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Via E-mail Only

August 23, 2017

Meeting Summary

I-280 Channel Trail Feasibility Study

RE: Project Start-Up Meeting

Date: Tuesday, 8/22/17
Time: 2:00 p.m. to 3:00 p.m.
(Site Walk: 3:30 p.m. to 5:15 p.m.)

Attendees: **City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, dauids@cupertino.org

Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

A meeting was held to kick-off the project, review background information and materials needed, discuss project goals and objectives, and review the City’s preliminary thoughts on public outreach, branding, and TAC coordination. The following information was discussed and/or decided upon in our meeting. Items in **bold** identify specific action items and the party responsible.

Item Discussed

- 1) **City to send back executed agreement by 8/29 or soon after**, CA submitted signed agreement to JC at meeting on 8/22.
- 2) Roles and Responsibilities
 - a) **CA to correspond through JC** and copy DS
 - b) **City to correspond through DR** and copy JS
- 3) Project Materials
 - a) **JC to request 2016 contours and aerial by 8/25** (received by CA on 8/23)
 - b) **CA to send link for contours and aerial to Sandis by 8/29** and ensure files are AutoCAD compatible
 - c) **JC to send link to assessors maps by 8/25** (received by CA on 8/23)
 - d) **CA to ask Sandis about materials needed by 8/25** and correspond with City
 - e) Other planning efforts underway include:
 - Pedestrian Trail Guidelines (expected adoption later this year)
 - Countywide Bicycle Plan by VTA (late 2017)

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1633 Bayshore Highway, Suite 133
Burlingame, CA 94010
T 650.375.1313
F 650.344.3290

SAN JOSE
300 South First Street, Suite 232
San Jose, CA 95113
T 408.275.0565
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I-280 Channel Trail Feasibility Study

RE: Project Start-Up Meeting

August 22, 2017

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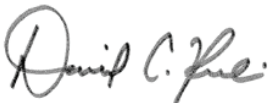
Item Discussed

- City to provide input from Parks and Recreation Master Plan (in-progress)
 - f) **CA to review City standard details**, suggested by City
- 4) TAC Formation
- a) **CA to separate invite** for TAC and businesses/private owners, TAC will be agencies only
 - b) **DS to correspond with businesses/private owners**
 - Likely businesses/private owners:
 - Apple
 - Loc-N-Stor
 - Vallco
 - HOAs
 - c) **CA to create directory by 9/30** for TAC and businesses/private owners
- 5) Public Outreach Plan
- a) **City/CA to staff 2 community events** (Diwali Festival-Sep., Earth Day-Apr.)
 - b) **Consider small community events** (i.e. Farmers' markets, Bike to Work Day) throughout study period to promote project. These would be attended by City staff
 - c) **City to select outreach dates/locations by 9/15** and reserve space for events
 - d) **CA to get notices out by 9/20**, before Diwali Festival
 - e) **CA to send examples of prior notices/flyers by 8/23** for City to review
- 6) Branding
- a) **City to review and provide feedback on branding by 8/30**
 - City to meet on 8/28 to review/discuss branding for the trail
 - City to discuss use of "The Loop"
 - City to suggest use of branding colors, font, graphic style from other City-signage programs
 - b) **City to send wayfinding signage example** to CA from bike boulevard project (*received by CA on 8/23*)
 - c) **CA to provide branding alternatives by 9/13** for City to review and to incorporate in outreach materials

- END -

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



Via Email Only

December 1, 2017

Meeting Summary
Junipero Serra Trail Feasibility Study

RE: SCVWD Review Meeting
 Date: November 28, 2017
 Time: 3:00 p.m. to 4:00 p.m.

Attendees:

- SCVWD :** Sue Tippets (ST), SCVWD, stippets@valleywater.org
 Usha Chatwani (UC), SCVWD, uchatwani@valleywater.org
 Cody Houston (CH), SCVWD, chouston@valleywater.org
 Devin Mody (DM), SCVWD, dmody@valleywater.org
- Consultants:** Jon Cacciotti (JCa), HMHca, jcacciotti@hnhca.com
 Jodi Starbird (JS), DJP, jstarbird@davidjpowers.com
- City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
 David Stillman (DS), Public Works, davids@cupertino.org
- Callander Associates (CA):** Brian Fletcher (BF), bfletcher@callanderassociates.com

The purpose of this meeting was to review the project with SCVWD, gather technical input, and discuss design alternative options for the drainage ditch that runs parallel to the trail alignment study area. The following information was discussed and/or decided upon in our meeting. Items in the "Action to take" column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
1. SCVWD generally prefers no barrier between trails/maintenance roads and creeks. However, if there is a severe drop they would consider a low open barrier.	CA to study edge conditions
2. SCVWD discussed the desire for "permeable pavement" use however during further discussion the intent is for more natural looking pavements. They talked about a recent project that Google did near Crittenden Bridge.	CA to review example project

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 1633 Bayshore Highway, Suite 133
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 F 650.344.3290

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Meeting Summary

Junipero Serra Trail Feasibility Study

RE: SCVWD Review Meeting

December 1, 2017

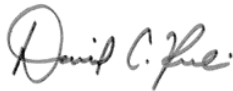
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3. The Junipero Serra Creek was never a creek. The drainage ditch was constructed when I-280 was built. It was constructed by Caltrans then transferred over to the Water District. CA to remove "creek" from all materials
4. Would be open to considering an option that would replace the ditch with a closed pipe and buried. This should not be the only option studied. SCVWD expressed some hesitance with the maintenance of a closed pipe as they are more comfortable with maintaining open channels. CA to include covered and open alternative options

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



Via Email Only

December 1, 2017

Meeting Summary
Junipero Serra Trail Feasibility Study

RE: TAC Meeting #1
 Date: November 29, 2017
 Time: 6:30 p.m. to 8:00 p.m.

- Attendees: TAC Member:** Richard Tanaka (RT), CSD/Mark Thomas, rtanaka@markthomas.com
 Usha Chatwani (UC), SCVWD, uchatwani@valleywater.org
 Lauren Ledbetter (LL), VTA, lauren.ledbetter@vta.org
 Lillian Tsang (LT), City of Sunnyvale, lltsang@sunnyvale.ca.gov
- City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
 David Stillman (DS), Public Works, davids@cupertino.org
 Erick Serrano (ES), Planning, ericks@cupertino.org
 Ben Fu (BF), Planning, benjaminf@cupertino.org
- Callander Associates (CA):** Brian Fletcher (BF), bfletcher@callanderassociates.com
 Dave Rubin (DR), drubin@callanderassociates.com
 Jana Schwartz (JS), jschwartz@callanderassociates.com

The purpose of this meeting was to review the project background and existing conditions of the site, discuss the trail alignment locations, and gather technical input and documents from the TAC members. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
1. The Junipero Serra Trail (trail) has been identified as a high priority by City Council. The trail would be a recreational/transportation corridor. Apple has a large bicycle population that would likely use it. The trail supports Cupertino’s interconnectivity.	Noted
2. SCVWD refers to the waterway in the corridor as a “drainage ditch”, it is not a natural channel. It was constructed in conjunction with the construction of I-280.	Noted

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TAC Meeting #1 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: TAC Meeting #1

December 1, 2017

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<i>Item</i>	<i>Action to take</i>
3. LL noted personal security concerns, lack of access points. Access points are identified on the site assessment plans; an access point at the CalWater facility is to be evaluated. Stevens Creek is a trail that also has limited access points, high volumes of users makes it feel safe.	CA to review project with CalWater by 12/15
4. Treatment of trail crossings over major streets: Stelling is an on-street crossing with possible beacons; City is encouraging grade-separated crossing at De Anza; Blaney has a curve that creates pinch point; Vallco will be coordinated with concurrent planning projects.	Noted
5. SCVWD has maintenance requirements in the corridor; need access for maintenance and vegetation management; installation of a concrete guard rail closed off access near Wolfe Rd. recently.	Noted
6. Caltrans should have a hydraulic report available for I-280 that would elaborate on the drainage ditch. It is believed that the ditch was constructed to accommodate 100 year storm from overland flows, from the neighborhoods, intercepted before flowing onto the freeway. Waters from I-280 are not believed to be flowing into the drainage ditch. Caltrans turned responsibility over to SCVWD.	CA to request hydraulic report and drawings for the ditch from Caltrans by 12/8
7. RT discussed CalWater 14" ACP water line at the confluence of the drainage ditch and the Calabazas Creek. Location of facilities is unknown. CalWater crosses the creek at image #30. Check 14'-0" trail width availability.	CA to discuss with CalWater by 12/15
8. There is a sanitary easement adjacent to the SCVWD property in the vicinity of the Apple campus (photo images #13 - #20). There is an undersized 8" sewer line within the easement that the Sanitary District to upgrade to at least 12". They are studying options.	CA to review by 12/15
9. Sanitary District needs width of 8'-0" (HydroFlush truck capabilities); SCVWD will inform CA of width requirements/preference.	UC to provide width requirements by 12/15
10. VTA is updating the Countywide Bike Plan now (available February 2018); trail eligible for 2016 Measure B, Safe Routes to School, and ATP funding.	CA to review funding options with VTA and include in report estimate

TAC Meeting #1 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: TAC Meeting #1

December 1, 2017

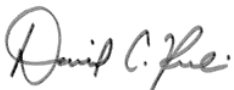
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<i>Item</i>	<i>Action to take</i>
11. SCVWD is seeing a lot of challenges in dealing with trails – people want them available 24/7, but SCVWD has to occasionally close trail for maintenance. SCVWD has noticed impacts to riparian areas and trails are getting more constrained. There is a trend towards evaluating trails policy (CSJ developing Toolkit). SCVWD wants to review VTA Countywide Bike Plan when available to include SCVWD policies. SCVWD wants to stay away from lighting and bridge crossings.	Noted
12. RT asked if the City would consider ownership of R.O.W. where trail is being proposed; it would be a multi-use trail over a drainage facility, not a flood control facility.	City to review
13. VTA is managing Wolfe interchange project with HMM. No plans available yet; in environmental review phase (15-18 month timeline); not fully funded.	Noted

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



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Via Email Only

December 1, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Staff Meeting, Phone Call

Date: November 30, 2017

Time: 10:30 a.m. to 11:00 a.m.

