



Draft Feasibility Study Report

September 30, 2019

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Carmen Road Pedestrian/Bicycle Bridge

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Contents

Exe	ecutive	summa	ry	1	
1	Proj	ect Cont	ext	4	
	1.1	Project	Overview and Purpose	4	
	1.2		Outreach Process	4	
2	Existing Conditions				
	2.1	Overvie	w of Study Area	6	
	2.2	Project	Constraints	8	
	2.3	Utilities		8	
	2.4	Geotech	nnical Conditions	8	
	2.5	Bridge E	Basis of Design	9	
	2.6	Summa	ry of Existing Plans and Policies	10	
3	Alternatives Analysis				
	3.1	Bridge Alignment Selection Criteria			
	3.2	Evaluation Criteria			
	3.3	Bridge Foundation			
	3.4	Bridge Structure Types			
		3.4.1	Option 1: Steel Girder Bridge	13	
		3.4.2	Option 2: Steel Pratt Truss Bridge	15	
		3.4.3	Option 3: Steel Howe Truss Bridge	17	
		3.4.4	Option 4: Steel Tied Arch Bridge	19	
		3.4.5	Option 5: Steel Inclined Arch Bridge	21	
		3.4.6	Option 6: Clear Span Girder Bridge	23	
		3.4.7	Summary of Bridge Options	23	
	3.5	ROW In	npacts and Acquisitions	23	
	3.6	Safety 1	Freatments for Pedestrians/Bicyclists	26	
4	Public Outreach				
	4.1	Stakeholder Visioning			
	4.2	Public Meeting #1			
	4.3	<u> </u>			

Figures

Figure 1. Study area and approximate proposed overcrossing location.	1
Figure 2. Study area and approximate proposed overcrossing location.	7
Figure 3. H10 Vehicle Loading	9
Figure 4. Rendering of a Steel Girder Bridge over Stevens Creek Boulevard.	14
Figure 5. Looking South on Carmen Road	14
Figure 6. Looking North on Carmen Road	14
Figure 7. Rendering of a Steel Pratt Truss Bridge over Stevens Creek Boulevard.	16
Figure 8. Looking South on Carmen Road	16
Figure 9. Looking North on Carmen Road	16
Figure 10. Rendering of a Steel Howe Truss Bridge over Stevens Creek Boulevard.	18
Figure 11. Looking South on Carmen Road	18
Figure 12. Looking North on Carmen Road	18
Figure 13. Rendering of a Steel Tied Arch Bridge over Stevens Creek Boulevard.	20
Figure 14. Looking South on Carmen Road	20
Figure 15. Looking North on Carmen Road	20
Figure 16. Rendering of a Steel Inclined Arch Bridge over Stevens Creek Boulevard.	22
Figure 17. Looking South on Carmen Road	22
Figure 18. Looking North on Carmen Road	22
Figure 19. Centerline and skewed alignment of the proposed bridge, nearby properties,	and
existing utilities.	24
Figure 20. Existing utility pole, overhead cables, trash bins and mailboxes on Carmen F north of Stevens Creek Boulevard, existing street light on SCB and existing water mete	
Carmen Road.	25
Figure 21. Participants listen to the City of Cupertino's Transportation Manager, David	
Stillman, providing an overview of the project.	27
Figure 22. Participants at Public Meeting #2 fill out comment cards indicating their prefe	
bridge types and providing feedback on the project.	29
Figure 23. Option 1 – 33 Percent responded as their first choice	30
Figure 24. Option 2 – 2 Percent responded as their first choice	31
Figure 25. Option 3 – 2 Percent responded as their first choice	31
Figure 26. Option 4 – 33 Percent responded as their first choice	31
Figure 27. Option 5 – 29 Percent responded as their first choice	31
Figure 28. Resident's first choice for the five bridge options.	32
Figure 29 Detailed breakdown of resident's ranking	33

Executive summary

The Carmen Road Pedestrian/Bicycle Bridge, a high priority project in the 2018 Cupertino Pedestrian Transportation Plan, is a grade-separated structure envisioned to provide a connection for pedestrians and bicyclists between the neighborhoods north and south of Stevens Creek Boulevard, between Foothill Boulevard and Phar Lap Drive. The bridge would continue the existing alignment of Carmen Road across Stevens Creek Boulevard, allowing for easy and safe access to and from residences, schools, parks and recreation centers. It also would create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School. Furthermore, the bridge would provide improved access and safety for residents at Sunny View Bay Area Retirement Community, a nearby 12-acre retirement facility.

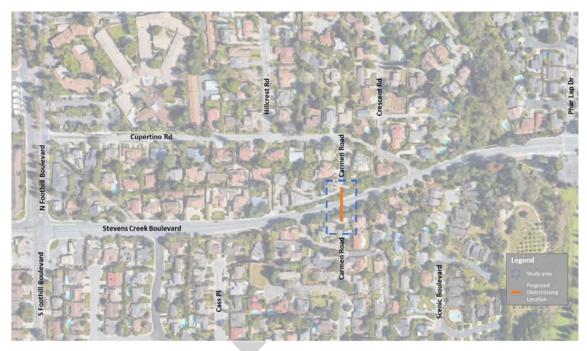


Figure 1. Study area and approximate proposed overcrossing location.

This report provides a summary of the Carmen Road Pedestrian/Bicycle Bridge feasibility, including:

- Project context
- A summary of the existing conditions in the study area
- An alternatives analysis of potential bridge structure types
- Details of the public outreach process

Existing Conditions

According to the City of Cupertino General Plan – Community Vision 2040 Mobility Element, Boulevards (or Arterials), such as Stevens Creek Boulevard, should provide access and safe crossing for all modes of travel. Existing Stevens Creek Blvd crossings near the project site include the Foothill Blvd, a signalized intersection approximately ½ mile west of the proposed

1

bridge, and Phar-Lap Drive, an uncontrolled crossing approximately ¼ mile east of proposed bridge. The uncontrolled pedestrian crossing at Phar Lap Drive has been improved with pedestrian-actuated flashing beacons and is located on a sag vertical curve with a horizontal curve to the west. The distance between the existing crossings is approximately 0.5 miles which requires a significant detour for those wishing to walk to school who do not live near an existing crossing. Due to these safety considerations, a new separated pedestrian and cycling crossing has been identified as a high priority.

Alternatives Analysis

Six potential bridge structure types were developed for further evaluation in the study. Detailed renderings illustrating the bridge structures are provided in Section 3.4. The structure types included:

- 1. Steel Girder Bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck.
- 2. Steel Pratt Truss Bridge that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members.
- Steel Howe Truss Bridge that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels.
- 4. Steel Tied Arch Bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge.
- 5. Steel Inclined Arch Bridge configured to provide intermediate supports and includes elegant arches with a lower profile above the bridge deck.
- 6. Clear Span Girder Bridge which has been removed from further consideration since it does not meet essential functional requirements.

The alternatives were evaluated by the project team, and additional input from the community on the options was gathered at Public Meeting #2. Four evaluation criteria were used to analyze the alternative bridge types:

- Constructability: is construction of the bridge feasible?
- Construction duration/impact: what is the extent and duration of the impacts from construction on traffic and pedestrian movements?
- Aesthetics: Is the design visually appealing?
- Cost: estimated cost excluding right-of-way acquisitions, utility relocations and other necessary improvements which are expected to be similar for all options

Table **1** provides an overview of the analysis of each bridge structure type by evaluation criteria. The performance measures (Low/Medium/High) are relative performance of the bridges as compared to one another. Options 1 – 5 were found to be feasible in terms of constructability. Option 6 was found to be infeasible and therefore has been excluded from further evaluation.

Table 1. Bridge structure types by performance metric.

Bridge Type		Constructability	Construction duration/impact	Aesthetics	Cost
1.	Steel Girder	Feasible	Low	High	\$1.25 M - \$1.5 M
2.	Steel Pratt Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
3.	Steel Howe Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
4.	Steel Tied Arch	Feasible	High	Medium	\$1.6 M - \$1.95 M
5.	Steel Inclined Arch	Feasible	High	Medium	\$1.4 M - \$1.75 M
6.	Clear Span Girder	Unfeasible	N/A	N/A	N/A

The team anticipates potential right-of-way impacts/property acquisition and the need for safety treatments for bicyclists and pedestrians. A high-level overview of the potential impacts is outlined in Section 3.5, and these elements will be addressed in more detail in the next phase of the study.

Public Outreach

Community engagement and public outreach has played an important role in shaping the Carmen Road Pedestrian/Bicycle Bridge Project. To date, there have been three opportunities for the community to provide feedback on the potential crossing:

- Stakeholder Visioning/Online Survey from November 26, 2018 to January 31, 2019: to gather initial thoughts from the community about this potential crossing.
- Public Meeting #1 on January 24, 2019: to introduce the project to the community through one-on-one discussions and by submitting written comment forms that were distributed at the event.
- Public Meeting #2 May 29, 2019: to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives which are currently under consideration.

These items are covered in more detail in Section 4 of this report.

1 Project Context

1.1 Project Overview and Purpose

The Carmen Road Pedestrian/Bicycle Bridge, a high priority project in the 2018 Cupertino Pedestrian Transportation Plan, is a grade-separated structure envisioned to provide a connection for pedestrians and bicyclists between the neighborhoods north and south of Stevens Creek Boulevard, between Foothill Boulevard and Phar Lap Drive. The bridge would continue the existing alignment of Carmen Road across Stevens Creek Boulevard, allowing for easy and safe access to and from residences, schools, parks, retirement communities and recreation centers.

In addition to enhancing neighborhood connectivity, the project would also create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School.

Furthermore, the bridge would provide improved access and safety for residents at Sunny View Bay Area Retirement Community, a nearby 12-acre retirement facility. Approximately 312 Stevens Creek Elementary school students live on the south side of Stevens Creek Blvd and could potentially use the bridge to access the school. Additionally, approximately 686 Kennedy Middle School and Monta Vista High School students live north of Stevens Creek Blvd in the vicinity of Carmen Road and would potentially use the bridge.

Stevens Creek Blvd Quick Facts

- ADT: 10,850
- Collision Rate: 1.40
- 85th Percentile
 Speed: 40 MPH

According to the City of Cupertino General Plan – Community Vision 2040 Mobility Element, Boulevards (or Arterials), such as Stevens Creek Boulevard, should provide access and safe crossing for all modes of travel. Existing Stevens Creek Blvd crossings near the project site include the Foothill Blvd, a signalized intersection approximately ¼ mile west of the proposed bridge, and Phar-Lap Drive, an uncontrolled crossing approximately ¼ mile east of proposed bridge. The uncontrolled pedestrian crossing at Phar Lap Drive has been improved with pedestrian-actuated flashing beacons and is located on a sag vertical curve with a horizontal curve to the west. The distance between the existing crossings is approximately 0.5 miles which requires a significant detour for those wishing to walk to school who do not live near an existing crossing. Due to these safety considerations, a new grade-separated pedestrian and cycling crossing has been identified as a high priority.

The feasibility study process began in November 2018 and continued through Summer 2019. It has included community engagement/stakeholder outreach and has culminated in this report identifying potentially suitable bridge structure types, while addressing issues identified during the community outreach process. No funding or budget has currently been identified beyond the feasibility study phase.

1.2 Public Outreach Process

Public Outreach has played an important role in shaping the Carmen Road Pedestrian/Bicycle Bridge Project. To date, there have been three opportunities for the community to provide feedback on the potential crossing which are described below. Detailed results are provided in Appendix A.

