

Kim Lunt

From: David Stillman
Sent: Wednesday, March 16, 2022 6:52 PM
To: Kim Lunt
Subject: FW: 3-16-2022 Bike Ped Commission Mtg - Item #5 Engagement with School Walk Audits

FYI

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

-----Original Message-----

From: Peggy Griffin <griffin@compuserve.com>
Sent: Wednesday, March 16, 2022 6:36 PM
To: City of Cupertino Bike and Ped Commission <Bikepedcommission@cupertino.org>
Subject: 3-16-2022 Bike Ped Commission Mtg - Item #5 Engagement with School Walk Audits

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Dear Bike Ped Commissioners and Staff,

I feel that the Bike Ped Commission should review and prioritize all the School Walk Audit projects that involve public funds (grants or otherwise), public easements, roads and land. There are many schools in Cupertino, all with traffic and congestion issues but some are worse than others and should be reviewed first.

Also, the Bike Ped Commission is familiar with the overall city pedestrian and bike plans so they are better equipped to integrate changes that work with existing plans.

Also, with the upcoming proposed school closures, the schools receiving the transferred students may need more immediate help and a higher priority.

As always, thank you for your time and commitment to our city to make it better!

Sincerely,
Peggy Griffin

Kim Lunt

From: David Stillman
Sent: Wednesday, March 16, 2022 9:12 PM
To: David Stillman
Cc: Kim Lunt
Subject: FW: Lawson Middle School meeting Feb.10 report
Attachments: Lawson Data by Neighbors.pdf

Commissioners (bcc'd):

Please see meeting summary from Gerhard below. Attached also is a parking study completed by residents in the area.



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Meeting summary from the Lawson Middle School meeting Feb. 10, 2022 @ 2:30-4:30PM. The purpose of this meeting was to address the following requests from the Cupertino Bicycle and Pedestrian Commission meeting from December 15, 2021

1. Have Commissioner Lindskog and Chair Eschelbeck attend a meeting with stakeholders at the Lawson Middle School site;
2. Recommend that the stakeholders consider alternative solutions more thoroughly;
3. Receive a better understanding of decision material that was considered when coming up with the current proposed solution (the background of the current solution;) and
4. Report back to the Bicycle Pedestrian Commission with the outcome of the meeting with stakeholders.

The meeting started at 2:30PM with an introduction of the attendees, and had a good representation of City staff, bike ped commission, CUSD staff, PTA representation, as well as nearby residents. After introduction, the meeting started with a survey of the school and traffic setting and traffic pattern at class end at 3PM. I was part of the group observing traffic patterns at the intersection Forest

Ave/Vista Dr . The observation showed the following clear pattern : Main traffic flow for vehicles and about 30 bicycles, as well as 2 scooters at this location was south bound Vista Dr turning right into Forest Ave/Lazaneo Dr westbound. There was almost no car traffic (and only 2 bicycle/scooters) into Forest Ave eastbound.

After the initial traffic observation, all attendees gathered in a school class room for a presentation by the City of Cupertino (Thank You Cherie). This presentation outlined the history of the project, some alternatives, and the proposed solution, all at a very high level. There were no additional materials or details shared or distributed.

Questions and Discussion during the meeting:

A statement was made that Apple pays for this project. A clarifying question was asked if Apple requested this specific project, or if the City decided to use the Apple Safe Routes to School allocation to specifically fund this project, and if any of these funds could also be used for other Safe Routes to School projects. The answer was provided that it was the City of Cupertino making the fund allocation for this project, and the Apple funds could also be used for any other Safe Routes to School qualifying project.

It was stated this project was a multi year collaborative effort of all stakeholders. A clarifying question was asked if this multi year effort included any of the neighboring residents in the planning and evaluation of options. The answer was given that no neighboring residents were involved in the design and evaluation over these past years, except they have received two City notification letters in 2021 informing them of the plan to eliminate on street parking along Lawson Middle School. It was further confirmed, this Feb.10 meeting was the first meeting where affected neighbors were invited and involved in reviewing the different options.

The multi year process supposedly involved 9 meetings, even there were no details provided about the discussion or data reviewed at any of these meetings. A request was made to provide artifacts and meeting notes from these meetings for review to get a better understanding of the alternatives considered and why they were abandoned. It was indicated these meeting minutes/artifacts will be provided for review.

