

Project Background

HOW DID WE GET HERE?

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

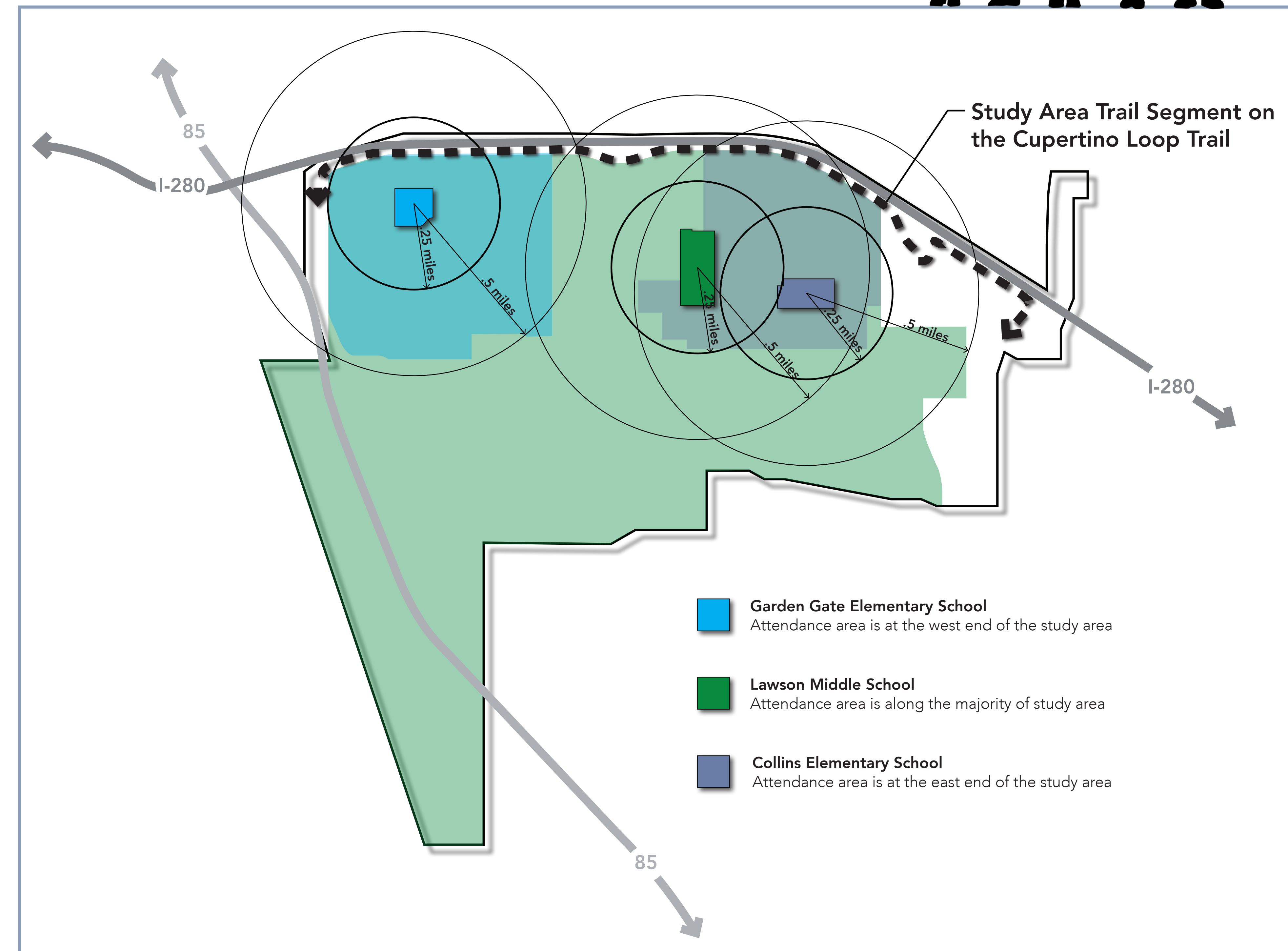
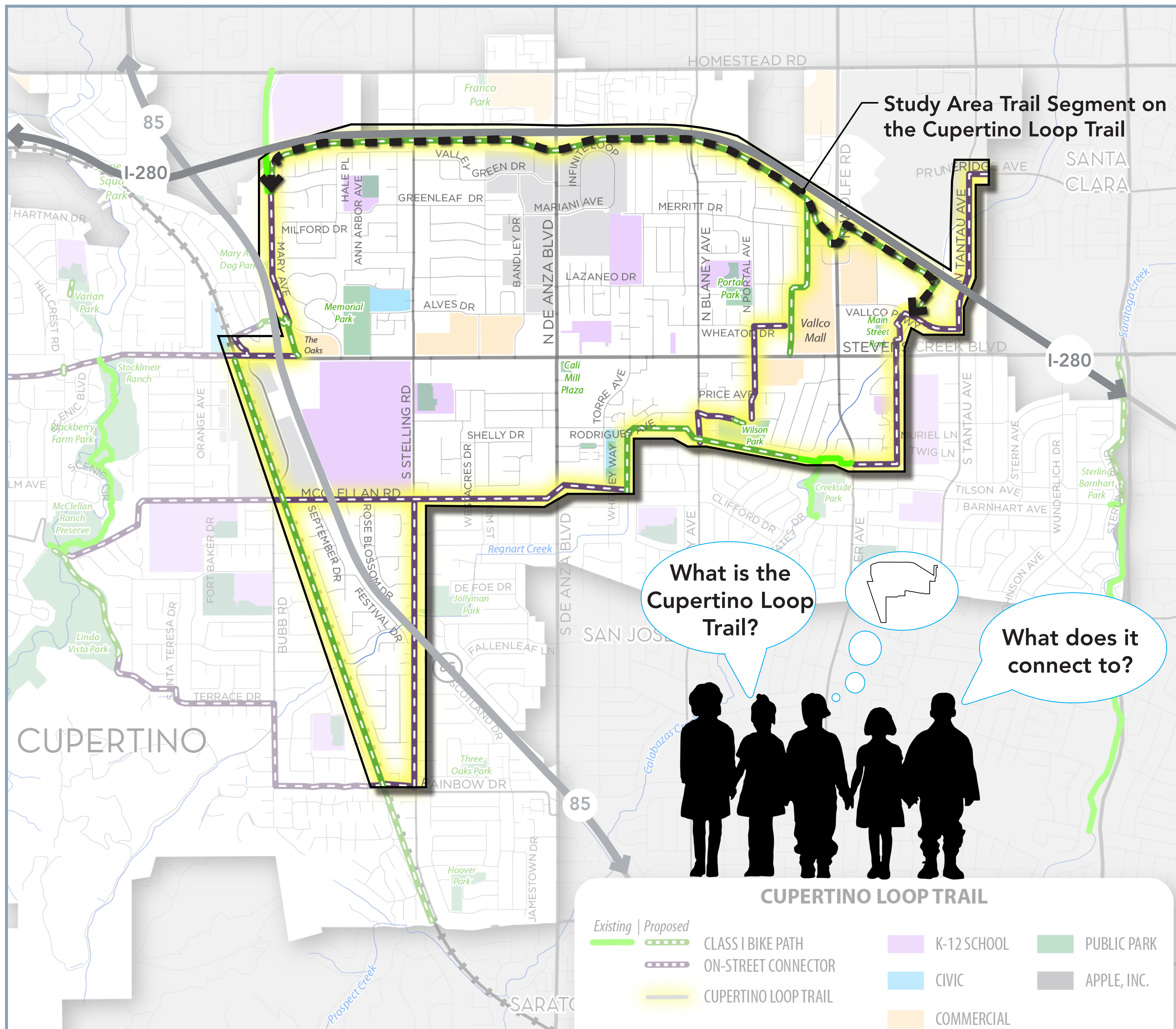
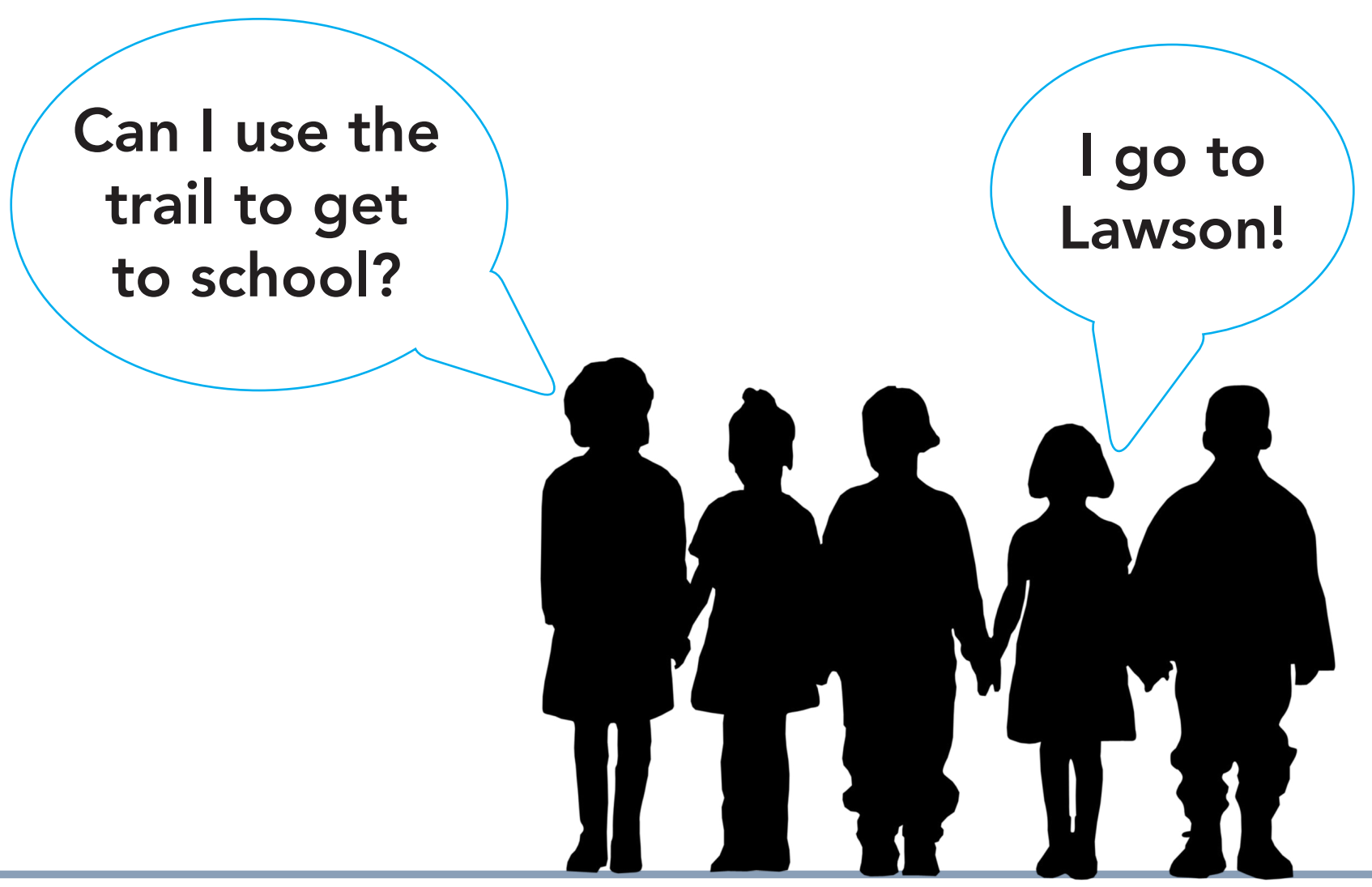
In May 2016, the Cupertino City Council adopted the 2016 Plan.

