



**APPENDIX D**

**Public Participation  
Summary Report**

To: David Stillman, Transportation Manager, City of Cupertino  
 Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd and George Foster, Alta Planning + Design

Date: July 11, 2025

Re: Cupertino ATP: Phase 1 Public Participation Summary

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## Introduction

Phase 1 of the Cupertino Active Transportation Plan (ATP) involved a range of engagement activities throughout the spring of 2025. Outreach activities were structured to reduce barriers for Cupertino’s residents and visitors by bringing engagement to them, with central community meetings, virtual engagement, and nine pop-ups at existing community gatherings. In-person outreach was supported by two online community meetings, a project website, an interactive web map, an online survey, lawn signs, banners, and A-frames distributed throughout Cupertino, as well as regular online communications through various City channels. Summaries of key outreach initiatives are provided in this memo.

The first phase of public outreach ran from March 19 through June 5, 2025. This phase consisted of 12 events, engaging over 1,300 residents and soliciting almost 3,000 comments from the public. This input will be used to directly inform network recommendations for the ATP, which will be shared with the public in the fall of 2025.

## Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Bicycle Pedestrian Commission	1	12	34
Pop-up events	9	406	274
Community workshops	2	59	146
Interactive webmap	--	618	2,268
Online survey	--	240	240
Emails	--	26	25
<b>Total</b>	<b>12</b>	<b>1,361</b>	<b>2,987</b>

## Summary of Findings

The following are key findings from public outreach:

**Desire for Connected Networks** – We heard that major barriers, like Highway 85 or De Anza Boulevard, act as a deterrent to taking more trips by walking and biking. While much of Cupertino has good networks for walking and biking, these barriers hold people back from walking and biking more often.

**Focus on Pedestrian Improvements** – Many residents feel like the City has, in recent years, prioritized bicycle-focused projects. New projects should first ensure that pedestrian needs are being met.

**Safety and Accessibility Lead the Way** – When asked to prioritize six different plan goals, residents overwhelmingly chose Safety and Accessibility. Projects should reflect and advance these priorities.

**Focus Improvements near Schools** – Many residents felt that projects should focus on safety and accessibility for school trips and other destinations that youth want to reach in their daily lives.

**Full-Community Engagement** – Outreach needs to reflect the full range of voices and opinions in Cupertino. The voices of people who disagree with active transportation projects are just as important as those who support them.

**Concern About Tradeoffs** – Many residents are concerned about the impacts on parking and traffic from transportation projects, as well as planned and in-development housing projects.

**Don't Just Build, Maintain** – Many residents expressed concerns with the maintenance of separated bikeways once they are built, citing the buildup of debris, fallen leaves, and resident trash cans.

**Track Progress** – Residents expressed a desire for the City to more comprehensively monitor the effectiveness of new projects, tracking changes in safety, utilization, and other metrics of success.

## Phase 1 Outreach Materials

The first phase of outreach for the Cupertino ATP included the following outreach and engagement materials:

- A set of seven poster boards, used during pop-up and workshop events. These boards included:
  - Three maps of Cupertino, two of which zoomed in on the eastern and western halves of the city.
  - One board introducing the project's purpose and displaying the project schedule.
  - Two boards showing visual examples of different bicycle and pedestrian projects.
  - One board soliciting input from the public on the goals of the plan process.
- A project website, hosting an interactive webmap (+optional survey), and a separate survey:
  - The interactive webmap solicited input on routes people like, destinations they want to reach, barriers they experience to walking and biking, and areas where they may have concerns about potential congestion impacts or parking loss from bike projects. The webmap also included an optional survey for users to rank plan goals.
  - The survey, developed by City of Cupertino staff, asked residents about their travel choices and desire for different types of bicycle and pedestrian projects.

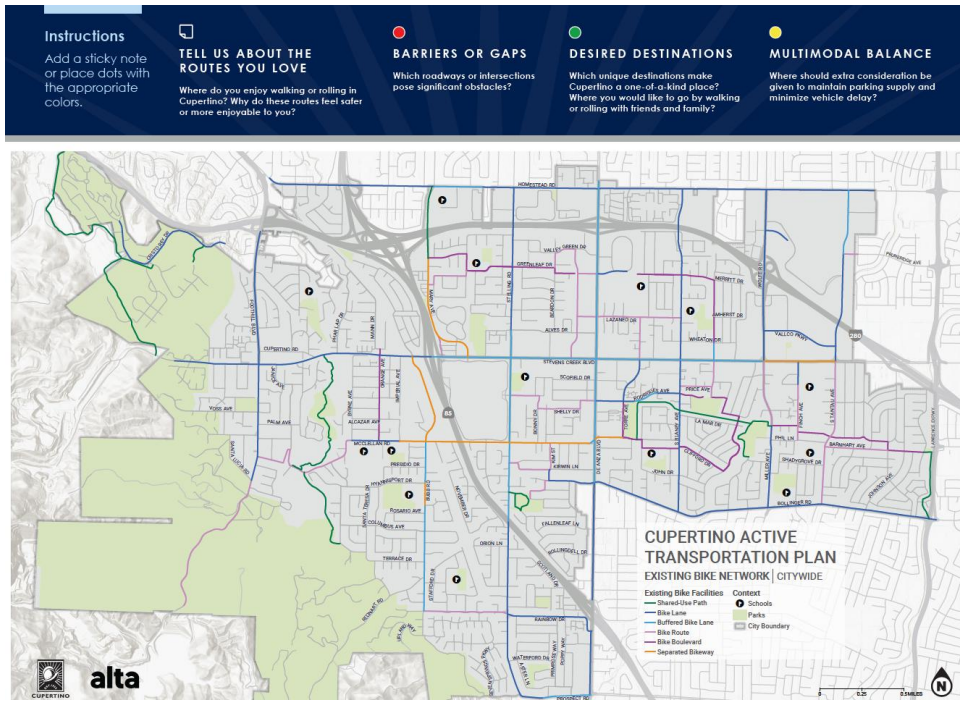


Figure 1: Poster board for input on routes, gaps, and areas of concern

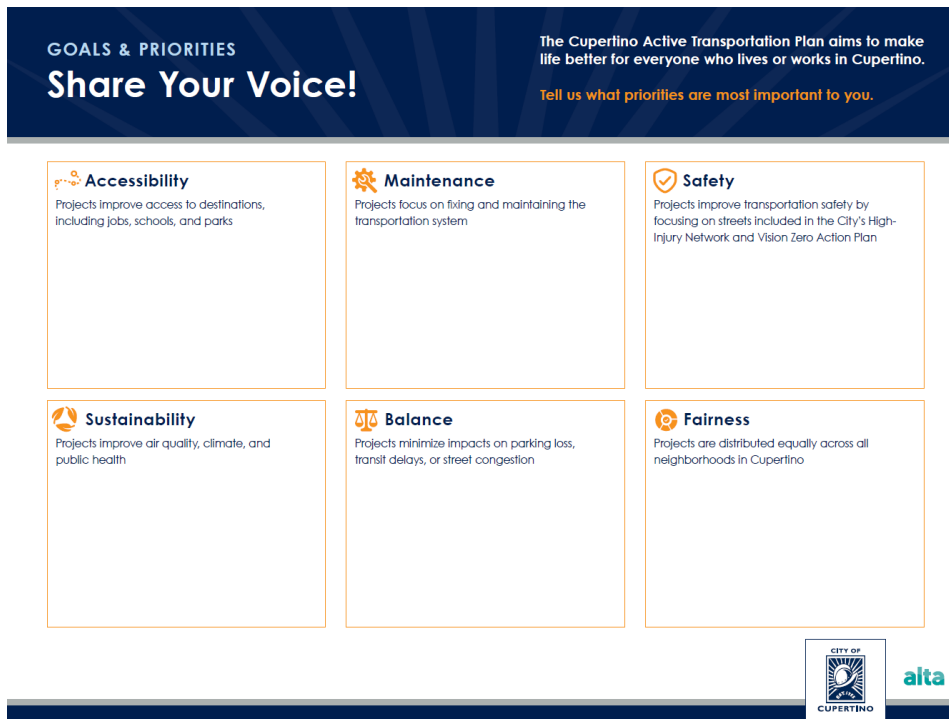


Figure 2: Poster board for input on plans goals

## Summary of Promotion

The City of Cupertino began promotion for the first phase of public outreach with the launch of the project website on March 19. Promotion included:

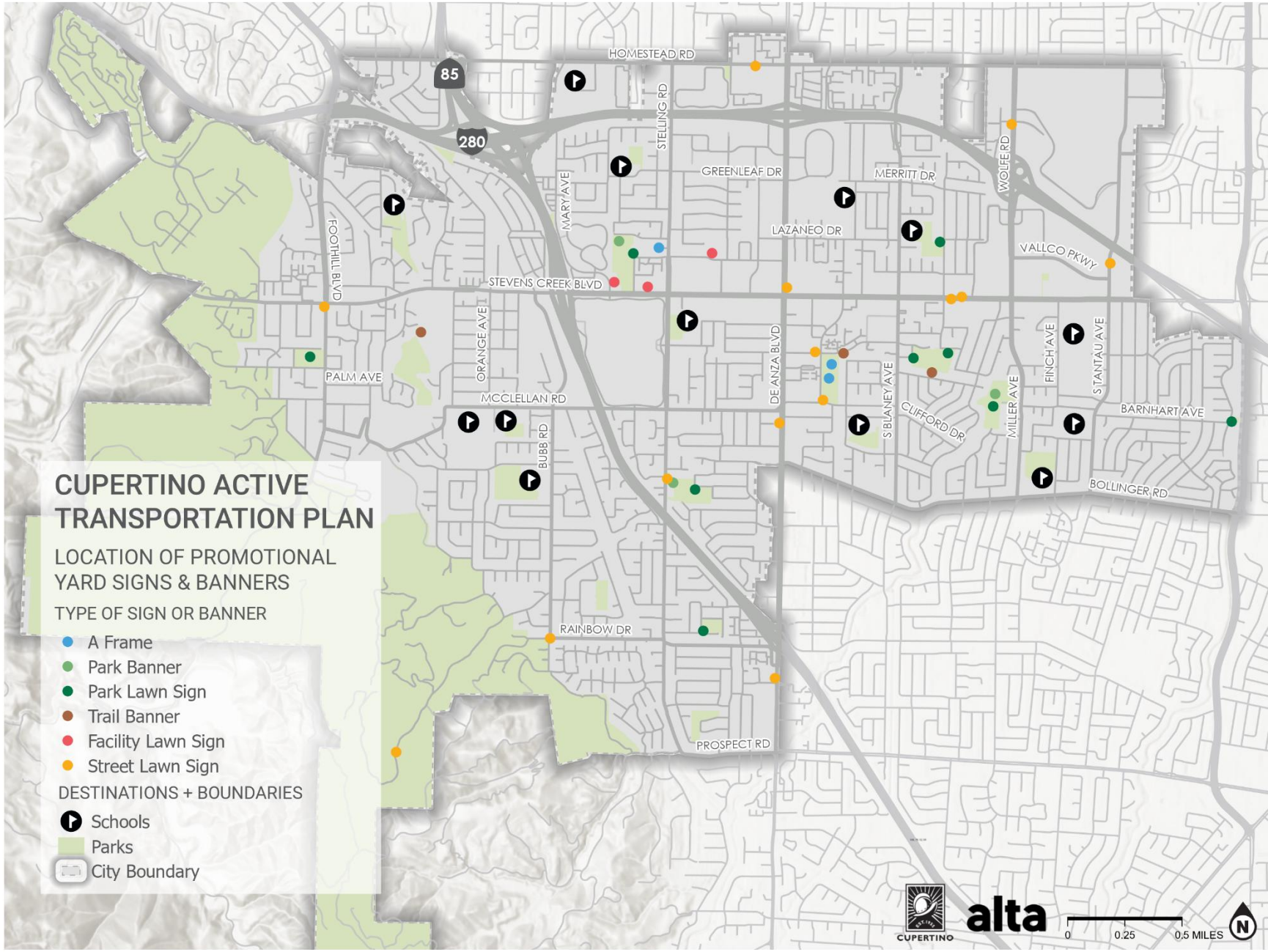
- City emails to project mailing lists
- City posts to Nextdoor, Facebook, Gov Delivery, and Items of Interest
- The installation of lawn signs, banners, and A-Frames throughout the City promoting the project
- Circulation of project notices with community groups, schools, and Safe Routes to School networks

## Summary of Print Promotion

A total of 36 signs were installed across the City, consisting of 3 A-frames, 6 banners, and 25 lawn signs (**Figure 3**). The signs were placed to provide geographic coverage and maximize visibility for motorists, visitors to popular City facilities, YMCA patrons, and trail users (locations shown in **Figure 4**). Roadway signs were located to provide visibility to drivers traveling in all directions, engaging individuals who may not otherwise visit City facilities or receive traditional communications.



