

March 5, 2018

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #2a and 2b

Meeting #2a

Location: Quinlan Community Center, Cupertino Room

Date: February 20, 2018

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

Meeting #2b

Location: Community Hall, Cupertino Civic Center

Date: February 26, 2018

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

Total number of people who signed-in: 37

Total number of people who turned-in an input packet: 37*

**5 packets were provided by a neighbor for others who could not attend either meeting*

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
Julie Chiu (JCh), Public Works, juliec@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 #2 was held on two separate dates at two separate locations to provide an opportunity for the community to attend one of the meetings and provide input. Community Meeting #2a was held in the Cupertino Room at the Quinlan Community Center on February 20th and Community Meeting #2b was held in the Community Hall at the Cupertino Civic Center on February 26th. 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

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RE: Community Meetings #2a and 2b

February 20 and 26, 2018

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- Safe Routes to School (SR2S) monthly newsletter
- Postcard mailings to residents/businesses directly adjacent to the proposed trail extents including residents/businesses within 300 feet of a proposed trailhead
- Email notifications to subscribers of the “Bicycle Transportation Plan” email list
- Email notification to the Cupertino Block Leaders in the nearby surrounding neighborhoods

The format of the meetings, as well as the project displays and the questions asked of the community, were the same at both meetings. Each meeting was open house style where participants were invited to arrive at any time during the event window and provide individual feedback on the trail project. Six stations were set up for participants to visit 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 remaining stations included:

- Project background and goals and objectives (Station #2)
- The three segments of the proposed trail (Stations #3, 4, 5)
- Refreshments (Station #6)

Participants were asked to return their input packets at Station #1 before leaving so that their comments could be recorded. The following summarizes input received for both meetings, including from input packets, flip charts, and comments applied onto the trail segment plans, enlargements, and sections.

Input Packet

The input packet included seven sections of questions, and was comprised of general questions, trail design alternative questions, and segment-specific questions. The following organizes the comments received from the public in the order they appear in the input packet. Multiple choice questions are summarized to show the percentage breakdown of the answers received. Questions that had an open ended answer include the individual comments received.

I. General Background

Question 1: Did you attend Community Meeting #1?

Yes	No
37%	63%

Question 2: Do you support a trail at this location?

Yes	No
62%	38%

Question 3: How would you use the trail? (circle all that apply)

Biking	Jogging	Walking	Commuting	Other
40%	10%	33%	4%	13%

Answers under “Other” include:

- Would not use it
- Not at all
- Not at all!

- Wouldn't use it!
- Not
- To walk to restaurants and stores
- To shops and restaurants

Question 4: Do you live or work in Cupertino?

Live	Work	Live and Work	Do not Live or Work
77%	0%	14%	9%

II. Trail Design

Question 1: Which alternative do you prefer?

Alternative #1	Alternative #2	Neither
16%	55%	29%

Question 2: What factors impact your decision in selecting a trail alternative?

- Cost: significantly more for alternative #2. Use: Alternative #1 will be used multi-use anyway.
- Wider, multi-purpose, dream big - one time cost
- Wider trail, safety that someone not going to fall in ditch.
- Safety
- Multi Use - Bike and Pedestrian
- Safety, traffic, parking, noise, lack of privacy, Increase of strangers in the area
- No bikes, lighting, noise, less privacy, security
- Open Space. It would provide a better experience.
- Impact of people and traffic
- Aesthetics, Width-allows easier bike + pedestrian traffic
- Separation from traffic
- Allowing bicycles on the trail is vital in order for the trail to provide a good commuting alternative
- Potential users; impact on privacy, security of residents along trail; reversibility; potential impact to water authority activities
- More room for ped and bike
- Trail width
- I like the extra width provided by Alt #2, but I think Alt #1 would be much simpler and less expensive which will help it happen! Would particularly be concerned about limiting water flow or complicating maintenance when covering the ditch. Alt#2 also adds some additional green buffer to neighbors, but I don't think this will be a problem after it is constructed
- Safety, security, noise impact, privacy for those houses impacted
- This is the "aging of America" (I don't think this is being considered). The aged are not going to be riding bicycles (nor walking over bridges/trails) to get to their medical appointments or bring home groceries, etc. We have enough bicycle/access infiltrating our area, bringing in outsiders. These "designs" will impact the quiet enjoyment of our homes even more!!
- Walking along a trail built right next to a major highway is not something of great appeal; physical and environmental safety concerns (i.e. fumes from many motor vehicles, noise) will

not be great appeal; Building and maintaining such a trail, built next to a major highway will be much more expensive? What is the projected cost?

- The proposed trail would run directly behind my house, it would impact my privacy as well as increase the noise level
- Safety of existing redwood trees along 280; presence of bikes and pedestrians on same trail - how safe?
- For the second alternative, there is more space for people to commute to work, or go on a family walk. For people going to work, it is a longer commute by bike without the trail
- It would be cosmetically nicer and it might keep out any random undesirable smells
- I am concerned about security for property owners next to the trail. As is, there is graffiti on I-280 sound wall
- Multi-use trail more useful than narrow pedestrian only trail
- It is wider, it looks nicer, there is more greenery
- This is for Apple-only and don't care about us who live next to the trail
- Consistent width, avoids falling in ditches, more visually appealing, avoids conflict with location on PG&E poles, especially in Station #4 area
- Width! The wider trail is safer to allow pedestrians, bikes, skateboards, etc.

Question 3: Do you live next to the trail?

Yes	No
58%	42%

Question 4: Do you have children that would use the trail?

Yes	No	Possibly in the Future
19%	72%	9%

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

III. Mary Avenue

Question 1: Which alternative do you prefer?

Alternative #1	Alternative #2	Neither
6%	65%	29%

Question 2: What factors impact your decision in selecting a trail alternative?

- Wider, bike friendly
- Do the right thing. If trail is not proper and wide it won't be usable and people won't use it. Having wider trail is right idea.
- Safety
- Multi Use, wider trail
- Security, noise, lighting, privacy
- Terrible proposal
- Width of the trail being better for multiple uses - pedestrian and bicycles; plant a new tree or bush to replace tree removed.
- Maintain trees along residences

- Slope is more natural and pleasing. In an emergency, trail users can leave the trail by climbing the slope; sharp easement feels walled in.
- Security underpass area
- Pleasant landscaping
- Easier, cheaper, better
- Again, making a choice for a simpler solution has a better chance of getting approved and built; I would encourage you to maintain as much natural screening as possible and NOT excavate more to create neighbor isolation; the perception of the negative is greater than the reality
- Why can't the existing Mary Ave. bridge on-ramp be used to access trail? That will reduce the project costs. Alternative 2 is my second choice, do not support Alternative 1
- See former page [Trail Design]
- Concerns over expense of such a project versus the benefit to public. Do not believe this project will have a great deal of appeal to most people
- I am not in favor of either alternative especially because it will be right behind our house/property. This trail would be an invasion of my privacy. The foot and bike traffic would result in noise and debris left on the trail
- Amount of water flowing in ditch
- Alternative #2 is safer in certain situations since you can escape up the hillside (unless you have parkour skills, which most people don't). Also, if you are walking along the trail, if it is wider and next to a hillside, it would be nicer
- It would be better for any animals living there, would look nicer and possibly cost less :)
- Multi-use of bicycles
- Wider, I ride my bike long distance, bike riders need a wider trail
- Alleviates concerns with adjacent homes seems more scenic
- Width to allow safer multi-use and to get it away from the residential area.

Question 3: Would you use Mary Avenue Bridge to connect to this trail system?

Yes	No	Maybe
35%	44%	21%

Question 4: Do you have any additional comments about the Mary Avenue Trail access point?

- Restroom, Water station, bench, camera, lighting, mile marker, safety patrol, website to promote
- Putting water, parking spaces, lighting, maybe restrooms near parks is a good idea.
- You should plan trail on 'storage' side at pedestrian bridge
- Consider collaborating with residences to improve robustness of fences along trail
- Amenities for bikers and walkers here please! Benches and congregating spaces here would be great (mini-park). Keep those away from the neighbors though
- Concerns over effects and disruption to the local residents, especially over Alternative #1
- Have police on bike patrol at the Stelling undercrossing to deter loitering and theft and graffiti
- Concerned w/ safety for trail users, particularly with potentially being in a secluded area out of plain sight, by the Loc-N-Stor
- Safety - it seems secluded. Add mirrors for blind spots.

IV. Stelling Road Crossing

Question 1: What type of crossing do you prefer?

Grade-Separated Crossing Under Stelling Road with Spur Trail Access and No Crosswalk Across Stelling Road	Crosswalk Across Stelling Road and No Grade-Separated Crossing under Stelling Road or Spur Trail Access	Both a Grade-Separated Crossing Under Stelling Road with Spur Trail Access and a crosswalk Across Stelling Road
36%	8%	56%

General Station #3 Question: Do you have any additional comments about the Station #3 trail segment?

- This is heavy traffic area, option C is better. Least preferred choice is A.
- Stelling is extremely busy at rush hour in morning and evening. A surface crosswalk would be a disaster
- Not option B: will cause traffic backups on Stelling. Will cause safety issues. Also the bridge railing when traveling south on Stelling blocks sight line to the trail toward the west making it much less safe.
- For biking on busy streets, like Stelling, separation is very important to induce casual/weekend bicyclists
- Crosswalk good for pedestrian access and in case of flooding (?)
- Traffic on Stelling is heavy and depends on events at De Anza College. A crosswalk is likely to be overlooked (note crosswalk near Quinlan); A Stelling Road entrance to the bike path is likely to influence and impact traffic on Stelling
- Very noisy
- Very clever solution, if possible and affordable
- Both please! Don't know if Stelling will be a big turning point, the underpass path would obstruct people wanting to get on Stelling. The crosswalk support will be nominal in cost for the benefit
- Apple employees have access to trail from campus and not on streets!!!
- Security of undercrossing
- A crosswalk across Stelling Road will make traffic on Stelling much worse than now. The traffic is bad enough now with traffic from Gardena Dr., Greenleaf, and the apartment complex feeding into Stelling. During peak hours, traffic can back into Hollenbeck in the north and all the way to Stevens Creek Blvd to the south
- Both would be great, but any of the options seems workable
- For long distance bike riders, it is much faster to have a grade-separated crossing, it is also safer
- Very concerned about a crosswalk and the interaction with traffic - especially during school drop-off/pick-up and during rush hour
- If you can't do #1C then do #1A. Do not do just 1B! Add mirrors for blind spots.

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

V. De Anza Boulevard Crossing

Question 1: What type of crossing do you prefer?

Bridge Over-Crossing with Crosswalk Across De Anza Boulevard	Tunnel Under-Crossing with Crosswalk Across De Anza Boulevard	No Grade-Separated Crossing and Maintain Existing Crosswalk Across De Anza Boulevard
43%	50%	7%

Two people who voted for the bridge option said either the tunnel or bridge option would be fine.

