

Project Background

HOW DID WE GET HERE?

The City of Cupertino 2016 Bicycle Transportation Plan ("2016 Plan") prioritized a list of recommended projects to promote bicycling in Cupertino, including a series of multi-use paths that, when joined together, would form the "Cupertino Loop Trail".

One of the recommended trail network segments identified in the 2016 Plan is a trail south of and roughly parallel to Interstate 280 between Mary Avenue and Tantau Avenue, referred to as the Junipero Serra Trail.

The Junipero Serra Trail would be the first off-street connection (east/west) across town

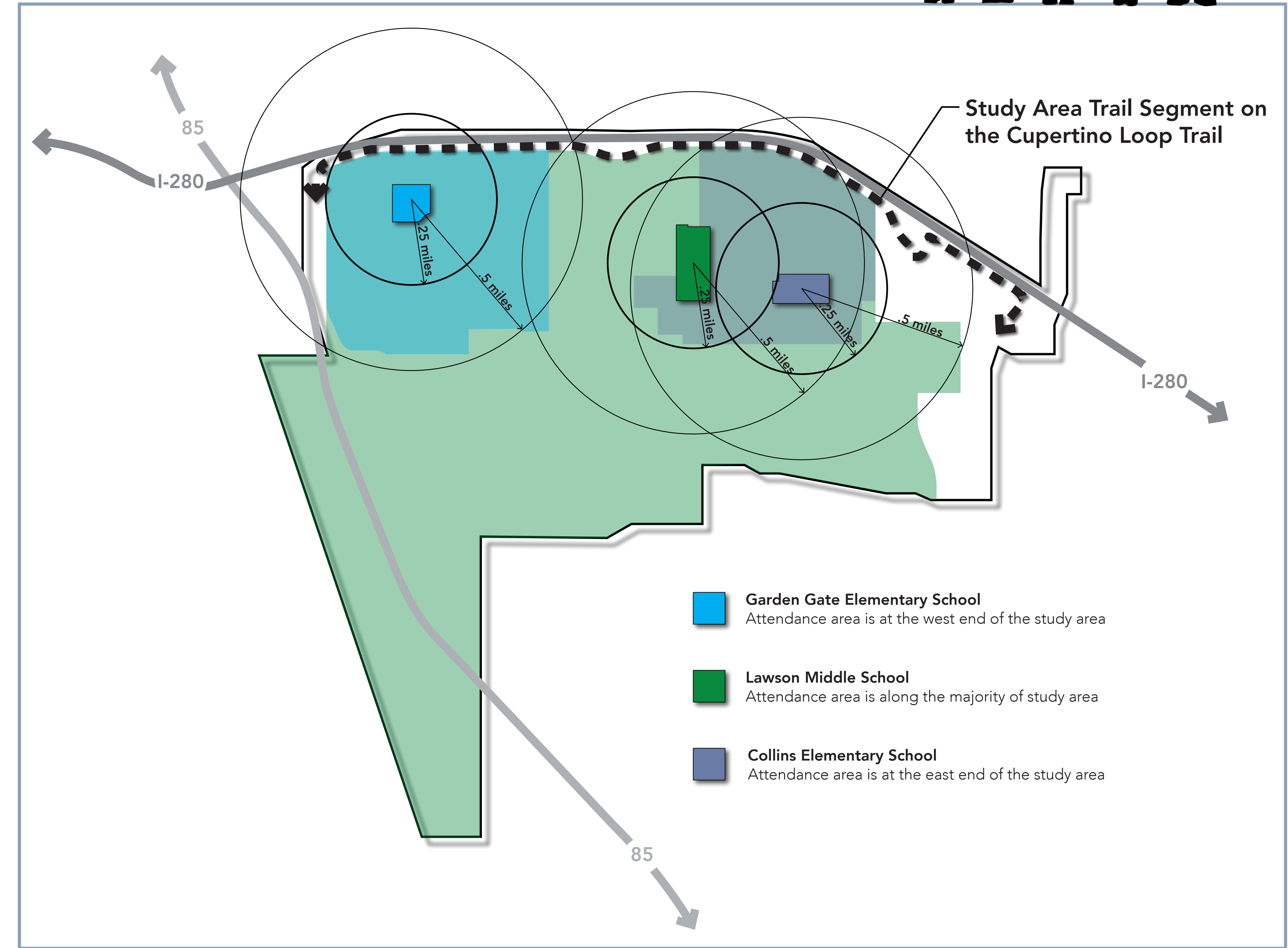
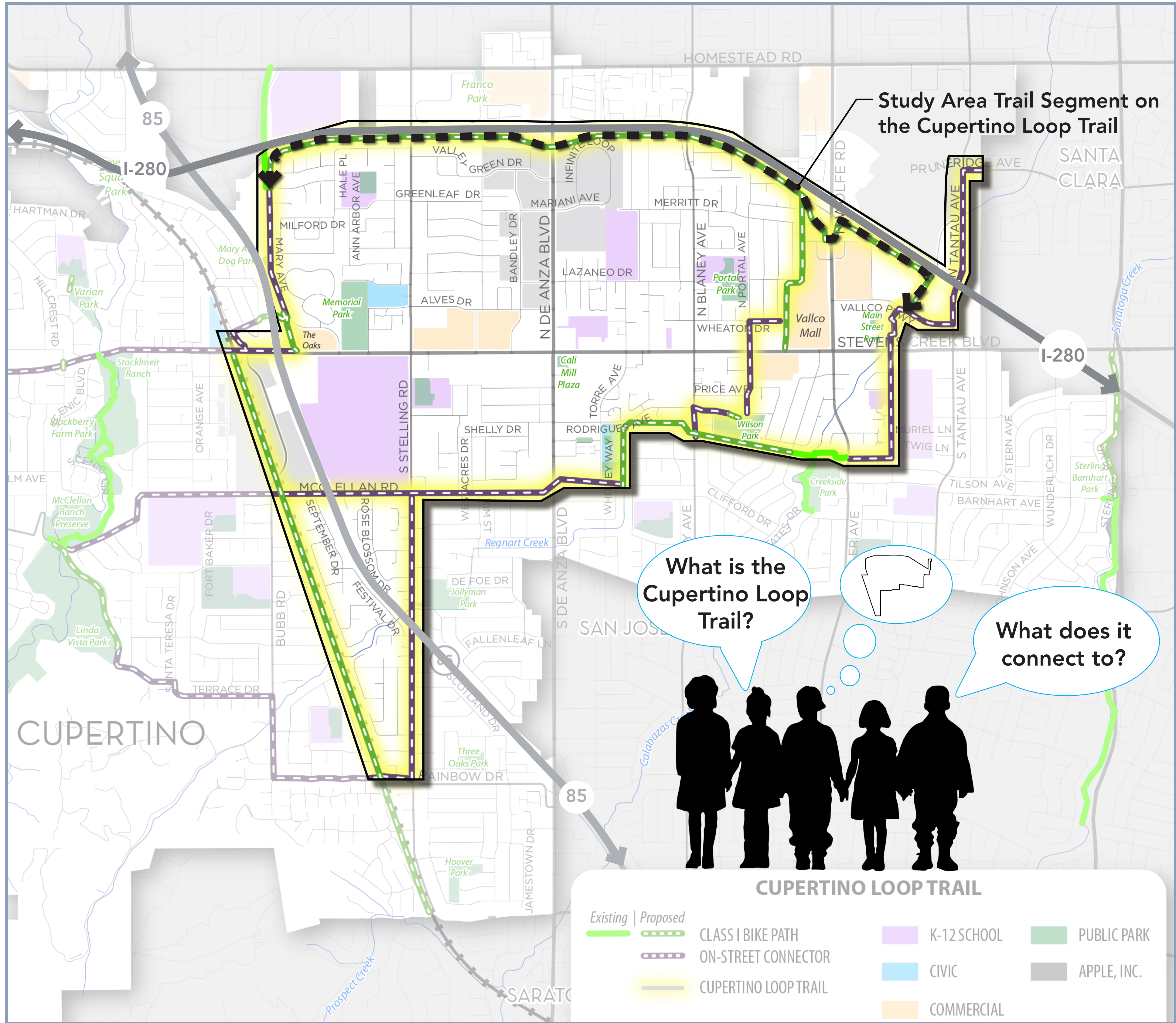
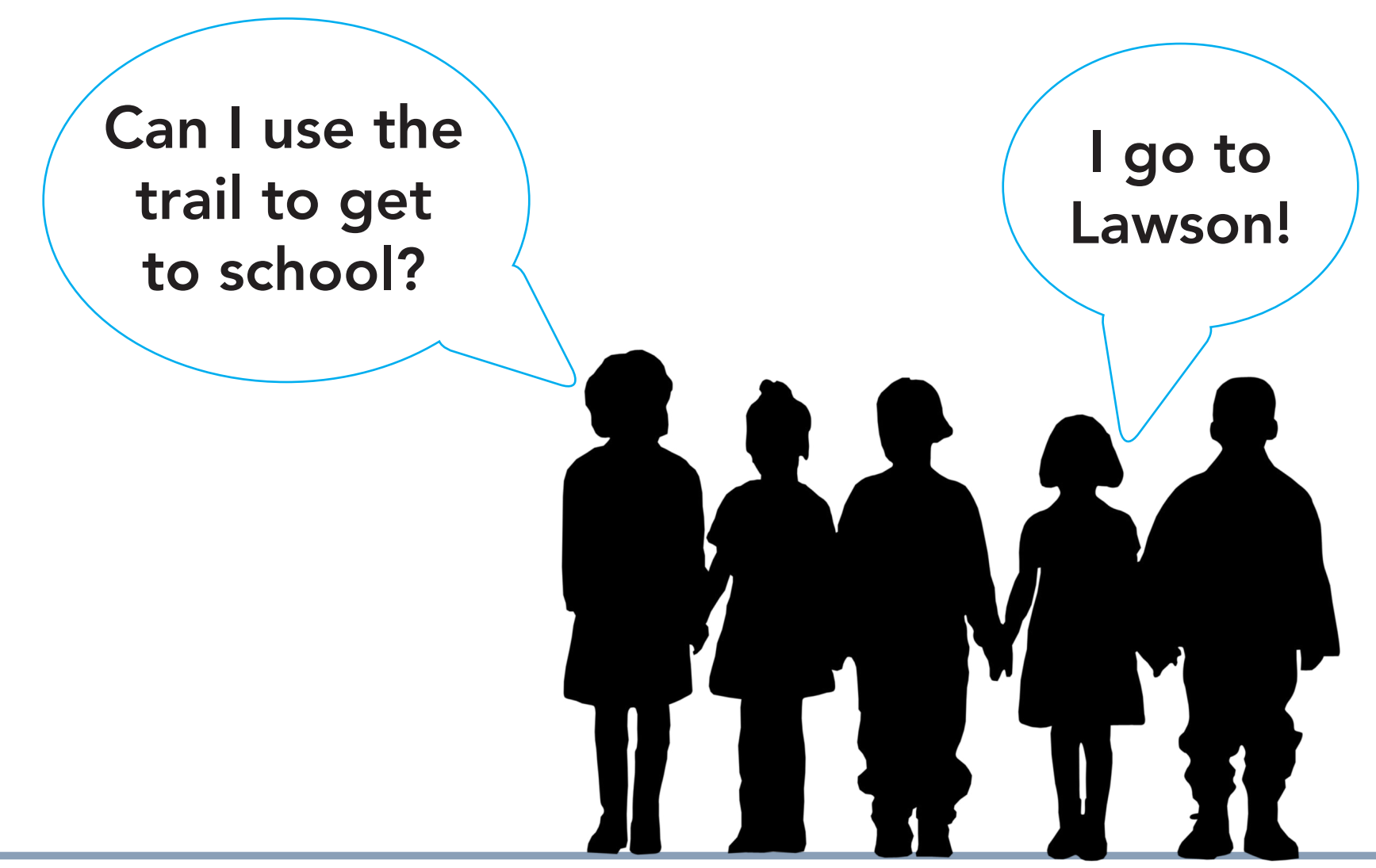
In May 2016, the Cupertino City Council adopted the 2016 Plan.

