



Lawson Middle School Bikeway Feasibility Study

Community Meeting #3



April 26, 2023



Project Information

- Project Website

cupertino.org/lawsonbikewaystudy

- Project Manager

Cherie Walkowiak

Email: cheriew@cupertino.org

Ph. No.: (408) 777-7609


I WANT TO...	RESIDENTS	BUSINESSES	VISITORS	ONLINE SERVICES
- Public Works				
+ Maintenance Services				
- Transportation & Mobility				
Local Roadway Safety Plan				
Neighborhood Traffic Calming Program				
Resident Permit Parking				
- Safe Routes 2 School				
SR2S Sign Up				
Lawson Bikeway Feasibility Study				
Crossing Guards				
+ What is Cupertino Safe Routes 2 School (SR2S)?				
+ Get Involved				
+ SR2S Resources				
+ SR2S Events				
+ Safe Routes to School Video Contest				
Suggested Routes to School Maps				
Travel Data				

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LAWSON BIKEWAY FEASIBILITY STUDY

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The City of Cupertino is working with Hexagon Transportation Consultants, Inc. to conduct a feasibility study to develop alternatives for a bikeway (bike lane or bike path) to Lawson Middle School. The goal of the study is to engage students, parents, school and district staff, neighbors, and the community in a dialogue to develop a bikeway design that will provide students safe access to the bike cages on campus while taking a variety of needs into consideration.



Study Scope:

As part of this study, Hexagon will complete the following:

- Conduct field observations to understand existing conditions, including pick-up and drop-off patterns and typical travel patterns for students biking and walking to school
- Collect data including but not limited to information relating to students biking to school, collisions in the area, parking demand in the campus parking lots and along the surrounding streets
- Conduct the following meetings:
 - Three Community Meetings
 - Bicycle Pedestrian Commission Meeting
 - City Council Meeting
- Develop three alternatives with concept drawings, an analysis of potential multi-modal transportation benefits or negative effects, and cost breakdown for each alternative

How to Participate Today

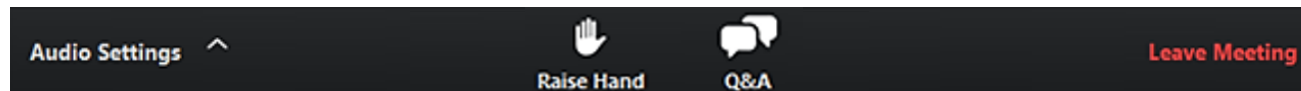
By Phone:

- ◆ **Raise hand:** dial *9
- ◆ **To unmute:** dial *6



On Zoom:

- ◆ Type question or comment in the **Q&A**
- ◆ Raise hand to ask a question or comment









Agenda

- Project Overview
- Study Process/Timeline
- Community Meeting #2 Summary
- Parking Analysis
- Alternatives
- Next Steps



Project Overview

- 
- 2016-2017: Citywide School Walk Audit identified need to improve bicycle safety at Lawson
 - Lawson student biking grown from 3% in 2016 to 17% in 2022
 - 2018-2022: Conditions and options explored by City / School / District / PTA / Parents
 - 2022: City contracted with Hexagon to take a fresh look at conditions and options by conducting this feasibility study
- 
- 
- 

Study Process/Timeline



Community Meeting #2

Summary

- 29 people attended the second community meeting.
- Feedback on alternatives presented:
 - Alternative 1: Bike route and sharrows signage and pavement markings
 - Alternative 2/2A: Two-way mixed-use trail to replace existing sidewalk
 - Alternative 3: On-street two-way Class IV bike facility
 - Alternative 4: No Change

Alternatives	1 st Preference	1 st or 2 nd Preference
Alternative 1	7%	7%
Alternative 2/2A	29%	86%
Alternative 3	50%	57%
Alternative 4	4%	7%

School Parking Lot Occupancy

School Parking Lot	# of Parking Spaces	Max Parking Occupancy - Drop-off (AM)	Max Parking Occupancy – Pick-up (Midday)
Staff Parking	60	38	37
Other	20	19	20