A further question was made what kind of bike/pedestrian/car traffic and flow analysis was conducted and what data has been reviewed for the evaluation of options . The answer provided was to date there has not been any such studies conducted. The only study available was the Walk Audit from 2017, even this is mainly qualitative, and does not include any quantitative data.

On Feb. 10, a resident provided via email data points to all attendees about cars parked on the west side of Vista Drive (Lawson school side) at different times of the day, and shows an average of about 15 cars parked , with peaks up to 25 during the past few weeks. On Feb. 10 the number of cars parked on the west side was 16.

Commentary was provided about the parking spots on the west side of Vista Dr area are also heavily used during soccer games, for park maintenance, as well as by residents during school off hours, where the site serves a neighborhood park, and solutions will need to be developed for these use cases.

Commentary was provided about similarities with the Greene Middle School bike path in Palo Alto, even there was subsequent discussion about the setting being quite different due to Middle Field in Palo Alto being a major road, as well as a traffic light being involved.

Lawson Middle school currently has two bicycle parking locations. One right next to the main school entrance where major car congestion happens during drop off and pickup. The existence of a second bike rack on the North Entrance of the school at Merritt Dr. was not mentioned, but was confirmed after inquiring.

Most importantly for any such school project is student safety. A clarifying question was asked why it would be safer to route the many incoming students from Lazaneo all the way to Vista Dr and expose them to the car congestion area at the main drop off area, while there seems to be a much safer option of routing students directly onto school property at or near the south entrance (similar to what is already in place at the North entrance). The Walk Audit also had a similar recommendation to route bicycles into the south entrance and have a bicycle parking right there. The South parking lot was less than 50% occupied today, and earlier visits showed even less occupancy. Direct quote from the Walk Audit: "Moving bicycle parking to the southern end of campus will reduce the vehicle congestion and bicycle/vehicle conflicts on Vista Drive". A statement was provided about multiple options having been evaluated, including routing bicycle traffic into the south entrance and continued routing on school property between the sidewalk and the school track (which is sufficiently wide, but would possibly require moving the school fence) and the reasons for abandoning these options range from cost for an impacted irrigation system, some trees being potentially impacted, some parking lot lights may possibly need to be moved. Unfortunately not much detail has been given about the potential cost of any of that, and it is not clear if such data exists or has been evaluated.

I truly appreciate all the good work by City staff and all participants, and as expressed, the primary objective of this meeting was to develop a better understanding of the options evaluated and what material / data was considered. At this point it is unclear what decision metrics and data were driving towards the single proposed solution of trying to route bicyclists towards the congested main entrance, and what data points were used to abandon the alternatives. With the already existing bicycle entrance and bicycle parking on the North side, and a potential new and safe bicycle access on the South side, we may have a safer and less disruptive solution, but to conclude such a question a data driven approach is needed. It will serve the City of Cupertino and its residents best to get a clear understanding of these missing data points, materials and decision matrix, as well as incorporating input from nearby residents for making a final determination of a path forward.

The meeting was adjourned at 4:34PM

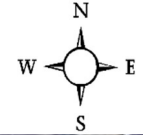


Gerhard Eschelbeck

Bicycle and Pedestrian Commissioner
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PARKING AREAS USED AROUND LAWSON MS