Question 2: Would you support removal of the existing crosswalk across De Anza Boulevard if the bridge of tunnel grade-separated crossing was provided?

Yes	No	Maybe
48%	21%	31%

VI. Blaney Avenue / Lucille Avenue

Question 1: Regarding trail access and amenities, which of the following do you support?

Informal Trail Access and No Trailhead or Trail Amenities	Single Trail Access Point and Trailhead with Limited Trail Amenities	Multiple Trail Access Points and a Trailhead with Greater Level of Amenities
29%	32%	39%

General Station #4 Question: Do you have any additional comments about the Station #4 trail segment?

- Must have direct Apple access (infinite loop) to trail, to reduce bikes on Randy Ln/Larry Way. Limit access points to two: One east of Randy, (just far enough away from Apple to discourage parking) and one at Blaney. This grade-level proposal for crossing at Blaney is great.
- Right next to my house. Privacy concerns. Live on Larry/Lucille.
- Privacy, parking, traffic are concerns for residents of Lucille, Larry and Randy. 1: Consider wall to help with privacy. 2: Big no to any access points on Lucille Ave.
- Not familiar with this section so no comment.
- No trail access on Blaney/Lucille
- Maintain fence - ideally make opaque for privacy. Make Lucille permitted parking M-F like Randy and Larry. Need frequent garbage clean up. Limited access - far from apple side to prevent parking problems. Maintain access under bridge for car traffic. Need police patrol for safety.
- I support none of these. I live here and would be impacted.
- Maintenance of trash can emptying would be very important
- Multiple access points make the trail more usable for people living in the neighborhood, and would provide trail users route options
- Informal trail access could serve as a pilot and could be upgraded if the trail use supports expansion
- Some convenience but less cost
- I prefer tunnel over bridge at De Anza mainly because of reduced elevation gain/loss; Use box culvert only when needed for trail width

- Mostly just need trailhead here; benches would be the only amenities needed
- How is security mentioned? Security patrol? How about people using trail for "hanging out"?
- Don't care...
- As shown
- Get Apple off the streets; safer alternatives for walkers/bikers; be mindful of neighborhood
- Section east of Blaney - no soundwall; trail users protection from vehicles leaving the road
- Provide access to Portal Ave. through CalWater site
- I live next to the trail on Randy Lane; trail would cause such a problem for traffic and people, let alone criminal activity
- Consider adding Trailhead/access point at the end of Lucille adjacent to the Apple campus. Work with Apple to create a linkage to Lawson Middle School along the edge of the Apple property, parallel to Larry Way, It would be nice to have some way to go directly from the trail up to the Blaney overpass.
- Do not put the additional access points in the middle of Lucille. Trail amenities needed: a map of trail, a bench, mile markers, lighting. Extra security around the main entrance & under the bridge. There has been tagging & dumping (mattresses, etc) in this area. Keep the road (Lucille) open under the bridge. Do not close it. The neighborhood relies on it to get to Homestead without having to cross Blaney. Critical to AM/PM traffic flow & school traffic.

VII. Vallco Center to Vallco Parkway

General Station #5 Question: Do you have any additional comments about the Station #5 trail segment?

- Keep Crossing at Wolfe not competing with cross traffic
- This trail is for apple only. What a shame.
- Be sure the contractor of Vallco includes space for bikeway
- Perhaps stipulate that a proper multi-use trail along the south and east edges of hotel development be included in future development there.
- The proposed path behind the new hotel is bad! It's still under construction - is there a way to create a path (or alternative path) that passes in front of hotel tracing Perimeter Road.
- Nice
- Have Vallco future pay for access to trail and out of neighborhood!!! Access to trail from Vallco itself not in neighborhood at all!
- It is important to keep redwoods along 280 intact behind Hyatt House and property behind the old Macys. Will there be public creek trail along Calabazas Creek from 280 and Calabazas intersection to the Calabazas and Vallco Parkway intersection? One portion of the creek trail mentioned above along the small portion of Calabazas Creek should be both pedestrian and bike.
- Provide easy access to hotel for residents and guests. Use CalWater area for access to Portal Ave.
- East-west connectivity for bikes between Blaney and Tantau is important, especially with Pruneridge gone
- Underpass is good
- Make all sections of it as wide as possible to allow lots of multi-uses & improve safety. Add mirrors for blind spots & destination signs.

General Project Comments (end of input packet)

- Great handout! Do this again.
- Make it a world class trail. Heart of Silicon Valley must look good. Plant new trees.
- Should be trail that represents Cupertino. Home of Apple. Best of best shall be created.
- My property backs up to the trail between Mary and Stelling. I currently see the trail used by PG&E. My concerns are: 1. liability - I have tall trees that have dropped branches on the trail. 2. Safety - giving easier access to my back yard. 3. Privacy - I have no fence (just chain link). I am not against the bike/ped path, just want my concerns addressed.
- This part of Cupertino has been impacted enough by the freeway, the schools, Apple and it's employees.
- We are very worried about safety, security, privacy. Homestead high school kids jumping the fence (which they do), homeless, smokers, drugs and nuisance.
- It's a shame that Apple can cause such a project to be contemplated that would impact the residents of this area.
- I support alternate #2 for Mary to De Anza Blvd.
- Very supportive. Good luck!
- Please, please build it! This trail would remove a lot of local commuting traffic off the roads (Apple employees between campuses, students to De Anza college...) and provide a great off-street recreational alternative within the city (jogger, dog walkers...). Provide trash cans along trail : dog walkers; drinking fountains at trail ends would be great bonus
- Consider if paving is necessary. No lights - encourage dawn to dusk use; Consider Alternative #1 as a pilot which could be expanded if use of trail becomes high.
- Seems like there needs to be more thought about intermediate access points. The major points are too far apart. While I favor choices that reduce cost and complexity, I would encourage setting standards for trail width - there are too many narrow pinch points identified already. Please spend the money to widen where needed.
- I am extremely concerned about safety, privacy, and noise issues. Currently, we have a lot of people hanging out at 2am during summer nights at the Mary Avenue Bridge trail head, located directly behind my house. 1) I am extremely concerned this trail will add to the noise we experience. 2) Make sure security is enforced after dusk (when officers are not busy with school patrolling). We already clean up broken glass bottles in our yards. 3) We are concerned about any trash, debris items that can be thrown over the fence into our backyards. 4) Can existing bike bridge be used to access 280 per alternative #2 near Mary Avenue? This would perhaps reduce capital costs.
- All-in-all, do not think this to be a very worthwhile project. Probably very expensive and lacking in widespread appeal. Walkers, joggers, or cycling along trail next to major highway not very appealing, especially at times of rush-hour traffic.
- I am totally opposed to the construction of the trail
- Super
- Very good graphics and presentation of trail options. Please keep the redwood trees along 280
- Really make sure Apple campus 1 and 2 have good connection to path
- Please think about possibly separating bikers and pedestrians if the trail becomes crowded, in the future
- Why do I and my neighbors have to suffer because the city can't say no to Apple

- Mile Markers (1/4 mile markers), security cameras in key areas and convex mirrors for blind corners, all for safety. Please make an effort to tie into the new signage style proposed for the City's Bike Boulevards, including "destination" signs indicating what is near the access points. Post a 25 mph speed limit (or less). Allow E-bikes with 25 mph max speed. Prohibit other motorized vehicles (gas, diesel, etc.). I LIKE HAVING A CROSS-TOWN CONNECTION OFF OF THE BUSY STREET LIKE STEVENS CREEK
- When it opens, safety & security has to be very good to "set the tone" of the project. If people think it is not safe they won't use it or let their kids use it. Prevent Apple bikes from riding 2-3-4 across & taking over the path like we currently see them, do on our neighborhood streets like Vista Drive.

(Comments provided via email after both community meetings)

- After briefly reviewing the online story boards, I believe that accompanying trail construction, permit parking must be extended to the entirety of Lucille between Blaney and Apple. Lucille already has the occasional Apple employee parking and is used daily for Employees to smoke at the cul de sac at Apple. The neighborhood is permit parking because of the Apple overflow, and active vehicle commuters on Lucille is inconsistent with the trail's use for the three schools nearby. Also, if smoking is not allowed on the trail, then it somehow should be restricted in the neighborhood. Apple doesn't allow smoking on their campus, and if they think the trail bordering their property is also non-smoking, they will be driving smokers into the neighborhood which is unacceptable. We already have employees parking on Lucille then coming back to the area to smoke during breaks.
- I just learned about a potential bike path along the Junipero Serra Channel. This is exciting, as it would give bicycles a protected way to get from Mary to Tantau. Currently, if you're near 280, you need to go to Homestead or Stevens Creek to go between Blaney and Wolfe. This change would encourage more bicycling, getting even more cars off the roadways. Hope you find some common ground with the water district and Caltrans to get this done. Of course, it would be great if the road crossings weren't at grade, but I'll leave that to the experts.

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.

Project Background And Goals and Objectives – Station 2:

- Goal 4 - Have the trail access along I-280 be strictly for bike traffic. That way bike riders can travel at a faster speed. This would be good for people commuting on bikes between Apple Campus (Sunnyvale) and Apple Campus 2 (Tantau).
- If pedestrian and bikes are on the same trail, the bikes need to go slower and pedestrians need to understand how to go on a trail with bikes

Trail Segment 1 – Station 3:

- Safety, security #1 issue. Graffiti already there. Had a burglary.
- Connect to Stevens Creek Trail to the west?

- Trail on north side of 280
- No monitoring of ex. Plaza. Needs monitoring. Use cameras.
- Concern about beacon crossing stopping traffic on Stelling. Concern about safety. Low visibility southbound.
- Do a soundwall for safety and privacy.
- Light for night use.
- Amenities, drinking fountains, seating, "dream big"
- Security cameras at problem/key areas.
- Traffic stacks at Stelling.

Trail Segment 2 – Station 4:

- Concerns at Lucille Trailhead:
- Safety
- Parking (unwanted!)
- Traffic
- Increase of activity (peds/bikes/crime)
- Apple employees (this project is for Apple only)

Trail Segment 3 – Station 5:

- No e-bikes (more than 25 mph)
- No motorized
- Allow e-bikes, speed < 25 mph

Trail Segment Plans

Trail segment plans were placed at each of the three trail segment stations. Participants were invited to draw and write on each plan to provide feedback for each trail segment.

Trail Segment 1 – Station 3:

- Concern over liability of trees dropping branches
- Graffiti
- Privacy & security
- Stats on crime - how will police monitor
- Parking will be issue
- Leave redwoods
- Why paved? Leave gravel
- No lights
- Homeless, privacy, security
- Alt 2 viable?
- Do we need a trail? Is demand there? For Apple employees?