WHAT'S NEXT?

This Feasibility Study evaluates the practicality of implementing a class-1 multi-use (bicycle and pedestrian shared use) trail along this segment of the Cupertino Loop Trail.

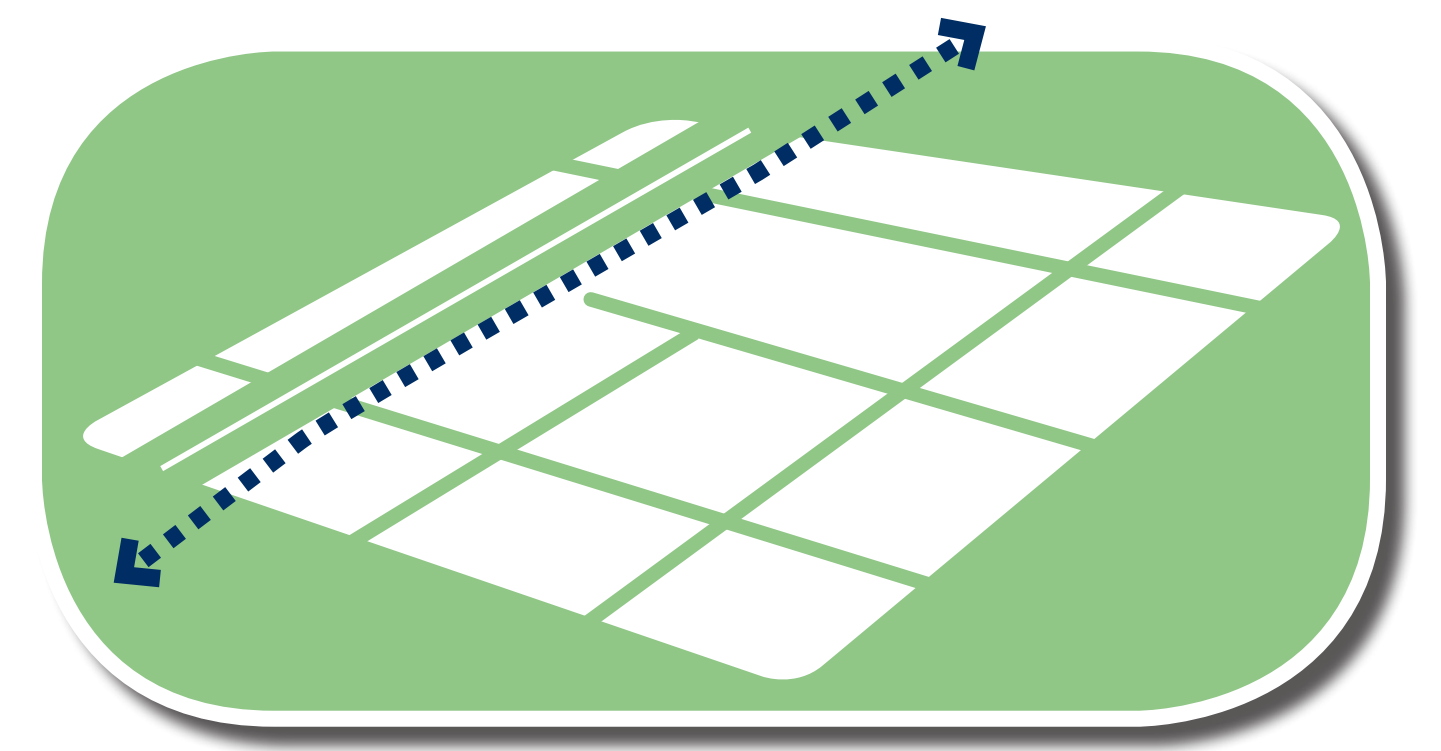
Junipero Serra Trail

Getting to and from school is a destination for potential trail users. This graphic shows the proximity of three schools in Cupertino to the trail study area.



Project Goals and Objectives

GOAL 1. Form a clear understanding of the project area, including adjoining neighborhoods, businesses, and community services, and align with other City plans that impact the study area.



GOAL 2. Have an inclusive community outreach process and encourage participation and input throughout all phases of the study.