Attendees:

City of Cupertino (City): Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org

Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

The purpose of this meeting was to review TAC Meeting #1 and prepare for Community Meeting #1. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
TAC Meeting #1	
1. VTA funding sources for the Junipero Serra Trail is a part of the County-wide bicycle plan. Funding sources will be incorporated into the estimates for the feasibility study.	CA to email VTA (Lauren Ledbetter) by 12/8
2. Need to better understand the structure of the drainage ditch and how stormwater intercepted. In a covered alternative, consider appropriate pipe sizing/capacity. Access and maintenance requirements will also need to be accounted for.	CA to review with Caltrans by 12/15
3. Need to show a non-covered alternative for the trail alignment. Alternatives show cost difference and ability to accommodate class 1 facilities.	CA to include in alternatives
4. Send email with TAC meeting materials to non-attendees (Caltrans, Cal Water, PG&E) and schedule follow-up call/meeting to discuss project purpose/objective and agency concerns.	JS to send draft email text and materials to City. City to send email by 11/30

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Staff Meeting Summary

Meeting Summary

JuniperO Serra Trail Feasibility Study

RE: Staff Meeting, Phone Call

December 1, 2017

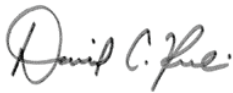
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<i>Item</i>	<i>Action to take</i>
5. Send Doodle poll to TAC members to coordinate time for next TAC meeting (February).	JC to send Doodle by 12/8
Community Meeting #1	
6. Room layout for event has attendees visiting 7 stations and recording input in a handout. CA created diagrammatic layout of the Cupertino Room with table/chair layout and the purpose for each station.	JC to send layout to City staff by 12/1 for room preparation
7. City staff includes Jenn, David, and Erick. CA will be positioned at segment stations; City staff will be positioned at sign-in, goals + objectives, background, and floating around the room.	Noted
8. Finalize all materials for the meeting and bring to event. Remove "creek" on all materials.	CA to bring materials to event
9. Refreshments to be provided at community meeting	CA to provide

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



December 12, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

Location: Quinlan Community Center, Cupertino Room

Date: December 6, 2017

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

Number of people who signed-in: 29

Number of people who turned-in an input packet: 13

Attendees:

City of Cupertino (City): Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org
Erick Serrano (ES), Planning, ericks@cupertino.org

Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

Community Meeting #1 was open house style where participants were invited to arrive at any time during the event window (6:00 p.m. to 8:00 p.m.) and provide individual feedback on the trail project. Community members were notified about the event through the following methods:

- City's website
- City Channel
- Social media (Next Door, Facebook, Twitter)
- Tabling/flyer distribution at the Fall Festival, Diwali Festival, Fall Family Bike Fest
- Flyer postings at the Library and City Hall
- Door hangers and flyers to residents/businesses directly adjacent to the proposed trail extents
- Safe Routes to School (SR2S) monthly newsletter

The meeting included six stations for community participants to provide their input at their own pace. Station #1 was the welcome table, where participants were greeted by City staff and provided an input packet to record comments as they traveled between stations. The five additional stations included project background and goals and objectives (Station #2), Stations #3, 4, 5 were for the three segments of the proposed trail, and refreshments (Station #6). Participants were asked to return their input packets to Station #1 before leaving so that their comments could be recorded. The next sections review the input methodology and summarize the input received at the meeting.

SAN MATEO
311 Seventh Avenue
San Mateo, CA 94401
T 650.375.1313
F 650.344.3290

SAN JOSE
300 South First Street, Suite 232
San Jose, CA 95113
T 408.275.0565
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Meeting Summary
Junipero Serra Trail Feasibility Study
RE: **Community Meeting #1**
December 12, 2017
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Commenting Material

Community Meeting #1 included several opportunities to provide written input and have that input recorded. Input methods included the input packet, the trail segment plans, and large flip charts. Participants were not limited to one commenting method and everyone was encouraged to document their input. Below is a description of each input method available:

Input Packet

The input packet included the same two open-ended questions for each trail segment. Community members were asked to respond to these questions as they traveled to each of the trail segments.

- Questions 1: What do you like about this segment of the trail?
- Question 2: What can be improved in this segment of the trail?

Trail Segment Comments

The trail was divided into three segments and set up at three separate stations (Stations #3, 4, 5). Each trail segment plan was printed at a large scale to help community members identify neighborhood features and the proximity of the trail to community resources (i.e., schools and businesses). Participants were invited to draw and write on each plan to provide feedback on each trail segment. Commenting directly onto the large plans is a useful tool for input because context can be applied to a specific comment and ideas can be drawn and documented. Each of the trail segments provided this input method, but the geographic differences between each segment generated unique comments from the community.

- Trail Segment #1 – Mary Avenue to De Anza Boulevard
This segment includes the connection to Mary Avenue Bridge and the on-street bicycle network that connects to Garden Gate Elementary School. This segment includes a street crossing at Stelling Road.
- Trail Segment #2 – De Anza Boulevard to Vallco Center
This segment is in close proximity to Lawson Middle School and runs along the northern edge of the Infinite Loop. This segment includes a street crossing at De Anza Boulevard and would have the trail running under Blaney Avenue.
- Trail Segment #3 – Vallco Center to Vallco Parkway
This segment is near the Vallco Center and runs along the northern edge of to the new Hyatt Hotel and Apple. The trail runs under Wolfe Road and terminates at Vallco Parkway and Calabazas Creek.

Flip Charts

Flip Charts were placed at Station #2 and each of the three trail segment stations (Stations #3, 4, 5). Flip charts did not include a prompted question, all feedback provided was open-ended. Not all Stations with flip charts received comments.

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

December 12, 2017

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Input Received

Station #2 - Project Background and Goals and Objectives

Flip Chart

- Please keep redwood trees along I-280 frontage. Do not cut down. They run the length of I-280 from Los Altos to San Jose so they provide a greenbelt along the freeway and buffer residential from the freeway. Redwoods also clean impurities from the air.

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

Input Packet – Question #1

- I would like to have lights on the way, some benches to sit, a water station, restroom facility
- Connecting the trail to the bridge is great!
- No stoplights (well almost)
- Minimal cross streets
- The bike bridge
- Everything
- Good access to western areas in the city
- It's a trail
- Less car traffic for students going to De Anza College
- Easy connection to Mary Ave. bridge and avoids Stevens Creek Blvd.
- Connectivity to Mary Avenue Bridge
- Takes you to Mountain View
- Connection to Mary Avenue Bridge

Input Packet – Question #2

- Protect bikes from falling into ditches
- Have a camera at the main junctions
- Put up signs (dog on-leash, no loitering, speed limit)
- Stelling Rd. crossing needs bridge over
- Need mile markers
- Access to the trail via Stelling Rd. is too dangerous for kids
- Take it along the wall all the way to De Anza College; use the City maintenance land to go from Mary Ave back to the sound wall here
- Put underground crossing under Stevens Creek Blvd to De Anza College
- Have the City buy a house along [Flora Vista Ave.] to allow Lawson students to access the trail (Garden Gate Elem. feeds into Lawson Middle)
- Need access near [photo] #4; buy a house, tear it down, provide access
- A glass sound wall so Teslas stuck in traffic can see how fast bikes go
- East end of bike bridge (Homestead Rd and Mary Ave) needs to be reconfigured
- Need grade separation (prefer underpass) for trail at Stelling Rd.
- Improve Stelling Rd. crossing if possible
- Safety and security of residence and businesses - how are we going to protect our business and homes along the path? Need regular monitoring for security concerns!
- Parents will still drive kids to neighborhood regardless

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

December 12, 2017

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- Crossing at Stelling Rd. should be above or below street, no crosswalk is near the access point right now
- Widen 14' for multi-use
- All segments use over or under grade crossings to major streets
- Extend via bridge or tunnel to De Anza College and across 85 with dedicated bridge protected from cars/ramps
- Traffic light or bridge tunnel between [picture] #6 and #7
- Prefer the route be closer to storage, as it would have less impact on the residents and it is wider
- Safety and security of the trail while maintaining safety, security and privacy for the residents impacted by the trail

Trail Segment Plan Comments

- This speed table [on Meteor Dr.] will drive cars to Amulet then Nathanson Ave.
- Median on Meteor Dr. slows traffic and is a good thing
- Nobody stops at Nathanson Ave. turning onto Meteor Dr.
- Some late night noise at trail head [Mary Avenue Bridge]
- Hit by car at Glenbrook
- Mini-store employee concern about vandalism and homeless
- Purchase property at curve of Castine Ave. to Gardena Dr.
- Pedestrian bridge would be great between image #7 and #8 (Stelling Rd.) [other response] - or tunnel
- Suggest 20' minimum width to accommodate bikes, strollers, etc.

Flip Chart Comments

- Deter vehicular speed
- Drivers don't respect hawk signals
- Steven's Creek Blvd and Homestead Rd are existing east-west on-street connections
- Fencing for neighbors
- Trail is very isolated

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

Input Packet – Question #1

- Keep the existing trees and plant some new trees
- IDEA: Give property owners a cut in their property taxes to allow a portion of their land for the trail in selected cases. Bar Harbor along their harbor does this
- Spur to Lawson Middle along the east edge of Apple's property
- Will help Apple and it's near my house :)
- Everything
- This is a great connector across the city without riding/walking on busy streets
- It's a trail
- Less vehicle traffic
- Avoids Stevens Creek Blvd and De Anza Blvd

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

December 12, 2017

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- Good east-west trail through Cupertino

Input Packet – Question #2

- Under/over bridge at the De Anza Blvd. crossing
- Add underground crossing under De Anza Blvd.
- Do not remove car access under Blaney Ave. bridge, it is used heavily
- Do not remove parking on Lucille Ave because it is used by PBC Church, apartment tenants, and Apple
- Take trail UNDER De Anza Blvd., look at Loveland, CO for examples!
- Removing vegetation to put trail in will increase sound from freeway, please put sound considerations high on design list
- Use negotiations with Apple to get Lawson students off the street [arrow pointed to east edge of Apple property]
- A wide, bright tunnel at [image] #17
- Suggest oaks with hairy leaves that will filter the freeway soot (East PA has done this)
- Pedestrian/bike undercrossing at De Anza Blvd.
- Add connection along Apple sound wall (parallel to Larry Way) to permit direct route to Lawson Middle and Merritt Way bike boulevard
- De Anza Blvd. crossing
- Safety of bikes
- Widen 14' for multi-use
- De Anza Blvd crossing should be above or below street level
- Make access for Garden Gate Elementary
- Reduce conflict between north-bound De Anza Blvd. to south-bound I-280 vs. crossing

