

Via Email Only

June 18, 2018

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #3

Location: Cupertino Civic Center, Community Hall

Date: June 6, 2018

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

Total number of people who signed-in: 19

Total 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

Santa Clara County Sheriff's Office: Sergeant Jason Brown (JB), jason.brown@shf.sccgov.org

Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Kelly Kong (KK), kkong@callanderassociates.com

Community members were notified about the event through the following methods (refer to the end of the report for example outreach materials):

- 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
- 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 meeting was an open house style where participants were invited to arrive at any time during the event window and provide individual feedback on the trail project. Sergeant Brown was present to address concerns about safety and security along the potential trail. 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 a questionnaire 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 questionnaire at Station #1 before leaving so that their comments could be recorded. The following summarizes input received at and after the meeting, including from questionnaires, flip charts, comments written onto the trail segment plans, enlargements, sections, and follow-up e-mails.

Questionnaire

The questionnaire included two sections of questions and was comprised of general questions and more specific input. The following organizes the comments received from the public in the order they appear in the questionnaire. 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 or Community Meeting #2?

Only #1	Only #2	Both #1 and #2	Neither
8%	17%	17%	58%

Written Comment:

- #1 or #2

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

Yes	No
75%	25%

Written Comment:

- Maybe only if its Alternative #2 on Mary

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

Biking	Jogging	Walking	Commuting	Other
21%	21%	53%	0%	5%

Answers under "Other" include:

- Getting around town!

Question 4: Do you live or work in Cupertino?

Live	Work	Live and Work	Do not Live or Work
50%	0%	50%	0%

II. Input

Question 1: What aspects of the trail design do you like? What do you like about the proposed trail?

- Very nicely done.
- The bridge concept. Definitely is superior in my opinion. Aspects of safety, aesthetics, cost etc. are best. I totally don't like the tunnel concept. Not good for safety, cost, etc.
- Thank you for listening to people's comments.
- It's a trail, where neighbor kids can ride/scooter/run safely. It's an off-street cross route for the non-motorized. If there's a problem with homeless encampment, it would probably help.
- In Alt 2 I like the buffer of increased space = plantings to have trail impact residents less. I like how this would connect Apple's campus making biking easier & safer between campus. Like the idea of walking trail.
- Connect Apple to Apple relieving city streets of dangerous bikes. Safer bike/vehicle separation is preferred. Trail option #2 east of De Anza is the only acceptable option.
- Enclosed culvert with trail on top. Undercrossing at De Anza and Stelling (and Wolfe). At Mary, prefer trail NOT adjacent to home (Alt 2)
- Under grade coming at Stelling bridge at De Anza Blvd
- The design where the trail sits on top of the drainage

Question 2: How can the proposed trail be improved?

- Don't like the current plans for De Anza Blvd. Overcrossing or undercrossing.
- A beautiful designed bridge is the ideal.
- Mitigation for encroaching homeless and crime.
- Can't think of anything in particular. The consultants have some good ideas, albeit expensive.
- Add lighting. Lighting that does not impact homes, but low enough to highlight misuse during darkness. Trail heads official physical closure from dawn to dusk. Need more parking at trailhead on Mary. It's not realistic to say that people won't park at the trailhead.
- More parking would be needed at trailheads. Trail needs official closure from Sherriff's office and needs to be actively enforced. Lighting needs to be added. It should be low profile as to not cause light pollution onto resident homes.
- Apple employees who will use this trail need access from their own campus to get on trail. Having them come down onto the neighborhood to access trail is unacceptable to Linwood Acres residents. No access point at end of Randy. Too many bikes – pedestrians at this busy Apple school neighborhood.
- Vehicle barrier between Blaney overpass and Wolfe = dangerously close pedestrian/homeless access to freeway and trail. As proposed no grade or vertical barrier protecting path.
- Add the access from N Portal along Calwater Property. Add access on Apple side of wall adjacent to homes on Larry way with a spur to Lawson Middle School.