Online Survey

The City hosted an online survey from November 26, 2018 to January 31, 2019 to gather initial thoughts from the community about this potential crossing. A total of 350 responses were received and the majority were supportive of the new crossing. Summarized comments are in Appendix A1.

Public Meeting #1

The project's first public meeting was held on January 24, 2019 to introduce the project to the community. Approximately 30 people signed into the event, all of whom were invited to provide feedback to City staff and project consultants through one-on-one discussions and by submitting written comment forms that were distributed at the event. Detailed meeting minutes and redacted comments are in Appendix A2.

Public Meeting #2

City staff held the project's second public meeting on May 29, 2019. The purpose of the meeting was to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives which are currently under consideration. Approximately 40 people signed into the meeting, all of whom were asked to share their thoughts and rank the structure alternatives by submitting written comment and ranking forms that were distributed at the event. Detailed meeting minutes and redacted comments are in Appendix A3.

2 Existing Conditions

2.1 Overview of Study Area

The Study Area is located within the City of Cupertino at Carmen Rd and Stevens Creek Boulevard. Stevens Creek Boulevard is a major east-west arterial through the City with an existing buffered bike lane. Prior to the construction of Stevens Creek Blvd many decades ago, Carmen Road was continuous at this location. However, with the construction of Stevens Creek Blvd, Carmen Road was severed and now terminates in a cul-de-sac to the north and the south of Stevens Creek Blvd.

Importantly, there are three schools near the proposed crossing: Stevens Creek Elementary School, Kennedy Middle School, and Monta Vista High School. Nearly 1,500 students and parents commute across Stevens Creek Boulevard to the three schools The current suggested routes to school across Stevens Creek Boulevard include Lockwood Drive and Janice Avenue. The crossing at Carmen Road would provide a safer and more direct



route for parents and students to access the schools, while also improving access to parks and other community amenities for residents in the area.

¹ Walk-Bike Cupertino: Advocating Safe-Easy Biking & Walking Routes for Cupertino (2016). Student traffic patterns for Carmen Road and Stevens Creek Boulevard



Figure 2. Study area and approximate proposed overcrossing location.

2.2 Project Constraints

The objective of the new pedestrian crossing is to conform to existing conditions to the extent possible to limit costs associated with modifications to existing roadways, utilities and existing driveways. Additional constraints include vertical and horizontal bridge clearances, accessibility to maintenance vehicles, Americans with Disabilities (ADA) grade requirements, limits on falsework, staging and right-of-way.

2.3 Utilities

Desktop research and field visits have indicated that relocation of some utilities in the proposed project area is required. The City of Cupertino's Open GIS Portal was utilized to download the following datasets and imported into the project area using AutoCAD:

- Parcels
- Edge of Pavement
- Building Footprints
- Storm Water
- 2016 1ft Contours

It is important to ensure utility location and coordination begins at the earliest possible stage. Therefore, in preparation for the following design stage, each utility company with facilities in the project area has been notified of this project.

As part of this notification, the utility was asked to provide record information and identify the locations of all existing facilities. The utility companies with facilities in the project area include Pacific Gas and Electric (PG&E), Comcast, AT&T, San Jose Water and Cupertino Sanitation District. CAD reference files were created for each known utility based on the information received from each utility via a Request for Information.

Of these utilities, it is anticipated that the project will have conflicts with existing sanitary sewer pipes and manholes, as well as existing overhead electric and cable lines.

A utility plan including existing utilities within the project site and potential utility conflicts is included in Appendix B

2.4 Geotechnical Conditions

Geotechnical evaluation of the site has consisted of a search for nearby geotechnical reports and desktop reviews of geological maps. The site is identified by Graymer² as being on the cusp of Pleistocene surficial alluvial deposits Qpa and near-surface Pleistocene or Pliocene sedimentary rock QTs. These conditions are considered generally favorable for foundation bearing and have lower seismic demands than soft soil sites. Given the local site topography, the site will generally drain to the east, down the slope of Stevens Creek Boulevard towards Stevens Creek and is not anticipated to be subject to significant flooding events. Foundation concepts for the bridge could include a deep foundation comprising cast-in-drilled-hole elements or possibly shallow foundations, depending on the site-specific conditions. Driven piles are less attractive as a solution for their propensity to cause disruption to the nearby residential neighbors.

² Graymer, R.W., Moring, B.C., Saucedo, G.J., Wentworth, C.M., Brabb, E.E., Knudsen, K.L., (2006), Geologic Map of the San Francisco Bay Region. U.S. Geological Survey. Available online, http://pubs.usgs.gov/sim/2006/2918.

As with any site in the San Francisco Bay Area, strong shaking from earthquakes should be expected in the design life of the structure. Further stages of design must consider seismic loading as part of compliance with applicable codes and standards.

2.5 Bridge Basis of Design

Based on preliminary discussions with The City of Cupertino, the new Bicycle / Pedestrian Overcrossing Bridge (BPOC) is classified as a non-essential structural facility. The bridge will be designed and constructed in accordance with the American Association of State Highway Transportation Officials (AASHTO) Load Resistance Factor Design (LRFD) Bridge Design Specifications, 6th Edition with Caltrans Amendments and Caltrans Technical Publications and Guidelines.

Design Life

The Design Life of the structure shall be 75 years.

Bridge Geometry

The length of the bridge to link the northern and southern portions of Carmen Road will be 120 – 125 feet.

The bridge will cross over Stevens Creek Boulevard and will require a 15'-6" clearance to the underside of the structure. A pedestrian bridge will require an additional 2' of clearance to reduce the risk of damage and thereby provide additional safety. The total permanent clearance over Stevens Creek Boulevard will be 17'-6". The clear bridge width may be up to 12 feet if required to accommodate maintenance vehicles and multi-use bicycle and pedestrian functionality. Otherwise, an 8- or 10-foot width may be considered.

Live Loads

The Live loads considered in the design are the following:

- Bike/pedestrian load of 100psf.
- A maintenance vehicle H10 as outlined in AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009.
- The bridge will satisfy deflection and vibration performance criteria per Sections 5 and 6 of the AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges.

Clear Deck Width	Design Vehicle
7 to 10 feet	H5
Over 10 feet	H10

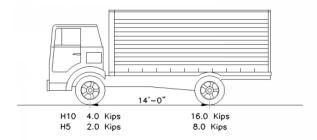


Figure 3. H10 Vehicle Loading

Seismic Design

The Seismic design of the BPOC bridge shall be in accordance with the following codes:

 Caltrans Acceleration Response Spectrum Curve based on a 5% in 50 years probability of exceedance (or 975-year return period)

2.6 Summary of Existing Plans and Policies

In June 2016, the Cupertino City Council adopted the 2016 Bicycle Transportation Plan that will guide the development and implementation of improving the City's bicycling environment for years to come. A summary of the primary objectives of the Bicycle Transportation Plan is provided below.

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

"The City of Cupertino envisions an exceptional bicycling environment that supports active living and healthy transportation choices, provides for safer bicycling, and enables people of all ages and abilities to access jobs, school, recreation, shopping, and transit on a bicycle as a part of daily life." - Vision Statement from the 2016 Bicycle Transportation Plan.

The 2016 Bicycle Transportation Plan recommends implementation of Carmen Road Pedestrian/Bicycle Bridge as a Tier 2 project. The bridge will allow easy and safe access to and from residences, schools, parks, and recreation centers. It also would create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School.

In February 2018, the Cupertino City Council adopted the 2018 Pedestrian Transportation Plan that will guide the City toward achieving its vision of an inviting, safe and connected pedestrian network. General statements of what the City and residents hope to achieve over time is summarized below.

- Improve pedestrian safety and reduce the number and severity of pedestrian-related collisions, injuries, and fatalities.
- Increase and improve pedestrian access to community destinations across the City of Cupertino for people of all ages and abilities.
- Continue to develop a connected pedestrian network that fosters an enjoyable walking experience.

The 2018 Pedestrian Transportation Plan outlines goals to improve pedestrian safety, access, and connectivity within the City. The Carmen Road Pedestrian/Bicycle Bridge is identified as a Tier 1 project within the 2018 Pedestrian Transportation Plan. The bridge will supplement the extensive pedestrian network the City is aiming for and supports all of the plan's goals.

The City of Cupertino General Plan – Community Vision 2040 contains twelve guiding principles that encompass a broad range of community aspirations. The Guiding Principles provide additional detail about Cupertino's desired future necessary to fully articulate the ideas contained in the vision statement. Similarly, the Guiding Principles were developed based on extensive community input. The following guiding principles are consistent with the proposed Carmen Road Pedestrian/Bicycle Bridge project:

- # 1 Develop Cohesive Neighborhoods: Ensure that all neighborhoods are safe, attractive and include convenient pedestrian and bicycle access to a "full-service" of local amenities such as parks, schools, community activity centers, trails, bicycle paths, and shopping.
- # 3 Improve Connectivity: Create a well-connected and safe system of trails, pedestrian and bicycle paths, sidewalks and streets with traffic calming measures that weave the community together, enhance neighborhood pride and identity, and create access to interesting routes to different destinations.
- # 4 Enhance Mobility: Ensure the efficient and safe movement of cars, trucks, transit, pedestrians, bicyclists and disabled persons throughout Cupertino to fully accommodate Cupertino's residents, workers, visitors and students of all ages and abilities. Streets, pedestrian paths, and bike paths should comprise an integrated system of fully connected and interesting routes to all destinations.



3 Alternatives Analysis

3.1 Bridge Alignment Selection Criteria

The horizontal alignment is centered along the extended centerlines of Carmen Road. There are potential adjustments that could be made in later stages of the design to reduce the right-of-way impact to properties; however, this adjustment would potentially impact the overhead utility pole in the northern cul-de-sac.

The vertical profile is sensitive to the depth required for the structure due to the relative elevations of the south and north abutments and the clearance required over Stevens Creek Boulevard.

3.2 Evaluation Criteria

There were four evaluation criteria used to analyze the alternative bridge types:

- Constructability: Considering the size and space needs for the required construction
 equipment in Stevens Creek Boulevard and the cul-de-sacs, falsework or temporary support
 requirements and the need to keep one lane of traffic open on Stevens Creek Boulevard at
 all times, is construction of the bridge feasible?
- Construction duration/impact: what is the extent and duration of the impacts from construction on traffic and pedestrian movements?
- Aesthetics: Is the design visually appealing?
- Cost: What is the relative cost of the bridge type? Cost estimates provided exclude right-ofway acquisition costs and utility relocation costs which are assumed to be similar for all bridge types.³

The Mott MacDonald team assessed each structure type based on these criteria, and community members were asked to rank their preferred options based on the same criteria at Public Meeting #2.

3.3 Bridge Foundation

A single span bridge is feasible for the length of the crossing required. However, a single span bridge would by definition have foundations in the cul-de-sacs. In order to reduce the construction duration and the footprint of such foundations, single span bridge types would likely have deep foundations at this project site.

In order to reduce or eliminate the impact of bridge foundations in the cul-de-sacs, two schemes were conceived that would have foundations on the slopes or at the bottom of the slopes on either side of Stevens Creek Boulevard. The foundations on the slope (Option 5) would likely be deep foundations also. However, the scheme requiring foundations at the base of the slopes (Option 1) could potentially have spread footings.

