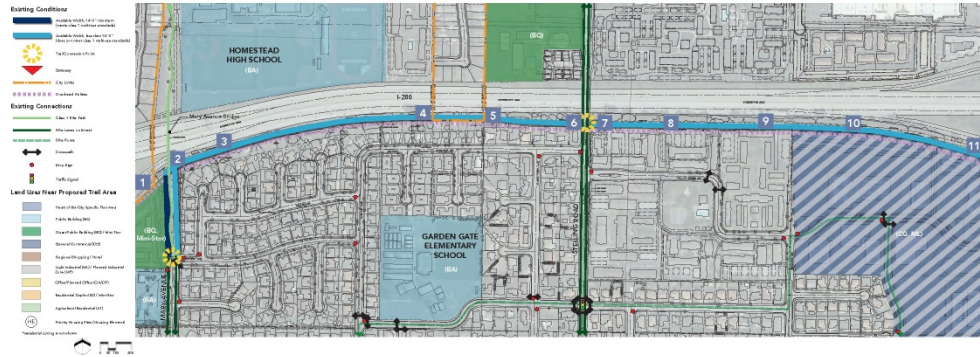
How often do you currently use a trail system elsewhere? Pick one.



Regarding trail development, what's most important to you? Circle all that apply.



STATION #3 - Mary Ave to De Anza Blvd



What do you like about this segment of the trail?

What can be improved in this segment of the trail?

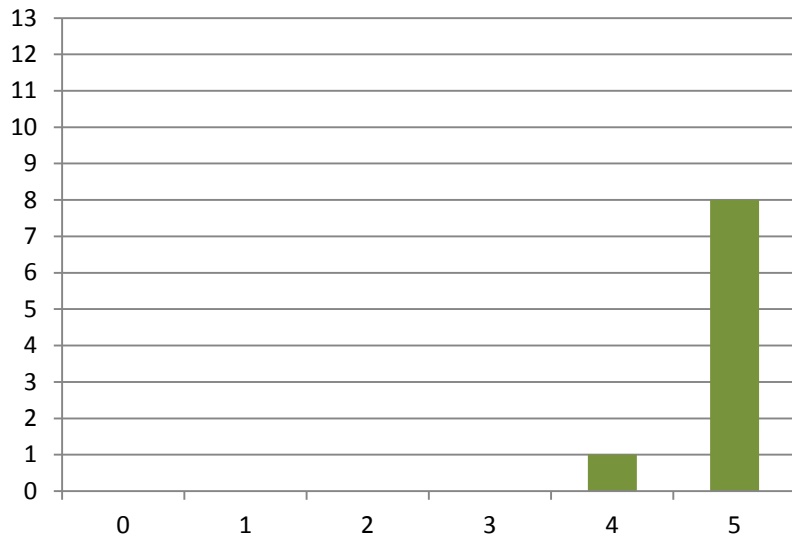
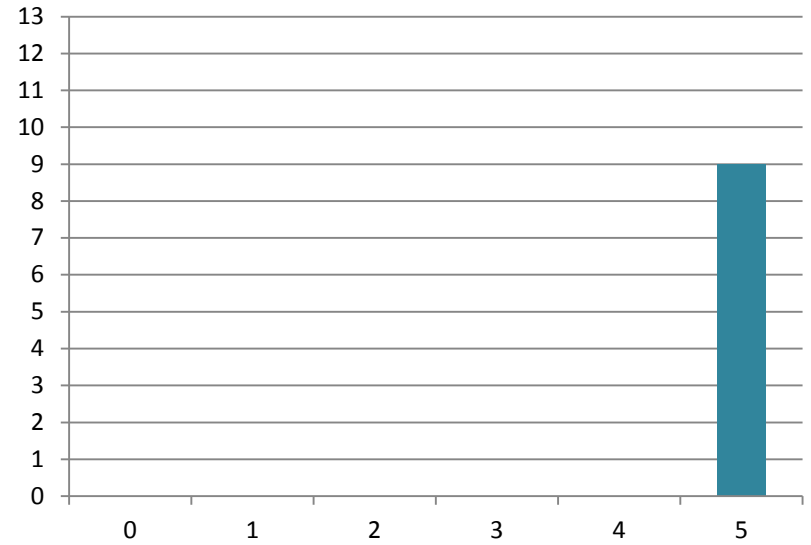
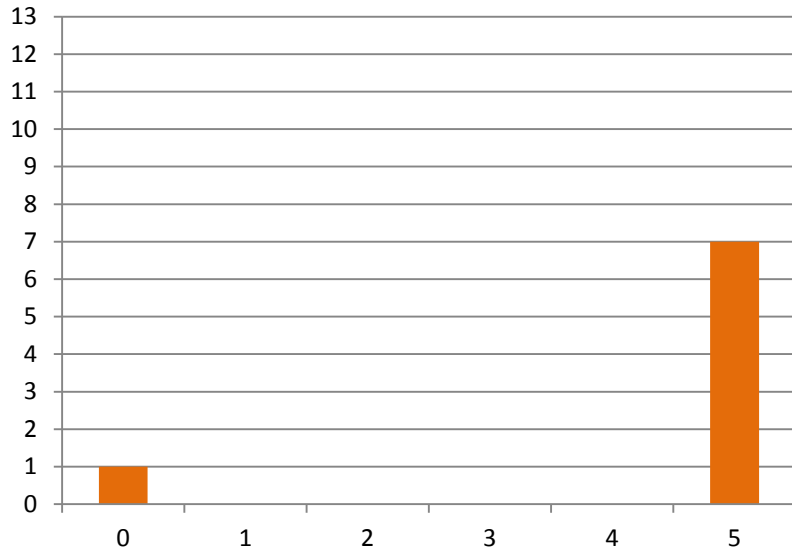
Please rate this segment's overall desirability:

Low	←—————→					High
0	1	2	3	4	5	

Please rate this segment's suitability for the following activities:

	Low	←—————→				High
	0	1	2	3	4	5
Commuting to work						
Walking/Jogging/Biking						
Going to school						

Please rate this segment's overall desirability



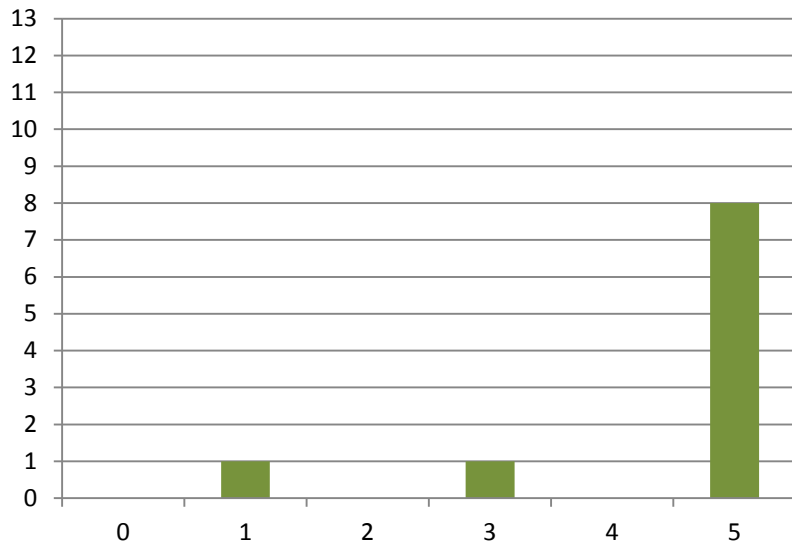
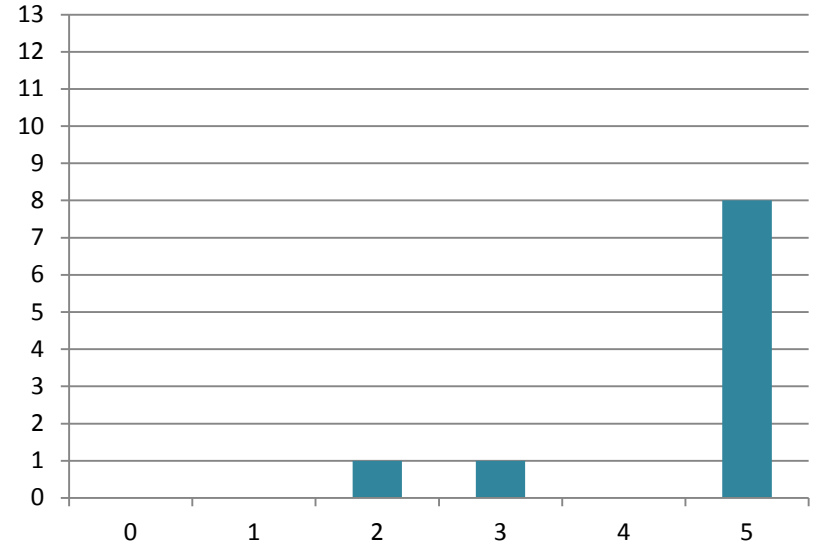
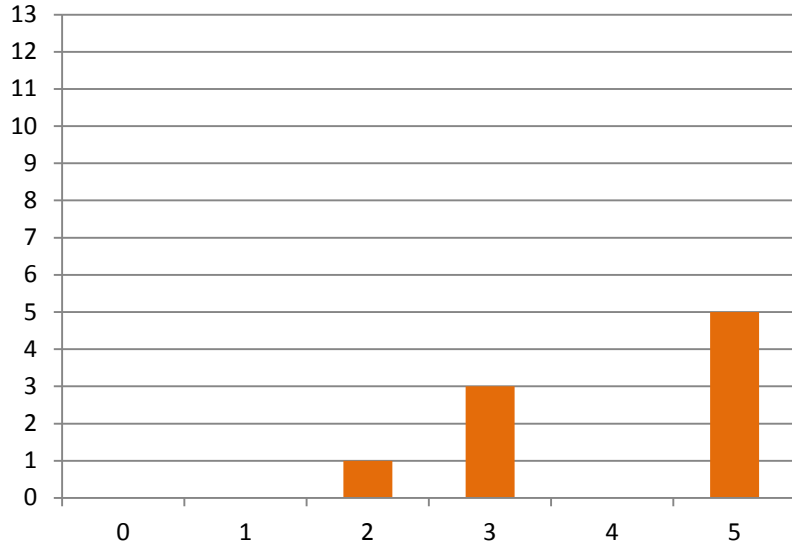
LOW HIGH
0 1 2 3 4 5