- It good enough
- Mary Ave @ Bridge: prefer Alt #2 because it's away from residents and allows trail users to get on bridge faster. Blaney Ave Intersection – prefer Alt #2 because the width can be 12' fixed rather than varying, there's more plantings bordering Lucille to buffer sound of freeway and trail users, safer for all users because it will be wider.
- Remove all access points on Lucille except one by the Blaney overpass bridge and one at the other end of Lucille at the cul de sac.
- It is critical to have an access point to this trail from Apple Infinity Loop to get Apple employees off the streets and encourage them to use the trail.
- Negotiate a spur from the trail to Lawson Middle School on the Apple side of the wall bordering residents on Larry Way.

Question 3: Do you have any other comments about the project?

- It is nice you can plan this even when we don't know what will happen at Vallco.
- I do not like the trail across De Anza Blvd. I live in the condominium at the SW corner of 280 and De Anza. Very impressed with the crew here on 3rd community night.
- What is the upside for homeowners along Gardena and Mary? The trail will bring security and privacy invasions with no apparent benefit to these residents. Reevaluate necessity with existing bike boulevards.
- The wider you can make the path the safer it will be because bikes, peds, strollers, skateboard, dogs, etc. will use it. Wider means fewer collisions.
- Good work with it!
- Is this a project that will be put up for a vote by the community or does the community not have a say? Gardena Drive will become even more dangerous with a greater influx of commuters commuting to the start of the trailhead on Mary.
- This project should be put to an official vote. It negatively impacts several residents while benefitting mostly Apple employees that want to bike to work. These meetings are tough to make it to when you work outside of Cupertino. Every neighbor that I have personally talks to is very against this project. I reside on the proposed trail path.
- Prefer Alternative 2 – Why is Apple not yet involved as this literally will connect its 2 campuses? Prefer lots of trees where the trail impacts neighborhoods to mitigate noise, trash impact.
- The lack of detail between Randy and De Anza does not build public trust. A failure to document access to Apple from the North and East, which does not exist now, and which would have an immediate impact on neighborhood, is unacceptable. Apple controls its own fences, and without documenting city barrier intent, all that exists currently is Apple fence.
- Keep going! Negotiate to have Apple access point to trail that does not require Apple bikes to ride through neighborhood streets to access trail.
- Mary Avenue – Use Alt #2/Segment 1 – Use Alt #2

- Bridge over De Anza looks good
- Alternative #1 on Mary is right behind our house. I strongly oppose it. It would impact our privacy, safety and potentially other issues such as more noise, obstructed views. If at all, Alternative #2 should be evaluated for this project and the only option. Please take the homeowners along the trail @ Mary in consideration & big negative impact it has with Alternative #1.
- The proposed 8 ft fence (wood) maintenance should also be the City's responsibility. Control area bike use should also be established which is not evident in the I-280 overpass.
- Mary Ave @ Bridge – prefer Alt #2 because its away from residents & allows trail users to get on bridge faster
- Blaney Ave Intersection – prefer, Alt #2 because:
 1. The width can be 12' fixed rather than varying
 2. There are more plantings bordering Lucille to buffer sound of freeway and trail users
 3. Safer for all users because it will be wider
- Remove all access points on Lucille except one by the Blaney overpass bridge and one at the other end of Lucille at the cul-de-sac
- It is critical to have an access point to this trail from Apple Infinity Loop to get Apple employees off the streets and encourage them to the trail
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Alternative Alignment Plan:

Alternative Alignment 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.

- Conduct sensibility of parking for those who will drive to Mary entrance
- Privacy and security concern for residents along path
- Consider mitigation for crime during non-use hours
- No tunnel – feels unsafe
- No at-grade crossing – most dangerous
- Trail safety critical for everyone
- Apple access point? Connect to Apple Park campus.
- Blaney: homeless
- Blaney intersection: wall?

What We Heard:

What We Heard boards were placed at stations 2 through 5. Participants were invited to draw and write on each board to provide comments on what we heard from previous meetings.

- Alternative #1 too close to fence. No privacy. Alt #2
- Like's Alt #2 @ Mary. Less impact to privacy.
- Establish rules of the road. Prepare a document explaining how shared use trail works. Public outreach.

- Series of public presentations in the City Hall to discuss proper trail etiquette. This means what type of behavior is expected of pedestrians and bicyclists on the Loop Trail.

Flip Charts

Flip Charts were placed at stations 2 through 5. Participants were invited to draw and write on each flip chart to provide feedback for each station where there was a flip chart.