~20 parking spaces were observed to be unoccupied

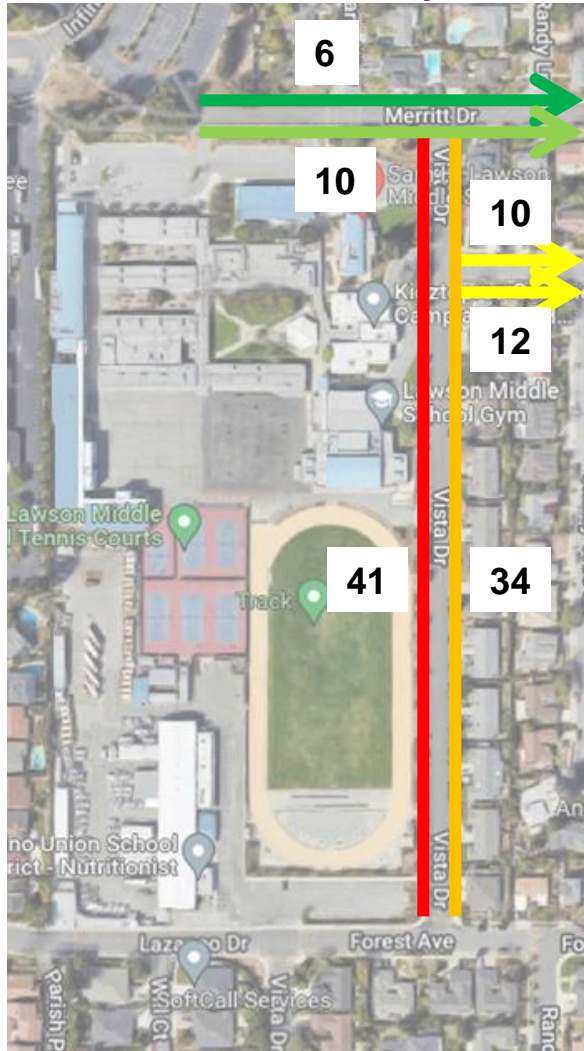
On Street Parking Analysis



- Parking count location
- XX Approximate number of available parking spaces

On Street Parking Analysis

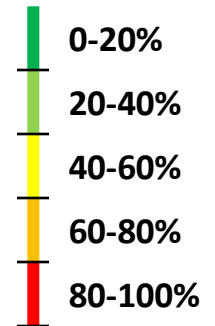
Weekday



Weekend

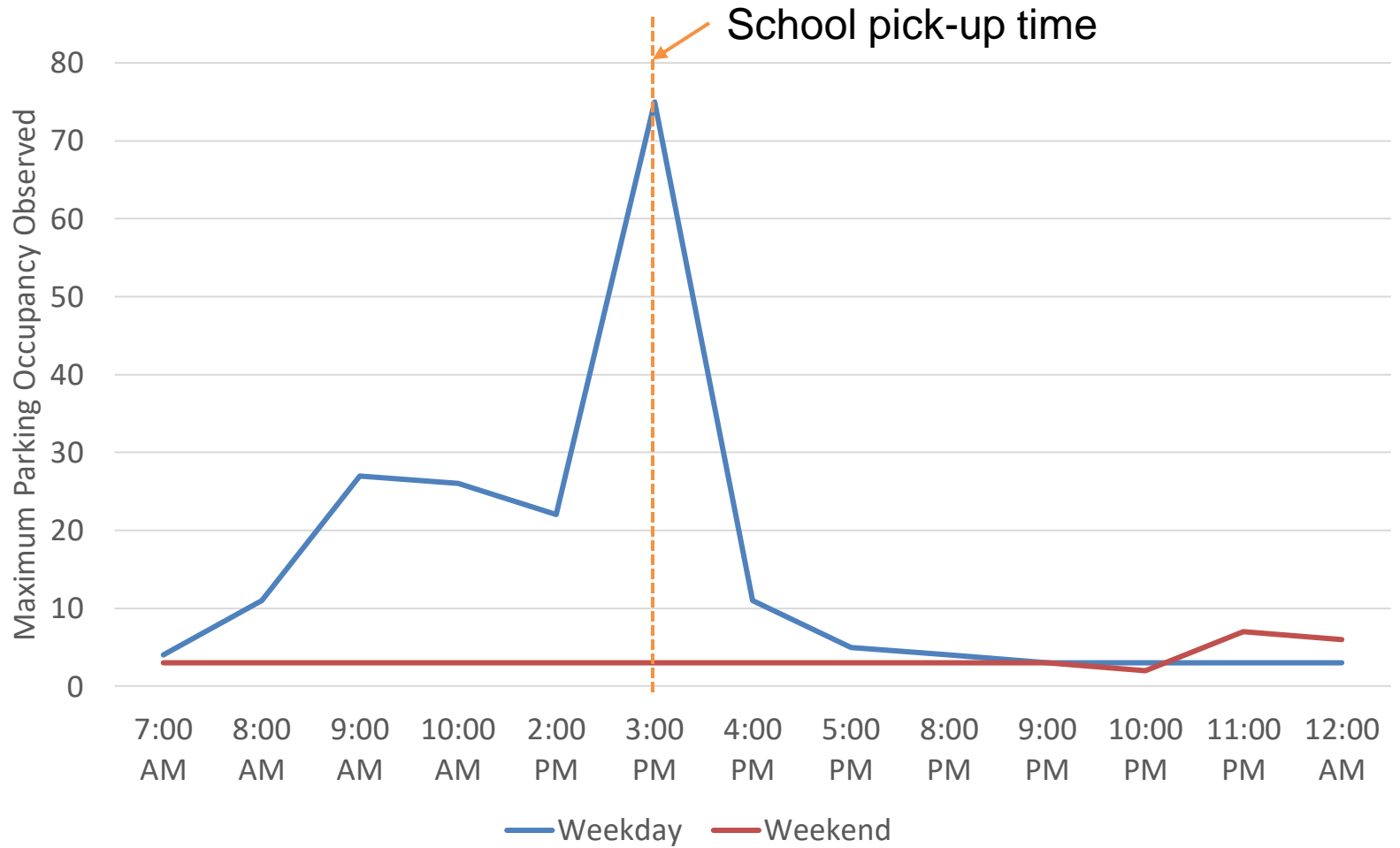


Max Percent Observed On-Street Parking Occupancy



XX – Maximum observed parked cars

Time of Day On-Street Parking Analysis- Vista Drive





Vista Dr Parking Counts by Neighbors

- 176 days of counts in 2022 along Vista Dr
- On average, 25 – 30 parked cars observed on weekdays and 10 – 15 parked cars observed on weekends
- Greater than 40 parked cars observed on six weekdays
- 84 maximum parked cars observed on one weekday at 6 PM



School Events

- **After school sports**
 - 3-4 times a week
 - Ends between 5pm and 6pm
 - **12 evening events throughout the year**
 - **CUSD parking lot is open in the evening and weekends for use (approx. 40 spaces near Forest; approx. 80 space in total)**
- 
- 
- 