WHAT'S NEXT?

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.

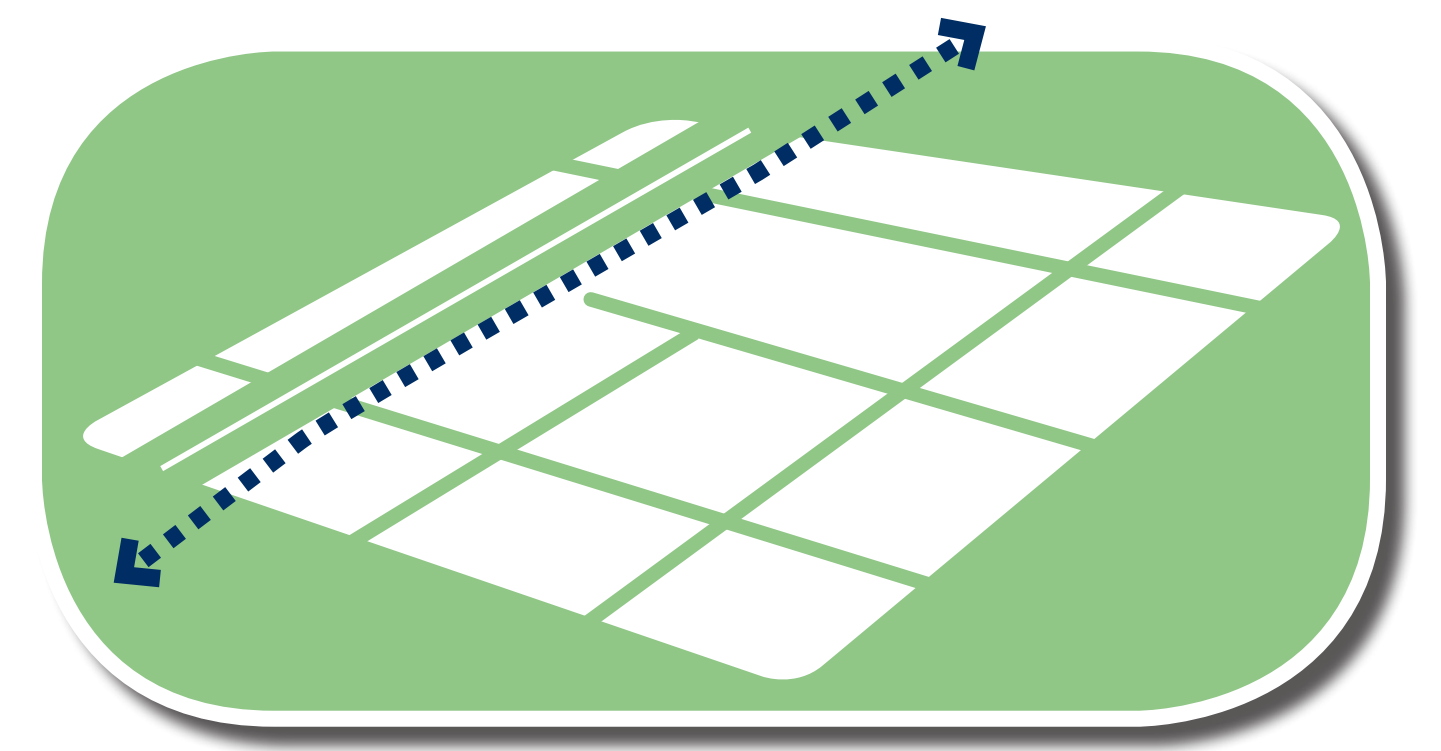
Junipero Serra Trail

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

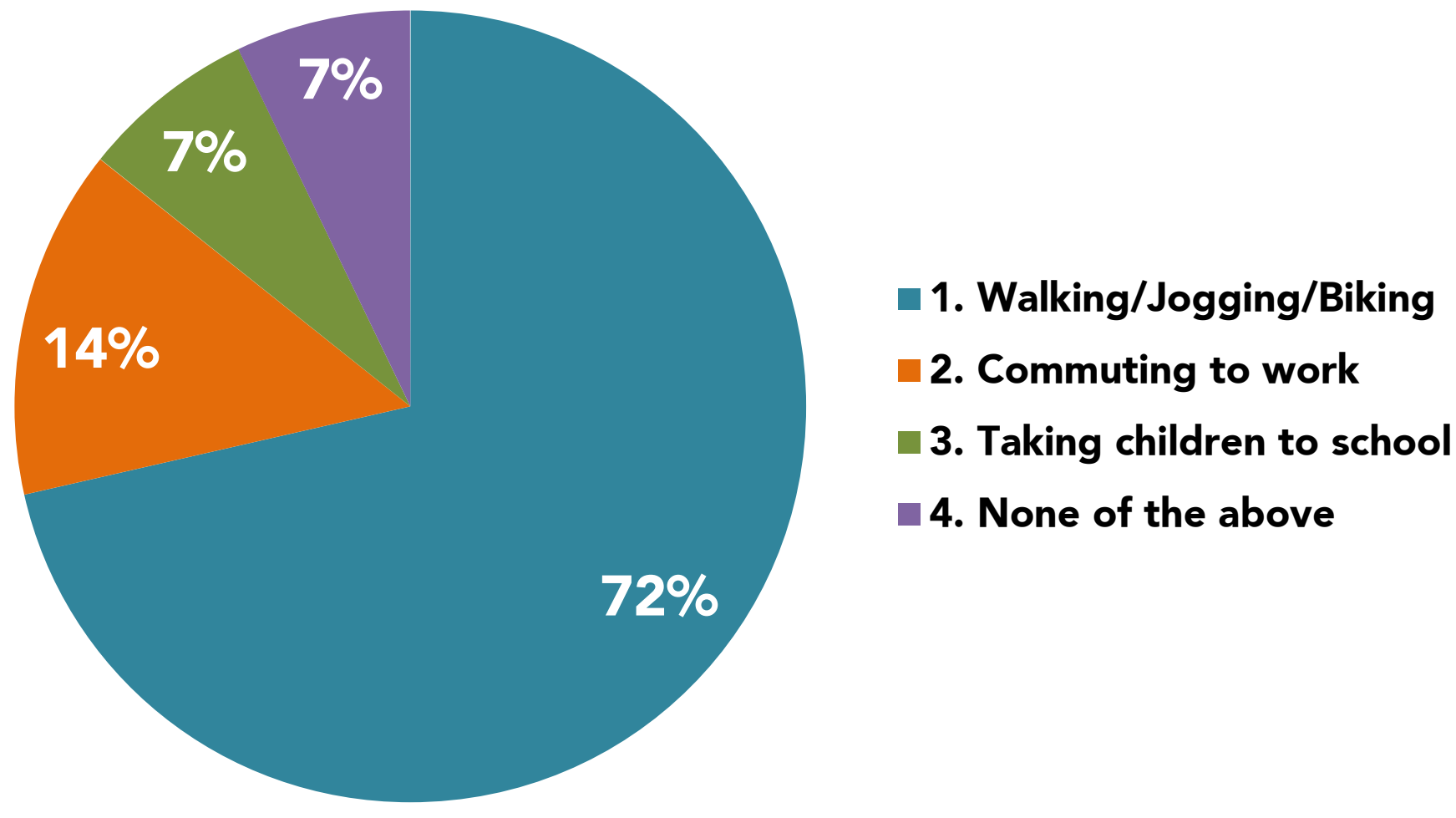
- **Goal 1 Programs:** Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs.
- **Goal 2 Safety:** Improve bicyclist safety through the design and maintenance of roadway improvements.
- **Goal 3 Mobility:** Increase and improve bicycle access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