Bike path across De Anza Blvd. (Sunnyvale – Saratoga):

- Issue with the bike bridge over Sunnyvale – Saratoga Ave. This is a good idea, but it is visual clutter and makes the whole area look like the middle of a big freeway going over Sunnyvale – Saratoga Rd. This design detracts from the beauty of the Apple I campus and the trees and the other buildings. Too much clutter.
- On other view of having an underground tunnel in lieu of the bike bridge over Sunnyvale – Saratoga Avenue, the current tunnel as presented is dark and scary [sic] and looks like it would not be safe to walk in. There could be pick-pockets and purse snatchers. There is too much enclosed area in the tunnel and as a woman I would not feel safe walking or bicycling in that dark tunnel with no one else around.
- Can you come up with a better plan?
- Underground is good, but currently it is too dark and scary [sic] and unsafe.
- Remove multiple access points on Lucille and keep only one at Blaney overpass and one at Apple parking lot corner (possibly open on both Apple and Lucille sides)
- Negotiate with Apple to add a spur along edge of parking lot adjacent to homes on Larry Way to provide off street parking access to Lawson Middle School and Apple employees
- Homelessness concern: What mitigations will be taken if homelessness does become a problem after the trail is built?
- Connections Map: Show access points to trail!

Trail Enlargements/Sections

Trail Enlargements and Sections 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.

Blaney Avenue / Lucille Avenue

- Apple access is very important
- Would rather have parking
- Flashing beacon
- Can a flashing sign be put here to alert cars of peds?
- Trash concerns
- Keep existing redwoods and water valve & existing boxes
- New landscape
- Informal trail
- Lots of litter

Stelling Rd Under Crossing:

- More solid @ bottom of fence
- Deterrent to potential homeless camp
- Close
- Signage for cyclists

Community E-mails

Some community members who were not able to attend the community meeting sent Jennifer comments about the project via e-mail.

E-mail #1:

Jennifer,

It was good meeting with you during last meeting in this topic. I won't be in town to participate in person.

As expressed during our meeting I am reiterating my points,
1. Our primary stance is "complete No- No for this initiative."

The reason is we are very seriously concerned with Security, privacy as well
Our safety. In addition, unknown people hanging around and noise are concerns as well.

I had expressed similar concerns during Mary avenue bridge. City officials were deaf to our concerns. We continue to suffer from late night noise, some illegal acts, unknowns hanging around in the area between our backyard and empty area off Bridge.

2. However if city officials still continue to take same stance (as in the past)and build a trail, here are options,

1. Trail will be used only for walking/ Jogging.
2. No bike access / Skate boarders.
3. Strict access control to Homestead high students.
4. City officials Meeting with neighbors every quarter for any concerns.

I also insist on following,

1. We need 10 feet solid wood fence to be built. This will be maintained and managed by city.
2. No access to trail after 7 pm till 7 am.
3. More cops and police to monitor trail access and faster response in case of any issues or concerns.
4. 24x7, monitoring Cameras to be installed at the trail entrance. Alarms in case of access after 7 PM till 7 AM.
5. Strict control policy on noise level. Currently we have several days the year people hanging around bridge area making loud noises, chatting which goes on till late night.

Lastly, we need guarantee from city on our safety, security concerns are, if not a firm commitment from city and owning responsibility for any issues / concerns arising from such incidences as well being legally liable.

Please ensure our concerns and voice is heard clear and loud in any further planning.

Thank you,

"Name Omitted for Privacy"

E-mail #2:

Dear Jennifer,

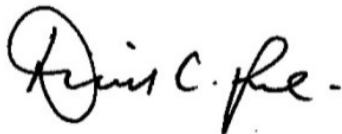
As 20+ year residents of Cupertino, we would like to voice our support for the Junipero Serra bike trail.

"Name Omitted for Privacy"

-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.