Trail Segment 2 – Station 4:

- Blaney avenue: don't block
- Blaney impacted by traffic
- Concern bringing kids through an already congested area.
- Keep fence to prohibit access from Lucille
- Drive kids to school due to speeding cars
- One access point may be ok
- No sidewalk
- Lucille not under some parking permit. Needs to be included in permit program
- Will trail encourage parking on Lucille?
- Lots of Apple bikes
- Can you provide access here? For Lawson & Apple
- Need access to Apple to Trail
- Two access points
- Speeding traffic to school
- Use mirrors for blind spots
- Call boxes along trail. Emergency.
- Bike runnels at stairs?
- Can we have police cameras on the trail
- Consider security of users in tunnel crossing
- Access for Apple employees to trail & the streets
- Would not preclude Alt 2 in the future
- Look @ stair channels

Trail Segment 3 – Station 5:

- Access for Guests & Visitors

Trail Enlargements/Sections

Mary Avenue Bridge

- Pedestrian Trail: concern about buffering

Stelling Road Crossing

- Would people loiter here? Sheriffs need to patrol trail. Presence.
- Heavy traffic on Stelling Rd
- Lights in ground too
- No loitering

Blaney Avenue / Lucille Avenue

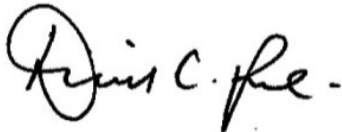
- Might not be feasible
- Moving trucks double park and isn't safe
- Shift road to enable consistent class I

- Prohibit access in this area...not safe
- Add mirrors
- Redwood trees @ curb
- Trash & homeless
- Cut through lots of trash
- Hiding spot under bridge
- Homeless living in ex tunnel
- Taggers
- Can you put a sidewalk here?
- Parking concerns
- Safety - can you have call boxes? Mile markers
- Car theft (Lucille ave)
- Consider alternative fencing - that provides features of existing chainlink (e.g. animal/pedestrian control)

-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 fluid and cursive, with a long horizontal stroke at the end.

Dave Rubin, Project Manager, Callander Associates

cc: All attendees

Attachments:

1. Input Packet Response Data Presentation
2. Meeting notification material

Community Meeting #2



THE LOOP
Cupertino

Junipero Serra Trail

February 20 and 26, 2018

Welcome!

How to get started

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

I. General Background

1. Did you attend Community Meeting #1?

Circle one.

- A. Yes
- B. No

2. Do you support a trail at this location?

Circle one.

- A. Yes
- B. No

3. How would you use the trail?

Circle all that apply.

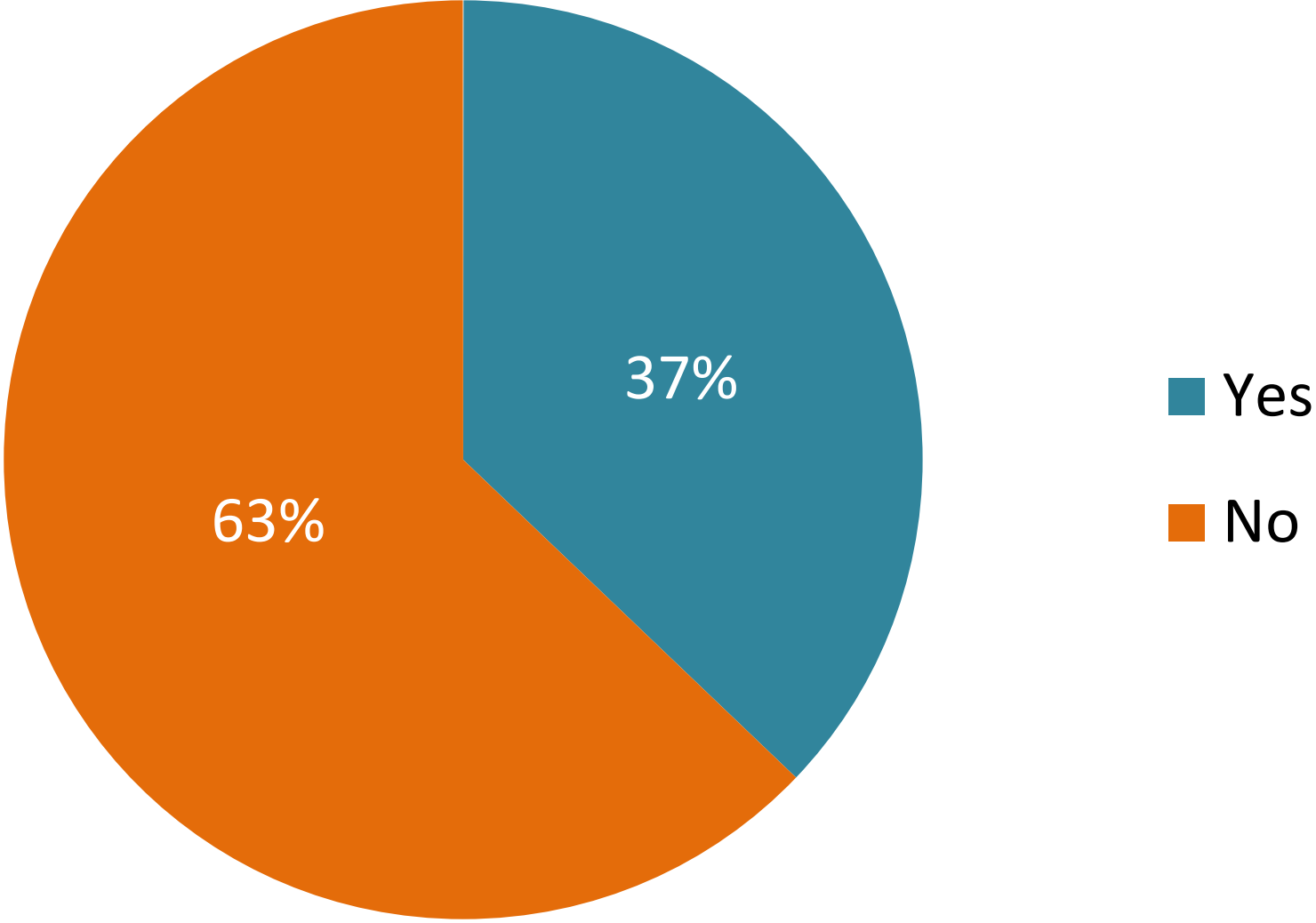
- A. Biking
- B. Jogging
- C. Walking
- D. Commuting
- E. Other:

4. Do you live or work in Cupertino?

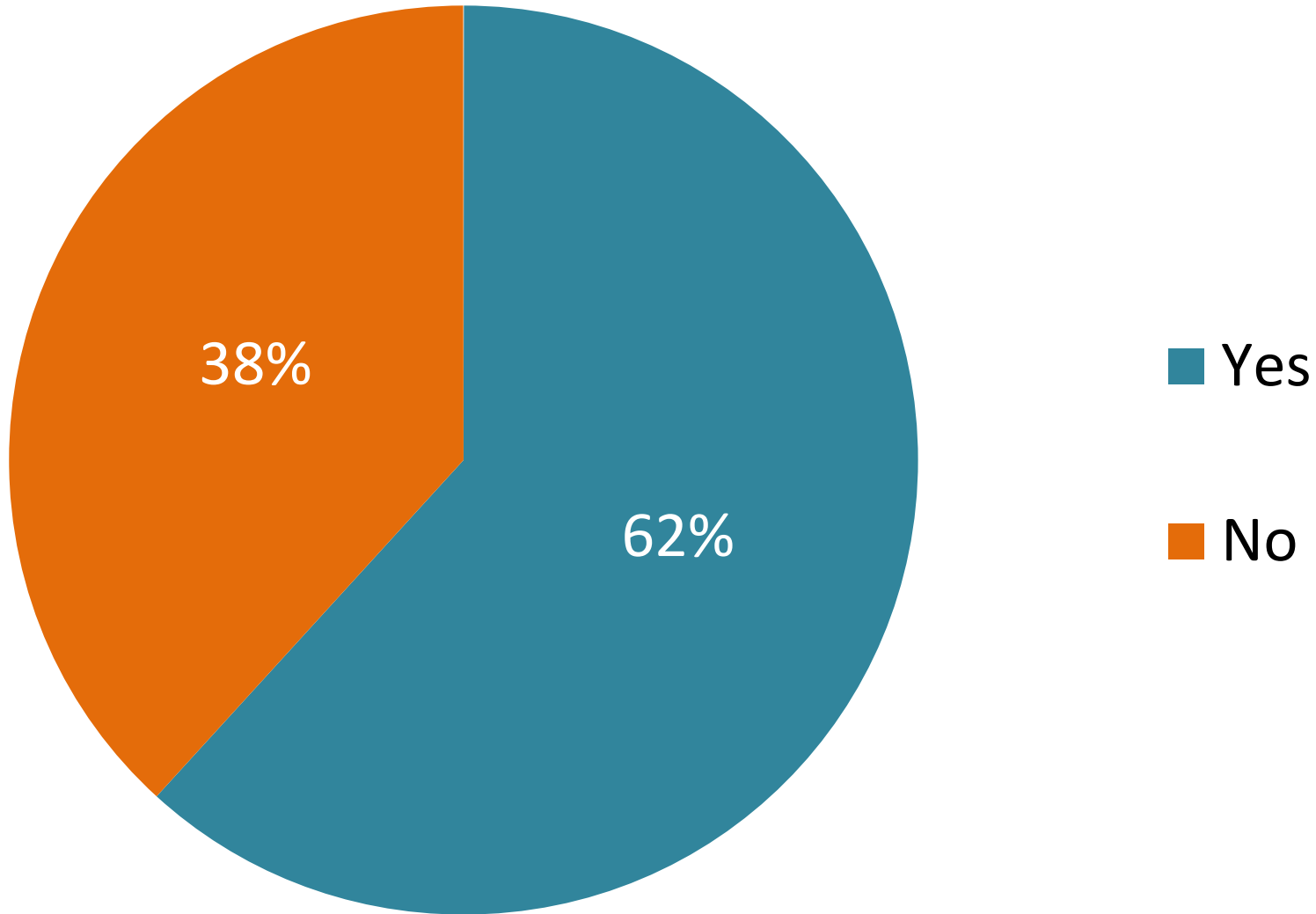
Circle one.