Figure 3. Promotional Signs and Banners



Data provided by the City of Cupertino. Document: N:\Share\PROJECTS\2024\251 Cupertino, CA Active Transportation Plan\GIS\Process\24-251\_Cupertino\_BaseMap.aprx. Date saved: 7/11/2025.

Figure 4. Location of Promotional Yard Signs and Banners

## Summary of Public Input

The Cupertino ATP sought three types of public input throughout the first phase:

- Map-based input on destination, barriers, and routes – this was collected through outreach board exercises and an online webmap.
- Priorities and feedback for six different plan goals – this was collected through outreach board exercises and a ranking exercise on the online webmap.
- Travel choices and preferences for different types of projects – this was collected through a City-developed survey and added to the project website.

## Summary of Map Input

At all pop-up and workshop events, residents were asked to identify locations on maps for the following information:

- Routes where they currently walk or bike
- Destinations in Cupertino that they would like to reach by walking or biking
- Barriers or gaps in the network that currently make walking or biking difficult
- Areas of concern for potential impacts on congestion or parking availability

The project website also hosted an online webmap where residents could similarly provide input on the four options listed above. The webmap also allowed users to view the input of other residents, comment on other users' input, or like/dislike other users' input. This summary represents 2,378 data points from the public.

### Key Destinations

Residents identified 100 destinations across Cupertino. Areas with high numbers of responses cluster around parks (Jollyman Park, Blackberry Farm, Creekside Park, and Library Field), schools (Cupertino High, Eaton Elementary, and Collins Elementary), and shopping locations (The Marketplace, Bottegas Shopping Center, and Main Street Cupertino). Results are shown in **Figure 5**.

### Gaps and Barriers

Residents identified 203 barriers or gaps across Cupertino. Barriers were primarily concentrated along major roadways such as Stevens Creek Boulevard and Bollinger Road. There were concentrations of barriers on Stevens Creek Boulevard near Highway 85 and at the intersection of Torre Avenue and McClellan Road. Results are shown in **Figure 6**.

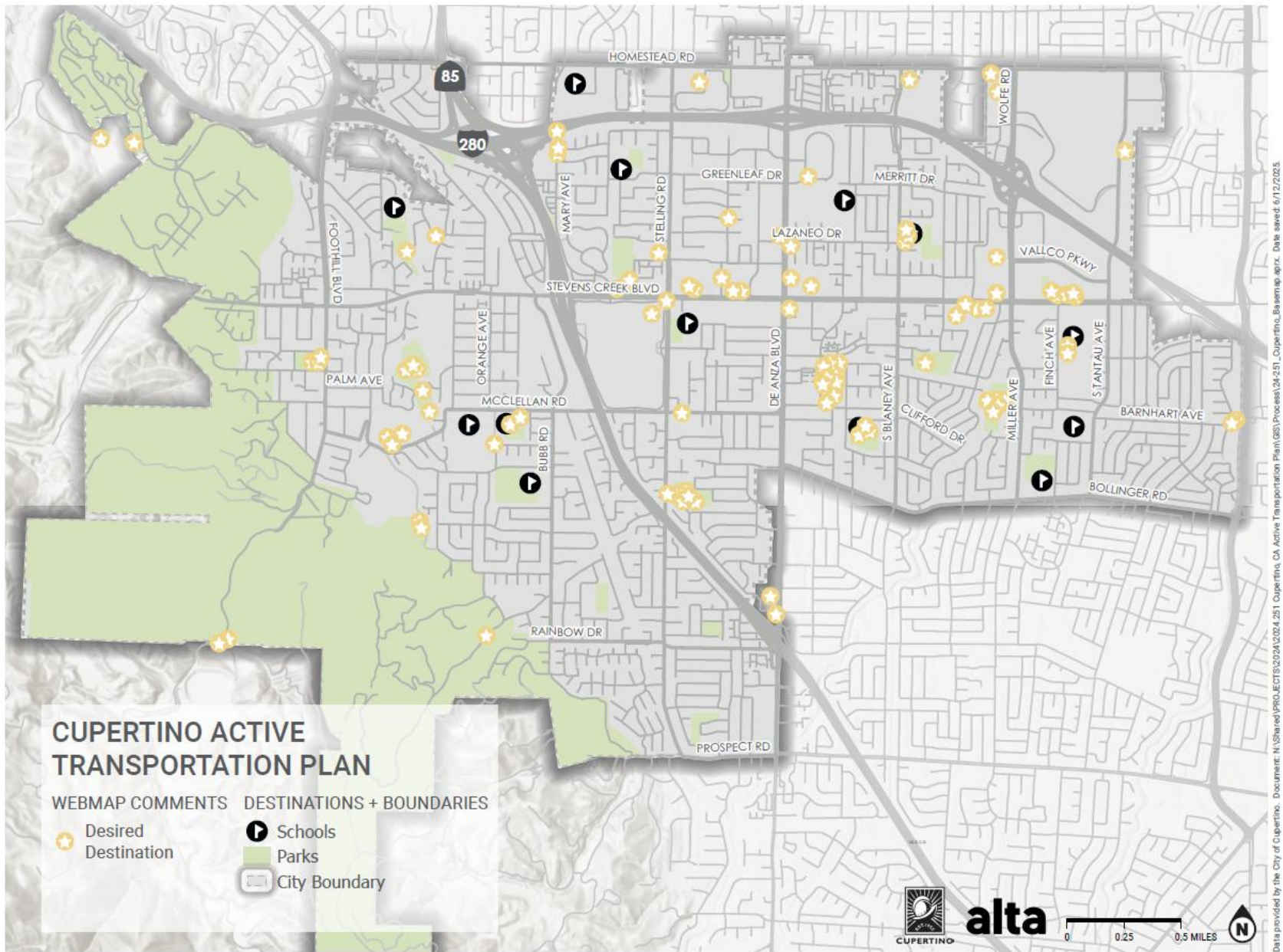


Figure 5. Phase 1 input – desired destinations

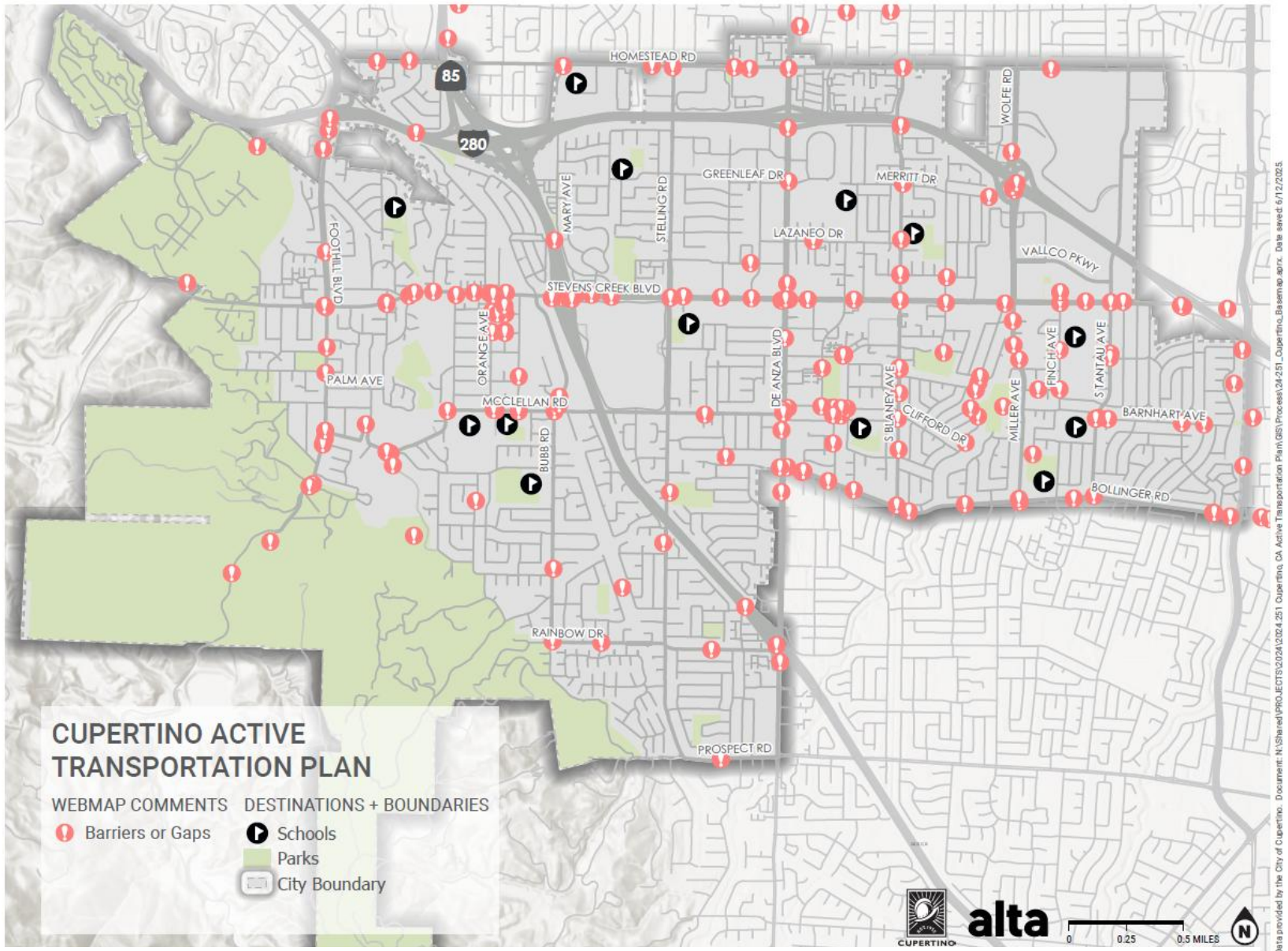


Figure 6: Phase 1 input – barriers or gaps

### **Routes and Multimodal Concerns**

Residents were asked to draw out routes where they walk or bike most often, or to draw the route of streets where they have concerns about congestion or parking loss. In total, 75 routes were drawn.

The visualization shown in **Figure 7** shows not only the routes, but also the likes, dislikes, and comments left on drawn routes in the online webmap. The line thickness of each route indicates how many comments, likes, or dislikes—with a thicker line indicating a greater number of responses. Routes are also color-coded based on receiving a high number of likes (green) or dislikes (pink) on the webmap.

A route on Wolfe Road in the City’s northwest region garnered the greatest number of likes. In the comments, residents highlighted concerns about congestion resulting from the forthcoming “The Rise” development project.

A route primarily on Bubb Road and Rainbow Drive received two dislike votes. There were no comments on this segment to elaborate further, and the dislike votes could be attributed to human error.

### **Overall Sentiment**

The project team consolidated all destinations and gaps/barrier points, then visualized them based on the number of responses received on the webmap, as well as whether they had net-positive likes or dislikes. In **Figure 8**, the size of the circle reflects the total number of likes, dislikes, or comments a point received. The color of each point indicates its net-positive or negative response from other users, with net-positive points shown in green and net-negative points shown in pink.

Comments receiving the most interaction were largely to the east of Highway 85, with clusters on Bollinger Road, and the Cupertino Library, on Blaney Avenue, Stevens Creek Boulevard, and Wolfe Road. To the west of Highway 85, there were high-interaction comments clustered on Stevens Creek Boulevard, Foothill Boulevard, and Homestead Road.