GOAL 3. Identify if the trail is feasible (in entirety or in segments) and provide reasoning for these findings to support future City of Cupertino trail projects.



GOAL 4. Any others? (add your thoughts to the flip chart)

Alignment with Other Cupertino Plans

CUPERTINO GENERAL PLAN – Community Vision 2015-2040

- **#3 Improve Connectivity:** Create a well-connected and safe system of trails, pedestrian and bicycle paths and create access to interesting routes to different destinations.
- **#4 Enhance Mobility:** Ensure the efficient and safe movement of pedestrians and bicyclists to fully accommodate Cupertino's residents, workers, visitors and students of all ages and abilities. Pedestrian and bike paths should comprise an integrated system of fully connected and interesting routes to all destinations.
- **#7 Ensure Attractive Community Design:** Complement the overall community fabric by offering a variety of active, relaxing and intimate pedestrian spaces.

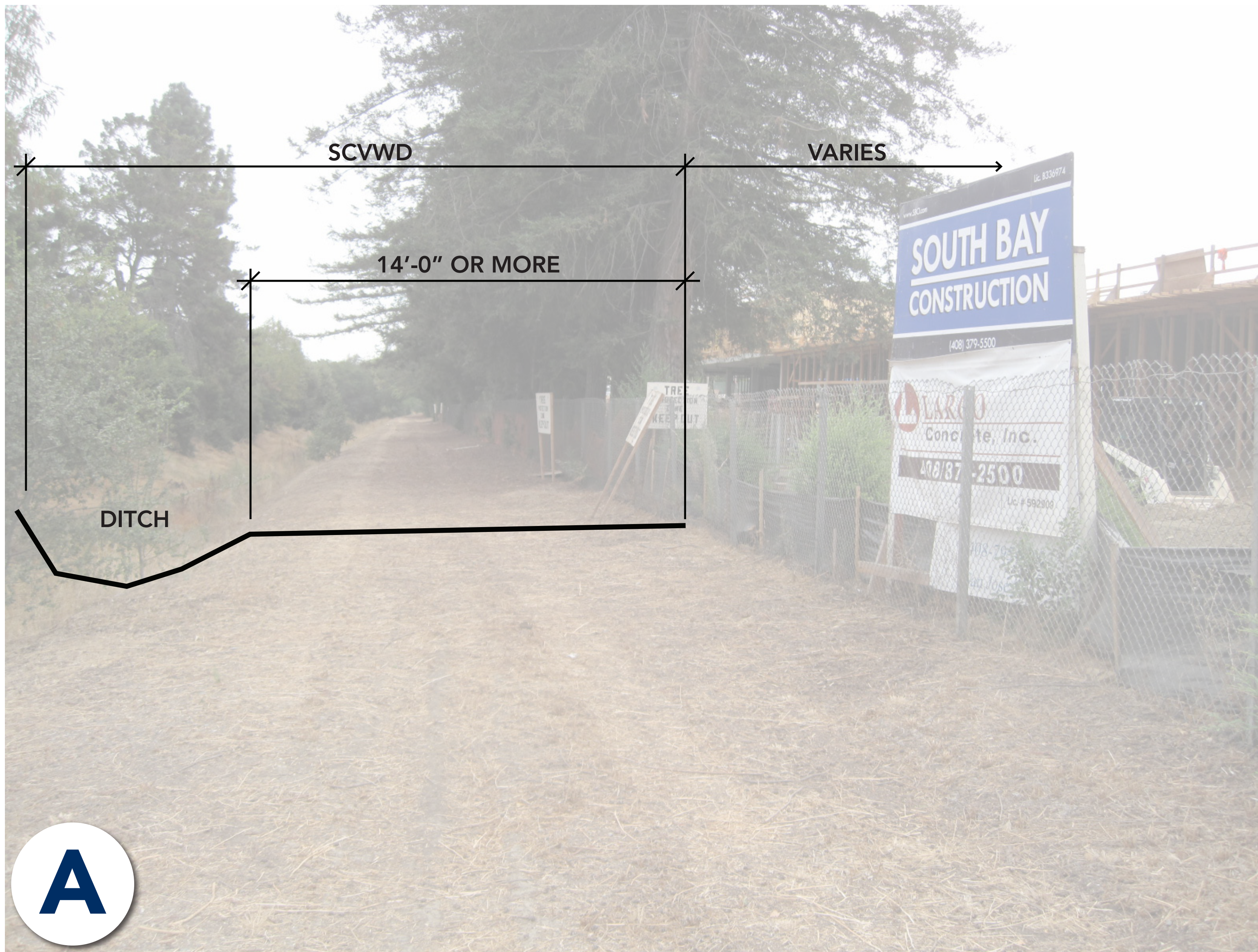
CITY OF CUPERTINO 2016 BICYCLE TRANSPORTATION PLAN