³ Cost estimates include construction costs plus:

^{• 25%} for increased project area (i.e. community integration projects)

 ^{20%} Design

^{• 25%} Project Management/Construction Management (PM/CM)

 ^{30%} Contingency

3.4 Bridge Structure Types

Six bridge structure types were evaluated by the project team as described below. Additional input was gathered from the community at Public Meeting #2. Options 1 – 5 were found to be feasible in terms of constructability. Option 6 was found to be infeasible and therefore was excluded from further evaluation. All of the five feasible options are proposed to include 10-foot tall screens/meshes on either side of the bridge railings to prevent projectiles leaving the bridge and entering the roadway on Stevens Creek Boulevard. Additional security measures could include the installation of video cameras on the bridge for monitoring purposes.

3.4.1 Option 1: Steel Girder Bridge

A steel girder bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck (Figure 4 to Figure 6).

Construction duration/impact

- Bridge structure is made of three steel girders that can be delivered and erected individually without the need for falsework over Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd approximately 7-10 days per side; one traffic lane in each direction maintained at all times. Similar periods and impacts for column construction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction

Aesthetics

 Shallowest profile and overall height compared to all other design options provides an unassuming, yet elegant bridge that provides opportunities for aesthetic enhancements of the railings and screens

Cost

\$1.25M – \$1.5M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)



Figure 4. Rendering of a Steel Girder Bridge over Stevens Creek Boulevard. (Option 1)

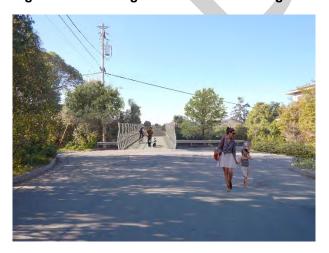


Figure 5. Looking South on Carmen Road (Option 1)



Figure 6. Looking North on Carmen Road (Option 1)

3.4.2 Option 2: Steel Pratt Truss Bridge

A steel truss that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members (Figure 7 to Figure 9).

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd, during which one lane of traffic will be open in each direction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

Aesthetics

 A commonly used structure type for medium span pedestrian bridges which has significant presence while providing a feeling of enclosure and safety

Cost

• \$1.5M - \$1.85M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)



Figure 7. Rendering of a Steel Pratt Truss Bridge over Stevens Creek Boulevard. (Option 2)



Figure 8. Looking South on Carmen Road (Option 2)



Figure 9. Looking North on Carmen Road (Option 2)

3.4.3 Option 3: Steel Howe Truss Bridge

A steel truss that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels (Figure 10 to Figure 12).

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd, during which one lane of traffic will be open in each direction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

Aesthetics

 A robust looking structure which is often seen on railway bridges, also provides a feeling of enclosure and safety

Cost

• \$1.5M - \$1.85M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





Figure 10. Rendering of a Steel Howe Truss Bridge over Stevens Creek Boulevard. (Option 3)



Figure 11. Looking South on Carmen Road (Option 3)



Figure 12. Looking North on Carmen Road (Option 3)

3.4.4 Option 4: Steel Tied Arch Bridge

A tied arch bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge (Figure 13 to Figure 15).

Construction duration/impact

- Tied arches with hangers to support main deck elements can be fully pre-assembled and erected in one overnight operation.
- Pre-assembly will require 7-10 days of lane closures in Stevens Creek Blvd, leaving one lane open in each direction
- Foundation construction in each cul-de-sac will take 10-15 days
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction. during which one lane of traffic will be open in each direction

Aesthetics

• Classic arches with some presence but an elegant shape provide an inherent support for the fence and screen

Cost

• \$1.6M - \$1.95M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





Figure 13. Rendering of a Steel Tied Arch Bridge over Stevens Creek Boulevard. (Option 4)



Figure 14. Looking South on Carmen Road (Option 4)



Figure 15. Looking North on Carmen Road (Option 4)

3.4.5 Option 5: Steel Inclined Arch Bridge

Inclined arches configured to provide intermediate supports. Elegant arches with a lower profile above the bridge deck (Figure 16 to Figure 18).

Construction duration/impact

- Inclined arches and elements of the deck will be assembled in-place
- In-place assembly will require 5-7-night closures. These will be complete closures of Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd will require 10-14 days of lane closures per side; maintaining one traffic lane in each direction at all times
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

Aesthetics

Arched shape of principal bridge elements is aesthetically pleasing with a height above deck
that is well proportioned for this type of structure. Inclined arches add a signature statement
that also creates a more 'open' feel to the structure

Cost

• \$1.4M - \$1.75M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)



Figure 16. Rendering of a Steel Inclined Arch Bridge over Stevens Creek Boulevard. (Option 5)



Figure 17. Looking South on Carmen Road (Option 5)



Figure 18. Looking North on Carmen Road (Option 5)

3.4.6 Option 6: Clear Span Girder Bridge

Option 6 is a girder bridge with a clear span of 120 feet over Stevens Creek Boulevard. This type of bridge can be built using a conventional cast-in-place box girder, steel or pre-cast concrete girders with a cast-in-place deck. The required 17.5 ft clearance over Stevens Creek Boulevard combined with the maximum 5% slope on the bridge deck results in the bridge landing 2.2 ft above ground, which results in the following challenges:

- Maintenance vehicles would be unable to access the bridge
- Requires a ramp which is not feasible due to permanent interference with the cul-de-sac
- Since a ramp cannot be accommodated, the design is not compliant with the American Disability Act (ADA)

This bridge type was removed from further consideration since it does not meet these three essential functional requirements

3.4.7 Summary of Bridge Options

Table 2 provides a relative comparison of the bridge structure types by the key performance metrics.

Table 2. Bridge s	tructure types	by perform	ance metric.

Bridge Type		Constructability	Construction duration/impact	Aesthetics	Cost
1.	Steel Girder	Feasible	Low	Hìgh	\$1.25 M - \$1.5 M
2.	Steel Pratt Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
3.	Steel Howe Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
4.	Steel Tied Arch	Feasible	High	Medium	\$1.6 M - \$1.95 M
5.	Steel Inclined Arch	Feasible	High	Medium	\$1.4 M - \$1.75 M
6.	Clear Span Girder	Unfeasible	N/A	N/A	N/A

3.5 ROW Impacts and Acquisitions

The proposed layout in red shows the alignment of the bridge if it were to be constructed along the extended centerline of Carmen Road. This alignment would result in property impacts to a portion of the parcel 10045 Carmen Road. To address this property impact, the Mott MacDonald team developed a skewed layout for the bridge as indicated by the orange alignment. This skewed alignment avoids the property impact to 10045 Carmen Road but creates a new impact to 10036 Carmen Road. Additionally, constructing the bridge along the skewed alignment would require the relocation of a PG&E utility pole and associated work. The graphic below illustrates the centerline and skewed alignment of the proposed bridge, nearby properties and existing utilities.



Figure 19. Centerline and skewed alignment of the proposed bridge, nearby properties, and existing utilities.

If the proposed Carmen Road Bridge is constructed along the extended centerline (red alignment) of Carmen Road, the expected impacts to the right of way and utilities are:

- Encroachment to parcel 10045.
- Relocation of the San Jose water meter and mailboxes on Carmen Road north of Stevens Creek Boulevard.
- Relocation of a streetlight located on the Stevens Creek Boulevard.

If the proposed Carmen Road Bridge project is constructed with skewed layout (orange alignment), the expected impacts to the right of way and utilities are:

- Encroachment to parcel 10036.
- Relocation of the PG&E utility pole with overhead wires, San Jose water meter, and mailboxes on Carmen Road north of Stevens Creek Boulevard.
- Relocation of a streetlight located on the Stevens Creek Boulevard.

The impacts noted above are based on a proposed bridge width of 12 feet. Additionally, neither of the alignments will completely place the bridge deck within public right of way, as there would need to be aerial easement from Parcel 10045 regardless of alignment.

However, the impacts to the neighboring properties and utilities can be minimized or avoided if the bridge width is reduced to 8 or 10 feet. Based upon the intended usage and location of the bridge, a width 10 or even 8 feet is feasible and would meet the intended goals of the project. Consequently, the City should seriously consider a bridge narrower than 12 feet at this location in order to reduce right-of-way and utility impacts. Impacts to the neighboring properties, utilities, and sight distance issues would be addressed in greater detail during the subsequent phases of the project. Photos of the existing utilities are provided below.







Figure 20. Existing utility pole, overhead cables, trash bins and mailboxes on Carmen Road north of Stevens Creek Boulevard, existing street light on SCB and existing water meter on Carmen Road.

3.6 Safety Treatments for Pedestrians/Bicyclists

Due to existing fencing and dense vegetation, corner sight visibility between bicycles and pedestrians exiting the bridge, and the adjacent private driveways may be limited. Measures that can be considered to improve the sight distance are:

- Installation of stop signs with appropriate pavement markings on both ends of the bridge.
- Installation of caution signs on the bridge and at the driveways to alert bridge and road users to share the road.
- Keeping the line of sight clear between bridge and driveways by trimming the vegetation.
- Installation of sight distance convex mirrors at the driveways.
- Installation of foldable lightweight bollards at the entrances of the bridge to reduce the speed of bicyclists and pedestrians.
- Installation of yellow truncated dome pads at the entrances of the bridge.



4 Public Outreach

4.1 Stakeholder Visioning

The City hosted an online survey from November 26, 2018 to January 31, 2019 to gather initial thoughts from the community about this potential crossing. A total of 350 responses were received. The survey aimed to gain an understanding of the community's needs, and vision for a potential crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive. A majority of respondents indicated they were supportive of crossing improvements at this location and that they would support a bridge connecting Carmen Road across Stevens Creek Boulevard.

Refer to **Appendix A** for detailed survey questions and responses.



Figure 21. Participants listen to the City of Cupertino's Transportation Manager, David Stillman, providing an overview of the project.

4.2 Public Meeting #1

The first public meeting for the project was held on January 24, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to introduce members of the public to the project and the project team. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 7:30 p.m.) and provide individual feedback on the project.

Twenty-eight (28) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and a board with the project timeline on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering which they were asked to complete and return before leaving so that their comments could be recorded.

Halfway through the meeting, Cupertino Transportation Manager David Stillman addressed the audience and provided a brief background of the project. Attendees asked to speak openly so that their comments and concerns could be heard by all that were present. The comments received from residents and members of the public during the open discussion are summarized below. Additionally, the completed comment forms received at the event are attached herein along with photos taken at the event.

