



**DRAFT MINUTES**  
**MINUTES OF THE REGULAR MEETING OF THE**  
**BICYCLE PEDESTRIAN COMMISSION**  
**November 16, 2022**

**Draft Minutes**

The meeting was called to order at 7:01 p.m.

**ROLL CALL:**

Present: Jack Carter (VC), Gerhard Eschelbeck, Ilango Ganga (C), Grace John, Erik Lindskog

Absent:

Staff: David Stillman, Staff Liaison

Others Present: John Raaymakers, Senior Project Manager, Susan Michael, Capital Improvement Programs Manager

**APPROVAL OF MINUTES**

**1. October 19, 2022 Bicycle Pedestrian Commission Minutes**

**MOTION:** Commissioner Eschelbeck moved, seconded by Commissioner John to approve the minutes as presented.

**MOTION PASSED:** 4-0, Carter Absent

**2. September 8, 2022 Parks and Recreation Commission, Planning Commission, and Bicycle Pedestrian Commission Joint Special Meeting Minutes**

Vice Chair Carter joined the meeting at 7:05 p.m.

Vice Chair Carter reported that the correction on Commissioner Eschelbeck's name was made.

Commissioner Eschelbeck relayed that these minutes were not a reflection of what was discussed. He recommended that the minutes refer to the recording. David Stillman, Transportation Manager noted that the minutes and the recording were in the same location online.

Lisa Warren, public speaker commented that this was a problem throughout all Commissions; the minutes were sparse.

Commissioner Eschelbeck commented that the Bicycle Pedestrian Commission minutes were high quality and thanked Administrative staff.

Chair Ganga reiterated that the feedback was to have the discussion captured. He pointed out that certain discussion items were captured and some not; it was inconsistent.

**MOTION:** Chair Ganga moved, seconded by Vice Chair Carter to approve the minutes as presented.

**MOTION PASSED:** 5-0

## **POSTPONEMENTS**

No Postponements

David Stillman, Transportation Manager noted a change to Agenda Item 5 since the Agenda was published. Information was received from the City Manager that commissions will not be solicited for new Work Program items for Fiscal Year 2023/24. The proposed Capital Improvement Program Projects will be discussed but not the Work Program.

## **ORAL COMMUNICATIONS**

None

## **WRITTEN COMMUNICATIONS**

None

## **OLD BUSINESS**

### **3. Future Agenda Items**

Carmen Road Bridge

Education on How to Use Two-Stage Left Turn Boxes

Path between Lincoln Elementary and Monta Vista High School

The Impact of Semi-Rural Designation on Bike and Ped Projects/Priorities

Reassess the Intersection at Bubb Road/McClellan Road

Stevens Creek Boulevard, Phases 1-3

Legally Allowed Behavior at Stop Signs for Bicyclists

Vision Zero (Workplan Item)

Lead Pedestrian Walk Interval (LPI) (start the pedestrian green before vehicles)

Lawson Middle School Bike Path

Input from Seniors on the Bicycle Pedestrian Improvements

Bollinger Road Safety Corridor Project

AB 43 – Summary and how Commission can support implementation (to what extent we can reduce speed limits)  
Bicycle Licensing (to prevent bike theft)  
Bicycle Facilities (Workplan Item)  
Cristo Rey Drive (Ganga)  
Land Donation from Richard Lowenthal (Carter)  
Review Progress toward BPC Objectives (Six months to annually)  
BPC Input at the VTA BPAC Meeting Regarding Adult Bicycle Education (Lindskog/Ganga)  
League of American Bicyclists Application – Due 2/2023  
Review Bicycle/Pedestrian Improvements and Provide Input from the Public  
Pedestrian Safety around Shopping Centers  
Update from Safe Routes to School (SR2S)  
Examine Pedestrian Walkways for Safety

Peggy Griffin, Public Speaker suggested an annual review assessment of accomplishments from the previous year, including public comment. Shopping centers were not safe for pedestrians; there were some improvements that could be made. Regarding Safe Routes to School, all trees and bushes should be trimmed before school begins.

#### **4. Lawrence-Mitty Park Status Update (Raaymakers)**

Susan Michael, Capital Improvement Programs Manager gave an update on the Lawrence-Mitty Park and Trail Plan and requested the Bicycle Pedestrian Commission (Commission) input.

Vice Chair Carter wondered if there was bike or scooter traffic mentioned in the concept presented. Ms. Michael replied that that trail was meant for bicyclists and pedestrians. Vice Chair Carter wondered if motorized bikes were allowed. Ms. Michael replied that the project was not far enough along for that level of detail.

Chair Ganga noted there was a lot of feedback from the last Joint Commission Meeting but he did not see that in this presentation. Ms. Michael said that was considered and built into the design process. Chair Ganga thought the Joint Commission Meeting input needed to be listed. For example, there was some input to widen the bridge, but he did not see that noted on any of the alternatives. Ms. Michael said the objective tonight was to look at the overall design concept.

Commissioner Eschelbeck wondered about the City of Cupertino's ability to deliver on the options presented and the cost. Ms. Michael said the design team made a real effort not to design beyond the budget; there were high level budget estimates made. Commissioner Eschelbeck asked about the City's ability to maintain the design because

they did not have a good track record. Ms. Michael responded that she was pursuing a buildable and maintainable park concept.

Vice Chair Carter asked about access for emergency vehicles. Ms. Michael said there were two emergency access points provided. Staff also met with Sheriff staff to make sure there was a public safety aspect. Chair Ganga asked if the Fire Department was part of that meeting. Ms. Michael said yes.

Peggy Griffin, public speaker was relieved about the community input because now it looked like it would serve the needs of the majority. Option A left out a lot of the demographic. There were not a lot of parks on the east side of the City. Regarding the multi-use bike path, she wondered if it was open at night and if it had lighting.

Lisa Warren, public speaker remarked that the sound wall was an issue; she was relieved that the BMX portion of the park options was losing interest. More greenery and shade were needed. She heard about the interest in a bathroom, which might have been related to the unhoused community.

Ms. Michael replied to the public comment that there was to be no night lighting. The path was both bike and ped friendly and the park was not open at night. The object of her reporting tonight was to report on that history, the three alternatives were taken to the public. Concept B, the nature option, was the most popular with the request to include play features. This was the design teams attempt to deem what was appropriate for the site.

Chair Ganga inquired if the bike and ped paths went from south to north. Ms. Michael said yes.

Commissioner Lindskog thought Option B looked good, but it was a stretch to say it was a trail because the trail led to nowhere. He felt there was a need to decide if a connection from Lawrence Expressway and nearby streets were needed because children lived near there. If so, the City of San Jose and the County of Santa Clara (County) needed to be engaged. There were schools near there and children would be forced to cross a major intersection. He preferred to have the trail straighter, so it was easier to ride on bike. Chair Ganga noted that the connection aspect was brought up at the Joint Commission Meeting. He recommended the Joint Commission input be written down, so it was not lost.

Vice Chair Carter was glad restrooms were being considered because it made things hard for people with small children. Ms. Michael noted that the community favored the restroom, but the most adjacent neighbors were opposed and wanted to see the

restroom in the park itself. There was an issue pulling the water and sewer across the creek, so services from the City of San Jose would be needed for that.

Chair Ganga preferred concept B. He suggested extending bike ped access across Lawrence Expressway. Crossing needed to be figured out from Mitty Way, so the east side community had access. He suggested extending the sound wall, understanding there was cost. The last point was to have the park open from sunrise to sunset.

Ms. Michael said no action was required.

## **NEW BUSINESS**

### **5. Suggestions for Fiscal Year 2023-2024 City Work Program Capital Improvement Program Inclusion (Ganga)**

David Stillman, Transportation Manager said since this agenda was published the City Manager stated she will not be taking new Work Program items from the commissions. This was due to the volume of work on staff but was still under discussion. For the current meeting, he wanted to open the discussion to commissioners for Capital Improvement Program (CIP) projects for the next year. He was not necessarily looking for a definitive list and offered to bring this item back in December. A finalized list was needed by December or January.

Chair Ganga wondered if the Bicycle Pedestrian Commission (Commission) could have their own City Work Plan Items which did not use City of Cupertino resources. Mr. Stillman answered if the Commission had projects that did not affect staff workload, then yes.

Vice Chair Carter questioned the improvements for the Regnart Road: Phases three through six project. Susan Michael, Capital Improvement Programs Manager responded that the project was in Phase 1 right now. John Raaymakers, Senior Project Manager responded that right now the project was pending Fish and Wildlife to approve a permit. Vice Chair Carter commented that Regnart Road had a lot of pedestrian traffic, not as many bicyclists. Mr. Raaymakers replied that given the existing right of way, it was difficult to make safe pedestrian facilities; it was substandard for vehicles in some spots. There was most likely not going to be significant pedestrian improvements going forward. Ms. Michael interjected that reconstruction of the road was needed just to do the work, so there was not going to be a lot of improvements. She noted that it would be beneficial if the Commission could prioritize their projects. One of the projects that was not on the Commission's recommended list was the connection from Lawrence-Mitty to the north.