Alternatives Refinement

- For the 2 preferred alternatives:
 - Added more design details
 - Developed high-level cost estimates

Alternative 2

Two-way Mixed-Use Trail To Replace Existing Sidewalk

- Design Features
 - 14', two-way, continuous, mixed-use trail
 - Bike crossing enhancements at intersections
 - Wayfinding/Signage

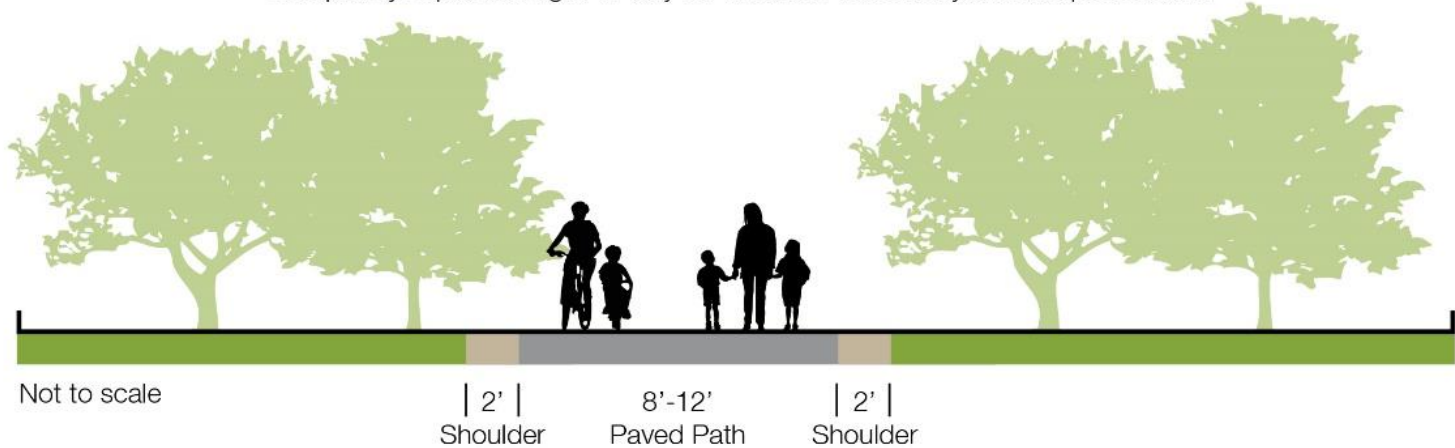


 Bike crossing enhancements

 Two-way Mixed-Use trail

SHARED-USE PATH (CLASS I)

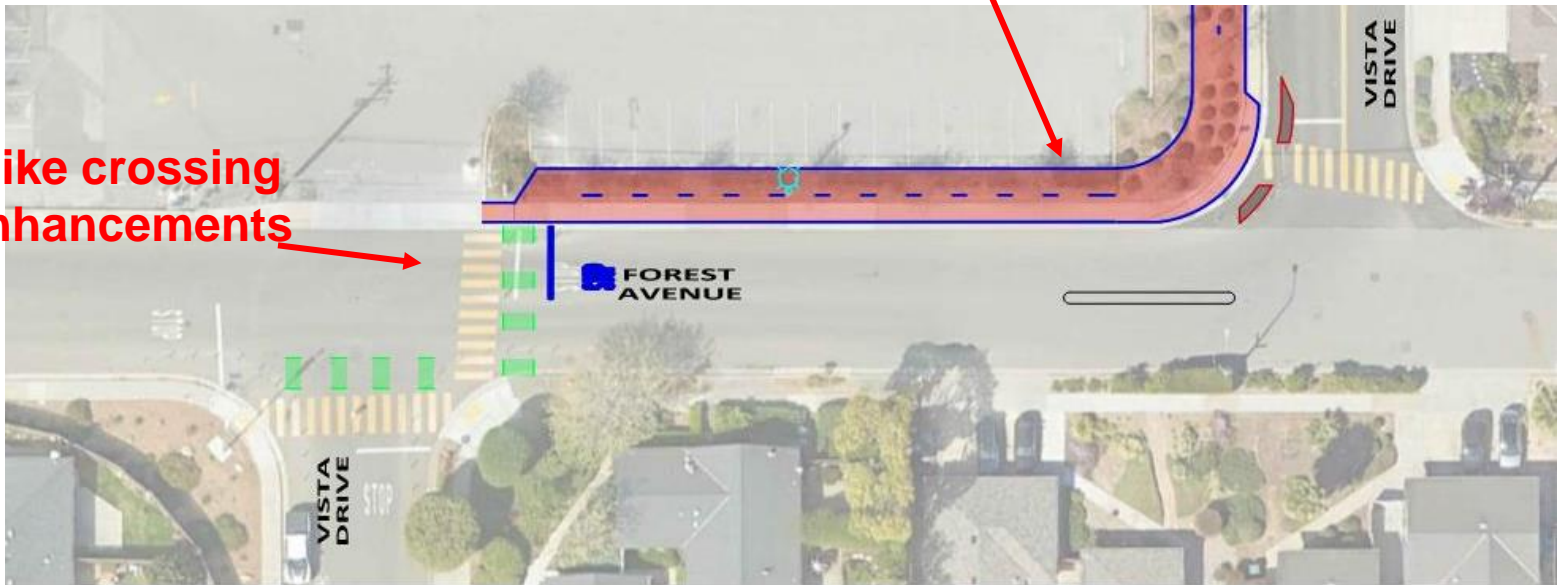
Completely separated right-of-way for exclusive use of bicycles and pedestrians