- Would like a safer crosswalk to cross Stevens Creek
- Concerned about bike speeds
- Is a crossing under Stevens Creek possible?
- Usually cross Stevens Creek Boulevard on bike to school day only (Wednesday); if the bridge were built, they would use it more often and walk/bike to school every day.
- Concerned with the aesthetics of the bridge (feels the rendering is ugly)
- Concerned with allocation of resources/funds to the bridge
- Would like to help kids/elderly
- Supports a safer route for school children
- Concerned with the bike/ped accidents that have occurred in the neighborhood; would like studies done on those locations as well
- Feels that people want the bridge but will not use it
- Supports bridge as it will help traffic congestion, be healthier option to travel, avoid cars traveling 40+ mph, and it will be a good alternative from Foothill (loud due to trucks on road)
- Would like an elegant structure like the 280 bridge (Don Burnett Bicycle-Pedestrian Bridge, now called the Mary Avenue Bridge which is a cable-stayed bridge over Interstate 280)
- Hates rendering bridge image
- Will the City build a bridge at Foothill and other crossings for school children?
- Felt that the survey framed Carmen Rd as the only option. Would like to explore other alternative locations
- Feel that the bridge would cause congestion as people will drop off at the bridge
- Wants the City to make a good decision
- Finds Carmen Road very narrow, especially when there are cars parked on both sides of the street—causing neighbors to drive in the middle of the road
- Privacy concern—does not want people on bridge looking to resident backyard
- A bridge would enable and/or increase home break-ins in the neighborhood. With more foot traffic, resident feels more vulnerable.
- Feels a better option would be fixing the light/crosswalk at Phar Lap
- Feels that a bridge would be an eyesore and would invite graffiti; cleanliness and maintenance of the bridge stated as a concern
- South side of Carmen Road has a steep grade. Worried about backing up car and hitting a bicyclist or pedestrian due to limited visibility

- Concerned about bridge cost
- Would it cost more to build a bridge or to fix grade and then do a ramp?
- Neighbor cannot turn left and finds it difficult to back up car from driveway
- The cul-de-sac on Carmen Road south of Stevens Creek Boulevard is crowded as three
 homes share a driveway—making it difficult to exit driveways. This is further compounded
 when there are cars constantly parked on trash/recycling day
- The bridge would create more crowding in the neighborhood.
- Stated an alternative to the bridge structure providing a staircase for people to access Stevens Creek Boulevard from either side of Carmen Road and providing a traffic light for the crossing.
- Does not want to see more people walking/biking in the area. Will disturb the peace of the neighborhood.
- Building the bridge would help open the neighborhoods. Parents would have the option to
 walk instead of drive and won't need to compete with commuters. In the morning SR 85 is
 very bad which is why commuters prefer Stevens Creek Boulevard.
- The bridge will help remove cars from the roads and reduce the need to drive in the morning.
- There was a lot of opposition in the initial stages of the project to the ped/bike bridge over Interstate 280. Would be good to investigate what kind of impact it had on the neighborhoods.
- Concern about graffiti and collection of debris on bridge over time.



Figure 22. Participants at Public Meeting #2 fill out comment cards indicating their preferred bridge types and providing feedback on the project.

4.3 Public Meeting #2

The second public meeting for the project was held on May 29, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives currently under consideration. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 8:30 p.m.) and included a brief presentation along with display boards followed by an opportunity for the attendees to provide individual feedback on the alternatives.

At the meeting, attendees were provided with a comment card, which listed the bridge structure options and with which they were asked to rank the options according to their preference. They were also provided a brochure with details about the bridge options, including cost, aesthetics, and construction impacts to assist with the ranking process. Also, the staff offered additional comment cards to the attendees in order to distribute to their neighbors who could not attend the meeting.

Overall City staff received comments from 47 residents:

- 25 during the public meeting # 2,
- 17 from the Sunny View Bay Area Retirement Community after the public meeting # 2
- Five comments through email before and after the public meeting # 2.

Out of 47 comment cards received, only 43 residents ranked the alternatives with the following results:

- 1. Option #1 33 percent responded as their first choice.
- 2. Option #2 2 percent responded as their first choice.
- 3. Option #3 2 percent responded as their first choice.
- 4. Option #4 33 percent responded as their first choice.
- 5. Option #5 29 percent responded as their first choice.



Figure 23. Option 1 – 33 Percent responded as their first choice



Figure 24. Option 2 – 2 Percent responded as their first choice



Figure 25. Option 3 – 2 Percent responded as their first choice



Figure 26. Option 4 – 33 Percent responded as their first choice



Figure 27. Option 5 – 29 Percent responded as their first choice

Table 3. Detailed breakdown of resident's ranking.

#	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5
Option 1	14	11	7	3	5
Option 2	1	0	8	10	18
Option 3	1	3	9	17	8
Option 4	14	10	9	2	3
Option 5	12	13	2	1	9

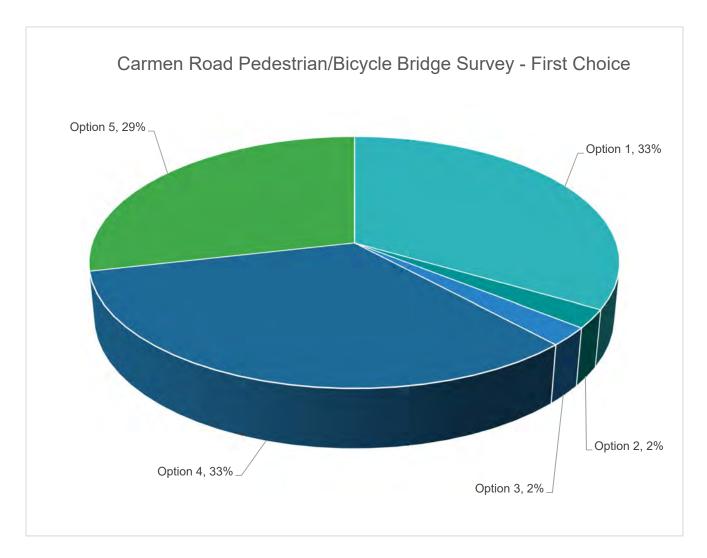


Figure 28. Resident's first choice for the five bridge options.

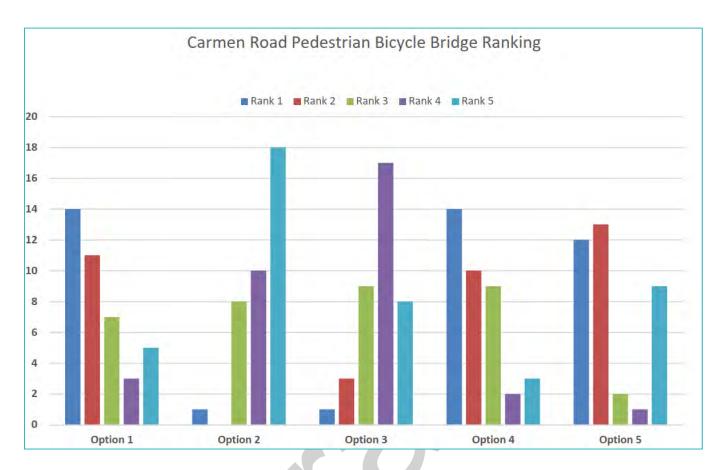
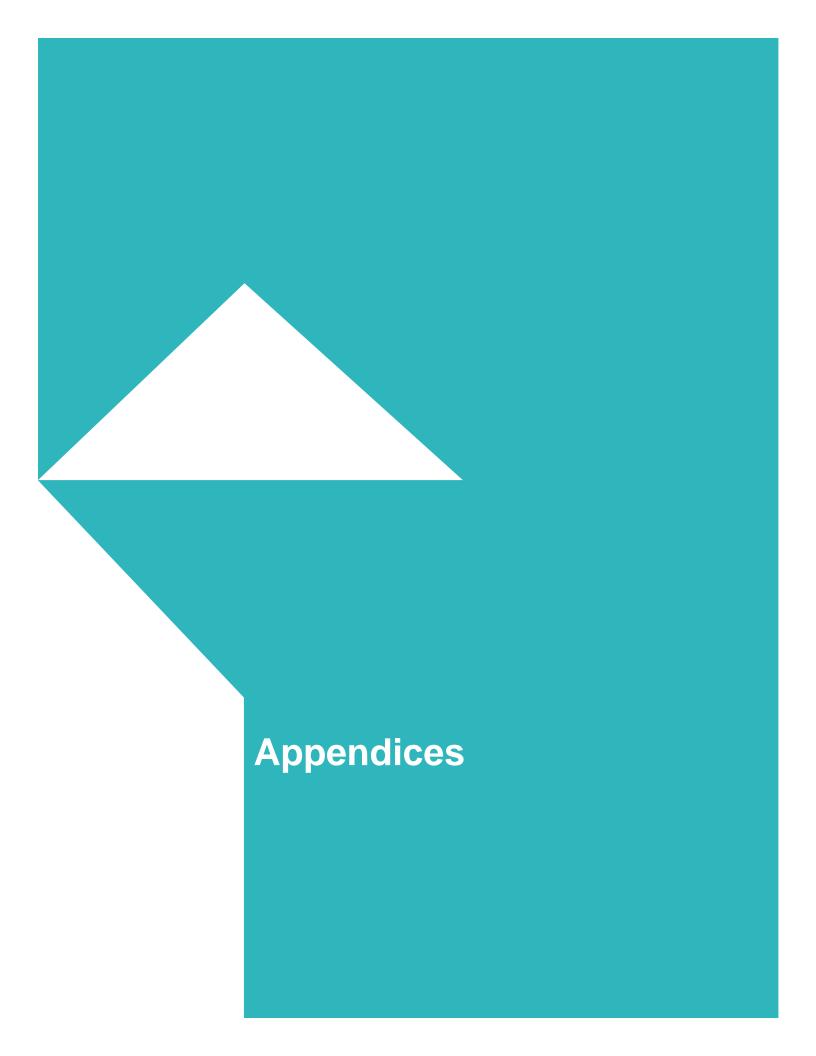


Figure 29. Detailed breakdown of resident's ranking.



A. Public Engagement

Appendix A Contents:

- A.1 Stakeholder Visioning Survey Summary and Results
- A.2 Public Meeting #1 Meeting Minutes & Materials
- A.3 Public Meeting #2 Meeting Minutes & Materials



A.1 Stakeholder Visioning Survey Summary and Results



February 4, 2019, 8:40 AM

Contents

i.	Summary of responses	2
ii.	Survey questions	6
iii.	Individual responses	7



Summary Of Responses

As of February 4, 2019, 8:40 AM, this forum had: Topic Start

Attendees: 691 November 26, 2018, 4:52 PM

Responses: 350 Hours of Public Comment: 17.5

QUESTION 1

1. Do you currently have the need to cross Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?

	%	Count
Yes	54.3%	189
No	45.7%	159

QUESTION 2

2.If yes, what is your typical primary mode for crossing Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive? Choose one.

	%	Count
Drive	29.5%	69
Bike/Walk from Foothill Boulevard	24.4%	57
Bike/Walk from Phar Lap Drive	19.7%	46
Jaywalk across Stevens Creek Boulevard	26.5%	62

QUESTION 3

3.Do you feel the need for an additional pedestrian/bicycle crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?

Carmen Road Bridge Survey

	%	Count
Yes	62.4%	216
No	30.3%	105
No Opinion	7.2%	25

QUESTION 4

4.If you could design your ideal alternative to cross Stevens Creek Boulevard, what would it look like and what would it feature? Enter your answer in the text box below. Feel free to include examples of similar infrastructure you have seen or heard of.

Answered	167
Skipped	183

QUESTION 5

5. Would you support a pedestrian/bicycle bridge connecting Carmen Road across Stevens Creek Boulevard?

		%	Count
Yes		65.4%	225
No		29.9%	103
No Opinion		4.7%	16

QUESTION 6

6. If yes, how often would you use it?

	%	Count
Several times a week. I would bike/walk to and	35.7%	105
from schools, parks, rec centers, and more.		
Occasionally, if I have time to bike/walk nearby.	30.6%	90

Carmen Road Bridge Survey

	%	Count
Rarely. For the most part, I would continue to bike/walk my current path.	15.6%	46
Rarely. For the most part, I would continue to drive.	18.0%	53

QUESTION 7

7. How far do you live from Carmen Road at Stevens Creek Boulevard?

	%	Count
I live on Carmen Road	8.2%	28
I live within a ¼ mile radius from Carmen Road	21.3%	73
I live within a ½ mile radius from Carmen Road	26.3%	90
I live more than a ½ mile radius from Carmen Road	44.2%	151

QUESTION 8

8. If the feasibility study concluded that a pedestrian/bicycle bridge connecting Carmen Road is possible to tl

implement, now would th	iat impact you? we welcome yo	our comments. It you nave questions or comments abou
the Carmen Road Pedest	rian/Bicycle Bridge Feasibility	Study, please enter them below.
Answered	203	

147

QUESTION 9

Skipped

Name (optional)

Answered	112
Skipped	238

Carmen Road Bridge Survey

QUESTION 10

Please provide your email address if you would like to be added to our stakeholder list (for future outreach activities and updates).