- **Goal 1 Programs:** Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs.
- **Goal 2 Safety:** Improve bicyclist safety through the design and maintenance of roadway improvements.
- **Goal 3 Mobility:** Increase and improve bicycle access to community destinations across the City of Cupertino for all ages and abilities.

SOUTH VALLCO CONNECTIVITY PLAN

- **Objective B. Bicycle Connectivity:** Improve internal bicycle circulation throughout South Vallco through new bicycle lanes and paths, bicyclist amenities, and the potential trail along the northern boundary of the area.
- **Objective C. Pedestrian Connectivity:** Enhance pedestrian walkways and pathways so they are better connected to buildings and parking areas in order to support retail uses, create a more welcoming environment and improve safety.
- **Objective G. Reduced Traffic Impacts:** Minimize traffic impacts on local neighborhoods by improving internal circulation, creating a multi-modal network to encourage bicycling and transit, fostering a "park once" atmosphere, and allowing for the efficient flow of traffic through South Vallco.

Available Width, 14'-0" minimum (meets class 1 standards)



Characteristics:

14 feet minimum of clear width from the top of the ditch to the adjoining property fence/wall

Could accommodate a class 1 multi-use trail (bicycle and pedestrian shared use)

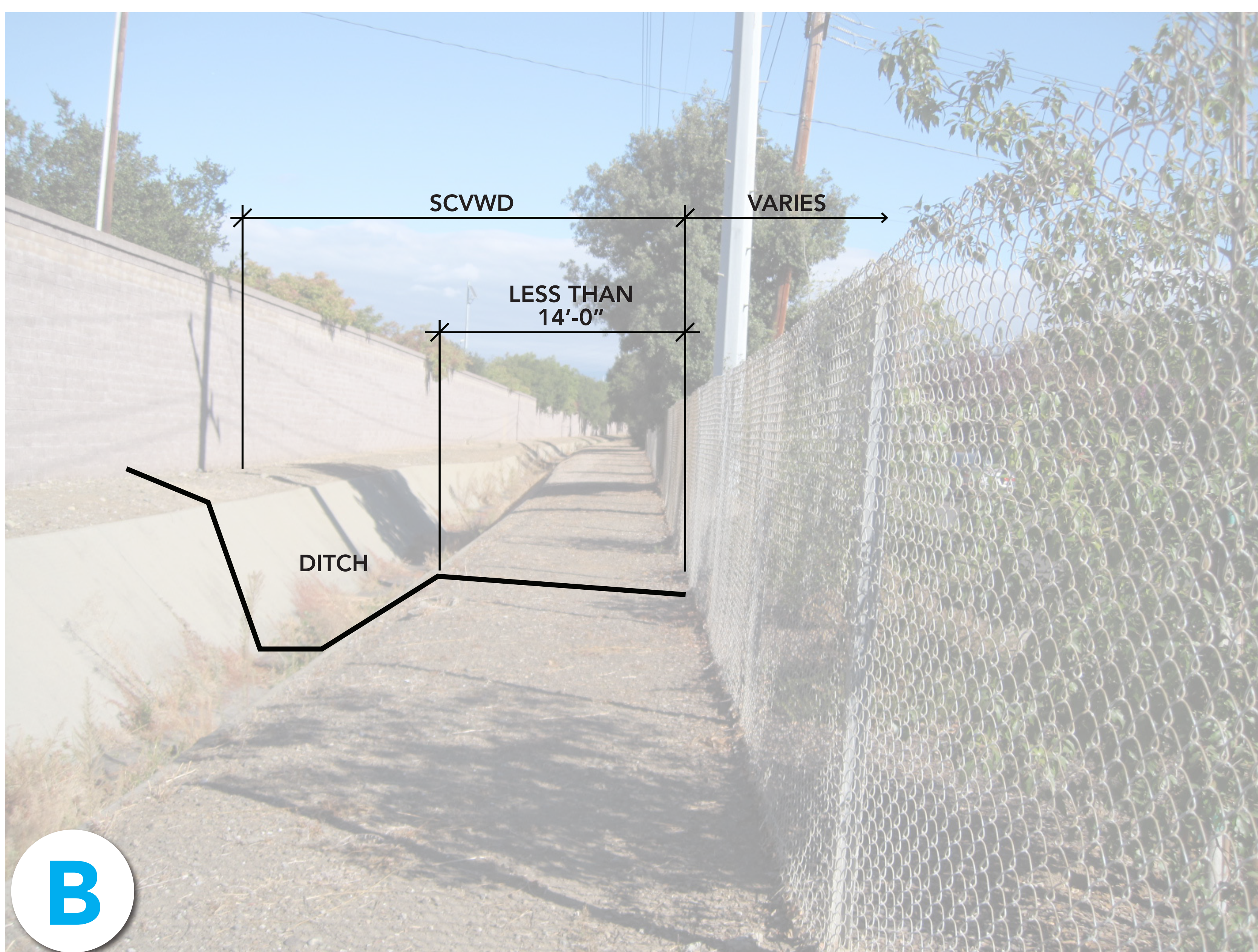
Provides adequate sight distance and clearance