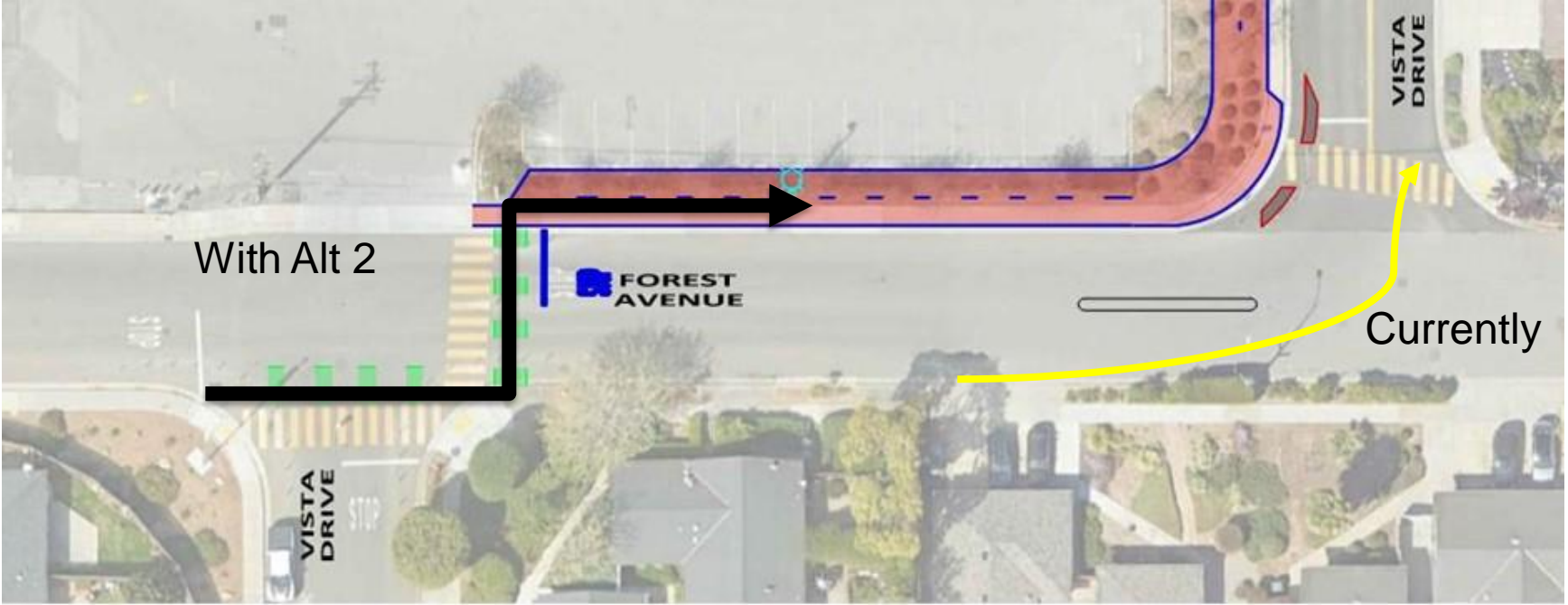


Source: Aerial Imagery

Remove existing sidewalk and landscaping and build 14' multiuse path (10' path + 2' shoulders on each side)