- A. I live in Cupertino
- B. I work in Cupertino
- C. I live and work in Cupertino
- D. I do not live or work in Cupertino

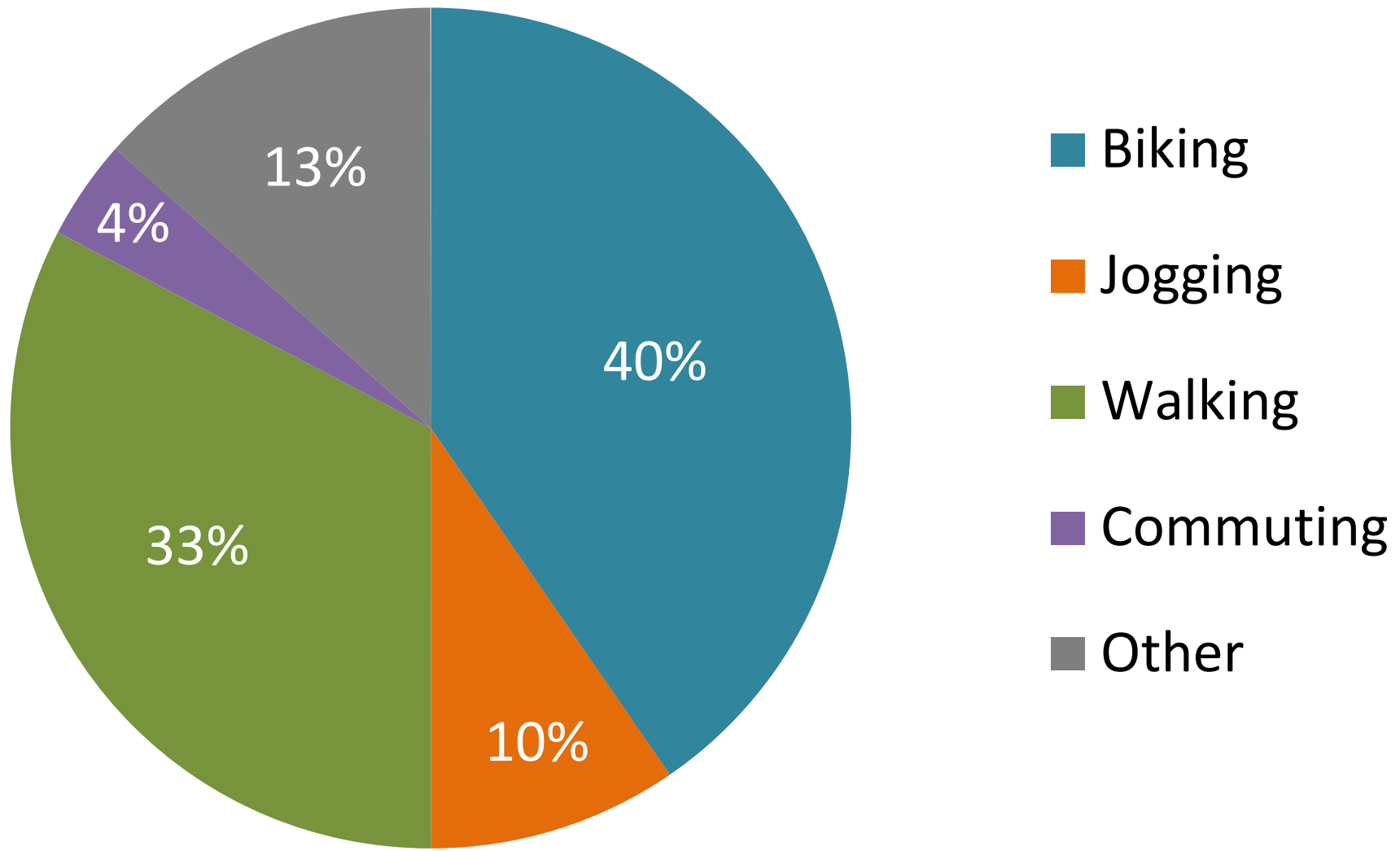
Did you attend Community Meeting #1?



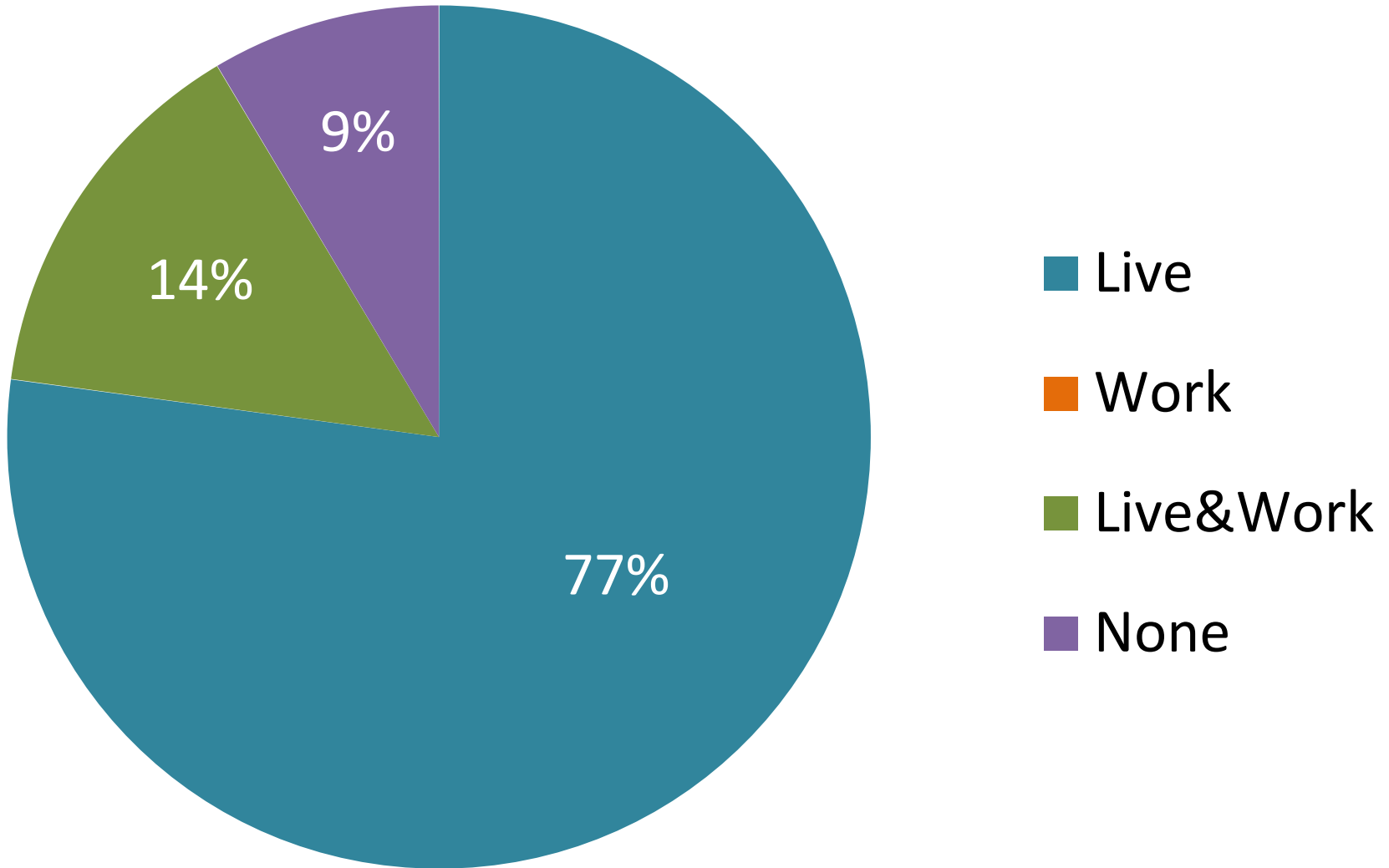
Do you support a trail at this location?



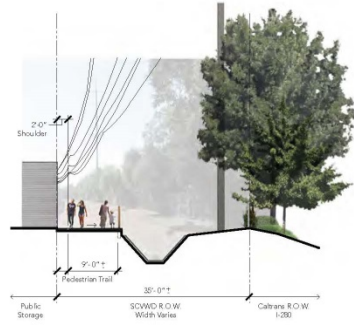
How would you use this trail? Circle all that apply.



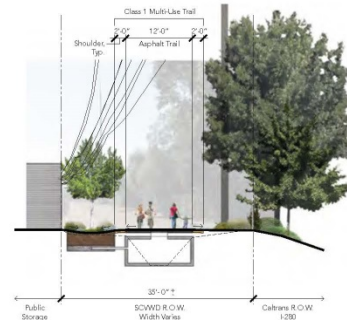
Do you live or work in Cupertino?



II. Trail Design



Alternative #1
Open Drainage Ditch, Pedestrian Trail



Alternative #2
Covered Drainage Ditch, Class 1 Multi-Use Trail

1. Which alternative do you prefer?
Circle one.

- A. Alternative #1
- B. Alternative #2
- C. Neither

2. What factors impact your decision in selecting a trail alternative?
Please provide your response below.

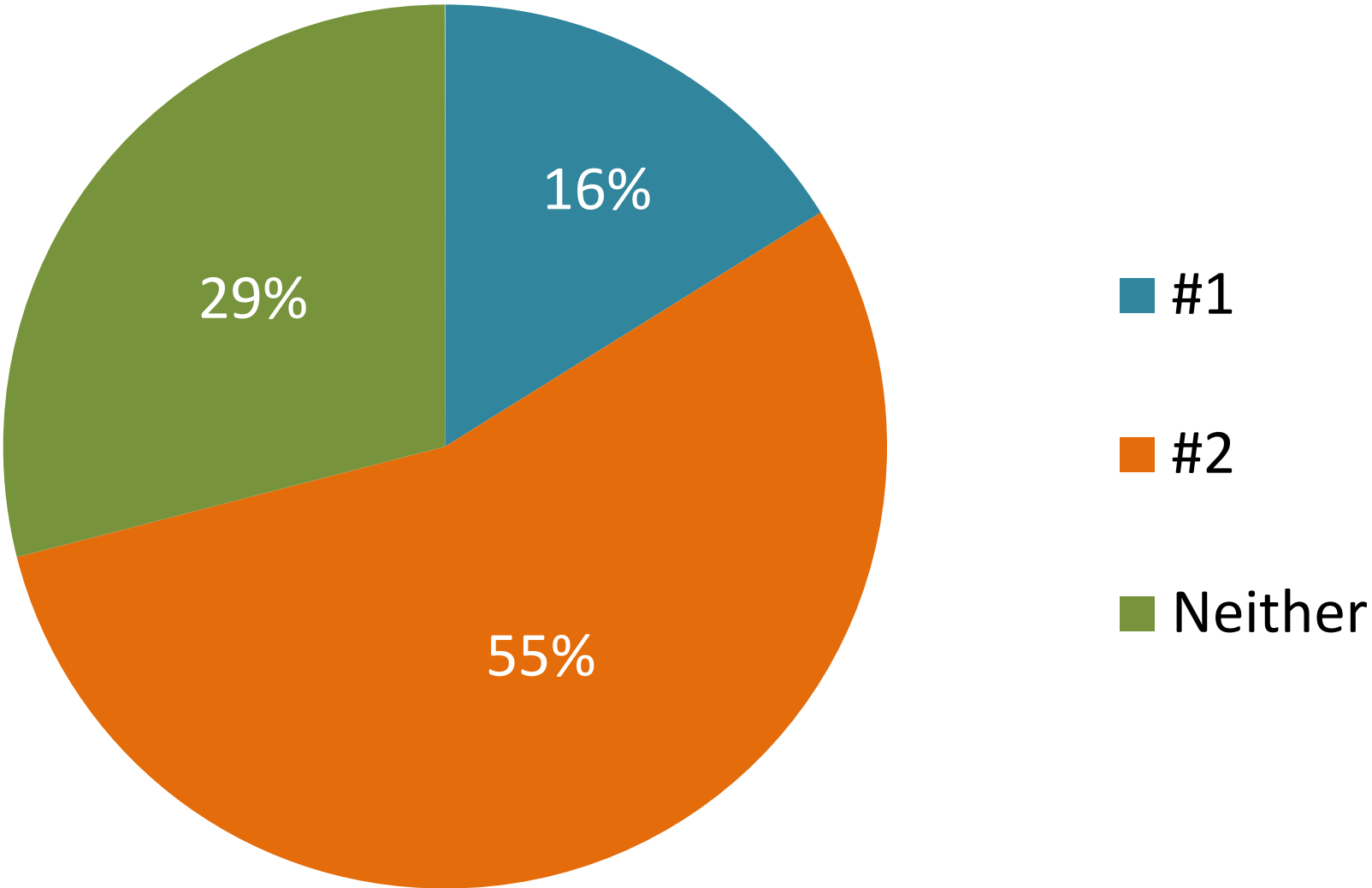
3. Do you live next to the trail?
Circle one.