Trail Segment Plan Comments

- Suggest a tunnel or bridge (built by Apple of glass and chrome...)
- Evening backup on I-280 south-bound on-ramp at De Anza Blvd.
- Will this trail connect to De Anza Blvd. bike lanes? Optimize the crossing
- Loveland, CO has lots of underpass connections
- Bar Harbor - gave a cut in property taxes to allow for trail
- Could there be a spur [east side of infinite loop Apple property], provide connection to school and bike boulevard [other response] - yes!
- [Between image #15 and #16] Church parking, don't take parking away
- Add label for all BQ zoned properties
- When apartments are full [between Blaney Ave. and Randy Ln.] they park on street
- Don't close the loop under Blaney Ave.
- [Behind Mini-Stor] - Lots of graffiti when fence comes down;
- Wolfe improvements get tagged, may have taken another chain-link fence
- If trail is narrower than full width, is it harder to obtain funding?
- I would use [the trail] on commute and evening walks
- Look at Santa Clara Agilent property - proposed trail

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

December 12, 2017

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Flip Chart Comments

- No comments provided at this station

Station #5 – Trail Segment #3 (Vallco Center to Vallco Parkway)

Input Packet – Question #1

- Overall love this idea of Cupertino Loop; can't wait to start running on the trail
- Will help Vallco and retail, when it's built
- Everything
- Utilization of existing Wolfe underpass at Vallco
- Access to Main Street and future Vallco activities and shopping
- It's a trail
- Less Apple traffic
- Wolfe crossing is not at street level
- Allows access to Vallco and Main Street
- Scenic
- Connection to Main Street, hotels, Apple

Input Packet – Question #2

- Add emergency blue poles throughout the trail
- Vegetation all along wall helps with freeway pollution and sound reduction, please consider this when designing the entire trail
- Bridge trail over Wolfe Rd.
- Overall, I suggest a 20' minimum width to accommodate a wide range of transportation preferences; trees, trees, trees (large species)
- Why not a full width new trail around "Section A"? [Hyatt Hotel Trail segment]
- Make sure bicycles abide by same rules as road users
- Make SHP developer incorporate bike access to trails
- Nothing
- Turning left onto Vallco Pkwy. on a bicycle is impossible/dangerous/requires using sidewalk?

Trail Segment Plan Comments

- Why not go across? [keep trail parallel to I-280, cut through Wolfe Rd. interchange and hook into trail at the Hyatt Hotel]
- Make the new trail at the hotel property wider, it's new
- Bridge over Wolfe Rd.? [Where underpass is currently]
- Is Perimeter Rd. public or private; is there an easement?
- Be aware of how a dotted melted strip bike lane feels on 110 psi bike tires
- Radius of speed hump should exceed that of 27" bike wheel!
- Traffic volume will increase at Vallco Pkwy. and Tantau Ave. intersection
- Continue trail across I-280 [follow Calabazas Creek] and connect at Tantau Ave.
- Add button for cyclists well ahead of intersection with priority timing [Idea is to be able to hit the button while on your bike and the light will be green by the time cyclist gets to the intersection]
- [At the Vallco Pkwy. trailhead] - What happens when you want to turn left onto Vallco Pkwy.?

Community Meeting #1 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

December 12, 2017

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- Add roundabout at Tantau Ave./Vallco Pkwy. intersection [other response] - I would be scared to use that

Flip Chart Comments

- No comments provided at this station

Community Meeting #1 Images

This section illustrates images captured from the meeting.



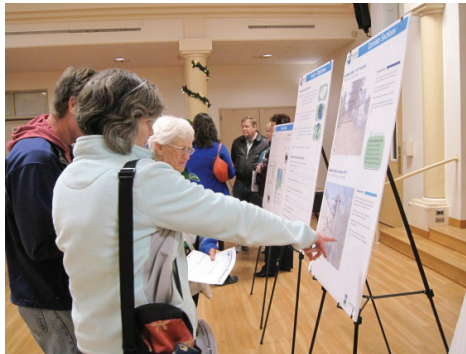
Sign-in and Input Packet Pick-Up



Trail Section



Background and Goals and Objectives



Background and Goals and Objectives



Trail Section



Input Packet

Community Meeting #1 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #1

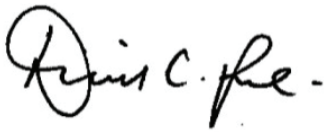
December 12, 2017

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-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

A handwritten signature in black ink, appearing to read "Dave Rubin".

Dave Rubin, Project Manager, Callander Associates

cc: All attendees

Attachments:

1. Input Packet Response Data Presentation
2. Notification Flyers



Via Email Only

December 7, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: CalWater Review Meeting, Phone Call

Date: December 6, 2017

Time: 10:00 a.m. to 10:30 a.m.

Attendees:

California Water Service (CalWater):

Chris Wilson (CW), CalWater, cwilson@calwater.com

City of Cupertino (City):

Jennifer Chu (JC), Public Works, jenniferc@cupertino.org

Callander Associates (CA):

Dave Rubin (DR), drubin@callanderassociates.com

The purpose of this meeting was to review the project with CalWater and gather technical input. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
1. CalWater is supportive of the project. There are certain security measures to consider in implementing a trail next to their facilities, mostly concerning access control.	Noted
2. CalWater is adding concertina wire to address intrusion issues. CalWater has vandalism and trash dumping in the past.	Noted
3. CalWater has an underground tank at this site that serves a large portion of Cupertino.	Noted
4. CalWater supports a wider trail for maintenance purposes. Currentl they access corridor from N. Portal Avenue.	Noted
5. CalWater is open to the idea of providing access through their site to access the trail.	CA to consider CalWater site as a potential trail access point.

-END-

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Meeting Summary

Junipero Serra Trail Feasibility Study

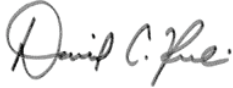
RE: CalWater Review Meeting, Phone Call

December 7, 2017

Page 2 of 2

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



Via Email Only

December 14, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: PG&E Review Meeting (Conference Call)

Date: December 12, 2017

Time: 2:00 p.m. to 2:30 p.m.

Attendees:

- PG&E:** Jessy Borges (JB), PG&E, jy16@pge.com
 Ramiro Coronel (RC), PG&E, RSC7@pge.com
 Ted Quach (TQ), PG&E, tpq1@pge.com
 Albert Le (AL), PG&E, ahla@pge.com

- City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
 David Stillman (DS), Public Works, davids@cupertino.org

- Callander Associates (CA):** Dave Rubin (DR), drubin@callanderassociates.com
 Jana Schwartz (JS), jschwartz@callanderassociates.com

The purpose of this meeting was to review the project with PG&E, gather technical input, and discuss initial design alternative options for the study area. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
1. PG&E noted the presence of gas lines near the drainage ditch. There are gas lines at Stelling Rd.	City to request gas facilities throughout project limits.
2. 115kv overhead electrical transmission lines run along the project limits.	City to request electrical facilities throughout project limits.
3. PG&E needs a Non-Disclosure Agreement (NDA) to provide mapping information.	City to coordinate with PG&E.
4. Maintenance road would need to support line trucks, trucks weigh approximately 80 tons.	Noted.

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Meeting Summary

Junipero Serra Trail Feasibility Study

RE: PG&E Review Meeting (Conference Call)

December 14, 2017

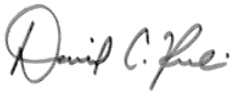
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<i>Item</i>	<i>Action to take</i>
5. Wire height will need to be verified. The voltage goes up as the height increases.	PG&E to verify wire clearances.
6. Identify locations where poles potentially conflict with trail alignments.	CA to mark up and send exhibit to City.

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



Via Email Only

December 22, 2017

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Caltrans Review Meeting (Conference Call)

Date: December 20, 2017

Time: 2:00 p.m. to 3:00 p.m.

Attendees:

- Caltrans:** Sergio Ruiz (SR), Caltrans, sergio.ruiz@dot.ca.gov
- City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org
- Callander Associates (CA):** Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

The purpose of this meeting was to review the project with Caltrans, gather technical input, and discuss initial design alternative options for the study area. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
1. SR has requested drainage ditch As-Builts from the hydraulic team and has not heard back. SR will follow-up with the design team to get turn-around time for drawings.	SR to request drainage ditch As-Builts within the project limits.
2. The road segment under the Blaney Rd. overpass (on Lucille) is Caltrans R.O.W., but Caltrans believes that segment has a maintenance agreement with the City.	SR to locate the maintenance agreement and send to JC.
3. An encroachment permit would be needed for any trail development on Caltrans R.O.W. Access control review may be needed if the trail alignment moves onto the north side of the sound wall. The review process is dependent on the size of the project. Caltrans can review the drawings once a trail alignment is decided.	Noted.

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Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Caltrans Review Meeting (Conference Call)

December 22, 2017

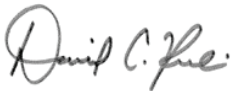
Page 2 of 2

<i>Item</i>	<i>Action to take</i>
4. Caltrans will make their draft Bicycle Plan available.	SR to provide draft plan.

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees



Via Email Only

February 6, 2018

Meeting Summary
Junipero Serra Trail Feasibility Study

RE: TAC Meeting #2
 Date: January 31, 2018
 Time: 2:30 p.m. to 4:00 p.m.

- Attendees: TAC Member:** Usha Chatwani (UC), SCVWD, uchatwani@valleywater.org
 Lauren Ledbetter (LL), VTA, lauren.ledbetter@vta.org
 Lillian Tsang (LT), City of Sunnyvale, ltsang@sunnyvale.ca.gov
 Ted Quach (TQ), PG&E, tpq1@pge.com
 Albert Le (AL), PG&E, ahla@pge.com
 Chris Wilson (CW), CalWater, cwilson@calwater.com
 Steve Davis (SD), Fehr&Peers, s.davis@fehrandpeers.com
 T. Saadati (TS), Walk Bike Cupertino, tsaadati@sbcglobal.net
 Dianne Yee (DY), Caltrans, dianne.yee@dot.ca.gov
- City of Cupertino (City):** Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
 David Stillman (DS), Public Works, davids@cupertino.org
 Erick Serrano (ES), Planning, ericks@cupertino.org
- Callander Associates (CA):** Brian Fletcher (BF), bfletcher@callanderassociates.com
 Dave Rubin (DR), drubin@callanderassociates.com
 Jana Schwartz (JS), jschwartz@callanderassociates.com

The purpose of this meeting was to review input received from Community Meeting #1, discuss the trail alignment plan alternatives, and gather technical input and documents from the TAC members. The following information was discussed and/or decided upon in our meeting. Items in the “Action to take” column identify specific action items and the party responsible.