Chair Ganga inquired if the connection to Lawrence-Mitty was a separate project. Ms. Michael said yes. Chair Ganga wanted to know if the buffered bike lane was in progress. Ms. Michael said yes.

Chair Ganga asked to add Lawrence-Mitty connection to Stevens Creek Boulevard to the list of recommendations for the Commission. Commissioner Lindskog thought having more people in the park and having more access made it better. Vice Chair Cater thought that if the access was changed to the park, it could change the dynamic to it being thoroughfare or access road. Chair Ganga said this could be kept on the list as a lower priority.

Chair Ganga pondered whether making the park more accessible affected the concept of the park. Vice Chair Carter clarified that if there was more access through the park, there may be a need to design the route differently so there were not issues with loitering or accidents with kids going to and from school.

Chair Ganga suggested Stevens Creek Boulevard Separated Bikeway, Phase 3 include Design and construction. Commissioner Lindskog proposed adding the connection from Lawrence-Mitty Park to Lawrence Expressway to the list. Commissioner Lindskog said, within the existing Lawrence-Mitty project, they should include the connection to the park from Lawrence Expressway. This was added to the proposed list for the Commission.

Commissioner Eschelbeck asked about expanding the Carmen Road Bridge idea to include the other option proposed (an alternate route). He reminded the Commission that the idea for Carmen Road Bridge was to get connectivity to the school from the south side of Stevens Creek Boulevard. Chair Ganga recalled this was also on the Future Agenda Item list. Ms. Michael said she would like to have the recommended list be completed by January 2023.

Commissioner Lindskog asked to have Lawrence-Mitty connection be specified as a connection to Calvert Drive Intersection.

**MOTION:** Commissioner Eschelbeck moved, seconded by Commissioner Lindskog to recommend to the City Council to recommend the following Capital Improvement Items for Fiscal Years 2023-2028, with the following ranking:

1. Bollinger Road Bike Improvements
2. Stevens Creek Boulevard Separated Bikeway, Phase 3 – Design & Construction
3. Carmen Road Bridge – Design & Construction (also consider alternative route)

#### 4. Lawrence-Mitty Northern Connection (Calvert Drive/Intersection)

**MOTION PASSED:** 5-0

#### **6. Bubb Road – McClellan Road Intersection Assessment and Recommended Improvements (Stillman)**

David Stillman, Transportation Manager gave a presentation on the McClellan Road/Bubb Road Intersection Assessment and Recommended Improvements.

Chair Ganga understood the pedestrian scramble but wanted to know what happened to the bicyclists at that time and he asked if removal of the right turn bike boxes was going to happen. Mr. Stillman said there was no plan to remove the bike boxes at this time. This item was brought before the Bicycle Pedestrian Commission (Commission) earlier this year and the direction was to keep them in place; one will be moved, as mentioned in the presentation. Vice Chair Carter thought this intersection was a good candidate for one of the fisheye cameras. Mr. Stillman agreed. Regarding the Chair's question, the bicyclist can use the crosswalk with the pedestrian or wait and use the vehicle green phase with the vehicles.

Commissioner Lindskog thought the right turn on red was an unsafe maneuver because it invited the driver to look in a direction they were not going. Vice Chair Carter said the reality of the problem was all cars wanting to turn right were parked in the bike lane.

Chair Ganga asked if there was going to be the LED red sign indicating no right turn on red. Mr. Stillman said no, there will be signs indicating the hours of the restriction where the pedestrian scramble phase is activated.

Commissioner Eschelbeck ask why there was a more passive sign rather than a more active sign, like the LED red sign. Mr. Stillman answered that this was something that will be monitored after the signal was put into operation. If there was a problem with conformance to the 'no right turn on red' restriction, then he will look at next steps and potentially install the flashing LED sign. Staff will be monitoring after this is put into place.

Chair Ganga recalled there was a written communication on this item. The Vice Mayor sent out an email where she proposed some alternatives on this intersection. Mr. Stillman responded that he had not had a chance to evaluate the Vice Mayor's suggestions. Chair Ganga wanted this included as part of the written communication for this agenda item.

Chair Ganga wanted to keep this item left on the future agenda items.

## **STAFF AND COMMISSION REPORTS**

### **7. Staff Update and Commissioner Activity Report (All)**

Commissioner Lindskog said there was no VTA BPAC meeting for the month of November.

David Stillman, Transportation Manager said the first community meeting was held the previous Thursday for Lawson Middle School Bikeway Project. An overview was provided on the process and then the meeting was opened for discussion. The consultant was going to start on the data collection soon. Chair Ganga wanted to know if the Bicycle Pedestrian Commission's (Commission) input was going to be provided to the consultant. Mr. Stillman said yes. The intent of the project was to do a fresh start. Chair Ganga said the alternative solutions needed to be included in the fresh start. Mr. Stillman said yes.

Mr. Stillman spoke regarding Vision Zero and said the deadline to submit proposals was last week. Staff was going to start negotiating with this consultant to move forward.

The Commission wanted to discuss Cristo Rey in December.

Commissioner Lindskog reported on the Mayor's meeting and Safe Routes to School meeting. Vice Chair Carter was scheduled for the month in December.

## **ADJOURNMENT**

Meeting adjourned at 9:45 p.m.

## **SUBMITTED BY:**

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David Stillman, Staff Liaison

Note: Any attachments can be found on the Cupertino Website  
<https://www.cupertino.org/our-city/agendas-minutes>



## Kim Lunt

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**From:** David Stillman  
**Sent:** Thursday, November 17, 2022 9:13 AM  
**To:** Kim Lunt  
**Subject:** Fwd: Safe Intersection alternatives to avoid no-turn-on-read requirement 24-7



### David Stillman

Transportation Manager  
Public Works  
DavidS@cupertino.org  
(408) 777-3249



Begin forwarded message:

**From:** Liang Chao <LiangChao@cupertino.org>  
**Date:** November 14, 2022 at 2:13:09 PM PST  
**To:** City of Cupertino Bike and Ped Commission <Bikepedcommission@cupertino.org>  
**Subject:** Fwd: Safe Intersection alternatives to avoid no-turn-on-read requirement 24-7

For your consideration.



**Liang Chao**

Vice Mayor  
City Council  
LiangChao@cupertino.org  
408-777-3192



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**From:** Matt Morley <MattM@cupertino.org>  
**Sent:** Thursday, October 20, 2022 7:21 AM  
**To:** Liang Chao; Pamela Wu  
**Subject:** RE: Safe Intersection alternatives to avoid no-turn-on-read requirement 24-7

Thank you for the additional insights, Vice Mayor.



**Matt Morley**

Director of Public Works  
Public Works  
MattM@cupertino.org  
(408)777-3282



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**From:** Liang Chao <LiangChao@cupertino.org>  
**Sent:** Thursday, October 20, 2022 12:03 AM  
**To:** Matt Morley <MattM@cupertino.org>; Pamela Wu <PamelaW@cupertino.org>  
**Subject:** Safe Intersection alternatives to avoid no-turn-on-read requirement 24-7

Matt,

Thanks for the explanation below (in blue).  
But the reality is that there are other methods to design safe intersections without using a bike box, which is barely visible.

For example, below is one design that I have seen in San Jose.  
The bikes are better protected with bollards and a wider corner.

Such intersections do not need no-turn-on-red at all.

I think Stelling and McClellan intersection should be wide enough for this configuration, right?



Below is a design in Fremont. This is a low-cost design that could make an intersection immediately safer.

Fremont has is an early adoptor of the Vision Zero plan, around 2015.



The current intersection design at McClellan & Stelling and McClellan & Bubb have these flaws:

1. the bike box is barely visible, Many bicyclists do not know what it is for or do not feel comfortable waiting in that box, being exposed.
2. The No-turn-on-red signal is not very visible at night since it is right next to the red light. The flare from the red light makes the no-turn-on-red sign barely visible, I notice that other no-turn-on-red signs are on top of the red lights, rather than right next to it.
3. The vehicles are not allowed to turn right on red. When the light turns green, right-turn cars have to wait for pedestrians to pass first and then turn right. As a result, the cars going straight are blocked too by the waiting right-turn cars. This creates unnecessary congestion.
4. When the intersection is not busy, vehicles are waiting in idle when no one is insight. More greenhouse emissions are generated by these idling cars when no one is insight.
- 5.

Please consider improvements to the safe intersection designs.

Of course, this is just a suggestion from one Councilmember for your consideration.

But I have heard quite a few residents expressing concerns on the ineffective bike safety designs of our intersections.

=====

Response from Matt in blue below.

1. Alternatives to avoid no-turn-on-read requirement 24-7 due to bicycle boxes - use bollards as protection.

Bike boxes prioritize and provide a safe means for bicyclists to change direction. The roadways where bike boxes are installed are not wide enough to provide for the bike box and a controlled right turn. Where there is sufficient room, bike boxes have been located to allow right turns on red. MUTCD requires no right turn on red where the right turn movement would conflict with the bike box. BPC has indicated that, for the time being, they accept the trade-off of restricting right turns on red where we have bike boxes (specifically Bubb/McClellan).