Would not require modification to the ditch to accommodate a multi-use bicycle and pedestrian trail

Did you know

A **Class I Multi-Use Trail** provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Available width, less than 14'-0" (does not meet class 1 standards)



Characteristics:

Less than 14 feet of clear width from the top of the ditch to the adjoining property fence/wall (widths varied from 7.5 feet to 12 feet)

Would not allow for a class 1 multi-use trail (bicycle and pedestrian shared-use)

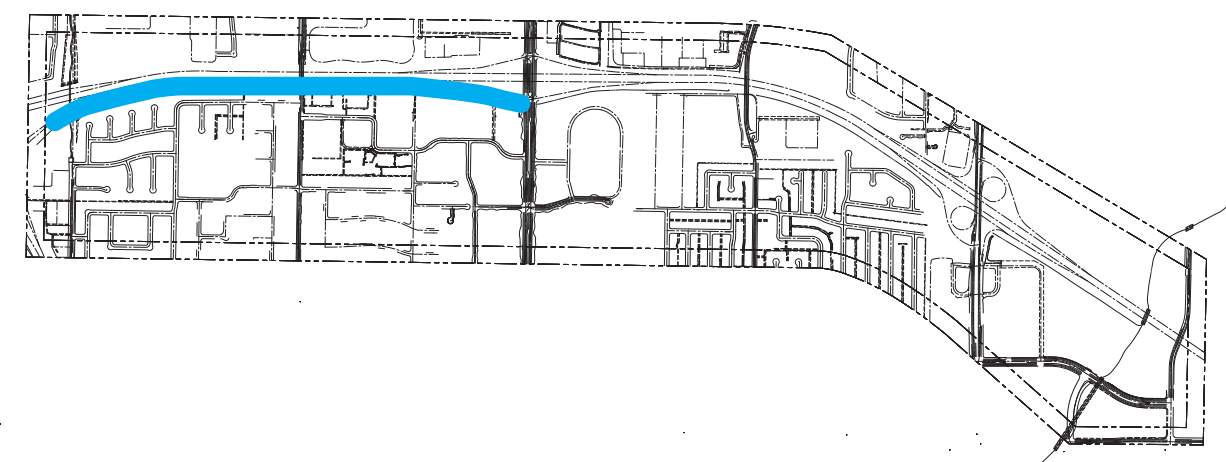
Hindered sight distance and clearance, restricted mobility benefits