<i>Item</i>	<i>Action to take</i>
Segment 1 – Mary Avenue Bridge to De Anza Boulevard	
1. The public storage facility near De Anza Boulevard may include a public access easement as a part of a redevelopment project. Plans should identify easement and review impacts.	CA and City to review by 2/14
2. JC asked what “covering the ditch” means. Is the action to cover or to rebuild? The design assumes a box culvert.	Noted

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Meeting Summary

Junipero Serra Trail Feasibility Study

RE: TAC Meeting #2

February 6, 2018

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<i>Item</i>	<i>Action to take</i>
3. LL asked how the alternative route for maintenance closures was selected. It is based on existing bike/ped facilities and directness.	Noted
4. All development projects are subject to PG&E review.	Noted
5. How much is the undercrossing encroaching on Caltrans R.O.W?	CA to review and provide to Caltrans by 2/14
6. There is a water main along Stelling Road (unknown if the line runs through the bridge or under I-280).	CW sent drawings on 2/6

Segment 2 – De Anza Boulevard to the Vallco Shopping Center

7. The guy anchor near trail entrance at the curve of Lucille Road can be repositioned for vertical clearance.	Noted
8. If the ditch stays open (along Lucille) versus a closed ditch, amenities shown in the enlargement (i.e. bioswale retention, a continuous class 1 facility, etc.) will not be included.	Noted (<i>this is true for all alternative #1 scenarios</i>)
9. Relocating a steel transmission pole is expensive (~\$1 million).	Noted
10. If the crosswalk is removed across De Anza Boulevard, people will still cross and additional treatments may be required.	CA to review with the City by 2/14
11. LL asked about bicycle behavior in response to the circuitous route at De Anza Boulevard with the stair and ramp approaches.	Noted
12. SCVWD asked how the bridge will be supported and still preserve maintenance access?	CA to review by 2/14
13. TS asked if there is an option to move the spur trail onto Caltrans R.O.W. for the tunnel crossing scenario.	CA to review by 2/14
14. There is a CalWater water main along De Anza Boulevard (through tunnel option) and one behind Apple's Infinite Loop.	CW sent drawings on 2/6
15. What are the lighting requirements for the trail? Are there CMAQ requirements? The lighting may be dawn/dusk or 24 hours.	CA to review by 2/14
16. Clearance from PG&E wires is still unknown. SCVWD requires 15'-0" vertical clearance for maintenance vehicles.	Noted

TAC Meeting #2 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: TAC Meeting #2

February 6, 2018

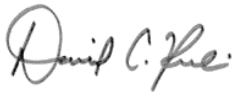
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<i>Item</i>	<i>Action to take</i>
17. 5% grade might be too steep for bridge and tunnel approaches; consider switchbacks or reducing the grade.	Noted
Segment 3 – Vallco Shopping Center to Vallco Parkway	
18. Identify and preserve access gate for SCVWD near the Hyatt Hotel (at I-280 on-ramp); hotel plans do not show access for SCVWD.	Noted
19. CalWater has a water main that crosses I-280 and moves towards Vallco Parkway.	CW sent drawings on 2/6
20. Incorporate design recommendations from this feasibility study into the Wolfe Road / I-280 / Vallco Plans	Noted
21. Design a better transition at the Vallco Parkway trailhead.	Noted

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding.

Submitted by:



Dave Rubin
Callander Associates

cc: All attendees

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March 5, 2018

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #2a and 2b

Meeting #2a

Location: Quinlan Community Center, Cupertino Room

Date: February 20, 2018

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

Meeting #2b

Location: Community Hall, Cupertino Civic Center

Date: February 26, 2018

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

Total number of people who signed-in: 37

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

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

Attendees:

City of Cupertino (City): Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org
Erick Serrano (ES), Planning, ericks@cupertino.org
Julie Chiu (JCh), Public Works, juliec@cupertino.org

Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Jana Schwartz (JS), jschwartz@callanderassociates.com

Community Meeting #2 was held on two separate dates at two separate locations to provide an opportunity for the community to attend one of the meetings and provide input. Community Meeting #2a was held in the Cupertino Room at the Quinlan Community Center on February 20th and Community Meeting #2b was held in the Community Hall at the Cupertino Civic Center on February 26th. Community members were notified about the event through the following methods:

- City's website
- City Channel
- Social media (Next Door, Facebook, Twitter)
- Tabling/flyer distribution at the Fall Festival, Diwali Festival, Fall Family Bike Fest
- Flyer postings at the Library and City Hall
- Door hangers and flyers to residents/businesses directly adjacent to the proposed trail extents

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Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #2a and 2b

February 20 and 26, 2018

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

The format of the meetings, as well as the project displays and the questions asked of the community, were the same at both meetings. Each meeting was open house style where participants were invited to arrive at any time during the event window and provide individual feedback on the trail project. Six stations were set up for participants to visit at their own pace. Station #1 was the welcome table, where participants were greeted by City staff and provided an input packet to record comments as they traveled between stations. The five remaining stations included:

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

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

Input Packet

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

I. General Background

Question 1: Did you attend Community Meeting #1?

Yes	No
37%	63%

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

Yes	No
62%	38%

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

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

Answers under “Other” include:

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

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #2a and 2b

February 20 and 26, 2018

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

Question 4: Do you live or work in Cupertino?

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

II. Trail Design

Question 1: Which alternative do you prefer?

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

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

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

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #2a and 2b

February 20 and 26, 2018

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

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

Question 3: Do you live next to the trail?

Yes	No
58%	42%

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

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

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

III. Mary Avenue

Question 1: Which alternative do you prefer?

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

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

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

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #2a and 2b

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

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

Yes	No	Maybe
35%	44%	21%

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

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

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IV. Stelling Road Crossing

Question 1: What type of crossing do you prefer?

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

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

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

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

V. De Anza Boulevard Crossing

Question 1: What type of crossing do you prefer?

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

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

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

Yes	No	Maybe
48%	21%	31%

VI. Blaney Avenue / Lucille Avenue

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

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

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

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

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

VII. Vallco Center to Vallco Parkway

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

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

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General Project Comments (end of input packet)

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

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

(Comments provided via email after both community meetings)

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

Flip Charts

Flip Charts were placed at Station #2 and each of the three trail segment stations (Stations #3, 4, 5). Flip charts did not include a prompted question, all feedback provided was open-ended. Not all Stations with flip charts received comments.

Project Background And Goals and Objectives – Station 2:

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

Trail Segment 1 – Station 3:

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

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

Trail Segment 2 – Station 4:

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

Trail Segment 3 – Station 5:

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

Trail Segment Plans

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

Trail Segment 1 – Station 3:

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

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Trail Segment 2 – Station 4:

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

Trail Segment 3 – Station 5:

- Access for Guests & Visitors

Trail Enlargements/Sections

Mary Avenue Bridge

- Pedestrian Trail: concern about buffering

Stelling Road Crossing

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

Blaney Avenue / Lucille Avenue

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

Community Meeting #2 Summary

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #2a and 2b

February 20 and 26, 2018

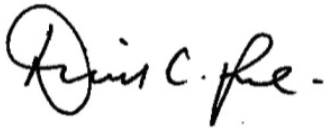
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- Prohibit access in this area...not safe
- Add mirrors
- Redwood trees @ curb
- Trash & homeless
- Cut through lots of trash
- Hiding spot under bridge
- Homeless living in ex tunnel
- Taggers
- Can you put a sidewalk here?
- Parking concerns
- Safety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

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:



Dave Rubin, Project Manager, Callander Associates

cc: All attendees

Attachments:

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

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Via Email Only

June 18, 2018

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meeting #3

Location: Cupertino Civic Center, Community Hall

Date: June 6, 2018

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

Total number of people who signed-in: 19

Total number of people who turned-in an input packet: 13

Attendees:

- City of Cupertino (City): Jennifer Chu (JC), Public Works, jenniferc@cupertino.org
David Stillman (DS), Public Works, davids@cupertino.org
Santa Clara County Sheriff's Office: Sergeant Jason Brown (JB), jason.brown@shf.sccgov.org
Callander Associates (CA): Brian Fletcher (BF), bfletcher@callanderassociates.com
Dave Rubin (DR), drubin@callanderassociates.com
Kelly Kong (KK), kkong@callanderassociates.com

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

- City's website
City Channel
Social media (Next Door, Facebook, Twitter)
Tabling/flyer distribution at the Fall Festival, Diwali Festival, Fall Family Bike Fest
Flyer postings at the Library and City Hall
Door hangers and flyers to residents/businesses directly adjacent to the proposed trail extents
Safe Routes to School (SR2S) monthly newsletter
Postcard mailings to residents/businesses directly adjacent to the proposed trail extents including residents/businesses within 300 feet of a proposed trailhead
Email notifications to subscribers of the "Bicycle Transportation Plan" email list
Email notification to the Cupertino Block Leaders in the nearby surrounding neighborhoods

SAN MATEO
311 Seventh Avenue
San Mateo, CA 94401
T 650.375.1313
F 650.344.3290

SAN JOSE
300 South First Street, Suite 232
San Jose, CA 95113
T 408.275.0565
F 408.275.8047

RANCHO CORDOVA
12150 Tributary Point Drive, Suite 140
Gold River, CA 95670
T 916.985.4366
F 916.985.4391

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Meeting Summary
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The format of the meeting was an open house style where participants were invited to arrive at any time during the event window and provide individual feedback on the trail project. Sergeant Brown was present to address concerns about safety and security along the potential trail. Six stations were set up for participants to visit at their own pace. Station #1 was the welcome table, where participants were greeted by City staff and provided a questionnaire to record comments as they traveled between stations. The five remaining stations included:

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

Participants were asked to return their questionnaire at Station #1 before leaving so that their comments could be recorded. The following summarizes input received at and after the meeting, including from questionnaires, flip charts, comments written onto the trail segment plans, enlargements, sections, and follow-up e-mails.

Questionnaire

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

I. General Background

Question 1: Did you attend Community Meeting #1 or Community Meeting #2?