For reference, here is the intersection at McClellan (horizontal) and Stelling (vertical)



Here is the intersection at McClellan (horizontal) and Bubb (vertical)





**Liang Chao**

Vice Mayor  
City Council  
LiangChao@cupertino.org  
408-777-3192



Bicycle Pedestrian Commission  
Agenda Item #4  
November 16, 2022



CUPERTINO

# LAWRENCE-MITTY PARK AND TRAIL PLAN

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**Bicycle Pedestrian Commission Meeting**  
Design Alternatives & Community Input

**November 16, 2022**



# Lawrence-Mitty Project Team

City of Cupertino

Capital Improvement Project Team

Parks and Recreation Department

MIG (Design Consultant)



# Today's Agenda

- **Project Overview**
- **Design Alternatives**
- **Community Input**
- **What's Next & Discussion**

# PROJECT OVERVIEW

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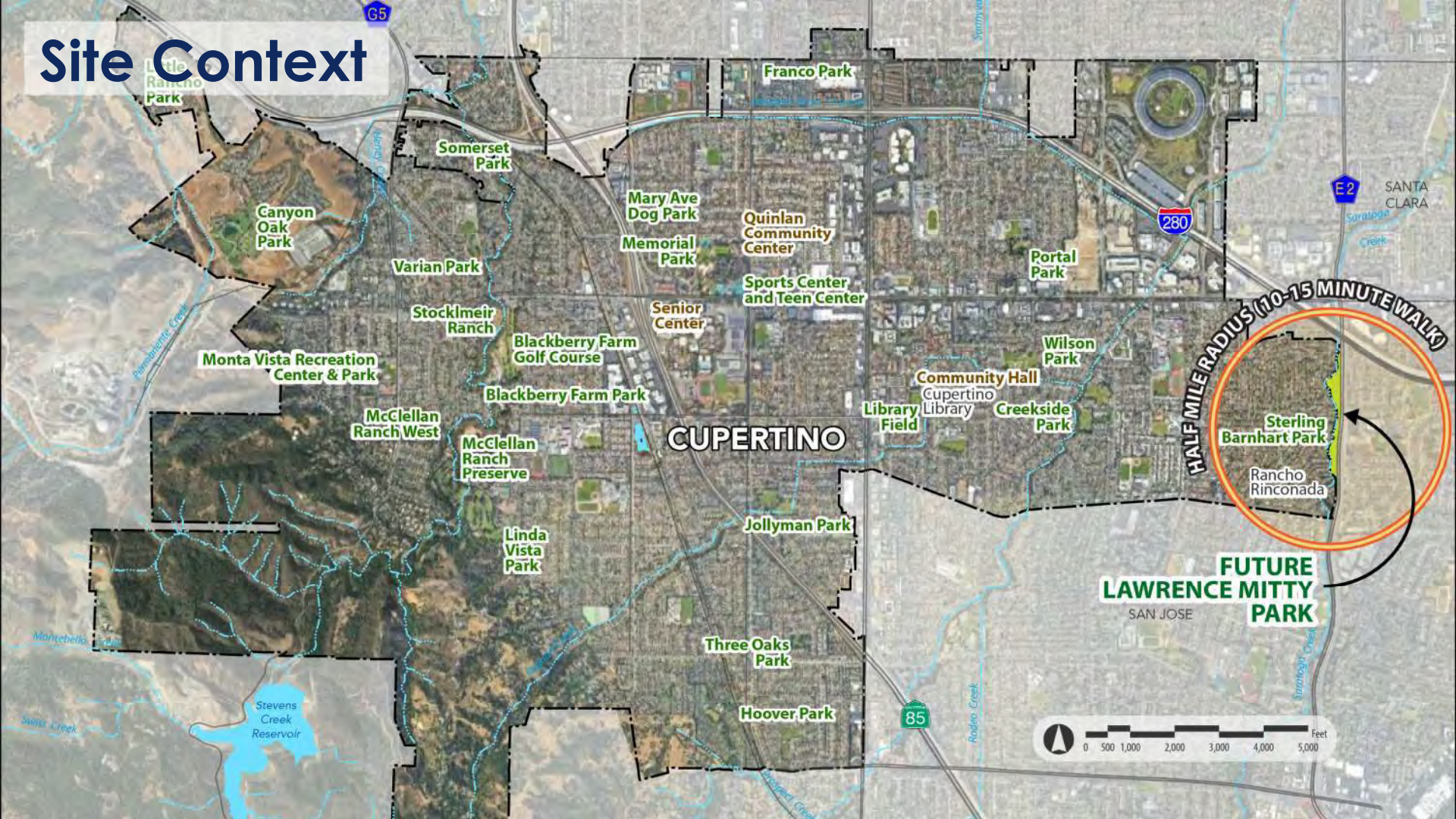
# Project Phases

2022

2023



# Site Context



# Lawrence-Mitty Park and Trail Site



# Phase 1: Conduct Technical Site Analysis

## Environmental Summary Report

- Citywide Goals and Regulations
- Topographic Survey
- Circulation and Access
- Noise Reduction
- Existing Utilities, Easements, and Setbacks
- Soil Assessment
- Stormwater and Hydrology
- Biological Resources
- Trees and Planting
- Opportunities and Constraints

# Phase 2: Develop a Community Vision

## Top Community and Comfort Features



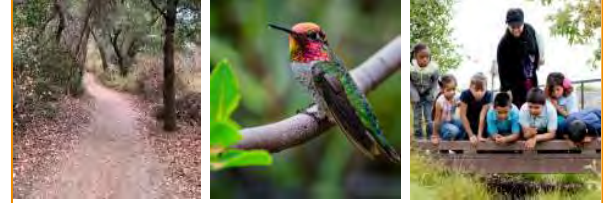
- Shaded Areas
- Walking Paths
- Restroom
- Seating

## Top Recreation Features



- Nature Play
- Things to Climb
- Fitness Equipment

## Top Wildlife, Nature, and Education Features



- Nature Trails
- Native Plants to Enhance Wildlife
- Creek Overlook



# DESIGN ALTERNATIVES

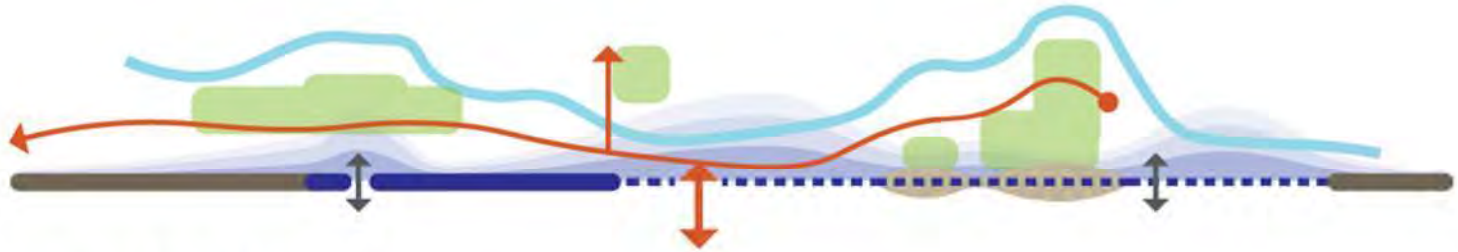
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# Features Included in All Design Options



- An emphasis on biking, walking, play, nature, and the creek.
- Multi-Use Trail Extension
- Comfort and Safety Features
- Increased Trees and Vegetation

# CONCEPT A: WHEEL FUN



## Bicycles and Fitness

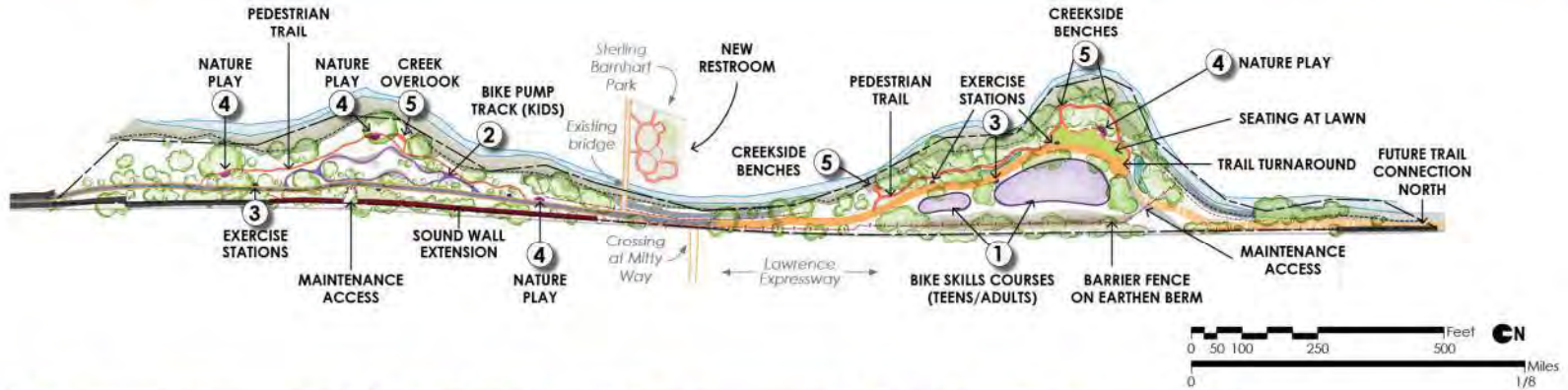
- Bike Skills Courses (teens and adults)
- Bike Pump Track (young kids)
- Simple Fitness Stations
- Small Nature Play Elements Along the Trail
- Creekside Bench Overlooks
- New Restroom at Sterling Barnhart Park