Segment 1

Segment 2

Segment 3

Please rate this segment's suitability for commuting to work



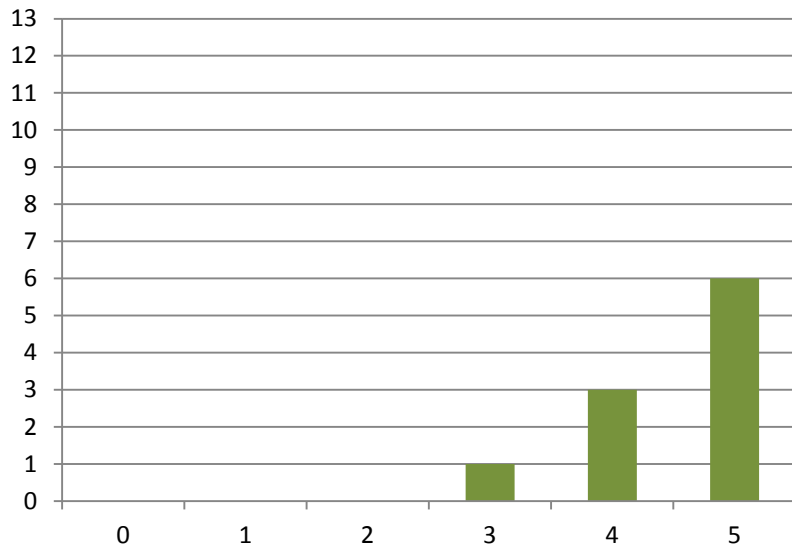
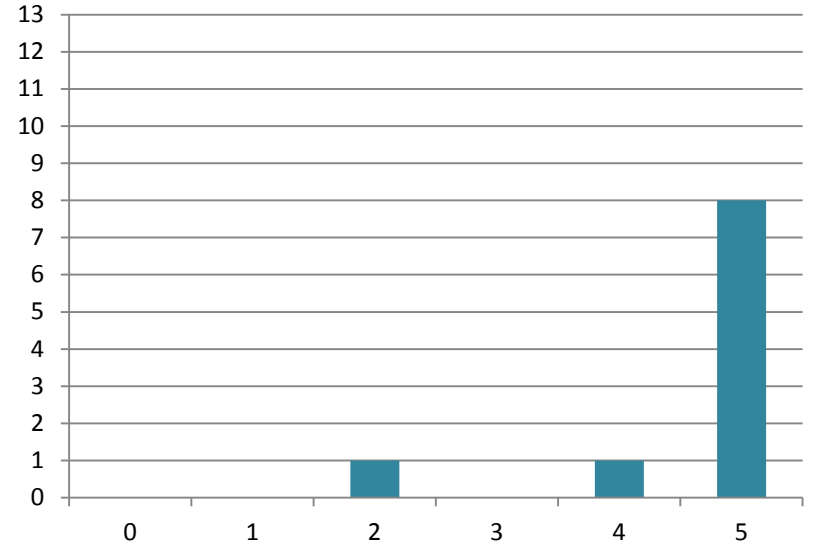
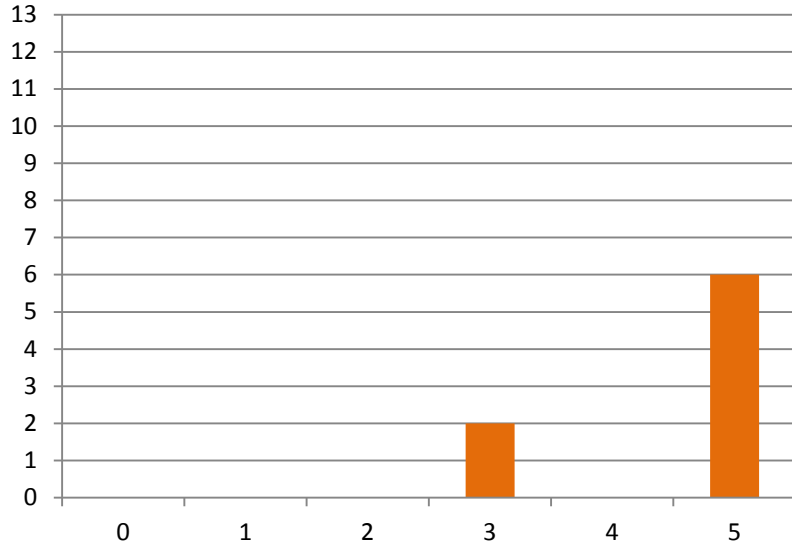
LOW HIGH
0 1 2 3 4 5