- A. Yes
- B. No

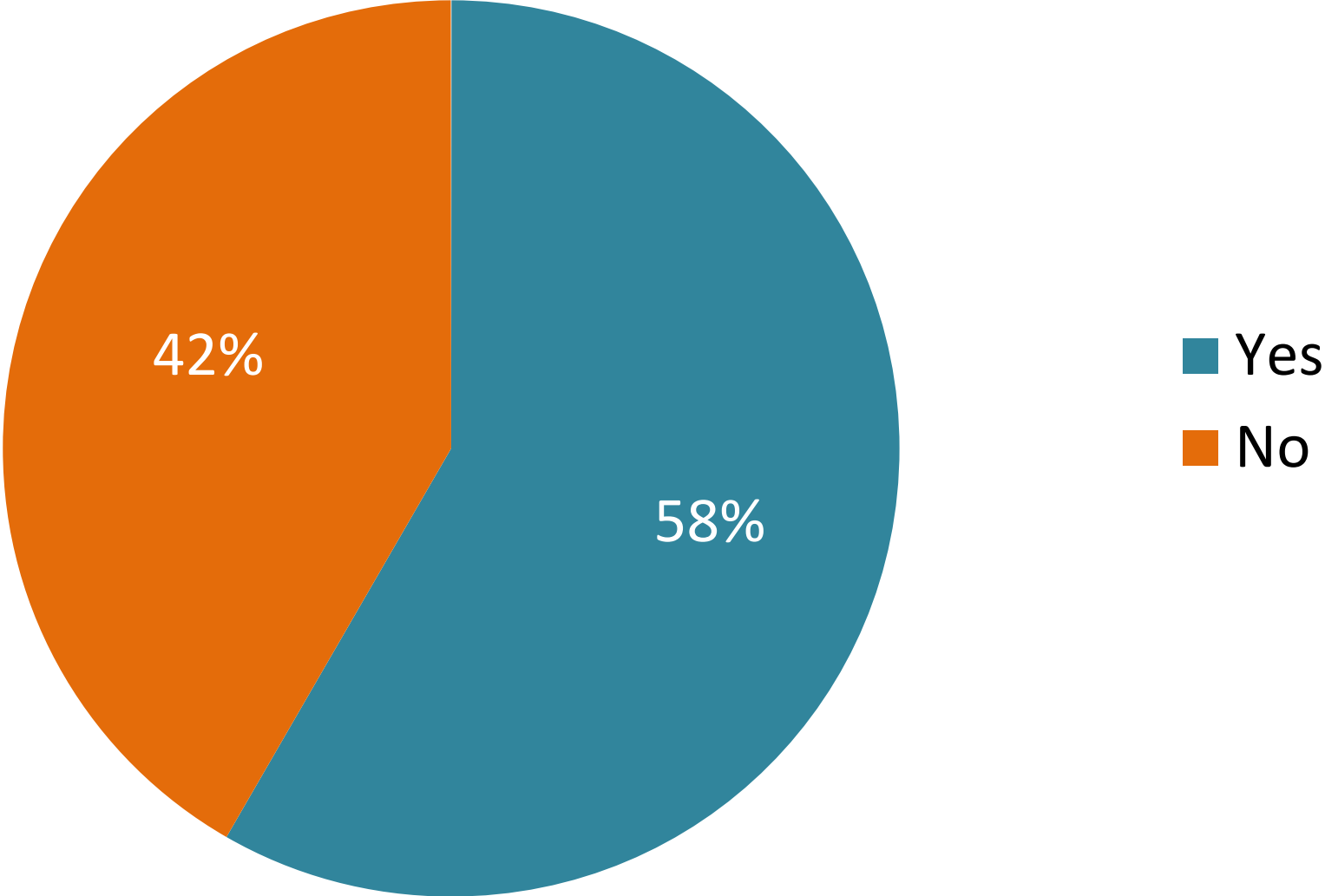
4. Do you have children that would use this trail?
Circle one.

- A. Yes
- B. No
- C. Possibly in the future

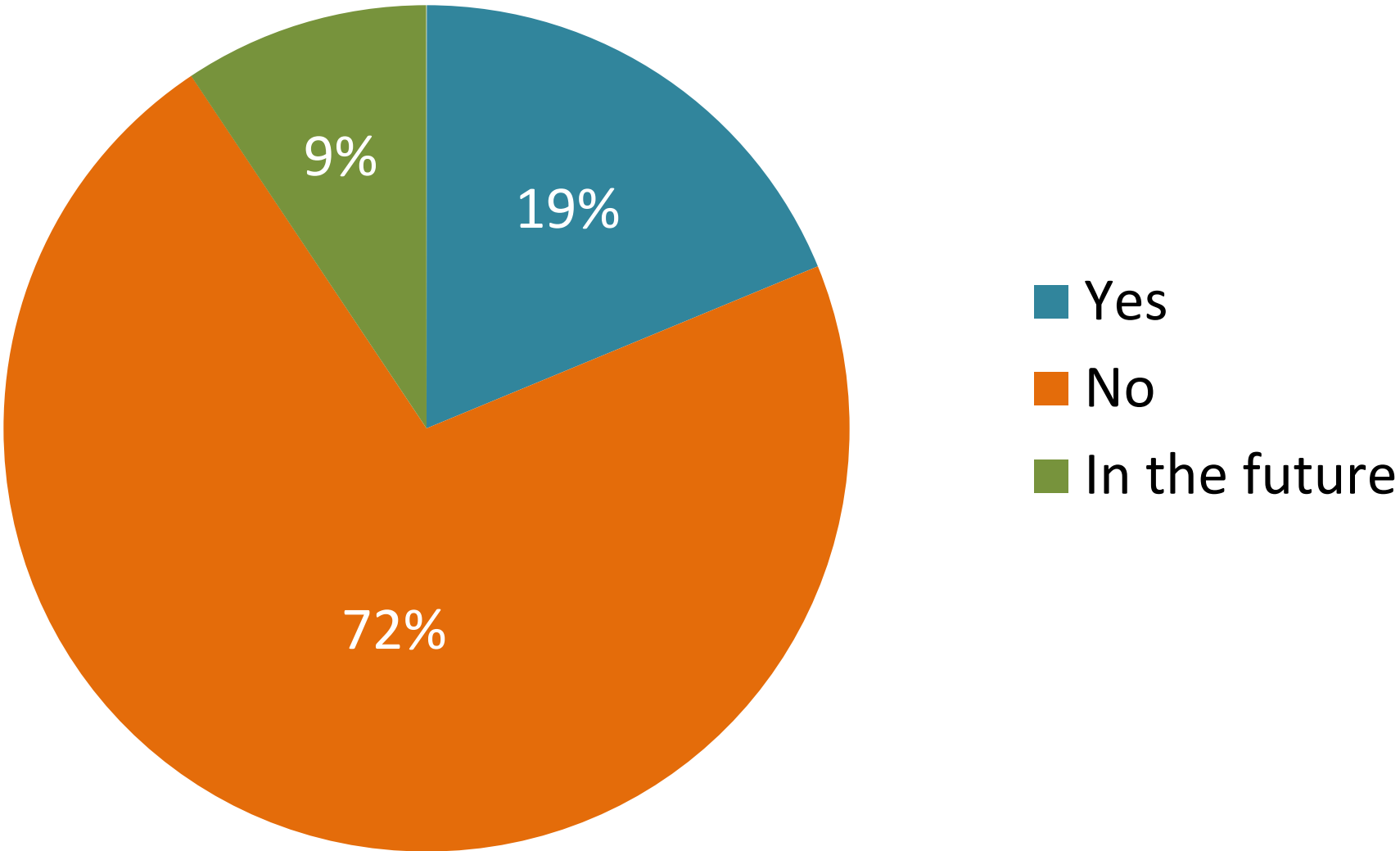
Which alternative do you prefer?



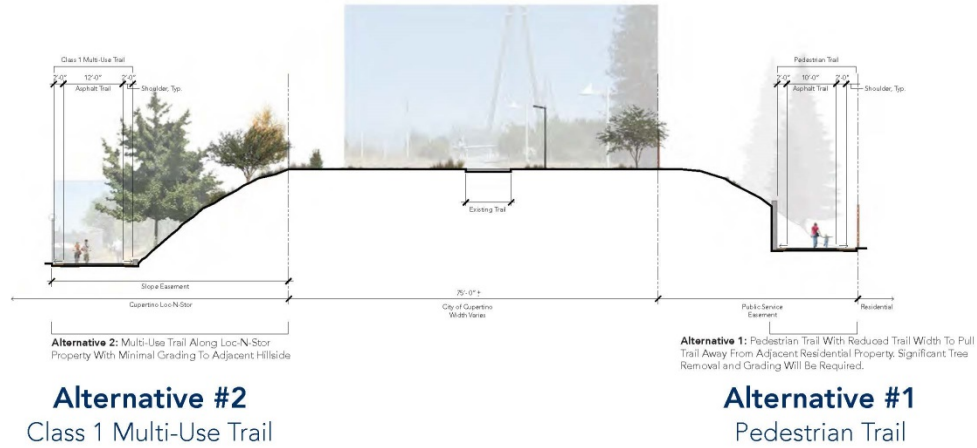
Do you live next to the trail?