# LAWRENCE-MITTY PARK AND TRAIL PLAN

# CONCEPT A: WHEEL FUN

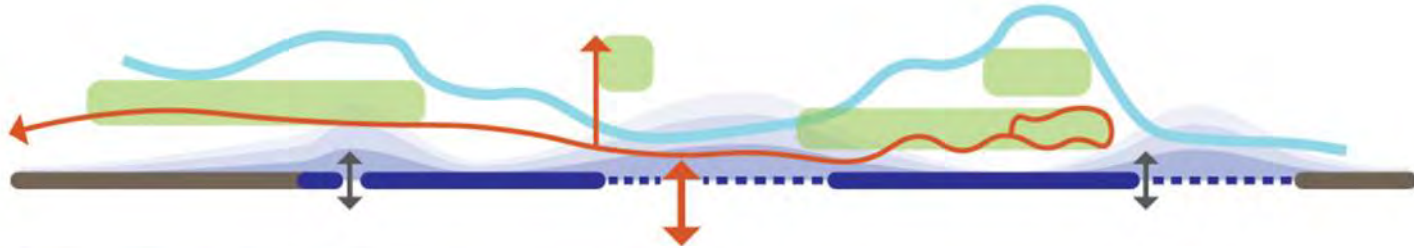
Bicycles and Fitness



**MAP LEGEND**

- Saratoga Creek
- Lawrence-Mitty Park Boundary
- Tree Canopy
- Proposed Bioswale Planting
- Proposed Lawn Area
- Proposed Recreation Feature
- Protective Fencing
- Proposed Sound Wall Extension
- Existing Sound Wall
- Existing Multi-Use Trail
- Existing Pedestrian Route
- Proposed Multi-Use Trail
- Proposed Pedestrian Route
- Future Trail Connection

# CONCEPT B: STORY TRAIL



## Nature, Trails, and Interpretive Features

- Interpretive Features Along the Trails
- Creekside Deck Overlook
- Nature Play Areas
- Dry Creek and Expanded Natural Areas



# LAWRENCE-MITTY PARK AND TRAIL PLAN

# CONCEPT B: STORY TRAIL

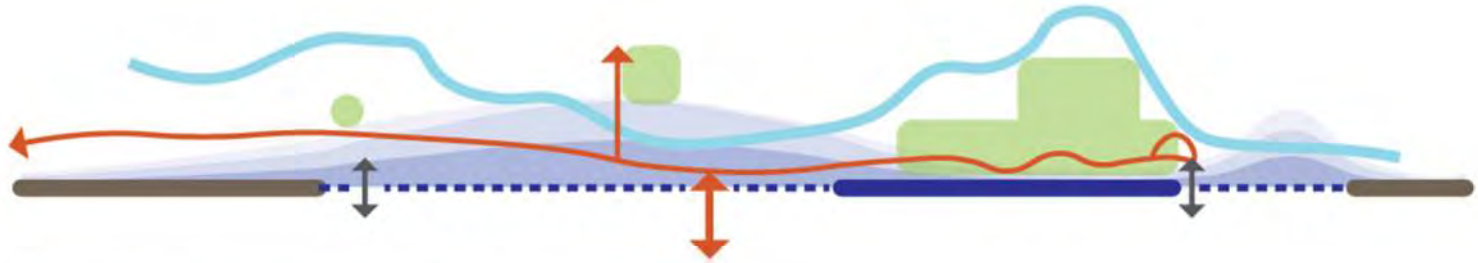
Nature, Trails, and Interpretive Features



**MAP LEGEND**

- Saratoga Creek
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- Proposed Lawn Area
- Proposed Recreation Feature
- Protective Fencing
- Proposed Sound Wall Extension
- Existing Sound Wall
- Existing Multi-Use Trail
- Existing Pedestrian Route
- Proposed Multi-Use Trail
- Proposed Pedestrian Route
- Future Trail Connection

# CONCEPT C: PLAY IT UP



## Play, Fitness, and Flexible Open Space

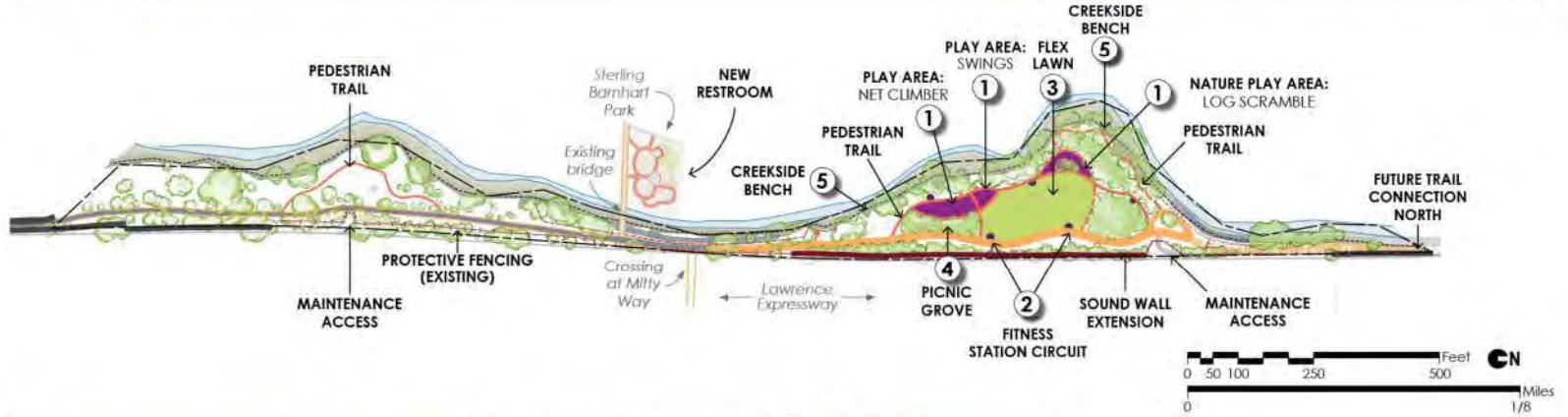
- Play Areas
- Fitness Station Circuit
- Flexible Lawn Space
- Picnic Grove
- Creekside Bench Overlooks
- New Restroom at Sterling Barnhart Park



# LAWRENCE-MITTY PARK AND TRAIL PLAN

# CONCEPT C: PLAY IT UP

Play, Fitness, and Flexible Open Space



**MAP LEGEND**

- Saratoga Creek
- Lawrence-Mitty Park Boundary
- Tree Canopy
- Proposed Bloswale Planting
- Proposed Lawn Area
- Proposed Recreation Feature
- Protective Fencing
- Proposed Sound Wall Extension
- Existing Sound Wall
- Existing Multi-Use Trail
- Existing Pedestrian Route
- Proposed Multi-Use Trail
- Proposed Pedestrian Route
- Future Trail Connection



# COMMUNITY INPUT

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## CONCEPT A: WHEEL FUN

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## CONCEPT B: STORY TRAIL

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## CONCEPT C: PLAY IT UP

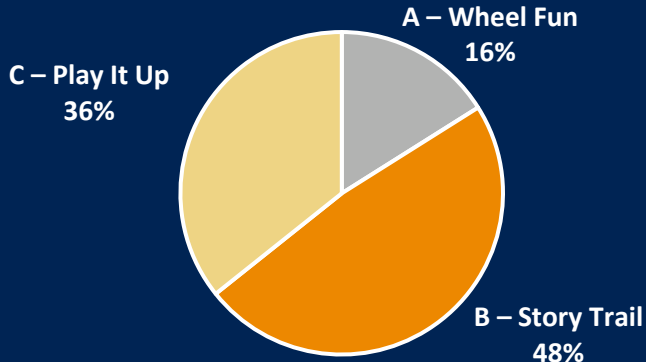
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70 participants (approx.)

Who: more families with younger children and teenagers

## Preferred Concept



# Library Pop-Up Event

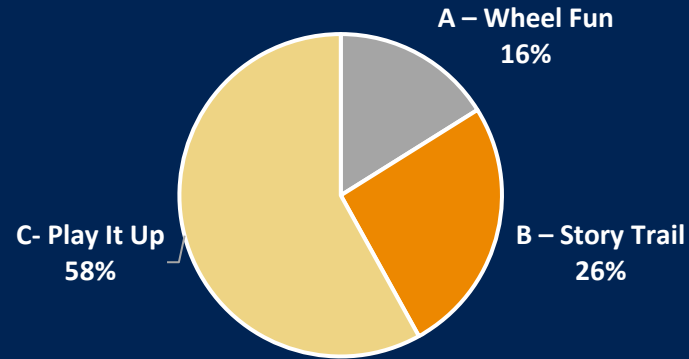
October 8, 2022



73 participants (approx.)