SOUTH VALLCO CONNECTIVITY PLAN

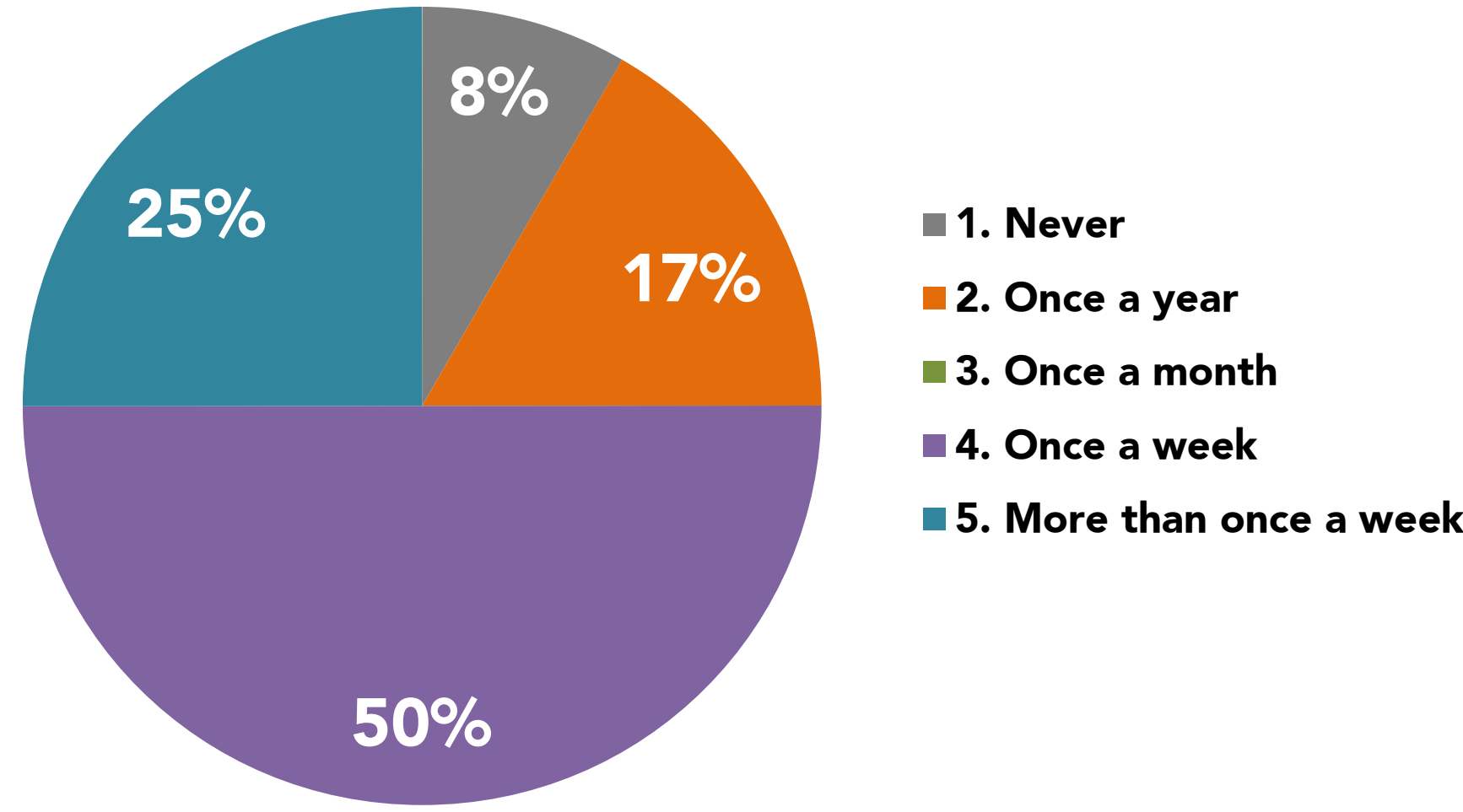
- **Objective B. Bicycle Connectivity:** Improve internal bicycle circulation throughout South Vallco through new bicycle lanes and paths, bicyclist amenities, and the potential trail along the northern boundary of the area.
- **Objective C. Pedestrian Connectivity:** Enhance pedestrian walkways and 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.

Community Meeting #1 Overall Input

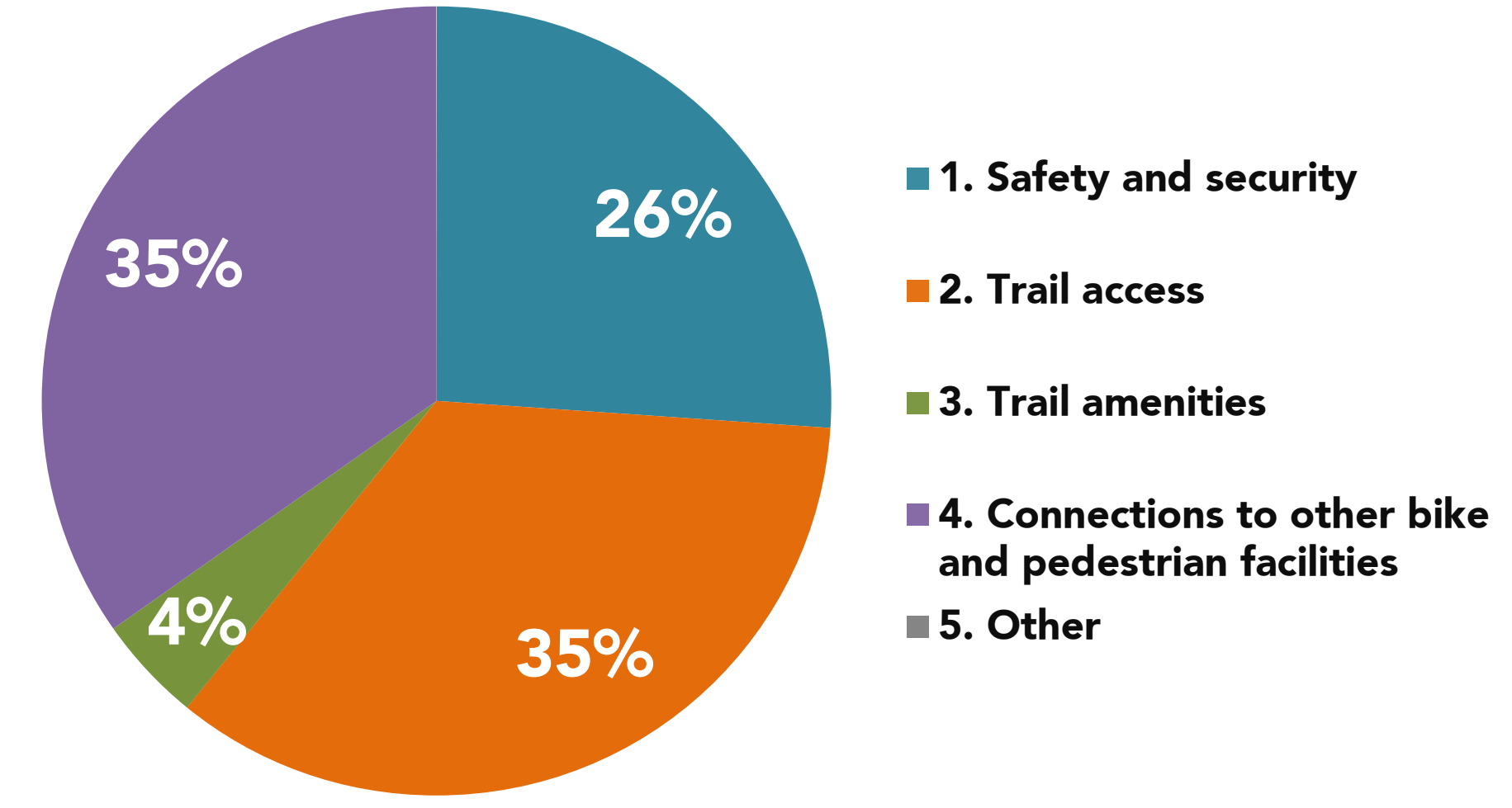
How would you use this trail?