Do you have children that would use this trail?



STATION #3 - Mary Avenue Trail Access



III. Mary Avenue

1. Which alternative do you prefer?
Circle one.

- A. Alternative #1
- B. Alternative #2
- C. Neither

3. Would you use Mary Avenue Bridge to connect to this trail system?
Circle one.

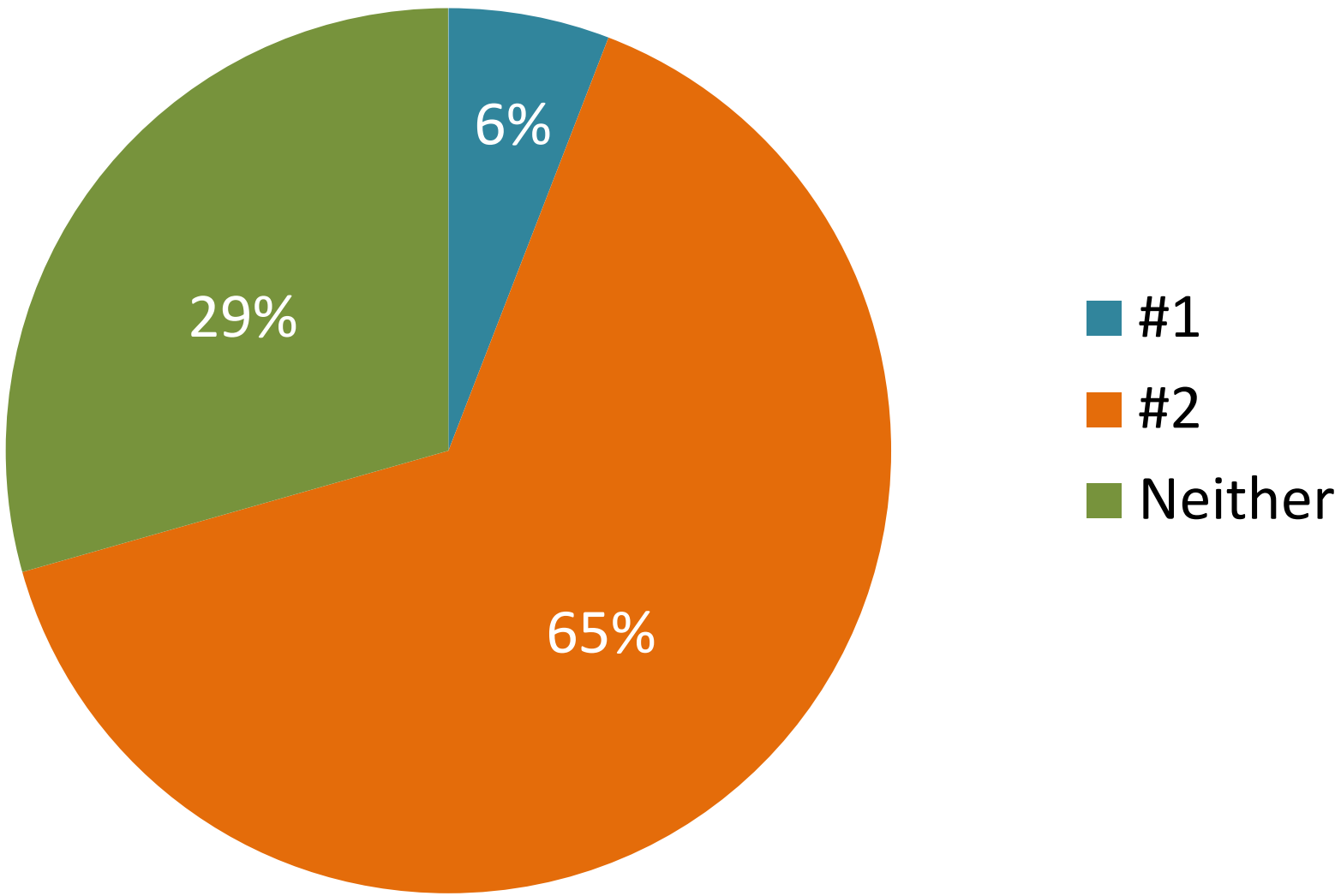
- A. Yes
- B. No
- C. Maybe

2. What factors impact your decision in selecting a trail alternative?

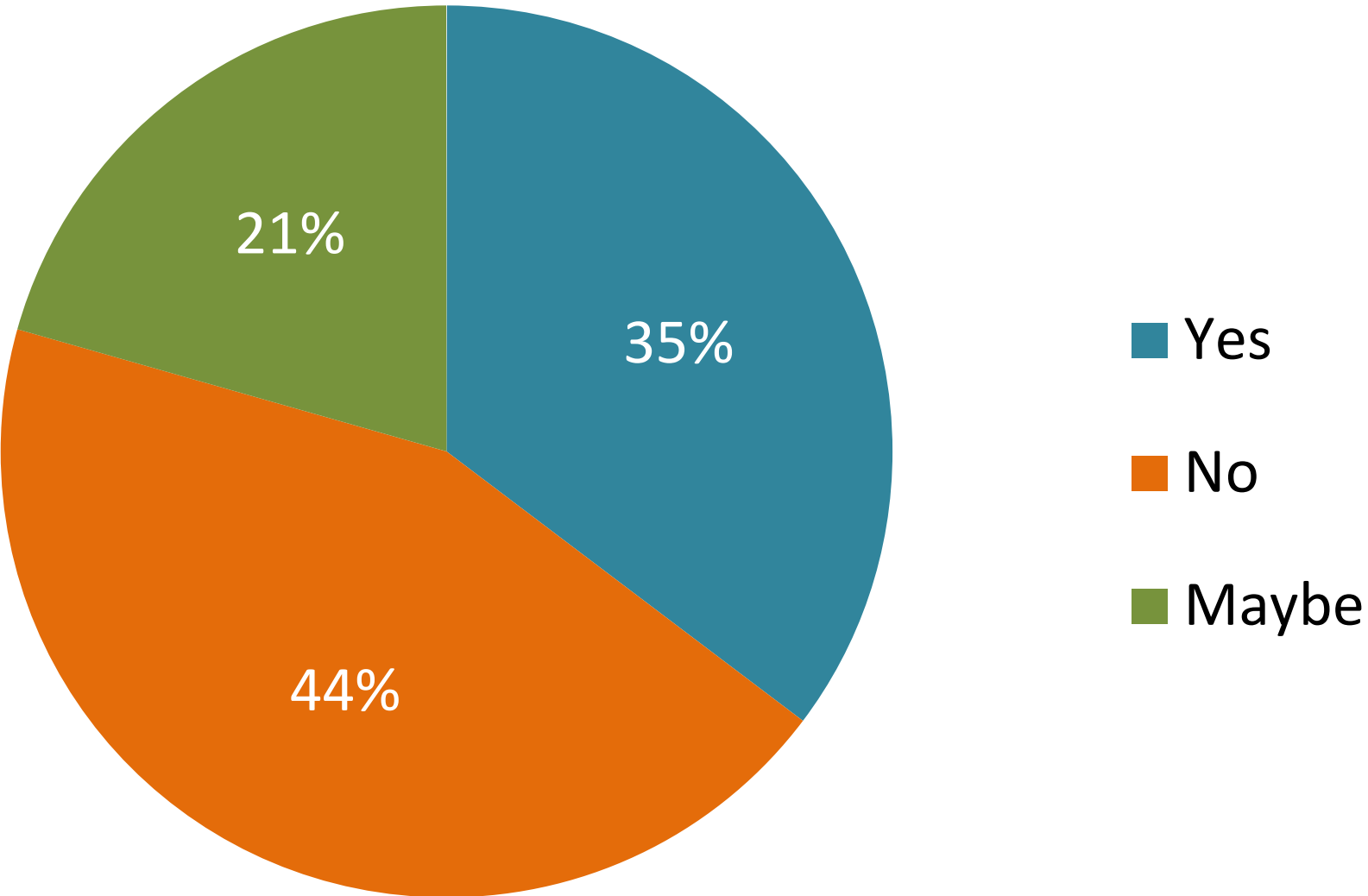
Please provide your response below

4. Do you have any additional comments about the Mary Avenue Trail access point?

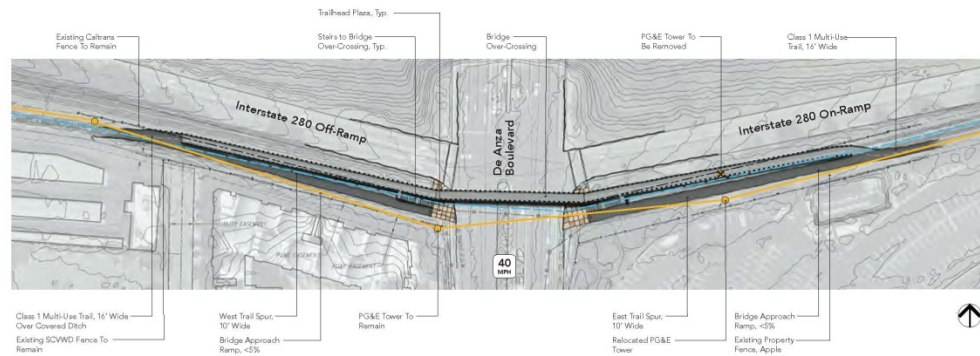
Which alternative do you prefer?



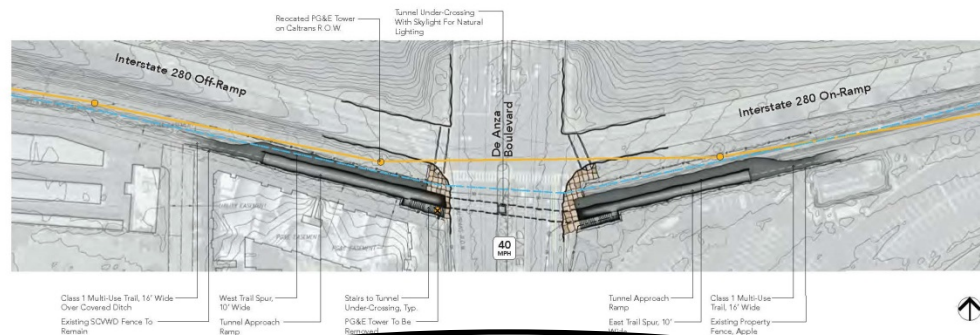
Would you use Mary Avenue Bridge to connect to this trail system?



STATION #4 - De Anza Boulevard



De Anza Boulevard Bridge Over-Crossing



De Anza Boulevard Tunnel Under-Crossing

V. De Anza Boulevard Crossing

1. What crossing type do you prefer?

Circle one.