Answered 120

Skipped 230

QUESTION 11

Please provide us with the nearest cross streets of your home address.

Answered 199

Skipped 151



Carmen Road Bridge Survey

Survey Questions

QUESTION 1

1. Do you currently have the need to cross Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?

- Yes
- No

QUESTION 2

2.If yes, what is your typical primary mode for crossing Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive? Choose one.

- Drive
- · Bike/Walk from Foothill Boulevard
- Bike/Walk from Phar Lap Drive
- · Jaywalk across Stevens Creek Boulevard

QUESTION 3

3.Do you feel the need for an additional pedestrian/bicycle crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?

- Yes
- No
- · No Opinion

QUESTION 4

4.If you could design your ideal alternative to cross Stevens Creek Boulevard, what would it look like and what would it feature? Enter your answer in the text box below. Feel free to include examples of similar infrastructure you have seen or heard of.

QUESTION 5

5. Would you support a pedestrian/bicycle bridge connecting Carmen Road across Stevens Creek Boulevard?

- Yes
- No
- No Opinion

QUESTION 6

6.If yes, how often would you use it?

- Several times a week. I would bike/walk to and from schools, parks, rec centers, and more.
- Occasionally, if I have time to bike/walk nearby.
- Rarely. For the most part, I would continue to bike/walk my current path.
- · Rarely. For the most part, I would continue to drive.

QUESTION 7

7. How far do you live from Carmen Road at Stevens Creek Boulevard?

- I live on Carmen Road
- I live within a 1/4 mile radius from Carmen Road
- I live within a 1/2 mile radius from Carmen Road
- I live more than a 1/2 mile radius from Carmen Road

QUESTION 8

8. If the feasibility study concluded that a pedestrian/bicycle bridge connecting Carmen Road is possible to implement, how would that impact you? We welcome your comments. If you have questions or comments about the Carmen Road Pedestrian/Bicycle Bridge Feasibility Study, please enter them below.

QUESTION 9

Name (optional)

QUESTION 10

Please provide your email address if you would like to be added to our stakeholder list (for future outreach activities and updates).

QUESTION 11

Please provide us with the nearest cross streets of your home address.

A.2 Public Meeting #1 Meeting Minutes & Materials



Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Public Meeting #1

The first public meeting for the project was held on January 24, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to introduce members of the public to the project and the project team. The meeting format was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 7:30 p.m.) and provide individual feedback on the project.

Twenty-eight (28) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and a board with the project timeline on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering and were asked to complete and return before leaving so that their comments could be recorded.

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- Feels that people want the bridge but will not use it



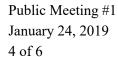
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- Would like an elegant structure like the 280 bridge (Don Burnett Bicycle-Pedestrian Bridge, now called the Mary Avenue Bridge which is a cable-stayed bridge over Interstate 280)
- Hates rendering bridge image
- Will the City build a bridge at Foothill and other crossings for school children?
- Felt that the survey framed Carmen Rd as the only option. Would like to explore other alternative locations
- Feel that the bridge would cause congestion as people will drop off at the bridge
- Wants the City to make a good decision
- Finds Carmen Road very narrow, especially when there are cars parked on both sides of the street—causing neighbors to drive in the middle of the road
- Privacy concern—does not want people on bridge looking to resident backyard
- A bridge would enable and/or increase home break-ins in the neighborhood. With more foot traffic, resident feels more vulnerable.
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- Feels that a bridge would be an eyesore and would invite graffiti; cleanliness and maintenance of the bridge stated as a concern
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- Concerned about bridge cost
- Would it cost more to build a bridge or to fix grade and then do a ramp?
- Neighbor cannot turn left and finds it difficult to back up car from driveway
- The cul-de-sac on Carmen Road south of Stevens Creek Boulevard is crowded as three homes share a driveway—making it difficult to exit driveways. This is further compounded when there are cars constantly parked on trash/recycling day
- The bridge would create more crowding in the neighborhood.
- Stated an alternative to the bridge structure providing a staircase for people to access Stevens Creek Boulevard from either side of Carmen Road and providing a traffic light for the crossing.
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- Building the bridge would help open the neighborhoods. Parents would have the
 option to walk instead of drive and won't need to compete with commuters. In the
 morning SR 85 is very bad which is why commuters prefer Stevens Creek Boulevard.



The bridge will help remove cars from the roads and reduce the need to drive in the morning.

- There was a lot of opposition in the initial stages of the project to the ped/bike bridge over Interstate 280. Would be good to investigate what kind of impact it had on the neighborhoods.
- Concern about graffiti and collection of debris on bridge over time.







PUBLIC MEETING NOTICE

CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

The City of Cupertino Public Works Department invite you to attend the first public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. This initial meeting will be conducted in an open house format where attendees can drop in any time during the event window. Attendees will have the opportunity to learn more about the project, the study's goals and objectives, and to provide feedback to City staff and project consultants.

Date: Thursday, January 24, 2019 **Time:** 6:30 p.m. to 7:30 p.m.

Location: Monta Vista Recreation Center,

Multi-Purpose Room 22601 Voss Ave, Cupertino

For additional information, please visit www.cupertino.org/carmenbridge. Questions or comments can also be directed to:

City Contact: Jennifer Chu, Associate Civil Engineer Email: JenniferC@cupertino.org Phone: (408) 777-3237



PUBLIC MEETING NOTICE

CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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City Contact: Jennifer Chu, Associate Civil Engineer Email: JenniferC@cupertino.org Phone: (408) 777-3237







The City of Cupertino Public Works Department invites you to attend the first public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. The project was identified in the 2016 Cupertino Bicycle Transportation Plan and envisioned to provide a grade-separated bicycle and pedestrian connection across Stevens Creek Boulevard by continuing the existing alignment of Carmen Road. City staff has retained Mott MacDonald as the design consultant to develop the feasibility study for the bridge.

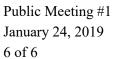
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The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.















Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: 9
Affiliation (if applicable): Resident
Address:
E-mail: _=
Comments:
Thousand for holding this informative meeting I would like to stay informed a connected to the status of this project. On you please add me to ony appropriate email lists?
Thous,
Please continue on back if necessary

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

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COMMENT FORM

Name:	Date;
Affiliation (if applicable):	
Address:	
E-mail:	
	the concept. Is reasonable the concept. Exing on computer L would support pleasing one
	•
	Please continue on back if necessary

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

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Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: _		Date: Jan	1.24
Affiliation (if applicable):			
Address:			
E-mail:			
Comments: instead of adding	a new	bridge	we
Should spend resources	on imp	prove e	xi strug
crossing at Phalap,			0
more accessible	0		
	Please	continue on bac	k if necessarv

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

For additional information, please visit www.cupertino.org/carmenbridge.



Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: _	Date:
Affiliation (if applicable):	
Addres	
E-mail:	
Comments:	
O Optimize Taxouyer's Money -	
	end \$5M -\$10 W?
- are there offer alternation	~&X
2) Suggest to make thing Transpi	chent
25 Mixing Foot traffic wi	
	nger
(4) Other problems @ Cupatino	9
& Elderly killed crossing	foothill Blvd
3 high school kid lit by	3
30 Encourage the use	
	Please continue on back if necessary.

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

For additional information, please visit <u>www.cupertino.org/carmenbridge</u>.



Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: Date: 1/24/19
Affiliation (if applicable):
Address:
E-mail:
D Safety Issue. Carmen Road (south) is very narrow. When both sides have cars parked. drivers can only drive in the middle of the road. There's an uphill portion on the work road, and drivers can hand'y see people/bike/can
the middle of the road. There's an uphill portion on the
sond roud, and drivers can handly see people/bike/can
The other side
Delive few houses away from the proposed bridge location
Delive few houses away from the proposed bridge location and I don't want people see my front back youd from to bridge.

Please continue on back if necessary.

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

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COMMENT FORM

Name:	Date: 1/24/19
Affiliation (if applicable): Resident	7 1
Address:	Supertino CA 9501
E-mail:	7501
Comments: Live in Montulista So	ruth & and
have experienced the congeste	on and
greatlock. any opportunity to	but enables.
people to wall and but en	well make
the Neighborhood safer, an	I cut down on.
Cors,	
Cupitius is a very frogm	uted city leople
will be able to consist moce-	1
Thoub you	
	Please continue on back if necessary

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Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name:	Date: 1,2419
Affiliation (if applicable):	
Address: _	
E-mail:	
Comments:	
I SUPPORT THIS	CONCEPT (CROSSING
Stevenis Creek	BLYD) MORE SHEELY
PLEAGE MOVE	LISTS, & PEDESTRIANS.
	Disease continue and head if a second
	Please continue on back if necessary.

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

For additional information, please visit www.cupertino.org/carmenbridge.



Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: Date:
Affiliation (if applicable): Resident & Stevens Creck
Address:_
E-mail:
Comments: The community supports a
healthy lining and the school
would like to promote "walk n
Pour to school. I live behind Stevens
Creek and have for 40t years.
with the increase in traffic [drivers]
Commuters use Stevens Creek and a Short
cut to by pass 85. Because of that,
the traffic is hovendous and I refuse
to have my child cross and walk
to school it is not safe limited
proximities to cross the streets. We head confortable, safe vonte to school to A Bridgels Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at [408] 777-3237 or Jennifer Chu, Description or a
(408) 777-3237 or <u>Jenniferc@cupertino.org</u> .



Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Name: Date: 1 24 19
Affiliation (if applicable): Stevens Creck Elem? - Hesident of Cupertino
Address:
E-mail:
Comments: My family and I both need & want this bridge. I am a mother
of 3 kids, two of whom attend SCE, & one more who will 3
years from now. In an effort, to support healthy habits & to get
care of the road in the mornings, we partipate in "work & ROII"
to school each wed morning. To get there up need to cross SC Blod.
We go va Carmon St and take our chances crossing during
a break in traffic. Phar Lap of Foothill are too far out of the
way to get us to school on time. This bridge would make our
route to school SAFE & EASY for our family. Were it built
We would absolutely walk bike more often, removing another
cars from morning traffic.
Flease continue on back if necessary. Please continue on back if necessary. Please continue on back if necessary.

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

For additional information, please visit <u>www.cupertino.org/carmenbridge</u>.

there before SCBIVAL existed. #2. Foothill, with all of the big trucks & traffic, is not a road we want to walk bike along. #3. The crossing at Phan Lap is dangerous. I've seen many a car not stop going 40+ mph as a pedestrian waits to cross, even with the look nonfunctioning) lights frashing.

Please build this bridge!!!

Trank you!

A.3 Public Meeting #2 Meeting Minutes & Materials



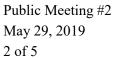
Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Public Meeting #2

The second public meeting for the project was held on May 29, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives currently under consideration. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 8:30 p.m.) and included a brief presentation along with display boards followed by an opportunity for the attendees to provide individual feedback on the alternatives.

Thirty-seven (37) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and four boards with the possible bridge structure concepts on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering which listed the bridge structure options and were asked to rank these alternatives and return the comment cards before leaving so that their comments could be recorded. They were also provided a brochure with details about the alternatives including cost, aesthetics, and construction impacts to assist with the ranking process.