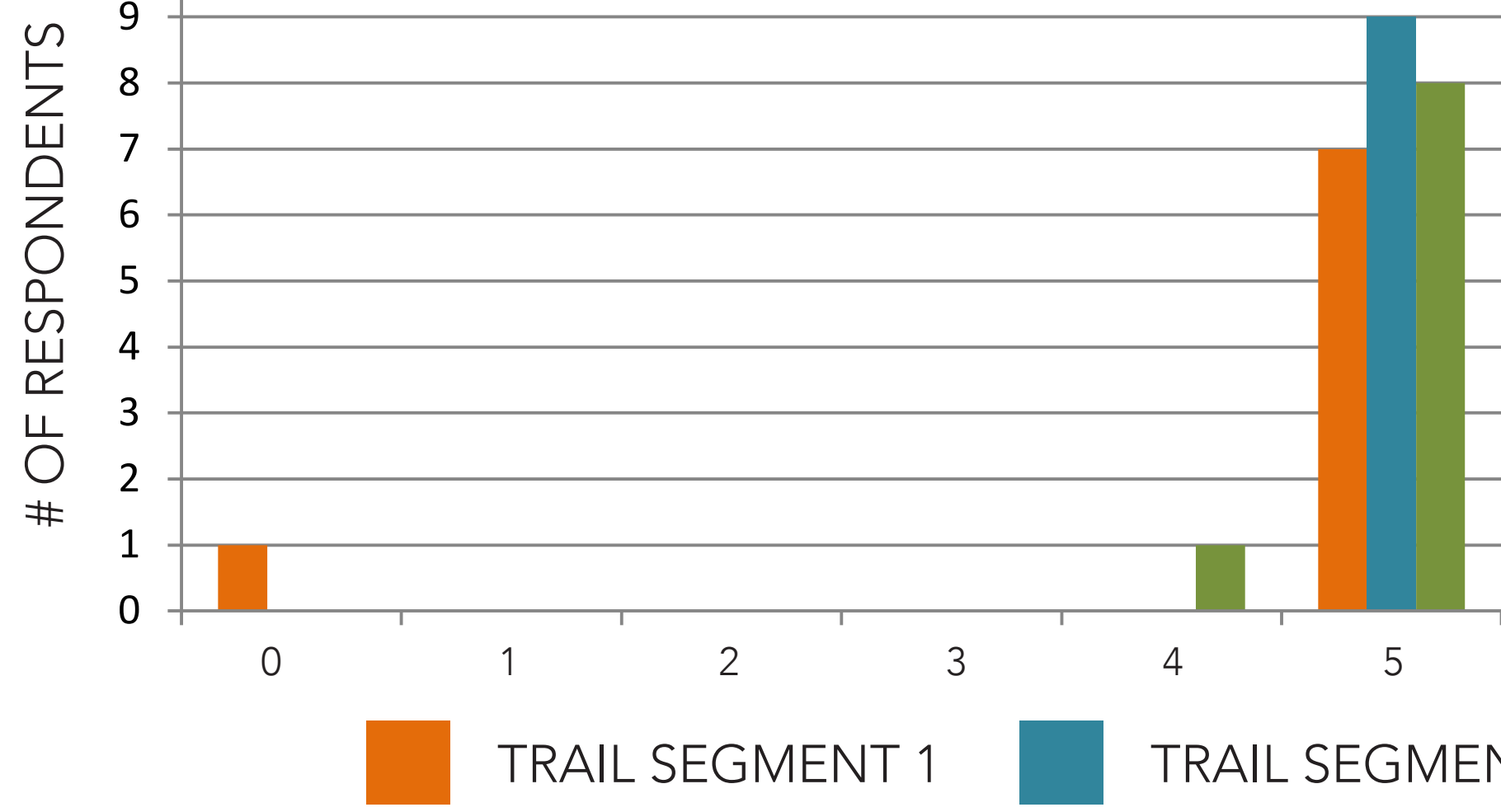
How often do you currently use a trail system elsewhere?



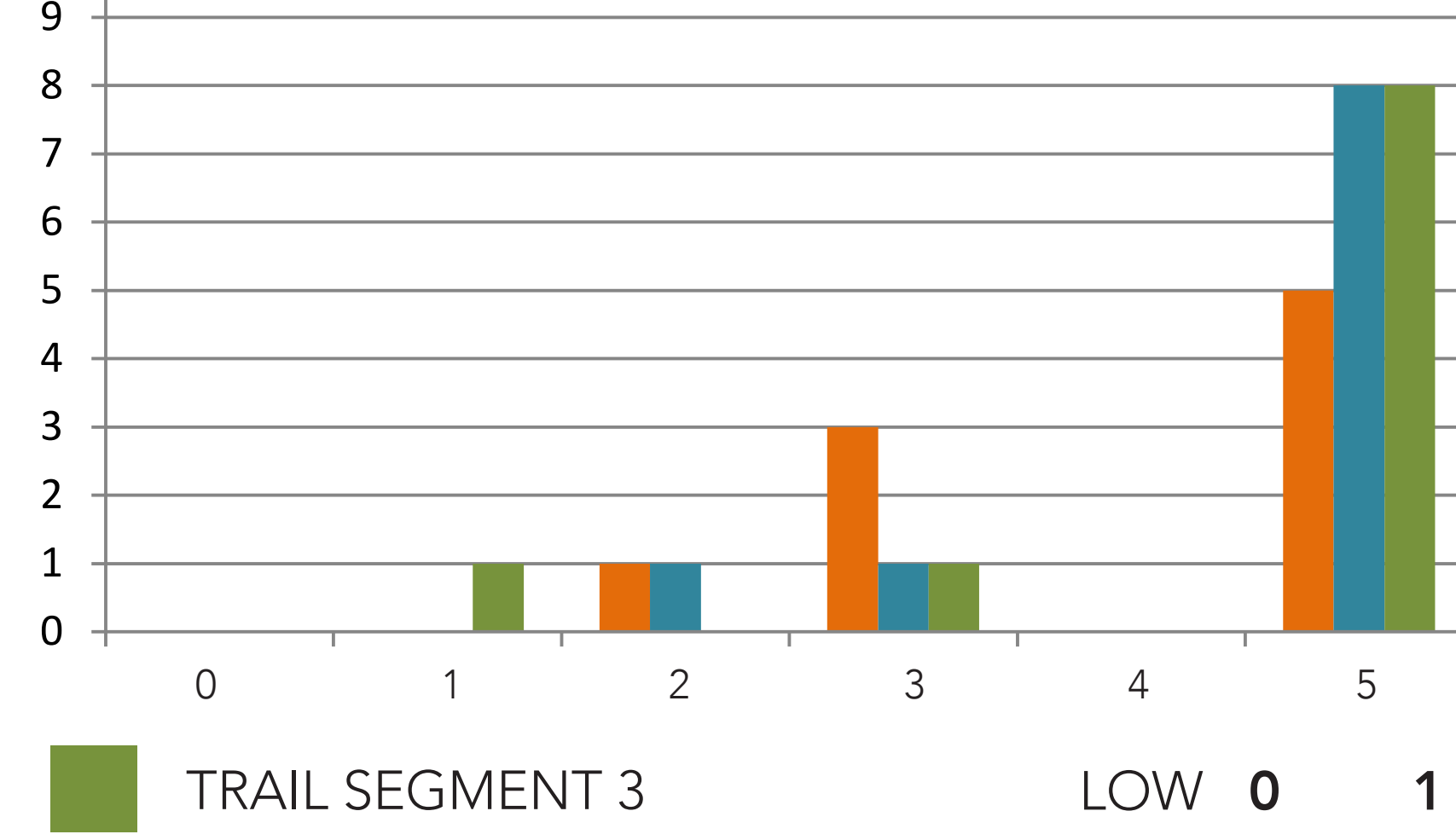
Regarding trail development, what's most important to you? Circle all that apply.