The comments receiving the most positive votes were:

- Blaney Avenue at Regnart Creek – requesting a more robust crossing for the Regnart Creek Trail
- Stevens Creek Boulevard at Carmen Road – support for the Carmen Road bridge overcrossing of Stevens Creek Boulevard
- Stevens Creek Boulevard at Wolfe Road – expressing concern for traffic impacts with the construction of The Rise development

The comments receiving the most negative votes were:

- Merritt Drive at Norwich Avenue – expressing opposition to having access through the soundwall at this location
- Kim Street at Regnart Creek – expressing opposition to extending the Regnart Creek Trail west of De Anza Boulevard

The comments receiving a high amount of interaction, but with a balance between likes and dislikes were:

- A series of comments along Bollinger Road asking for a road diet or additional pedestrian crossings, especially between De Anza Boulevard and Blaney Avenue
- Roadway and bike network safety upgrades on Blaney Avenue north of Stevens Creek Boulevard
- A request to pedestrianize the Main Street Cupertino commercial development

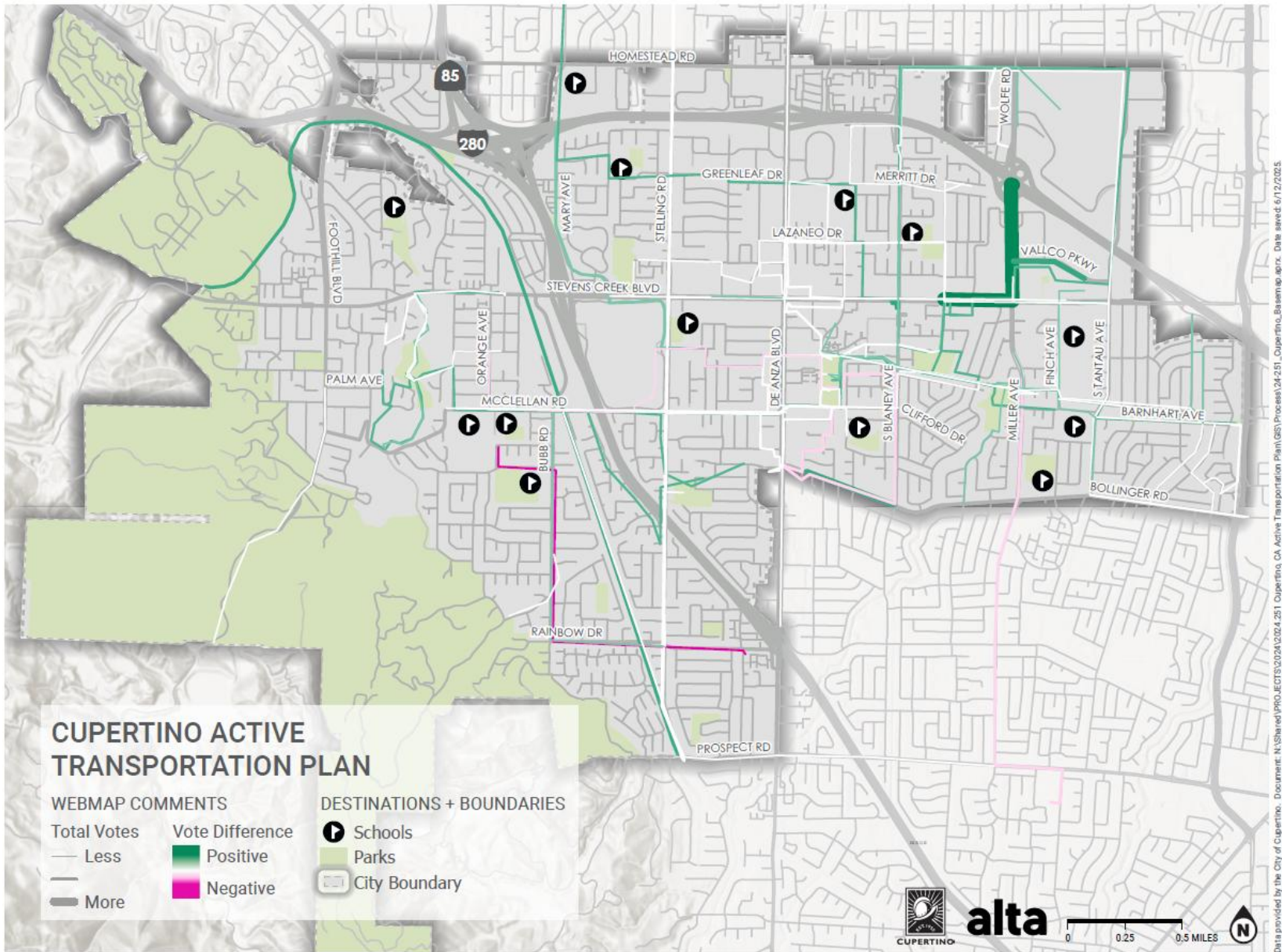


Figure 7: Phase 1 input on desired routes and areas of multimodal concern

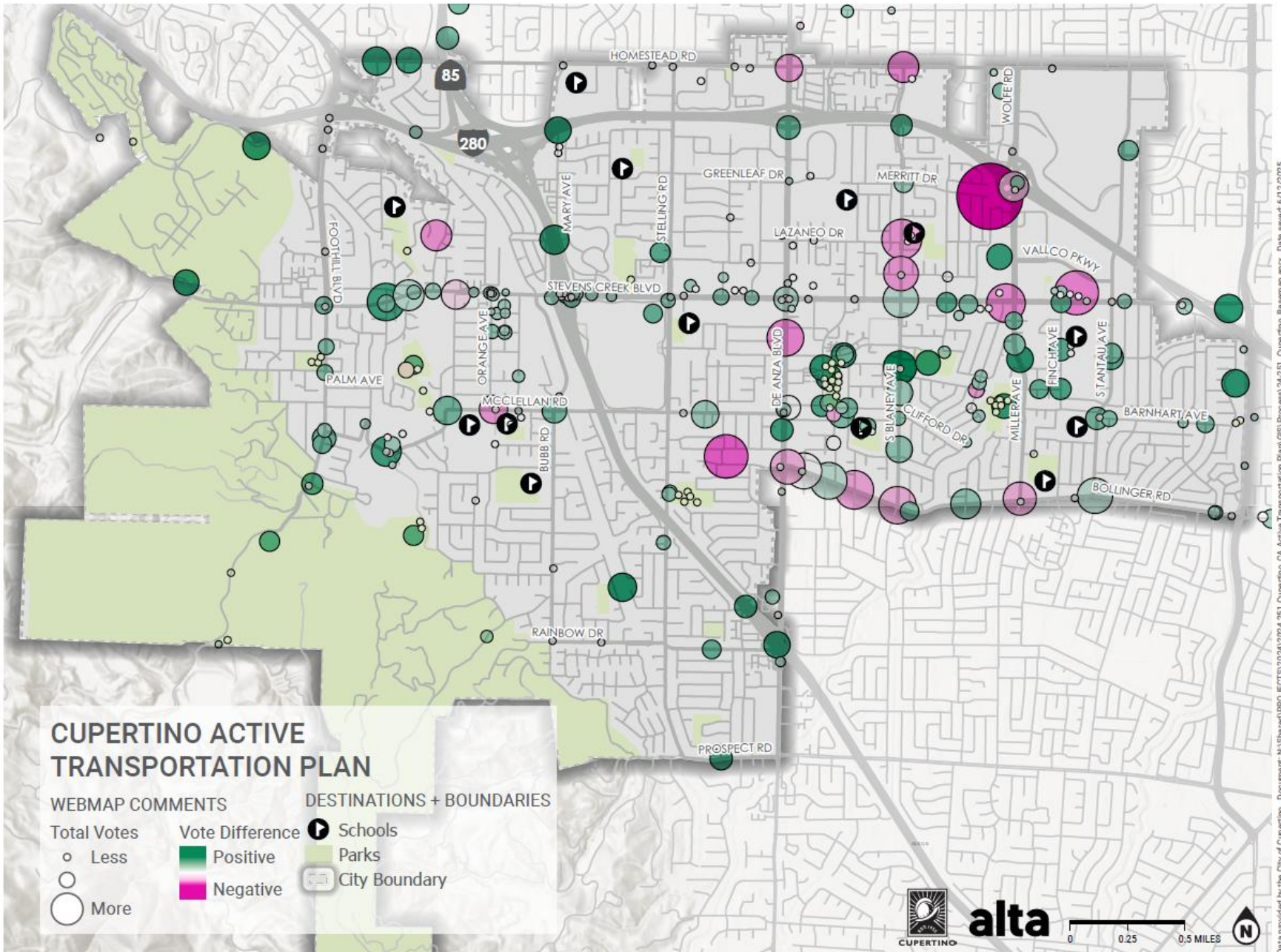


Figure 8: Phase 1 input by comment density and sentiment

## Summary of Plan Goals Input

At all pop-up and workshop events, residents were asked to share which plan goals were most important to them. This data was collected on the “Goals & Priorities” outreach board. This feedback was also collected via a ranking exercise on the online webmap.

Collecting input regarding plan goals during Phase 1 ensures that later plan development will reflect community priorities. Using two different methods to collect this feedback—in-person and online, also allows for more resident voices to be captured.

The data on plan goals was scaled to form an average against a six-point scale, so that the in-person and online input was comparable despite their different quantities (online n=273, in-person n=102). See the table below for ranked final scoring for plan goals.

Table 1: Plan Goal rankings by input type

Goal	Online Average Score (N=273)	In-Person Average Score (N=102)	Combined Average Score
Safety	4.81	4.24	<b>4.65</b>
Accessibility	5.12	2.53	<b>4.41</b>
Maintenance	3.67	1.35	<b>3.04</b>
Sustainability	3.30	1.41	<b>2.79</b>
Balance	2.21	1.12	<b>1.91</b>
Fairness	1.89	1.35	<b>1.74</b>

## Summary of City Survey

City of Cupertino staff developed an online survey, which was hosted on the project website and promoted by City communications. The survey collected a total of 240 responses from individuals who visit, live in, attend school in, or work in Cupertino. The survey included multiple-choice and an open-ended comment question. The multiple-choice questions captured who is participating in online outreach activities, how they heard about the project, and their travel preferences. The open-ended comment question provided an opportunity for respondents to share more specific concerns.

Key findings from these questions are summarized below, and all multiple-choice survey results are presented in the [Online Survey Results](#) section.

- Most respondents found out about the project from friends (54%), followed by City communications (34%).
- Most respondents are 50 to 64 years old (40%) or 30 to 49 years old (34%).
- Almost all respondents drive in Cupertino (95%), and some also walk (64%), bike (35%), and take the SV Hopper (13%).
- Most respondents who walk or bike in Cupertino do so for exercise or recreation (85%). Many also walk or bike to shop/run errands (47%), commute to work/school (33%), or for social visits (31%).

- When asked how comfortable respondents are when walking or biking in Cupertino on a scale from 1 (not very stressful) to 10 (very stressful):
  - The average score was 4.7, slightly lower than neutral.
  - Comfort level with biking and walking in Cupertino is concentrated in four groups:
    - 45% of respondents ranked 1-3 (less stressful).
    - 18% of respondents ranked 4-6 (concentrated around neutral).
    - 25% of respondents ranked 7-8 (more stressful than neutral).
    - 13% of respondents ranked 9-10 (stressful).
- About a third of respondents said that pedestrian and bicycle facilities—including protected intersections (32%), better street lighting (31%), and traffic calming (32%)—would encourage them to walk or bike more in Cupertino. These facilities are familiar to many Cupertino residents as they are already prominent in the City.
- In contrast, respondents said that wider sidewalks (47%) and shorter crossings (46%) would not at all encourage them to walk or bike more. This indicates that these primarily pedestrian facilities would not lead to behavioral change, specifically among survey respondents.
- Over half of respondents said that bicycle facilities—including concrete protected bike lanes (58%), bollard protected bike lanes (53%), and wider buffered bike lanes (53%)—would not at all encourage them to walk or bike more. This indicates that these primarily bicycle facilities would not lead to behavioral change, specifically among survey respondents.

Key themes from the open-ended text response question include:

#### **1. Bike Infrastructure**

- Frequent mentions of bike lanes, especially protected and concrete-separated ones.
- Mixed feedback: Some residents appreciate the improvements, while others find them underused or poorly designed.
- Safety concerns: Many comments highlight the need for safer biking conditions, especially for children and less experienced riders.

#### **2. Traffic and Safety**

- Concerns about speeding, aggressive driving, and cars not yielding to pedestrians or bicyclists.
- Requests for enforcement: Many want more traffic law enforcement, especially at intersections and near schools.
- Intersection design: Some intersections are perceived as dangerous or confusing, especially with new traffic patterns.

#### **3. Pedestrian Experience**

- Sidewalk conditions: Calls for wider, better-maintained sidewalks and more shade.
- Crosswalk safety: Many feel unsafe crossing busy roads due to fast traffic and poor driver behavior.
- Lighting and visibility: Better lighting is a common request to improve nighttime safety.

#### **4. City Planning and Priorities**

- Perceived imbalance: Some residents feel the City is focusing too much on biking infrastructure at the expense of drivers.
- Desire for balance: Many call for a more inclusive approach that supports all modes of transportation—cars, bikes, walking, and transit.

- Frustration with congestion: Some blame new bike lanes for increased traffic and reduced driving lanes.

## 5. Community Sentiment

- Divided opinions: There's a clear split between those who support sustainable transportation and those who prioritize car travel.
- Calls for inclusivity: Residents want planning that reflects the needs of families, seniors, commuters, and students alike.
- Civic engagement: Some comments express frustration with how public input is gathered or used.

## Summary of Emails

In addition to the three types of input summarized in the previous sections, residents also submitted comments by email. Key themes from 25 emails are summarized below:

- Ten individuals, who identified as either Cupertino or San Jose residents, wrote with concerns that the project and map surveys hosted on the project website do not ask about, and will not capture the needs of, drivers. The individuals are concerned that the survey is biased and that it will not be a representative reflection of the Cupertino community.
- Ten individuals, who identified as longtime Cupertino residents, wrote urging the City to defund the Active Transportation Program and Vision Zero, and prioritize strategies that improve the safety of pedestrians and drivers. These tools include leading pedestrian intervals, high-visibility crosswalks, automated speed enforcement, red light cameras, smart traffic signals, AI-powered safety analytics, pedestrian beacons, and automated pedestrian detection. The individuals also wrote that they are concerned that those who can attend meetings are not representative of the broader community's needs and views.
- Three individuals shared their concern that bike lanes are and will continue to negatively impact congestion on major streets in Cupertino.
- One individual shared nine specific recommendations for improving bicycle facilities in Cupertino, and one individual shared their disappointment with efforts to defund the Stevens Creek Boulevard Protected Bike Lanes and the Bollinger Road Corridor Study.