To initiate the discussion, the City of Cupertino's Transportation Manager David Stillman addressed the audience and provided a brief background of the project and walked the attendees through the five bridge structure options. A brief Question/Answer session followed where attendees voiced their comments and concerns and received a response from David. Comments received from residents and members of the public during the open discussion are summarized below. Additionally, the completed comment forms received at the event are attached herein along with photos taken at the event.

- There were many supporters of a bridge at Carmen Rd, but also a handful who were against or on the fence
- Discussions around upgrading/changing the crosswalk at Foothill
- Questions about why this location (at Carmen), and why a bridge
- Concerns about the impacts to the community v. impacts to those in neighborhood
- Would like the City to consider a bridge or improved crossing that would provide improved access to Blackberry Farms
- Was a below grade bridge considered?
- Feels that Stevens Creek is dangerous (ex: speeding vehicles, blind spots due to sun)
- Resident is unable to get out of his driveway during school hours twice a day
- Resident off of Crescent Road is unable to get out of driveway during school hours
- Desire to get cars off the road





- Questions and discussions about school enrollment rates (and how this would affect use of bridge by school aged children/families)
- Why do pavement light crosswalks fail and not get maintained?
- Would like to see increased sheriff/police enforcement in the neighborhood
- Concerns about increase in foot traffic/strangers in the neighborhood
- Will cameras be proposed?
- Would like to connect neighborhoods
- Would like to prioritize a safe route to school over a path to Blackberry Farm
- Question about the number of accidents in the past 20 years at this location
- Why can't we build a bridge at Phar Lap? It makes more sense to build a bridge there
- Concerns about how many people would actually use a bridge at this location
- Would like to see stop signs/crossing guards to cross Stevens Creek Boulevard
- What color will the bridge be? A resident wants it to blend in
- What is the traffic volume on Stevens Creek?
- Would like a safer route for those at Sunny View Bay Area Retirement Community
- Would like to see school district boundaries on map
- Supports the bridge and use of Carmen Road (with gate; downhill access that meets Stevens Creek Boulevard) to be a safe route to Blackberry Farm
- Question about how many students currently use this location for crossing
- Safety concerns for bicyclists speeding downhill at Scenic Circle/Scenic Boulevard
- Will safety features be added to the bridge to avoid vandalism and prevent people from climbing over the fence?
- Potential bridge option provides a safe path to school
- One of the residents acknowledged jaywalking at this location to go to school
- During the morning commute, cars are at a standstill due to heavy traffic on Stevens Creek Boulevard. However, the afternoon/3:00 PM departure from school presents a more dangerous scenario since vehicles are speeding along Stevens Creek Boulevard while students are trying to cross as they head back home.
- Would bicycle and pedestrian traffic be separated on the bridge to ensure safety for pedestrians?
- Will there be any improvements to Cupertino Road and Carmen Road, as a part of bridge project?
- Is lighting provided on the bridge?
- For Option 1 bridge alternative, can we improve the aesthetics to make it visually more appealing?





The City of Cupertino Public Works Department invites you to attend the second public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. The project was identified in the 2016 Cupertino Bicycle Transportation Plan and envisioned to provide a grade-separated bicycle and pedestrian connection across Stevens Creek Boulevard by continuing the existing alignment of Carmen Road.

This meeting will be conducted in an open house format where attendees can drop in any time during the event window and will include a brief presentation along with display boards on possible structure alternatives being considered. Attendees will have the opportunity to learn more about the status of the feasibility study and to provide feedback on the possible alternatives to City staff and the project team.

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

For additional information, please visit www.cupertino.org/carmenbridge. Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or jenniferc@cupertino.org



The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.





You are invited to attend the second public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. Drop in any time during the event window:

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

This meeting will be conducted in an open house format. Attendees will have the opportunity to learn more about the status of the feasibility study, hear a brief presentation, view display boards on the possible structure alternatives being considered, and to provide feedback on the possible alternatives to City staff and the project team.

For additional information, please visit www.cupertino.org/carmenbridge.

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



Cupertino City Hall ATTN Department of Public Works 10300 Torre Avenue Cupertino, CA 95014-3202



The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.

Public Meeting #2 May 29, 2019 5 of 5







Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



3

Option 4: Steel Tied Arch Bridge



2

Option 5: Steel Inclined Arch Bridge



4

Please share any additional comments on your preferred option: like the lower while end look 7#1 in #5.
2 looks like a train bridge-not as "nice".
option # 2 is down look as nie from the
Stevens Creek Blad view.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM
Name: Date: _5-29-19
Affiliation (if applicable):
Address: _
Email:
Comments:
Sofer way to connect the neighbords and paths to/from schools in both reds. Absolutely in your of this bridge.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	4	3
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
Please share any additional commer	nts on your preferred option:	



COMMENT FORM					
Name:	Date: 5 30) 5				
Affiliation (if applicable):					
Address:					
Email:					
Comments:					
-					



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2

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5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



3

Please share any additional comments on your preferred option:

1 think Options 2+3 are unautractive or feel a bit claustrophobore.

1 wa the look of Option 4 arch, but appreciate it is the most

expensive. Therefore, if I considered lost, Option I is next as

at wast it feels more open.



	COMMENT FORM
Name:	Date: 5/29/19
Affiliation (if applicable):	
Address:	
Email:	
Comments:	
Phase build	this before my kids finish at Stevens Creek!
-	0
-	
-	
-	
	Application to the first terms



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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3

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



5



Please share any additional comments on your preferred option:

Option | whiten Comments on front & page |

I do like the aesthetics of the bridge entrumes

of option 5 at the south entrance

Very option 5 at the south entrance

Very livered use the bredge to walk my dog to viset my friend who leves on

Atochemen we have been friends since 1962—

and soul live in the area and vint each other.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM
Name: Date: May 29, 30/9
Affiliation (if applicable): neighbor
Address: _
Email:
Comments:
option 1 Steel grider bridge is my favorite option. The
bridge seems unobtrustero- just a simple weel
Constructed bridge with the support structures right
on Stevens Creek Road (I think the neighbors on
both sides of Corner would appearate that) This
option appears to echo the style of the Mary Bridge
Option appears to echo the style of the Mary Bridge Style - without the tall parts.
I appreciate that Cupertine to Thinking about
safe crossing of its residents. Being a teacher,
safe crossing of its residents. Being a teacher, having in mind little children and their sufely
to so very important to me The bridge can
be used by the students to and from slevens
Oreele, Monta Vesta and Kennoder and ber
anyone, no matter their ages to so arrays The
North and South sides (I live on Proposed & and for
North and South sides. I live on Crescent and have

For additional information, please visit www.cupertino.org/carmenbridge Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at (408)-777-3190 or PrashanthD@cupertino.org

Ours on my street - & parents who short cut to drop their

hildren & sleven (1,000



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Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge





Option 5: Steel Inclined Arch Bridge



ase share any additional comments on your preferred option:				



COMMENT FORM				
Name:		Date:		
Affiliation (if applicable):				
Address:				
Email:				
Comments:				
-				
		4		



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge

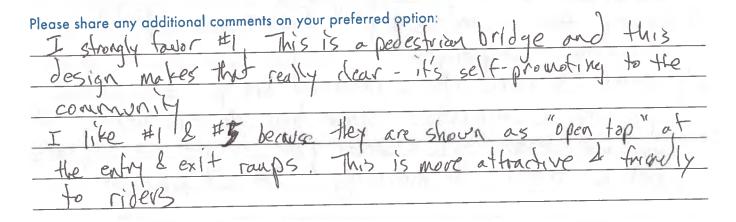


3

Option 5: Steel Inclined Arch Bridge



2





COMMENT FORM
Name: Date: 5/24/2019
Affiliation (if applicable):
Address:
Email:
Comments:
1) Nice options
2) You're brave to do this outreach now with all the Regnart Creek trail
3) I'm a big supporter of extensions & enhancements to the
Stevens creek Trail
4) May sound silly, but consider and making this
an affractive COVERED Bridge! This has no practical
purpose but in this virible location a little
whimsy will draw people's attention and inferest in
caralternatives in Expertino,
5) Finance the "covered bridge" feature via a Public
donotion campaign
6) Option #3 looks like a railroad bridge so please
- soure a miniature steam train to the hore IF
you want Starens creek Elemptony kinds to get out of cars
you want starens creek Elemotary kids to get out of cars run a train in the morning. I'm not fidding.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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5

Option 3: Steel Howe Truss Bridge





Option 4: Steel Tied Arch Bridge





Option 5: Steel Inclined Arch Bridge



2

Please share any additional comments on your preferred option:

jobs. I am 100% in support of this bridge, and hope to someday walk my own kids



COMMENT FORM
Name: Date: 5/29/19
Affiliation (if applicable):
Address:
Email:
Comments:
grew up on Cupertino Rd and attended
Stevens Creek, Kennedy, and Monta Vista. I walked
and biked all around my neighborhood and
and biked all around my neighborhood and surrounding areas. I was involved in many
extra-curriculars held at all three schools and
also worked at Blackberry Farm as a lifeword
as a tenager into adulthood. I also had severa
friends in the Carmen Road neighborhood whose homes
legularin visited. It I had a nicked for over
time I jay-walked agross Steven's Creek in the
time I jay-walked across Steven's Creek in the proposed location of this bridge, I would have
enough money to build it muself. My childhood
friends and myself are lucky we never not hit
enough money to build it myself. My childhood friends and myself are lucky we never got hit, but traffic on Steven's Greek is even worse today.
Let's make sure our current and future kids
have a safer route between their schools,



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 1: Iteel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MANAMA	
Zi - Si - A-L	5	4
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	THE HOLD DIS
	The last of the la	
3 12/10 11/2/11	2	
DWE YEAR SHIPS		
Please share any additional comm	nents on your preferred option:	



COMMENT FORM
Name: Date: 5-29-19
Affiliation (if applicable):
Address:
Email:
Comments:
THANK YOU FOR HOSTING THIS MEETING AND
PUTTING OF WITH ALL THE NIMPY ALGODISMITS.
PLEASE KNOW THAT HOUS IS A GREAT IDEA THAT
WILL MAKE OUR LIVES BETTER AND IMPROVE
OUR NEIGHBORHOUS BY CONNEGING US WITHOUT
NOW FOR CARS, I GROW OF IN COPERSINO
AND NOW AM A MANGER OF THE SENIOR CONTRA,
I LIVE I BLOCK PROM THE BLIDGE AND
WILL USE IT OFTEN, INCUSDING RIDING MY BOKE
TO PLAY SONDA SOFTBALL AT MEMORIAL ARREY



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please	share	anv	additional	comments	on	your	preferred	option:
lease	SHUIC	ully	dadillollar	001111111		/		

installation



COMMENT FORM
Name: Date: 5/29/19
Affiliation (if applicable):
Address:
Email:
Comments: 2'm Very Mankful for city's efforts to make walking a biking Safer and laster. This bridge would add more
and work, for seniors, this will help them access the parks easily. The two netyhborhouls were consulted
in the past, finally will be commented again by this bridge. Green connective for cupertime is critical for traffic reduction and communate Southy. Children would have apportunitors to practice life skills biking or wallow independently to schools or friends houses. Thank
wallow independently to schools or friends houses. Thouse you for making this good study happen, kope people will make a good use of this bridge, when it becomes a realty for Cupetino. Thank you!



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 2: Steel Pratt Truss Bridge



4

Option 3: Steel Howe Truss Bridge



5

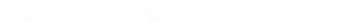
Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



2



Please share any additional comments on your preferred option:

Naking it blend with the environment and not reflect

the sun would be good for all options.