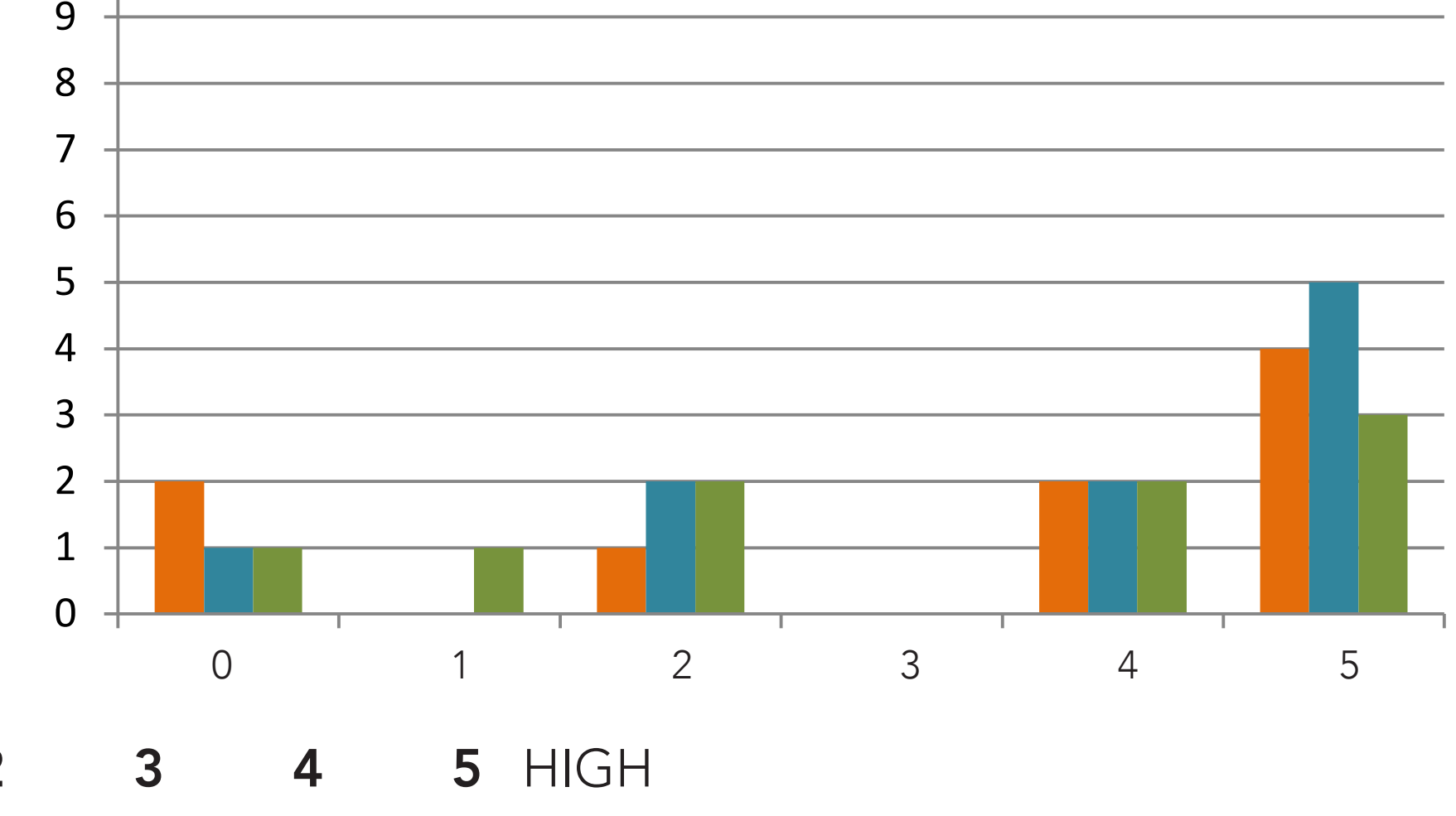
Overall Desirability



Suitability For Commuting To Work



Suitability Going To School



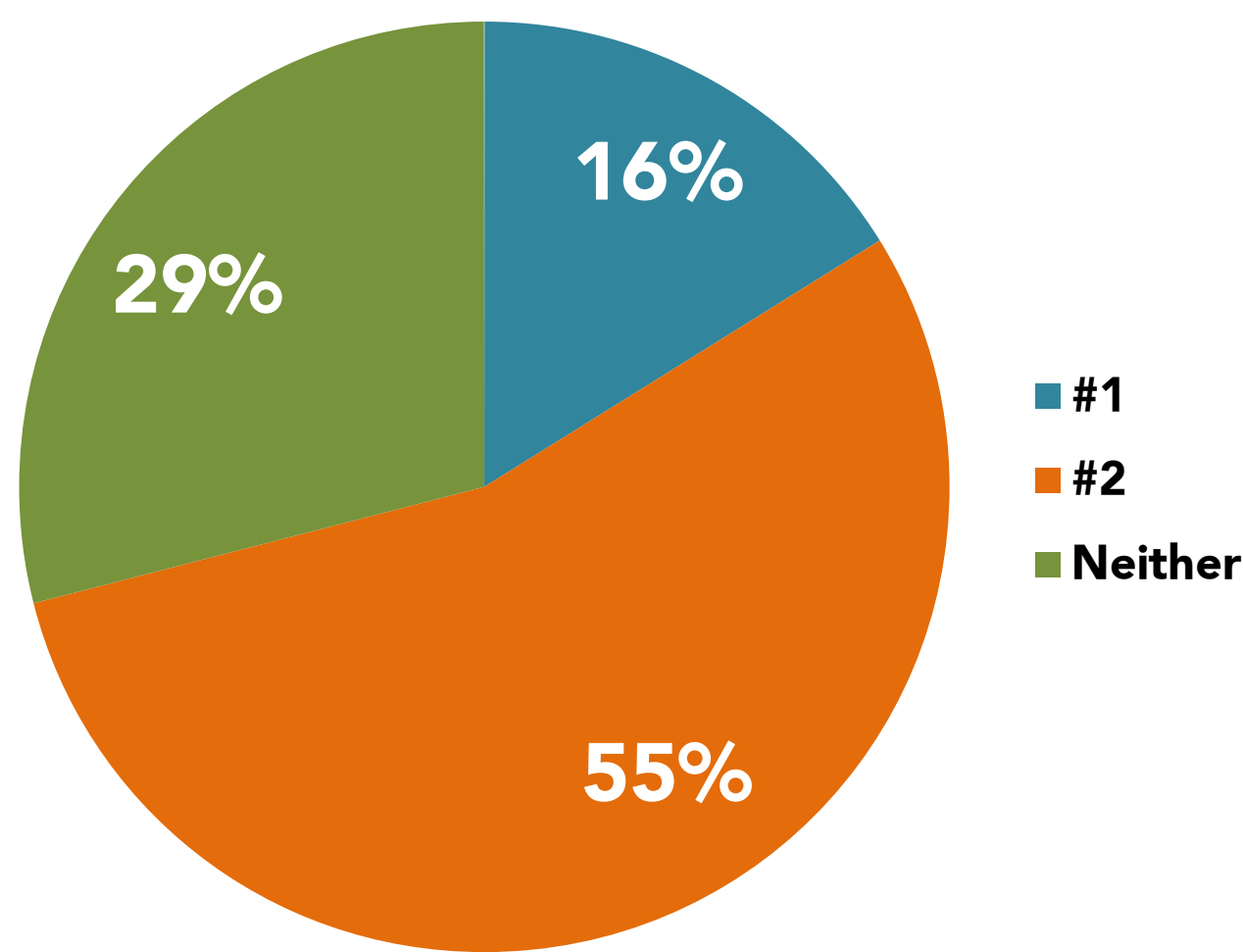
Community Meeting #2 Overall Input

Input Packet

Input Gathered From Community Meeting #2

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

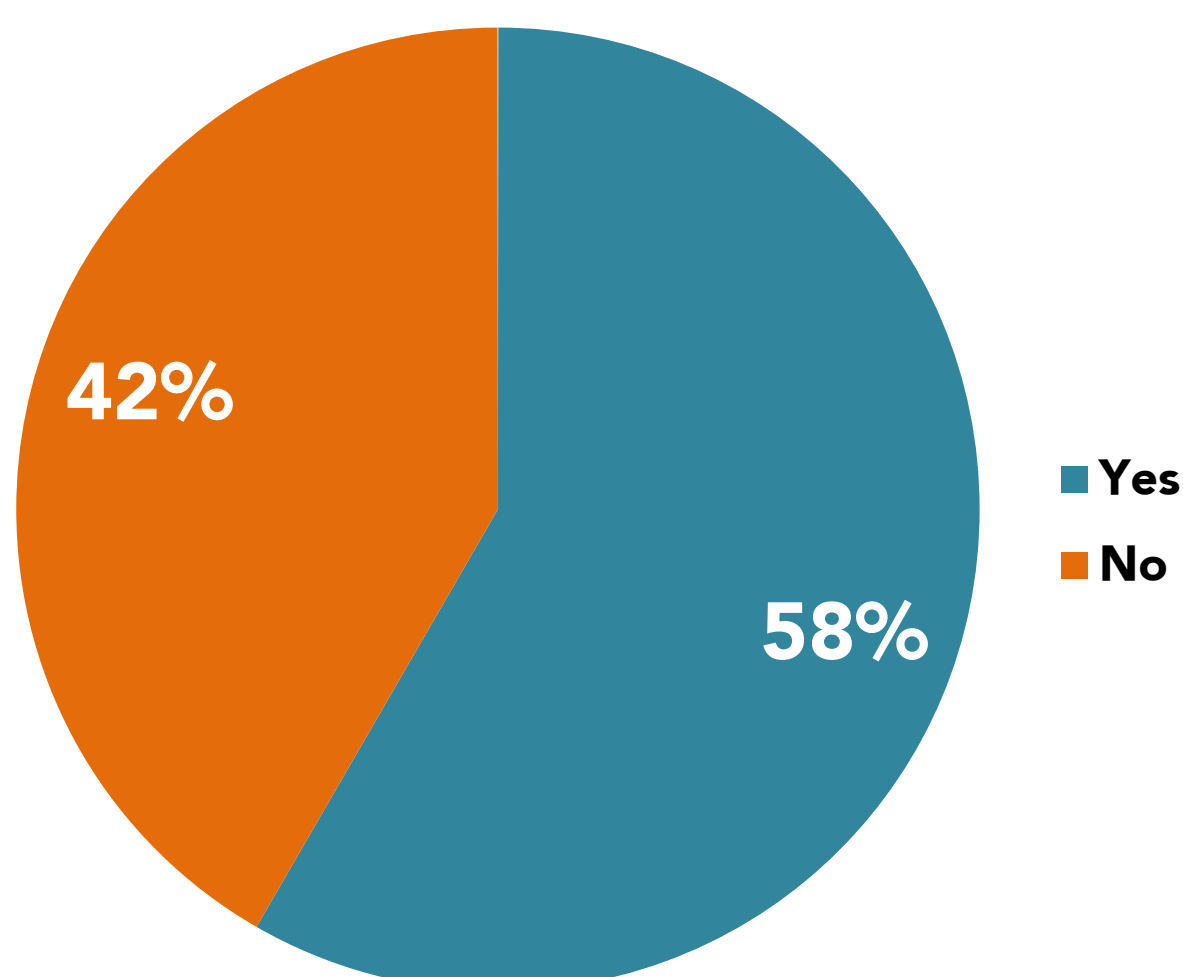
Which alternative do you prefer?