Who: more local neighbors,  
trail users, and Sterling-  
Barnhart Park users

## Preferred Concept



# Drop-in Site Visit

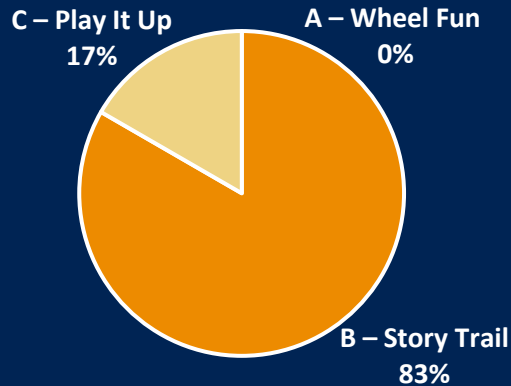
October 15, 2022



# 7 community members

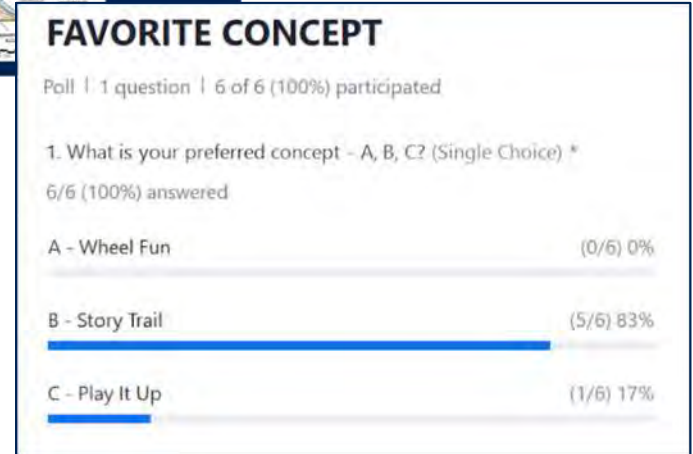
Who: several who also came to in-person events

## Preferred Concept



# Virtual Community Meeting

October 17, 2022



**371** responses

78% live in Cupertino

Of total responses...

23% live within the **Rancho Rinconada** neighborhood

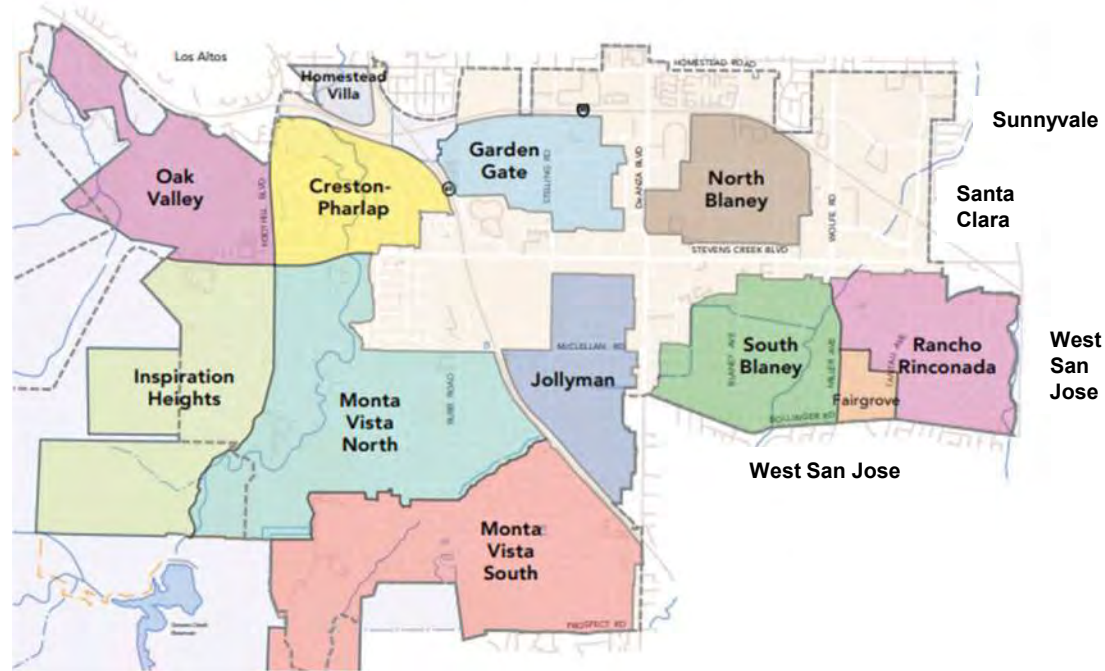
1% live within the **Fairgrove** neighborhood

6% live within the **South Blaney** neighborhood

10% live within the **West San Jose** neighborhood

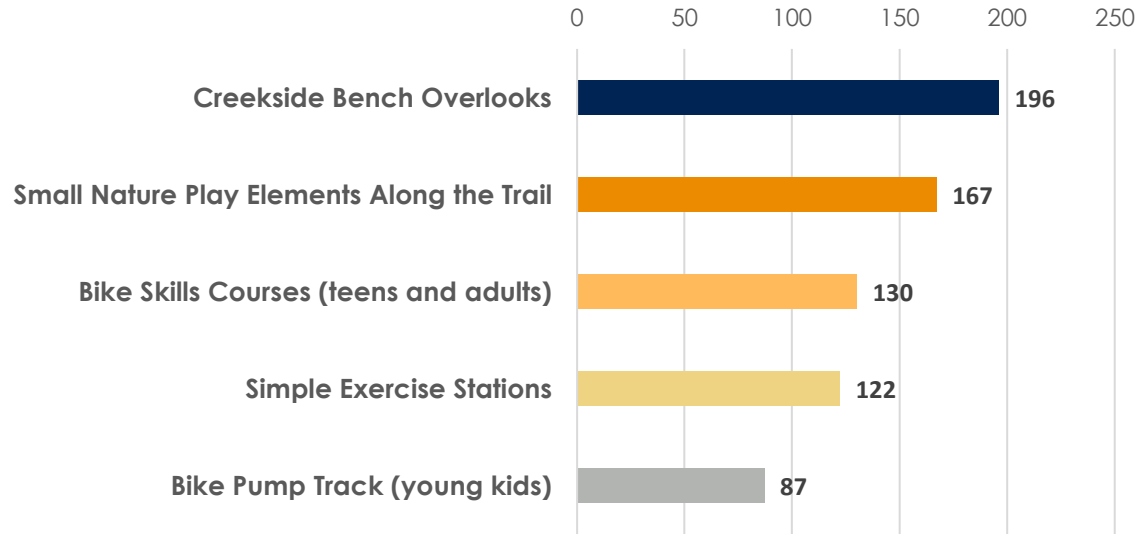
# Online Survey

October 2022



# Online Survey Summary

## Q1 Top Two Favorite Features: Concept A – Wheel Fun

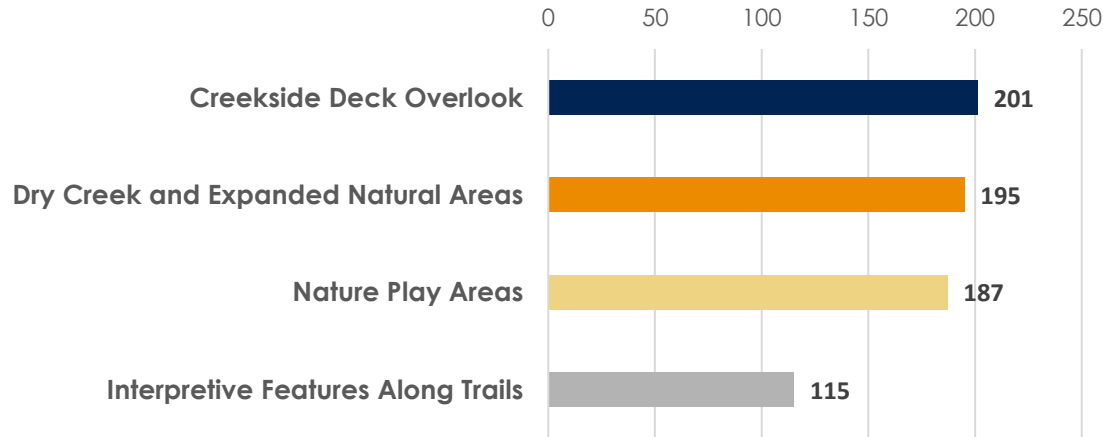


Mandatory Question (371 response(s))