Bike crossing enhancements





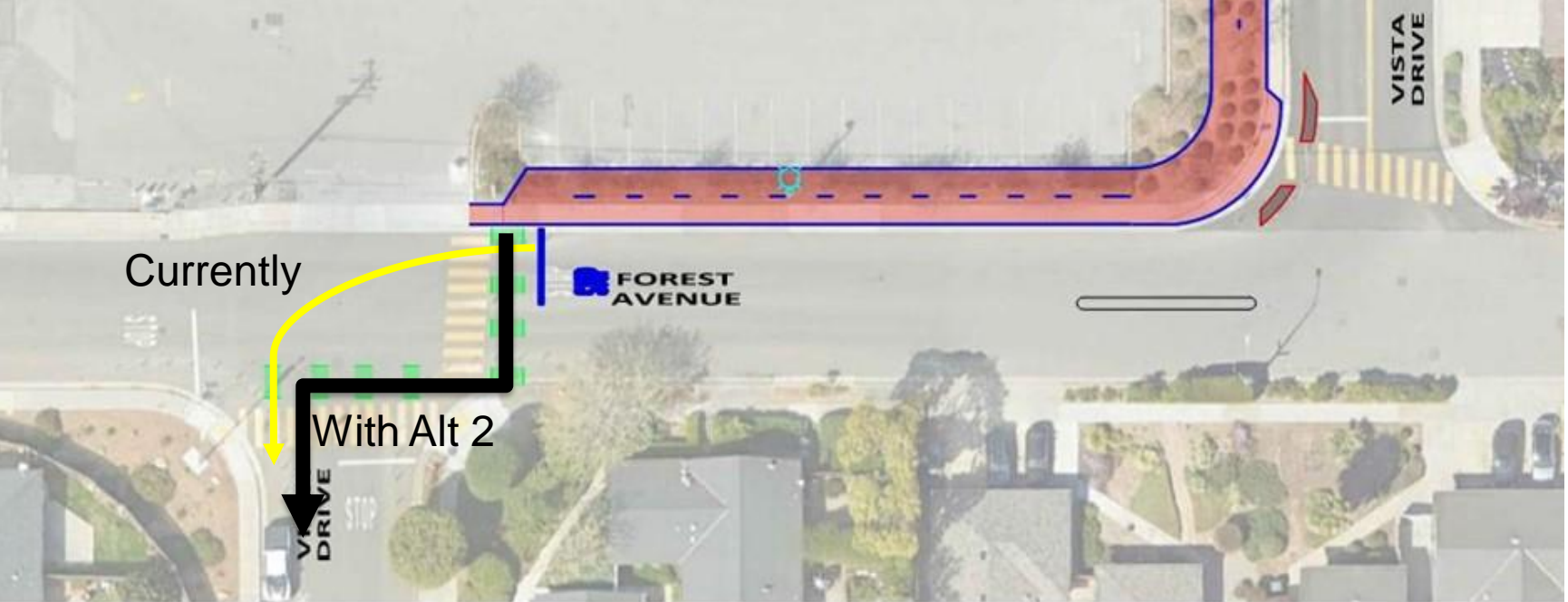
With Alt 2

FOREST AVENUE

Currently

VISTA DRIVE

VISTA DRIVE



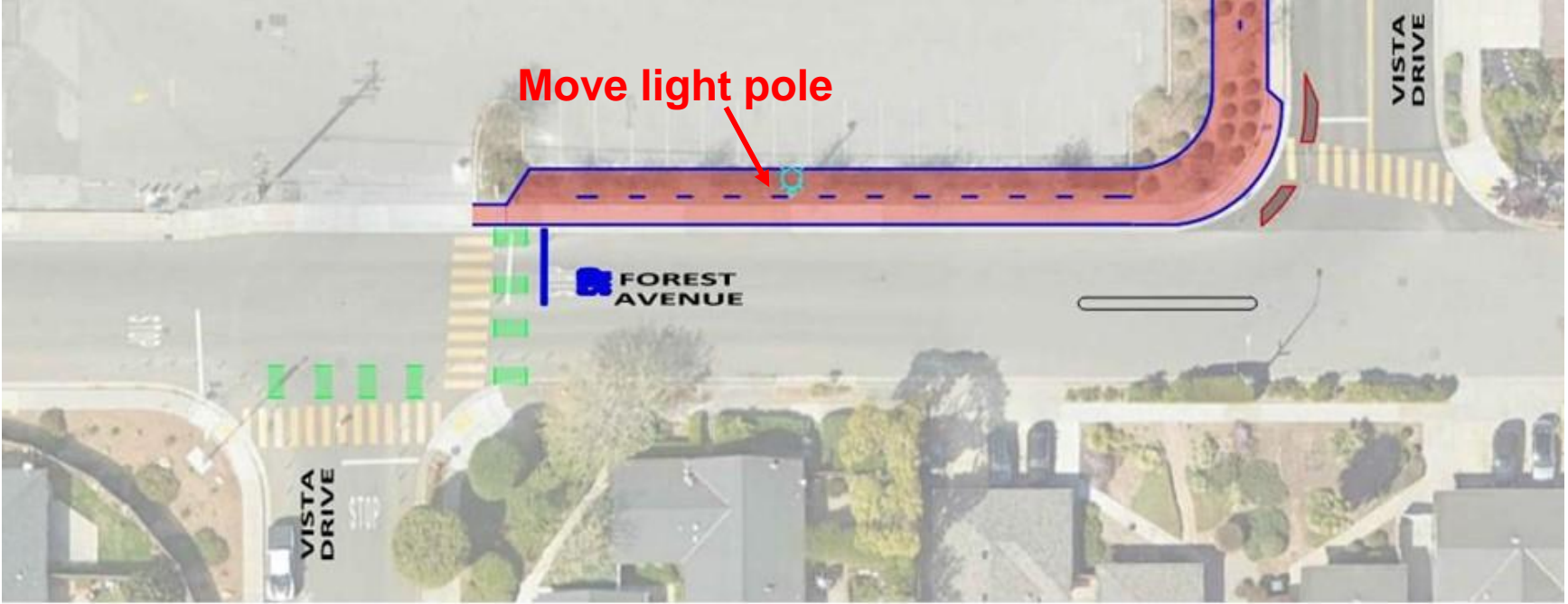
Currently

With Alt 2

FOREST AVENUE

VISTA DRIVE

VISTA DRIVE



Move light pole

FOREST AVENUE

VISTA DRIVE

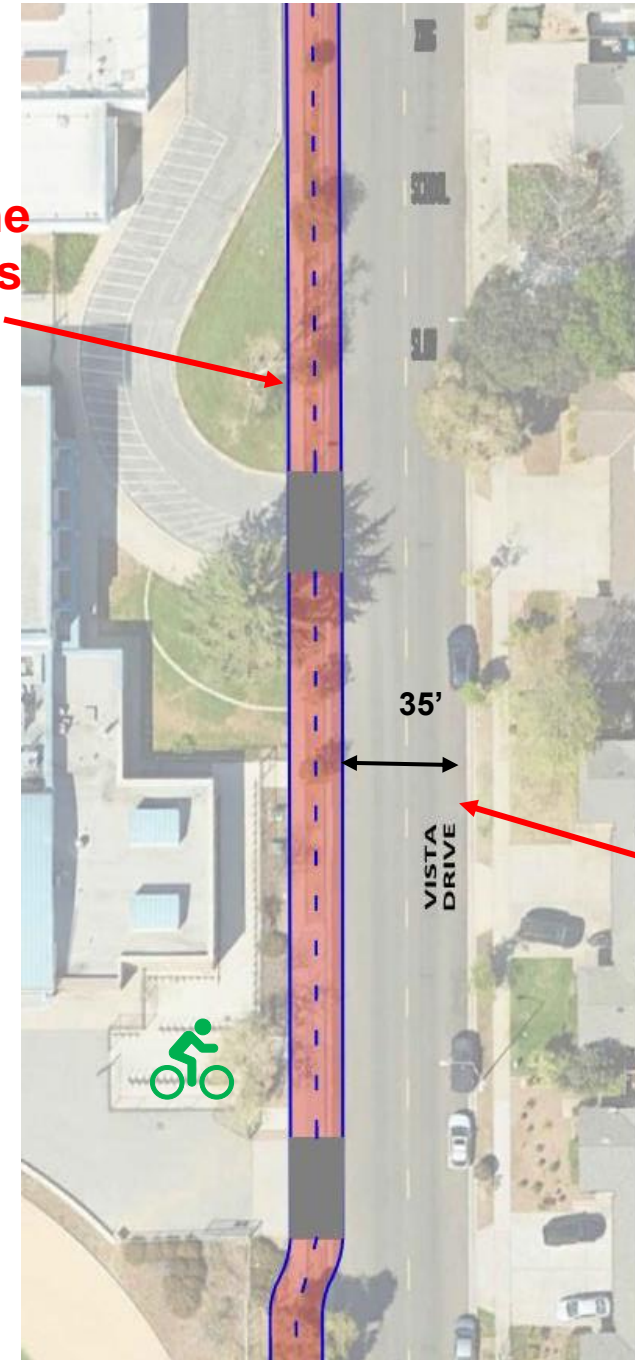
VISTA DRIVE



Trail can be placed between curb and fence. ~6' landscaping can be retained

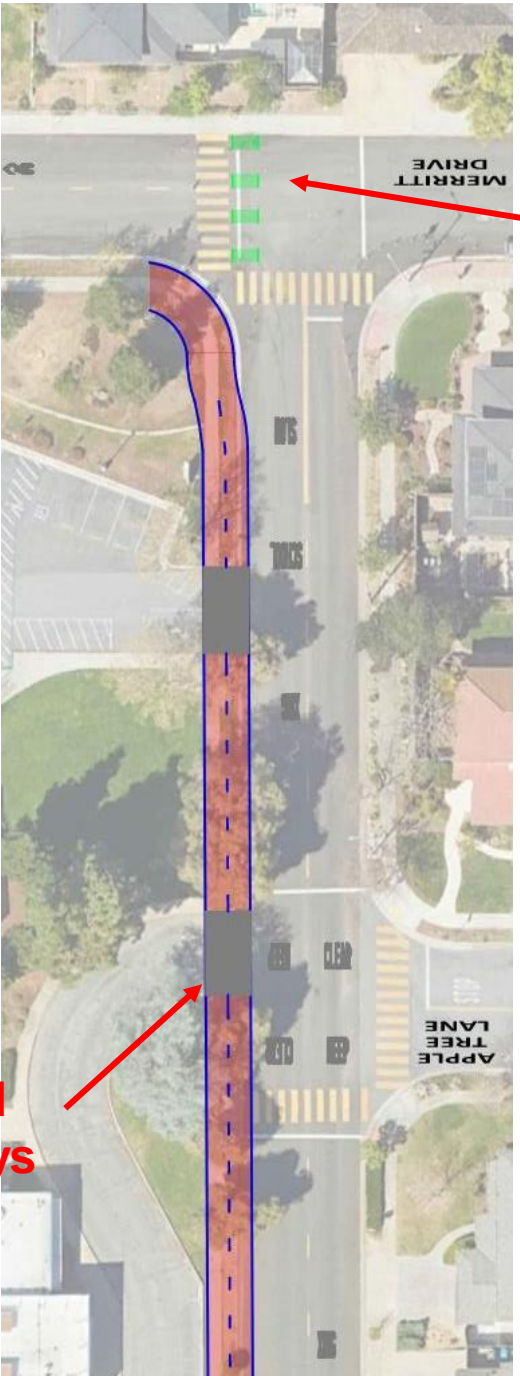


Remove some existing trees



Narrow travel lanes to fit a 12' multiuse path





Rebuild Driveways

Bike crossing enhancements

Alternative 2

Two-way Mixed-Use Trail To Replace Existing Sidewalk

- **Pros**
 - Get bikes off Vista Dr. and Forest Ave eliminating bike/veh conflicts
 - Wide multi-use trail accommodates bikes and peds
 - Retain parking



Alternative 2

Two-way Mixed-Use Trail To Replace Existing Sidewalk

- **Cons**
 - **High Cost (approx. \$1.5M)**
 - **Remove and replant 28 trees**
 - Relocate utilities (incl. parking lot light)
 - Rebuild driveways
 - Move curb to narrow lanes



Alternative 3

On-street Two-Way Class IV Bike Facility

- Design Features
 - 8' + 3' buffer, two-way, Class IV bike facility
 - Bike crossing enhancements at intersections
 - Wayfinding/Signage