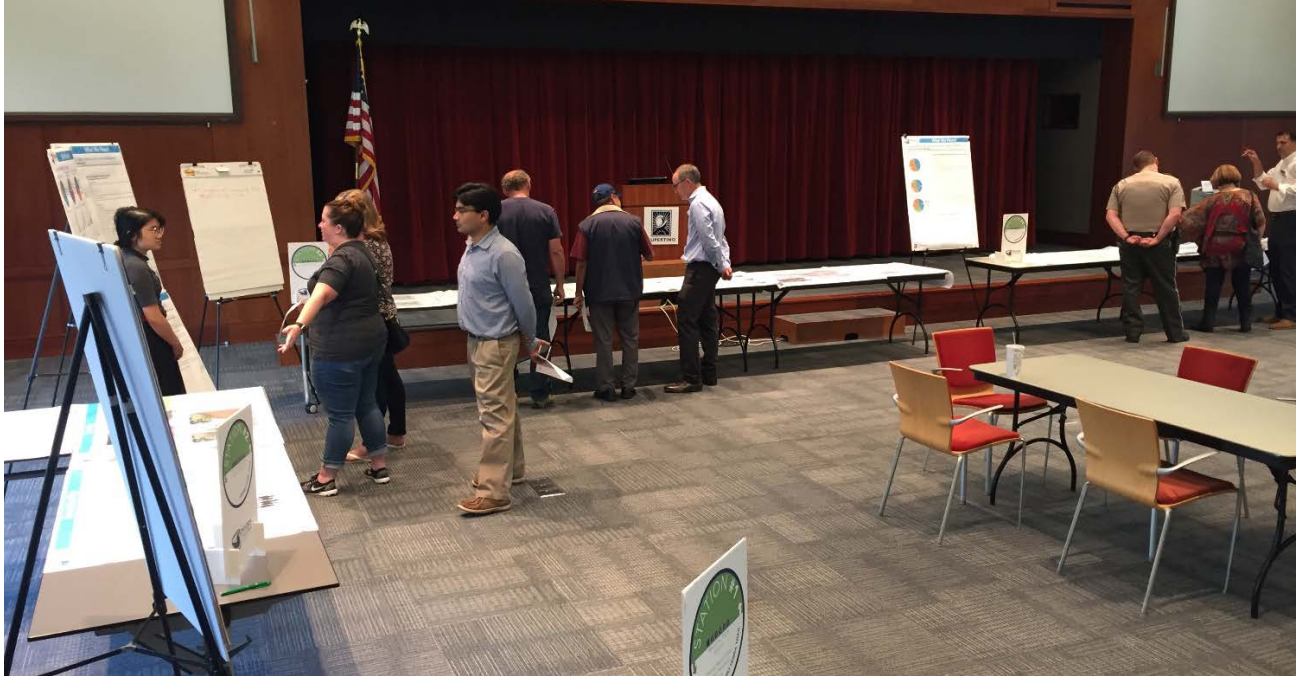
Submitted by:

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: File

Pictures of Community Meeting #3

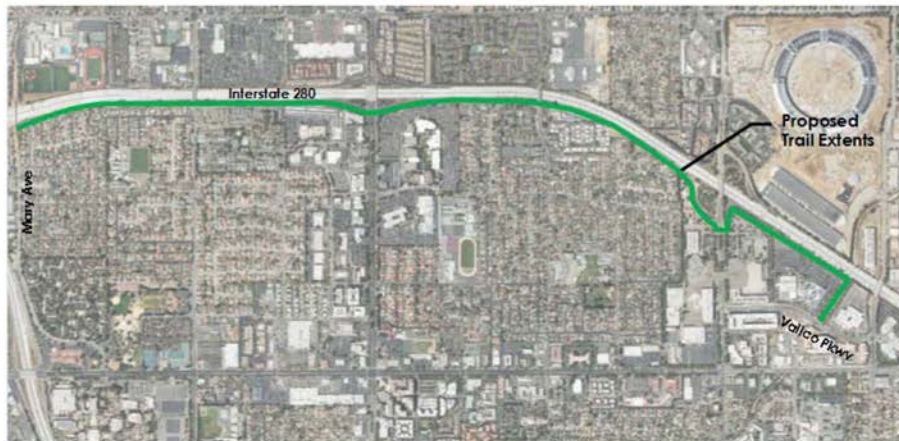


Meeting Flier:



PUBLIC MEETING NOTICE JUNIPERO SERRA TRAIL FEASIBILITY STUDY

The City of Cupertino Public Works Department is working on 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, providing a connection between the Don Burnett Bicycle-Pedestrian Bridge and Vallco Pkwy.