Question type: Checkbox Question

# Online Survey Summary

## Q2 Top Two Favorite Features: Concept B – Story Trail



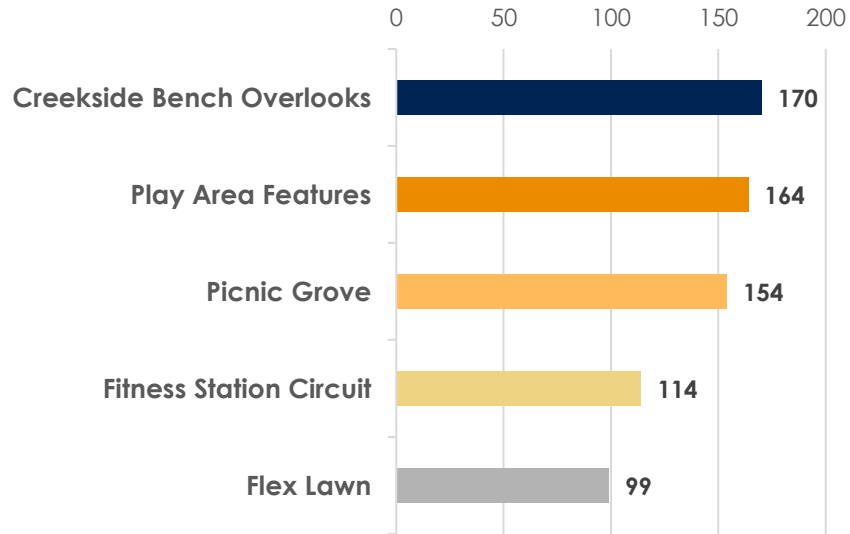
Mandatory Question (371 response(s))

Question type: Checkbox Question



# Online Survey Summary

## Q3 Top Two Favorite Features: Concept C – Play It Up



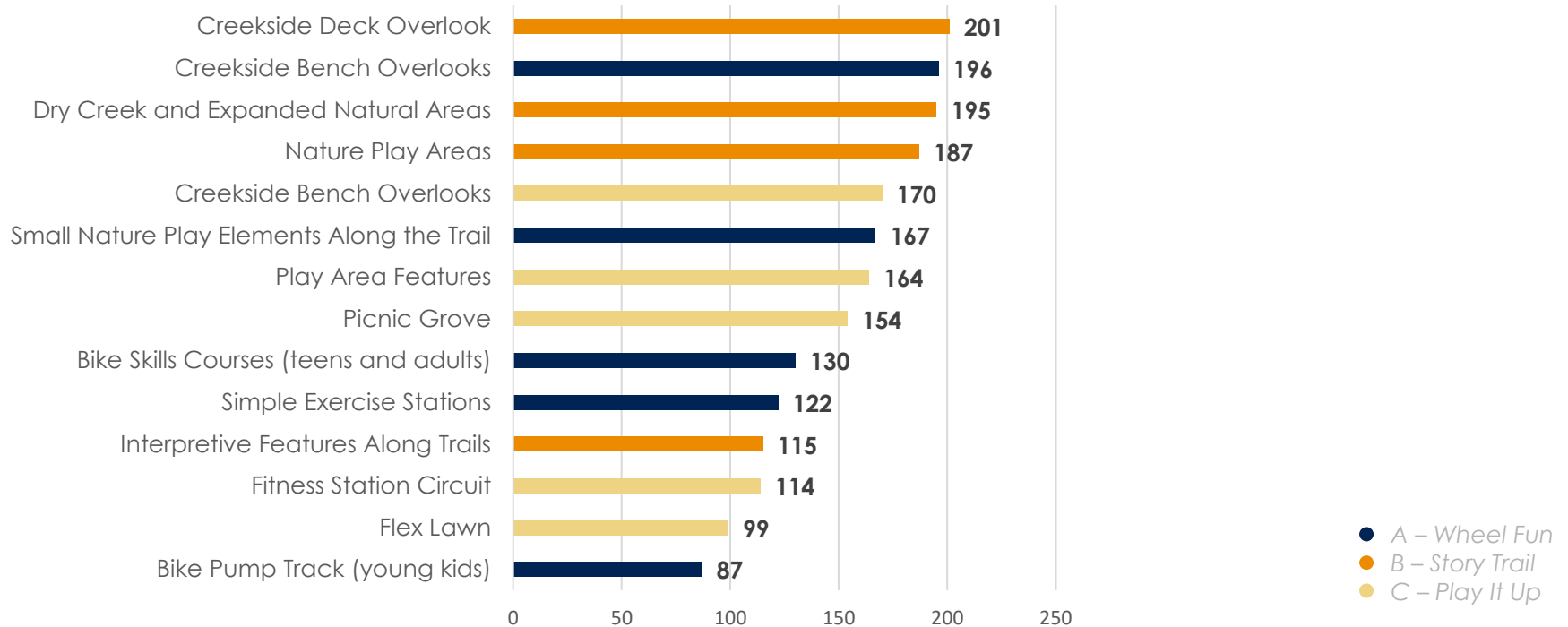
Mandatory Question (371 response(s))

Question type: Checkbox Question



# Top Two Favorite Features

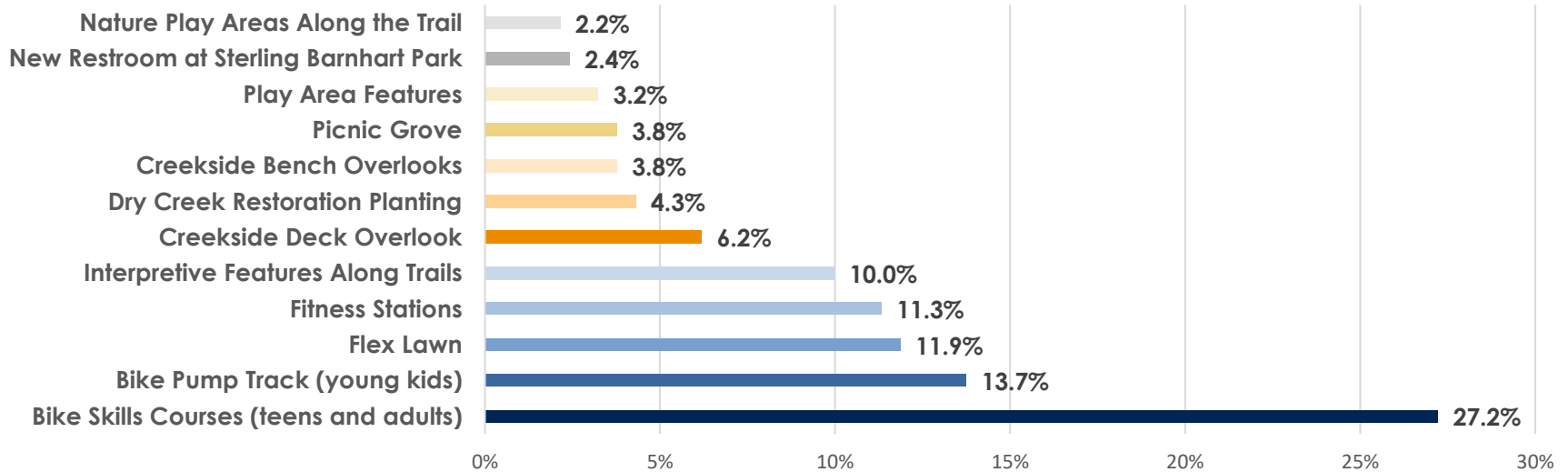
## Online Survey Total Votes Side by Side Comparison



# Online Survey Summary

**Q4** Cost and space limitations do not allow for all features from the three concepts to be included.

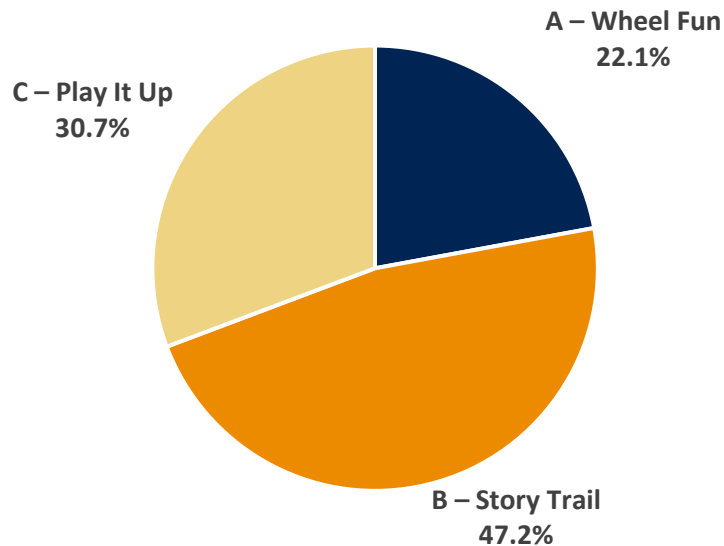
**Which feature is *least* important to you?**