A – Vista Dr (west) side
 B - Vista Dr (east) side
 C – Merritt Dr (south) side

D – Apple North Lot
 E – Mariani (south) side
 F – Apple South Lot

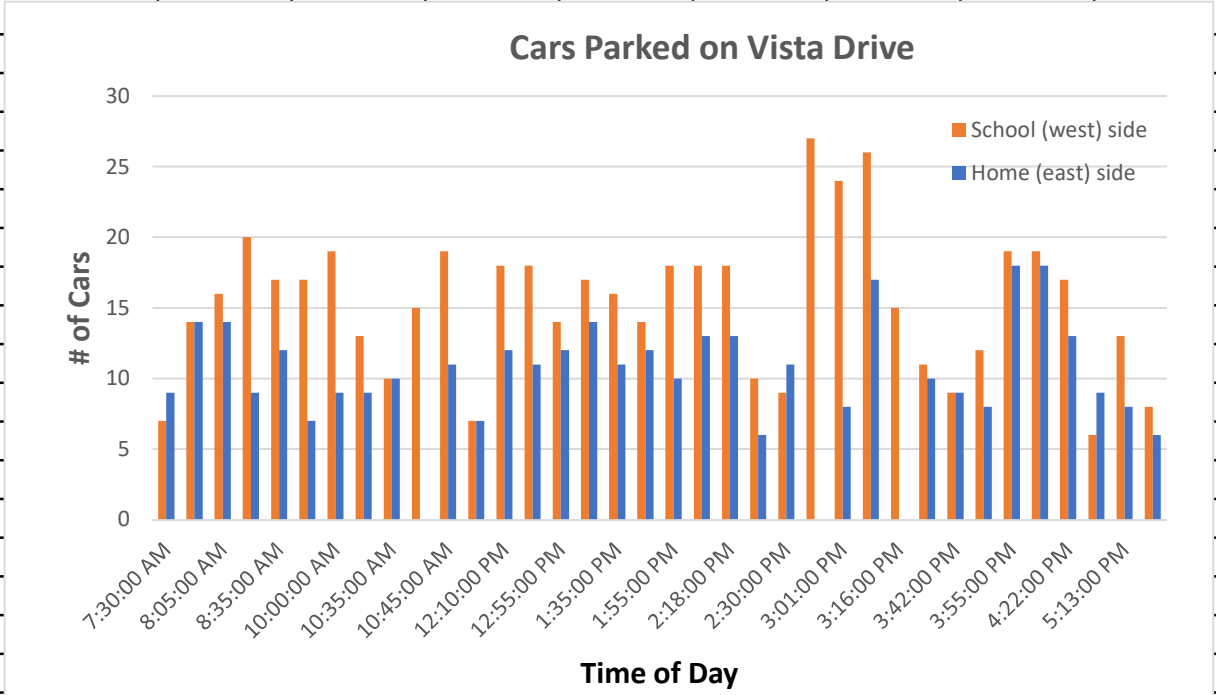
G1 – Staff-only Lot
 G2 – Middle Lot
 G3 – Corner Lot

Star1 – Vista Bike Corral
 Star2 – Merritt Bike Corral
 RED – Permit Parking

Diamond1 – Merritt Drop-off
 Diamond2 – Vista Drop-off

Lawson Informal Car Count on Vista Drive
by neighbors

Date/Day	Time	Cars parked on Vista Dr. school side	Cars parked on Vista Dr. residential side
2-01-2022 Tue	7:30 AM	7	
2-01-2022 Tue	8:00 AM	14	
2-01-2022 Tue	8:05 AM	16	
1-27-2022 Thu	8:14 AM	20	
2-01-2022 Tue	8:35 AM	17	
2-03-2022 Thu	9:59 AM	17	
1-27-2022 Thu	10:00 AM	19	
1-31-2022 Mon	10:00 AM	13	
1-29-2022 Sat	10:35 AM	10	
1-22-2022 Sat	10:45 AM	15	
2-09-2022 Wed	10:45 AM	19	
1-30-2022 Sun	11:40 AM	7	
1-24-2022 Mon	12:10 PM	18	
1-27-2022 Thu	12:13 PM	18	
1-29-2022 Sat	12:55 PM	14	
1-29-2022 Sat	1:35 PM	17	
2-02-2022 Wed	1:35 PM	16	
2-02-2022 Wed	1:51 PM	14	
1-26-2022 Wed	1:55 PM	18	10
2-03-2022 Thu	2:18 PM	18	13
2-03-2022 Thu	2:18 PM	18	13
1-30-2022 Sun	2:23 PM	10	6
2-05-2022 Sat	2:30 PM	9	11
1-21-2022 Fri	2:57 PM	27	
1-24-2022 Mon	3:01 PM	24	8
1-24-2022 Mon	3:05 PM	26	17
1-27-2022 Thu	3:16 PM	15	
1-31-2022 Mon	3:30 PM	11	10



Lawson Informal Car Count on Vista Drive
by neighbors

2-07-2022 Mon	3:42 PM	9	9								
1-26-2022 Wed	3:55 PM	12	8								
2-03-2022 Thu	3:55 PM	19	18								
2-03-2022 Thu	3:55 PM	19	18								
1-25-2022 Tue	4:22 PM	17	13								
2-02-2022 Wed	4:26 PM	6	9								
1-27-2022 Thu	5:13 PM	13	8								
1-26-2022 Wed	8:30 PM	8	6								

LAWSON MORNING ARRIVALS (Vista Drive Bike Corral and Entrance Gate area)



Parent drops student off on residential (east) side of Vista Dr. and kid jaywalks across the street.