Bike crossing enhancements



Class IV Bike Facility



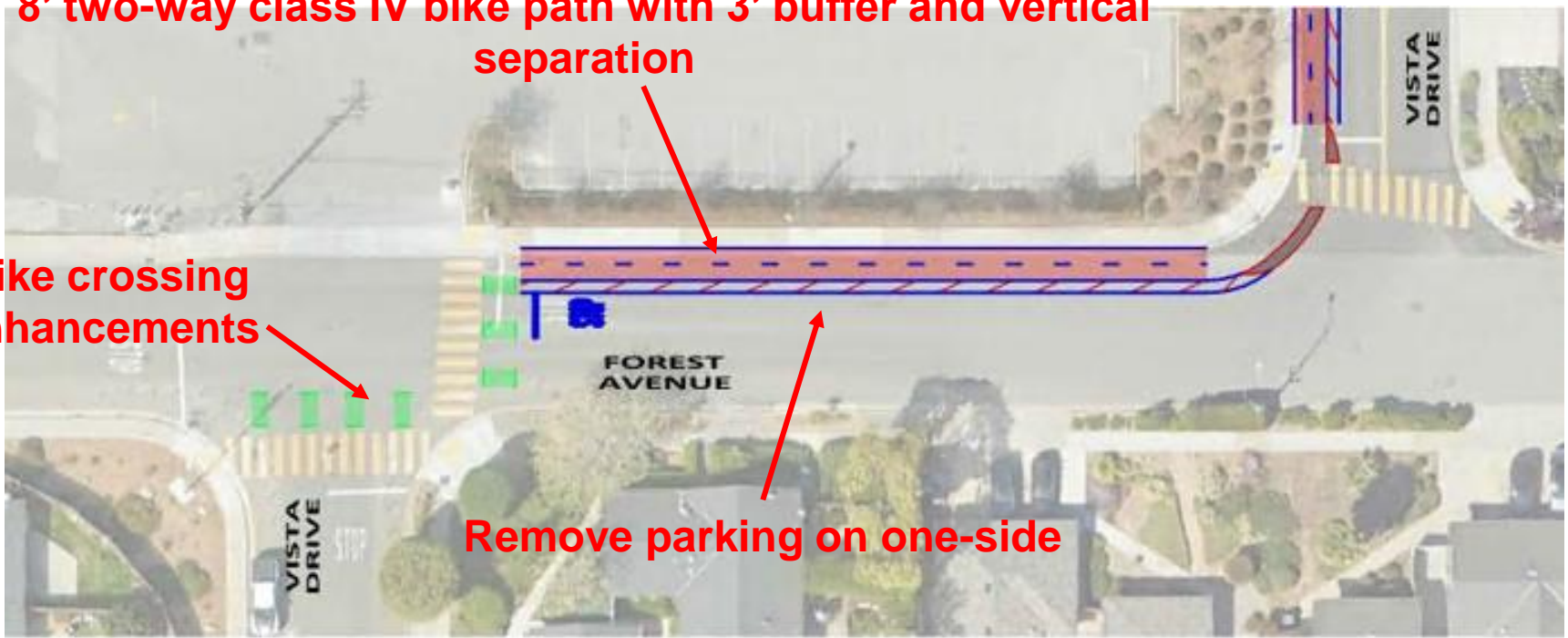
Source: Aerial Imagery



8' two-way class IV bike path with 3' buffer and vertical separation

Bike crossing enhancements

Remove parking on one-side



Remove parking on one-side

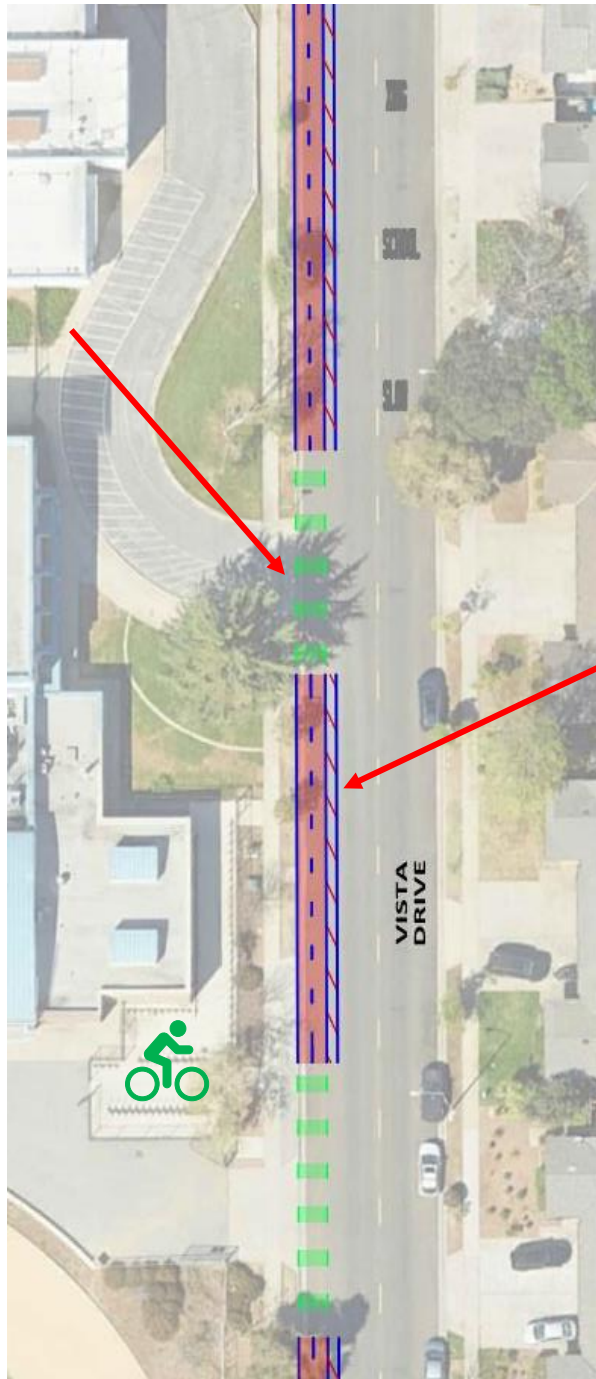


29'