# Event Summaries

## Pop-Up Events

The Alta Planning + Design project team (with support from City staff) hosted pop-up engagement events at existing community events, such as festivals, school activities, and flea markets. These pop-up events met the community where they were and gathered additional project feedback throughout the project. During phase one, Alta staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, and safety infrastructure, as well as provide feedback on specific points of interest or conflict on maps and a list of plan goals. Cupertino City staff conducted additional pop-up events to supplement Alta’s activities.

At pop-up events, residents were encouraged to provide direct feedback with sticky notes and color-coded dots:

- **Green dots** – destinations where community members would like to go (On the Map: “What unique destinations make Cupertino a one-of-a-kind place? Where would you like to go by walking or rolling with friends and family?”)
- **Yellow dots** – Areas where residents would like multimodal balance (On the Map: “Where should extra consideration be given to maintain parking supply and minimize vehicle delay?”)
- **Red dots** – Areas that are barriers or gaps (On the Map: “Which roadways or intersections pose significant obstacles?”)

On another poster board, residents shared what priorities were most important to them, organized by the Plan’s goals: accessibility, maintenance, safety, sustainability, balance, and fairness.

Table 2: Summary of pop-up participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
Earth and Arbor Day Festival	April 5, 2025	Alta & City staff	45	19
Lincoln Elementary School Walk & Roll Day	April 22, 2025	City staff	23	27
Cherry Blossom Festival	April 26, 2025	Alta & City staff	190	57
Hyde Middle School Walk & Roll Day	April 29, 2025	City staff	35	22
De Anza College Flea Market	May 3, 2025	City staff	26	12
Live Well Age Well Health Expo	May 9, 2025	City staff	16	9
Bike to Wherever Day	May 15, 2025	Alta staff	40	49
Collins Elementary Walk & Roll Day	May 21, 2205	City Staff	17	27
Monta Vista High School Lunchtime Tabling	May 28, 2025	City Staff	14	19

## *Earth and Arbor Day Festival*

On Saturday, April 5, 2025, from 11:00 a.m. to 3:00 p.m., the City of Cupertino hosted its annual Earth and Arbor Day Festival at Library Field, next to the new Regnart Creek Trail. This was an interactive event that invited community members of all ages to learn about environmental issues and solutions in a family-friendly atmosphere. At least 45 people engaged with Alta and City staff, leaving a total of 19 sticker dots or comments on poster boards.

**Barriers and Destinations:** The public placed seven sticker dots on maps to identify destinations and barriers. Mapped points included desired access to the trails in the western hills of Cupertino and schools, as well as points of conflict around existing bikeway and trail crossings, including the Wolfe Road and I-280 crossing. No multimodal balance stickers were placed. Participants also showed where they liked new infrastructure, like the Regnart Creek Trail and the improvements at the intersection of De Anza Boulevard and McClellan Road.

**Plan Goals:** Community members placed 12 comments on the plan goals poster board. Safety was the highest priority (n=7), followed by accessibility (n=3). Creating safe routes for children to access schools, protected from traffic, and safe from red light driver behavior were all areas of support.



Figure 9: Staff talking with residents at the Earth and Arbor Day Festival

## *Lincoln Elementary School Walk & Roll Day*

On Tuesday, April 22, 2025, from 7:30 to 8:30 a.m., City of Cupertino staff tabled in front of Lincoln Elementary School for their Walk & Roll to School Day. City staff engaged with parents and students on their priorities, barriers, and destinations. Staff engaged with 23 participants who left a total of 27 sticker dots or comments on poster boards.

**Barriers and Destinations:** Participants placed 20 sticker dots on the maps to identify destinations and barriers, and one desired route was drawn on the map. Destinations were grouped around southwestern Cupertino, including Blackberry Farm, Linda Vista Park, and Jollyman Park. Stevens Creek Boulevard, Bubb Road, and McClellan Road were identified as barriers.

**Plan Goals:** Participants placed seven comments on the plan goals board. Safety was ranked as the highest priority among plan goals (n=4), followed by accessibility (n=3).

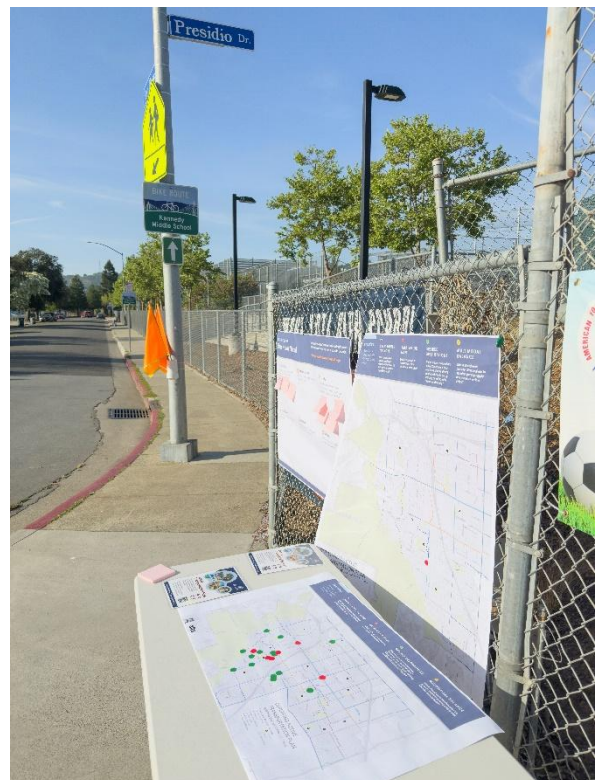


Figure 10: Pop-up table at Lincoln Elementary

## Cherry Blossom Festival

On Saturday and Sunday, April 26 to 27, 2025, from 10:00 a.m. to 5:30 p.m., the City of Cupertino sponsored the annual Cherry Blossom Festival with Japanese sister city Toyokawa at Memorial Park. Alta and City staff were present for public engagement on Saturday, April 26, from 10:00 a.m. to 5:30 p.m., engaging at least 190 members of the public. Participants left a total of 57 sticker dots or comments on the poster boards. This was a family-friendly event featuring community resources and organizations, where people of all ages provided input to staff on site, including several individuals who had been struck by vehicles while walking or biking in Cupertino. Common themes included support for:

- Improved access to transit
- Protected bike and pedestrian infrastructure, including enhanced maintenance of existing facilities
- Better connectivity with the neighboring cities and destinations, including extending the Stevens Creek Trail
- Creating safe routes to schools and parks was largely proposed by children.

**Barriers and Destinations:** Community members placed 21 sticker dots on the maps to identify destinations and barriers.

The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Homestead Road, Stevens Creek Boulevard, Bollinger Road, Wolfe Road/Miller Avenue, and Tantau Avenue. Popular destinations and access points included Rancho San Antonio Open Space Preserve, Stevens Creek Trail, Cupertino City Hall, Cupertino Library and Park, Regnart Creek Trail, The Marketplace, and Creekside Park. No multimodal balance stickers were placed.

**Plan Goals:** Community members placed 36 comments on the plan goals board. Safety was ranked as the highest priority (n=14), followed by accessibility (n=9) among plan goals.



Figure 11: Engaging with youth at the Cherry Blossom Festival

### *Hyde Middle School Walk & Roll Day*

On Tuesday, April 29, 2025, from 7:30 to 8:30 a.m., City of Cupertino staff tabled in front of Hyde Middle School for their Walk & Roll to School Day. City staff engaged with parents and students on their priorities, barriers, and destinations. Staff engaged with 35 participants who left a total of 22 sticker dots or comments on poster boards.

**Barriers and Destinations:** Participants placed 15 sticker dots on maps to identify destinations and barriers. Destinations were grouped around the Cupertino Library and Creekside Park. Stevens Creek Boulevard, Bollinger Road, and Tantau Avenue were identified as barriers.

**Plan Goals:** Participants placed 7 comments on the plan goals board. Safety was ranked as the highest priority among plan goals (n=6), followed by fairness (n=1).



Figure 12: Students at Hyde Middle School

### *De Anza College Flea Market*

On Saturday, May 3, 2025, from 9:00 a.m. to 4:00 p.m., City of Cupertino staff tabled at the De Anza Flea Market, held on the campus of De Anza College. City staff engaged with the public on their priorities, barriers, and destinations. Staff engaged with 26 participants who left a total of 12 sticker dots or comments on poster boards.

**Barriers and Destinations:** Participants placed seven sticker dots on the maps to identify destinations and barriers. Destinations included Blackberry Farm, Linda Vista Park, and northeastern Cupertino. Wolfe Road, Homestead Road, Foothill Boulevard, and Bollinger Road were identified as barriers.

**Plan Goals:** Participants placed five comments on the plan goals board. Maintenance was ranked highest priority among plan goals (n=3), followed by safety (n=2).

### *Live Well Age Well Health Expo*

On Friday, May 9, 2025, from 10:00 a.m. to 1:30 p.m., City of Cupertino staff tabled at the Live Well Age Well Health Expo, held at the City of Cupertino Senior Center. City staff engaged with attendees to discuss their priorities, barriers, and destinations. Staff engaged with 16 participants who left a total of 9 sticker dots or comments on poster boards.

**Barriers and Destinations:** Participants placed six sticker dots on maps to identify destinations and barriers. Destinations included Blackberry



Figure 13: Live Well Age Well Health Expo

Farm, Linda Vista Park, and northeastern Cupertino. Wolfe Road, Homestead Road, Foothill Boulevard, and Bollinger Road were identified as barriers.

**Plan Goals:** Participants placed three comments on the plan goals board. Maintenance was ranked as the highest priority plan goal (n=2), followed by accessibility (n=1).

### *Bike to Wherever Day*

On Thursday, May 15, 2025, from 7:00 a.m. to 10:00 a.m., the City of Cupertino hosted an energizer station for Bike to Wherever Day at the intersection of Stelling Road and McClellan Road. This event was designed to celebrate and encourage people to ride their bikes for errands, socializing with friends, commuting to work or school, and as an opportunity for those who don't usually bike commute to try it out. Energizer stations are community hubs where residents will pedal to grab a free bag filled with goodies and celebrate the day. The energizer station was hosted by the Cupertino Bicycle Pedestrian Commission, with Alta staff setting up a table adjacent for public input. At least 40 of the 100+ people passing through the station engaged with the ATP staff and left a total of 49 sticker dots or comments on poster boards. Common themes included support for:

- Better bike connections and coordination across municipal boundaries
- More protected bike lanes
- More multi-use paths (including strong praise for the Regnart Creek Trail as an example)

**Barriers and Destinations:** The public placed 31 sticker dots on the maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Foothill Boulevard, Stevens Creek Boulevard, Bollinger Road, Homestead Road, De Anza Boulevard, and Blaney Avenue. Destinations and access points included Stevens Creek Trail, Cupertino City Hall, Cupertino Library and Park, Regnart Creek Trail, Apple Park Visitor Center, and the many parks and trails up Stevens Canyon Road.

**Plan Goals:** Students placed 18 comments on the plan goals board, with safety ranked as the highest priority goal (n=10), followed by accessibility (n=8).



Figure 14: A family on a cargo bike at Bike to Wherever Day

### *Collins Elementary School Walk & Roll Day*

On Wednesday, May 21, City staff hosted a table for the ATP at the Walk & Roll Day for Collins Elementary on Blaney Avenue in eastern Cupertino. City staff engaged with 17 adults who left a total of 19 sticker dots or comments on poster boards.

**Barriers and Destinations:** The public placed 15 sticker dots on the maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: Stevens Creek Boulevard, De Anza Boulevard, Blaney Avenue, and Lazaneo Avenue. Destinations included Monta Vista Park, Cupertino Library, and Lawson Middle School.

**Plan Goals:** Students placed four comments on the plan goals board, all for safety.



Figure 15. Students at Collins Elementary School

### *Monta Vista High School Lunchtime Tabling*

On Wednesday, May 28, City staff hosted a table for the ATP during the lunch hour at Monta Vista High School in western Cupertino. City staff engaged with 17 adults and youth, collecting a total of 19 sticker dots and comments on poster boards.

**Barriers and Destinations:** The public placed 17 sticker dots on maps, identifying barriers and destinations. The following roadways received multiple stickers for concerns about safety, comfort, and connectivity: McClellan Road near Stevens Creek Trail, locations along Bubb Road, and De Anza Boulevard. Destinations included Cupertino Library, Varian Park, and Kennedy Middle School.

