

Project Background

HOW DID WE GET HERE?
WHAT'S NEXT?

The City of Cupertino 2016 Bicycle Transportation Plan ("2016 Plan") prioritized a list of recommended projects to promote bicycling in Cupertino, including a series of multi-use paths that, when joined together, would form the "Cupertino Loop Trail".

One of the recommended trail network segments identified in the 2016 Plan is a trail south of and roughly parallel to Interstate 280 between Mary Avenue and Tantau Avenue, referred to as the Junipero Serra Trail.

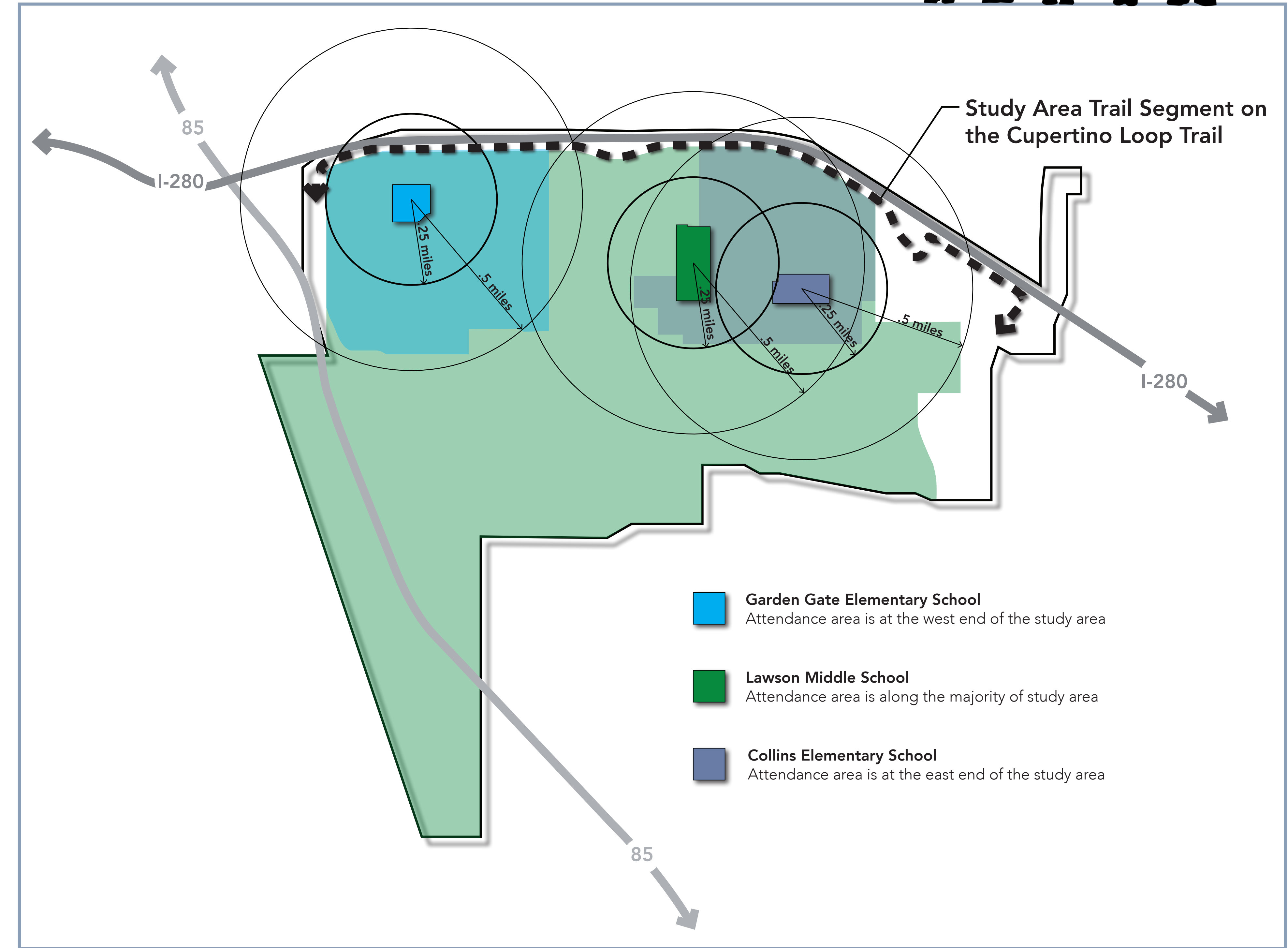
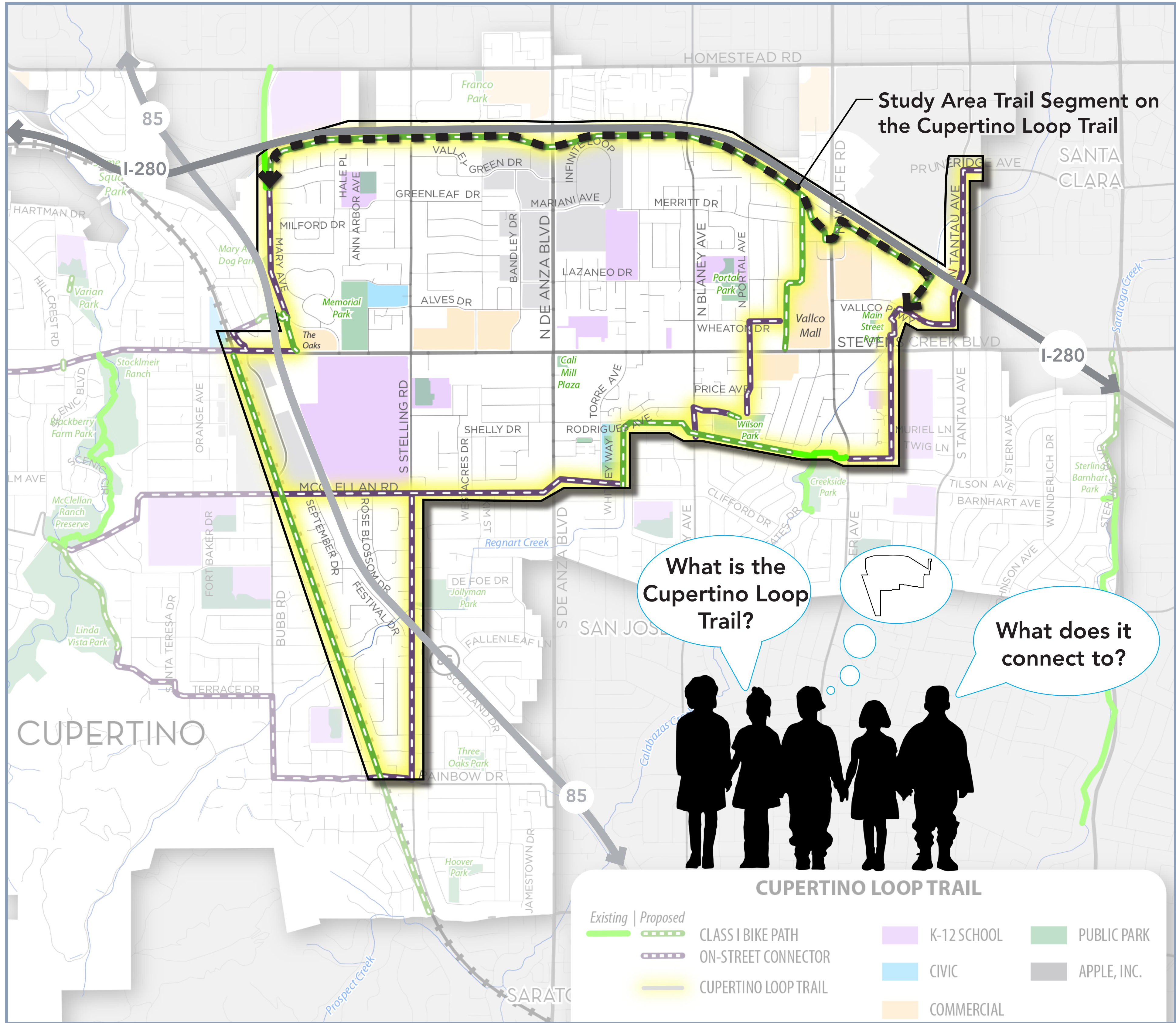
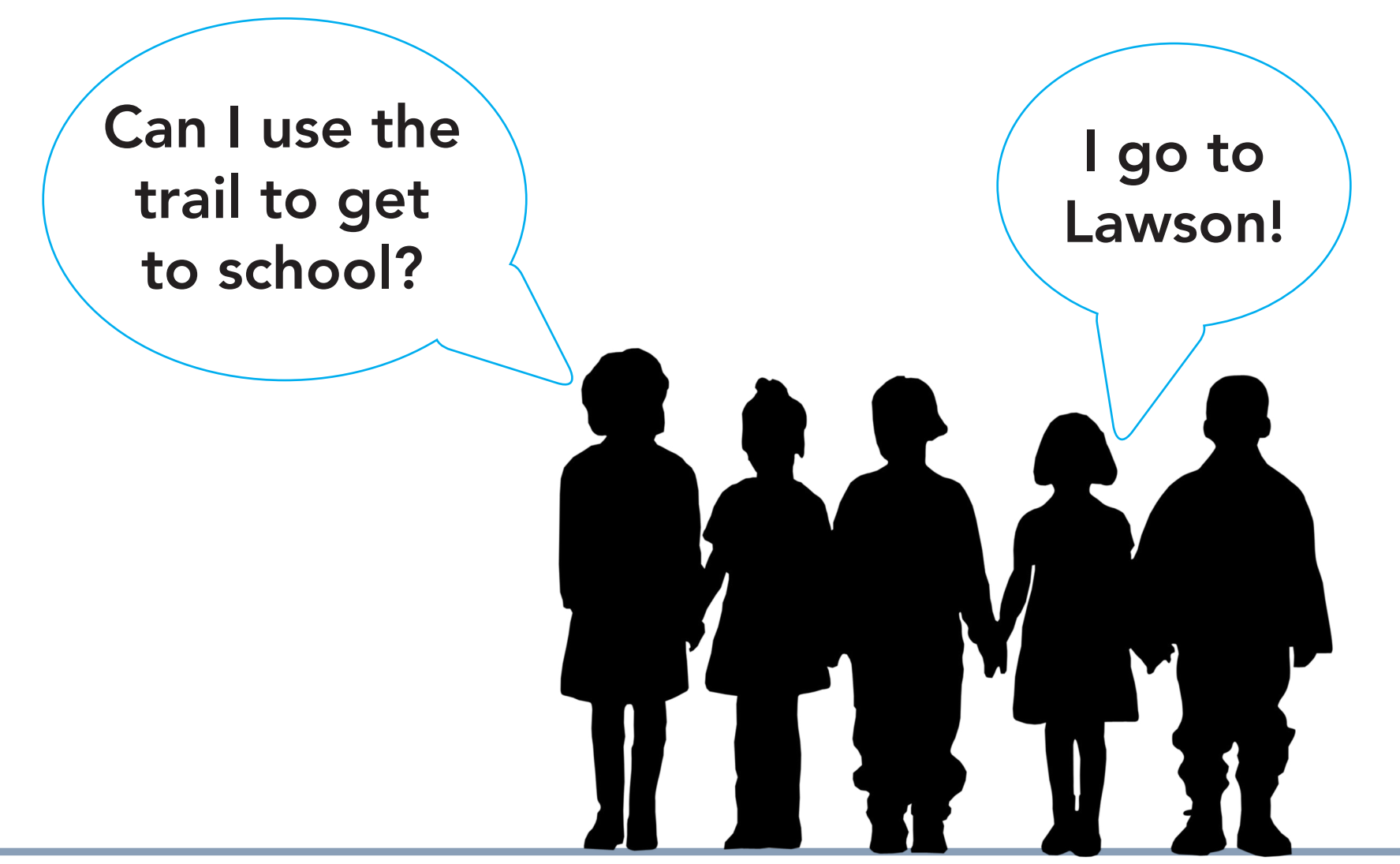
The Junipero Serra Trail would be the first off-street connection (east/west) across town