Bike preparing to cross into the Vista Bike Corral.



Car blocking neighbor's driveway on the residential (east) side of Vista Drive so they can drop-off their student. The student then typically jaywalks across the street through the traffic.



Bikes and scooter arrive from the Forest/Lazaneo area. Preparing to enter Vista Bike Corral. One bike crossed early.

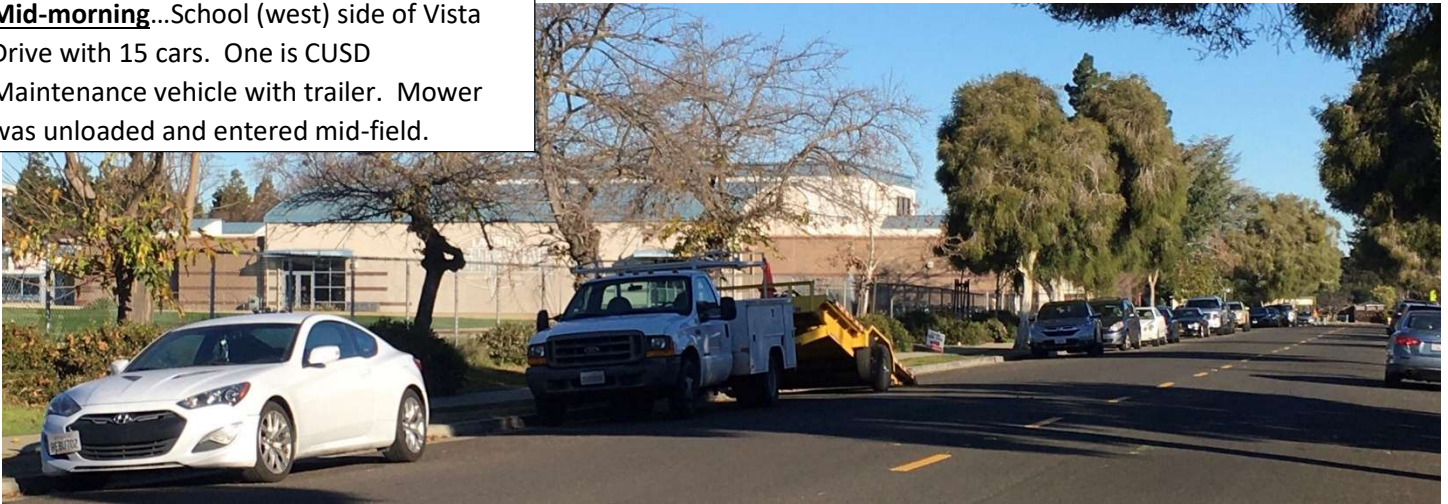
Safest way to ride is in the middle of the lane so cars can't try to pass.



Car that was heading north on Vista Drive does a U-turn so they can drop-off their student on the school (west) side of Vista Drive.

NOTE: Parents do U-turns to drop-off and to just turn around after they drop-off.

Mid-morning... School (west) side of Vista Drive with 15 cars. One is CUSD Maintenance vehicle with trailer. Mower was unloaded and entered mid-field.



LAWSON AFTERNOON PICKUP on Mariani Ave. (Apple Infinity Loop area)



Over 49 cars picking up kids in Apple's North Lot at end of Mariani Ave. on the Apple Infinity Loop campus.



Apple's North Lot – after pickup is over



Lawson afternoon pickup
Line of cars waiting (16) along the south side of Mariani Ave. across from Apple's Infinity Loop campus.



Bikes cutting through Apple's South Lot heading towards De Anza Blvd. (heading to the Garden Gate area).