**Plan Goals:** Students placed two comments on the plan goals board, both for safety.



Figure 16. Students at Monta Vista High School

## Community Workshops

The City and Alta hosted two community workshops, one in person and one virtual. These provided dedicated spaces for the public to learn about the project and engage with project staff with any questions, concerns, or ideas they had for the ATP.

Table 3: Summary of community workshop participation

Event	Date	Attendance	Comments
Community Workshop #1 (virtual)	May 5, 2025	35	44
Community Workshop #2 (in person)	May 7, 2025	24	102

### Community Workshop #1

The City of Cupertino hosted a virtual workshop on the evening of May 5 for the Cupertino ATP, held from 6:00 to 7:30 p.m. 51 members of the public registered for the event, and 35 attended. The workshop included a 35-minute presentation, followed by a question-and-answer (Q&A) session. There were 28 questions posed in the Q&A chat window, and 16 attendees provided spoken comments and questions.

Below is a summary of comments and questions from members of the public at the virtual workshop.

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#### Youth and School Access

- **Students' Needs:** Multiple participants emphasized the importance of engaging students directly, especially at high schools and middle schools, to understand their transportation challenges.
- **School Commutes:** Parents expressed concern about unsafe walking and biking conditions near schools, particularly around **Foothill Boulevard and Stevens Creek Boulevard**, citing heavy traffic and recent accidents.
- **Drop-Off Congestion:** A student suggested designated drop-off zones away from school entrances to reduce traffic chaos and improve safety.
- **Scooter Safety:** Concerns were raised about **electric scooters on sidewalks**, especially near schools. Suggestions included better infrastructure and education to keep faster devices off sidewalks.

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#### Pedestrian Safety and Infrastructure

- **Sidewalk Conditions:** Several residents highlighted **uneven, narrow, or missing sidewalks**, especially near schools and major roads like **Bubb Road and Stelling Road**.
- **Crosswalks:** Bollinger Road was repeatedly mentioned for its **lack of safe midblock crossings**, with residents witnessing dangerous pedestrian behavior and near misses.
- **Intersection Safety:** Intersections like **Stevens Creek Boulevard at De Anza Boulevard** and **Blaney Avenue at Stevens Creek Boulevard** were flagged as particularly hazardous for pedestrians.

## Bicycling Infrastructure and Concerns

- **Concerns over Major Streets:** Opinion from participants was mixed on the utility of dedicated bike lanes on major streets. Some participants suggested that people riding bikes should use parallel side streets to minimize congestion impacts on major roads. Others pushed back on the idea that they should stick to side streets, noting that key destinations (jobs, shops, schools) are located on arterials like **Stevens Creek Boulevard, De Anza Boulevard, and Miller Avenue/Wolfe Road**.
  - **Stressful Bike Routes:** Painted bike lanes next to fast-moving traffic and parked cars (e.g., on Miller Avenue) were described as **high-stress and unsafe**.
  - **Connectivity Gaps:** Residents called for a **more connected north-south bike network**, citing streets like **Stelling Road, Blaney Avenue, and Wolfe Road** as needing improvements.
- 

## Fairness and Community Engagement

- **Multimodal Balance:** Some residents emphasized the need to **balance improvements** across all modes—walking, biking, driving—without disproportionately impacting any group.
  - **Inclusive Planning:** Residents urged the City to ensure **all neighborhoods are included**, not just those with vocal opposition or support. Concerns were voiced that future bicycle and pedestrian projects would not heed the desires of local communities; others expressed concern that local groups could stymie the implementation of projects that could create regional connections and benefits.
  - **Regional Coordination:** Participants asked how Cupertino’s plan aligns with **neighboring cities and county plans**, recognizing that many trips cross city boundaries.
- 

## Development and Future Growth

- **Developer Contributions:** Residents asked whether **new housing developments** would be required to contribute to walking and biking infrastructure.
  - **Proactive Planning:** Suggestions included **involving residents** early in the planning process to address concerns and improve transparency.
- 

## General Themes

- **Safety Is Paramount:** Across all modes, safety was the most frequently cited concern and top priority.
  - **Desire for Ambition:** Many residents expressed hope that the plan would be **bold and transformative**, making walking and biking truly viable and attractive options.
  - **Concern for Potential Impacts:** Many speakers expressed concerns that projects would negatively impact congestion, parking availability, and quality of life without providing commensurate benefits to the community.
  - **Pedestrian Focus:** Multiple speakers wanted the ATP to prioritize pedestrian safety and access improvements over bicycle projects.
-

## Community Workshop #2

The City of Cupertino hosted an in-person workshop on the evening of May 7 for the Cupertino ATP, held from 6:00 to 7:30 p.m. Twenty-four members of the public attended the workshop. A 35-minute presentation was given, followed by a 10-minute Q&A session and interactive poster board activity. During the presentation, 18 residents participated in the interactive polling, and there were six questions posed during the Q&A.

During the interactive posterboard activity, residents were encouraged to provide direct feedback regarding their walking or rolling routes with sticky notes and color-coded dots on a map of the city.

Participants were encouraged to identify locations on the printed maps of the city to outline:

- **Green dots** – destinations where community members would like to go (On the Map: “What unique destinations make Cupertino a one-of-a-kind place? Where would you like to go by walking or rolling with friends and family?”)
- **Yellow dots** – Areas where residents would like multimodal balance (On the Map: “Where should extra consideration be given to maintain parking supply and minimize vehicle delay?”)
- **Red dots** – Areas that are barriers or gaps (On the Map: “Which roadways or intersections pose significant obstacles?”)

On another poster board, residents shared which plan goals they think the Plan should prioritize: accessibility, maintenance, safety, sustainability, balance, and fairness. There were 96 sticky notes or color-coded dots on the map poster boards, and 12 notes shared on the priorities poster boards.

Below is a summary of the Q&A session, general comments, and comments on the poster boards.

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### Q&A

- **Foothill Boulevard:** A resident was surprised that Foothill Boulevard was not captured in the High Injury Network. There was a recent collision involving youth, but it is also a long-standing issue.



Figure 17: Presentation at Community Workshop #2



Figure 18: Workshop participants at breakout tables

- **Slideshow:** A resident would like the slideshow, without the polling slides, available on the Cupertino ATP website.
- **Recreational Travel:** A resident was interested in how we are capturing recreational travel by mode, not just commute travel.
- **E-Bikes:** A resident was interested in how the Plan will account for the increasing use of e-bikes in Cupertino.
- **In-Progress Projects:** When looking at the completed and in-progress projects map, a resident was interested in why a pedestrian treatment was in progress near a new Eden Housing Development.
- **Secure Bike Parking:** A resident was interested in how the Plan will incorporate the need for more secure bike parking.

### Overall Themes from Outreach Boards

- **Shared Use Trails:** 10 comments were regarding access to existing trails, the continuation of existing trails, or the construction of new trails. Three comments were specifically regarding constructing the Tamien Trail.
- **Key Destinations:** In addition to trail access, common destinations for Cupertino residents include the City's shopping centers, parks, and schools.
- **Alternatives to Highways and Busy Streets:** 7 comments requested bike/pedestrian infrastructure where residents could either avoid interacting with busy streets/highways or gain access through barriers in the existing infrastructure. This includes requests for tunnels, trails, and bridges.
- **Concerns over Major Streets:** Major streets, including Stevens Creek Boulevard, De Anza Boulevard, and Bollinger Road, were often cited as having barriers or gaps in pedestrian or bicycle facilities.
- **School Access and Congestion:** In addition to identifying schools as key desired destinations, residents identified barriers/gaps and the need for multimodal balance around Cupertino schools.

### Goals and Location-Specific Outreach Boards

Resident comments on the goals and location-specific outreach boards are listed below:

#### Accessibility

- Add safe bike parking.
- Make bike + pedestrian access easier when possible by opening a closed gate, for example.

#### Maintenance

- Debris on bike path or bike lane is a hazard.
- Fix Stevens Creek & 280/85 sidewalks.

#### Fairness

- Finish Tamien Innu trail.

#### Safety

- Miller has too many lanes. Could be 1 on each side and center turn lane.
- Stevens Creek & Wolfe. Fix Wolfe (N-5).

- It's important to give as many children as possible a completely traffic-free bike/walk route to school. Imagine how traffic could improve if cars rarely needed to drop off & pick up kids!
- Bollinger; Bollinger at De Anza; Bollinger at Clifden needs a pedestrian crossing to support overflow parking from Trader Joe's and people riding VTA 25.
- Crossing Stevens Creek Boulevard is a hazard for pedestrians.
- Need to consider elderly walking and biking. They need to increase crossing times because elderly do not walk as fast.

### Location-Specific Outreach Boards

A summary of locations is listed below based on the color of the dot used on the outreach boards.

Destinations where the community would like to go (**green dots**) include:

- Alves Dr @ Beardon Dr
- Alves Dr @ Shopping Center between N Stelling Rd and Saich Way
- Bandley Dr @ Greenleaf Dr
- Bollinger Rd @ De Anza Blvd
- Bollinger Rd @ Miller Ave
- Bollinger Rd Between Alderbrook Ln and Miller Ave
- I-280 from Mary Ave to De Anza Blvd
- Calvert Dr @ Lawrence Expy
- Civic Center Park
- Cristo Rey Dr @ Canyon Oak Way
- Cupertino Historical Society @ Museum
- Cupertino Memorial Park
- De Anza Blvd @ Homestead Rd
- De Anza Blvd @ Kirwin Ln
- De Anza Blvd @ Stevens Creek Blvd (Cali Mill Plaza Park)
- De Anza Blvd @ Stevens Creek Blvd (NE corner)
- Hammon Snyder Loop Trailhead
- Homestead Rd @ Blaney Ave
- Hyde Middle School
- Hyde Middle School
- Jollyman Park
- Linda Vista Park
- Mary Ave @ Junipero Serra Fwy
- Main Street Shopping Mall
- McClellan Rd @ Bubb Rd
- McClellan Rd @ Stevens Creek Trail
- Monta Vista Park
- Northeast city limits/Hammond Snyder Loop Trail

- Portal Park
- Rainbow Dr @ Rainbow Knoll Trail
- Stevens Creek Blvd @ Anton Way
- Stevens Creek Blvd @ Bianchi Way
- Stevens Creek Blvd @ Carmen Rd
- Stevens Creek Blvd @ Carmen Rd
- Stevens Creek Blvd @ Crossroads shopping mall
- Stevens Creek Blvd @ Imperial Ave
- Stevens Creek Blvd @ Miller Ave
- Stevens Creek Blvd @ Pasadena Ave (Mann Shopping Center)
- Stevens Creek Blvd @ Portal Ave
- Stevens Creek Blvd @ Saich Way
- Stevens Creek Blvd @ Scenic Blvd
- Stevens Creek Blvd @ Stelling Rd (shopping center)
- Stevens Creek County Park
- Tantau Ave @ I-280
- Torre Ave @ Town Center Ln
- Wilson Park

Areas where residents would like multimodal balance (**yellow dots**) include:

- Stevens Creek Blvd @ Wolfe Rd
- Lawson Middle School
- Portal Park

Areas that are barriers or gaps (**red dots**) include:

- Auburn Dr @ Drake Dr
- Beardon Dr @ Greenleaf Dr
- Blaney Ave @ Lucille Ave
- Bollinger Rd @ Alderbrook Ln
- Bollinger Rd @ Blaney Ave
- Bollinger Rd @ Clifden Way
- Bollinger Rd @ Martinwood Way
- Crescent Rd @ Orchard Ct
- De Anza @ McClellan
- De Anza Blvd @ Bollinger Rd
- De Anza Blvd @ I-280
- De Anza Blvd @ SR 85
- De Anza Blvd @ Rodrigues Ave
- Lawrence Expressway @ Mitty Way
- McClellan Rd @ North East Corner of Monta Vista High School

- Miller Ave @ Phil Ln
- Miller Ave @ Vicksburg Dr
- Stevens Creek Blvd @ Bianchi Way
- Stevens Creek Blvd @ Blaney Ave
- Stevens Creek Blvd @ Bubb Rd
- Stevens Creek Blvd @ SR 85 Offramp
- Stevens Creek Blvd @ De Anza Blvd
- Stevens Creek Blvd @ Saich Way
- Stevens Creek Blvd @ Stelling Rd
- Stevens Creek Blvd @ Vista Dr
- Tantau Ave @ Loree Ave
- Wolfe Rd @ I-280 N Onramp
- Wolfe Rd @ Vallco Pkwy

### **General Comments on Outreach Boards**

- You can fit 12-13 bicycles in one parking space. 3 car spaces would make enough bike parking to fill community hall.
- Pickup and drop off time around the schools is a mess. Please build designated drop off points 1-2 blocks from the schools to spread out car load. I bike to school faster than my neighbor who drives because he has to sit in drop off traffic in front of school. I have witnessed crashes in front of school, been in crashes, and provided police witness testimony on crashes. The area in from of schools is far too congested and dangerous.