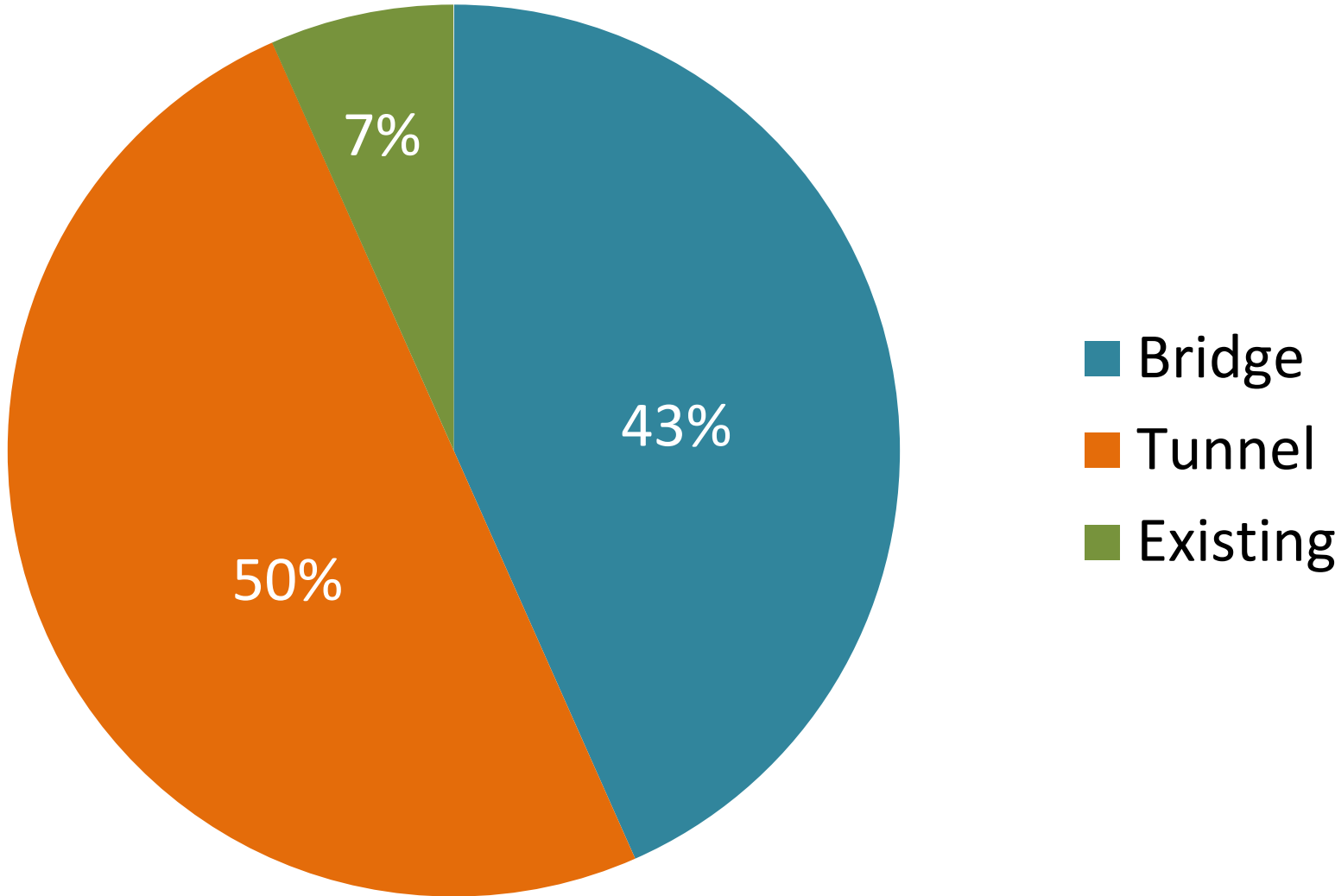
- A. Bridge over-crossing with crosswalk across De Anza Boulevard
- B. Tunnel under-crossing with crosswalk across De Anza Boulevard
- C. No grade-separated crossing and maintain existing crosswalk across De Anza Boulevard

2. Would you support removal of the existing crosswalk across De Anza Boulevard if the bridge or tunnel grade-separated crossing was provided?

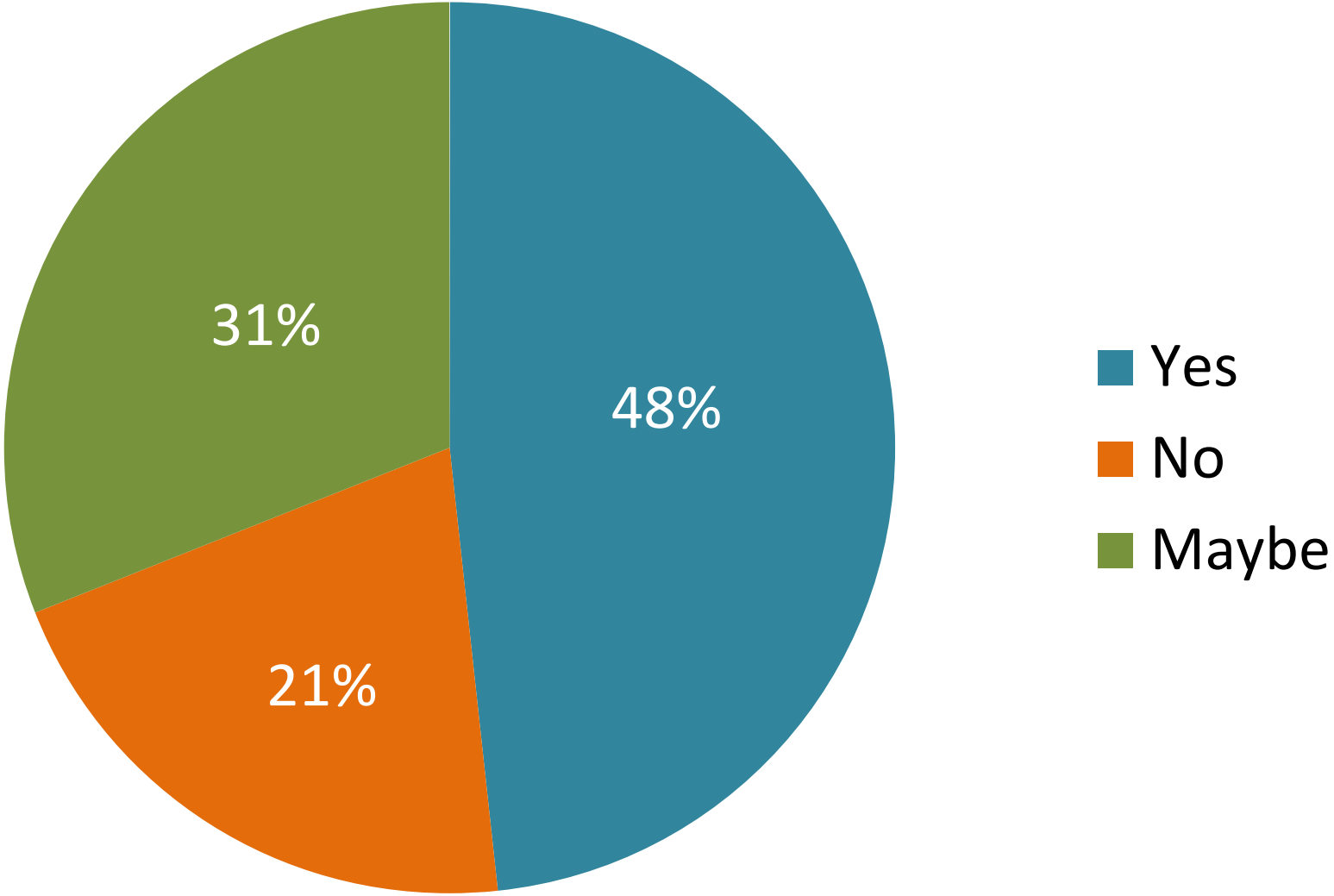
Circle one.

- A. Yes
- B. No
- C. Maybe

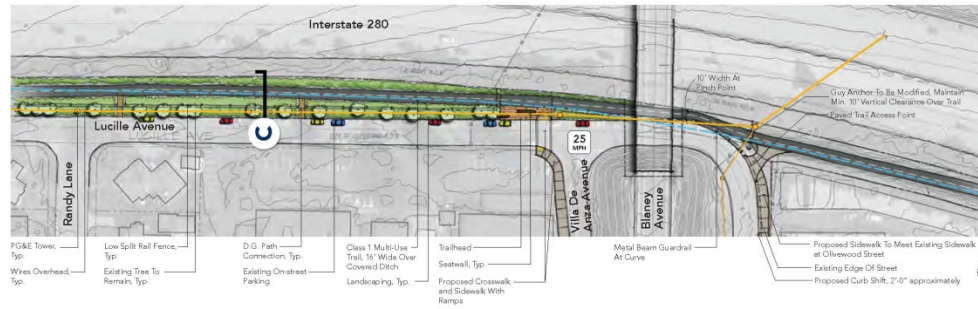
Which crossing type do you prefer?



Would you support removal of the existing crosswalk across De Anza Blvd if the bridge or tunnel grade-separated crossing was provided?