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

Written Comment:

- #1 or #2

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

Yes	No
75%	25%

Written Comment:

- Maybe only if its Alternative #2 on Mary

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

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

Answers under "Other" include:

- Getting around town!

Question 4: Do you live or work in Cupertino?

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

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II. Input

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

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

Question 2: How can the proposed trail be improved?

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

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

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

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

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

Alternative Alignment Plan:

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

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

What We Heard:

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

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

Meeting Summary

Junipero Serra Trail Feasibility Study

RE: Community Meetings #3

June 6, 2018

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

Flip Charts

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

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

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

Trail Enlargements/Sections

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

Blaney Avenue / Lucille Avenue

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

Stelling Rd Under Crossing:

Meeting Summary

Junipero Serra Trail Feasibility Study

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

Community E-mails

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

E-mail #1:

Jennifer,

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

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

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

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

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

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

I also insist on following,

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

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

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

Thank you,

"Name Omitted for Privacy"

E-mail #2:

Dear Jennifer,

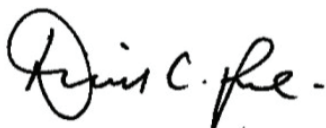
As 20+ year residents of Cupertino, we would like to voice our support for the Junipero Serra bike trail.

"Name Omitted for Privacy"

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

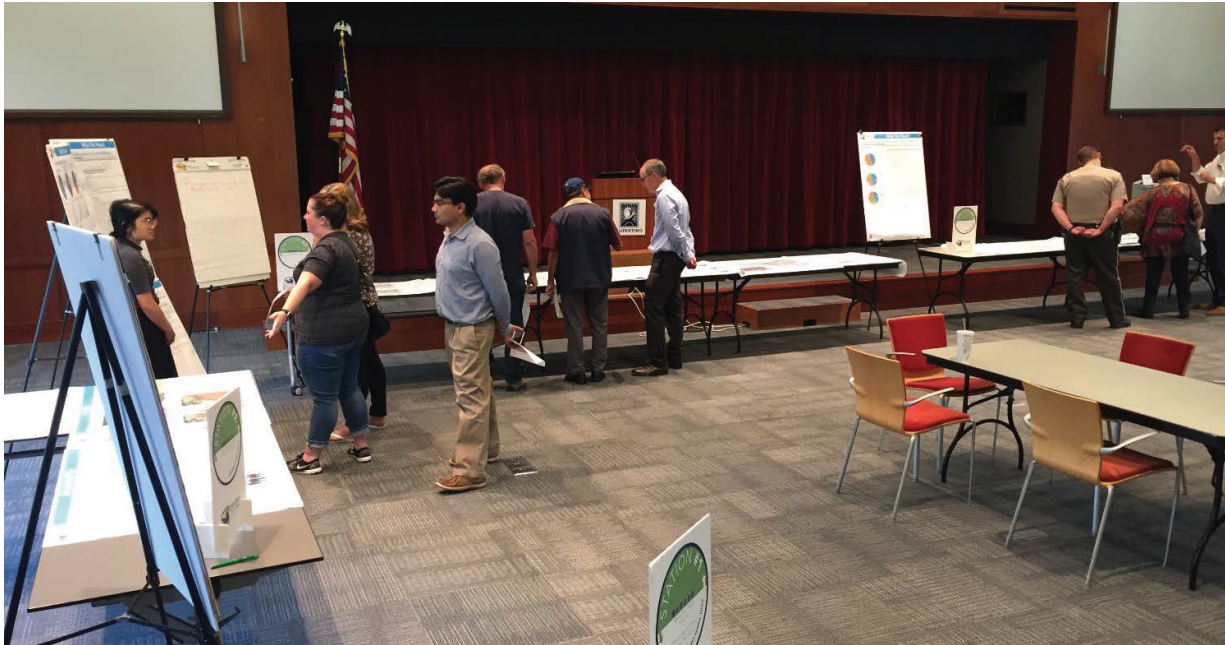


Dave Rubin, Project Manager, Callander Associates

cc: File

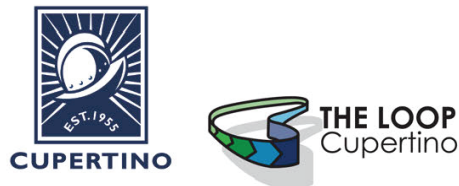
Meeting Summary
Junipero Serra Trail Feasibility Study
RE: Community Meetings #3
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Pictures of Community Meeting #3



Meeting Summary
Junipero Serra Trail Feasibility Study
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Door Hanger:



PUBLIC MEETING NOTICE **JUNIPERO SERRA TRAIL FEASIBILITY STUDY**

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

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

Meeting #3
Wednesday, June 6, 2018
6:00 p.m. to 8:00 p.m.
Cupertino Community Hall
10350 Torre Ave

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

Meeting Summary



Junipero Serra Trail Feasibility Study

RE: Community Meetings #3

June 6, 2018

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Door Hanger for Residents Around Portal Avenue:



CUPERTINO **THE LOOP**
Cupertino

PUBLIC MEETING NOTICE
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Meeting Summary
Junipero Serra Trail Feasibility Study
RE: Community Meetings #3
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Meeting Postcard:



(Front of Postcard)



(Back of Postcard)



MINUTES
MINUTES OF THE REGULAR MEETING OF THE
BICYCLE PEDESTRIAN COMMISSION
December 19th, 2018

The meeting was called to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL:

Present: Erik Lindskog, Sean Lyn, Jennifer Shearin, Gerhard Eschelbeck, Pete Heller
Staff: David Stillman (Senior Civil Engineer), Julie Chiu (Transportation Associate Civil Engineer)

Others Present: Larry Dean (Walk-Bike Cupertino), Ilango Ganga and other citizens.

1) APPROVAL OF MINUTES

The Commission did not receive the draft minutes and thus did not vote on approval of the prior month's minutes.

ORAL COMMUNICATIONS

- a. Ilango Ganga made public comments on the decision procedure of public construction. Mr. Ganga wondered why there was more public comments for the Junipero Serra Trail than the Regnart Creek Trail.
- b. Larry Dean made a suggestion on the connection of a bike boulevard from south to north in Cupertino. The suggestion is to encourage San Jose to make Blaney Blvd. (south of Bollinger Blvd.) better. A good implementation example is what Cupertino has done for bike lanes.

WRITTEN COMMUNICATIONS

No written communications.

OLD BUSINESS

2) Junipero Serra Trail Feasibility Study (Stillman)

Recommended Action: Receive Final Draft of Junipero Serra Trail Feasibility Study. Make Recommendation Regarding Study Adoption and Trail Alternative Selection (Stillman)

The commission received presentation on the Trail from Dave Ruben. The commission discussed whether the City can take over the maintenance and the response from the staff was positive. Alternative #1 is more fundable compared to alternative #2 due to its smaller scale of construction.

Commissioner Lindskog preferred to hold on the bridge project and explore options to align alternative #1 and #2 together. Commissioner Lyn preferred not to take the cheaper solution and agreed any options for De Anza crossing. He is in favor of alternative #2.

Commissioner Eschelbeck supports the projects and was in favor of alternative #1 except where alternative #2 is absolutely necessary. He voted for an at grade crossing for De Anza and suggested to plan for the future for a bridge crossing type.

Commissioner Heller wondered about the feasibility to implement all segments in using alternative #1. The response from the consultant was positive on the feasibility to all sections. A similar example is the San Tomas trail, which is not very wide but still serves its purpose.

Commissioner Shearin agrees with Commissioners Eschelbeck and Heller and shares the concerns for the costs if the BPC chooses a bridge crossing at De Anza. She would prefer alternative #1 and only having a box culvert where necessary.

Motion: BPC to endorse alternative #1 alignment, trail entry from the bike boulevard will be connected from the west at Mary Ave, Stelling Road undercrossing, and De Anza at grade crossing alternative #1.

Vote results: 4 to 1 passed. (Lyn dissents)

NEW BUSINESS

3) Cupertino High School Bicycle Safety Improvements (Shearin)

Recommended Action: Discuss Design Options for Improving Safety for Bicycle Access to Cupertino High School (Shearin)

The commission received the draft of improvement plan and discussed it.

Motion: To recommend the improvement plan that to (1) add bike facility on the city property along the sidewalk next to CHS baseball field. (2) add ramp connecting from Finch street level to the bike facility (3) add crosswalk on the location marked as #7 in the diagram (4) add "Yield to Ped" painting on the road (5) remove green bike crossing from the draft plan.

Vote results: 5 to 0; passed.

4) Stelling Road/McClellan Road Bike Box (Stillman)

Recommended Action: Make Recommendation Regarding Status of Bike Box on Northbound Approach of Stelling Road at McClellan Road upon Elimination of Right-Turn-Only Lane (Stillman)

The current implementation of bike lane and bike waiting box reduce the car lanes from two to one and cause significant traffic congestion during rush hour and the City received many complaints from the residents.

Traffic survey shows during each hour 90 cars make right turns from Stelling to McClellan.

Motion: Swap bike lane and the right most car lane. No right turn on red. Keep bike box.

Vote: 5 to 0; passed

Amended Motion: To state the need of implementation: change was "requested by Staff"

Vote: 5 to 0; passed

5) Floating Bus Stop Costs and Concepts (Stillman)

Recommended Action: Discuss Floating Bus Stop Designs and Related Costs (Stillman)

The Commission received presentation on different “floating bus stop designs” including LA DOT design. Need for possible implementation of design in specific areas along Stevens Creek Boulevard where protected bike lane is compromised due to bus pulloffs combined with driveways (such as at Finch/Stevens Creek).

STAFF AND COMMISSION REPORTS**6) Staff Report (Stillman)**

The Commission received the status report for all projects listed in the Bike Plan. Heller would like to understand whether there is a deadline for communication to home owner over the right-of-the-way. Stillman needs to discuss with the City.

7) VTA BPAC Report (Lindskog)

VTA BPAC meeting was cancelled.

8) Public Relations Subcommittee Report (Heller)

The Commission decided to have report of each Mayor’s meeting and to send message to all City Councilmembers every month. The message needs to be discussed and needs to be in the agenda each month.

9) Report on Committee assignments and general comments

No discussion this month.

ADJOURNMENT

Meeting adjourned at 9:25 p.m.