### **Online Interactive Map**

The online interactive map for phase one was structured to enable users to provide feedback in the form of routes and points on the map. Before accessing the map, users were also able to provide feedback on priorities among plan goals.

Map input options included:

- Preferred walking and biking routes
- Challenging locations for walking and biking
- Desired destinations
- Streets causing concern about the potential for parking loss or congestion

### ***Interactive Map Summary – Phase 1***

#### **Summary of Desired Destinations**

- Cupertino Library, Eaton Elementary, Apple Park Visitor Center, Jollyman Park, and more.
- Concerns include a lack of safe access, especially for children and seniors.
- Suggestions include better crossings, sidewalks, and trail connections.

## Summary of Barriers and Gaps

- **Unsafe crossings** (e.g., Homestead Rd, McClellan Rd, Blaney Ave, Bollinger Rd).
- **Missing infrastructure** like crosswalks, bike lanes, or pedestrian bridges.
- **Visibility issues** due to sun glare, parked cars, or trash bins.
- **Speeding and traffic flow concerns**, especially near schools and intersections.
- **Suggestions** include adding speed bumps, protected bike lanes, pedestrian refuge islands, and better signage.

## Summary of Multimodal Balance

- Balancing the needs of different travel modes in areas with:
  - **High congestion** (e.g., Stevens Creek Blvd, Wolfe Rd).
  - **New developments** (e.g., The Rise).
  - **Suggestions** include traffic light synchronization, designated drop-off zones, and better multimodal planning.

## Key Themes

- **Bike Infrastructure:** There are a limited number of protected bike lanes in the City, a high prevalence of unsafe intersections for bicyclists, and the desire for trail extensions (e.g., Regnart Creek Trail).
- **Pedestrian Safety:** There are issues with pedestrian visibility, speeding cars, a need for better signage, and pedestrian refuge islands.
- **Traffic Behavior:** There is congestion near schools and shopping areas, illegal or unsafe parking, speeding, and a failure to yield to pedestrians and bicyclists.
- **Roads and Trail Conditions:** There is a desire for improving road design for multimodal use, maintaining and expanding trails, and repainting or redesigning intersections.

## Intersections with a High Number of Votes (including direct quotes from comments)

1. Wolfe Road and I-280 (5 comments, 112 votes)
  - a. "Proposed housing development should have access to Portal Park and schools without using Wolfe Road."
2. Stevens Creek and Highway 85 (11 comments, 32 votes)
  - a. "A safe crossing over CA-85 is desperately needed. Currently the only way across in this area is Stevens Creek Boulevard, which has fast-moving and lane changing traffic, plus many exits/ramps/intersections. Best would be to have a crossover on Mary just north of this area to Fitzgerald or University Way."
3. Stevens Creek Boulevard and De Anza Boulevard (8 comments, 29 votes)
  - a. "This intersection is really dangerous. I avoid it whenever possible, and it makes reaching businesses and locations on the other side difficult. It'd be awesome if we could get a protected intersection here like there are in Fremont or San Jose."
4. Pacifica Drive and Whitney Way (6 comments, 27 votes)
  - a. "Drivers often don't yield to pedestrians."
5. McClellan Drive and De Anza Boulevard (3 comments, 17 votes)

- a. “The beginning of the protected bike trail on McClellan going east is unprotected and cars often drive into the bike lane while making a right turn and even sometimes when going west to east on McClellan.”

**Streets with a High Number of Comments/Votes (including direct quotes from comments)**

1. Wolfe Road and Stevens Creek Boulevard (3 comments, 27 votes)
  - a. “Stevenson & Wolf is extremely congested, especially during the commute hours. With the 3000 apartments from The Rise and Wolfe Road Housing, commuting through this road will be infeasible. The City should prioritize preemptively to assure larger flow of vehicle traffic on these roads.”
2. McClellan Road (4 comments, 4 votes)
  - a. “McClellan road where there is a protected bike is lane feels so much safer than it used to. The speed reduction has helped as well--cars are no longer whipping past as they used to.”
3. Stelling Road (3 comments, 6 votes)
  - a. “Of the parallel roads to get from Sunnyvale through Cupertino on a bike, this route seems best balanced between safety and convenience. Though the Hollenbeck portion in Sunnyvale without bike lanes is not safe. Be good if Cupertino and Sunnyvale could coordinate to make the entire stretch a bike friendly corridor.”
4. UPRR Tail (4 comments, 4 votes)
  - a. “Union Pacific Railroad to the Permanente Quarry. As the Quarry will be decommissioned, this stretch of the railroad will be entirely unused.”
5. Budd Road (2 comments, 3 votes)
  - a. “Route to drop kids to Lincoln and Kennedy middle school.”

**Summary of Streets and Intersections with Many Likes and Dislikes**

1. Blaney Avenue and Regnart Creek Trail (Intersection) (2 comments, 22 likes, 0 dislikes)
  - a. Cars speed at this intersection and do not yield to pedestrians/bicyclists. Requests for additional traffic calming measures.
2. Stevens Creek Boulevard and Carmen Road (Intersection) (2 comments, 25 likes, 9 dislikes)
  - a. Support for a pedestrian/bicycle bridge
3. Merritt Drive and Norwich Avenue (Intersection) (1 comment, 11 likes, 77 dislikes)
  - a. Conflicting opinions about the benefit of creating an access point at this location versus the preference to keep an existing wall, and direct pedestrians/bicyclists to use the Tamien Innu trail.
4. Kim Street and Regnart Creek Trail (Intersection) (1 comment, 9 likes, 29 dislikes)
  - a. Conflicting opinions about the benefits of expanding the Regnart Creek Trail, versus privacy concerns for nearby residents.
5. Stevens Creek Boulevard and Wolfe Road (street) (3 comments, 25 likes, 0 dislikes)
  - a. Concern about the current level of congestions, and it being exacerbated by forthcoming housing development.
6. Blaney Avenue (3 comments, 12 likes, 0 dislikes)
  - a. Request for additional parking at Stevens Creek Boulevard for commercial uses.

## Online Survey Results

City of Cupertino staff developed an online survey, which was hosted on the project website and promoted by City communications. A total of 240 survey responses were collected among people who visit, live, go to school, or work in Cupertino. Results of the survey are presented in the following tables.

Table 4: How did you learn about the project? (Select all that apply.)

Response	Number	Percentage
From friends	129	54%
City communications	81	34%
Other	32	13%
Yard signs or banners	23	10%
Tabling event	7	3%
Total	272	113%

Table 5: What is your age?

Response	Number	Percentage
Under 18	7	3%
18-29	19	8%
30-49	81	34%
50-64	96	40%
65+	37	15%
Total	240	100%

Table 6: How do you travel around Cupertino? (Select all that apply.)

Response	Number	Percentage
Personal car	227	95%
Walk	153	64%
Bike	84	35%
SV Hopper	31	13%
Rideshare services(e.g., Uber/Lyft)	20	8%
VTA bus	18	8%
Electric device (scooter, bike, or other)	13	5%
Total	546	228%

Table 7: If you walk or bike, what purpose is it primarily for? (Select all that apply.)

Response	Number	Percentage
Exercise/recreation	198	83%
Shopping/errands	113	47%
Commuting to work/school	78	33%
Social visits	74	31%
Connecting to transit	33	14%
Other	10	4%
Total	506	211%

Table 8: How often do you currently walk or bike in Cupertino?

Response	Number	Percentage
Several times a week	93	39%
Daily	86	36%
Occasionally	34	14%
Rarely	19	8%
Never	8	3%
Total	240	100%

Table 9: On a scale from 1 (not very stressful) to 10 (very stressful), how comfortable do you feel when walking or biking in Cupertino?

Response	Number	Percentage
1 - not very stressful	55	23%
2	36	15%
3	16	7%
4	18	8%
5 - neutral	12	5%
6	14	6%
7	28	12%
8	31	13%
9	14	6%
10 - very stressful	16	7%
Total	240	100%

Table 10. What would encourage you to walk or bike more in Cupertino? (Select all that apply.)

<b>Percentage</b>	<b>Not at all</b>	<b>Slightly</b>	<b>Moderately</b>	<b>Significantly</b>
Wider sidewalks	47%	22%	21%	11%
Shorter crossings	46%	19%	18%	17%
Protected intersections	33%	17%	18%	32%
Better street lighting	19%	22%	27%	31%
Traffic calming	25%	21%	22%	32%
Traffic enforcement	33%	26%	19%	23%
Slower traffic speeds	36%	23%	20%	21%
Concrete protected bike lanes	58%	9%	9%	24%
Bollard protected bike lanes	53%	14%	16%	17%
Wider buffered bike lanes	53%	16%	14%	16%
Secure bike parking	44%	21%	16%	19%

To: David Stillman, Transportation Manager, City of Cupertino  
Matthew Schroeder, Senior Transit and Transportation Planner, City of Cupertino

From: Christopher Kidd, Alta Planning + Design

Date: March 24, 2026

Re: Cupertino ATP: Phase 2 Public Participation Summary

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## Introduction

Phase 2 of the Cupertino Active Transportation Plan (ATP) involved a range of engagement activities throughout the fall of 2025. Outreach activities were structured to reduce barriers for Cupertino’s residents and visitors by bringing engagement to them, with central community meetings, virtual engagement, and eight pop-ups at existing community gatherings. In-person outreach was supported by one online community meeting, a project website, an interactive web map, lawn signs, banners, and A-frames distributed throughout Cupertino, as well as regular online communications through various City channels. Summaries of key outreach initiatives are provided in this memo.

The second phase of public outreach ran from August 20 through November 30, 2025. This phase consisted of 13 events, engaging over 600 residents and soliciting over 2,000 comments from the public. This input will be used to directly inform the draft plan development for the ATP, which will be shared with the public in the spring of 2026.

## Summary of Engagement

Event/Input Type	Number of Events	Participants	Total Comments/Interactions
Interactive webmap	--	279 comments	1,671 votes
Community workshop	2	20	50
Pop-up events	8	299	316
Emails	--	1	1
Public hearings	3	40	57
<b>Total</b>	<b>13</b>	<b>639</b>	<b>2,095</b>

## Summary of Findings

The following are key findings from public outreach:

### Pedestrian Recommendations:

- **Main Concerns:** Intersection safety issues, particularly conflicts and situations with right-turning vehicles, limited visibility, and speeding vehicles at major intersections during peak hours.
- **Supportive Feedback:**
  - Proposed Class I shared-use paths, such as the Tamien Innu, Lawrence Mitty Trail, and Union Pacific Railroad alignment.
  - Extending the Lawrence Mitty Trail across Lawrence Expressway to enhance school access.
  - Recommended sidewalk network.

### Bicycle Recommendations:

- **Main Themes:**
  - Desire for upgrading buffered bike lanes to separated bikeways on high-speed corridors (Homestead Rd, Bollinger Rd, and Blaney Ave).
  - Safety concerns along Stevens Creek Blvd, especially near Highway 85 and De Anza College.
- **Supportive Feedback:**
  - Strong support for shared-use paths as safe alternatives to major roads.
  - Positive feedback on protected intersections; suggestions to add more along Stevens Creek Blvd.
  - Emphasis on safe school access and reducing conflicts with right-turning vehicles.

### General Themes:

- **Safety Near Schools:** Prioritize pedestrian and bicycle improvements around Lincoln Elementary, Monta Vista High, and Cupertino High.
- **Traffic Calming:** Requests for speed reduction measures (speed bumps, raised tables, and rapid rectangular flashing beacons [RRFBs]).
- **Connectivity:** Desire to link parks, schools, and neighborhoods via shared-use paths.
- **Visibility and Signage:** Calls for better intersection visibility and signage.

## Phase 2 Outreach Materials

The second phase of outreach for the Cupertino ATP included the following outreach and engagement materials:

- A set of nine poster boards, used during pop-up and workshop events. These boards included:
  - One board introducing the project's purpose and displaying the project schedule.
  - One board summarizing what was heard during Phase 1 outreach.
  - One board showing the bicycle network recommendations.
  - One board showing the pedestrian network recommendations.
  - One board providing visual examples of bicycle facilities rolling improvements.
  - One board providing visual examples of pedestrian facilities walking improvements.

- Three boards providing an analysis on how recommendations were considered: level of traffic stress, stress-adjusted short trips, and active trip potential.
- A project website, hosting an interactive webmap:
  - The interactive webmap solicited input on recommendations for the pedestrian network and for the bicycle network. The webmap also included a virtual glossary to explore the types of infrastructure that was recommended for the ATP.

## Webmap Summaries

The project website CupertinoATP.org hosted an interactive webmap from August 22 through November 30, 2026. The webmap solicited input from the public on both pedestrian network recommendations and bicycle network recommendations. Users could “like” a project, “dislike” it, or leave a comment. In all, there were 279 unique comments and 1,671 votes on facility recommendations. The overwhelming majority of votes on facility recommendations were “likes.” **Table 1** provides a summary of all the unique comments and votes by type.