COMMENT FORM
Name: _ Date: _ 5/29/19
Affiliation (if applicable):
Address:
Email: _
Comments:
Please consider school re-districting in whether to build
this, since I expect student enrollment to continue to decline
While The Oaks redevelopment may charge where students live.
I think a Pharlap location is still better, but I understand
it the birdget doesn't allow that.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option		
Steel (Girder	Bridge



2

Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



3

Option 5: Steel Inclined Arch Bridge



Please share any	additional	comments	on	your	preferred	option:
------------------	------------	----------	----	------	-----------	---------

is pleasin	3 40 120	ege,		



	COM	MENT FORM	
Name:Affiliation (if applicable):	none.	- nèighbor	Date:
Address:			
Email:			
Comments: This is a a way to Stevens Elementary	territ get t Creek school	Sics idea Sids Gran Blyd to This w	my Side Stevens Creek sould be awasom



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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1

Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



3

Option 5: Steel Inclined Arch Bridge



2

Please share any additional comments on your preferred option: Option 1 is low cost and minimal Visual impact to neighbors Low profile, Reasonably good asthetics.
to neighbors. Low profile, Reasonably good asthetics.
I am very supportive of this project.



COMMENT FORM
Name: Date: 6/2/19
Affiliation (if applicable):
Address:
Email:
Comments:
I am very supportive of this project to connect neighborhoods, encourage bicycling and walking, and provide a MUCH safer way for children to get to school.
connect heighborhoods encourage higgs al
walking and provide a MUCH so feer way for
children to get to school.
Option I is a good compromise - see opposite
Jet Opposite



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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5

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4

Option 3: Steel Howe Truss Bridge



3

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



1

Please share any additional comments on your preferred option:

I appreciate the improved aesetics for a minimal additional Cast. I fear that the chappest chique additional casts (Steel girder) assold require allow additional casts to and security screams to present material folling on as Celowith There is some value in beauty.

There of their infrastructure.



COMMENT FORM	
Name: Date: 5/29/2019	2
Affiliation (if applicable):	
Address:	
Email:	_
Comments: I admit I have less pretience with those who insist that every thing remains down and cul de seas. Cul de sacs are Oth if you above a car but they are sure ways to note a city impossible to having the on two wheels. If when "nice mobility" (Scaters or e-biles) comes to the Suburbs like Expertino then it will be vital that we have safe and effective cornections between all of our communities	
On its own I am not sove there is sofficient demand for a bridge of Comen Nevertheless it may be worth a million dellar investment to dijump-start as the ability to get arow	
the Monta O, sta neigh Costrad wheat onlying	_
on the automobiles.	_



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following design concepts in order of	preference (1 = most tavored optio	n, 5 = least ravored option).
Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
3	The A	3
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
2		
Please share any additional commen	ts on your preferred option:	



	COMMENT FORM
Name:	Date: 5 29 2019
Affiliation (if applicable):	
Address:	
Email: _	
Comments: MY CONCERN ABOUT 7	THE PROPOSED BRIDGE IS THE
	OGE. THE WIOTH SHOULD BE
WIDE ENOUGH TO	BACCOMMODATE ZBIKE LANES
AMD WALKING P.	ATH FOR CHILDREN -7 SENIORS,



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Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



		-



CON	MMENI FORM
Name:Affiliation (if applicable):	Date: _5/29/2019
Address:	
Email: _	
Comments:	
Option 4	
I.	
3	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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T 2

Option 2: Steel Pratt Truss Bridge



3

Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



5

Option 5: Steel Inclined Arch Bridge





Please share any additional comments on your preferred option:

Teduce immediate residents impact as much as possible. #5 centres me & Mary Bridge ster 240 go it could be consistent local branding.

Capedally if price difference is minimal.

Let's get our yes off Foother Expressiony.



COMMENT FORM					
Name:	Anguille to Laborary		Date:		
Affiliation (if applicable):					
Address:				105	
Email:					
Comments:					
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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



3

Option 5: Steel Inclined Arch Bridge



\$2

Please share any additional comments on your preferred option:

option I seems to have the least impact on the direct neighborhoods on either side. It also looks similar to the Many bridge over 280 so there would be the added bonus of a cohesive look for the walking bridges in the city.



COMMENT FORM
Name: _ Date: 5/29/19
Affiliation (if applicable):
Address:
Email:
Comments:
I've been a resident of cupertino my entire life - grew
up on cupertino Rd. and attended Stevens Creek Elementan
Kennedy Middle School, and Monta Vista High. I putinely
would walk and bike to school. When I moved on to
KMS/MVHS, I opted to walk instead of biking, because
the steep grade of Stevens (neek DIVI). was too dangerous
to bike down as an inexperienced rider, on top of having to
find a safe place to cross. (which was still on issue
walking). The proposed bridge would help many of the
community to have a safer path between the neighborhoods.
Please more forward!!!



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



5

2_

Option 4: Steel Tied Arch Bridge



141

Option 5: Steel Inclined Arch Bridge



5

3

Please share any additional comments on your preferred option:

I have not heard a regative opinion a bout the bridge other that "why now" since the school population is slowly declining.

Given that a budge has to be built, if it does not affect my taxes and the truffic on Stevens Cheek I am indifferent





COMMENT FORM			
Name: Date:			
Affiliation (if applicable):			
Address: _			
Email:			
Comments:			
It and large build The bridge at the intermise to the par			
It anything build the bridge at the intermite to the par and not next the stevens cheek traffic light !!!			



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge	
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge		
	5		
Please share any additional comments on your preferred option:			
-			



COMM	ENT FORM
Name:	Date: 5/29/19
Affiliation (if applicable):	
Address:	
Email: _	
Comments	
Comments:	
On behalf of Sunny View	residents, I like to propose
"yes" to have the Carmer	residents, I like to propose n Bridge. We held walking
group once a week on a Thurs	sday and some of our residents
walk on their own on S	teven Creek. Many of them have
	traffic and their safety.
With this hour houder it	allows them to cross salety
and feel confident while	e demand: Our goal is to
have our residents he a	s independent and promote
wellness walk on a daily	
welliess walk of a dairy	pas 15.
-	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 3: Option 2: Option 1: Steel Howe Truss Bridge Steel Pratt Truss Bridge Steel Girder Bridge Option 5: Option 4: Steel Inclined Arch Bridge Steel Tied Arch Bridge Please share any additional comments on your preferred option:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Name:	Dat	e:
Affiliation (if applicable):		
Address:		
Email:		
Comments:		
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COMMENT FORM



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM
Name: Date:
Affiliation (if applicable):
Address:
Email:
Comments:
would like to have info.
on alternate - Bite Path al-
Stevens Creek (the creek) to 0
cross Stevens Creek Blyd.
D Cost Compane
D Right of way
3) Scienic
(4) Way to jon vanian park
E Stevens Creek Park.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

following design concepts in order of	preference (1 - most ravored opnor	, 5 10031 1000100 0 10011
Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
Option 4: Steel Tied Arch Bridge 3 Please share any additional comment	Option 5: Steel Inclined Arch Bridge ts on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

	COMMEN	IT FORM		
Name:			Date: 2	019-05-2
Affiliation (if applicable):				
Address:				
Email:				
Comments:				
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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 3: Option 2: Option 1: Steel Howe Truss Bridge Steel Pratt Truss Bridge Steel Girder Bridge Option 5: Option 4: Steel Inclined Arch Bridge Steel Tied Arch Bridge Please share any additional comments on your preferred option: aly in favor



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM
Name: _ Date:
Affiliation (if applicable):
Address:
Email:
Comments:
See Revises E Side for START of command
I understand And Appreciate the concerne
of mo folks that live depectly on mo
RONE. WINE MAY SAED, I DECIEUS MANY
of Theres Feres ARE UNWARRANCE
(STRANGERE). CURERTINO IS AN EXTRA
- ordenspely safe community he andge is
- RILLER VIVO SATE NEIGHBOR MOUNS IT
will NOT, SOMPHOW OR ANOTHER, Sidderly
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AJAJON BOIR NOTE + 1000.
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JUNE STI STEEL THE DUTE TO STEEL TO STEEL
CARROLL MOTION



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



3

Option 2: Steel Pratt Truss Bridge



5

Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



2

Option 5: Steel Inclined Arch Bridge



1

Please share any additional comments on your preferred option:

Option 5 is aesthetically most pleasing. More than an

utility value, it adds land mark for the cosamunity.

It justifies construction in pact and cost.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Name:
ACCIONAL DE LA LA VIOLENZA DE LA LA VIOLENZA DE LA CONTRACTOR DE LA CONTRA
Affiliation (if applicable):
Address:
Email:
S'm glad the city makes effort to rinjurove the walkabily and brkability of our community.
Journaly of our community.

COMMENT FORM



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



2

3

Please share any additional comments on your preferred option:

2 fancier à a little more expensiv

3.5 I don't like the crossbeams on top



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM
Name:
Affiliation (if applicable):
Address:
Email:
This will reduce school traffic à provide Sate voutes to school - Steven Proch
Kennedy / Montes Vista



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MARKEE	
3	_5_	5
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
	5	
Please share any additional com	ments on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM Comments:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MENAME	THANKI
_2	3	
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
	_5	
Please share any additional comme	ents on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM Comments:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	NAMEDIA	
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Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
2_	_1_	
Please share any additional comments	s on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Comments:		



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please share any additional comments on your preferred option:

HOPE FOR SPEEDLY CONSTRUCTION.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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		-				
	DAFETY	DAFETY FOR	DAFETY FOR THE	DAFETY FOR THE CHILDRE	DAFETY FOR THE CHILDREN	DAFETY FOR THE CHILDREN



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



3

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please share any additional comments on your preferred option:
I assume this bridge gots over Storens Creek ???

If so, it should have feer built 80 years ass
when my field Lad to take a our from Mann

Orece Storens Creek Safort.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Comments: Too lote - too fad, see other side.

COMMENT FORM



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

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Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please share any additional comments on your preferred option.

ess and speaks well



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.
Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

	COMMENT FORM		N - IV
Name:		Date:	
Affiliation (if applicable):			
Email:			
Comments:			



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertina

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



5

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please share any additional comments on your preferred option:

Option 1 The least distraction for drivers on Stevens Creek Blud Good pillar support

Option 3 - looks too much like a railroad bridge



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM Comments:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



Please share any additional comments on your preferred option:

1. AESTHETICALLY PLEASING



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

ame	Date:
ffiliation (if applicable):	
Address:	
Email:	
Comments:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
Manhada S	MINMERE	
	_3	2
Option 4: Steel Tied Arch Bridge Please share any additional comment	Option 5: Steel Inclined Arch Bridge	
Please share any additional comment	s on your preserved opnon.	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM Comments:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MARINE	
T.	3	2_
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
1 <u>-X</u>	5	
Please share any additional comment	s on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Comments:			



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

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Option 1: Steel Girder Bridge

Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



_3

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



2

Option 1 - Less invasive Option 5 - more eye appeal

Please share any additional comments on your preferred option:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

Comments:	
as I a	m living facing Cuper lino Rd, I see dozens
also, e	stremely heavy care car and truck travel,
Appefu	lly consideration will be made for the
Safety	m living facing Cuper lino Rd, I see dozens ors. extremely heavy cost car and truck travel, treet parking. ely consideration will be made for the of increased amount of walkers on no Road.
- J-	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MANAGE	AZIMATES
_5	_3_	_1_
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
Please share any additional comment	s on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM	
Comments:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
	MINIMA	
+	3	_2
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
Please share any additional comment	s on your preferred option:	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave. Cupertino

COMMENT FORM

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A CONTRACTOR OF THE PARTY OF TH			
Comments:			



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1: Steel Girder Bridge



3

Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



4

Option 4: Steel Tied Arch Bridge



2

Option 5: Steel Inclined Arch Bridge



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Please share any additional comments on your preferred option:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m. Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM

,	A. II.	1
Comments:		



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

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Option 1: Steel Girder Bridge	Option 2: Steel Pratt Truss Bridge	Option 3: Steel Howe Truss Bridge
ATTION OF THE PARTY	MINIMA	1ZZZZZZ
3	5	4
Option 4: Steel Tied Arch Bridge	Option 5: Steel Inclined Arch Bridge	
	The state of the s	
	2	3
Please share any additional com	ments on your preferred option	
	7	



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option)

Option 1: Steel Girder Bridge



2

Option 2: Steel Pratt Truss Bridge



4

Option 3: Steel Howe Truss Bridge



5

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



3

Please share any additional comments on your preferred option:
I think Option #4 is the nicest looking bridge. It is pleasing to the eye.