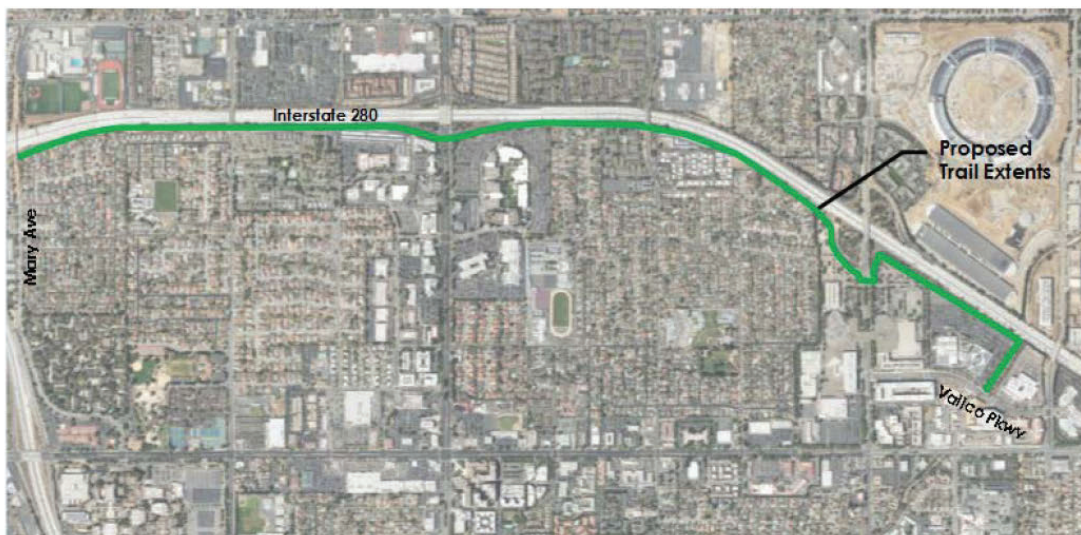
SUBMITTED BY:


Sean Lyn, Commissioner



PUBLIC MEETING NOTICE JUNIPERO SERRA TRAIL FEASIBILITY STUDY

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

MEETING #3
Wednesday, June 6, 2018 | 6:00 p.m. to 8:00 p.m.
Cupertino Community Hall | 10350 Torre Ave

For more information about the project, please visit www.cupertino.org/bikeplan. Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or jenniferfc@cupertino.org



PUBLIC MEETING NOTICE

Junipero Serra Trail Feasibility Study

Public Meeting #3

June 6, 2018 | Community Hall



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If you are receiving this postcard, you reside along or near the proposed trail extents and we encourage you to attend. Your participation and input is important in determining whether or not City Council should continue to fund this project.

For more information and to sign up for e-notifications, please visit: www.cupertino.org/bikeplan

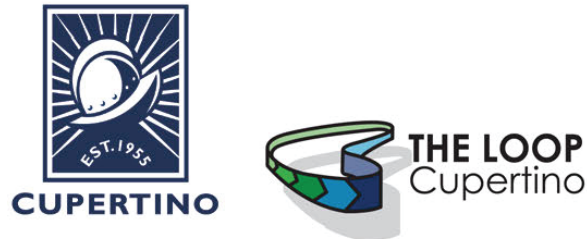


10300 Torre Avenue
Cupertino, CA 95014

— MEETING DETAILS —

Public Meeting #3
Date: Wednesday, June 6, 2018
Time: 6:00 p.m. to 8:00 p.m.
Location: Community Hall
10350 Torre Ave, Cupertino

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



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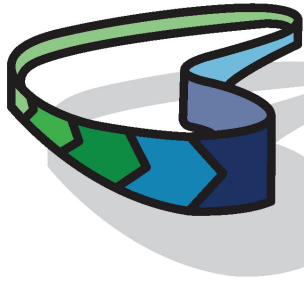
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THE LOOP Cupertino

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

Imagining the **Junipero Serra Trail** Segment



UPCOMING MEETINGS

Project
Goals +
Objectives

Public Meeting #1

Wednesday December 6, 2017
6 pm to 8 pm | Quinlan Community Center

Alternative
Alignment
Plans

(same content,
two locations)

Public Meeting #2a

Tuesday February 20, 2018
6 pm to 8 pm | Quinlan Community Center

Public Meeting #2b

Monday February 26, 2018
6 pm to 8 pm | Cupertino Community Hall

Draft
Alignment
Plan

Public Meeting #3

Wednesday June 6, 2018
6 pm to 8 pm | Cupertino Community Hall

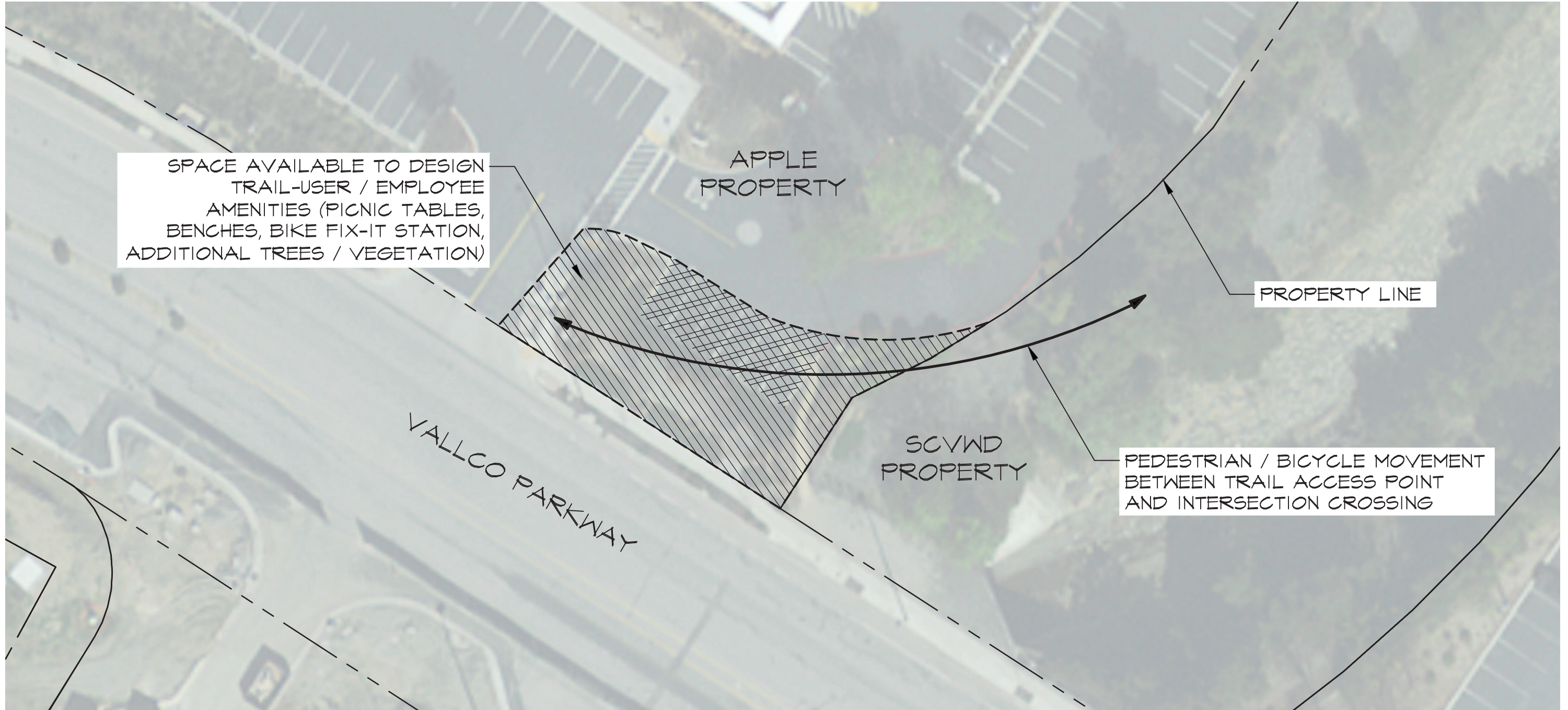


PLEASE
**SHARE
YOUR
THOUGHTS!**

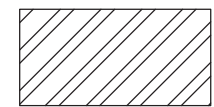
STAY UPDATED!

visit www.cupertino.org/bikeplan to learn more about the project!

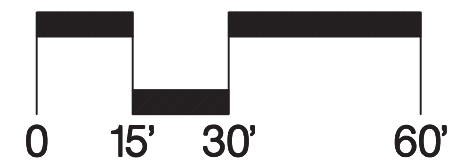
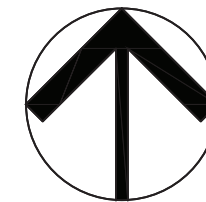




TOTAL AREA REALLOCATED FROM APPLE PROPERTY
4,800 SQFT



TOTAL PARKING STALLS REALLOCATED FROM APPLE PROPERTY
6 PARKING STALLS



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Jana Schwartz <j.schwartz@callanderassociates.com>

Box Culvert Information - Junipero Serra Trail

1 message

David Rubin <drubin@callanderassociates.com>

Tue, Mar 6, 2018 at 2:07 PM

To: Jennifer Chu <JenniferC@cupertino.org>, David Stillman <DavidS@cupertino.org>

Cc: Jana Schwartz <jschwartz@callanderassociates.com>, Brian Fletcher <bfletcher@callanderassociates.com>

Jenn/David,

I wanted to follow up on your questions yesterday regarding the box culvert. I was able to connect with Sandis and get some additional information. Below is the email from Jenner Phillips at Sandis regarding **sizing of the culvert**. Also, attached to this email are Caltrans details for box culverts, similar to what we'd propose here.

I suspect the channel was designed for the full build-out condition as well as to accommodate the 100-yr storm. Assuming everything from Stevens Creek Blvd flows north into the channel, I roughly calculate a 100-yr flow rate of 1329 cu-ft/sec. This is based on a composite run-off coefficient of 0.64 for a drainage area of 940 acres.

I then compared that to the flow capacities of different parts of the channel. The box culvert (10ft wide x 6ft tall) just before the naturalized channel at Wolfe has a roughly calculated capacity of approximately 1340 cu-ft/sec.

Based on our conversations to cover the culvert to gain more space for the path, I think a good option might be to replace the trapezoidal channel with a box culvert where the top of the culvert could be the top of the path (or at least a part of the path) with direct manhole access for maintenance personnel.