STATION #4 - Blaney Road



Blaney Avenue with Trail Access on Lucille Avenue

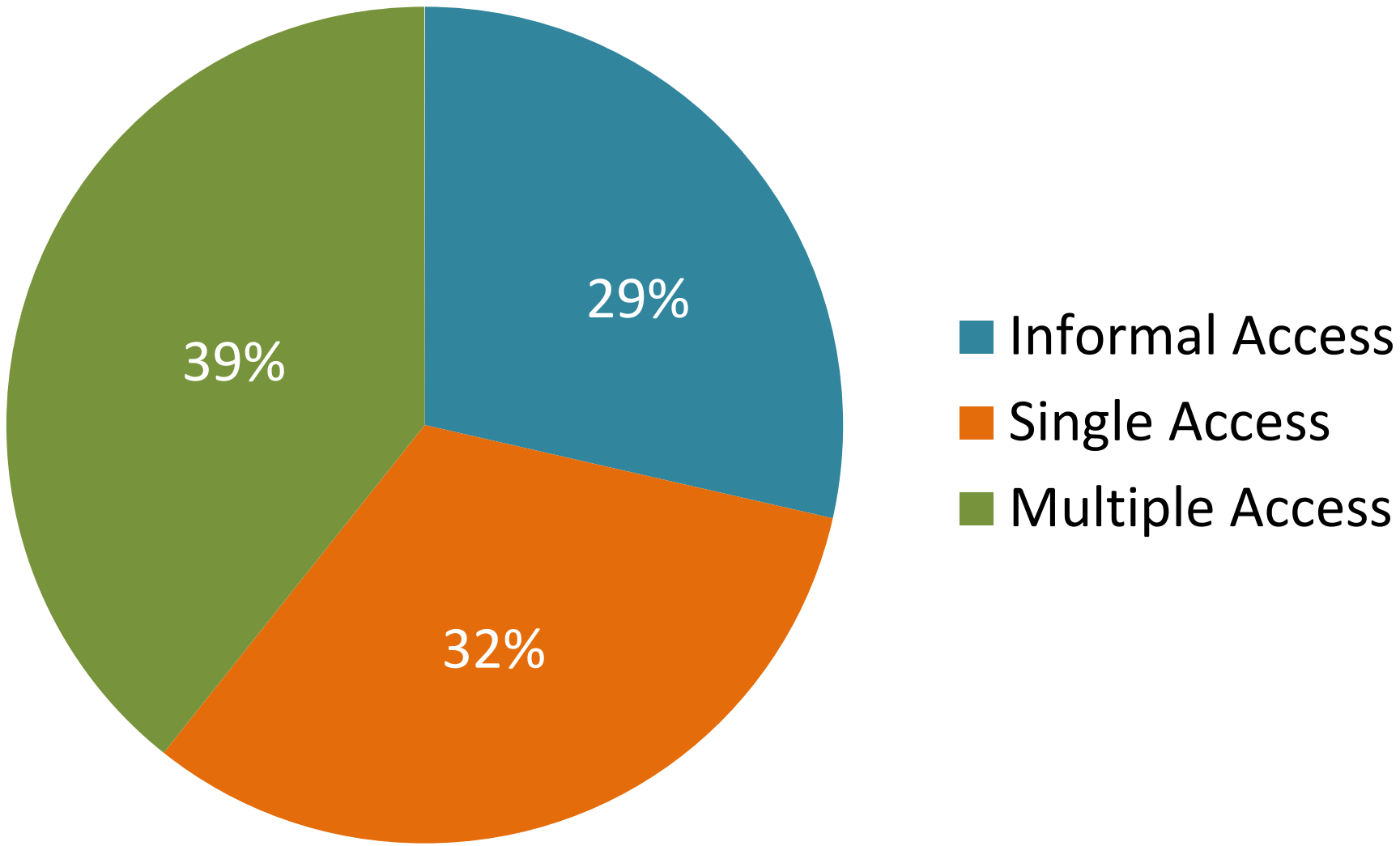
VI. Blaney Avenue / Lucille Avenue

1. Regarding trail access and amenities, which of the following do you support? Circle one.

- A. Informal trail access and no trailhead or trail amenities at this location
- B. Single trail access point and trailhead with limited trail amenities at this location
- C. Multiple trail access points and a trailhead with greater level of amenities at this location

Do you have any comments about the Station #4 trail segment?

Regarding trail access and amenities, which of the following do you support?





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The City would like to invite you to attend the next public meeting for the proposed Junipero Serra Trail. Based on feedback received at the introductory meeting in December 2017, trail alignment alternatives were developed and will be presented in an open house format where attendees can arrive any time during the event window and have one-on-one discussions with City staff and project consultants. We encourage your attendance at one of the two following meetings that will present the same content.

MEETING #2A

Tuesday, February 20, 2018
6:00 p.m. to 8:00 p.m.
Quinlan Community Center
10185 N Stelling Rd

-- OR --

MEETING #2B

Monday, February 26, 2018
6:00 p.m. to 8:00 p.m.
Cupertino Community Hall
10350 Torre Ave

For more information about the project, please visit www.cupertino.org/bikeplan. Questions or comments can also be directed to:

Jennifer Chu, Associate Civil Engineer
(408) 777-3237 or jenniferc@cupertino.org





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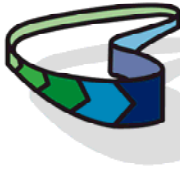
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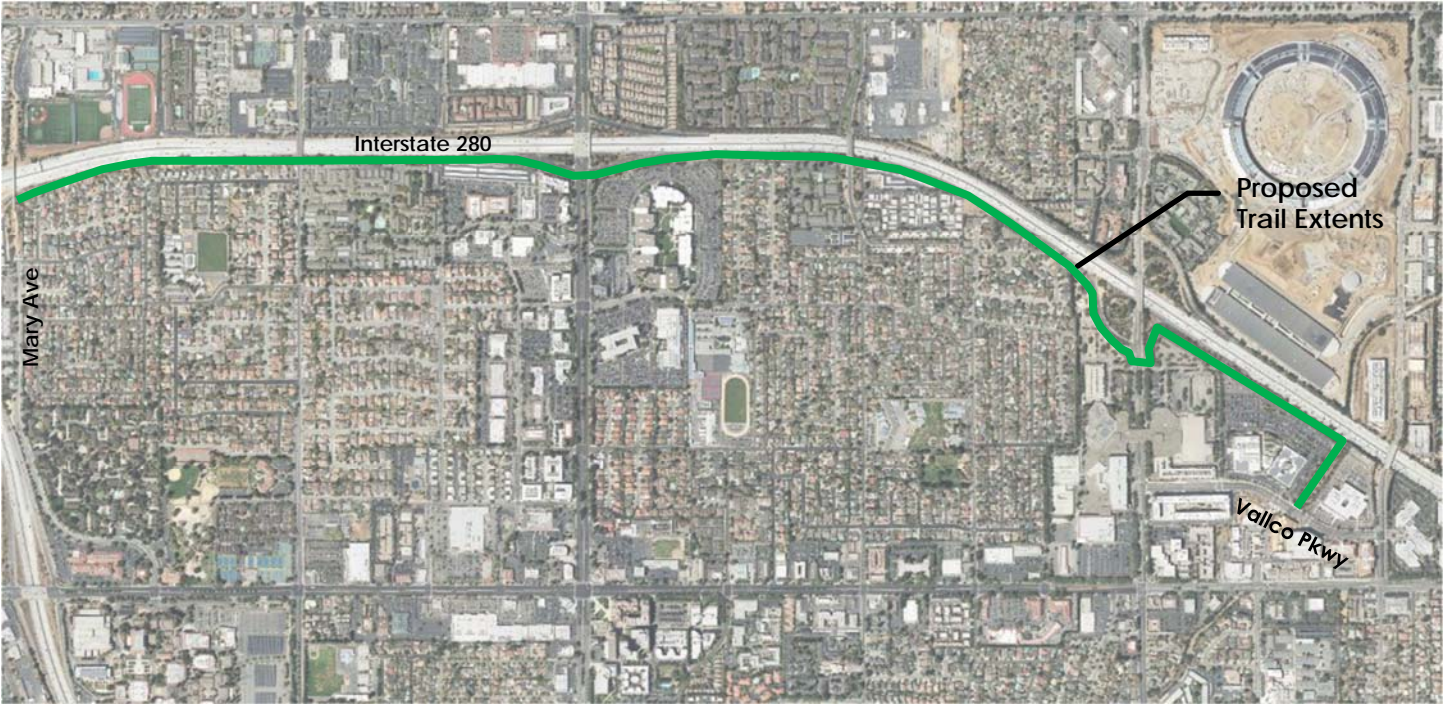
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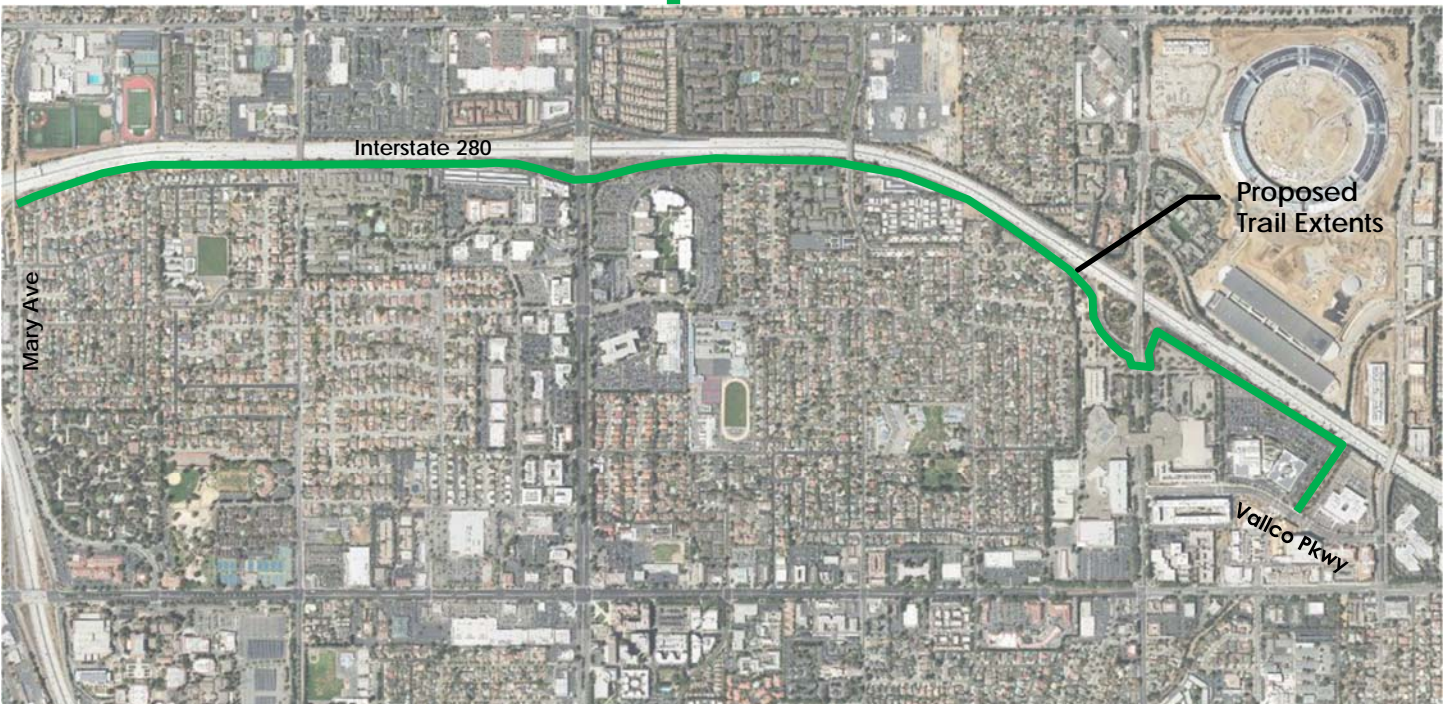
THE LOOP
Cupertino
Cupertino's proposed network of connected bikeways and trails around the City

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Review Trail Alignment Alternatives
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February 20, 2018 | February 26, 2018



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PUBLIC MEETING NOTICE
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If you are receiving this postcard, you reside along or near the proposed trail extents and we encourage you to attend one of the two scheduled meetings that will present the same content.

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(408) 777-3237 | JenniferC@cupertino.org



CUPERTINO
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Cupertino, CA 95014

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