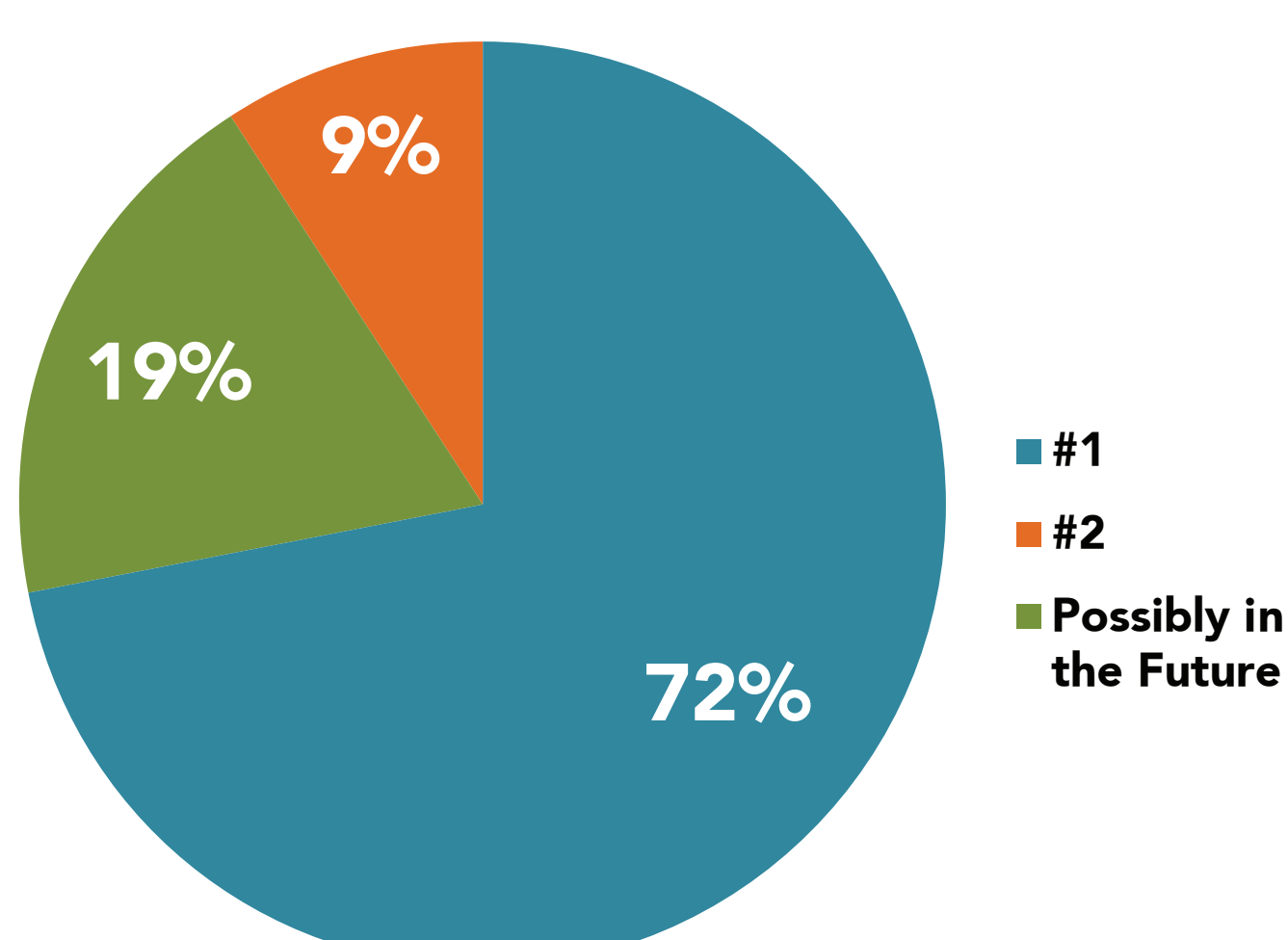
What factors impact your decision selecting a trail alternative?

- 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 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.

Do you live next to the trail?



Do you have children that would use the trail?



Project Background, Goals and Objectives

Input Gathered From Community Meeting #2

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

Flip Chart

- 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

General Project Comments

Input Gathered From Community Meeting #2

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

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
- 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.

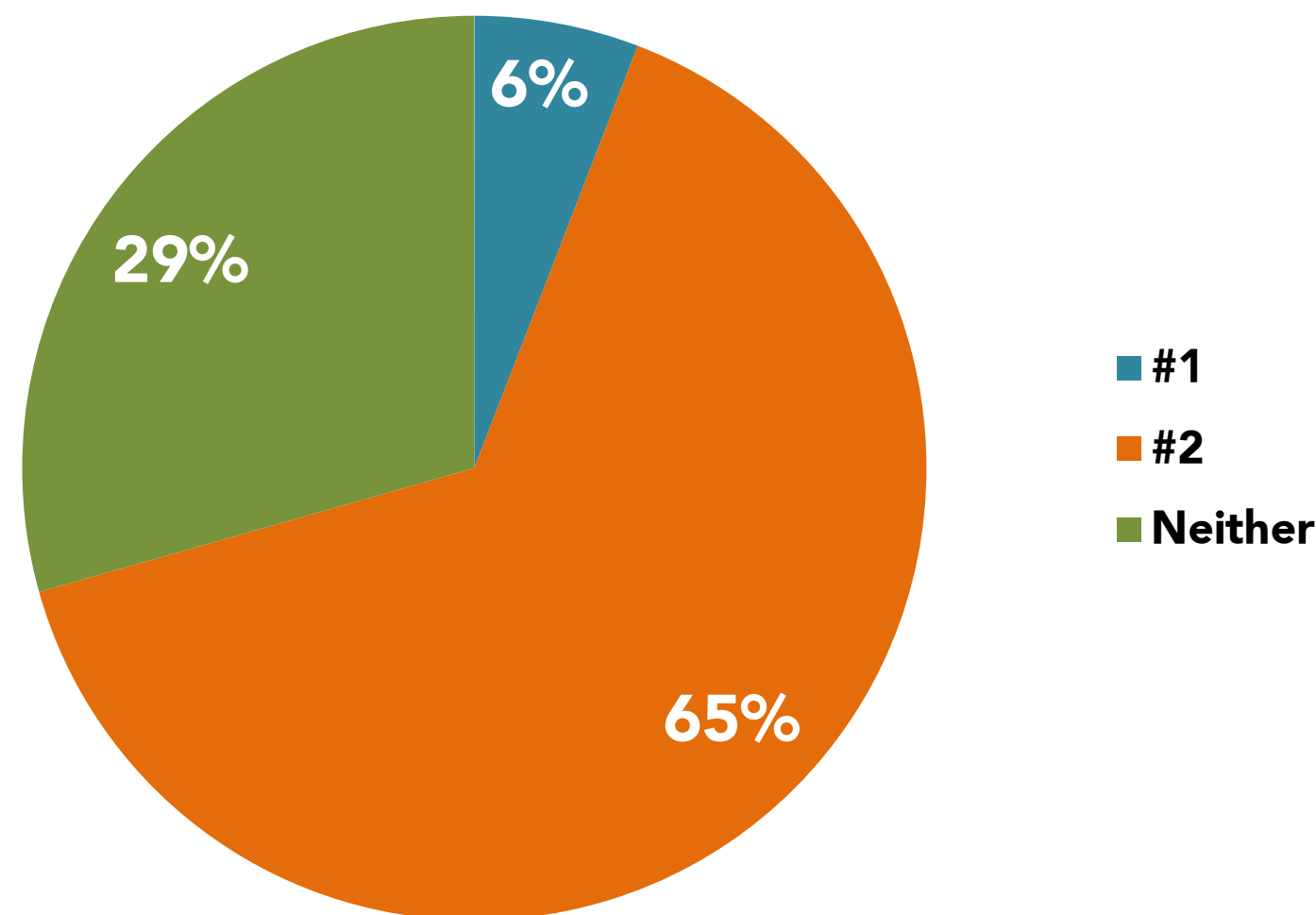
Trail Segment #1 (Mary Avenue to De Anza Boulevard)

Input Gathered From Community Meeting #2

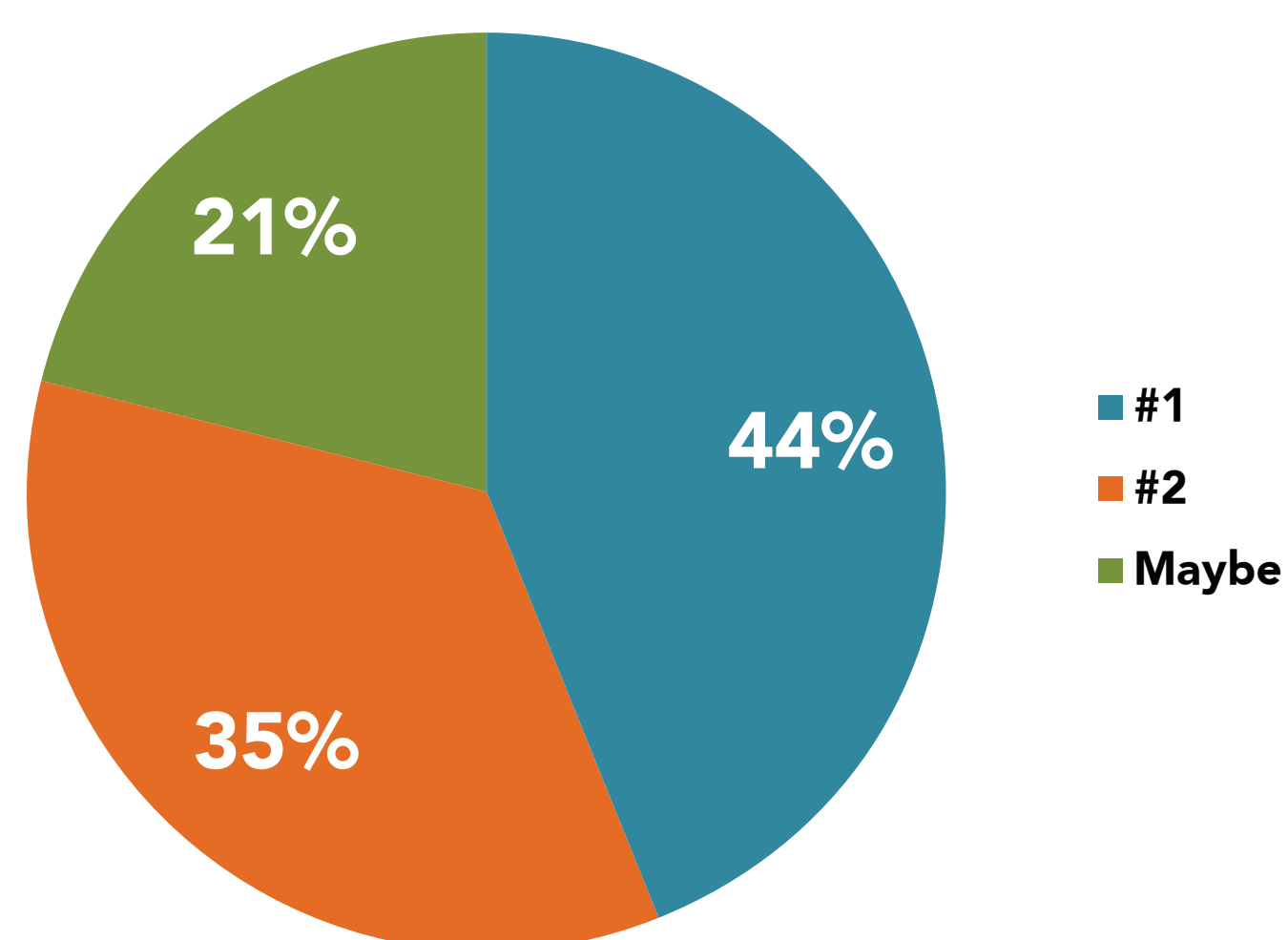
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Input Packet