The following segments of could be changed per the following:

- Mary to Stelling – 4'x4' Box Culvert;
- Stelling to De Anza – 8'x5' Box Culvert;
- De Anza to Wolfe – 10'x6' Box Culvert;
- Wolfe to Calabazas Creek – Remain Unlined Trapezoidal.

The unlined channel will very likely have to remain unlined. I doubt the Waterboards will allow a naturalized channel to be paved. They actively try to do the reverse.

Drain inlets should be installed along the length to allow surface water to flow in and culvert water to flow out if the channel floods.

Additional information regarding **access and maintenance**:

Q: How is culvert accessed and how far apart are access points?

A: Can cast the manhole access flush with the top of the culvert or add a riser if there is fill above. Typically manholes are either 300 or 400 ft apart. It depends on maintenance preferences and costs. Either end of the culvert will need bars or something to restrict access.

Q: How big are the access locations?

A: Typical 2' manhole access.

Q: What kind of equipment is needed to maintain culvert?

A: Smaller sections probably need to be flushed clean similar to circular pipe sections, larger sections could allow a crew inside with equipment (power washers, brooms, shovels, etc...). The box culverts are designed to handle H-20 loading

Lastly, alternative #2 means converting 10,100 linear feet of ditch from Mary Ave. to Wolfe Rd to box culvert (or about 1.91 miles). The last section east of Wolfe would remain unlined as it is today.

I hope this helps and please let me know if you need anything else regarding the culverts. Thanks,

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DESIGN NOTES:

Design Specifications:
AASHTO LRFD Bridge Design Specifications, 6th Edition with California Amendments.

Loading:
Live load: (AASHTO LRFD 3.6.1.2)
HL-93 consists of design truck or design tandem and design lane load.

Impact Factor: (Apply to roof slab only)
 $IM = 33(1.0 - 0.125D_e) \geq 0\%$ (AASHTO LRFD 3.6.2.2)
 D_e = minimum depth of earth cover

Earth load:
Earth pressure for two conditions:
140 pcf vertical, 42 pcf horizontal
140 pcf vertical, 140 pcf horizontal

Load Factors:
AASHTO LRFD Table 3.4.1.1 & Table 3.4.1.2

Unit stresses:
 $f'_c = 3600$ psi
 $f_y = 60,000$ psi

Distribution "d" bars:
Up to and including 10'-0" cover
Express as a percentage of main positive reinforcement required: $\frac{100}{\sqrt{S}}$, Max 50%,
Over 10'-0" cover,
4 @ 12 maximum

Shear:
 $V_c = \{2.14\sqrt{f'_c} + 4600 \frac{A_s}{bd} \frac{V_u d_o}{M_u}\} b \cdot d_o \leq 4.0\sqrt{f'_c} b \cdot d_o$ (Pounds)
 V_c shall not be less than $3.00\sqrt{f'_c} b \cdot d_o$ for frame members and $2.5\sqrt{f'_c} b \cdot d_o$ for simply supported members.

Exclusion:
Compressive reinforcement and negative moment reduction (for continuity) do not apply.
Axial loading on members has not been considered.

CONSTRUCTION NOTES:

Construction loads:
Strutting required as shown on Standard Plan D88.
Strutting may be required on culvert extensions when existing parapet is removed.

Expansion joints:
Invert:
No expansion joints shall be permitted.

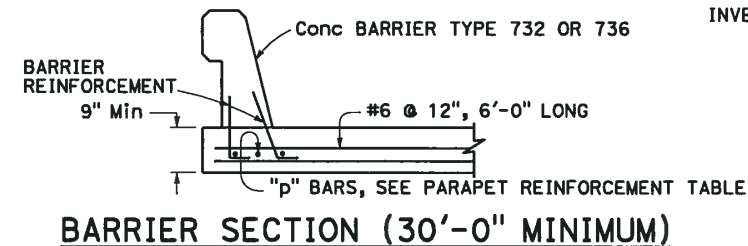
Roof and Walls:
When cover is less than span length-
Place 1/2" premolded expansion joint filler at 30'-0" ± centers outside the paved roadway lanes and place Bridge Detail 3-2, Standard Plan B0-3, at 30'-0" centers under paved roadway lanes.
When cover is more than span length-
Place 1/2" premolded expansion joint filler at 30'-0" ± centers and additional 1/2" premolded expansion joints at locations of change in foundation character, as directed by the Engineer.

Construction joints:
Temporary joints may be permitted if normal (or radial) to ϵ of RCB. Otherwise, the contractor is to submit a proposal for consideration.

Cutoff walls:
4'-0" cutoff walls are to be provided at inlet and/or outlet unless adjacent channel is lined and unless otherwise shown. These walls are to be extended if scour conditions warrant.

Earthwork:
See Standard Plan A62E.

Backfill:
See Standard Specifications, except that the difference in level of backfill (against outside walls) shall not exceed 2'-0".



GENERAL NOTES:

Designation:
Standard single or multiple box culverts are shown on plans as span times height with maximum cover over roof thus: 8' x 5' RCB with 10' or double 10' x 5' RCB with 20', followed by alternatives.

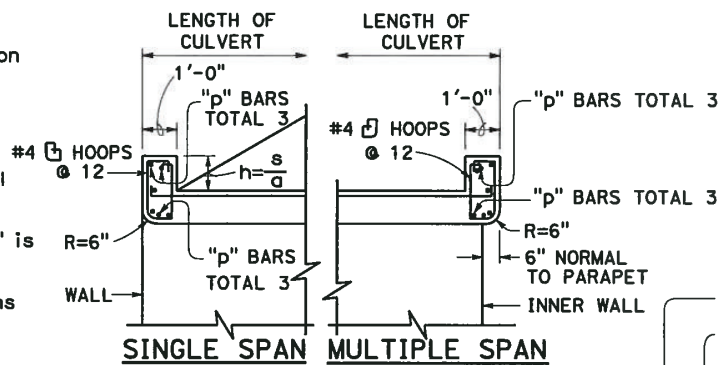
Alternatives:
Single cell: Invert will be sloped unless "trapezoidal invert", "flat invert" or "V invert" is included in designation.
Multiple cell: Invert will be vee unless "flat invert" is specified. Ends of culvert will be rounded unless "square ends" are designated. Parapets will be as shown unless designated in plans. Such designations may be different for inlet and outlet ends.

Quantities:
Quantities do not include the following:
• Concrete for parapet, paving notches and cut-off wall.
• Reinforcement for 2% splices, parapets, paving notches, cut-off wall and additional required bars for exposed top slab (D-80, Note 9).

Reinforcement placement:
Main reinforcement is to be placed transversely or, for curved culverts, radially. When radial, reinforcing spacing of the "a", "r" and "g" bars is measured along the centerline. Stagger splices not shown. Hooks may be rotated or tilted, as necessary, for clearance.

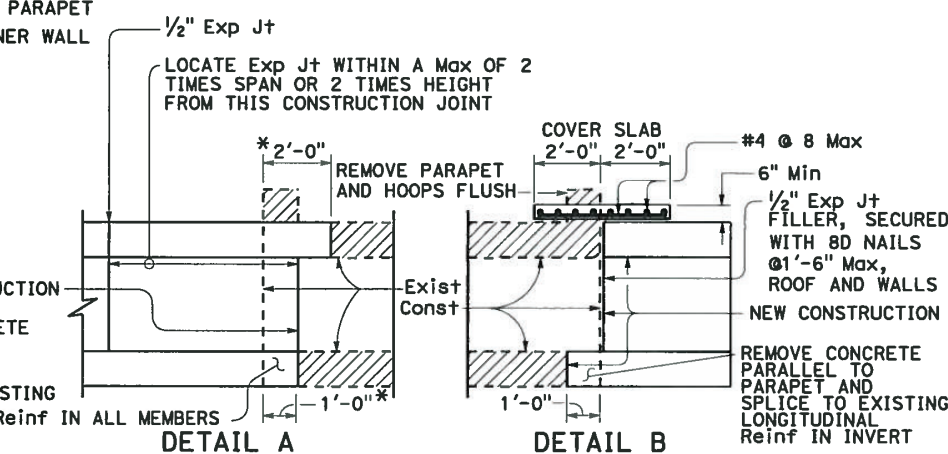
Special reinforcement coverage:
Box standard plans are not to be used for culverts in a corrosive environment or where there is a severe abrasive flow condition or in freeze-thaw locations.

Special design:
Required for culverts with conditions, loads, design bearing pressures or sizes greater than those given on this plan or Standard Plans D80 & D81. Also required for multiple cell culverts with unequal spans. For culverts with railroad loading, see the current AREMA design specification.
3 or more cells:
For culverts with more than two cells, use dimensions and reinforcement for the standard "double box culvert" and adjust quantities accordingly.



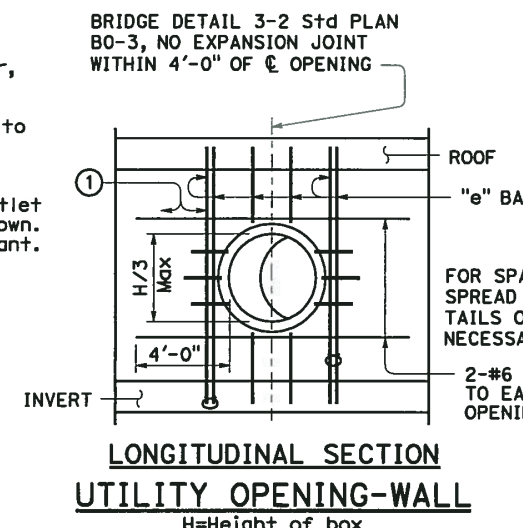
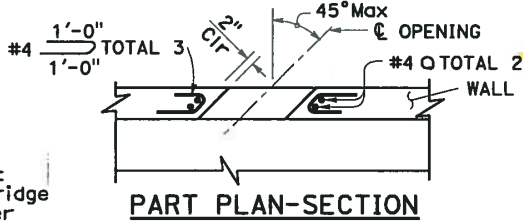
PARAPET REINFORCEMENT
s = Clear span (ft)
a = 12 cosine skew angle
h = Height, 1'-0" Min

SPAN	PARAPET "p" BARS		
	0° TO 15°	16° TO 30°	31° TO 45°
4'	#4	#4	#4
6'	#4	#4	#5
8'	#4	#5	#6
10'	#5	#6	#7
12'	#6	#7	#8
14'	#7	#8	#9