In May 2016, the Cupertino City Council adopted the 2016 Plan.

This Feasibility Study evaluates the practicality of implementing a class-1 multi-use (bicycle and pedestrian shared use) trail along this segment of the Cupertino Loop Trail.

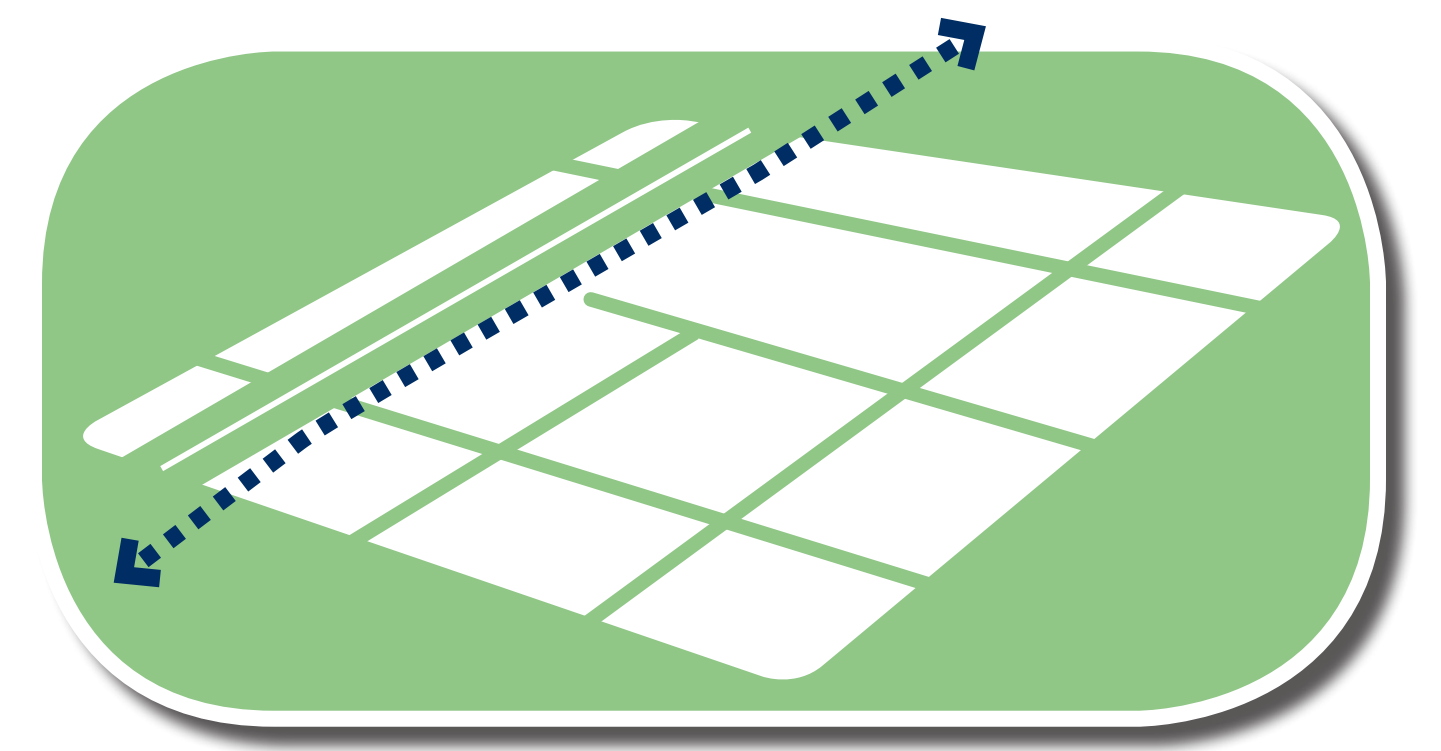
Junipero Serra Trail

Getting to and from school is a destination for potential trail users. This graphic shows the proximity of three schools in Cupertino to the trail study area.



Project Goals and Objectives

GOAL 1. Form a clear understanding of the project area, including adjoining neighborhoods, businesses, and community services, and align with other City plans that impact the study area.



GOAL 2. Have an inclusive community outreach process and encourage participation and input throughout all phases of the study.



GOAL 3. Identify if the trail is feasible (in entirety or in segments) and provide reasoning for these findings to support future City of Cupertino trail projects.



GOAL 4. Any others? (add your thoughts to the flip chart)

Alignment with Other Cupertino Plans

CUPERTINO GENERAL PLAN – Community Vision 2015-2040

- **#3 Improve Connectivity:** Create a well-connected and safe system of trails, pedestrian and bicycle paths and create access to interesting routes to different destinations.
- **#4 Enhance Mobility:** Ensure the efficient and safe movement of pedestrians and bicyclists to fully accommodate Cupertino's residents, workers, visitors and students of all ages and abilities. Pedestrian and bike paths should comprise an integrated system of fully connected and interesting routes to all destinations.
- **#7 Ensure Attractive Community Design:** Complement the overall community fabric by offering a variety of active, relaxing and intimate pedestrian spaces.

CITY OF CUPERTINO 2016 BICYCLE TRANSPORTATION PLAN

- **Goal 1 Programs:** Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs.
- **Goal 2 Safety:** Improve bicyclist safety through the design and maintenance of roadway improvements.
- **Goal 3 Mobility:** Increase and improve bicycle access to community destinations across the City of Cupertino for all ages and abilities.

SOUTH VALLCO CONNECTIVITY PLAN

- **Objective B. Bicycle Connectivity:** Improve internal bicycle circulation throughout South Vallco through new bicycle lanes and paths, bicyclist amenities, and the potential trail along the northern boundary of the area.