At Mary Ave., which alternative do you prefer?



Would you use Mary Avenue Bridge to connect to his trail system?



What factors impact your decision in selecting a trail alternative (Mary Ave 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
- 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.

Do you have any additional comments about the Mary Ave 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.
- 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.

Comments on Mary Avenue Bridge Enlargement

- Pedestrian Trail: concern about buffering

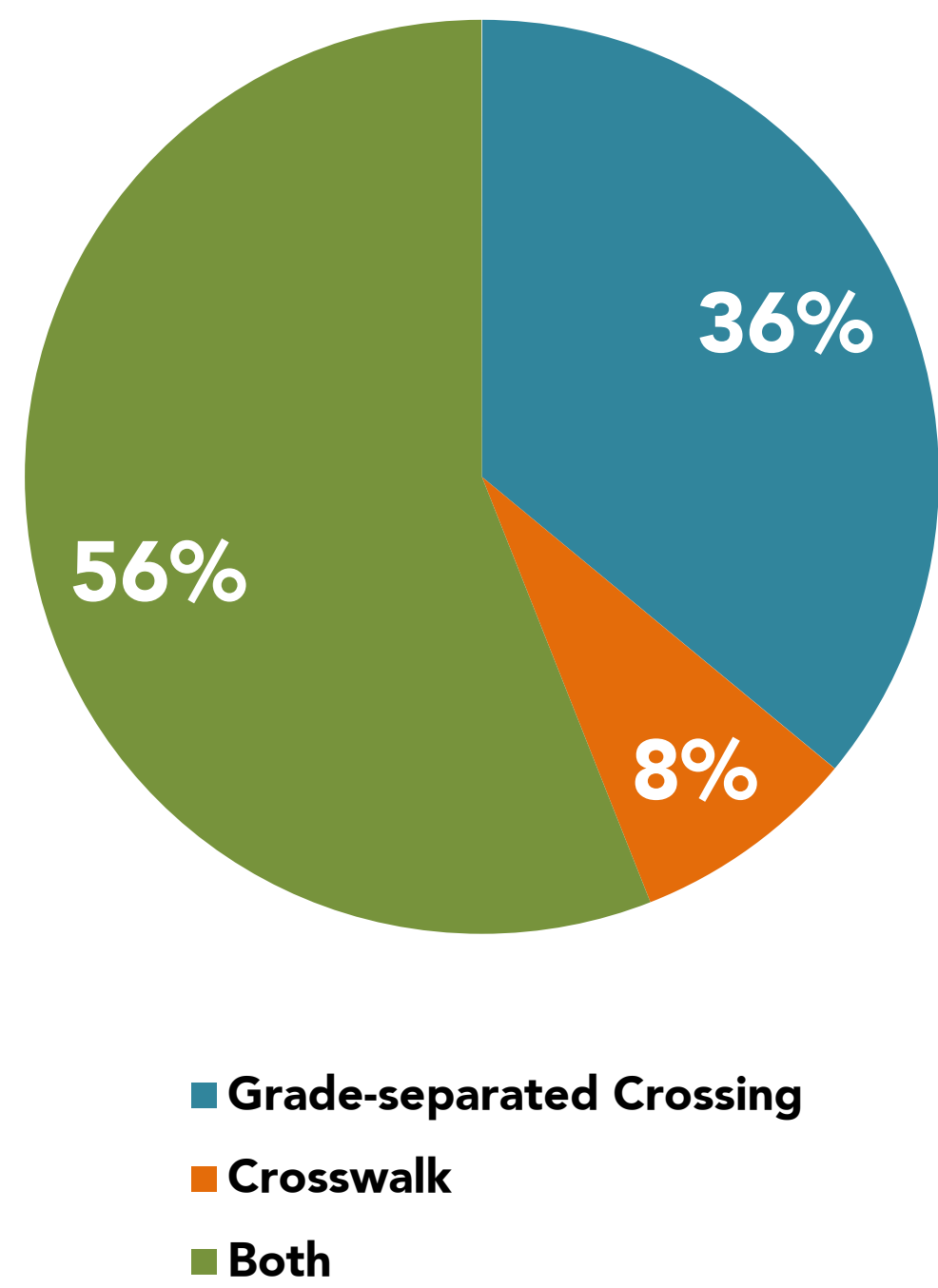
Trail Segment #1 (Mary Avenue to De Anza Boulevard)

Input Gathered From Community Meeting #2

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

Input Packet (cont.)

At Stelling Rd., what crossing type do you prefer?



Do you have any additional comments about the Station #3 trail segment (Stelling Road Crossing)?

- 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.

Comments on Stelling Road Crossing Enlargement

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

Comments on Trail Segment 1 Plan

- 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?

Flip Chart

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

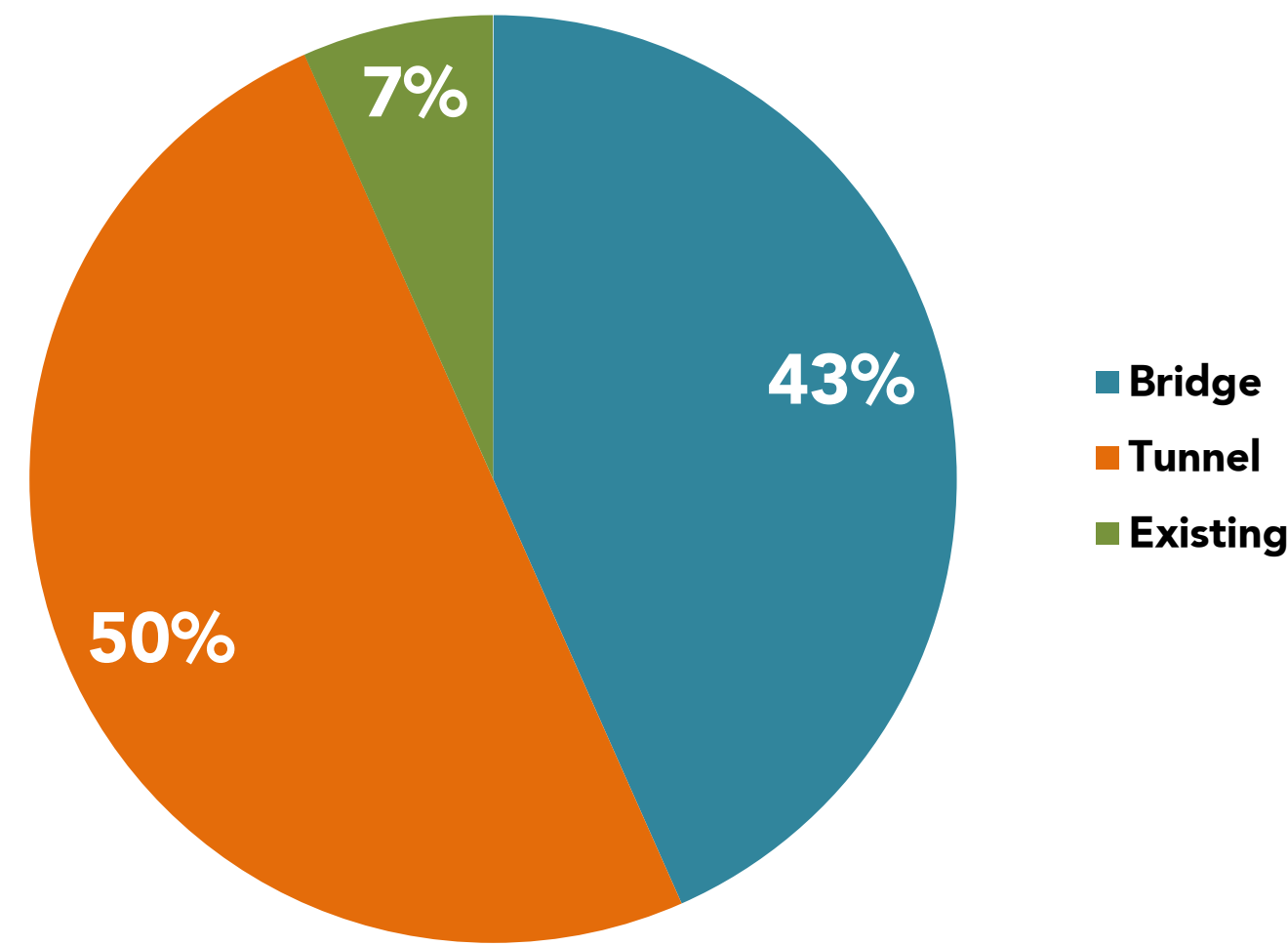
Trail Segment #2 (De Anza Boulevard to Vallco Center)