Mandatory Question (371 response(s))  
Question type: Radio Button Question

# Online Survey Summary

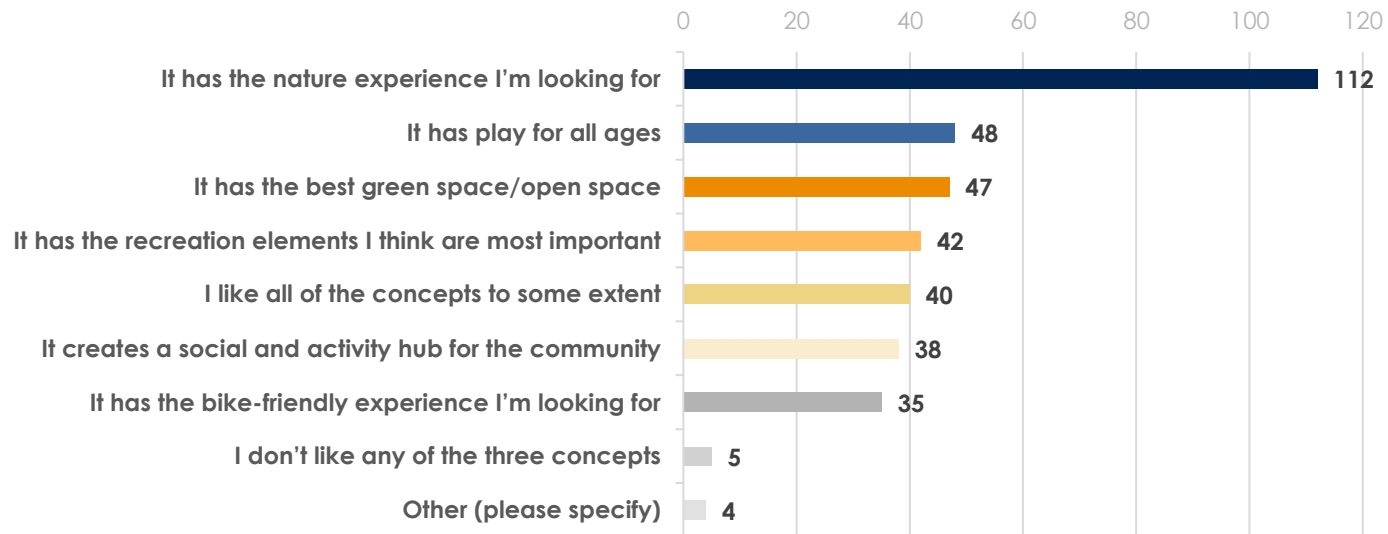
## Q5 What is your preferred concept – A, B, C?



Mandatory Question (371 response(s))  
Question type: Radio Button Question

# Online Survey Summary

## Q6 What do you like most about your preferred concept?



Mandatory Question (371 response(s))

Question type: Radio Button Question

## Online Survey Summary

**Q7** There are cost tradeoffs in the concepts.

**What do you think is *most important* to include in the final design?**

### **Most important** to include:

- **41%** Restroom
- **26%** As many recreation features as possible
- **20%** As much sound wall as possible
- **12%** Features on the southern half



# Rancho Rinconada Neighborhood Participants

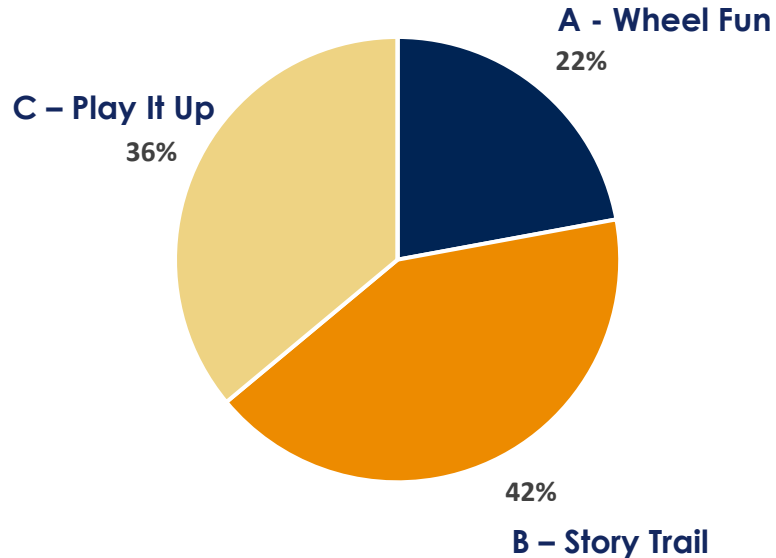
## Q7 Cost Tradeoffs

### **Most important** to include:

- **30%** As much sound wall as possible
- **29%** As many recreation features as possible
- **23%** Restroom
- **17%** Features on the southern half

Mandatory Question (86 response(s))  
Question type: Radio Button Question

## Q5 Preferred Concept



# Online Survey Summary

## Q8 Anything else you'd like to share?

### Concerns

- Parking
- Encampments
- Graffiti, vandalism, safety
- Conflicts between bikes and other users
- Preserving south end as quiet/passive space
- Sound wall reducing visibility/safety

### Ideas / Solutions

- Minimize parking issue by creating a bike-oriented destination with supporting features (restroom, water fountain)
- Tables/benches/resting near play areas
- Prioritize natural areas, planting

*Optional question (103 response(s), 268 skipped)  
Question type: Essay Question*