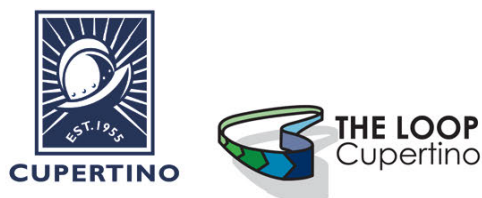


The City invites you to attend the third public meeting for the Junipero Serra Trail Feasibility Study. Based on feedback received at previous meetings, trail concepts were developed and further refined, and will be presented in an open house format where attendees can arrive any time during the event window and have one-on-one discussions with City staff and project consultants. We encourage your attendance as your participation and input is important in determining whether or not City Council should continue to fund this project.

MEETING #3
Wednesday, June 6, 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 at (408) 777-3237 or jenniferc@cupertino.org

Door Hanger:



PUBLIC MEETING NOTICE
JUNIPERO SERRA TRAIL FEASIBILITY STUDY

The City of Cupertino is working on a feasibility study for an off-street bicycle and pedestrian facility that would run parallel to the existing Junipero Serra channel just south of Interstate 280, providing a connection between the Don Burnett Bicycle-Pedestrian Bridge and Vallco Parkway.

The City invites you to attend the third public meeting for this project to provide feedback on the trail concepts that have been refined based on comments received at previous meetings. The meeting will be an open house format where participants can arrive any time during the event window and have one-on-one discussions with City staff and project consultants. We encourage your attendance as your participation and input is important in determining whether or not City Council should continue to fund this project.

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6:00 p.m. to 8:00 p.m.
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Door Hanger for Residents Around Portal Avenue:



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The City invites you to attend the third public meeting for this project to provide feedback on the trail concepts that have been refined based on comments received at previous meetings, including a potential trailhead at N Portal Ave. The meeting will be an open house format where participants can arrive any time during the event window and have one-on-one discussions with City staff and project consultants. We encourage your attendance as your participation and input is important in determining whether or not City Council should continue to fund this project.

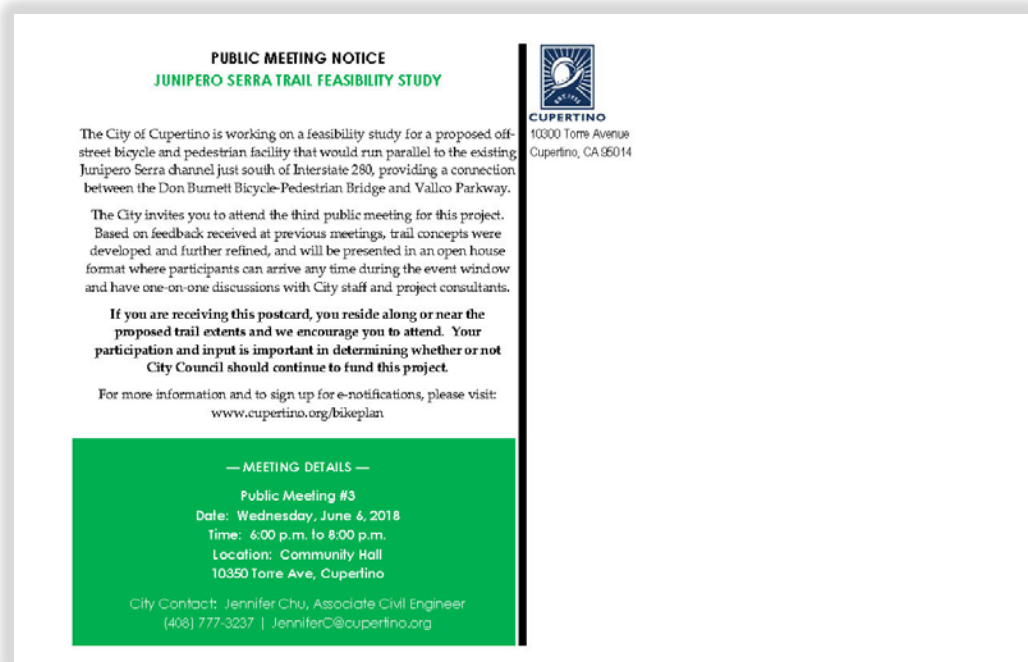
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Meeting Postcard:



(Front of Postcard)



(Back of Postcard)