*Table 1. Summary of Comments by Type*

Comment Type	Number of Comments	Vote Count
Sidewalk	48	178
Pedestrian intersection	117	659
Shared-use path	10	134
Separated bikeway	10	127
Buffered bike lanes	14	171
Bike lanes	2	19
Neighborhood bike routes	70	294
Bike intersections	8	89

## Pedestrian Recommendations

There were 165 unique comments regarding the pedestrian recommendations. Among these, 117 comments focused on the proposed intersection improvements, 48 pertained to sidewalk recommendations, and 10 were related to shared-use path suggestions. The comments primarily highlighted concerns about dangerous intersections caused by right turns, limited pedestrian visibility, and speeding vehicles. Participants noted that safety issues at intersections become more pronounced during commute hours. The intersections most frequently mentioned were Stevens Creek Boulevard, Bollinger Road, Prospect Road, Stelling Road, De Anza Boulevard, and Blaney Avenue. Participants were highly supportive of the proposed Class I shared-use paths along I-280, the Union Pacific Railroad Tracks, and Saratoga Creek. Some participants suggested extending the shared-use path recommendations along Saratoga Creek to cross Lawrence Expressway so that it can serve as a route to school. Participants were overall supportive of the recommended sidewalk network. The map in **Figure 1** displays the webmap comments by popularity and location.

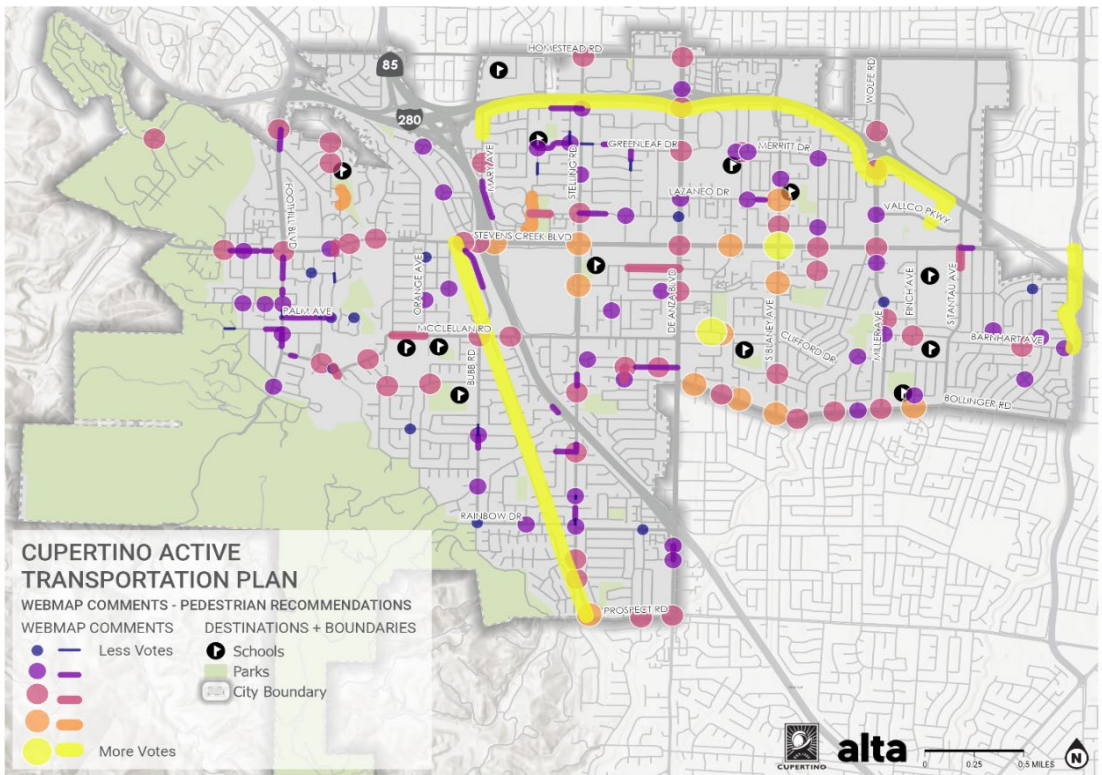


Figure 1: Webmap Comments Related to Pedestrian Recommendations

## Bicycle Recommendations

The webmap received 114 unique comments related to the bike recommendations. Of these, 8 related to recommended protected intersections, 96 were related to the on-street bike recommendations, and another 10 related to shared-use paths. Overall, participants expressed support for enhanced network connections to schools and requested that some of the proposed buffered bike lanes be upgraded to separated bikeways to improve safety due to high-speed traffic. The corridors that received the most feedback included the recommended shared-use paths, as well as Homestead Road, Stevens Creek Boulevard, Blaney Avenue, and Bollinger Road. Many participants favored the suggested shared-use paths, noting that these paths would offer safe alternatives to major roadways and intersections. Additionally, there were calls to upgrade the buffered bike lanes on Homestead Road, Bollinger Road, and Blaney Avenue to separated bikeways, as fast travel speeds were identified as a significant barrier preventing students from biking to school. Concerns about speeding and unsafe intersections along Stevens Creek Boulevard were highlighted, particularly near Highway 85 and De Anza College. Separated bikeways were requested on Foothill Boulevard, Stelling Road, and Wolfe Road. Most unique comments were regarding the recommended neighborhood bike routes, with overall support for the enhanced network serving schools. Comments regarding the recommended protected intersections were generally positive, emphasizing the importance of reducing conflicts with right-turning vehicles. Some participants suggested adding protected intersections all along Stevens Creek Boulevard. **Figure 2** displays the webmap comments related to the bike recommendations.

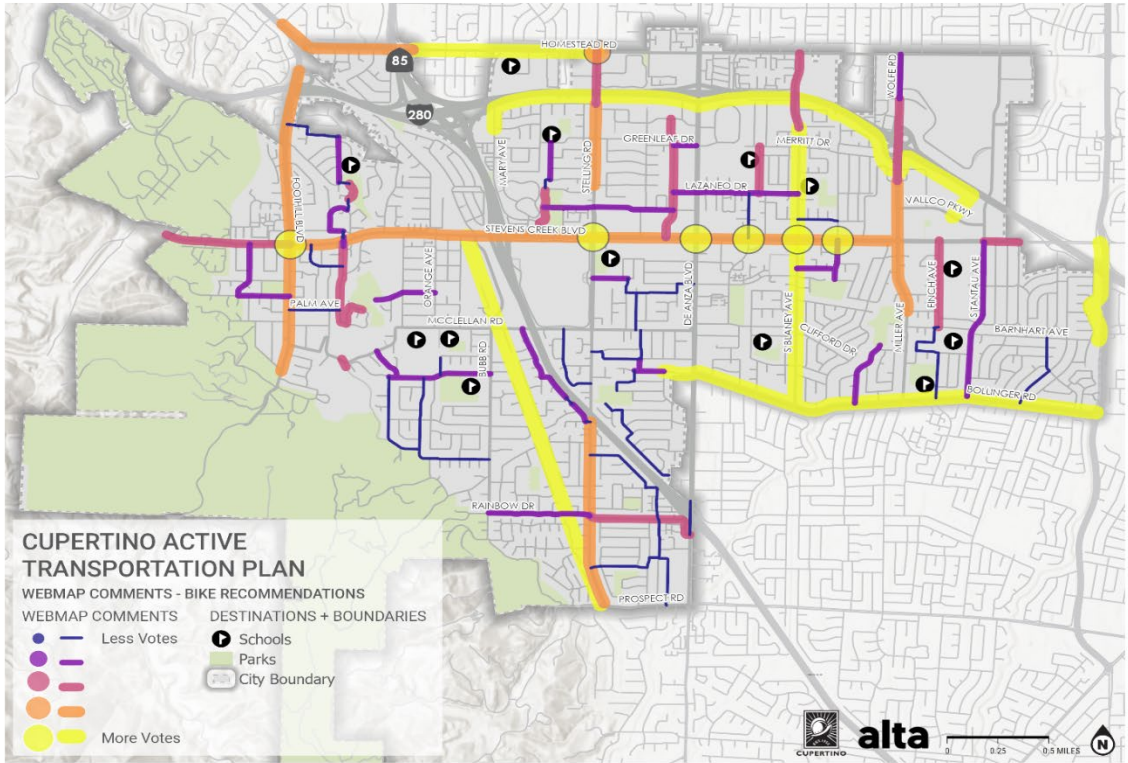


Figure 2: Webmap Comments Related to Bike Recommendations

## Event Summaries

### Pop-Up Events

The Alta Planning + Design project team (with support from City staff) hosted pop-up engagement events at existing community events, such as festivals and farmers’ markets. These pop-up events met the community where they were and gathered additional project feedback throughout the project. During Phase 2, Alta staff engaged with people on an array of poster boards, where participants were invited to learn more about the project, timeline, and safety infrastructure, as well as provide feedback on the project recommendations. Cupertino City staff conducted additional pop-up events to supplement Alta’s activities.

At pop-up events, residents were encouraged to provide the following feedback on the bicycle and pedestrian network recommendations:

- **Draw a check mark** to indicate that residents like a recommended improvement.
- **Trace a route** that is currently missing, and residents would like included in the recommendations.
- **Add a sticky dot** in a location where residents would like to see additional spot improvement.

Residents could also add a sticky note with additional context regarding a traced route and/or sticky dot, or to provide a more general comment. Key themes among resident feedback are summarized in the event summary.

Table 2: Summary of Pop-Up Participation

Event	Date	Staffed By	Interactions	Poster Board Engagement
Creekside Farmers’ Market	September 5	City of Cupertino	30	16
Silicon Valley Fall Festival	September 13	Alta and City of Cupertino	90	67
De Anza Farmers’ Market	September 21	Alta	50	11
Cupertino Bike Fest	September 27	Alta	35	21
Senior Center Oktoberfest	October 8	City of Cupertino	14	38
Diwali Celebration	October 11	City of Cupertino	49	87
Block Captains Conference	October 22	City of Cupertino	22	76
Teen Commission	November 12	City of Cupertino	9	0
<b>Total</b>			288	316

## *Creekside Farmers' Market*

On Friday, September 5, 2025, from 8:00 a.m. to 12:00 p.m., the Creekside Farmers' Market held its weekly market at Creekside Park. At least 30 people engaged with Alta and City staff, leaving a total of 16 check marks or requests for additional spot improvements (no traced routes).

**Check marks:** Residents showed significant support for the shared-use path recommendations on both the bicycle and pedestrian network recommendation maps. A total of six check marks were drawn on either the Calabazas Creek, Saratoga Creek, or Memorial Park shared-use path recommendations. Another popular recommendation was the Finch Ave separated bikeway, which had two check marks.

**Additional spot improvements:** Residents placed three sticky dots on either the bicycle or pedestrian network recommendation maps:

- Lazaneo Dr & De Anza Blvd, "sunlight visibility issues"
- Blaney Ave & Regnart Creek Trail, "add stop sign"
- Portal Ave & Merritt Dr, "need to make cars stop"



Figure 3: Creekside Farmers' Market

## *Silicon Valley Fall Festival*

On Saturday, September 13, 2025, from 10:00 a.m. to 7:00 p.m., Rotary Club of Cupertino held its annual Silicon Valley Fall Festival at Memorial Park. At least 90 people engaged with Alta and City staff, leaving a total of 52 check marks, requests for additional spot improvements, or traced routes. Residents also placed 15 general comments or provided feedback that are outside of the scope of the ATP.

**Check marks:** Residents showed significant support for the Union Pacific shared-use path recommendation (four check marks), the Stevens Creek separated bikeway recommendation (five check marks), and the Tamien Innu shared-use path recommendation (five check marks). Residents also showed support (two check marks at each location) for the Foothill Blvd separated bikeway recommendation, Stelling Rd and Alves Dr intersection recommendation, and the Foothill Blvd and Stevens Creek Blvd intersection recommendation.

**Additional spot improvements:** Residents placed eight sticky dots on either the bicycle or pedestrian network recommendation maps. One theme that emerged among the sticky dots is commentary about where the entrance to the Tamien Innu Trail should be, and mixed feelings about whether the Auburn Dr soundwall should be opened or remain closed.

**Traced route:** Residents drew or indicated eight changes to routes on either the bicycle or pedestrian network recommendation maps. One theme that emerged is the desire to upgrade the existing bike lane on McClellan Ave and complete the separated bikeway network all the way to Monta Vista High School.



Figure 4: Silicon Valley Fall Festival

## *De Anza Farmers' Market*

On Sunday, September 21, 2025, from 9:00 a.m. to 1:00 p.m., De Anza Farmers' Market held its weekly market at De Anza College. Fifty people engaged with Alta staff, leaving a total of 10 check marks, requests for additional spot improvements, or traced routes. One resident placed a more general comment outside of the scope of the ATP.