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

COMMENT FORM Comments:



Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

RANKING SHEET

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Option 1: Steel Girder Bridge



Option 2: Steel Pratt Truss Bridge



Option 3: Steel Howe Truss Bridge



3

Option 4: Steel Tied Arch Bridge



Option 5: Steel Inclined Arch Bridge



2

Please share any additional comments on your preferred option.

1- LOOKS CLASSIC

Z-LOVE THE ACREHES

3-CLYAN

4-TRAIN TRESSEL

5-SHAIP as 4

From:

Sent: Tuesday, May 14, 2019 11:26 PM

To:

Subject: Carmen Bridge

I am an avid Cupertino cyclists quite familiar with most thoroughfares in the West Cupertino area. I like many Cupertino residents can't imagine the City funding an expensive single pedestrian / cycle bridge across the crosswalked, two lane, wide bike lanes section of Stevens Creek Blvd at Carmen when there are so many much more critical bike / pedestrian safety issues in the area...like the intersection of Bubb and McClellan where safety is as much about the congestion of parents driving their students to school as lack of planned barriers, lack of bike lanes on McClellan, southern end of Bubb and Rainbow. The long awaited paved bike path along the railroad tracks to connect many more isolated neighborhoods with the schools at that intersection would positively impact far more residents than the Carmen bridge. The optics of giving preference to the west side also concerns me at a time when the east side has been so traffic impacted by the build out of Main Street, Apple Campus 2.....

Cupertino

Total Control Panel Login

Message Score: 10 My Spam Blocking Level: Custom

Block this sender Block yahoo.com

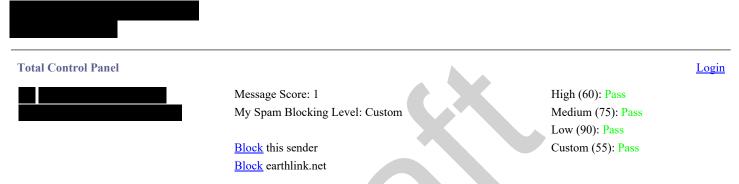
High (60): Pass Medium (75): Pass Low (90): Pass Custom (55): Pass

This message was delivered because the content filter score did not exceed your filter level.

From:
Sent: Wednesday, May 15, 2019 11:04 PM
To:

Subject: Carmen Rd Pedestrian Bridge

We cannot make the May 29 city meeting on this bridge – we live 2 blocks away. But we totally support the building of this bridge. The sooner the better. Since the city voted to bring in the foodmart, star bucks & other business in this area, the traffic has increased dramatically – safer means to cross stevens creek would be appreciated. Camera for security & ability to watch pedestrian traffic into/out of the neighborhood would also be a good idea.



This message was delivered because the content filter score did not exceed your filter level.

Sent: Sunday, June 02, 2019 10:40 PM

Subject: Fwd: Support for Carmen bridge

I'm a resident of Cupertino. I could not make it to the planning meeting for the Carmen Bridge. However, I totally support this bridge since it'll give lot of walking options to go to the Stevens Creek Elementary school as well as Varian Park.

If you have any questions, please feel free to email me.



Total Control Panel Login

Message Score: 1

My Spam Blocking Level: Custom

Block this sender Block gmail.com

High (60): Pass Medium (75): Pass Low (90): Pass Custom (55): Pass

 $This \ message \ was \ delivered \ because \ the \ content \ filter \ score \ did \ not \ exceed \ your \ filter \ level.$

From:

Sent:

Wednesday, May 29, 2019 8:42 PM

To:

Subject:

Proposed Designs for the Carmen Bridge

My name is and I and my family live close to the northern access point of the Carmen Bridge at The "look" and obtrusiveness of the bridge as seen from either side of Carmen is very important to us close-by residents to the bridge. I therefore vote for Option 5, the steel inclined arch bridge, as the best option, and Option 1 as the next best. The major obtrusiveness of Options 2, 3, and 4 will definitely impact the resale values of our homes near to the bridge, and the cumulative decline in value of the nearby homes can be many times the cost of the bridge, and especially many times the difference in the cost of the various bridge designs. So it is very important for us to choose a minimalist impact and cross-section for the bridge as viewed from either side of Carmen, making Option 5 as the best option, in my opinion.

Thank you for allowing me to input my opinion.

Best regards,

Total Control Panel

Message Score: 30

My Spam Blocking Level: Custom

Block this sender

Block yasharfamily.com

<u>Login</u>

High (60): Pass

Medium (75): Pass

Low (90): Pass

Custom (55): Pass

This message was delivered because the content filter score did not exceed your filter level.

Prashanth Dullu



June 12, 2019

Thank you for the opportunity to voice my opinion.

Although there was a good discussion at the meeting held on May 29, 2019, there were some points that were not mentioned while I was there.

For one, the residents who moved to Carmen Road I believe without exception moved there because it was quite. They wanted to move to a location where there was little to no vehicle traffic and the only people who were walking or biking on the streets where they lived where other residents. Now they are being asked to allow over 100 strangers a day to enter their exterior living space.

Along with this increase in foot traffic or people parking their cars to cross the proposed bridge comes more noise, litter and potential incidents of vandalism or theft.

The residents who live close to the proposed bridge lose the serenity, privacy and peacefulness of living there forever.

It was mentioned during the meeting that students just do not want to get up in the morning a few minutes early to allow enough time to use the existing crosswalks already in place at Foothill and Stevens Creek or at Phar Lap Drive. Two students were present and they both confirmed that they just did not want to get up earlier to ensure they would get to school on time using the existing crosswalks.

What a missed opportunity to educate young people on how they may need to better manage their time and allow for a few extra minutes to get to school. Using the existing crosswalks would allow them to do so safely.

Posting crossing guards that both of the existing street crossings would enhance the safety and attractiveness of crossing at them. I am sure this would be much cheaper.

As a resident who lives just two blocks over from Carmen Road, I am not wanting to have this increase in foot/bike traffic either for the above mentioned reasons.

Also I will now lose a wonderful view of the East Foothills. To turn right out of Janice onto to Stevens Creek going east and see the beautiful view always reminds me of what this valley once was. A valley that was beautiful and very productive in agriculture. To see snow on Mt.Hamilton is a wonderful sight and needs to be appreciated when it happens.

As someone who spent over 40 years as a clinical scientist I appreciate innovation and design maybe more than others. Yet I also know that just because something is possible does not mean it should be implemented.

The proposed bridged will forever scare the view on Stevens Creek for the benefit of just a few people. It will impose a loss of privacy to residents near the bridge that was one of the very reason many moved to the area.

So as you now see I am not for the building of this bridge.

I am also wondering if another community meeting is possible. To hold a meeting on near a holiday weekend did not allow for people who were out of town to participate.

Thank you for the opportunity to voice my concerns.

OPTION 4 STEEL TIED ARCH BRIDGE

A tied arch bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge.







About this design

Construction duration/impact

- Tied arches with hangers to support main deck elements can be fully pre-assembled and erected in one overnight operation.
- Pre-assembly will require 7-10 days of lane closures in Stevens Creek Blvd, leaving one lane open in each direction
- Foundation construction in each cul-de-sac will take 10-15 days
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

• Classic arches with some presence but an elegant shape provide an inherent support for the fence and screen

Cost

• \$1.6M - \$1.95M*

OPTION 5 STEEL INCLINED ARCH BRIDGE

Inclined arches configured to provide intermediate supports. Elegant arches with a lower profile above the bridge deck.





About this design

Construction duration/impact

- Inclined arches and elements of the deck will be assembled in-place
- In-place assembly will require 5-7 night closures
- Main foundation construction from Stevens Creek Blvd will require 10-14 days of lane closures per side; maintaining one traffic lane in each direction at all times
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

• Inclined arch shape is aesthetically pleasing, adding a signature statement that also creates a more 'open' feel to the structure

Cost

• \$1.4M - \$1.75M*

CARMEN ROAD PEDESTRIAN BRIDGE PUBLIC MEETING #2 May 29th, 2019

The City of Cupertino is undertaking a feasibility study for a Carmen Road Pedestrian/Bicycle Bridge to improve safety for pedestrians and cyclists crossing Stevens Creek Boulevard. Using input gathered at Public Meeting #1 in January 2019, concepts for six potential design options were developed. Option 6 was found infeasible (not compliant with ADA or maintenance vehicle access requirements), and therefore the design is not being progressed.

The purpose of this meeting is to gather input on the five feasible options and provide residents an opportunity to vote for their preferred option. Please review key information on each of the 5 options under consideration to aid you in casting your vote. The input gathered at this meeting will help inform the selection of a preferred option. The options include:

- Option 1 Steel Girder Bridge
- Option 2 Steel Pratt Truss Bridge
- Option 3 Steel Howe Truss Bridge
- Option 4 Steel Tied Arch Bridge
- Option 5 Steel Inclined Arch Bridge

* Estimated costs are shown in 2019 dollars and exclude right-of-way acquisition, utility relocations and other improvements which are expected to be similar for all options.





Public Outreach Meetings



Bicycle Pedestrian Commission Meeting/City Council Meeting

For additional information, please visit www.cupertino.org/carmenbridge. Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at (408)-777-3190 or PrashanthD@cupertino.org

OPTION 1 STEEL GIRDER BRIDGE

A steel girder bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck.







About this design

Construction duration/impact

- Bridge structure is made of three steel girders that can be delivered and erected individually without the need for falsework in Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd over 7-10 days per side; maintaining one traffic lane in each direction at all times. Similar periods and impacts for column construction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

 Shallowest profile and overall height compared to all other design options provides an unassuming, yet elegant bridge that provides opportunities for aesthetic enhancements of the railings and screens

Cost

\$1.25M - \$1.5M*

OPTION 2 STEEL PRATT TRUSS BRIDGE

A steel truss that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members.





About this design

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek
 Blvd
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

 A commonly used structure type for medium span pedestrian bridges which has significant presence while providing a feeling of enclosure and safety

Cost

\$1.5M - \$1.85M*

OPTION 3 STEEL HOWE TRUSS BRIDGE

A steel truss that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels.







About this design

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek
 Blvd
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures in Stevens Creek
 Blvd for deck construction

Aesthetics

 A robust looking structure which is often seen on railway bridges, also provides a feeling of enclosure and safety

Cost

• \$1.5M - \$1.85M*

B. Profile Plans and Drawings