Segment 1

Segment 2

Segment 3

Please rate this segment's suitability for walking/jogging/biking



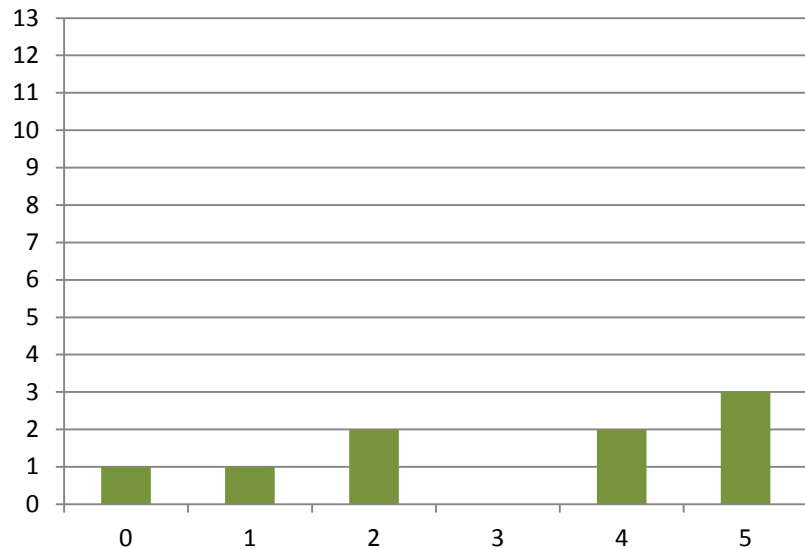
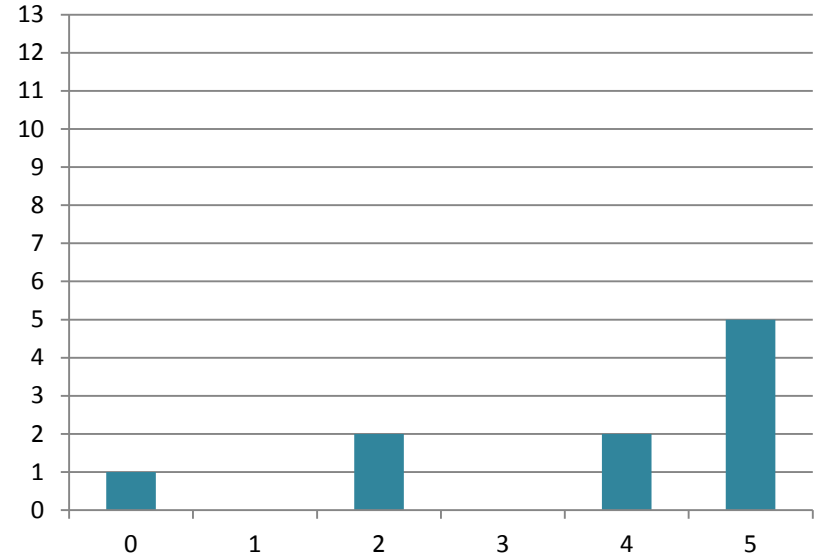
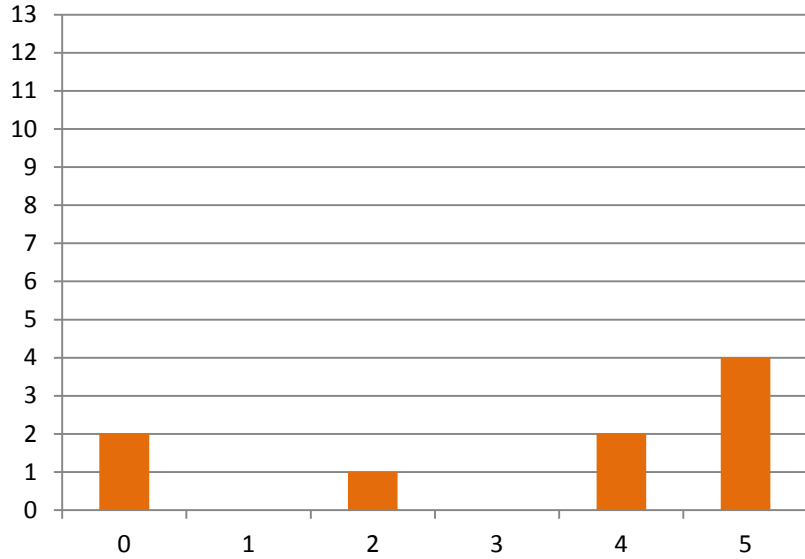
LOW HIGH
0 1 2 3 4 5