**Check marks:** Residents placed two check marks on the network recommendation maps. One was on the pedestrian network map, indicating support for the intersection improvements at De Anza Blvd and Stevens Creek Blvd. The other check mark was on the bicycle network map, indicating support for the separated bikeway recommendation for Stevens Creek Blvd.

**Additional spot improvements:** Residents placed five sticky dots on either the bicycle or pedestrian network recommendation maps. No themes emerged from the sticky dot locations or comments.

**Traced route:** Residents drew or indicated three changes to routes on either the bicycle or pedestrian network recommendation maps. No themes emerged from the routes or comments.



Figure 5: De Anza Farmers' Market

## *Cupertino Bike Fest*

On Saturday, September 27, 2025, from 9:00 a.m. to 1:00 p.m., the City of Cupertino hosted its annual Bike Fest. Thirty-five people engaged with Alta and City staff, leaving a total of 19 check marks, requests for additional spot improvements, or traced routes. Two residents placed a more general comment outside of the scope of the ATP.

**Check marks:** Residents placed 10 check marks on either the bicycle or pedestrian network recommendation maps. One theme is that two people showed support for the buffered bike lane recommendation on Bollinger Rd.



*Figure 6: Cupertino Bike Fest*

**Additional spot improvements:** Residents placed seven sticky dots on either the bicycle or pedestrian network recommendation maps. One theme that emerged is that there are conflicts between modes at the Stevens Creek Blvd and Wolfe Rd intersection crossing.

**Traced route:** Residents drew or indicated two changes to routes on either the bicycle or pedestrian network recommendation maps. No themes emerged from the routes or comments.

## *Diwali Festival*

On Saturday, October 11, 2025, from 11:00 a.m. to 6:00 p.m., the Cupertino Chamber of Commerce held its annual Diwali Festival at Memorial Park. Forty-nine people engaged with City staff, leaving a total of 87 check marks, requests for additional spot improvements, or traced routes.

**Check marks:** Event participants showed significant support for the intersection improvement recommendations on Finch Avenue and Bollinger Road, placing a total of 17 check marks along both corridors. Participants also showed significant support for the bike intersection improvements and separated bikeway recommendations on Stevens Creek Boulevard, placing 25 check marks on the corridor.

**Additional spot improvements:** One note placed on the pedestrian map said that they would love to see a bike park in Memorial Park similar to the one at the Great Highway in San Francisco, possibly indicating that the facility could use improvements for pedestrian safety.

**Traced route:** There was one traced route on the pedestrian map, indicating that Peninsula Avenue would benefit from sidewalk rehabilitation.



Figure 7: Diwali Festival

### *Senior Center October Festival*

On Wednesday, October 8, 2025, City of Cupertino staff tabled at the Cupertino Senior Center for the October Festival. At least 14 people engaged with City staff, leaving a total of 33 check marks or requests for additional spot improvements (no traced routes). Residents also placed five general comments or provided feedback that is outside of the scope of the ATP.

**Check marks:** Residents placed 25 check marks on either bicycle or pedestrian network recommendation maps. On the bicycle network recommendations, there was significant support for the Tamien Innu, and on the pedestrian network recommendations, there was significant support for pedestrian improvements on Foothill Blvd between Stevens Creek Blvd and Walnut Circle N.

**Additional spot improvements:** Residents placed eight X marks on either the bicycle or pedestrian network recommendation maps. It was noted that Foothill Blvd north of Stevens Creek needs speed limit reductions.



Figure 8: Senior Center October Festival

## Community Workshops

The City and Alta hosted two community workshops, one in person and one virtual. These provided dedicated spaces for the public to learn about the recommended bicycle and pedestrian improvements and engage with project staff with any questions, concerns, or ideas they had for the ATP.

Table 3: Summary of Community Workshop Participation

Event	Date	Attendance	Comments
Community Workshop #1 (in person)	September 29, 2025	13	40
Community Workshop #2 (virtual)	October 23, 2025	7	12

### Community Workshop #1

The City of Cupertino hosted an in-person workshop on the evening of September 29 for the Cupertino ATP, held from 6:00 to 8:00 p.m. Thirteen members of the public attended the workshop. A 35-minute presentation was given, followed by a 10-minute question-and-answer (Q&A) session and an interactive poster board activity. There were seven questions posed during the Q&A.

During the interactive posterboard activity, residents were encouraged to provide direct feedback on the proposed pedestrian and bicycle recommendations with sticky notes and by making notes on a bicycle map and pedestrian map of the city.

Below is a summary of the Q&A session, general comments, and comments on the poster boards.



Figure 9: Presentation at Community Workshop #1

### Q&A

- **Past plans:** A resident was curious how the ATP will utilize the recommendations from the 2016 Bike Plan.
- **Collision data:** A resident wanted to know where we got the collision data from.
- **Analysis:** A resident wanted to let the project team know that they were impressed with the data and analysis.
- **Prioritization:** A resident wanted to know if there would be a section in the ATP that would explain how we prioritize pedestrian and bicycle recommendations.
- **Funding:** A resident wanted to know if the City had a budget for these projects or how these projects would be funded.
- **Lane reduction:** A resident wanted to know if the recommendations would reduce travel lanes.
- **Type of project recommendations:** A resident wanted to know if these bicycle and pedestrian recommendations are all for future projects.

## Overall Themes from Outreach Boards

### Pedestrian Network

- **Safety near schools:** There was mention of prioritizing and ensuring that improving pedestrian access and traffic calming near schools was prioritized (Lincoln Elementary, Monta Vista High School, Cupertino High School).
- **Crosswalk enhancements:** There were requests for raised crosswalks and RRFBs at intersections for pedestrian improvements.
- **Traffic calming:** The public would like to see elements that would support reducing vehicle speeds on streets such as McClellan, Finch, and Bollinger.
- **Shared-use paths:** There was a desire to connect parks, schools, and neighborhoods to shared-use paths and trails.

### Bicycle Network

- **Protected bike lanes:** Strong demand for buffered or separated bike lanes on major roads (Stevens Creek, Foothill, Bollinger).
- **School access:** Emphasis on safe bike routes for students.
- **Speed and safety:** Comments showed unsafe conditions due to fast-moving vehicles.

### Additional Spot Improvements

#### Build Protected or Separated Bike Lanes

- Wolfe Rd and Miller Ave
- Blaney from Homestead to Bollinger
- Foothill Blvd
- Stevens Creek Blvd to Foothill Blvd
- Bollinger Rd and Clifden Way
- Miller Ave between Calle de Barcelona and Stevens Creek Blvd

#### Roadway or Crosswalk Improvements

##### Group A Typology (Signage & Striping)

- Intersections along Rodrigues Ave
- Intersections along Bollinger Dr
- Miller Ave and Rancho Rinconada
- Along McClellan Road
- Mary Ave near Memorial Park and the senior center

##### Group C Typology (Signal Modifications)

- Finch Ave near schools
- De Anza Blvd and Bollinger Rd
- S Blaney Rd and Regnart Creek Trail
- Rodrigues Ave and Torre Ave

## General Comments on Outreach Boards

- **Prioritization:** Prioritize improvements near schools and high-traffic areas.
- **Visibility and signage:** Requests for better signage and visibility improvements at intersections.

## Community Workshop #2

The City of Cupertino hosted a virtual workshop on the evening of October 23 for the Cupertino ATP, held from 6:00 to 7:30 p.m. Members of the public registered for the event and seven attended. The workshop included a 35-minute presentation, followed by a Q&A session. There were questions posed in the Q&A chat window, and attendees provided spoken comments and questions.

Below is a summary of comments and questions from members of the public at the virtual workshop.

### General Comments

- Participants were generally supportive of project recommendations.
- Questions about how projects identified in the plan would move through into design and implementation.
- One attendee wanted to understand how plan recommendations would improve traffic safety specifically on his street; the conversation was moved offline to interface directly with City staff.
- Requests for driver education on right-of-way and yielding for people walking and riding bikes.

## Public Hearings

The project team gave presentations at three public hearings between August and November of 2025. Each presentation dealt with the results of Phase 1 outreach, recommendations for the bicycle and pedestrian networks, and project prioritization. At each hearing, input was explicitly sought on how prioritization criteria should be modified to best reflect community priorities for the ATP.

Event	Date	Attendance	Comments
Bicycle Pedestrian Commission	August 20, 2025	13	20
Planning Commission	September 9, 2025	14	13
City Council Study Session	November 4, 2025	10	20

## Bicycle Pedestrian Commission

The project team gave a presentation to the Bicycle Pedestrian Commission (BPC) on the evening of August 20. Eight members of the public were in attendance. The purpose of the presentation was to seek BPC feedback on the prioritization criteria to be applied to the recommended projects.

### General Feedback

- Bicycle and pedestrian project scores should be normalized to ensure a single project list.
- Prioritization should reflect safety and access—which were the two most highly ranked goals during Phase 1 outreach.
- Vision Zero and safety should have a higher level of emphasis in prioritization.

- A desire to expand criteria for School Safety scoring.
- Sustainability scoring should include connectivity to surrounding cities.
- Criteria should not include public input, which could spark an “arms race” between supporters and opponents.
- Criteria should consider future growth and its accompanying demand for trips.
- Requests for better data collection and evaluation of project impacts.

Following the meeting, the BPC issued a formal letter to City staff with their recommendations for prioritization scoring.

### *Planning Commission*

On Tuesday, September 9, 2025, Alta and City staff presented at the City of Cupertino Planning Commission. Project staff presented a summary of Phase 1 activities, an overview of what to expect during Phase 2, and requested feedback on the draft project prioritization criteria. After the presentation, project staff answered clarifying questions from the commission and received seven public comments (some comments touched on multiple subjects):

Public prioritization feedback:

- Three speakers suggested expanding the distance for the school proximity criteria.
- Two speakers suggested eliminating the public input criteria.

Other public questions:

- One speaker spoke about their challenges with navigating the curb extension at Stevens Creek Boulevard and De Anza Boulevard as a driver.
- One speaker shared their concern about red light running.
- One speaker shared their concerns about hoverboard and e-bike riding—not stopping at stop signs and riding on the sidewalk.

After public comment, commissioners provided the following feedback and recommendations regarding the prioritization criteria:

- **Access criteria:** Change the school proximity score to “fifteen points if within one-half mile of a school.” Add “senior housing and senior facilities such as the Senior Center” to the metric definition of “Parks & Other Destinations Proximity” for pedestrians.
- **Sustainability/connectivity goal:** Change the “Sustainability” goal name to “Connectivity.” Add 10 points if it’s within one-quarter mile of a trail or a low-stress facility like Class IV separated bike lanes, making the total maximum score for this section 20 points instead of 10 points.
- **Balance goal:** Subtract five points if removal of a substantial number (five or more) of regularly used parking spaces (used 51% or more of the time). Subtract 15 points if it eliminates a car lane for a substantial (10% or more) portion of the project length.
- **Fairness goal:** Delete this goal as it is not an objective, measurable criteria for the positive or negative impact of a project.

- **Additional project recommendations:** Add a project to prioritize intersections on the high-injury network with red-light and speeding cameras. Consider adaptive right-turn-on-red technology where necessary. Conduct a bike count of existing bicycle facility use as a baseline for major proposed bike projects. Partner with bicycle education providers (in addition to the Silicon Valley Bike Coalition) to offer routine adult and child education courses in Cupertino.

The Planning Commission passed a motion for City staff to adjust prioritization criteria according to feedback shared by the commission.

### *City Council Study Session*

The project team gave an informational presentation to the Cupertino City Council on the evening of November 4. Six members of the public attended the City Council meeting. The purpose of the presentation and study session was to seek City Council feedback on the prioritization criteria to be applied to the recommended projects.

#### **General Feedback**

- Concern about the cost of the ATP.
- Concern about impacts to people driving cars and a lack of outreach explicitly focused on people who drive cars.
- Questions about how projects get funded and the consequences of failing to adopt a new ATP.
- Requests for analysis on the trip patterns of car drivers to complement the analysis completed for the ATP.
- Consider the needs of an aging population when looking at the selection and location of active projects.
- The ATP should further prioritize technology-based solutions, such as red-light cameras and adaptive signal technology.
- Concerns about the safety of e-bikes, especially around pedestrians.

#### **Prioritization Feedback**

- A strong preference to adopt the prioritization recommendations of the BPC and the Planning Commission.
- A request for cost-effectiveness as a measure in prioritization.
- A desire to remove public input as a scoring criteria for prioritization, as it may encourage an “arms race” between supporters and opponents of the plan.
- More clarity is needed on how prioritization metrics are defined and scored.
- A desire to better account for vehicular impacts on arterial roadways.

The City Council introduced and passed a motion for City staff to revise prioritization criteria based on feedback from the BPC, Planning Commission, and City Council. City staff were instructed to return to City Council to present and confirm revised criteria.