Input Gathered From Community Meeting #2

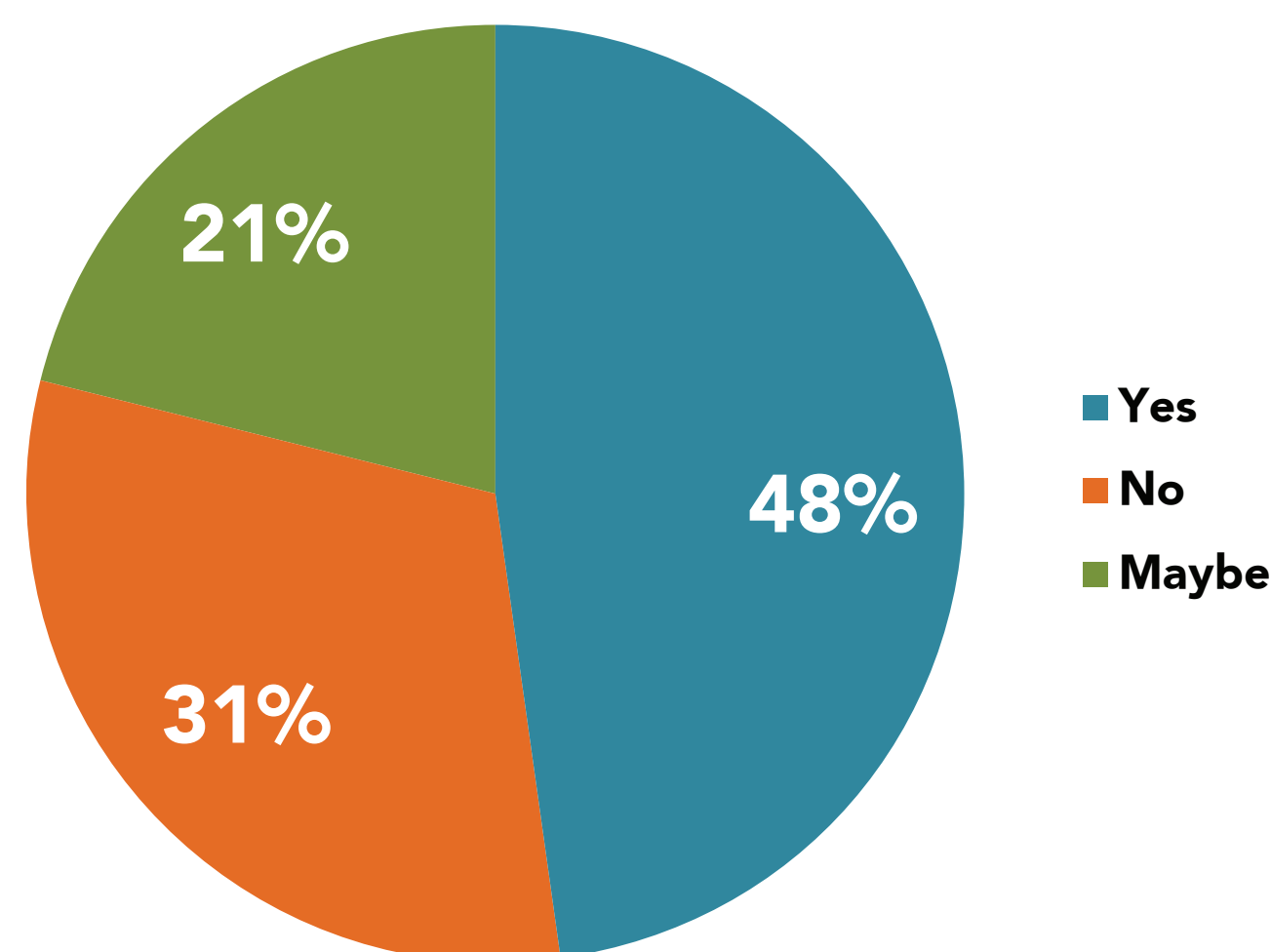
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Input Packet

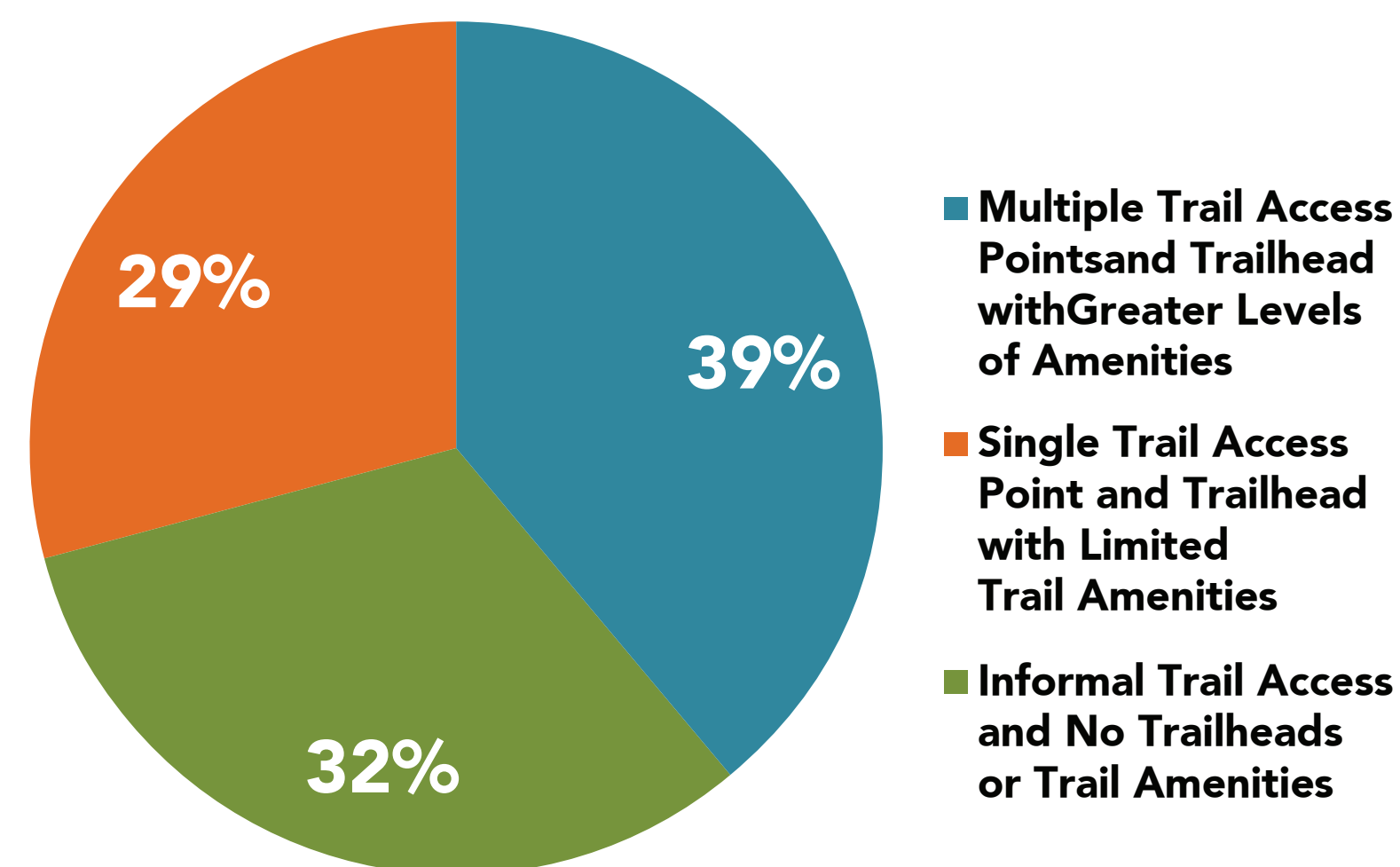
At De Anza Blvd., what crossing type do you prefer?



Would you support removal of the existing crosswalk across De Anza Blvd, if a bridge or tunnel grade-separated crossing was provided?



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



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
- 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 form 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 beach, 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.

Flip Chart

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

Comments on Trail Segment 2 Plan

- 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

Comments on Blaney Ave/ Lucille Ave Crossing Enlargement

- 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 (Vallco Center to Vallco Parkway)

Input Gathered From Community Meeting #2

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

Input Packet

Do you have any additional comments about the Station #5 Trail Segment?

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.

Flip Chart

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

Comments on Trail Segment 3 Plan

- Access for Guests & Visitors

Comments on Stelling Road Crossing Enlargement

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

Fence Types



Privacy/Security Fence Adjacent to Residential



Split Rail at Lucille Frontage



Undercrossing Barrier at Stelling



Guard Rail Adjacent to Open Ditch



Before



After