Segment 1

Segment 2

Segment 3

Please rate this segment's suitability for going to school



LOW HIGH
0 1 2 3 4 5

Segment 1

Segment 2

Segment 3



PUBLIC MEETING NOTICE

The City of Cupertino Public Works Department would like to invite you to attend the very first public meeting for the proposed Junipero Serra Trail. This initial meeting will introduce the project to the community and focus on the project goals and objectives. We want your feedback.

The City is working with Callander Associates to prepare a feasibility study for a proposed off-street bicycle and pedestrian facility that would run along the existing Junipero Serra channel just south of Interstate 280 to provide a connection between the Don Burnett Bicycle-Pedestrian Bridge and Vallco Parkway.

For more information about the project, please visit www.cupertino.org/bikeplan.

Date: Wednesday, December 6, 2017

Time: 6:00 p.m. to 8:00 p.m.

Location: Quinlan Community Center,
Cupertino Room
10185 N. Stelling Road

Questions or comments about the project can also be directed to Jennifer Chu, Associate Civil Engineer, at (408) 777-3237 or jenniferc@cupertino.org.



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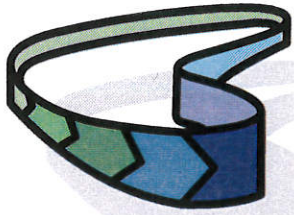
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THE LOOP Cupertino

Cupertino's proposed network of connected bikeways and trails around the City

Imagining the **Junipero Serra Trail** Segment



UPCOMING MEETINGS

Project
Goals +
Objectives

Public Meeting #1

Wednesday December 6, 2017
6 pm to 8 pm | Quinlan Community Center

Alternative
Alignment
Plans

(same content,
two locations)

Public Meeting #2a

Tuesday February 20, 2018
6 pm to 8 pm | Quinlan Community Center

Public Meeting #2b

Monday February 26, 2018
6 pm to 8 pm | Cupertino Community Hall

Draft
Alignment
Plan

Public Meeting #3

Wednesday June 6, 2018
6 pm to 8 pm | Cupertino Community Hall



CUPERTINO

Callander Associates
Landscape Architecture

PLEASE
**SHARE
YOUR**
THOUGHTS!

STAY UPDATED!

visit www.cupertino.org/bikeplan to learn more about the project!