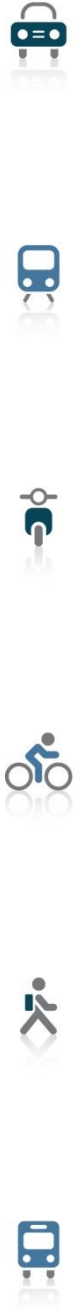
VISTA
DRIVE

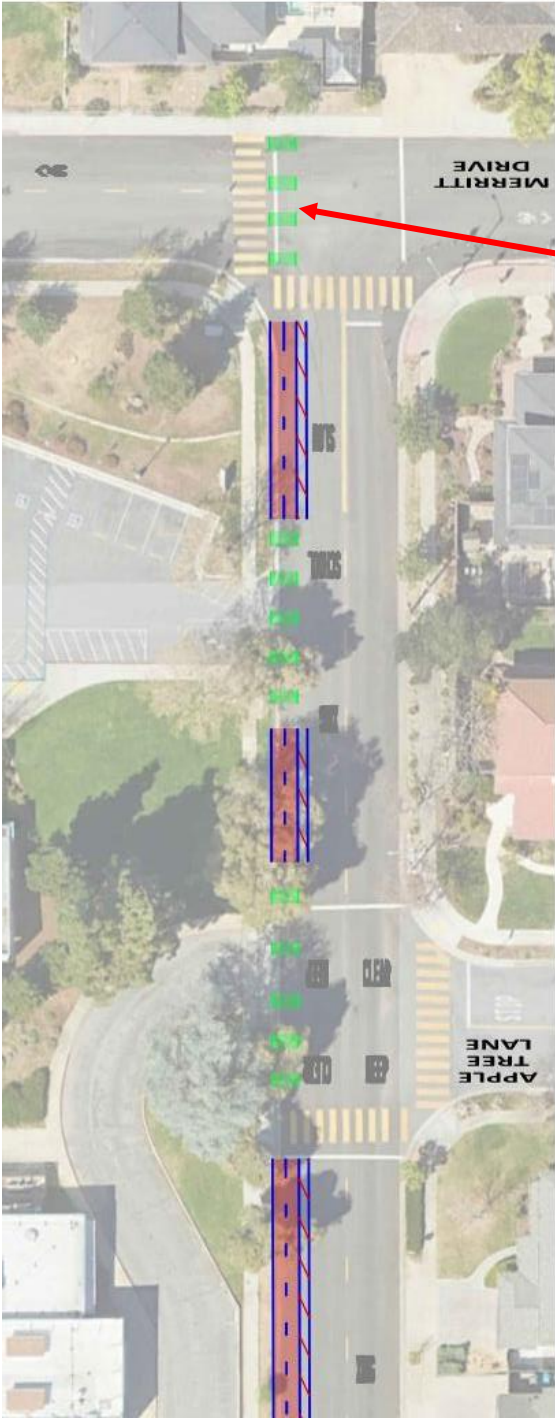


**Driveway
Enhancements**



**Remove parking
on west side**





**Bike crossing
enhancements**

Alternative 3

On-street Two-Way Class IV Bike Facility

- **Pros**
 - **Low cost (approx. \$115K)**
 - Eliminates bike/veh and bike/ped conflicts
 - Does not require removal of trees/relocating utilities



 Bike crossing enhancements

 Class IV Bike Facility

Alternative 3

On-street Two-Way Class IV Bike Facility

- **Cons**
 - Removal of Parking
 - West side of Vista Dr:
Approx 51 spaces
 - North side of Forest Ave:
Approx 8 spaces



 Bike crossing enhancements

 Class IV Bike Facility






Alternatives Recap



Alt 2: Two-way Mixed-Use Trail To Replace Existing Sidewalk

Alt 3: On-street Two-Way Class IV Bike Facility



Characteristics	Alt 2	Alt 3
Addresses bike/ped/veh conflicts	Yes	Yes
Relocate utilities	Yes	None
Remove trees	28	None
Remove on-street parking spaces	None	59
Cost to implement	~\$1.5M	~\$0.12M

Study Process/Timeline



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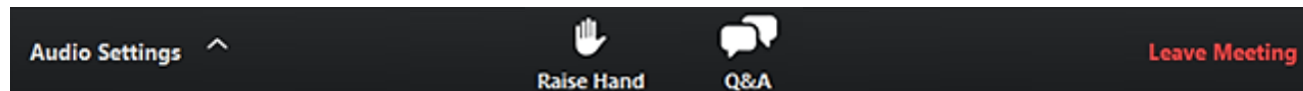
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Poll #1

Who is attending today's meeting?

- a) Student (past, current, future)
- b) Lawson Parent (past, current, future)
- c) Live along Vista Dr (opposite school)
- d) Live elsewhere in the neighborhood
- e) City/CUSD/School Staff
- f) Other members of the public



Poll #2



Which is your preferred alternative?



A: Two-way Mixed-Use Trail To Replace Existing Sidewalk (Alt 2)



B: On-street Two-Way Class IV Bike Facility (Alt 3)



C: Do nothing





Poll #3

How do you feel about Alternative 2 (off-street, multi-use trail)?

A: I CAN support this design

B: I OPPOSE this design



Poll #4

How do you feel about Alternative 3 (on-street, two-way separated bikeway)?

A: I CAN support this design

B: I OPPOSE this design



Poll #5

Would you like the City to send you email notifications about future meetings in this study?

A: Yes

B: No

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