- **Objective C. Pedestrian Connectivity:** Enhance pedestrian walkways and pathways so they are better connected to buildings and parking areas in order to support retail uses, create a more welcoming environment and improve safety.
- **Objective G. Reduced Traffic Impacts:** Minimize traffic impacts on local neighborhoods by improving internal circulation, creating a multi-modal network to encourage bicycling and transit, fostering a "park once" atmosphere, and allowing for the efficient flow of traffic through South Vallco.

Input Gathered From Community Meeting #1

Input was gathered through the input packet, comments written directly onto the plans, and comments written on large flip charts

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

Input Packet – Question #1 (What do you like about this segment of the trail?)

- 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 (What can be improved in this segment of the trail?)

- 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 Garden Gate Elementary School; 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
- 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 on Stelling Rd.
- 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 at 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

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

Input Packet – Question #1 (What do you like about this segment of the trail?)

- 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 is 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
- Good east-west trail through Cupertino

Input Packet – Question #2 (What can be improved in this segment of the trail?)

- 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 under Blaney Avenue
- 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 Merrit 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!
- Along Lucille Ave there is 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

Flip Chart Comments

(no comments)

Input Gathered From Community Meeting #1

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Trail Segment #3 (Vallco Center to Vallco Parkway)

Input Packet – Question #1 (What do you like about this segment of the trail?)

- 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 (What can be improved in this segment of the trail?)

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

Flip Chart Comments

(no comments)

General Community Comments

- 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.