Would require modifications to the ditch to accommodate a multi-use bicycle and pedestrian trail

*SCVWD = Santa Clara Valley Water District

mary avenue bridge

n. stelling road



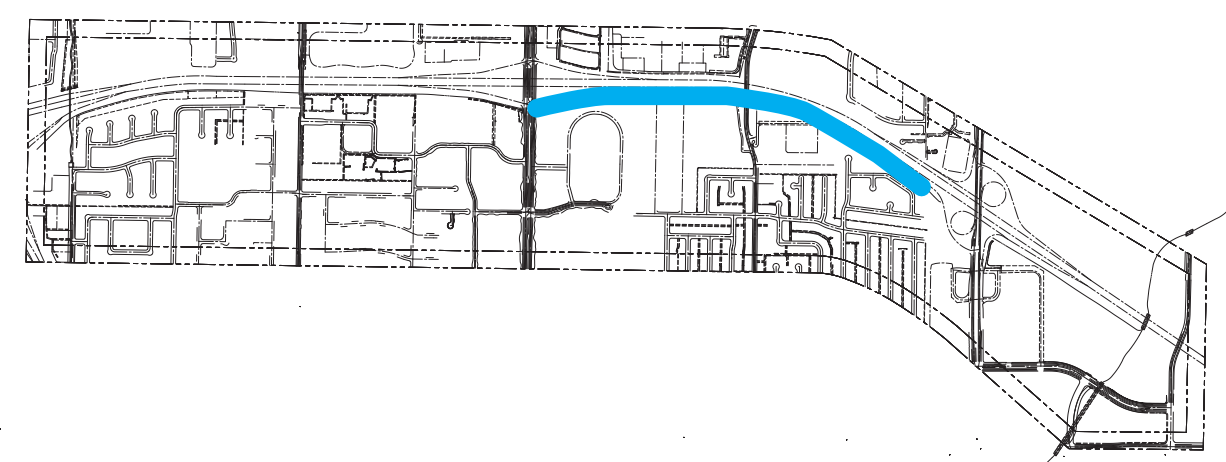
n. stelling road

n. de anza boulevard



n. de anza boulevard

n. blaney avenue



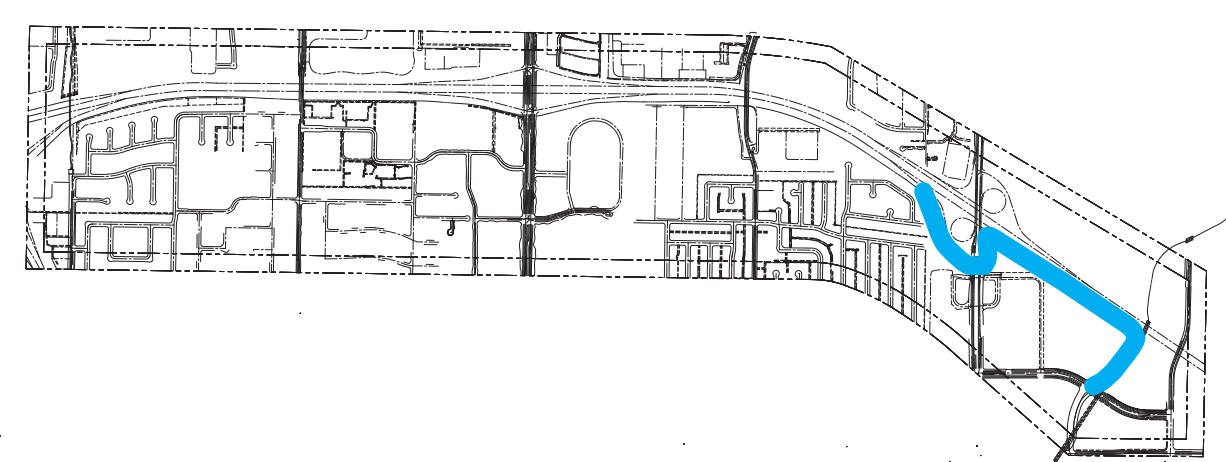
n. blaney avenue

vallco shopping area



vallco shopping area

hyatt house hotel



hayatt house hotel

vallco parkway