# Summary: Preferred Concept

## Preferred Concept Voting Combined Event Totals

### CONCEPT A: WHEEL FUN



### CONCEPT B: STORY TRAIL



### CONCEPT C: PLAY IT UP



■ Library Pop-Up ■ Site Visit ■ Virtual Meeting ■ Online Survey



# Summary: Preferred Concept

## Preferred Concept Voting Combined Event Totals

### CONCEPT A: WHEEL FUN



### CONCEPT B: STORY TRAIL



### CONCEPT C: PLAY IT UP

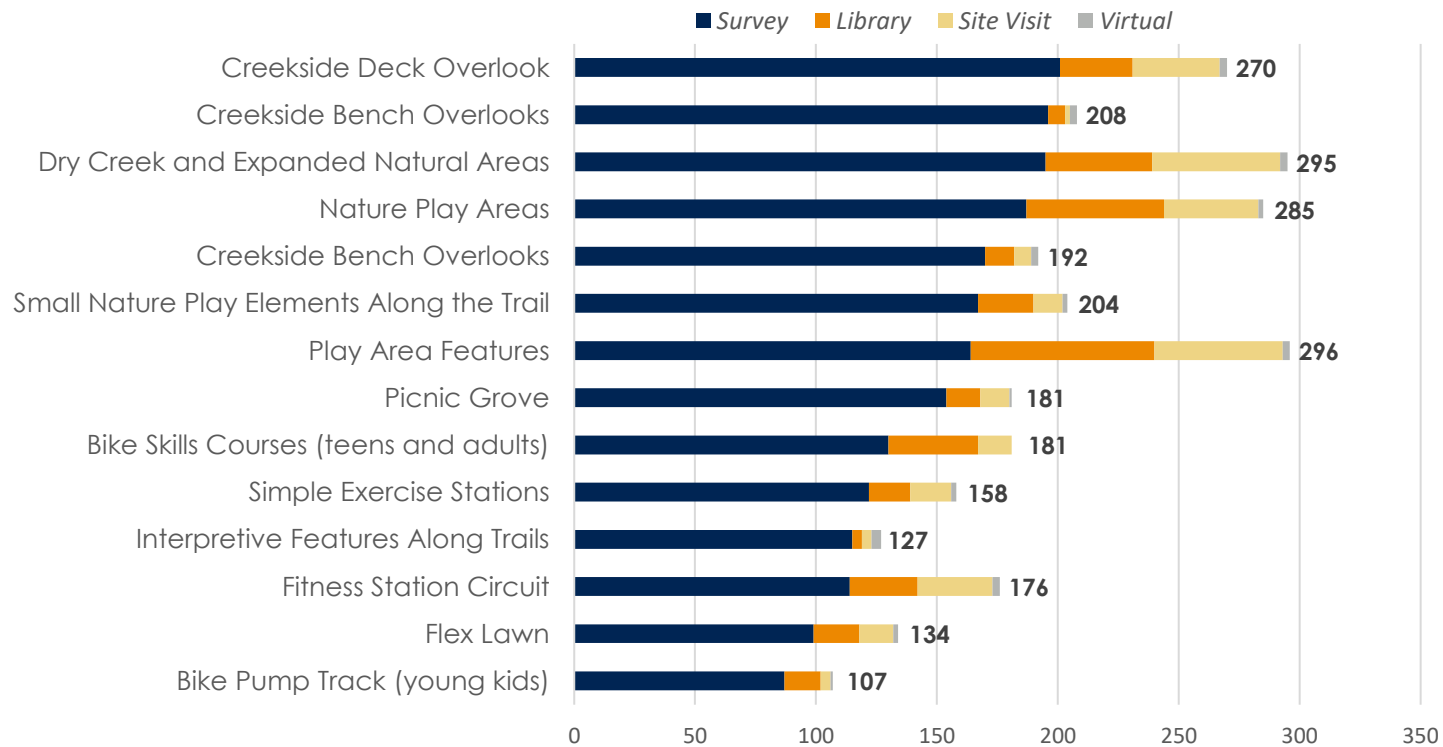


■ Library Pop-Up ■ Site Visit ■ Virtual Meeting ■ Online Survey



# Summary: Top Two Favorite Features

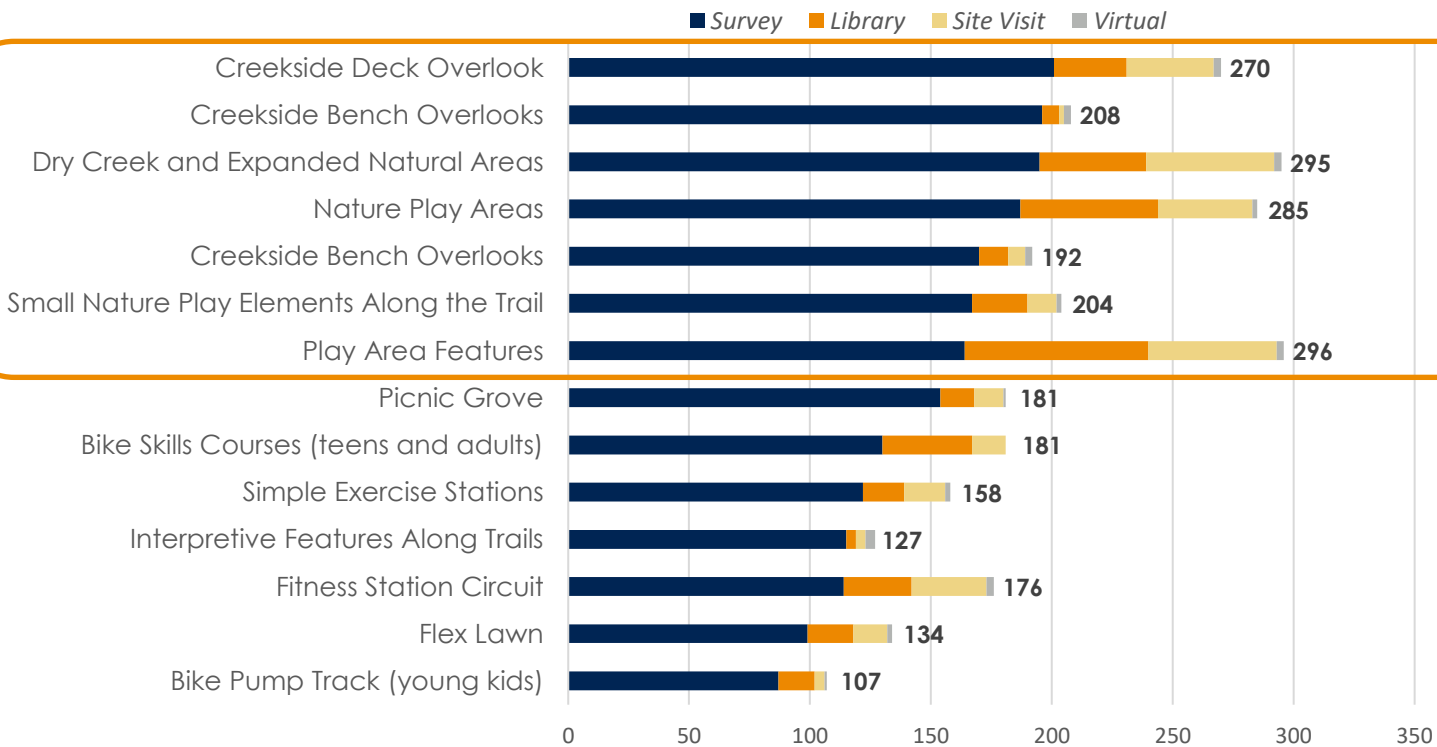
## All Community Feedback Total Votes Side by Side Comparison





# Summary: Top Two Favorite Features

## All Community Feedback Total Votes Side by Side Comparison





# Direction for Final Concept Plan



## Community Priorities From Top Concept (Story Trail)

- Connecting with nature
- Opening views to the creek



## Additional Community Priorities

- Play for all – variety of recreation opportunities for all ages, abilities, range of user groups
- Supporting an interconnected recreation system, future connections
- Social and resting spaces
- Restroom

**WHAT'S NEXT**

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# Design Process



# DISCUSSION







# EXTRA BACKGROUND SLIDES

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# Project Phases



# Site Opportunities

## RECREATION

- (South) Small open spaces for passive recreation or creek overlooks
- Existing trail and park amenities
- Existing small neighborhood park with play area and pedestrian bridge
- (North) Large open space for a range of recreation opportunities
- Connections to existing trail, Sterling Barnhart Park, Rancho Rinconada Pool, nearby schools

## CREEK

- Views to the creek possible with berm and soil pile removals
- Potential collaboration with schools for environmental education opportunities

## NOISE










- Reduced noise level at sound walls
- Lower noise levels far from expressway

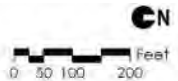
## SOIL

- Removal of soil piles (construction debris)
- Reduction of impervious surface, improving creek health



### MAP LEGEND

- |   |  |
|---|--|
|  Saratoga Creek                   |  Tree Root Protection Zone  |
|  Lawrence-Mitty Park Boundary     |  Existing Sound Wall        |
|  Existing Trees                  |  Open Space for Recreation |
|  Existing Saratoga Creek Trail  |  Soil Piles for Removal   |
|  Existing Bike/Pedestrian Route |  |



# Site Constraints

## ACCESS AND RECREATION

- Limited parking (on-street only)
- No current bike/pedestrian connection north

## CREEK

- Saratoga Creek constraints: environmental agency regulations, no development below top of bank, limited tree removal
- Utility coordination required with San Jose (water, sewer, stormwater)
- Steep creek edge with stepped gabions

## NOISE

- Limited visibility at sound walls
- Maintenance/emergency access points from expressway impact potential noise mitigation
- Road noise and visibility of Expressway
- Highway noise from I-280

## SOIL

- Remnant soil piles (construction debris)
- Elevated levels of lead in soil adjacent to expressway
- Remnant berms with mature tree roots limit removal



### MAP LEGEND

- |   |  |
|---|--|
|  Saratoga Creek                   |  Tree Root Protection Zone            |
|  Lawrence-Mitty Park Boundary     |  Soil Adjacent to Expressway          |
|  Existing Trees                 |  Gap in Existing Sound Wall          |
|  Existing Saratoga Creek Trail |  Soil Berms and Piles (approximate) |





# Key Considerations

- Offering a nature experience on this site
- Sound wall extent
- Partnerships/resources for successful creek restoration
- Balancing bike focused activity with pedestrians
- Inclusivity – all ages
- Restroom addition logistics
- Parking concerns
- Camping & safety concerns
- Allowing for North Connection



# Direction for Final Concept Plan

## Other considerations:

- Increasing activity in the park will help with some safety concerns
- Align with Parks Master Plan goals
- Final design should weigh the needs and desires of east Cupertino residents whose lack of park access prioritized this park acquisition



# BPC - Future CIP Projects FY23-28

1. Bollinger Road Bike Improvements
2. Stevens Creek Blvd Separated Bikeway,  
Phase 3 – Design & Construction
3. Carmen Road Bridge – Design &  
Construction (also consider alternative  
route)
4. Lawrence Mitty Northern Connections  
(Calvert Drive/Intersection)



Bicycle Pedestrian Commission  
Agenda Item #6  
November 16, 2022

# Bicycle Pedestrian Commission



**CUPERTINO**

November 16, 2022

# Bicycle Pedestrian Commission

## Bubb Rd/McClellan Rd Intersection



CUPERTINO

November 16, 2022

# Bubb Rd/McClellan Rd Intersection

- Signalized intersection with protected left turns all directions
- Two-stage left-turn bike boxes all directions
- No right turn on red EB, WB and NB approaches
- Primary access point for tri-school area and residential neighborhood to the south

# Bubb Rd/McClellan Rd Intersection



# Bubb Rd/McClellan Rd Intersection- Challenges

- Major congestion and long queues during school drop-off and pick-up times
- Delays cause driver frustration, safety compromised



# Bubb Rd/McClellan Rd Intersection- Challenges

- Vehicle progression impeded by crossing pedestrians
  - Right-turning vehicles unable to turn on green due to crossing pedestrians (EB, WB and NB)
  - Trailing cars unable to pass due to single lane
  - Right-turning vehicles unable to turn on red due to two-stage bike box restrictions
  - As few as two cars able to proceed each green light
- Ped-right turning vehicle conflicts

# Bubb Rd/McClellan Rd Intersection- Challenges



# Bubb Rd/McClellan Rd Intersection – Proposed Solution

- Pedestrian Scramble signal phasing
  - Pedestrians can cross any leg during dedicated WALK phase.
    - No cars may proceed any direction, including no rights on red
  - Pedestrians must wait during all vehicle green phases
    - Cars may turn right unimpeded
  - Eliminates ped-vehicle conflicts



# Bubb Rd/McClellan Rd Intersection – Proposed Solution

- Scramble phasing active only during school drop-off and pick-up times
- No diagonal crossing allowed
  - Sufficient crossing time provided to cross two legs

# Bubb Rd/McClellan Rd Intersection – Proposed Solution

- Implementation anticipated January 2023
- Educational outreach to schools and general public will precede implementation
  - Flyer
  - Video
  - Social media
- Monitoring will follow implementation

# Bicycle Pedestrian Commission

## Bubb Rd/McClellan Rd Intersection

### End Slide



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November 16, 2022