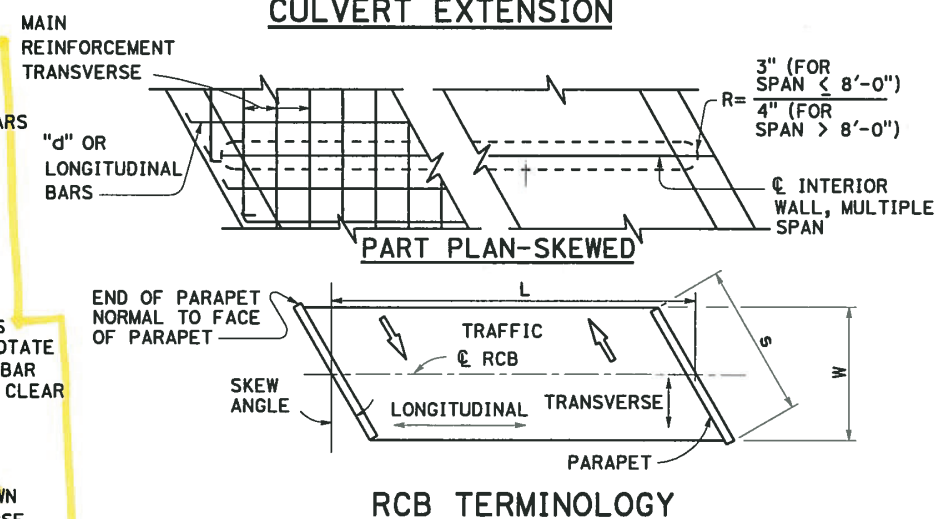
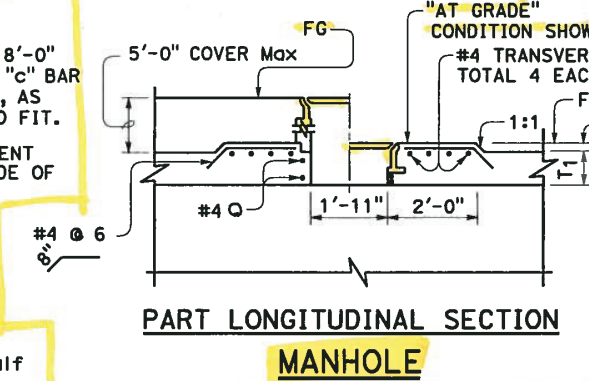
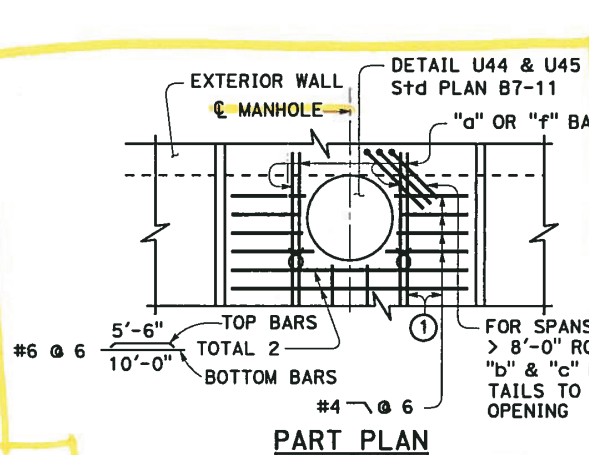


20° maximum skew as shown. If existing longitudinal and transverse reinforcing bars in top slab are lap spliced with new longitudinal and transverse reinforcing bars, the 20° skew may be exceeded. Lap splicing may require removal of top slab in excess of 2'-0" shown.

Single cell only, no skew allowed, 1'-0" minimum cover.
* Measured perpendicular to parapet



① Adjacent to each side of the opening, place additional bars equivalent to half the interrupted main reinforcement.



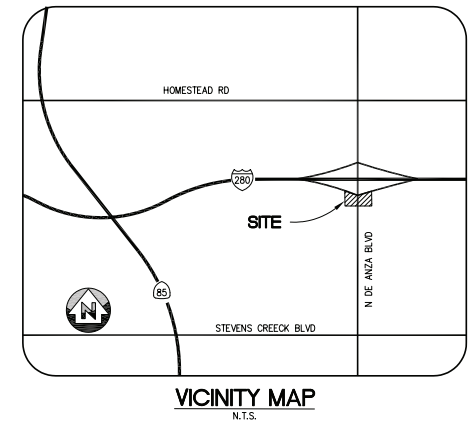
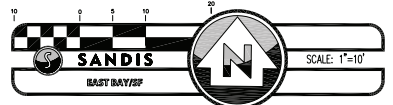
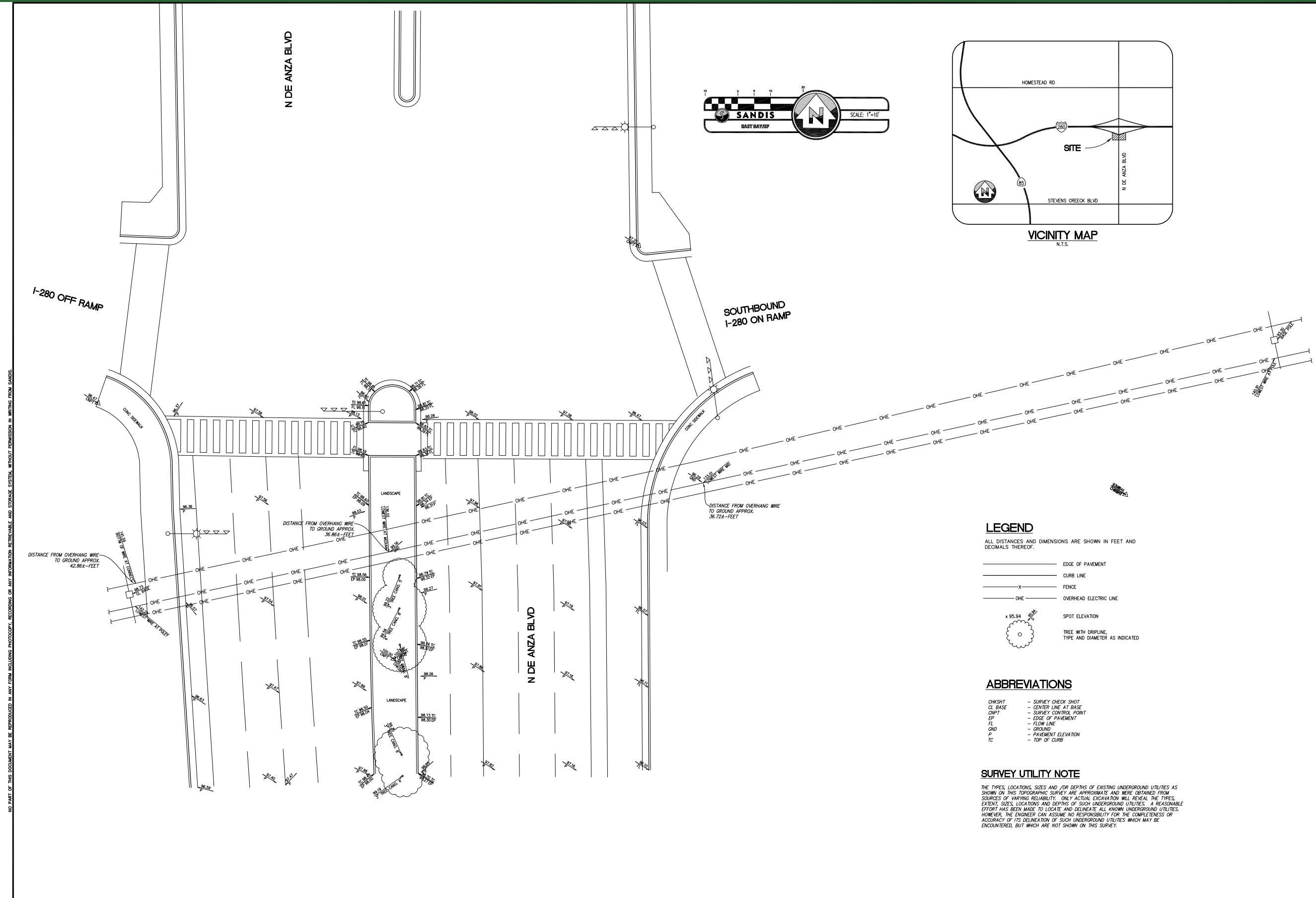
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CAST-IN-PLACE REINFORCED CONCRETE BOX CULVERT MISCELLANEOUS DETAILS
NO SCALE

2015 STANDARD PLAN D82

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LEGEND

- ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
- EDGE OF PAVEMENT
 - CURB LINE
 - x- FENCE
 - OHE — OVERHEAD ELECTRIC LINE
 - x 95.94 SPOT ELEVATION
 - TREE WITH DRIPLINE, TYPE AND DIAMETER AS INDICATED

ABBREVIATIONS

- CHKSHOT — SURVEY CHECK SHOT
- CL BASE — CENTER LINE AT BASE
- CNP1 — SURVEY CONTROL POINT
- EP — EDGE OF PAVEMENT
- FL — FLOW LINE
- GND — GROUND
- P — PAVEMENT ELEVATION
- TC — TOP OF CURB

SURVEY UTILITY NOTE

THE TYPES, LOCATIONS, SIZES AND /OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

NO PART OF THIS DOCUMENT MAY BE REPRODUCED IN ANY FORM INCLUDING PHOTOCOPIES, RECORDS OR ANY INFORMATION RETRIEVABLE AND STORAGE SYSTEM WITHOUT PERMISSION IN WRITING FROM SANDIS.

SANDIS CIVIL ENGINEERS SURVEYORS PLANNERS 636 Ninth Street Oakland, CA 94607 P. 510.873.8866 www.sandis.net SILICON VALLEY TRI-VALLEY CENTRAL VALLEY EAST BAY/SF	DATE: 07-02-18 SCALE: 1"=10' DRAWN BY: RAB APPROVED BY: DRAWING NO: 617052	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No.	REVISION	DATE	BY					I-280 CHANNEL TRAIL AT NORTH DE ANZA BLVD	OVERHEAD ELECTRICAL LINES PARTIAL SURVEY	SHEET T-1 OF SHEETS
	No.	REVISION	DATE	BY									
CUPERTINO CALIFORNIA													

File: X:\P\617052\3 SURVEY\1 MAPPING\Deliverable\1-1.dwg Date: Jul 02, 2018 - 2:48 PM

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